



ARTICLE III. SITE DESIGN

17.99.240 Natural site conditions.

17.99.250 *Repealed.*

17.99.260 Primary walkway standards (IBE).

17.99.270 Secondary walkway standards (IBE).

17.99.280 Outdoor common area standards.

17.99.290 Residential setbacks.

17.99.300 Nonresidential setbacks.

17.99.310 Historic district nonresidential setbacks.

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17.99.330 Parking lot standards.

17.99.340 Fences.

17.99.350 Outdoor lighting standards.

17.99.360 Outdoor furnishings.

17.99.240 Natural site conditions.

Site development should be designed to reflect the natural conditions of the site, including topography and existing vegetation. The following standards will help to achieve this, and are applicable to all development.

A. Limit clearing of vacant parcels to no more than 50 percent of significant trees and retain vegetation in all required buffers and setbacks.

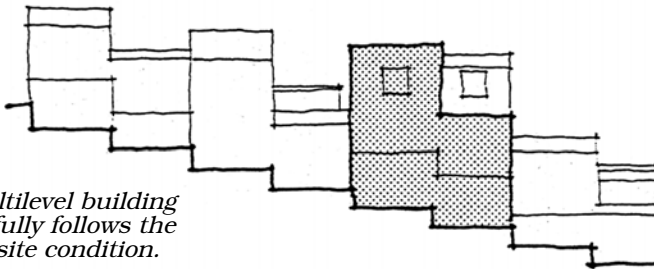
Clearing limitations apply to all vacant parcels with no approved site plan or building permit for development.

B. Retain natural vegetation on underdeveloped portions of sites with approved site plan.

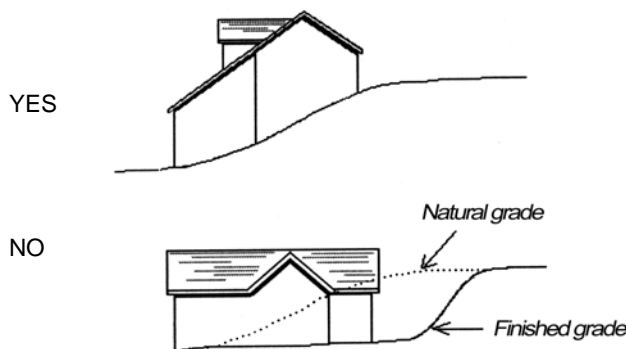
Clearing of underdeveloped portions of approved site plans shall only be permitted once civil plans for development of those areas have been approved and clearing is required for civil infrastructure.

C. Maintain natural topography.

Buildings and parking lots shall be designed to fit natural slopes rather than regrading the slope to fit a particular building or parking lot design. Cuts and fills on a site shall be balanced and finished grades shall not include any retaining walls that exceed six feet. Instead, designs shall complement and take advantage of natural topography. Sloped lots may require multileveled buildings, terraced parking lots and/or lower level parking garages.



This multilevel building successfully follows the natural site condition.



Natural vegetation, together with existing views of the water and territorial views is an integral part of the harbor setting and should be preserved on both developed and vacant parcels.

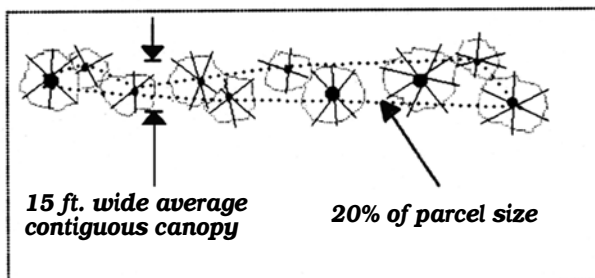
Views through or framed by natural vegetation may be achieved while retaining the existing vegetation which characterizes the harbor setting.

D. Incorporate approximately 25 percent of significant trees into the project or approximately 15 percent for short plats.

On nonresidential, multifamily sites, and residential subdivisions at least 25 percent of significant trees shall be incorporated into required landscaping and retained indefinitely. In short plats, at least 15 percent of significant trees shall be retained indefinitely. The percent calculation shall be based upon significant trees currently on the site and which have been cleared from the site within the past five years. All significant trees on site shall be identified and shown on a tree survey. In conjunction with the percent retention requirement, the following options may be applied to other landscaping requirements of this chapter.

1. REDUCED LANDSCAPING REQUIREMENTS

Clusters of natural vegetation which form a continuous canopy at least 15 feet deep (average) and at least 25 percent of the parcel size (measured from the outer edges of the trunks) will meet the requirements for on-site trees; provided, that screening and buffering requirements otherwise required are met. All other landscaping requirements must be adhered to.



Natural vegetation may meet on-site tree requirements.

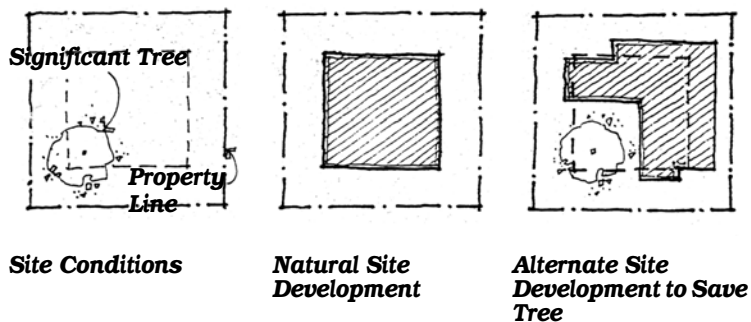
2. REDUCED PARKING STALL DIMENSIONS

Parking stalls adjacent to protected trees may be reduced to eight feet by 16 feet to avoid encroachment into tree root zones.



3. ENCROACHMENT INTO SETBACKS

Structures and parking areas may encroach into required setbacks if it can be shown that such encroachment allows significant trees or tree clusters to be retained. Encroachment shall be the minimum encroachment necessary to protect specified trees. In no case shall the yard be reduced to less than five feet. (Not applicable to single-family and duplex development or to development subject to zone transition standards.)



E. Replace lost trees which were intended to be retained.

If trees required to be retained pursuant to this title or a land use approval are subsequently removed or damaged, they shall be replaced by at least one and one-half times the tree diameter removed (ex. a 10-inch DBH tree removed will equal 15-inch DBH of tree diameter replaced). A single tree may be replaced with multiple trees provided the total tree diameter at DBH equals the required replacement value. Replacement trees shall be a minimum of six-foot trees for evergreens or two-inch caliper for deciduous trees at planting. The trees removed shall be replaced with trees of the same type, evergreen or deciduous. Shrubs and ground cover shall also be replaced when replacing tree(s). The shrubs and ground cover shall be planted within the limits of the previous tree stand canopy.

F. Retain the natural symmetry of trees.

Trimming of trees shall be done in a manner that preserves the tree's natural symmetry. Topping is prohibited unless recommended by a qualified arborist for health or safety reasons. Limbing-up may be appropriate if sufficient crown is retained to preserve the tree's fullness and health.

G. Maintain health and fullness of natural vegetation and buffer areas.

Areas of natural vegetation shall be retained over time. To ensure this, volunteer saplings of coniferous trees should be allowed to grow to replace older, less healthy trees. However, it may be prudent to thin out some saplings to avoid overcrowding if existing trees are healthy and full. A healthy and typical spacing of larger trees in a natural or forested setting is about 12 to 15 feet on center.

Selective thinning and maintenance may be allowed if this spacing is retained, subject to city planning staff approval. The order of preference in trees to be retained under a thinning maintenance program is:

1. Healthy coniferous and madrone trees with a 10-inch or greater trunk diameter;
2. Healthy coniferous and madrone trees with a six-inch or greater trunk diameter;
3. Smaller saplings of coniferous trees; and
4. Deciduous trees.

No trees shall be removed under a thinning and maintenance program if such removal results in tree spacing greater than 15 feet on center, except to remove dying or dangerous trees as determined by a qualified arborist. Full under-story shrubbery shall be retained, except to thin out non-native species (e.g., blackberry, scotch broom). (Ord. 1393 § 10, 2018; Ord. 1347 § 68, 2016; Ord. 1194 § 46, 2010; Ord. 1092 § 1, 2007; Ord. 1086 § 1, 2007).

17.99.250 Landscaping and screening.

Repealed by Ord. 1086.

17.99.260 Primary walkway standards (IBE).

A primary walkway is the main pedestrian walkway which connects a building's entrance to the public right-of-way. Primary walkways are required for all nonresidential development.

A. Link nonresidential buildings to their fronting street with primary walkways.

All primary structures must be served by primary walkways which directly link the building's main entrance to the street on which the building is located.

B. Assure that primary walkway width is proportionate to the scale of the project.

On projects with less than a 20,000 square foot footprint, primary walkways must be a minimum of five feet in width. Larger projects require eight feet or wider primary walkways.

C. Differentiate walkway surfaces.

Primary walkways must be visually distinct from parking lot and driveway surfaces and shall be characterized by concrete or masonry materials. Walkways flush with asphalt or vehicular travel-ways shall have a distinct pattern and texture (e.g., brick pavers or stamped concrete). Paint or appliques will not suffice to meet this requirement. Walkways must be functionally separate from parking lots and driveways except where they cross driveways.

D. Accent walkways with significant landscaping.

One side of all primary walkways must be landscaped except where they cross driveways. The width of the landscaping shall be a minimum of five feet.

E. Accent primary walkways with lighting and seating.

Primary walkways must include lighting and seating areas in accordance with the lighting standards and outdoor furniture in GHMC 17.99.350 and 17.99.360. One bench is required for every 200 feet of walkway length.

F. Identify significant historic buildings, landscapes, places or events.

Plaques, signs or art with applicable information about historic events or structures associated with the site are encouraged. These demarcations may be reviewed by staff for historic accuracy. (Ord. 1307 § 65, 2014)

Primary walkways are not only a building's link to the public right-of-way; they also facilitate and enhance the pedestrian environment.



17.99.270 Secondary walkway standards (IBE).

Secondary walkways are those that provide for pedestrian movement between buildings without depending upon parking lots or landscape areas for such movement. Secondary walkways are required for all nonresidential and multifamily development.

A. Link each building with walkways.

All buildings designed for nonresidential use or business access shall be linked to each other by a secondary walkway system. Walkway layouts should promote the shortest distance between building entrances. Long circuitous routes shall be avoided. Public sidewalks may be considered part of the walkway system if they provide convenient movement between structures.

B. Assure adequate walkway width.

Secondary walkways must be at least three feet in width.

C. Differentiate walkway surfaces.

Secondary walkways must be visually distinct from parking lot and driveway surface and shall be characterized by concrete or masonry materials. Walkways flush with asphalt or vehicular travel-ways shall have a distinct pattern and texture (e.g., brick pavers or stamped concrete). Paint or appliques will not suffice to meet this requirement. Walkways must be functionally separate from parking lots and driveways except where they cross driveways.

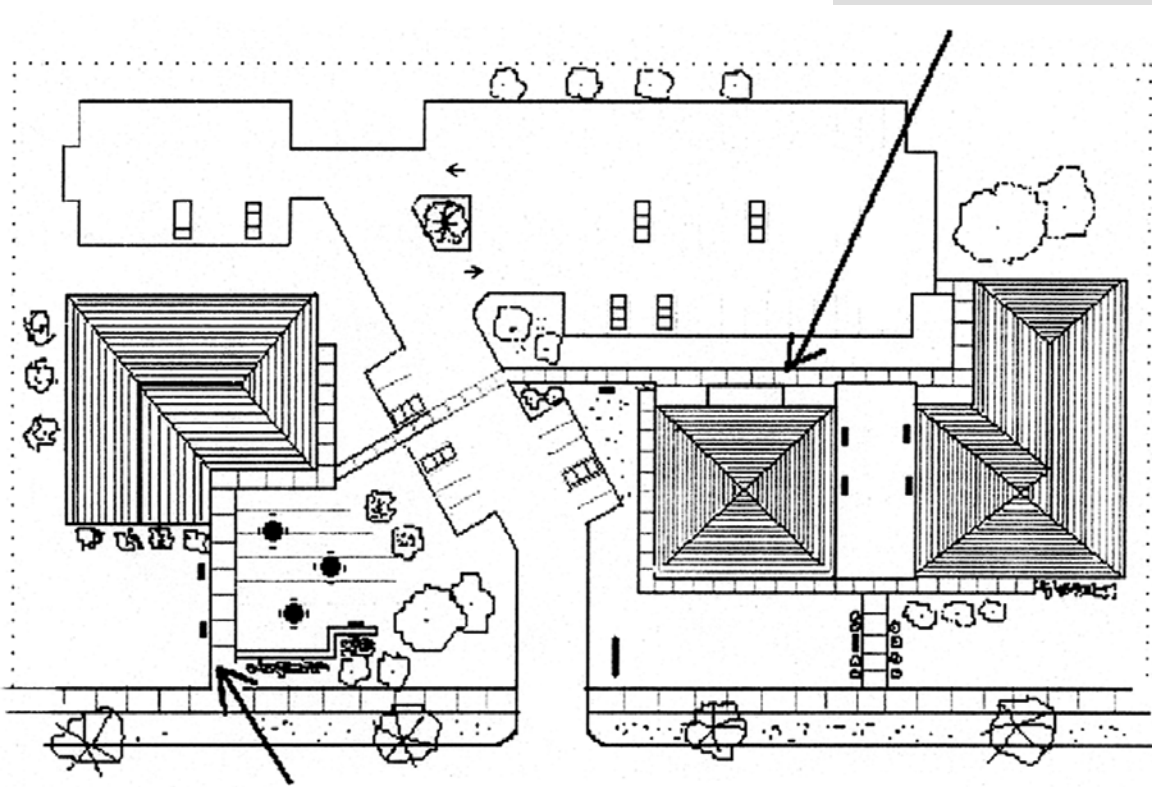
Secondary walkways serve as a pedestrian system that facilitates safe and efficient movement between buildings, plazas, common areas, green spaces and other site plan amenities. They should be designed to provide the shortest distances between building entrances. Long circuitous routes are not appropriate.

17.99.270 SECONDARY WALKWAYS

D. Avoid walkways which cross parking stalls.

Secondary walkways may not be used for parking stalls, nor may parking stalls be used for secondary walkways. Ramps or loading areas of handicap stalls may, however, be part of secondary walkways, subject to ADA conformance.

Secondary walkways connect each building and are distinct from parking lot surfaces. Notice the direct route between buildings.



Primary walkway connects building's main entrance with the public sidewalk. Notice how the outdoor plaza provides a visual focus to the site while enhancing the pedestrian environment.

17.99.280 Outdoor common area standards.

A common area is a designed outdoor space which encourages outdoor activities and leisure in outdoor spaces associated with nonresidential development. Required common areas must be provided on site, unless otherwise allowed by subsection (B)(5) of this section, but may be enlarged and extended into city rights-of-way to connect with the sidewalk, subject to city public works department approval.

A. Provide common area of a size proportionate to development.

Nonresidential development greater than 2,000 square feet in floor area shall include common areas equal to 10 percent of the gross floor area of the building to which they apply, excluding garages, warehouses, and similar unheated support structures.

B. Choose type of common area best suited to development.

Common areas must include trash receptacles and casual seating and/or tables. Common areas must be one of (or a combination of) the following:

1. BALCONY, TERRACE OR COVERED COLONNADE – providing a minimum walking width of eight feet and which also incorporates seating areas.
2. PLAZA – with colored or textured pavement surface, e.g., brick, stone, exposed aggregate concrete or colored and textured concrete. To provide pattern and enhance the texture of the pavement, concrete surfaces shall be scored or otherwise divided into smaller sections.
3. POCKET PARK – developed between or in front of buildings which include landscaped areas of grass, trees, shrubbery and flowers, combined with limited paths and pavement areas for casual tables and/or seats.
4. SHORELINE VIEWING PLATFORM – consistent with both the shoreline master program requirements and these design standards. Viewing platforms intended for public access shall be identified with signage located at the edge of the public right-of-way.
5. OFF-SITE COMMON AREAS – For structures with less than 5,000 square feet of floor area, any of the above common areas which are within 250 feet of the subject site and are at least as large as the required common area for the subject site meet common area requirements and do not have to be repeated. This does not imply that the off-site common area must be accessible for the



subject site's use. It merely develops an appropriate density for outdoor common areas in a given district. Off-site common areas do not qualify for on-site parking credits allowed by subsection (F) of this section.

C. Locate common areas in view corridors.

Where view corridors occur on a site, common areas shall be located within the view corridor. Use care in the selection of landscape plantings so as to preserve views.

D. Provide direct access to common areas with pedestrian walkways.

Common areas (or outdoor stairs leading to common areas) shall be easily accessible to customers from the public right-of-way by either primary or secondary walkways.

E. Provide outdoor seating where people want to sit.

Pedestrian seating is encouraged in locations which allow enjoyment of sun and protection from wind and rain. Locate seating so that users can observe the activities of the street or enjoy a scenic view.

F. Take advantage of common area credits.

Common areas invite pedestrian activity. Therefore, it is expected that impacts from automobile traffic will be lessened. Additionally, a well-designed common area provides the same visual amenity as landscaping. Provision of common areas may therefore be counted toward parking and hard surface coverage requirements as follows:

1. **REDUCED PARKING.** Required on-site parking may be reduced by one parking stall for every 200 square feet of required common area.
2. **INCREASED HARD SURFACE COVERAGE.** Required common areas shall not be counted towards the total hard surface coverage. (Drainage system design must incorporate all impermeable surfaces.)

G. Consider allowed activities in common areas.

To assure full use and benefit of common areas to the property owner, the following activities are allowed in common areas:

1. **FOOD OR FLOWER CARTS** – limited to one portable food or flower handcart, provided such cart does not impede pedestrian flow. Common areas larger than 2,000 square feet may have two carts. Carts shall be on private paved common area, subject to owner approval and health department permit requirements. Carts must be portable and be stored away after hours.

2. TEMPORARY ART DISPLAYS – allowed in private common areas, subject to owner approval, and subject to city permit requirements.
3. OUTDOOR SALES – (e.g., farmers’ market) allowed one day per week.
4. OUTDOOR DINING – up to one seat per 20 square feet of common area is allowed as a bonus (in addition to seating regulated by parking requirements), provided such seating does not impede pedestrian flow.
5. TRANSIT STOP – Common areas may double as a transit stop if they conform to both transit stop and common area requirements. (Ord. 1347 § 69, 2016; Ord. 1307 § 66, 2014)

17.99.290 Residential setbacks.

The following standards apply to all single-family and duplex residential development outside the historic district and all multifamily development city-wide. In order to deviate from minimum setback standards, approval must be obtained through the variance process defined in Chapter 17.66 GHMC and not through the design review process.

A. Conform to single-family and duplex setback requirements.

Single-family and duplex development shall comply with the setbacks defined for each zone in GHMC Title 17. Single-family and duplex setbacks are intended to give greater emphasis to front entrances and porches while keeping the garage a subordinate element in the house design. Garages may be located in the defined side and rear yards, provided they conform to the criteria in GHMC 17.99.490(A)(1).

B. Conform to multifamily setback requirements.

Multifamily development shall comply with the setbacks defined for each zone in GHMC Title 17. (Ord. 1194 § 46, 2010; Ord. 1085 § 1, 2007).

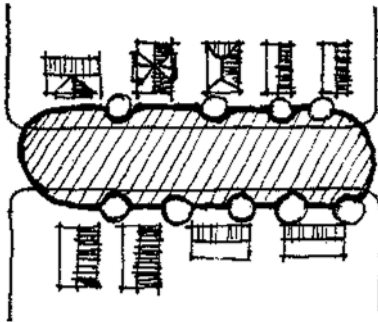
17.99.300 Nonresidential setbacks.

The following standards apply to all nonresidential development. In order to deviate from minimum setback standards, approval must be obtained through the variance process defined in Chapter 17.66 GHMC and not through the design review process.

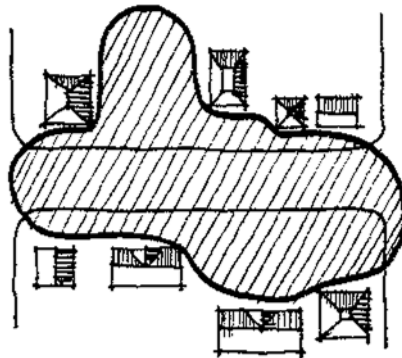
A. Conform to setback requirements.

Development shall comply with setbacks defined for each zone in GHMC Title 17.

Consistent streetfront setback produces organized spatial enclosure.



Inconsistent setback and site design produces irregular and often incoherent enclosure.



B. Locate structures near front setback line (IBE).

At least 50 percent of the primary structure's front facade shall be placed on the front setback line (except in the historic district or unless retention of significant tree(s) warrants an increased setback). Additional structures on the site shall be likewise placed on the front setback line unless they are located behind other structures on the site. The remaining portion of the building may be stepped back to accommodate common areas or parking. However, no more than 50 percent of required parking may be located forward of the front facade of a building (see parking standards in GHMC 17.99.330(E)). (Ord. 1347 § 70, 2016; Ord. 1307 § 67, 2014; Ord. 1194 § 46, 2010).

To enhance the visual quality and the pedestrian environment of nonresidential streets and activity centers, an increased emphasis should be placed on landscaping, pedestrian walkways and architecture.

Parking lots and service areas should be visually diminished by keeping them to the side or rear of the buildings.

17.99.310 Historic district nonresidential setbacks.

The historic district (see historic district map in GHMC 17.99.500) includes the downtown business district, all waterfront districts, the RB-1, B-2 and C-1 districts abutting Harborview and North Harborview Drives (excluding the B-2 district at the intersection of Harborview Drive and Burnham Drive NW), the area bordered by Harborview Drive, Rosedale Street and Stinson Avenue, the parcel on the southwest corner of the Rosedale Street/Stinson Avenue intersection, and all parcels having frontage on the following streets: Harborview Drive lying south of North Harborview Drive, Rosedale Street extending from Harborview Drive to Stinson Avenue, and Stinson Avenue extending from Rosedale Street to Harborview Drive. The following setback standards apply to all nonresidential development within the historic district.

In order to deviate from minimum setback standards, approval must be obtained through the variance process defined in Chapter 17.66 GHMC and not through the design review process.

A. Conform to nonresidential setback requirements.**1. FRONT SETBACK:**

Twenty feet (see also parkway setback requirements in this subsection), except that in the DB district the front setback is zero.

2. SIDE SETBACK/VIEW CORRIDOR – Downtown Business District (DB):

In the DB zone there are no side yard setbacks except as determined through the site plan review process unless the property abuts a residential district, in which case a 20-foot setback is required along the property line abutting the residential district.

3. SIDE SETBACK/VIEW CORRIDOR – All Other Zoning Districts:

- a. For sites with one building – On a 50-foot-wide lot, 20 feet of combined side yard setback/view corridor is required and may be allotted as desired except that a minimum of five feet on any one side is required. For every additional foot of lot width beyond 50 feet, an additional one-quarter foot of side yard setback/view corridor is required. On sites with less than 50 feet of width, one-quarter foot of side yard setback/view corridor shall be eliminated for every foot of lot width less than 50 feet; provided, that a minimum of five feet

To create a visual pattern and to enhance retail activity in the nonresidential area of the historic district, the street front shall be characterized by a continuous row of storefronts with retail uses on the sidewalk level.

Primary structures shall be located near the public sidewalk and be characterized by storefront display windows and entry bays.

of setback/view corridor shall be provided on all side yards.

b. For sites with multiple buildings – Side yard setbacks/view corridors shall be provided in an amount equivalent to 20 feet for the first 50 feet of lot width. For every additional foot of lot width beyond 50 feet, an additional one-quarter foot of side yard setback/view corridor shall be provided. On sites with less than 50 feet of width, one-quarter foot of side yard setback/view corridor shall be eliminated for every foot of lot width less than 50 feet. The side yard setbacks/view corridors may be allotted in one of the following ways:

i. The total of the required side yard setback/view corridor shall be provided adjacent and parallel to the side property lines along the entire length of the property; provided, that a minimum of five feet of setback/view corridor shall be provided on all sides; or

ii. If the lot is 100 feet or more in width, a minimum side yard setback/view corridor of five feet shall be provided adjacent to abutting properties and setback/view corridor(s) a minimum of 20 feet wide shall be provided between buildings on the subject site. Lots narrower than 100 feet wide are not eligible for this provision.

c. View Corridors – In waterfront zoning districts, view corridors shall be provided perpendicular to a designated parkway or parallel to the side property lines along the entire length of the property. In all other zoning districts, view corridors shall be provided parallel to the side property lines along the entire length of the property. All required view corridors shall be open from the ground to the sky except that appurtenances allowed by the definitions of “yard” in GHMC 17.04.880 and “yard, side” in GHMC 17.04.910 may be located within the corridor.

4. REAR SETBACK:

As defined for each underlying zone in the historic districts, or 25 feet, whichever is less, except that in the DB district there is no rear setback except as determined through the site plan review process, unless the property abuts a residential district, in which case a 20-foot setback is required along the property line abutting the residential district.

5. PARKWAY SETBACK:

At least 50 percent of the primary structure's front facade shall be within 10 feet of property frontages abutting defined parkways within the historic district.

6. OVERWATER STRUCTURE SETBACK:

Setbacks for overwater structures shall be governed by the Gig Harbor Shoreline Master Program and shall be exempt from this section.

B. Consider side yard setbacks which best preserve views from adjacent parcels.

In determining side yard setbacks, consideration should be given to how the location of the structure(s) will affect views from adjacent parcels and how vehicular access to rear garages can best be achieved. Total combined side yard setbacks may be allotted as desired except that a minimum of five feet on any one side is required. (Ord. 1238 § 1, 2012).

17.99.320 Historic district residential setbacks.

The following standards apply to all residential uses and development within the historic district, except that in the DB district all residential structures shall conform to the nonresidential setback standards for the DB district in GHMC 17.99.310.

In order to deviate from minimum setback standards, approval must be obtained through the variance process defined in Chapter 17.66 GHMC and not through the design review process.

A. Conform to residential setback requirements.

- | | |
|-----------------------------|---|
| 1. FRONT SETBACK MINIMUM | House/Accessory Structures – 20 feet; in Waterfront Millville – 12 feet Garage – 26 feet; in Waterfront Millville – 18 feet Porches – 12 feet; in Waterfront Millville – 6 feet |
|-----------------------------|---|

2. SIDE SETBACK/VIEW CORRIDOR MINIMUM**

a. For site with one building – On a 50-foot-wide lot, 20 feet of combined side yard setback/view corridor are required and may be allotted as desired except that a minimum of five feet on any one side is required. For every additional foot of lot width beyond 50 feet, an additional one-quarter foot of side yard setback/view corridor is required. On sites with less than 50 feet of width, one-quarter foot of side yard setback/view corridor shall be eliminated for every foot of lot width less than 50 feet; provided, that a minimum of five feet of setback/view corridor shall be provided on all side yards.

b. For sites with multiple buildings – Side yard setbacks/view corridors shall be provided in an amount equivalent to 20 feet for the first 50 feet of lot width. For every additional foot of lot width beyond 50 feet, an additional one-quarter foot of side yard setback/view corridor shall be provided. On sites with less than 50 feet of width, one-quarter foot of side yard setback/view corridor shall be eliminated for every foot of lot width less than 50 feet. The side yard setbacks/view corridors may be allotted in one of the following ways:



- i. The total of the required side yard setback/view corridor shall be provided adjacent and parallel to the side property lines along the entire length of the property; provided, that a minimum of five feet of setback/view corridor shall be provided on all sides; or
 - ii. If the lot is 100 feet or more in width, a minimum side yard setback/view corridor of five feet shall be provided adjacent to abutting properties and setback/view corridor(s) a minimum of 20 feet wide shall be provided between buildings on the subject site. Lots narrower than 100 feet wide are not eligible for this provision.
- c. View Corridors – In waterfront zoning districts, view corridors shall be provided perpendicular to a designated parkway or parallel to the side property lines along the entire length of the property. In all other zoning districts, view corridors shall be provided parallel to the side property lines along the entire length of the property. All required view corridors shall be open from the ground to the sky except that appurtenances allowed by the definitions of “yard” in GHMC 17.04.880 and “yard, side” in GHMC 17.04.910 may be located within the corridor.
3. REAR SETBACK MINIMUM** – As defined for each underlying zone in the Gig Harbor Municipal Code, or 25 feet, whichever is less.
4. OVERWATER STRUCTURE SETBACK:
Setbacks for overwater structures shall be governed by the Gig Harbor Shoreline Master Program and shall be exempt from this section.

** See additional setback provisions in subsection C of this section.

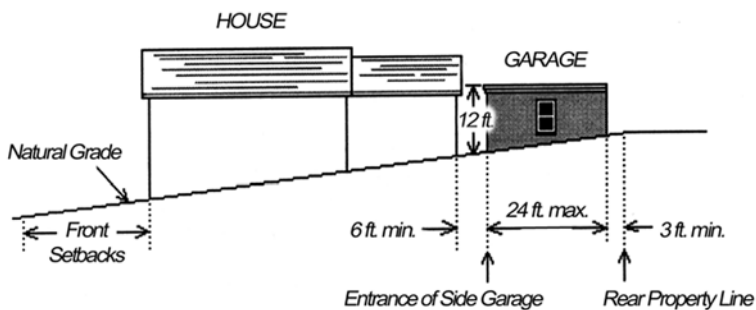
B. Consider side yard setbacks which best preserve views from adjacent parcels.

In determining side yard setbacks, consideration should be given to how the location of the structure(s) will affect views from adjacent parcels and how vehicular access to rear garages can best be achieved. Total combined side yard setbacks may be allotted as desired except that a minimum of five feet on any one side is required.

C. Consider incentives to locate residential garage behind house.

To encourage garages in back yards, garages may be located in the defined side and rear yards provided they meet the following criteria for special exceptions:

1. The garage is placed at least six feet behind the house. (A breezeway no wider than six feet measured side to side may connect the garage to the house.)
2. The garage is at least three feet from the rear property line. The garage may be placed three feet from the side property line; provided, that the main structure directly in front of the garage is no more than five feet from the same side property line. (This ensures that the balance of the required side yard setback is retained for the full depth of the parcel.)
3. The size of the garage does not exceed 24 by 24 feet.
4. The height of the garage is limited to 12 feet above the highest point of natural grade along the front (vehicular entrance) wall of the garage.



(Ord. 1307 § 68, 2014; Ord. 1284 § 1, 2014; Ord. 1238 § 2, 2012).

Rear-yard garages are encouraged with special setback allowances.

17.99.330 Parking lot standards.

The following standards apply to all nonresidential uses and development.

A. Limit the number of curb cuts.

To maximize landscaping at the street face, curb cuts for driveways shall be limited to one cut per parcel frontage or one cut per 200 feet of parcel frontage, subject to public works standards driveway separation requirements. An additional cut is allowed if the driveway is one-way. Where available, side streets or alleys should be used for additional access needs.

B. Limit driveway widths to maximize landscaping at the streetface.

To further maximize landscaping at the street face, one-lane driveways may be no wider than 15 feet, two-lane driveways may be no wider than 24 feet and three-lane driveways may be no wider than 34 feet except that necessary flaring of the driveway may occur between the inner edge of the sidewalk and the gutter.

C. Conform to lighting standards in GHMC 17.99.350.**D. Incorporate pedestrian ways into parking lot.**

Pedestrian ways, including walkways and crosswalks, shall conform to the on-site walkway requirements in GHMC 17.99.260 and 17.99.270.

E. Minimize parking in front of buildings (IBE).

No more than 50 percent of required parking may be located forward of the front facade of a building. In this context, the front facade of the building shall be any side facing or abutting the street providing primary access to the site. If a site has frontage on more than one street providing primary access, it shall be the longest of its street frontages.

Parking lots and parking structures should not visually dominate Gig Harbor's urban setting. Parking facilities should be designed with increased emphasis on landscaping, pedestrian ways and human enclosure.

The requirements of this section are intended to mitigate the visual impacts of parking by screening parking lots from public rights-of-way and by making parking garages a secondary element in building designs.

F. Avoid parking in front of building's entrance.

Parking spaces in front of the main building entrance interfere with entrance visibility and access and are prohibited.

G. Minimize driveway encroachments into setback areas.

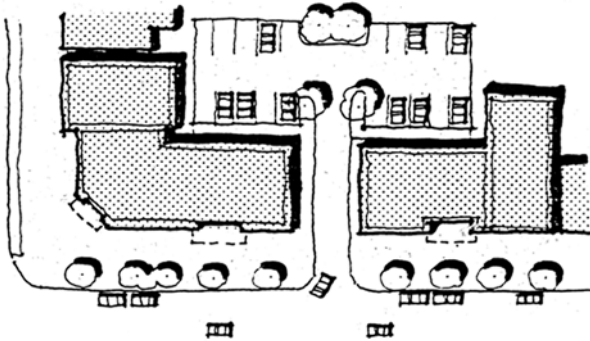
Driveways running perpendicular to property lines may cut through perimeter area landscaping in setback areas, but they may not run parallel to property lines through perimeter landscaping in setback areas.

H. Avoid parking near street corners.

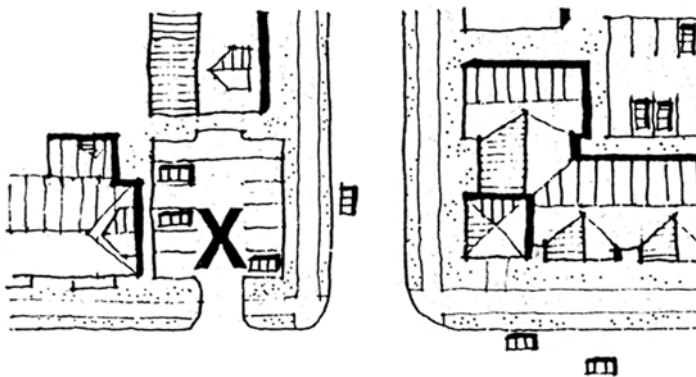
Parking lots shall be no closer than 40 feet to any parcel corner where two streets converge.

ACCEPTABLE

Parking behind shops



UNACCEPTABLE



Street corners are not appropriate locations for parking lots.

(Ord. 1086 § 3, 2007).

17.99.340 Fences.

The following standards are applicable to all uses and development:

A. Choose fence materials carefully (IBE).

Fences shall be constructed of wood, wrought iron, brick, stone or concrete block (CMU). Smooth-faced concrete block must have a veneer finish on the side visible to the public's view. In commercial areas or recreation centers in residential areas, black, dark brown or other dark-toned, vinyl-coated chain link attached to wood posts and rails is permitted. Other materials which have the general appearance and visual quality of approved fence materials may be approved by the director. However, the use of plywood or composition sheeting as a fence material is not permitted.

B. Limit chain link to nonvisible areas.

In areas outside of designated activity centers and not visible from any city right-of-way, waterway, or designated public spaces, standard chain link fencing including steel posts and rails is permitted. Black-coated, dark brown or dark-toned, coated chain link fencing with matching posts and rails are nonetheless encouraged.

C. Limit height of fences (IBE).

Fences are limited to a height of three feet along front yards (four feet for open rail fences) and six feet in rear and side yards; provided, that clear vision is retained for adjacent driveways and intersections (see clear vision provisions in the city's public works standards). (Ord. 1245 § 29, 2012; Ord. 1197 § 82, 2010).

Fences are useful for defining space, providing security and visually enhancing outdoor settings. The degree that these qualities are considered depends on the intended purpose of the fence and where it will be located.

The design of the fence may not be important if the fence is strictly for security reasons (e.g., a mini-storage yard), but if the fence is visible to the public right-of-way, design takes on added significance.

17.99.350 Outdoor lighting standards.

The following standards apply to all uses and development:

A. Keep light sources hidden from public view.

All light sources shall be hidden or conform to light standards specified herein. Light sources (e.g., light bulbs or lenses) shall not be visible except on approved decorator lights. Sources of high-intensity light, whether behind a lens or not, shall not be visible to the public.

B. Use downward directional lighting.

Except for intermittent security lighting on motion detectors, all lights more than seven feet above the ground shall be downward directional lighting. The fixture's housing must be totally opaque. Clear or refractive lenses shall not extend below the housing.

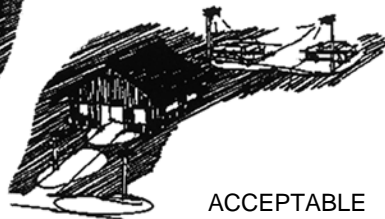
C. Avoid lighting large areas with a single source.

Large areas may be lit with a number of low-intensity sources close to the area requiring illumination. Illumination of a large area with a remote single source of light shall be avoided.

D. Avoid excessive light throw.

Lighting shall not be cast beyond the premises and shall be limited to illumination of surfaces intended for pedestrians or vehicles. Illumination of landscaped areas shall be avoided unless lighting is part of the landscape area immediately around the building or the area is intended for recreational use.

UNACCEPTABLE



ACCEPTABLE

The primary purpose of outdoor lighting is to improve visibility and safety within outdoor spaces. However, light can also enhance a setting if the intensity and source of the light corresponds to the visual character of the surroundings.

The protection of neighborhoods and the quality of the night sky are important goals of lighting design standards in the city.

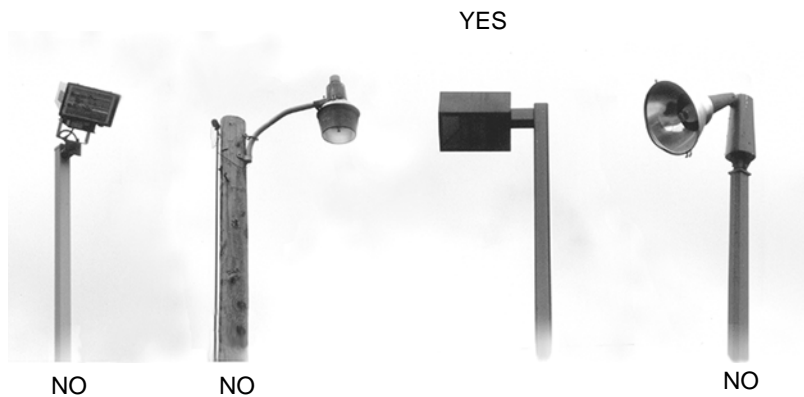
E. Choose approved outdoor light designs.

The following lighting types are approved:

1. "SHOE BOX" STYLE POLE LAMPS – as per approved color for district (downward directional).
2. ORNAMENTAL POLE LAMPS – as per approved color and style for district (highly ornate Victorian, colonial or other styles which do not approximate Gig Harbor's historical development shall be avoided).
3. BOLLARD LIGHTS – as per approved color and style for district.

F. Avoid light fixture designs which have a utilitarian appearance.

Designs that are strictly utilitarian in appearance shall be avoided on all fixtures visible to the public, e.g., mercury vapor lights, cobra lights, etc.



Except for the "shoe-box" style light (third from left) which is downward directional, these other lights are too industrial in their appearance.

G. Limit height of pole fixtures.

Pole lights shall be no taller than 20 feet above a 36-inch base in parking lots and traffic areas, and no taller than 12 feet in pedestrian areas.

17.99.360 Outdoor furnishings.

The following requirements will assure consistency in outdoor furnishing design in public rights-of-way. They are applicable to all nonresidential uses.

A. The use of a commercial grade outdoor furniture designed for heavy public use is encouraged.

Outdoor furnishing should be a commercial grade designed for heavy public use. Lightweight resin, wire or iron furniture as typically sold in discount stores for residential use is discouraged.

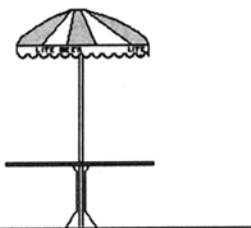
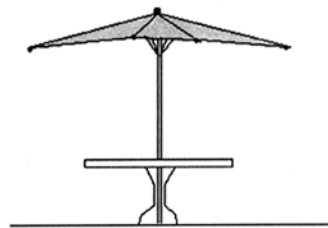
B. Choose canvas or mesh fabric umbrellas.

All umbrellas on public rights-of-way shall be made of fade-resistant canvas or mesh fabrics or materials which filter sunlight. Colors shall be coordinated with approved color scheme for development. Umbrellas with product advertising are prohibited.

C. Choose market-type umbrellas in public rights-of-way.

All umbrellas on public rights-of-way shall be market-type umbrellas. These are wider than most domestic or household styles, have richer colors, are better constructed, and provide a festive atmosphere to common areas. The planning staff may approve an equivalent design which displays similar scale, materials and quality of construction.

ENCOURAGED

Commercial grade market umbrella.

DISCOURAGED

Lightweight household umbrella.

Outdoor furnishings are as important to the visual quality of the city as indoor furnishings are to a room.

Outdoor furnishings in public and quasi-public spaces contribute to a community image.

The choice of furnishings determine how casual or formal a setting may be and reveal a great deal about the preferences of the people the setting is designed to serve.