

AGENDA
GIG HARBOR CITY COUNCIL STUDY SESSION
Thursday, September 17, 2026 - 3:00 PM
Community Rooms

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

CALL TO ORDER/ROLL CALL

DISCUSSION ITEMS

- 1. 2027 Legislative Agenda**
 - a. Staff Report: City Administrator Katrina Knutson
 - b. Clarifying Questions
 - c. Public Comment
 - d. Council Deliberation and Direction
- 2. Phase 2a Code Development — Housing Diversity — Planning Commission Recommendation**
 - a. Staff Report: Community Development Director Eric Baker
 - b. Clarifying Questions
 - c. Public Comment
 - d. Council Deliberation and Direction
- 3. Off-Street Parking Standards**
 - a. Staff Report: Community Development Director Eric Baker
 - b. Clarifying Questions
 - c. Public Comment
 - d. Council Deliberation and Direction
- 4. Sewer Utility Extension Agreement — Laguna's on the Bay**
 - a. Staff Report: Public Works Director Jeff Langhelm, PE
 - b. Clarifying Questions
 - c. Public Comment
 - d. Council Deliberation and Direction

ADJOURN

PUBLIC COMMENT & DECORUM

PUBLIC COMMENT & DECORUM

The city council wants to hear from the public as much as possible. However, the business of the city must proceed in an orderly, timely manner. The primary purpose of

council meetings is to conduct the city's business so we have created a variety of ways the community can make their voices heard. Monday city council meetings are just one opportunity. These guidelines are designed to make sure every person who wants to be heard has both the opportunity to be heard and feels welcome to do so.

We receive comments three ways:

1. During council meetings
2. During council study sessions.
3. Email mayorandcouncil@gigharborwa.gov at any time about any issue. This email goes to the elected officials and leadership at the city.

Public Comment at City Council Study Sessions

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

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

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

Additional guidelines

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

Email

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

AMERICANS WITH DISABILITIES (ADA) ACCOMMODATIONS

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



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

Meeting Date: September 17, 2026

SUBJECT: 2027 Legislative Agenda

SUBMITTED BY: City Administrator Katrina Knutson

DEPARTMENT: Administration

PHONE: (253) 851-8136

SUGGESTED MOTION: N/A

BACKGROUND INFORMATION: City staff have been working with city council to identify and refine legislative priorities for the 2027 state legislative session. The council held a study session on June 18, 2026, specifically addressing the 2027 Legislative Agenda. At that meeting, council heard from the city's state lobbyists regarding proposed state legislation and the legislative environment, followed by discussion with council.

The city is intentionally developing its legislative agenda earlier than in prior years. Establishing priorities well in advance of the 2027 session will allow us to begin communicating with legislators before the session and to build support for the city's highest-priority requests.

The June 18 study session also highlighted a challenging fiscal outlook for Washington cities, including concerns regarding state revenue impacts and the effects of recent state tax and policy decisions on local government finances. This environment reinforces the importance of clearly identifying the city's most consequential legislative priorities and focusing limited advocacy capacity on those issues.

PURPOSE OF THE 2027 LEGISLATIVE AGENDA

The proposed agenda is intended to establish a focused set of legislative priorities for the City of Gig Harbor. It is not intended to represent the city's position on every bill, policy proposal, or issue that may come before the Legislature. Rather, it identifies the key issues on which the city intends to focus its advocacy, particularly where state action could materially affect Gig Harbor's finances, infrastructure, utilities, land-use responsibilities, public safety, or quality of life.

The agenda is also intended to provide council and staff with a common framework for legislative advocacy. As specific bills are introduced, staff may recommend positions consistent with the adopted priorities, while bringing significant or unrelated issues back to council when council direction is appropriate.

FISCAL CONSIDERATION:

ATTACHMENTS:

1. 2027 Gig Harbor Legislative Agenda_DRAFT

2. What to Expect in 2027
3. CM Tessicini

STRATEGIC PLAN PRIORITY:



2027 State Legislative Priorities

Capital Funding Request Options

Gig Harbor Downtown Revitalization

The City is designing a new entryway into downtown Gig Harbor with a distinctive sense of place that honors Gig Harbor's unique downtown character. Downtown Gig Harbor is an economic hub, attracting tourists and fostering a strong local business community. The City asks that the state join in making this project a reality by allocating \$900,000 in the state capital budget. The project will be ready for construction in 2028.

Wilkinson Barn Stabilization

The City requests \$400,000 to stabilize the historic Wilkinson Barn and protect a valued community asset and cultural heritage. The improvements will ensure public safety and protect the structure of the barn. The City is conducting a public process for future uses of the park.

North Creek Culvert Removal/Replacement Project

The City requests \$900,000 in state funding for the North Creek Culvert Replacement Project, which will replace an aging fish-barrier culvert beneath Harborview Drive with a bridge, restore natural stream conditions, and reconnect approximately 3,800 feet of high-quality salmon habitat to the Gig Harbor estuary. The City received funding from the Brian Abbott Fish Barrier Removal Board to design the project, but has not been ranked competitively to secure construction funding. The City has committed \$5 million to the project.

Commented [BM1]: Ideal funding requests will be "just under \$1 million" and deliverable by June 30, 2029.

Commented [BM2]: There is a TIB Complete Streets grant program that you would want to apply to in addition to any earmark funds.

Commented [BM3]: There is a Historic Barn grant program available through DAHP as well.

Commented [BM4]: The City would need to deliver this project regardless of the funding amount allocated. My understanding is that the project cost is \$10 million... and that \$5 million in state funding is needed; however, \$5 million is not a reasonable state capital funding request.

Water & Sewer Utility Rate Affordability

Increased state regulation and the need for additional water resources will result in large utility rate increases in Gig Harbor over the next decade. The City urges state investment and a close examination of regulations to curb increasing utility rates. For example, the Department of Ecology's recent nutrient regulations will require significant capital upgrades to the City's wastewater treatment plant, which would require a utility rate increase. Additionally, at current growth rates, the City will have an inadequate water supply in 10 years. To drill additional wells, the state requires the City to complete mitigation projects, which would be funded through utility rate increases. The City welcomes state assistance for mitigation for drilling new wells, and resources to explore reclaimed water as a long-term water supply solution.

City Budget Stability

Gig Harbor supports state actions that strengthen the long-term fiscal stability of cities and help local revenues keep pace with the growing cost of providing essential services. The City encourages the Legislature to preserve and expand state-shared revenues and local revenue tools, avoid state tax changes that erode city revenues, and provide sustainable funding for core services and infrastructure. Most notably, the City urges the Legislature to fully fund the City Fiscal Health Account to offset negative impacts of the sales and use tax exemptions that were included in the Millionaire's Tax.

Narrows Bridge Toll Affordability

The Narrows Bridge is a critical transportation connection for Gig Harbor residents and businesses. The City supports continued state funding and financing strategies to keep tolls affordable through the remaining debt repayment period, currently projected to conclude in 2032. The City also encourages the state to fund the significant preservation needs of the westbound bridge through statewide transportation resources rather than imposing new or increased tolls on Gig Harbor commuters.

Policy Statements

The City of Gig Harbor will emphasize the importance of the following issues when they are brought up for discussion by the Legislature.

Housing Affordability: The City of Gig Harbor encourages the Legislature to increase state funding to programs that support the development of affordable housing, such as the Housing Trust Fund and the Connecting Housing to Infrastructure program. The City supports the state developing a strategic plan on how the state can meet its housing goals. Any plan should recognize the significant work that local communities have already completed.

Renter Protections: Nearly half of the City's residents are renters. The City supports policies that promote housing stability for renters and prevent displacement, including support for limiting rental fees that are not specifically authorized (e.g. administrative fees, technology fees, common-area fees, etc.).

Clarity on Housing Planning Requirements: [House Bill 1220](#) (E2SHB 1220, Laws of 2021, ch. 254) updated the Growth Management Act to require local governments to "plan for and accommodate" housing affordable to all income levels, but recent Growth Management Hearings Board decisions have created uncertainty about whether this is only a planning and land-capacity obligation or whether cities must also fund, subsidize, or guarantee affordable housing production, particularly for very-low and extremely-low-income households. This ambiguity is difficult for cities because local affordable housing funding tools are limited and uneven. The City supports legislation clarifying that HB 1220 requires honest planning, realistic capacity analysis, and identification of funding gaps without imposing an unfunded mandate on cities to build or finance housing at every income level.

Permit Streamlining: Gig Harbor has led the way on improving permit timelines, implementing a pre-application meeting where challenges are proactively identified. The City urges the state to refrain from permit timeline mandates, and to instead allocate resources for technology, including the use of artificial intelligence, that supports faster permit processing while still ensuring that development occurs consistent with state and local code.

Land Use Policies: The City urges the Legislature to refrain from enacting further land-use and planning mandates until cities have sufficient time to implement the substantial changes recently adopted. Under its current structure, the Growth Management Act (GMA) emphasizes community engagement and local planning decision-making. However, increasingly prescriptive statewide zoning and land-use mandates risk undermining that foundational structure. The City requests the Legislature make statutory changes to either reflect a shift toward state-level planning or clarify goal-based local flexibility is consistent with the GMA's policy framework.

Public Defense: It is the State's responsibility to provide indigent defense services, and the burden of this responsibility has been delegated to cities and counties with little funding. This cost has skyrocketed and places a heavy burden on limited flexible funds available to the City. The City supports increased state

Commented [BM5]: I am not sure whether is of interest, but it is the renter protection policy that is likely to receive significant consideration this session. You had a statement on renter protections on the prior legislative agenda, so I've included it here.

funding for public defense services to comply with new caseload standards established by the Washington Supreme Court. Additionally, the City urges the state to invest in workforce development initiatives, such as incentives and training programs, to attract and retain qualified public defenders.

Infrastructure Funding: Cities require stable and growing infrastructure funding to meet the demands of the Legislature and our residents for affordable housing, reliable utility services, public health and recreation, and access to other city services. The Legislature must protect and increase existing infrastructure programs relied upon by local governments.

Juvenile Access to Attorney: The City supports clarifying statutes that govern law enforcement engagement with juveniles to ensure that officers are able to interrogate juveniles (particularly witnesses and victims) without an attorney present.

The City of Gig Harbor supports the Association of Washington Cities' legislative agenda.



What to Expect: 2027 Session Preview

The 2027 legislative session will mark the beginning of a new legislative biennium. The state operates on a two-year cycle, with 2027 being the first year of the biennium. The session will begin on January 11, 2027, and is a "long session" scheduled to last 105 consecutive calendar days.

Overview

Following the 2026 session, several legislators announced they will not seek re-election and will conclude their positions in the Legislature when their term expires on December 31st of this year. Additionally, all members in the House of Representatives and half of the members in the Senate are up for election. Given these changes, it is expected that there will be over a dozen new legislators next session.

It is likely that Democrats will continue to hold a majority in both the House of Representatives and the State Senate. After the November elections, the Legislature will conduct a reorganization process where leadership positions, committee chairs and ranking members, and committee assignments are determined.

Budget Realities/Budget Development

The 2027 Legislature will develop the 2027-29 state biennial operating, capital, and transportation budgets (July 1, 2027-June 30, 2029). It is expected to be challenging and may dominate discussions throughout the legislative session.

As part of the development of the 2026 Supplemental Budgets, the Office of Financial Management (OFM) issued its 2027–29 [budget instructions](#) with Budget Director K.D. Chapman-See warning agencies to prepare for what is likely the most challenging budget in recent memory, including significant shortfalls in both the operating and transportation budgets. The capital budget continues to be the most stable budget of the three and continues to offer funding opportunities for community needs. She cautioned that this year's revenue forecasts probably won't sustain current programs, let alone expansions, and that a "business as usual" approach won't be enough.

To begin the budget development process, state agencies are directed to focus requests on mandatory increases only, pause and avoid new programs, scrutinize spending added since January 2019, and submit significant, ongoing reduction options, with budget requests due to OFM by **September 14, 2026**. OFM attributes the squeeze to inflation (about 39% over the past decade), 14.2% population growth from 2015–2025, federal funding cuts, economic uncertainty, and costly court decisions, and it warned agencies not to count on new millionaire's-tax revenue, which won't arrive until 2029 and faces legal and ballot challenges.

The Governor will release his budget in mid-December, and the Legislature will begin its budget deliberations throughout the legislative session.

2027 Legislature: Recommendations on Funding Requests

Below are some broad guidance/considerations for funding requests for the 2027 session.

Operating Budget: Funding is extremely limited. Requests within this budget must support programmatic or operational needs (e.g., staffing, technology), with expenditures completed by June 30, 2029. Any request must be funded through a state agency.

Capital Budget: This remains the most stable budget. Competitive 2027 requests should be in the \$1 million range and should have strong community buy-in/be compelling to the local legislative delegation. Requests should serve as the last dollars for a project, and the project should be delivered by the end of 2029. Note: transportation projects are not eligible under the capital budget.

Transportation Budget: Funding remains constrained; however, transportation leaders are discussing how best to fund transportation projects moving forward. It is recommended that you highlight current projects that have received funds to ensure they are not “unfunded” and outline future needs, while setting realistic expectations that funding may not be available this session.

Emerging Policy Topics

The list below highlights concepts that we expect will be discussed during the 2027 session. This is not an exhaustive list; if you are aware of a topic being discussed or of interest, please let us know. We do expect this list to evolve and grow over the coming months.

Budget & Finance:

Local Government Fiscal Health: The Association of Washington Cities is prioritizing fiscal health for the 2027 session. Short-term, the Association intends to advocate for the \$200 million planned to be allocated to the City and County Fiscal Health Account, to offset the impacts of eliminating sales taxes on diapers, personal care products, over-the-counter drugs. The Association will advocate that the funding be made permanent and increase over time, and will recommend appropriate distribution formulas. If the millionaire’s tax is overturned in court then this issue will be moot; however if the initiative being circulated for signature is approved, then the sales and use tax exemptions will go into effect even if the millionaire’s tax is overturned.

In addition to advocating for the above short-term need, the Association is launching an effort to support broader efforts to reform the city tax code to make it more sustainable in years to come. The Legislature is not likely to advance a proposal to remove the 1% cap on property tax levy growth unless public sentiment around property taxes shifts.

State-Shared Revenues: During challenging budget times, the state has a tendency to reduce state-shared revenues. To see the amount of revenue the state shares with your city, use this link from MRSC: <https://mrsc.org/explore-topics/finance/state-federal-funds/shared-revenue-estimator>. Additionally, AWC is considering an effort to **increase the amount of funding allocated to the municipal criminal justice assistance account.**

LEOFF 1 Health Care Costs: In 2026, the Legislature approved [House Bill 2034](#), which transferred \$3.3 billion in surplus from the LEOFF 1 account and merged LEOFF 1 and LEOFF 2. This proposal is being challenged in Court. However, if upheld, within the proposal the Legislature directed studies on potential state assumption of local disability-board administration and retiree medical-care liabilities. Legislators have continued to express interest in covering the costs of LEOFF 1 medical costs, which cities are currently responsible for.

B&O Margins Tax/Corporate Income Tax: House Finance Committee Chair, Rep. April Berg, is circulating a proposal to transition the state’s B&O tax to a margins tax or a corporate income tax. While this proposal does not propose making changes to the local B&O tax code, a change in the state code is likely to generate longer term pressure to make similar changes to the local B&O tax code.

Public Safety

Modifying HB 2015 Grant Timeline: Cities have expressed interest in being able to spend grant funds that have yet to be awarded beyond June 30, 2028.

Automated License Plate Reader Trailer Bill: There is strong interest in revising the automated license plate reader bill (SB 6002) adopted during the 2025 legislative session, particularly as it relates to mobile ALPRs, criminal liability for officers, and the definition of sensitive areas.

Juvenile Interrogation: Some stakeholders have expressed interest in revisiting a prior state law change to clarify that officers are allowed to interrogate juveniles (particularly witnesses and victims) without an attorney present.

Public Defense: Prior to the beginning of the 2026 legislative session, the Washington State Supreme Court issued [new caseload standards](#). The 2026 Legislature failed to take any significant action to assist local governments in complying with these new standards. The 2027 Legislature is likely to continue to discuss how best to fund the standards and to expand the workforce to meet this need. It is unlikely the Legislature will consider modifying the standards.

Juvenile Criminal Justice: During the 2026 legislative session, the Legislature considered [House Bill 2389](#), which reduces the use and length of confinement for juvenile offenders by expanding eligibility for community-based alternatives and creating additional opportunities for early release. The bill is likely to be reconsidered in 2027 and is a point of debate in many of the Democrat-on-Democrat candidates' races occurring this interim.

Municipal Jails: Municipal jails are a topic entering the next legislative cycle with a narrow but urgent agenda focused on liability, jail medical costs, and modernization funding. Successful legislation likely depends on building a broader coalition rather than advancing city-by-city efforts alone. The key policy issues are liability exposure when deaths occur in custody, liability protections for jail medical providers amid provider shortages and rising insurance costs, and capital budget support for jail improvements. A group of Mayors representing the 11 cities that operate municipal jails have been meeting regularly throughout the legislative session; however, policy changes in this space would have a benefit to cities that contract for jail services as well.

Additionally, there are two proposals from 2026 that are likely to return in 2027 that would increase jail costs:

- [Senate Bill 5882](#) would have designated post-traumatic stress disorder as a presumptive occupational disease for local correctional facility workers.
- [Senate Bill 5972](#) sought to expand binding interest arbitration for collective bargaining agreements to include all uniformed correctional officers employed by cities.

Court Unification: The Legislature established a Court Unification Task Force to conduct a comprehensive review of the current court structure and evaluate whether centralizing some or all court administration would improve access, consistency, and cost efficiency for those navigating the legal system. The Task Force must submit a preliminary report by June 30, 2026, a final report by June 30, 2027. Legislation is likely to come forward in either the 2027 or 2028 sessions.

Land Use/Permit Issues

Land Use: The Legislature will continue considering proposals aimed at increasing housing supply through changes in how cities implement land use codes and permitting. There are several proposals from 2026 likely to return: 1) Mandate to allow mobile dwelling units on all lots ([House Bill](#)

[1443](#)), 2) Efforts to streamline subdivision processes by changing the thresholds for short subdivisions ([House Bill 2702](#)). Additionally, legislators and stakeholders have mentioned concepts such as capping impact fees, further reducing permit timelines, and expanding urban growth areas.

Annexation: The Legislature is likely to consider legislation related to annexation – both the extension of the annexation sales tax credit, and what development regulations should be in place in potential annexation areas.

House Bill 1220 Clean Up: [House Bill 1220](#) (E2SHB 1220, Laws of 2021, ch. 254) updated the Growth Management Act to require local governments to “plan for and accommodate” housing affordable to all income levels, but recent Growth Management Hearings Board decisions have created uncertainty about whether this is only a planning and land-capacity obligation or whether cities must also fund, subsidize, or guarantee affordable housing production, particularly for very-low and extremely-low-income households. This ambiguity is difficult for cities because local affordable housing funding tools are limited and uneven. A clean-up bill could clarify that HB 1220 requires honest planning, realistic capacity analysis, and identification of funding gaps without imposing an unfunded mandate on cities to build or finance housing at every income level.

Clarification of 20-year MFTE in Transit-Oriented Development Areas: Several cities are interested in advancing legislation that would clarify that when cities offer the required 20-year multi-family property tax exemption within TOD areas, they can require affordability lower than the 60% Area Median Income required under the statute.

Pre-Approved Plans: Legislation is expected to put forward pre-approved plans for ADUs and other housing types that would be allowed in all jurisdictions.

Wildland Urban Interface: It is likely that a proposal related to the wildland urban interface code will be introduced this upcoming session. In 2024, the Legislature passed [SB 6120](#), which stopped the State Building Code Council (SBCC) from implementing a statewide WUI code until the Department of Natural Resources completes new wildfire hazard and risk maps, developed in cooperation with local governments.

Housing/Homelessness

Affordable Housing Funding: There will continue to be a push for the Legislature to fund affordable housing through the state’s Housing Trust Fund. Additionally, the Legislature will likely continue considering new revenue sources for affordable housing; however, their political viability remains uncertain. Some of the proposals we are likely to see again include:

- Allowing local governments to impose a tax on short-term rentals ([House Bill 2559](#)),
- Authorizing all jurisdictions to seek voter approval for an additional 0.25% real estate excise tax, similar to authority currently available to San Juan County ([House Bill 1480](#)), and
- Allowing local governments to waive local sales and use taxes on affordable housing construction ([House Bill 1717](#)).

New Housing State Agency: In December 2025, Governor Ferguson signed [Executive Order 25-12](#), creating the Washington State Task Force on the establishment of a Department of Housing. The Task Force must deliver a final report to the Governor and Legislature by November 15, 2026, and is likely to recommend legislation authorizing the new state agency; however, given the state’s fiscal challenges, it is unclear what this authorization will look like.

Requiring Funded Inclusionary Zoning: The Washington Legislature is anticipated to consider a proposal similar to [what Oregon adopted in 2026](#), requiring that cities offset the costs to developers of complying with inclusionary zoning requirements. A specific bill proposal is not yet available.

Connecting Housing to Infrastructure Program (CHIP): There is interest in expanding the Connecting Housing to Infrastructure Program (CHIP) to fund ADA improvements and sidewalks associated with affordable housing development, and to ask for the amount of funding to the account to be \$150 million.

Encampments in Public Right of Way: [House Bill 2489](#), sponsored by Rep. Mia Gregerson (D-SeaTac), prohibits cities, code cities, and counties from enforcing ordinances that criminalize or penalize life-sustaining activities in public spaces by people experiencing homelessness unless adequate alternative shelter space is available. The bill was approved by the House Housing Committee but did not advance further in the legislative process. Despite not passing, the proposal generated significant attention and opposition. Each year this policy is introduced and debated, it draws substantial interest from local governments, advocacy groups, and legislators due to its potential impact on cities' ability to manage public spaces and address encampments within the public right-of-way.

Land Value Tax: Washington's current property tax structure can make it less costly to hold vacant or underused urban land than to invest in new buildings. One potential solution to this imbalance would be a land value tax which would shift more of the property tax burden onto land and less onto buildings. Because Washington's constitution restricts taxing land and buildings at different rates, the proposed approach would instead exempt some building value from property taxes and raise the overall rate enough to keep city revenue unchanged.

A recent [report](#) from the Center for Land Economics used the City of Spokane as a test subject and the findings suggest this revenue-neutral shift could increase taxes on vacant lots and speculative land holdings while leaving most single-family homeowners with little change or modest reductions, with larger reductions in lower-income and more racially diverse neighborhoods. Apartment buildings and other higher-value structures could also see tax reductions, potentially improving the economics of new housing construction. City of Spokane elected officials, with collaboration from the Center for Land Economics and Sightline Institute, began workshopping legislation last year with Rep. Natasha Hill (D-Spokane). The [Vibrant Cities Act](#) would allow Washington cities to adopt this new model as a tool to discourage land speculation, support homebuilding and local economic development, and return more community-created land value to public use.

Transportation

Sustainable Transportation Revenue: Rising fuel efficiency and the growth of electric vehicles are reducing gas tax revenues. Because the gas tax is the state's primary transportation funding source, this decline creates a structural gap between expected revenues and ongoing obligations. In response, the Legislature has explored alternatives, including a Road Usage Charge (RUC). However, the RUC has faced significant opposition and legitimate concerns about high collection costs. Another approach that seems likely to gain more traction this session is a "higher user fee," a flat charge based on a vehicle's manufacturer-rated fuel efficiency. From a city perspective, any new funding model must preserve revenue sharing. As of July 1, 2026, the state's gas tax is 56.5 cents per gallon. Of that amount, cities receive 3.11 cents per gallon and a flat amount that is identified each biennium and distributed on a per capita basis.

Transportation Benefit District Vehicle License Fee: The Legislature is likely to reconsider [Senate Bill 6262](#), which increased the maximum weight of vehicles subject to a transportation

benefit district fee from 6,000 pounds to 9,000 pounds. Cities that have imposed vehicle license fees have supported this proposal.

E-Motos: In 2026, the Legislature directed the Department of Licensing to convene a workgroup of stakeholders to submit an interim report with recommendations and draft legislation defining "e-moto" to the Legislature and Governor by December 15, 2026, with a final report due by October 31, 2027. Pending the interim recommendations, legislation may be introduced in 2027 with a state definition of E-Motos.

Route Jurisdiction Transfers: A one-size-fits-all statewide policy for road jurisdiction transfers is unlikely to be successful and it appears that case-by-case solutions for major projects is more necessary. Possible alternatives such as neutral dispute resolution, better front-end planning for transferred assets, and targeted funding or maintenance support rather than broad legislative review are actively being discussed. The key question for next session is whether a narrower, more flexible framework could address local concerns while still helping a growing number of affected cities.

Sidewalk Utility: The Joint Transportation Committee released a study that Washington's 24,200 miles of sidewalks include major gaps, and current grant funding is insufficient to address them, especially given ADA retrofit costs and legal constraints. Several cities are interested in pursuing authorization of a sidewalk utility; however, the legal pitfalls of such a proposal are likely to result in the Legislature authorizing a pilot/test case, rather than broad authorization.

Infrastructure

Public Works Assistance Account: The Legislature has a history of removing funding from the Public Works Assistance Account – a grant and loan program for infrastructure projects. AWC and others will advocate that the program continue to be funded.

Nutrient Regulations: Department of Ecology is considering wastewater treatment plant regulations that will prompt significant investment in wastewater plants located in the Puget Sound. To comply, jurisdictions will need to secure significant state and federal funds, or they will need to significantly increase utility rates.

Culvert Funding: The State and Tribal governments have been participating in a mediation on how best to proceed forward in meeting the state's legal mandate to make all state-owned culverts fish passable. As details of that mediation become known, it's likely the Legislature will consider proposals to fund or advance the mediation. This may have an impact on how local culverts are prioritized/funded.

Water, Natural Resources, Environment

Water Proposals: On May 6, 2026, Governor Bob Ferguson and the Washington State Department of Ecology announced the launch of Washington's Water Future, a statewide initiative aimed at strengthening long-term water supply resiliency. Ecology will convene a series of regional roundtables with stakeholders to identify challenges and solutions. Feedback from these discussions will inform water supply policy recommendations that Ecology will submit to the Governor ahead of the 2027 legislative session.

Plastic Bag/Product Stewardship: There are several bills from 2026 related to environmental stewardship that are likely to return in 2027. Regarding plastics, [House Bill 2233](#), which would have expanded the restrictions on the use of plastic carryout bags and [House Bill 2271](#), which would have established new thresholds for post-consumer recycled content for plastic products. Neither bill made it out of the House of origin though and both are expected to return in 2027. Product

stewardship for textiles ([House Bill 1420](#)) and bottles ([House Bill 1607](#)) also both failed after their second year of being considered.

Extended Producer Responsibility (EPR) for Hazardous Waste: Earlier in 2026, the House Environment and Energy Committee heard a presentation on household hazardous waste, highlighting that there is a limited number of collection sites in the state, and outlined interest in the state adopting extended product stewardship for these substances. King County indicated that they are working with stakeholders on legislation for 2027. Vermont recently enacted EPR for household hazardous waste.

Additional Topics of interest

Kratom Regulations: Kratom policy remains under discussion, with several proposals introduced last session ([HB 2291](#), [SB 6196](#), [SB 6287](#)) outlining possible approaches to licensing, testing, packaging, taxation, and product restrictions. Local governments are also considering their own responses, which may continue to shape the broader policy conversation. The determination for next session is whether policymakers move toward a consistent statewide framework and, if so, what form that framework would take.

Placement of Sexually Violent Predators (SVPs) in Community: Legislation is likely to be considered in 2027 regarding the placement of SVPs in least restrictive alternative (LRA) housing. In recent months, several placements have caused community concern over the lack of accountability and transparency in placement.

Tourism Promotion Area Fee Extension: Tourism Promotion Areas are authorized to impose a fee of up to \$5 per hotel/motel room to fund destination marketing organizations. The authority to impose \$3 of that \$5 fee is set to sunset on July 1, 2027. The Legislature will consider legislation making the authority to the full \$5 per room fee permanent.

Data Center Legislation: Several cities have adopted moratoria on data centers to give local governments time to update land use rules and consider impacts on electricity demand, water use, noise, transmission, and ratepayers. The Legislature is likely to consider a statewide policy on data centers and may discuss whether to honor local moratoria. Legislative efforts are likely to build on [HB 2515](#) from last session, which did not include a preemption clause.

Space Commission: Legislation is being proposed to establish a Space Commission to help support aerospace-related industries.

Copper/Wire Theft: Rep. Roger Goodman has indicated that he plans to convene roundtable discussions on copper/wire theft solutions throughout the Fall and explore bringing a bill forward this upcoming legislative session.

General Government

Public Records: Several jurisdictions have raised the issue of public records. The 2027 Legislature is more likely to consider additional exemptions to the PRA to protect the privacy and safety of individuals than it is to consider reforms to reduce costs to cities. A specific proposal is expected to be introduced related to exempting body camera footage featuring vulnerable women and children from disclosure. In some cities, such footage is being requested and posted to YouTube.

Liability: State and local liability costs will continue to be discussed in 2027. The Legislature allocated \$50,000 to the Office of the Administrative Hearings for the purpose of exploring, reviewing, and considering options to improve existing systems and processes related to

adjudicating claims for tortious conduct against the state or its political subdivisions. A report from this committee is due November 1, 2026 to inform proposals in 2027.

Human Resources

Collective Bargaining/AI: [House Bill 1622](#) would have required public employers to bargain over the decision to adopt artificial intelligence tools. This issue is being discussed as part of collective bargaining agreements; it's unclear whether this is resolved through those discussions or whether it returns as a bill in 2027.

Received from
Councilmember Loreto Tessicini
September 15, 2026 at 12:00 p.m.

Legislator Brief: Residential Rent Transparency and Anti-Circumvention Act

The problem

Washington already has a statewide limit on residential rent increases. Under current law, a landlord may not increase rent for a dwelling unit during any twelve-month period beyond the limits established under RCW 59.18.700. The Department of Commerce calculates and publishes the applicable maximum annually.

But a maximum percentage does not tell a tenant why a large increase is occurring or what is driving the actual cost of housing. At the same time, mandatory recurring charges can make the actual cost of housing substantially higher than the stated rent. Fees for services, technology, administration, common-area expenses, and other property operating costs can be difficult for tenants to anticipate and compare.

What the bill does

This bill does not lower the existing statewide rent-increase maximum; it creates three complementary protections:

1. Graduated transparency.

Rent increases that materially exceed the inflation benchmark require progressively greater explanations and documentation. A modest increase requires little additional information; a substantially larger increase requires meaningful supporting documentation.

2. Anti-circumvention protections.

Landlords may not evade the statewide rent framework by shifting housing costs into new or increased mandatory recurring fees or by relabeling part of the rent as an administrative, technology, amenity, or other charge.

3. Better housing information and workforce-housing policy.

The bill directs the state to collect better information about rent increases and housing affordability, study the relationship between wages and housing costs, and develop a workforce-housing pilot.

What the bill does not do

The bill does not:

- Establish a lower statewide rent cap;
- Require government approval before a landlord may increase rent;
- Require a landlord to demonstrate financial hardship or a particular rate of return;
- Prohibit legitimate property operating costs from being considered when explaining a rent increase;
- Prohibit utilities or other charges expressly authorized by law;
- Prohibit genuinely optional goods or services; or
- Require disclosure of confidential information concerning other tenants.

Why this approach

The proposal recognizes that landlords can experience legitimate and sometimes substantial increases in property costs, including taxes, insurance, utilities, maintenance, repairs, capital improvements, and regulatory requirements. The question is not whether those costs exist. The question is whether tenants should receive more transparency when a proposed increase materially departs from inflation, and whether mandatory charges should be allowed to obscure the actual cost of housing or circumvent the statewide framework.

Why now

Washington's existing rent-stabilization law was enacted in 2025, making this an opportunity to improve the framework based on early experience rather than replace it. HB 1217, which became the foundation for the current system, addressed rent and fee increases, notice, enforcement, and related tenant protections.

Seattle's recent rental-fee legislation also demonstrates growing interest in making the total cost of housing more transparent. Seattle's approach is broader than this bill; this proposal instead focuses on preventing mandatory recurring charges from being used to circumvent Washington's statewide rent framework.

The central message

Keep the statewide rent maximum. Make unusually large increases explainable. Make the real cost of housing visible. Close the fee loophole without banning legitimate charges.

The goal is a more predictable and transparent rental market for both tenants and responsible housing providers.

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The Case for Rent Increase Accountability

I'm not asking the Legislature to lower Washington's existing rent cap.

I'm asking the Legislature to make sure that the cap doesn't become an automatic annual target.

Under EHB 1217, Washington established a maximum annual rent increase. Commerce calculates that maximum using the statutory formula. That's useful because it gives landlords and tenants predictability.

But there's a gap: The law tells us how much a landlord may increase rent. It doesn't ask why the landlord is choosing to use that much of the available increase.

My proposal would fill that gap.

Here's how it would work:

- If a landlord's increase is at or near inflation, nothing changes.
- If the landlord wants to go materially above inflation, the landlord provides a simple explanation.
- If the increase gets larger, the landlord provides supporting documentation.
- If the landlord wants to go all the way toward the statutory maximum, the landlord provides strong documentation and certification.

The bigger the increase above inflation, the greater the accountability and transparency.

Example (based on Commerce Department fictional inflation benchmark (CPI) of 2.5 percent):

Proposed Increase	Requirement
Up to 2.5% (CPI)	Standard notice
More than 2.5% (CPI) up to and equaling 4.0%	Simple justification
More than 4.0% up to and equaling 5.0%	Documented justification
More than 5.0% up to and equaling 8.5%	Enhanced justification
More than 8.5% up to and equaling maximum	Strong documentation for justification
Above Commerce maximum	Prohibited

The numbers move with the annual inflation benchmark, so the Legislature isn't constantly rewriting the law.

What counts as justification?

Things like:

- Property-tax increases;
- Insurance increases;
- Utility costs;
- Necessary maintenance and repairs;
- Building-system or safety improvements;
- Regulatory costs; and
- Other documented property-specific expenses.

I'm deliberately not asking landlords to prove that a rent increase is "necessary" or to submit to a government rate-setting process. This isn't a utility rate case. It's a transparency and accountability requirement.

The basic principle:

The state has already established the ceiling. If a landlord chooses to move substantially toward that ceiling, the tenant should be able to understand why.

And this approach protects both sides.

- Landlords can still recover legitimate increases in operating costs.
- Tenants get meaningful information when their housing costs rise substantially.

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The proposal also strengthens protections against simply shifting a rent increase into mandatory fees and creates a workforce-housing pilot and a study of the longer-term relationship between wages and housing costs.

Why Gig Harbor?

Gig Harbor is a great example of why this matters.

We need housing that local workers can afford, businesses need workers who can afford to live somewhere reasonably close to their jobs, and the City is already looking at tools such as MFTE to increase workforce and multifamily housing.

So this isn't simply a tenant issue. It's a housing issue, a workforce issue, an economic-development issue, and ultimately, a community-stability issue.

The ask

Keep the cap. Don't automatically treat the cap as the target.

Require accountability when rent increases materially exceed inflation. That's the amendment.

“What happens if a landlord has legitimate costs that really do require a large increase?”

A landlord with legitimate extraordinary costs should be able to explain and document them. I'm trying to distinguish legitimate cost recovery from simply treating the statutory maximum as an entitlement.”

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Policy Summary

Proposed Legislation: Rent Increase Transparency, Workforce Housing, and Wage-Housing Alignment A Policy Working Draft to Strengthen EHB 1217

Purpose

The proposed legislation would strengthen the statewide residential rent framework established by EHB 1217 without lowering the existing statutory maximum rent increase.

The central proposal is straightforward:

Keep the existing statewide rent cap, but make the justifications of the use of that cap fully transparent, and progressively more accountable as a proposed increase moves above the annual inflation benchmark.

The proposal recognizes that landlords may experience legitimate increases in operating costs while also recognizing that the statutory maximum should not automatically become the expected annual rent increase.

The Problem

Washington's EHB 1217 framework establishes a predictable maximum annual rent increase. The Department of Commerce calculates the annual maximum using the statutory formula.

For example, Commerce calculated a maximum increase of approximately 9.68 percent for 2026.

The existence of a maximum, however, does not mean that every property experiences a comparable increase in operating costs.

A tenant may therefore receive a rent increase near the statutory maximum even when the property's actual operating costs have not increased at a comparable rate.

At the same time, a rigid lower cap could create problems for housing providers experiencing legitimate extraordinary increases in:

- Property taxes;
- Insurance;
- Utilities;
- Necessary maintenance and repairs;
- Regulatory compliance;
- Building-system costs;
- Structural repairs; or
- Other significant property-specific expenses.

The proposed legislation attempts to address both concerns.

The Proposed Solution

- The legislation would establish a transparent, graduated rent-increase accountability system.
- The statewide Commerce maximum would remain the legal ceiling.
- However, the farther a proposed increase moves above the applicable inflation benchmark, the greater the landlord's obligation to explain and document the economic factors supporting the increase.

Example (based on Commerce Department fictional inflation benchmark (CPI) of 2.5 percent):

Proposed Increase	Requirement
Up to 2.5% (CPI)	Standard notice
More than 2.5% (CPI) up to and equaling 4.0%	Simple justification
More than 4.0% up to and equaling 5.0%	Documented justification
More than 5.0% up to and equaling 8.5%	Enhanced justification
More than 8.5% up to and equaling maximum	Strong documentation for justification
Above Commerce maximum	Prohibited

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The thresholds would move automatically with the annual Commerce inflation benchmark. This means the Legislature would not need to repeatedly rewrite the statute when inflation changes.

What the Levels Mean

Standard notice

The landlord complies with the existing statutory notice requirements. No additional justification is required.

Simple justification

The landlord identifies the principal economic reason or reasons supporting the increase. And is included in the initial notice.

Example: "Insurance premiums increased substantially during the past year."

No financial packet is required with the initial notice.

Documented justification

The landlord identifies the principal economic factors and lists the supporting documentation maintained by the landlord. Document sent with the initial notice.

Enhanced justification

The landlord identifies the principal economic factors and identifies, with short summaries, the supporting documentation maintained by the landlord. Summarized financial packet required with the initial notice.

Examples may include:

- Insurance renewal statements;
- Property-tax statements;
- Utility statements;
- Maintenance contracts;
- Repair invoices;
- Regulatory compliance costs.

Strong documentation for justification

The landlord provides reasonable supporting documentation and certifies that the information supplied is accurate to the best of the landlord's knowledge. This level applies to the largest increases above the inflation benchmark.

HOW THE POLICY WOULD WORK

A Different Approach to Rent Regulation

The proposal deliberately does not create a government agency that sets individual rents.

It does not:

- Establish a rent board;
- Require government approval before a lawful rent increase;
- Establish a landlord rate-of-return;
- Require landlords to demonstrate financial hardship;
- Create a utility-style rate case;
- Establish a new five percent statewide rent cap.

Instead, it establishes a principle of proportional transparency. The larger the departure from inflation, the greater the explanation required.

This approach draws on a familiar regulatory principle used in other industries, including utility regulation, where significant rate requests are supported by information concerning operating costs, investments, and other financial factors. The proposed housing framework borrows the principle of substantiation without importing the complexity of utility ratemaking.

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What Can Support a Rent Increase?

The bill identifies categories of legitimate economic factors that may be cited by a landlord, including:

- Property taxes or assessments;
- Insurance premiums or required insurance coverage;
- Utility costs paid by the landlord;
- Necessary maintenance and repairs;
- Security, waste removal, landscaping, and similar operating services;
- Extraordinary operating expenses;
- Necessary structural or building-system improvements;
- Health and safety improvements;
- Accessibility improvements;
- Energy-efficiency improvements;
- Regulatory compliance costs; and
- Other documented property-specific operating costs.

What Cannot Stand Alone?

Comparable market rents may be provided as supplemental information.

However: Wording to the effect of "Other landlords raised their rents" would not, by itself, constitute sufficient justification for the higher levels of rent increases.

This is an important distinction. The goal is to identify actual economic factors affecting the property rather than create a circular justification based solely on market behavior.

Protecting Landlords

The proposal intentionally avoids requiring landlords to prove that an increase is "necessary."

That term could create uncertainty and litigation over questions such as:

- What constitutes necessity?
- What is a reasonable return?
- What level of profit is appropriate?
- Which expenses should be recoverable?

Instead, the proposal focuses on transparency and substantiation.

Landlords remain free to operate their properties and may increase rent up to the existing statutory maximum.

The proposal also includes substantial-compliance protections so that a technical or immaterial documentation error does not automatically invalidate an otherwise lawful rent increase.

Protecting Tenants

Tenants would receive substantially clearer information concerning a significant rent increase.

The standardized notice would show:

- Existing rent;
- Proposed rent;
- Dollar amount of the increase;
- Percentage increase;
- Commerce maximum;
- Applicable inflation benchmark;
- Amount by which the proposed increase exceeds inflation; and
- The economic factors supporting the increase when additional justification is required.

For the largest increases, tenants would have access to reasonable supporting documentation, subject to appropriate protections for confidential information.

Preventing Fee Circumvention

The proposal would also strengthen protections against shifting a rent increase into mandatory recurring charges. A landlord could not avoid the statutory framework by reducing the rent increase while simultaneously imposing or increasing mandatory:

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- Technology fees;
- Parking charges;
- Utility charges;
- Service packages; or
- Other recurring charges associated with occupying the dwelling.

Genuinely optional services selected by a tenant would remain distinguishable from mandatory housing costs.

BROADER HOUSING AND WORKFORCE POLICY

Workforce Housing Pilot

The legislation would direct the Department of Commerce to establish a workforce housing pilot program.

The program could provide:

- Grants;
- Technical assistance;
- Planning assistance;
- Permitting assistance; and
- Other support for qualifying projects.

Priority would be given to mixed-income projects that include housing affordable to households earning approximately 60–120 percent of area median income.

The program would encourage housing near:

- Employment centers;
- Major transportation corridors; and
- Other locations where housing availability can reduce barriers to workforce participation.

The goal is to connect housing policy with economic development.

Wage–Housing Alignment Study

The legislation would also direct the Department of Labor and Industries, in consultation with Commerce, to study long-term approaches for better aligning wage growth with housing costs.

The study would examine potential formulas incorporating:

- CPI-U;
- HUD Fair Market Rent;
- Other housing-cost indices; and
- Regional affordability measures.

The study would evaluate effects on:

- Rent burden;
- Workers;
- Employers;
- Small businesses;
- Nonprofit organizations;
- Regional competitiveness;
- Housing production; and
- Urban, suburban, and rural communities.

An advisory group would include tenants, landlords, employers, economists, nonprofit organizations, housing providers, and local governments. The study would recommend potential pilot jurisdictions representing different housing and labor-market conditions.

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Why This Matters to Gig Harbor

Gig Harbor provides a particularly relevant small-city perspective on these issues.

- The community is working to expand housing diversity and affordability while also addressing workforce and transportation challenges.
- The City is exploring a Multifamily Tax Exemption strategy and other approaches to encourage multifamily and workforce housing.
- At the same time, many workers who support local businesses and services face housing costs that make living near their employment difficult.

That creates a cycle:

High housing costs → workers live farther away → longer commutes → greater transportation pressure → employer recruitment challenges → increased difficulty maintaining a local workforce.

The proposed legislation addresses both sides of that equation:

- Short-term stability through greater transparency around significant rent increases.
- Long-term supply through workforce housing incentives.
- Long-term structural analysis through the wage-housing alignment study.

Why This Approach Is Different

The proposal does not attempt to solve Washington's housing problem through a single policy.

It recognizes three separate needs:

1. Stability

Existing renters need predictability while new housing is being developed.

2. Production

Washington needs more housing across income levels, including workforce housing.

3. Alignment

Over the long term, wages and housing costs need to be considered together rather than as entirely separate policy questions.

Recommended Legislative Message

The proposal can be summarized in one sentence:

“Keep the statewide rent ceiling, but don't make the ceiling an automatic annual target—require progressively greater transparency and documentation when a rent increase materially exceeds inflation.”

This approach:

- Preserves the EHB 1217 compromise;
- Recognizes legitimate landlord costs;
- Provides tenants with meaningful information;
- Avoids government approval of individual rents;
- Discourages fee-based circumvention;
- Supports workforce housing;
- Preserves local MFTE strategies; and
- Creates better information for future wage and housing policy.

Recommended Position for Gig Harbor

Gig Harbor should consider supporting legislation that strengthens the existing EHB 1217 framework through graduated rent-increase transparency, anti-circumvention protections, workforce housing investment, and research into long-term wage-housing alignment.

The City's participation would demonstrate that housing affordability and workforce stability are not exclusively urban concerns.

They are issues affecting communities throughout Washington—including smaller cities such as Gig Harbor.

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

Meeting Date: September 17, 2026

SUBJECT: Phase 2a Code Development — Housing Diversity — Planning
Commission Recommendation

SUBMITTED BY: Eric Baker

DEPARTMENT: Community Development

PHONE: 253-530-7073

SUGGESTED MOTION: N/A

BACKGROUND INFORMATION: As part of the periodic update to the comprehensive plan, the City of Gig Harbor is proposing updates to its development code GHMC Title 17 - Zoning to incentivize a variety of housing types. Per state statutory requirements, the revisions are intended to remove barriers to development of accessory dwelling units, duplexes, townhomes, cottage housing, and multifamily projects to improve housing affordability.

The proposed revisions, reviewed and recommended by the planning commission, improve the clarity of, while providing flexibility in, requirements for density, dimension, and design standards for new development. These include:

- Lot Dimensions
- Minimum Densities
- Setbacks
- Allowed Building Heights
- Hard Surface and Impervious Surface Limitations

The proposed revisions include new and removed text across multiple chapters of Title 17. These revisions may expand the available area for development of housing, economic development, and employment uses on vacant and underutilized properties. These, paired with potential incentives, may improve the city's consistency with state mandates and achieve progress towards our housing affordability goals.

The planning commission held a public hearing on these revisions on August 27, 2026 and, after deliberations, made these recommendations on September 3, 2026.

These revisions may be followed by a separate effort in early 2027 to address other housing requirements such as additional subdivision options, clarity of the allowance of STEP housing, childcare, parking standards and other development requirements.

FISCAL CONSIDERATION:

ATTACHMENTS:

1. Phase 2A Code PC Recommendation 090326

STRATEGIC PLAN PRIORITY: Provide a safe, healthy, and inclusive community
Promote and enhance a dynamic and robust economy



PHASE 2A CODE DEVELOPMENT – HOUSING DIVERSITY PLANNING COMMISSION RECOMMENDATION

As part of the periodic update to the Comprehensive Plan, the City of Gig Harbor is proposing updates to its development code GHMC Title 17 - Zoning to incentivize to a variety of housing types. The revisions are intended to remove barriers to development of accessory dwelling units, duplexes, townhomes, cottage housing and multifamily projects to improve housing affordability.

The proposed revisions improve the clarity of requirements for density, dimension and design standards for new development including:

- Lot Dimensions
- Minimum Densities
- Reduced Setbacks
- Allowed Building Heights
- Hardscape Limitations

These revisions may expand the available area for development of housing, economic development and employment uses for vacant and underutilized properties. These revisions are intended to encourage higher densities and a greater variety of housing types. These, paired with incentives, can improve the City's consistency with state mandates and work towards our housing affordability goals.

The Planning Commission reviewed the proposed revisions, held a public hearing and recommended approval with amendments. The documents show revisions in **new** and ~~removed~~ text across multiple chapters of Title 17.

These revisions will be followed by a separate effort in early 2027 to address other housing requirements such as additional subdivision options, clarity of the allowance of STEP housing, childcare, parking standards and other development requirements.

GHMC 17.13

Dimensional Standards by Zone

17.13.010 Purpose

This chapter establishes general development standards that apply across zoning districts to ensure consistent, clear, and predictable requirements. It is intended to promote compatibility between new and existing development, protect public health and safety, preserve community character, and support the conservation of natural and built environments.

17.13.020 Applicability

The provisions of this chapter apply to all development regulated under this title unless expressly modified by a specific zoning district, overlay, or other section of the Gig Harbor Municipal Code. In the event of a conflict, the more specific or more restrictive standard applies, as applicable, unless otherwise stated. These standards operate in addition to all other applicable local, state, and federal regulations.

17.13.030 Setback Measurement

1. Setbacks shall be measured perpendicularly from the relevant lot line toward the interior of the lot. Where a lot line is curved, measure perpendicular to the tangent at the point of measurement.
2. For irregular or triangular lots with an established front lot line, rear setbacks shall be measured perpendicular to that line.
3. Flag-Shaped Lots.
 - a. Front lot line. The front lot line of a flag lot is the lot line abutting the public street from which access is taken.
 - b. Setback orientation within the flag portion. For purposes of applying setbacks to the flag portion only:
 - i. The lot line along the base of the flag portion that is contiguous with the primary access is treated as a side lot line (no front setback is required along this line).
 - ii. The rear lot line is the lot line most opposite and generally parallel to the front lot line. All other lot lines around the flag portion are side lot lines.
 - iii. If the flag portion abuts a public or private street on any side, the required front setback applies along that abutting side.
4. The director may designate an alternate orientation of side and rear lot lines within the flag portion where unusual conditions (including topography or critical areas) make the standard designation impractical, provided no required setback is reduced below the district minimum. The decision shall include written findings.

GHMC Table 17.13.040 Dimensional and Density Standards by Zone

Zone	Min. Lot Area	Min. Lot Width (ft)	Front Setback (ft) ⁴	Side Setback (ft) ⁴	Rear Setback (ft) ⁴	Street side, Corner lot (ft) ⁴	Max. Height (ft) ⁹	Max. Impervious Surface (%)	Max. Hard Surface (%)	Max. Gross Floor Area ¹⁵	Density (min–max) ¹
R-1 ¹⁴	6,000 sq. ft.	50	20 ^{12,13} Porch: 12 House: 20 ^{7,12} Porch: 12 ⁷ Garage: 26 ⁷	5 ft min, 15 ft combined (10 ft total for <8,000 sq. ft.) ^{11, 8^{7,11}}	15 ^{11, 30^{7,11}}	10 ^{11, 20^{7,11}}	35	55	60, 40 ⁷	NA	4 du/ac
R-2	4,000 sq. ft.	40	15 ¹² Porch: 12 House: 20 ^{7,12} Porch: 12 ⁷ Garage: 26 ⁷	5 ^{11, 8^{7,11}}	15 ^{11, 30^{7,11}}	10 ^{11, 20^{7,11}}	35	60	75, 60 ⁷	NA	6–12 du/ac
R-3	4,000 sq. ft.	40	15 ¹² Porch: 12	5 ¹¹	10 ¹¹	10 ¹¹	45 ³	70	85	NA	12–32 du/ac
PCD-RLD	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	NA	35	45	45	NA	4-7 du/ac
PCD-RMD	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	NA	45 ³	See GHMC 17.21.040	See GHMC 17.21.040	NA	8-16 du/ac
RB-1	6,000 sq. ft.	40	10 ^{12,16} House: 20 ^{7,12} Porch: 12 ⁷ Garage: 26 ⁷	5 ^{11,16, 8^{7,11}}	10 ^{11,16, 30^{7,11}}	10 ^{11,16, 20^{7,11}}	45 ^{3, 35⁷}	55	70, 60 ⁷	5,000 sq. ft.	6-12 du/ac
RB-2	4,000 sq. ft.	40	10 ^{12,16}	5 ^{11,16}	8 ^{11,16}	10 ^{11,16}	45 ³	70	80	5,000 sq. ft.	12-32 du/ac
B-1	5,000 sq. ft. ¹⁷	50	10 ^{12,16}	5 ¹⁶	10 ¹⁶	10 ¹⁶	45 ^{3, 50^{2,3}}	70	85	5,000 sq. ft.	18-32 du/ac
B-2	None	30	10 ^{12,16}	5	5	10	45 ^{3, 50^{2,3}}	70	80	See GHMC 17.36.055	18-32 du/ac
C-1	6,000 sq. ft.	50	10 ^{12,16}	5 ¹⁶	10 ¹⁶	10 ¹⁶	45 ^{3, 50^{2,3}}	70	85	See GHMC 17.36.055	18-38 du/ac

Zone	Min. Lot Area	Min. Lot Width (ft)	Front Setback (ft)	Side Setback (ft)	Rear Setback (ft)	Street side, Corner lot (ft)	Max. Height (ft) ⁹	Max. Impervious Surface (%)	Max. Hard Surface (%)	Max. Gross Floor Area ¹⁵	Density (min–max) ¹
DB	6,000 sq. ft.	50	See GHMC 17.99 ¹⁶	See GHMC 17.99 ¹⁶	See GHMC 17.99 ¹⁶	NA	See GHMC 17.99.510	70	85	See GHMC 17.40.055	6-12 du/ac
WR	6,000 sq. ft.	50	See GHMC 17.99	See GHMC 17.99	See GHMC 17.99	NA	See GHMC 17.99.510	55	60	4,000 sq. ft. ¹⁸	4 du/ac
WM	5,000 sq. ft.	50	See GHMC 17.99	See GHMC 17.99	See GHMC 17.99	NA	See GHMC 17.99.510	50 ⁵	70 ⁵	3,500 sq. ft. ¹⁸	4 du/ac
WC	6,000 sq. ft.	75	See GHMC 17.99	See GHMC 17.99	See GHMC 17.99	NA	See GHMC 17.99.510	50 ⁵	70 ⁵	4,000 sq. ft. ¹⁸	4 du/ac
ED	None	N/A	20 ¹⁰	20 ¹⁰	20 ¹⁰	20 ¹⁰	35	N/A ⁶	N/A ⁶	NA	N/A
PI ¹⁹	None	100	35 ⁸	25 ⁸	50 ⁸	25 ⁸	35	60	80	NA	N/A
PCD-C	None	75	20	See GHMC 17.41.030	See GHMC 17.41.030	20	35-45 ^{2,3} See GHMC 17.41.030	N/A ⁶	N/A ⁶	NA	24-32 du/ac
PCD-BP	None	75	20	See GHMC 17.54.030	See GHMC 17.54.030	20	35-45 See GHMC 17.54.030	N/A ⁶	N/A ⁶	NA	N/A

Footnotes:

1. Accessory Dwelling Units (up to two per lot) and Duplexes (one new Duplex per vacant lot, or one conversion of an existing Single-Family Residence to a Duplex) shall not be subject to the density of the underlying zone.
2. Allowed only for vertical mixed-use projects where at least 50% of the ground floor is occupied by primary non-residential uses. Parking or other accessory uses may not be used to meet this 50% requirement.
3. Any portion of a new structure within 75 feet of an adjacent R-1, R-2, RLD, RMD, WC, WM or WR zone shall not exceed 35 feet in height. Structure height shall be determined as provided for in GHMC 17.99.370(D), except as provided under 17.99.390(A)(3). The maximum building height shall also be limited by the city building and fire codes. Definitions within the city building and fire codes shall be used to determine height for compliance with the applicable building and fire codes.
4. For lots located within the Historic District, front/side/rear setbacks are governed by GHMC 17.99.310 and 17.99.320; where those provisions differ from this table, they control, and the more restrictive standard applies.
5. Waterfront adjustments. In waterfront districts, impervious/hard-surface limits or yard standards may be adjusted where necessary to meet shoreline access/view objectives in GHMC 17.48.090(E) and 17.50.040 (L), and other waterfront standards in this title, and the city's Shoreline Master Program.
6. Maximum impervious and hard-surface coverage are established through site plan review and applicable performance/landscaping standards rather than a fixed table maximum.
7. Applies to a Single-Family Dwelling as defined in GHMC 17.04.300. Required for development of Single-Family Dwellings on existing legally-established lots greater than 8,000 square feet of lot area.
8. Any yard abutting a residential development shall be required to maintain a dense vegetated screen not less than 50 feet.
9. All buildings and structures shall not exceed the height listed in the zone as provided for in GHMC 17.99.370(D), except as restricted under Chapter 17.62 GHMC, Height Restriction Area, and except as provided under GHMC 17.99.390(A)(3), 17.99.510(A)(2) and 17.99.510(B).
10. Situational setbacks in the ED district are also prescribed in GHMC 17.45.040

11. Garages accessory to Single-Family and Duplex dwellings may be located in the defined side and rear yards, provided they conform to the criteria in GHMC 17.99.490(A)(1).
12. Accessory structures to Single-Family and Duplex dwellings shall meet the minimum front yard for a house.
13. For uses which require site plan review under Chapter 17.96 GHMC, the minimum front yard setback shall be 20 feet.
14. In an R-1 district located within the Historic District, the following alternative setback and height provisions may be applied in lieu of the height and setback standards contained in Chapter 17.99 GHMC: Minimum front yard setback: 25 feet; Minimum rear yard setback: 30 feet; Minimum side yard setback: 8 feet; Maximum building height: 16 feet above the highest point of natural grade as measured along or within the building footprint. (Ord. 975 § 23, 2004).
15. Except in the WR, WC and WM zones, Maximum Gross Floor area only applies to non-residential uses.
16. Any non-residential yard abutting an existing residential use or zone is required to maintain a 25-foot-wide dense vegetated screen. Easements not having dense vegetative screening are not included.
17. The minimum lot area for residential or public or institutional uses permitted in a B-1 district shall be the same as that required in the R2 zone.
18. Historic net sheds as defined in GHMC [17.04.615](#) shall be excluded from the maximum gross floor area requirements above.
19. Does not apply to public parks and open space uses within the zone.



PHASE 2A CODE UPDATE – HOUSING DIVERSITY PLANNING COMMISSION RECOMMENDATION – 9/3/2026

The matrix below is a summary of proposed revisions to the GHMC Title 17 – Zoning dated August 17, 2026 recommended by the Planning Commission during deliberations on September 3, 2026. This recommendation will be forwarded to City Council for consideration.

No.	Origin	Code Topic	Issue	Review	Staff Recommendation	PC Recommendation
1	Staff	Numbering new density and dimension standards table	The new table needs a clear and logical location within Title 17 – Zoning.	Should be located in the first few sections of Title 17	Insert the new Dimensional and Density Standards by Zone section of code into a new section GHMC 17.13	As recommended
2	Public	Density and Dimensions Table Single-Family, Dwelling development standards Footnote 7	Ensuring the revisions to dimensional standards improved housing diversity and does not create a reasonable opportunity for development of larger single-family dwellings.	Footnote 7 in the Table refers to the definition of Single-Family Dwelling. Clarify how the footnote applies to the standards for new development of single-family dwellings.	Proposed to revise Footnote 7 to read: 7. <u>Single Family Dwelling as defined in GHMC 17.04.300. Required for development of single-family dwellings on existing legally-established lots greater than 6,000 square feet of lot area.</u>	Footnote 7: <u>Single Family Dwelling as defined in GHMC 17.04.300. Required for development of single-family dwellings on existing legally-established lots greater than 8,000 square feet of lot area.</u>

No.	Origin	Code Topic	Issue	Review	Staff Recommendation	PC Recommendation
3	Public	Density and Dimension Standards Table Single-Family, Dwelling development standards	Provide greater clarity in the different standards for Single-Family Dwellings versus other development types.	The current construction of the Density and Dimensions table can be confusing and unnecessarily redundant. Single-Family Dwelling concerns generally apply to only three zones (WR, R-1, R-2 and RB-1) where minimum densities easily allow for such construction. A new structure should be considered.	In the R1, R2, RB-1 and WR rows, add the contents of the Single-Family row as a second number in the same row as other development. Add Footnote #1 to the second number as shown above.	As recommended
4	Public	Waterfront Zone requirements in the Density and Dimensions Standards table.	In the WR zone, the impervious surface limit is higher than the hard surface limit (impervious plus low-impact surfaces such as pervious pavers). This is in error.	The WR zone should have the same impervious and hard surface requirements as the similar R-1 zone standards.	In the table, revise the impervious surface and hard surface standards for the WR zone to match the R-1 zone (55% impervious and 60% hard surface).	As recommended
5	Public	Waterfront Zone requirements in the Density and Dimensions Standards table.	Minimum lot area proposed in the WR zone is inconsistent with similar zones.	Similar to #4 above, the WR zone should have the same lot area requirements as the R1 zone as a low-density residential zone.	In the table, revise the minimum lot area for the WR zone to 6,000 square feet consistent with R-1.	As recommended

No.	Origin	Code Topic	Issue	Review	Staff Recommendation	PC Recommendation
6	Staff	Waterfront Zone requirements in the Density and Dimensions Standards table.	The currently constructed table, revised gross floor area for Waterfront Zones to only non-residential uses through Footnote #15.	While Footnote #15 was intended to address barriers to multi-family and mixed-use housing in Business and Commercial zones, its application to the Waterfront zones now allows the construction of 3,500 to 4,000 square foot residences. This was not the intent and does not further housing diversity goals.	<u>15. Except in the WR, WC and WM zones.</u> Maximum Gross Floor area only applies to non-residential uses.	As recommended
7	Staff	Public Institution Zone in the Density and Dimensions Standards table.	In combining the dimensional requirements for all zones into one table, some specific public facility use requirements were unintentionally increased (e.g. Parks and Open Space).	The combinations of all zone requirements into one table, collapsed a number of public facility uses into one number. This was accurate for most of the facility uses but not for Park and Open Space (trails, playgrounds, etc.). This creates operational, maintenance and future development issues for key infrastructure.	Insert the following as a footnote attached to the first column of the PI row in the Density and Dimension Standards table. <u>19. Does not apply to public parks and open space uses within the zone.</u>	As recommended

The Planning Commission recommends Council consider the August 17, 2026 draft update to GHMC Title 17 Zoning as revised in the matrix above. After consideration of all public testimony, the Planning Commission held deliberations and passed the revisions by majority vote.

The revisions are consistent with the Growth Management Act, other applicable state statutes, Puget Sound Regional Council's VISION 2050, the Pierce County Countywide Planning Policies and City of Gig Harbor Comprehensive Plan.

Dated: September 3, 2026

CITY OF GIG HARBOR PLANNING COMMISSION

A handwritten signature in black ink, appearing to read "M. L. Green", is written over a horizontal line.

Chair

Chapter 17.04

DEFINITIONS

Sections:

17.04.010	General interpretation.
17.04.015	Accessory dwelling unit.
17.04.017	Accessory uses and structures.
17.04.020	Administrative official.
17.04.021	Adult arcade.
17.04.022	Adult cabaret.
17.04.023	Adult entertainment.
17.04.024	Adult entertainment facility.
17.04.025	Adult family home.
17.04.026	Adult motel.
17.04.027	Adult motion picture theater.
17.04.028	Adult retail store.
17.04.030	Alley.
17.04.040	Alteration.
17.04.041	Amateur radio tower.
17.04.045	Ancillary services.
17.04.050	Animal clinic.
17.04.055	Antenna.
17.04.060	Apartment.
17.04.065	Arborist, qualified.
17.04.070	Area, building.
17.04.080	Area, site.
17.04.085	Art gallery.
17.04.086	Attic.
17.04.087	Automotive fuel-dispensing facility.
17.04.090	Banks and financial institutions.
17.04.100	Basement.
17.04.103	<i>Repealed.</i>
17.04.105	Best management practices (BMPs).

17.04.110	<i>Repealed.</i>
17.04.120	Boat house.
17.04.125	Broadcast and relay towers.
17.04.128	<i>Repealed.</i>
17.04.130	Building.
17.04.140	Building, accessory.
17.04.150	Building, existing.
17.04.160	Building height.
17.04.170	Building line.
17.04.180	Building, principal.
17.04.190	Building setback.
17.04.200	Business.
17.04.201	Business services.
17.04.203	Cel-site.
17.04.204	Cemetery.
17.04.205	City.
17.04.210	Clinic.
17.04.220	Clubs.
17.04.223	Coffee house.
17.04.225	Co-location.
17.04.230	Coverage.
17.04.235	Commercial.
17.04.240	Commercial child care.
17.04.242	Commercial photography.
17.04.245	<i>Repealed.</i>
17.04.247	Community recreation hall.
17.04.250	Comprehensive plan.
17.04.255	Computer assembly plants.
17.04.260	Conditional use.
17.04.261	Contractor's yard.
17.04.262	Courier services.
17.04.268	Day care provider, family.
17.04.269	Dense vegetative screen.
17.04.269.a	Density.

17.04.269.b	Density, maximum.
17.04.269.c	Density, minimum.
17.04.270	Detached buildings.
17.04.272	Developed property.
17.04.274	Director.
17.04.275	Distribution facilities.
17.04.280	Dock.
17.04.285	Drive-through facility.
17.04.287	Dwelling, attached.
17.04.288	Dwelling, duplex.
17.04.289	Dwelling, fourplex.
17.04.290	Dwelling, multiple-family.
17.04.300	Dwelling, single-family.
17.04.301	Dwelling, triplex.
17.04.305	Dwelling, mobile/manufactured.
17.04.310	<i>Repealed.</i>
17.04.320	Dwelling unit.
17.04.325	Dwelling, factory-built.
17.04.326	Entertainment, commercial.
17.04.327	Equipment, heavy.
17.04.328	Essential public facilities.
17.04.329	Expressive dance.
17.04.330	Family.
17.04.340	Fence.
17.04.350	Fence height.
17.04.355	Flag Lot
17.04.360	Floor area, gross.
17.04.362	Floor area, underground.
17.04.365	Floor area ratio.
17.04.366	Food truck.
17.04.367	Footprint.
17.04.370	Garage.
17.04.380	Garage, motor vehicle repair.
17.04.390	Garage, private.

Grey shaded text – new

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Regular Text – current code, unchanged.

17.04.400	Government administrative office.
17.04.405	Grade.
17.04.406	Ground cover.
17.04.407	Habitable space.
17.04.408	Hard surface.
17.04.409	Hedge.
17.04.410	Home occupation.
17.04.412	Hospital.
17.04.415	<i>Repealed.</i>
17.04.420	Impermeable surface.
17.04.424	Industrial, level 1.
17.04.425	Industrial, level 2.
17.04.430	Junkyard.
17.04.431	Kennel.
17.04.431.5	Kitchen.
17.04.432	Legal interest.
17.04.433	<i>Repealed.</i>
17.04.434	Light assembly.
17.04.436	Light manufacturing.
17.04.438	Living facility, assisted.
17.04.439	Living facility, independent.
17.04.440	Loading berth.
17.04.444	Lodging, level 1.
17.04.445	Lodging, level 2.
17.04.446	Lodging, level 3.
17.04.450	Lot.
17.04.455	Lot of record.
17.04.460	Lot area.
17.04.470	Lot, corner.
17.04.480	Lot, depth of.
17.04.490	Lot, interior.
17.04.500	Lot line.
17.04.510	Lot line, front.
17.04.520	Lot line, rear.

Grey shaded text – new

~~Strike out~~ – proposed to be removed

Regular Text – current code, unchanged.

17.04.530	Lot line, side.
17.04.540	Lot, through.
17.04.542	Lot width.
17.04.543	Low impact development (LID).
17.04.544	Low impact development BMPs.
17.04.545	Low impact retail.
17.04.546	Mail and packaging facilities.
17.04.548	Marina.
17.04.549	Marine boat sales, level 1.
17.04.550	Marine boat sales, level 2.
17.04.551	Marine industrial.
17.04.552	Marine sales and service.
17.04.554	Microcell.
17.04.555	Ministorage.
17.04.558	Mixed use.
17.04.560	Mobile/manufactured home.
17.04.570	Mobile/manufactured home park.
17.04.580	Mobile/manufactured home subdivision.
17.04.590	Moorage.
17.04.600	<i>Repealed.</i>
17.04.602	Museum.
17.04.605	Natural grade.
17.04.610	Natural resource extraction.
17.04.612	Net developable area.
17.04.615	Net shed, historic.
17.04.620	Nonconformity.
17.04.623	Nonprofit organization.
17.04.625	Nursery, agricultural.
17.04.630	Nursing facility, skilled.
17.04.633	Other adult entertainment facility.
17.04.635	Parking, off-street.
17.04.640	<i>Repealed.</i>
17.04.645	Parking lot, commercial.
17.04.650	Parking space.

Grey shaded text – new

~~Strike out~~ – proposed to be removed

Regular Text – current code, unchanged.

17.04.653	Parks.
17.04.654	Parsonage.
17.04.655	Partially developed property.
17.04.656	Performing arts center.
17.04.657	Permeable paving.
17.04.658	Personal services.
17.04.659	Pervious concrete.
17.04.660	Planned unit development.
17.04.675	Porous asphalt.
17.04.676	Principal dwelling unit.
17.04.677	Product services, level 1.
17.04.678	Product services, level 2.
17.04.680	Professional services.
17.04.685	Property line.
17.04.690	Public/private services.
17.04.691	Publishing and printing.
17.04.692	Recreation, indoor commercial.
17.04.693	Recreation, outdoor commercial.
17.04.695	Recreational vehicle.
17.04.696	Religious worship, house of.
17.04.697	Rental hall facility.
17.04.698	Reprographic or reprographic services.
17.04.699	Research and development facility.
17.04.700	Residential.
17.04.702	Restaurant 1.
17.04.703	Restaurant 2.
17.04.704	Restaurant 3.
17.04.706	Retail structure.
17.04.708	Sales, ancillary.
17.04.709	Sales, level 1.
17.04.710	Sales, level 2.
17.04.711	Sales, level 3.
17.04.712	Sales, retail.
17.04.713	Sales, wholesale.

Grey shaded text – new

~~Strike out~~ – proposed to be removed

Regular Text – current code, unchanged.

17.04.715	Satellite dish antenna.
17.04.716	School, higher educational.
17.04.717	School, primary.
17.04.718	School, secondary.
17.04.719	School, vocational/trade.
17.04.720	Setback, building.
17.04.725	Sexually oriented materials.
17.04.726	Short-term rental.
17.04.727	Short-term rental platform.
17.04.728	Site coverage.
17.04.730	<i>Repealed.</i>
17.04.740	<i>Repealed.</i>
17.04.742	Special uses.
17.04.745	Specified anatomical areas.
17.04.746	Specified sexual activities.
17.04.750	Story.
17.04.760	Street.
17.04.765	<i>Repealed.</i>
17.04.770	Structure.
17.04.780	Studio apartment.
17.04.790	Tank farm.
17.04.795	Tavern.
17.04.797	Tenant-specific alteration.
17.04.800	Tract.
17.04.805	Tree.
17.04.830	Travel trailer.
17.04.835	Truck garden.
17.04.837	Undeveloped property.
17.04.840	Use.
17.04.850	Use, principal.
17.04.860	Utilities.
17.04.870	Variance.
17.04.873	Vehicle wash.
17.04.875	Warehouse/warehousing.

Grey shaded text – new

~~Strike out~~ – proposed to be removed

Regular Text – current code, unchanged.

17.04.876	Wireless communication facility.
17.04.877	Wireless communication facility (WCF), attached.
17.04.878	Wireless services or wireless communication services.
17.04.879	Wireless communication support structure.
17.04.880	Yard.
17.04.890	Yard, front.
17.04.900	Yard, rear.
17.04.910	Yard, side.

17.04.010 General interpretation.

For the purposes of this title, certain usages and words herein shall be interpreted as follows:

- A. Words used in the present tense include the future tense;
- B. The singular number includes the plural;
- C. The word “person” includes a legal entity as well as an individual;
- D. The word “lot” includes the words plot, parcel and tract;
- E. The word “shall” signifies a requirement;
- F. The words “used” and “occupy” as applied to any building or land include the words intended, arranged, or designed to be used or occupied;
- G. The word “may” signifies permission and desire;
- H. Where a definition for a word or term is not found in this section, the definition of the word or term as found in the latest edition of Webster’s Dictionary shall apply. (Ord. 703 § 26, 1996; Ord. 573 § 2, 1990).

17.04.015 Accessory dwelling unit.

“Accessory dwelling unit” or “ADU” means a subordinate dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, townhome, or other housing unit. (Ord. 1540 § 1, 2025; Ord. 1046 § 1, 2006; Ord. 629 § 1, 1992).

17.04.017 Accessory uses and structures.

“Accessory uses and structures” means caretaker dwelling units associated with nonresidential uses, residential garages, sheds, similar outbuildings associated with the principal residential uses on the site and temporary buildings for and during construction. (Ord. 1046 § 2, 2006).

17.04.020 Administrative official.

“Administrative official” means a municipal official appointed by the mayor to administer and enforce this title and all other laws, statutes, rules and regulations applicable within the city. (Ord. 573 § 2, 1990).

17.04.021 Adult arcade.

“Adult arcade” means a commercial establishment containing individual viewing areas or booths where, for any form of consideration, including a membership fee, one or more still or motion picture projectors, slide projectors, or other similar image producing machines are used to show films, motion pictures, video cassettes, slides, or other visual representations that are distinguished or characterized by a predominant emphasis on matters depicting, describing, or simulating any specified sexual activities or any specified anatomical areas. (Ord. 743 § 3, 1996).

17.04.022 Adult cabaret.

“Adult cabaret” means a nightclub, bar, restaurant, tavern, or other similar commercial establishment, whether or not alcoholic beverages are served, that regularly features adult entertainment. (Ord. 743 § 4, 1996).

17.04.023 Adult entertainment.

“Adult entertainment” means:

- A. Any exhibition, performance or dance conducted in an adult entertainment facility where such exhibition, performance or dance is distinguished or characterized by a predominant emphasis on matters depicting, describing, or simulating any specified sexual activities or any specified anatomical areas; or
- B. Any exhibition, performance or dance intended to sexually stimulate any patron and conducted in an adult entertainment facility where such exhibition, performance or dance is performed for, arranged with, or engaged in with fewer than all patrons in the adult entertainment facility at that time, with separate consideration paid, either directly or indirectly, for such performance, exhibition or dance. For purposes of example and not limitation, such exhibitions, performances or dances are commonly referred to as table dancing, couch dancing, taxi dancing, lap dancing, private dancing or straddle dancing. (Ord. 743 § 5, 1996).

17.04.024 Adult entertainment facility.

“Adult entertainment facility” means a commercial establishment defined as an adult arcade, adult cabaret, adult motel, adult motion picture theater, adult retail store, or other adult entertainment facility. (Ord. 743 § 6, 1996).

17.04.025 Adult family home.

“Adult family home” means a facility licensed pursuant to Chapter [70.128](#) RCW and is defined by RCW [70.128.010](#) as a residential home in which a person or persons provide personal care, special care, room, and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services. (Ord. 1046 § 3, 2006; Ord. 703 § 1, 1996).

17.04.026 Adult motel.

“Adult motel” means a hotel, motel, or similar commercial establishment which:

- A. Offers sleeping accommodations to the public for any form of consideration and provides patrons with closed-circuit television transmissions, films, motion pictures, video cassettes, slides, or other visual representations that are distinguished or characterized by a predominant emphasis on matters depicting, describing, or simulating any specified sexual activities or any specified anatomical areas, and that has a sign visible from the public right-of-way that advertises the availability of this type of sexually oriented materials; or
- B. Offers a sleeping room for rent for a rental fee period of time that is less than 10 hours; or
- C. Allows a tenant or occupant of a sleeping room to sub-rent the room for a period of time that is less than 10 hours. (Ord. 743 § 7, 1996).

17.04.027 Adult motion picture theater.

“Adult motion picture theater” means a commercial establishment where, for any form of consideration, motion pictures, films, video cassettes, slides, or other similar visual representations are regularly shown that are distinguished or characterized by a predominant emphasis on matters depicting, describing, or simulating any specified sexual activities or any specified anatomical areas. (Ord. 743 § 8, 1996).

17.04.028 Adult retail store.

“Adult retail store” means a commercial establishment such as a bookstore, video store, or novelty shop which as one of its principal business purposes offers for sale or rent, for any form of consideration, any one or more of the following:

- A. Books, magazines, periodicals or other printed materials, or photographs, films, motion pictures, video cassettes, slides, or other visual representations that are distinguished or

characterized by a predominant emphasis on matters depicting, describing, or simulating any specified sexual activities or any specified anatomical areas; or

B. Instruments, devices, or paraphernalia designed for use in connection with any specified sexual activities. (Ord. 743 § 9, 1996).

17.04.030 Alley.

“Alley” means a private access or street, wider than 10 feet and no wider than 16 feet, that provides secondary access to residential parcels or units, and that provides principal access to garages or code-required parking areas. Alleys provide parking and service access, but are not intended for general traffic circulation. (Ord. 951 § 1, 2004; Ord. 573 § 2, 1990).

17.04.040 Alteration.

“Alteration” means any change, addition or modification in the construction, location, occupancy or use classification of any building or land. (Ord. 573 § 2, 1990).

17.04.041 Amateur radio tower.

“Amateur radio tower” means an antenna and tower which transmits non-commercial communication signals and is licensed as an amateur radio tower by the Federal Communications Commission. Guy wires for amateur radio towers are considered part of the structure for the purposes of meeting development standards. (Ord. 771 § 1, 1997).

17.04.045 Ancillary services.

“Ancillary services” means services primarily for the employees of a primary permitted use. Examples of such uses include day care centers, cafeterias and exercise facilities for the benefit of the employees. Ancillary services shall not have exterior signage. (Ord. 1160 § 1, 2009).

17.04.050 Animal clinic.

“Animal clinic” means a facility under the direction of a veterinarian licensed by the state of Washington to perform medical and surgical services on animals. Overnight indoor confinement related to medical and surgical services is allowed. (Ord. 1046 § 4, 2006; Ord. 573 § 2, 1990).

17.04.055 Antenna.

“Antenna” means any exterior apparatus designed for telephonic radio, data, Internet or television communications through the sending and/or receiving of electromagnetic waves, and includes equipment attached to a tower or building for the purpose of providing personal wireless services, including unlicensed wireless telecommunications services, wireless telecommunications services utilizing frequencies authorized by the Federal Communications Commission “cellular,” “enhanced specialized mobile radio,” and personal communications services, “telecommunications services,” and its attendant base station. An “antenna array” is one or more rods, panels, discs or similar devices used for the transmission or reception of radio frequency signals, which may include omni-directional antenna (panel) and parabolic (disc). The antenna array does not include the support structure. (Ord. 771 § 2, 1997; Ord. 573 § 2, 1990).

17.04.060 Apartment.

“Apartment” means any portion of a building that is designed, built, rented, leased, let or hired out to be occupied as an independent housekeeping unit with its own cooking facilities and that is contained within a multiple-family dwelling (see GHMC [17.04.290](#)). (Ord. 573 § 2, 1990).

17.04.065 Arborist, qualified.

“Qualified arborist” means an International Society of Arboriculture Certified Arborist with a current Tree Risk Assessment Qualification, or similar equivalent certification and qualification. (Ord. 1347 § 9, 2016).

17.04.070 Area, building.

“Building area” means the total ground coverage of a building or structure and is measured from the outside of the building’s or structure’s external walls. (Ord. 573 § 2, 1990).

17.04.080 Area, site.

“Site area” means all the area within the boundaries of a lot, tract, parcel or site, excluding public rights-of-way dedicated to the state, county or city for use as thoroughfares and private rights-of-way established for motor vehicular thoroughfares; provided, that private rights-of-way which provide common access to three or less lots within a short plat may be included for the purposes of calculating lot area. (Ord. 601 § 1, 1991; Ord. 573 § 2, 1990).

17.04.085 Art gallery.

“Art gallery” means a room or series of rooms where works of art are exhibited. (Ord. 871 § 2, 2001).

17.04.086 Attic.

“Attic” means finished or unfinished space with a headroom of less than seven feet between the ceiling beams of the top story and the roof rafters. (Ord. 1152 § 1, 2009).

17.04.087 Automotive fuel-dispensing facility.

"Automotive fuel-dispensing facility" means any facility that is used for the sale of gasoline or other motor fuels, oil, lubricants and auto accessories, and may or may not include washing, lubricating and other minor services. Painting and/or body work activities are not allowed. (Ord. 1046 § 5, 2006).

17.04.090 Banks and financial institutions.

"Banks and financial institutions" means those uses which are classified in major groups 60, 61 and 62 in the Standard Industrial Classification Manual (SICM), 1987 edition or as amended. (Ord. 724 § 1, 1996).

17.04.100 Basement.

"Basement" means a story having at least 50 percent of its volume below grade. (Ord. 573 § 2, 1990).

17.04.103 Bed and breakfast.

Repealed by [Ord. 1046](#). **17.04.105 Best management practices (BMPs).**

"Best management practices" or "BMPs" means the schedule of activities, prohibition of practices, maintenance procedures, and structural, and/or management practices approved by Ecology that, when used singly or in combination, prevent or reduce the release of pollutants and other adverse impacts to waters of Washington State. BMPs are listed and described in the Gig Harbor stormwater management and site development manual, most recent version. (Ord. 1347 § 10, 2016).

17.04.110 Boardinghouse.

Repealed by [Ord. 1046](#). **17.04.120 Boat house.**

"Boat house" means a building that provides shelter for a boat or boats. (Ord. 573 § 2, 1990).

17.04.125 Broadcast and relay towers.

"Broadcast and relay towers" means a freestanding support structure, attached antenna, and related equipment intended for transmitting, receiving or re-transmitting commercial television, radio, telephone, or other communication services. (Ord. 771 § 3, 1997).

17.04.128 Buildable lands, net.

Repealed by [Ord. 951](#). **17.04.130 Building.**

"Building" means any structure built for the support or enclosure of persons, animals, chattels or property of any kind. (Ord. 573 § 2, 1990).

17.04.140 Building, accessory.

"Accessory building" means a detached building the use of which is appropriate, subordinate and customarily incidental to the principal building or the principal use of the land, and is located on the same lot as the principal building or principal use of the land. A building shall not be accessory and shall be considered to be part of the principal building when joined to the principal building by a common wall at least four feet long or when connected to the principal building by a breezeway that is eight feet or less in length. (Ord. 573 § 2, 1990).

17.04.150 Building, existing.

“Existing building” means a building erected before the effective date of the ordinance codified in this title or one for which application for a building permit was made before the effective date of the ordinance codified in this title. (Ord. 573 § 2, 1990).

17.04.160 Building height.

“Building height” means the vertical distance measured from the highest elevation of the natural grade at the point on the property allowed by GHMC [17.99.370\(D\)](#) to the highest point of the roof, excluding chimneys and antennas. (Ord. 1307 § 7, 2014; Ord. 573 § 2, 1990).

17.04.170 Building line.

“Building line” means the surface of that face or corner of the part of the building nearest the property line. (Ord. 573 § 2, 1990).

17.04.180 Building, principal.

“Principal building” means the building that contains the principal use of a lot. (Ord. 573 § 2, 1990).

17.04.190 Building setback.

“Building setback” means the distance between the building line and the nearest boundary to the site or lot, measured at right angles to the boundary. (Ord. 573 § 2, 1990).

17.04.200 Business.

“Business” means an activity involving the wholesale or retail sale or the rental of any article or substance or commodity, including but not limited to building materials and vehicles, or involving the provision of commercial services. (Ord. 573 § 2, 1990).

17.04.201 Business services.

“Business services” means an establishment engaged in providing services to individuals, business and professional office uses. Examples of such uses include: postal services, financial institutions, photocopying and reproduction services, janitorial services, graphic design services, advertising services, data processing services, employment agencies. (Ord. 1160 § 2, 2009).

17.04.203 Cel-site.

“Cel-site” means a tract or parcel of land that contains wireless service facilities, including any antenna, support structure, accessory buildings and parking, and may include other uses associated with and ancillary to wireless services. (Ord. 771 § 4, 1997).

17.04.204 Cemetery.

“Cemetery” means any one, or a combination of more than one, of the following, in a place used or intended to be used for the placement of human remains and dedicated for cemetery purposes: (A) a burial park, for earth interments; (B) a mausoleum, for crypt interments; or (C) a columbarium, for permanent niche interments. The following may be accessory uses to the principal cemetery use: crematoriums, funeral homes (with attendant reception and funeral services), mortuaries, and related maintenance and administration facilities. Retail sales of cemetery-related items, including but not limited to flowers, urns and headstones, when operated in conjunction with and within the boundary of such cemetery, are allowed and shall be regulated by the requirements relating to retail sales. (Ord. 1148 § 1, 2008).

17.04.205 City.

"City" means the city of Gig Harbor, Washington. (Ord. 703 § 2, 1996).

17.04.210 Clinic.

"Clinic" means a building designed and used for the medical and surgical diagnosis and treatment of human patients under the care of doctors and nurses or other licensed health professionals. (Ord. 573 § 2, 1990).

17.04.220 Clubs.

"Club" means a building or group of buildings where members of an association or fraternal, cultural, or religious organization hold their meetings. A club may contain space available for temporary rental, and a kitchen facility to serve members and guests. (Ord. 1066 § 1, 2007; Ord. 1046 § 8, 2006; Ord. 573 § 2, 1990).

17.04.223 Coffee house.

"Coffee house" means a restaurant 1 use that serves primarily coffee, tea and other nonalcoholic beverages. (Ord. 1307 § 11, 2014; Ord. 1046 § 11, 2006; Ord. 598 § 3, 1991. Formerly 17.04.265).

17.04.225 Co-location.

"Co-location" means the placement and arrangement of multiple antennas and equipment on an existing support structure or existing equipment pad area. (Ord. 1245 § 9, 2012; Ord. 771 § 5, 1997).

17.04.230 Coverage.

"Coverage" is that percentage of the area of a lot or site that is built on or occupied by buildings, parking areas and other hard/impermeable surfaces. (Ord. 1347 § 11, 2016; Ord. 573 § 2, 1990).

17.04.235 Commercial.

"Commercial" means a business or activity at a scale greater than a home occupation involving retail or wholesale sale or provision of goods and services. Examples of commercial uses include, but are not limited to, restaurants, business services, professional services, personal services, product services, commercial recreation and sales. (Ord. 1307 § 8, 2014).

17.04.240 Commercial child care.

"Commercial child care" means a state-licensed business that provides child care on a daily basis outside of the provider's dwelling. (Ord. 1046 § 9, 2006; Ord. 724 § 2, 1996).

17.04.242 Commercial photography.

"Commercial photography" means establishments engaged in providing commercial photography including cinematography and video production facilities services for advertising agencies, publishers and other business and industrial users. (Ord. 724 § 5, 1996).

17.04.245 Commercial building/structure.

Repealed by [Ord. 1307](#). **17.04.247 Community recreation hall.**

“Community recreation hall” means a facility provided by a nonprofit organization or government agency, for the purposes of community gatherings, classes, meetings, etc. Such a facility may include a commercial grade kitchen. (Ord. 871 § 1, 2001).

17.04.250 Comprehensive plan.

“Comprehensive plan” means the planning document as defined in RCW [36.70A.030\(4\)](#). (Ord. 703 § 3, 1996; Ord. 573 § 2, 1990).

17.04.255 Computer assembly plants.

“Computer assembly plants” means those uses which are classified as industry group 357 in the Standard Industrial Classification Manual (SICM), 1987 edition or as amended. (Ord. 724 § 3, 1996).

17.04.260 Conditional use.

“Conditional use” means a use listed among those classified in any given zone but permitted only after a public hearing by the city and the granting of a conditional use permit imposing such performance standards as will make the use compatible with other permitted uses in the same district. (Ord. 703 § 4, 1996; Ord. 573 § 2, 1990).

17.04.261 Contractor’s yard.

“Contractor’s yard” is an outdoor storage area used for the storage of equipment or machinery typically used in the construction trades industry. (Ord. 752 § 1, 1997).

17.04.262 Courier services.

“Courier services” means those uses which are classified as group 4215 in the Standard Industrial Classification Manual (SICM), 1987 edition or as amended. (Ord. 724 § 4, 1996).

17.04.268 Day care provider, family.

“Family day care provider” means a state-licensed day care provider as defined in RCW [74.15.020](#) who regularly provides day care for not more than 12 children in the provider’s home in the family living quarters. (Ord. 1307 § 10, 2014; Ord. 1046 § 10, 2006; Ord. 703 § 5, 1996; Ord. 573 § 2, 1990. Formerly 17.04.264).

17.04.269 Dense vegetative screen.

A “dense vegetative screen” consists of a physical buffer which is opaque to a height of six feet and broken to a height of 20 feet. Screening may be achieved through any one or a combination of the following methods:

- A. A solid row of evergreen trees or shrubs.
- B. A solid row of evergreen trees or shrubs planted on an earthen berm.
- C. A combination of trees and shrubs and fencing where the amount of fencing does not exceed 50 percent of the lineal distance of the side to be buffered. Ground cover plants which are capable of providing complete ground coverage within three years of planting shall also be provided.
- D. LID BMPs may be utilized within dense vegetative screens. Where LID BMPs are proposed to meet dense vegetative screen requirements, these plantings may deviate from the requirements in this subsection; provided, that the overall screen area meets the intent of providing screening and physical separation. (Ord. 1347 § 12, 2016; Ord. 652 § 1, 1993).

17.04.269.a Density.

"Density" means a ratio comparing the number of dwelling units with land area of lot or parcel. (Ord. 1551 § 1, 2025).

17.04.269.b Density, maximum.

"Density, maximum" means the largest number of dwelling units that shall be developed on parcel within a specific zoning district based upon net developable area of the parcel. (Ord. 1551 § 2, 2025).

17.04.269.c Density, minimum.

"Density, minimum" means the fewest number of dwelling units that shall be developed on a parcel within a specific zoning district based upon the net developable acreage of the parcel. (Ord. 1551 § 3, 2025).

17.04.270 Detached buildings.

"Detached building" means a building surrounded on all sides by open space and not connected to another building or structure except by utilities. (Ord. 573 § 2, 1990).

17.04.272 Developed property.

"Developed property" means a lot or parcel of land upon which a building/buildings is/are located, but which contains insufficient area to be capable of further subdivision in accordance with the Gig Harbor subdivision or short subdivision ordinances (GHMC Title [16](#)), as now or hereafter amended. (Ord. 703 § 7, 1996).

17.04.274 Director.

“Director” means the planning director or his/her designated representative. (Ord. 1307 § 12, 2014; Ord. 1197 § 10, 2010; Ord. 703 § 6, 1996. Formerly 17.04.271).

17.04.275 Distribution facilities.

“Distribution facilities” means those uses which are classified as group 4212 in the Standard Industrial Classification Manual (SICM), 1987 Edition or as amended. (Ord. 724 § 6, 1996).

17.04.280 Dock.

“Dock” means a place or structure that connects with the shore and provides access to a boat vessel from the land. (Ord. 573 § 2, 1990).

17.04.285 Drive-through facility.

“Drive-through facility” means an establishment, as allowed in the zone, that permits customers to receive services or products while remaining in their vehicles. (Ord. 1046 § 13, 2006; Ord. 752 § 5, 1997; Ord. 573 § 2, 1990).

17.04.287 Dwelling, attached.

“Attached dwelling” means a dwelling that is connected to one or more dwellings by common vertical walls, horizontal floor, or a continuous roof structure. (Ord. 1046 § 14, 2006).

17.04.288 Dwelling, duplex.

“Duplex dwelling” means a building designed exclusively for occupancy by two families living independently of each other. A duplex can share a wall, ceiling/floor or any other shared roof

assembly, including breezeways, but cannot have interior openings between dwellings. (Ord. 1540 § 1, 2025; Ord. 1046 § 15, 2006).

17.04.289 Dwelling, fourplex.

“Four-plex dwelling” means a residential structure with four attached dwelling units and is constructed on a permanent foundation. (Ord. 1046 § 16, 2006).

17.04.290 Dwelling, multiple-family.

“Multiple-family dwelling” means a building or portion thereof designed to house two or more families living independently of each other and containing two or more dwelling units. (Ord. 1540 § 1, 2025; Ord. 1046 § 17, 2006; Ord. 703 § 8, 1996; Ord. 573 § 2, 1990).

17.04.300 Dwelling, single-family.

“Single-family dwelling” means a detached residential structure with one dwelling unit containing but one kitchen, designed for and occupied by one family. (Ord. 1540 § 1, 2025; Ord. 1046 § 18, 2006; Ord. 573 § 2, 1990).

17.04.301 Dwelling, triplex.

“Triplex dwelling” means a building designed exclusively for occupancy by three families living independently of each other. A triplex can share a wall, ceiling/floor or any other shared roof assembly, including breezeways, but cannot have interior openings between dwellings. (Ord. 1540 § 1, 2025; Ord. 1046 § 19, 2006).

17.04.305 Dwelling, mobile/manufactured.

“Mobile/manufactured dwelling” means a residential unit on one or more chassis for towing to the point of use and designed to be used as a dwelling unit on a year-round basis, and if to be installed, one which bears an insignia by a state or federal regulatory agency indicating that the mobile/manufactured home complies with all applicable construction standards of the U.S. Department of Housing and Urban Development’s definition of a manufactured home. (Ord. 573 § 2, 1990).

17.04.310 Dwelling, two-family.

Repealed by [Ord. 1046](#). **17.04.320 Dwelling unit.**

“Dwelling unit” means a residential living unit that provides complete, independent living facilities for one or more persons including permanent provisions of living, sleeping, eating, cooking and sanitation. (Ord. 1540 § 1, 2025; Ord. 990 § 1, 2005; Ord. 573 § 2, 1990).

17.04.325 Dwelling, factory-built.

“Factory-built dwelling” means a structure constructed in a factory of factory assembled parts and transported to the building site in whole or in units which meets the requirements of the International Building Code. The completed structure is not a mobile/manufactured home; it is a detached building that is designed for long-term human habitation exclusively by one family, has complete living facilities and constitutes one dwelling unit. (Ord. 573 § 2, 1990).

17.04.326 Entertainment, commercial.

“Commercial entertainment” means any passive recreational activities including but not limited to movie theaters, performing arts theaters, concert halls, and arcades. (Ord. 1046 § 21, 2006).

17.04.327 Equipment, heavy.

“Heavy equipment” means vehicles or machines capable of lifting or altering heavy objects, moving large quantities of earth and/or stone, extracting natural resources, harvesting, planting or maintaining agricultural/forest products, and other vehicles or machines performing large-scale work tasks. Heavy equipment includes, but is not limited to, cranes, bulldozers, earth scrapers, tractors over 80 horsepower, and equipment of a similar nature. (Ord. 1046 § 22, 2006).

17.04.328 Essential public facilities.

“Essential public facilities” includes those facilities identified in RCW [36.70A.200](#) that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW [47.06.140](#), state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW [71.09.020](#). (Ord. 1046 § 23, 2006).

17.04.329 Expressive dance.

“Expressive dance” means any dance which, when considered in the context of the entire performance, constitutes an expression of art, theme, story or ideas, but excluding any dance such as, but not limited to, common barroom type topless dancing which, when considered in the context of the entire performance, is presented primarily as a means of displaying nudity as a sales device or for other commercial exploitation without substantial expression of theme, story or ideas, and the conduct appeals to the prurient interest, depicts sexual conduct in a patently offensive way and lacks serious literary, artistic, political or scientific value. (Ord. 743 § 10, 1996).

17.04.330 Family.

“Family” means one or more persons occupying a dwelling unit, including the joint use of and responsibility for common areas, sharing household activities and responsibilities such as

chores, household maintenance, and expenses. Such persons need not be related by blood or marriage. (Ord. 1540 § 1, 2025; Ord. 703 § 9, 1996; Ord. 573 § 2, 1990).

17.04.340 Fence.

"Fence" means a barrier that is constructed of one or more of the following materials or a combination thereof, of wood, metal, plastics and masonry materials and which the prime purpose is to separate, screen or partition a parcel or parcels along the perimeters from adjoining parcels, or to screen or partition within a portion of a parcel. (Ord. 667 § 1, 1994; Ord. 573 § 2, 1990).

17.04.350 Fence height.

"Fence height" means the vertical distance from grade directly under the fence to the highest point of the fence above the point of measurement. (Ord. 573 § 2, 1990).

17.04.355 Flag Lot

"Flag Lot" means a lot which gains access by way of a driveway, easement, or lot extension which is too narrow to be built upon.

17.04.360 Floor area, gross.

A. "Gross floor area" in the RB-1 zoning district means:

1. The sum of the horizontal area of the floor(s) of a building or buildings measured from the exterior faces of exterior walls and from centerlines of division walls. The gross floor area includes basement space, garage space, the elevator shafts and stairwells at each floor, mechanical equipment rooms, finished attics with a headroom of seven and one-half feet or more, penthouse floors, interior balconies and mezzanines, and enclosed porches.

The gross floor area shall not include accessory water tanks and cooling towers, mechanical equipment, and unfinished attics regardless of headroom.

2. For purposes of determining off-street parking requirements, gross floor area shall mean the sum of the horizontal area of the floor(s) of a building or buildings measured from the exterior faces of exterior walls and from centerlines of division walls including basement space, the elevator shafts and stairwells at each floor, mechanical equipment rooms, finished attics with a headroom of seven and one-half feet or more, penthouse floors, interior balconies and mezzanines and enclosed porches; but shall not include garage space, accessory water tanks and cooling towers, mechanical equipment and unfinished attics regardless of headroom.

B. "Gross floor area" in the PI, R-1, RLD, R-2, RMD, R-3, RB-2, DB, B-1, B-2, C-1, PCD-C, ED, WR, MW, WC, PCD-BP, PCD-NB and MUD zoning districts means:

1. The sum of the horizontal area of the floor(s) of a building or buildings measured from the exterior faces of exterior walls and from centerlines of division walls. The gross floor area includes garage space, the elevator shafts and stairwells at each floor, mechanical equipment rooms, penthouse floors, interior balconies and mezzanines, and enclosed porches. The gross floor area shall not include accessory water tanks and cooling towers, mechanical equipment, attics as defined by GHMC [17.04.086](#), and underground floor area as defined by GHMC [17.04.362](#).

2. For purposes of determining off-street parking requirements, gross floor area shall mean the sum of the horizontal area of the floor(s) of a building or buildings measured from the exterior faces of exterior walls and from centerlines of division walls including the elevator shafts and stairwells at each floor, mechanical equipment rooms, penthouse floors, interior balconies and mezzanines, enclosed porches and underground floor area; but shall not include garage space, accessory water tanks and cooling towers, mechanical equipment and attics. (Ord. 1278 § 4, 2013; Ord. 1152 § 2, 2009; Ord. 1008 § 2, 2005; Ord. 573 § 2, 1990).

17.04.362 Floor area, underground.

"Underground floor area" means the floor area of a building, structure, story, or portion of a story constructed entirely below natural or finished grade, whichever is lower, excluding below grade window wells required for rescue and escape and up to an additional 24 linear feet of access. (Ord. 1152 § 3, 2009).

17.04.365 Floor area ratio.

"Floor area ratio" is a proportional allowance which a building may use for maximum floor area based upon the area of the lot or parcel. The intent of floor area ratios is to minimize the mass, scale and bulk of a structure on a parcel and adjacent parcels while providing sufficient open space, solar access and view opportunities. (Ord. 703 § 10, 1996).

17.04.366 Food truck.

"Food truck" means a vehicle or trailer located on private property from which a vendor prepares and/or serves food for sale to the general public. (Ord. 1316 § 3, 2015).

17.04.367 Footprint.

"Footprint" of a structure or building shall be measured from the outer perimeter excluding eave overhangs and other cantilevered portions projecting no more than 18 inches and no wider than 10 feet. The footprint of a structure or building shall not include any portions that are completely below ground. (Ord. 1008 § 1, 2005).

17.04.370 Garage.

"Garage" means a building or a portion thereof in which motor vehicles are stored, repaired or maintained. (Ord. 573 § 2, 1990).

17.04.380 Garage, motor vehicle repair.

“Motor vehicle repair garage” means a garage that is available to the public, is operated for gain and is used for the storage, repair, rental, greasing, washing, servicing, adjusting or equipping of motor vehicles. (Ord. 573 § 2, 1990).

17.04.390 Garage, private.

“Private garage” means an accessory building or any portion of a principal building that is used in connection with residential purposes as a garage. (Ord. 573 § 2, 1990).

17.04.400 Government administrative office.

“Government administrative office” means a facility for the executive, legislative, judicial, administrative, and regulatory activities of local, state, federal, and international governments that may perform public services and work directly with citizens. Typical facilities include courthouses, human and social service offices, health offices, and government offices. (Ord. 1046 § 25, 2006).

17.04.405 Grade.

“Grade” means the finished surface of the ground after grading for development. (Ord. 573 § 2, 1990).

17.04.406 Ground cover.

“Ground cover” means small plants such as salal, ivy, ferns, mosses, grasses or other types of vegetation which normally cover the ground and shall include trees less than three inches in diameter measured at 54 inches aboveground. (Ord. 1347 § 13, 2016; Ord. 703 § 11, 1996. Formerly 17.04.407).

17.04.407 Habitable space.¹

“Habitable space” shall mean a space in a building for living, sleeping, eating or cooking, and shall also include bathrooms, toilet rooms, closets, halls, storage rooms and utility rooms.

Habitable space does not include attic areas that have no floors or finished interior walls. (Ord. 1347 § 14, 2016; Ord. 995 § 1, 2005. Formerly 17.04.408).

17.04.408 Hard surface.

“Hard surface” means an impermeable surface, a permeable pavement, or a vegetated roof. (Ord. 1347 § 15, 2016).

17.04.409 Hedge.¹

“Hedge” is a row of closely planted shrubs, bushes, or trees aligned in a linear fashion forming a screen, fence, or boundary. (Ord. 995 § 4, 2005).

17.04.410 Home occupation.

“Home occupation” means any activity conducted for financial gain or profit in a dwelling unit by persons residing therein, and which activity is not generally or customarily characteristic of activities for which dwelling units are intended or designed and such activity is clearly incidental or secondary to the residential use of a dwelling unit. (Ord. 1046 § 26, 2006; Ord. 703 § 27, 1996).

17.04.412 Hospital.

“Hospital” means a 24-hour, inpatient medical and surgical treatment facility. (Ord. 1046 § 27, 2006; Ord. 955 § 2, 2004).

17.04.415 Hotel/motel.

Repealed by [Ord. 1046](#). **17.04.420 Impermeable surface.**

“Impermeable surface” means a nonvegetated surface area which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development, and/or causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impermeable surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads with compacted sub-grade, packed earthen materials, and oiled, macadam or other surfaces which similarly impede the natural infiltration of stormwater. Open, uncovered retention/detention facilities and tidelands shall not be considered as impermeable surfaces for the purposes of determining whether the thresholds for application of stormwater minimum requirements are exceeded but shall be considered impermeable surfaces for purposes of runoff modeling. (Ord. 1347 § 16, 2016; Ord. 1278 § 4, 2013; Ord. 863 § 2, 2001; Ord. 573 § 2, 1990).

17.04.424 Industrial, level 1.

“Industrial, level 1” means the assembly, production, or storage of finished or semi-finished materials or components into a finished or semifinished product. Acceptable uses must have minimal nuisance factors such as, but not limited to, noise, light, glare, odors, particulate emissions and hazardous waste. Examples of acceptable uses include contractor’s office and/or shop, light assembly, light manufacturing, mailing and packaging facilities, warehousing, cinematography and video production facilities, research and development facilities, linen, diaper and similar supply services and laundry facilities. (Ord. 1160 § 3, 2009; Ord. 1046 § 29, 2006).

17.04.425 Industrial, level 2.

“Industrial, level 2” means the assembly, production, or storage of finished, semi-finished, or raw materials or components into a finished or semi-finished product. Acceptable uses may

have moderate nuisance factors such as, but not limited to, noise, light, glare, odors, particulate emissions and hazardous waste. Examples of such uses include all industrial, level 1 uses plus uses such as contractors' yards, moving companies, distribution facilities, frozen food lockers, commercial greenhouses and processing of raw materials, except that refining and smelting are not allowed. (Ord. 1046 § 30, 2006).

17.04.430 Junkyard.

"Junkyard" means any lot or portion of any lot used for the storage or keeping of junk or waste material including worn-out or wrecked motor vehicles, scrap, partially or fully discarded tangible materials, combinations of materials or items such as machinery, metal, rags, rubber, paper, plastics, chemicals, and building materials that cannot, without further alteration or reconditioning, be used for their original purpose. A junkyard may include an auto wrecking yard. (Ord. 573 § 2, 1990).

17.04.431 Kennel.

"Kennel" means a commercial establishment in which domesticated animals are housed, groomed, bred, boarded, trained, or sold. This includes long-term and short-term day care facilities for pets. (Ord. 1307 § 13, 2014; Ord. 1046 § 31, 2006).

17.04.431.5 Kitchen.

"Kitchen" means a place where food is cooked or prepared and contains the facilities and equipment used in preparing and serving food, such as: a gas or electric range or oven (a freestanding burner, warming oven or microwave is not considered a range or oven); a kitchen sink (a bar or hand sink is not considered a kitchen sink); a refrigerator/freezer (an upright refrigerator or freezer that fits under a counter, such as the type often found in offices, is not sufficient for a kitchen in a dwelling); or an electric outlet for 220 voltage and/or plumbing or standpipes for equipment and facilities normally found in a kitchen. (Ord. 1540 § 1, 2025).

17.04.432 Legal interest.

“Legal interest” means the owner of record for the parcel and/or the duly authorized agent for the owner of record. (Ord. 573 § 2, 1990).

17.04.433 Land clearing.

Repealed by [Ord. 1197](#). **17.04.434 Light assembly.**

“Light assembly” means the assembly of prefabricated materials or components into a finished product. Included in this definition is product wholesaling and material storage. (Ord. 573 § 2, 1990).

17.04.436 Light manufacturing.

“Light manufacturing” means any premises devoted to the production of a finished or semifinished product and which has minimal nuisance factors such as, but not limited to, noise, light, glare, odors, particulate emission and hazardous wastes. (Ord. 573 § 2, 1990).

17.04.438 Living facility, assisted.

“Assisted living facility” means a multiunit establishment which provides living quarters and a variety of supportive personal care, limited health care, housekeeping, and transportation services to individuals who are unable to live independently due to infirmity of age or physical handicap, but who do not need the medically oriented care of a skilled nursing facility. Individual dwelling units are of a barrier-free design with separate bathroom facilities and a mini-kitchen without range. Communal areas include a dining room in which three meals per day are served, social and activity areas, laundry facilities, and open space. Assisted living facilities are licensed under Chapter [388-110](#) WAC. (Ord. 990 § 2, 2005).

17.04.439 Living facility, independent.

“Independent living facility” means a multiunit establishment which provides living quarters and a variety of social, housekeeping, and transportation services to senior citizens who choose to live in a congregate setting. Individual dwelling units are of a barrier-free design with separate bathroom facilities and may contain a full kitchen, partial kitchen, or no kitchen. Communal areas include a dining room in which at least one meal per day is served, social and activity areas, laundry facilities, and open space. (Ord. 990 § 3, 2005).

17.04.440 Loading berth.

“Loading berth” means an off-street space or berth that is on the same lot with the building it serves and is used for the parking of a vehicle while loading or unloading material or items. (Ord. 573 § 2, 1990).

17.04.444 Lodging, level 1.

“Lodging, level 1” means a single-family residence which provides overnight lodging for guests, and provides food service to guests in accordance with WAC [246-215-09300](#). Such dwelling shall have no more than eight such guest rooms for persons other than the immediate family of the operator occupying such dwelling. (Ord. 1507 § 2, 2023; Ord. 1046 § 32, 2006).

17.04.445 Lodging, level 2.

“Lodging, level 2” means an establishment providing sleeping accommodations with a majority of all guest rooms having direct access to the outside without the necessity of passing through the main lobby of the building, with or without food services, and may include conference facilities. (Ord. 1046 § 33, 2006).

17.04.446 Lodging, level 3.

“Lodging, level 3” means an establishment providing sleeping accommodations with a majority of all guest rooms having direct access through the main lobby of the building, with or without food services, and may include conference facilities. (Ord. 1046 § 34, 2006).

17.04.450 Lot.

“Lot” means an area of land that is described by metes and bounds or recorded plat and is to be used, developed or built upon as a single unit of land. (Ord. 573 § 2, 1990).

17.04.455 Lot of record.

“Lot of record” means a lot, tract or parcel which is defined by a deed recorded as a valid lot in a recorded subdivision with the county auditor and assigned a tax number. (Ord. 703 § 12, 1996; Ord. 573 § 2, 1990).

17.04.460 Lot area.

“Lot area” means all the area within the boundaries of a lot excluding rights-of-way, etc. (see GHMC [17.04.080](#)). (Ord. 573 § 2, 1990).

17.04.470 Lot, corner.

“Corner lot” means a lot situated at the junction of and bordering on two intersecting public rights-of-way. On a corner lot, the front lot line is the shorter lot line adjacent to a public street; the longer lot line adjacent to a public street is a side lot line. (Ord. 573 § 2, 1990).

17.04.480 Lot, depth of.

“Depth of lot” means the average distance from the front lot line to the rear lot line measured horizontally from the midpoint of the front lot line to the midpoint of the rear lot line. (Ord. 573 § 2, 1990).

17.04.490 Lot, interior.

“Interior lot” means any lot other than a corner lot. (Ord. 573 § 2, 1990).

17.04.500 Lot line.

“Lot line” means a portion of the boundary of a lot dividing it from other lots or parcels of land. (Ord. 573 § 2, 1990).

17.04.510 Lot line, front.

“Front lot line” of an interior lot means the lot line adjacent to a public street. If the interior lot does not have a lot line adjacent to a public street, the front lot line shall be the total line first crossed when gaining access to the lot from a private street or access easement. See GHMC [17.04.470](#) for the definition of the front lot line of a corner lot. (Ord. 1194 § 6, 2010; Ord. 573 § 2, 1990).

17.04.520 Lot line, rear.

“Rear lot line” means the lot line opposite and most distant from the front lot line, and in the case of an irregularly, triangularly or triangular-shaped lot, the rear lot line will be determined by the planning director. (Ord. 573 § 2, 1990).

17.04.530 Lot line, side.

“Side lot line” means any lot line that is not the front lot line or the rear lot line. (Ord. 573 § 2, 1990).

17.04.540 Lot, through.

“Through lot” means an interior lot fronting on two streets. A through lot has two front lot lines and no rear lot line. (Ord. 573 § 2, 1990).

17.04.542 Lot width.

“Lot width” means the horizontal dimension of the front lot line or, in an irregularly shaped lot, the horizontal dimension across the lot at the building setback line. (Ord. 1046 § 35, 2006; Ord. 573 § 2, 1990. Formerly 17.04.550).

17.04.543 Low impact development (LID).

“Low impact development” or “LID” means a stormwater and land use management strategy that strives to mimic predisturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design. (Ord. 1347 § 17, 2016).

17.04.544 Low impact development BMPs.

“Low impact development BMPs” means distributed stormwater management practices, integrated into a project design, that emphasize pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration. LID BMPs include, but are not limited to, bioretention, rain gardens, permeable pavements, roof downspout controls,

dispersion, soil quality and depth, minimal excavation foundations, vegetated roofs, and water re-use. (Ord. 1347 § 19, 2016).

17.04.545 Low impact retail.

“Low impact retail” means retail uses that are compatible with, and targeted to, local residential consumers, and that reduce the hazards of local traffic by limiting the size of the building. Such stores or services may include pharmacies, bakeries and delicatessens or coffee shops, barbershops and beauty parlors, drycleaners, shoe repair, small commercial postal services, flower shops, and similar uses. Drive-in establishments, such as gas stations or drive-through restaurants, do not meet this definition. (Ord. 1347 § 18, 2016; Ord. 1046 § 36, 2006; Ord. 863 § 3, 2001. Formerly 17.04.544).

17.04.546 Mail and packaging facilities.

“Mail and packaging facilities” means retail facilities which provide mail and package services to the general public. (Ord. 1046 § 37, 2006; Ord. 724 § 7, 1996. Formerly 17.04.553).

17.04.548 Marina.

“Marina” means a water-dependent facility consisting of a system of piers, buoys or floats which provides moorage and may include related services. (Ord. 1046 § 38, 2006).

17.04.549 Marine boat sales, level 1.

“Marine boat sales, level 1” means a boat sales brokerage offering services to buyers and sellers, but without on-site outdoor, dry land storage and/or display yard. (Ord. 1046 § 39, 2006).

17.04.550 Marine boat sales, level 2.

“Marine boat sales, level 2” means a boat sales brokerage offering services to buyers and sellers, with on-site outdoor display yard. (Ord. 1046 § 40, 2006).

17.04.551 Marine industrial.

“Marine industrial” means the assembly, production, or storage of finished or semi-finished materials or components into a finished or semi-finished marine product, and includes the production or sale of fishing equipment and supplies, boat construction and dry land boat storage, sales of fisheries products for human consumption, and commercial fishing operations. (Ord. 1046 § 41, 2006).

17.04.552 Marine sales and service.

“Marine sales and service” means marine- related sales of items such as boating equipment, fishing equipment, hardware and supplies, fisheries products for human consumption, bait sales and boat repair. (Ord. 1046 § 42, 2006).

17.04.554 Microcell.

“Microcell” means a wireless communication facility consisting of an antenna that is either: (i) four feet in height and with an area of not more than 580 square inches; or (ii) if a tubular antenna, no more than four inches in diameter and no more than six feet in length. (Ord. 771 § 6, 1997).

17.04.555 Ministorage.

“Ministorage” means fully enclosed commercial storage facilities, available to the general public and used solely for the storage of personal property. (Ord. 1046 § 43, 2006; Ord. 703 § 13, 1996; Ord. 573 § 2, 1990).

17.04.558 Mixed use.

“Mixed use” means the development of a contiguous tract of land, a building or a structure with two or more different uses identified on the land use matrix specified in Chapter [17.14](#) GHMC. (Ord. 1540 § 1, 2025; Ord. 1154 § 1, 2009).

17.04.560 Mobile/manufactured home.

“Mobile/manufactured home” means a residential unit on one or more chassis for towing to the point of use and designed to be used as a dwelling unit on a year-round basis, and if to be installed, one which bears an insignia by a state or federal regulatory agency indicating that the mobile/manufactured home complies with all applicable construction standards of the U.S. Department of Housing and Urban Development’s definition of a manufactured home. (Ord. 573 § 2, 1990).

17.04.570 Mobile/manufactured home park.

“Mobile/manufactured home park” means a tract of land under single ownership or control upon which two or more mobile/manufactured homes occupied as dwellings may be located. (Ord. 573 § 2, 1990).

17.04.580 Mobile/manufactured home subdivision.

“Mobile/manufactured home subdivision” means two or more mobile/manufactured homes on separate lots developed under the supervision of the provisions of GHMC Title [16](#) and the

conditional use procedures of this title and where mobile/manufactured homes are permanently installed for residential use on individually owned lots. (Ord. 573 § 2, 1990).

17.04.590 Moorage.

“Moorage” means a space occupied by a vessel or boat when secured in place by anchors or lines to shore, dock or float. (Ord. 573 § 2, 1990).

17.04.600 Motel/hotel.

Repealed by [Ord. 1046](#). **17.04.602 Museum.**

“Museum” means a building or place for the acquisition, conservation, study, assembly and public display and/or exhibition, and educational interpretation of objects having historical, cultural, scientific, or artistic value. (Ord. 1046 § 45, 2006; Ord. 871 § 3, 2001; Ord. 724 § 8, 1996).

17.04.605 Natural grade.

“Natural grade” means that local soil or rock on the property that has existed legally on such property unmoved by natural or unnatural forces for a period of not less than 60 months prior to submittal of an application for a building permit, or in the case of properties that are part of a final plat approval that is still in effect per GHMC [16.06.006](#), the grade approved by the civil permit. (Ord. 1307 § 14, 2014; Ord. 573 § 2, 1990).

17.04.610 Natural resource extraction.

“Natural resource extraction” means commercial or industrial operations involving the removal of natural resources, excluding fish or wildlife. (Ord. 573 § 2, 1990).

17.04.612 Net developable area.

“Net developable area” means the portion of a lot that remains after subtracting areas where development is prohibited (sensitive areas, public rights-of-way, tidelands) from the gross lot area. It is used to calculate the allowable residential density for a site. (Ord. 1551 § 4, 2025).

17.04.615 Net shed, historic.

“Historic net shed” means an existing building constructed over or near the water for the purpose of storing, mending and maintaining fishing nets and other fishing gear. Said buildings were generally constructed over 50 years ago. In order to qualify for any exemption from gross floor area in this title, a historic net shed, as referenced in Exhibit “A” to the ordinance codified in this section, but not limited to Exhibit “A,” must be included and maintained on the city’s register of historical properties, pursuant to Chapter [17.97](#) GHMC. (Ord. 1070 § 1, 2007).

17.04.620 Nonconformity.

“Nonconformity” means any lot, structure, use of land, use of structure or characteristic of use that does not conform to the terms of this title or its future amendments, but that was lawful before the effective date of the ordinance codified in this title or its future amendments. (Ord. 573 § 2, 1990).

17.04.623 Nonprofit organization.

“Nonprofit organization” means those organizations that have a 501(c)(3) IRS determination letter and a legally constituted board of trustees or directors, and which provide a public service. (Ord. 871 § 4, 2001).

17.04.625 Nursery, agricultural.

"Agricultural nursery" means a place where plants are grown. Sales are restricted to those items grown on the premises. (Ord. 573 § 2, 1990).

17.04.630 Nursing facility, skilled.

"Skilled nursing facility" means a care facility or a distinct part of a facility licensed or approved as a skilled nursing facility or nursing home, infirmary unit of a retirement complex, or a governmental medical institution. (Ord. 1046 § 47, 2006).

17.04.633 Other adult entertainment facility.

"Other adult entertainment facility" means any commercial establishment not defined herein where adult entertainment or sexually oriented materials is regularly conducted, displayed, or available in any form, for any type of consideration; provided, however, that a public library, and a school, university, or similar educational or scientific facility shall not be considered an adult entertainment facility. In addition, a commercial establishment that offers access to telecommunications networks as a principal business purpose shall not be considered an adult entertainment facility unless the access is provided for the primary purpose of displaying or presenting visual images that are distinguished or characterized by a predominant emphasis on matters depicting, describing, or simulating any specified sexual activities or any specified anatomical areas. (Ord. 743 § 11, 1996).

17.04.635 Parking, off-street.

"Off-street parking" means parking on privately owned property. (Ord. 573 § 2, 1990).

17.04.640 Parking, public.

Repealed by [Ord. 937](#). **17.04.645 Parking lot, commercial.**

“Commercial parking lot” means an off-street parking area, a majority of which is available to the public, and such parking is the primary use of the site. (Ord. 1046 § 48, 2006).

17.04.650 Parking space.

“Parking space” means an off-street space used to temporarily park a motor vehicle and having access to a public street or alley. (Ord. 573 § 2, 1990).

17.04.653 Parks.

“Parks” means land used for active and passive recreation including, but not limited to, local and regional parks, playgrounds, ballfields, water access facilities and nonmechanical boat launches. (Ord. 1046 § 49, 2006).

17.04.654 Parsonage.

“Parsonage” means the permanent place of residence of the pastor of a church whose total income is derived from the church. (Ord. 1307 § 16, 2014; Ord. 573 § 2, 1990. Formerly 17.04.670).

17.04.655 Partially developed property.

“Partially developed property” means a lot or parcel of land upon which a building/buildings is/are located and which is of sufficient area so as to be capable of subdivision in accordance with the Gig Harbor subdivision or short subdivision ordinances (GHMC Title [16](#)), as now or hereafter amended. (Ord. 703 § 14, 1996).

17.04.656 Performing arts center.

“Performing arts center” means a structure or group of structures which provides “live” entertainment for the general public of all ages. Included within this definition are outdoor “live” theaters and stage events. Excluded from this definition are indoor and outdoor movie theaters. (Ord. 724 § 9, 1996).

17.04.657 Permeable paving.

“Permeable paving” or “permeable surface” means paving surfaces which accommodate pedestrian, bicycle and auto traffic while allowing infiltration and storage of stormwater. Permeable paving includes porous asphalt pavement; pervious concrete; grid or lattice rigid plastic or paving blocks where the holes are filled with soil, sand, or gravel; and cast-in-place paver systems. (Ord. 1347 § 20, 2016; Ord. 1171 § 2, 2009. Formerly 17.04.675).

17.04.658 Personal services.

“Personal services” means an establishment engaged in providing services involving nonmedical care of a person and/or his or her personal goods or apparel. Examples of such uses include: laundromats, drycleaners, barbers, hairstyling salons, spa services, indoor pet grooming salons, photography studios, dance schools, karate schools, and indoor fitness centers no more than 20,000 square feet in size. (Ord. 1347 § 21, 2016; Ord. 1307 § 15, 2014; Ord. 1160 § 4, 2009; Ord. 1046 § 50, 2006. Formerly 17.04.657).

17.04.659 Pervious concrete.

“Pervious concrete” means paving surfaces similar to conventional concrete except that the mixture omits the fines to create stable air pockets within the final product to allow water to drain to the base below, reducing stormwater runoff and allowing for groundwater recharge. Pervious concrete typically may have a rougher surface than conventional concrete. (Ord. 1347 § 22, 2016).

17.04.660 Planned unit development.

“Planned unit development” means a development in a district on a parcel of land under single ownership, in a manner that makes possible greater variety and diversification in the relationships between building, open space, and uses, in order to encourage the conservation and retention of historical and natural topographic features, while meeting the purposes and objectives of the comprehensive plan. (Ord. 573 § 2, 1990).

17.04.675 Porous asphalt.

“Porous asphalt” means paving surfaces similar to conventional asphalt but with reduced fines and stable air pockets within the final product that allow water to drain to the base below, reducing stormwater runoff and allowing for groundwater recharge. Aggregate binders and additives can be added to increase durability. (Ord. 1347 § 23, 2016).

17.04.676 Principal dwelling unit.

“Principal dwelling unit” means the single-family housing unit, duplex, triplex, townhome, or other housing unit located on the same lot as an accessory dwelling unit. (Ord. 1540 § 1, 2025).

17.04.677 Product services, level 1.

“Product services, level 1” means businesses engaged in servicing, repair or maintenance of small personal items such as shoes, small appliances, computers, watches and clocks, jewelry, and clothing, etc. (Ord. 1046 § 51, 2006).

17.04.678 Product services, level 2.

“Product services, level 2” means all product services, level 1 uses plus large appliance repair, auto repair, boat repair and garden equipment repair. (Ord. 1046 § 52, 2006).

17.04.680 Professional services.

“Professional services” means specialized services or skills provided in an office setting, such as lawyers, licensed health care providers, architects, engineers, consultants, accountants and financial advisors. (Ord. 1046 § 53, 2006; Ord. 703 § 15, 1996; Ord. 573 § 2, 1990).

17.04.685 Property line.

“Property line” means a portion of the boundary of a parcel of land dividing it from other parcels of land. (Ord. 573 § 2, 1990. Formerly 17.04.690).

17.04.690 Public/private services.

“Public/private services” means uses such as libraries, fire stations, police stations, government and school maintenance and storage facilities, and public parking lots. (Ord. 1046 § 54, 2006; Ord. 724 § 10, 1996).

17.04.691 Publishing and printing.

“Publishing and printing” means a wholesale facility which manufactures printed material and includes design, layout, printing, distribution and storage facilities on the same site as the printing facility. (Ord. 724 § 11, 1996).

17.04.692 Recreation, indoor commercial.

“Indoor commercial recreation” means any indoor active recreational use, including but not limited to tennis centers, fitness centers greater than 20,000 square feet in size, bowling, skating, and swimming. (Ord. 1307 § 17, 2014; Ord. 1046 § 56, 2006).

17.04.693 Recreation, outdoor commercial.

“Outdoor commercial recreation” means any outdoor active recreational use, including but not limited to tennis, golf, outdoor fitness centers, skating and swimming. (Ord. 1046 § 58, 2006).

17.04.695 Recreational vehicle.

“Recreational vehicle” is a motor vehicle or portable vehicular structure that is capable of being towed on the highways by a motor vehicle, is designed or intended for casual or short-term human occupancy for travel, recreational or vacation uses, and is identified by a model number, serial number, or vehicle registration number. (Ord. 703 § 18, 1996).

17.04.696 Religious worship, house of.

“House of religious worship” means a structure or structures of which the principal purpose is religious worship and for which the principal building or other structure contains a sanctuary or principal place of worship. Included within this definition is the term “church”, and accessory uses in separate buildings or structures including religious educational classrooms, assembly rooms, kitchen, library room or reading room, recreation hall and one single-family dwelling unit, but excluding facilities for residence or for training of religious orders. (Ord. 724 § 12, 1996).

17.04.697 Rental hall facility.

“Rental hall facility” means a building owned by an organization which is rented or leased on a frequent basis to private groups, individuals or other organizations for special events. (Ord. 703 § 19, 1996).

17.04.698 Reprographic or reprographic services.

“Reprographic” or “reprographic services” means commercial copying, photography and printing of documents, maps, drawings, etc. (Ord. 724 § 13, 1996).

17.04.699 Research and development facility.

“Research and development facility” means an enterprise devoted to the analysis, design and development of a product, compound or group of compounds capable of being assembled into a finished or semifinished product, and excludes any manufacturing, wholesale or retail sales of a product or products. (Ord. 724 § 14, 1996).

17.04.700 Residential.

“Residential” means activity involving the human occupation of a building for living, cooking, sleeping and recreation. (Ord. 573 § 2, 1990).

17.04.702 Restaurant 1.

“Restaurant 1” means an establishment that serves food and nonalcoholic beverages and operates without a grill or deep-fat fryer. Beer and wine may be served in a Restaurant 1 establishment provided the Restaurant 1 use does not exceed 1,200 square feet in size. (Ord. 1213 § 1, 2011; Ord. 1046 § 59, 2006).

17.04.703 Restaurant 2.

“Restaurant 2” means an establishment that prepares and serves food and nonalcoholic beverages. (Ord. 1046 § 60, 2006).

17.04.704 Restaurant 3.

"Restaurant 3" means an establishment that prepares and serves food and alcoholic beverages. (Ord. 1046 § 62, 2006).

17.04.706 Retail structure.

"Retail structure" refers to a type of structure or portion of a structure which is used primarily for wholesale or retail sale or trade of products not manufactured on the site. Professional services (GHMC [17.04.680](#)) and manufacturing (GHMC [17.04.436](#)) are excluded from this definition. (Ord. 1307 § 18, 2014).

17.04.708 Sales, ancillary.

"Ancillary sales" means sales directed towards the employees or patrons of a primary permitted use with no exterior signage. (Ord. 1046 § 65, 2006).

17.04.709 Sales, level 1.

"Sales, level 1" means general sales including grocery stores, hardware stores, variety stores, nurseries, pharmacies, bakeries, flower shops, and similar general retail uses. (Ord. 1046 § 66, 2006).

17.04.710 Sales, level 2.

"Sales, level 2" means automobiles, trucks, motorcycles, recreational vehicles, boats and trailer sales. (Ord. 1046 § 68, 2006).

17.04.711 Sales, level 3.

"Sales, level 3" means heavy equipment sales and rentals, and including outdoor bulk sales of building and landscaping supplies. (Ord. 1046 § 69, 2006).

17.04.712 Sales, retail.

"Retail sales" means the point of purchase acquisition of small quantities of finished goods or products, excluding motorized vehicles, trailers, manufactured homes and boats, by the ultimate consumer. (Ord. 1046 § 63, 2006; Ord. 880 § 1, 2001; Ord. 703 § 20, 1996. Formerly 17.04.705).

17.04.713 Sales, wholesale.

"Wholesale sales" means the acquisition of finished or semi-finished goods, products or materials by a commercial entity, firm or corporation for eventual distribution to a retail market and which are not subject to the retail sales tax. (Ord. 1046 § 64, 2006; Ord. 703 § 21, 1996. Formerly 17.04.706).

17.04.715 Satellite dish antenna.

"Satellite dish antenna" means a circular or parabolically shaped device of solid or mesh construction, designed and erected for receiving telecommunication signals. A small satellite dish antenna is defined as having a diameter of one meter or less and located within any zoning district or two meters or less within commercial and employment districts. A large satellite dish antenna is defined as having a diameter of greater than one meter in diameter in any residential zone or two meters in diameter in commercial and employment districts. (Ord. 1046 § 67, 2006; Ord. 771 § 7, 1997; Ord. 573 § 2, 1990. Formerly 17.04.710).

17.04.716 School, higher educational.

"Higher educational school" means a public or private postsecondary educational facility. (Ord. 1046 § 70, 2006).

17.04.717 School, primary.

“Primary school” means a public or private Washington State approved K – 8 school, including accessory playgrounds and athletic fields. (Ord. 1229 § 1, 2011; Ord. 1046 § 71, 2006).

17.04.718 School, secondary.

“Secondary school” means a public or private Washington State approved 9 – 12 school, including athletic fields. (Ord. 1229 § 2, 2011; Ord. 1046 § 72, 2006).

17.04.719 School, vocational/trade.

“Vocational/trade school” means a public or private educational facility teaching skills that prepare students for jobs in a trade or occupation. (Ord. 1046 § 73, 2006).

17.04.720 Setback, building.

“Building setback” means the distance between the building line and the nearest boundary to the site or lot, measured at right angles to the boundary. (Ord. 573 § 2, 1990).

17.04.725 Sexually oriented materials.

“Sexually oriented materials” means any books, magazines, periodicals or other printed materials, or any photographs, films, motion pictures, video cassettes, slides, or other visual representations that are distinguished or characterized by a predominant emphasis on matters depicting, describing, or simulating any specified sexual activities or any specified anatomical areas. (Ord. 743 § 12, 1996).

17.04.726 Short-term rental.

“Short-term rental” means a legally established dwelling unit, accessory apartment, or portion thereof that is offered as a rental to guests for fewer than 30 consecutive nights. (Ord. 1507 § 6, 2023).

17.04.727 Short-term rental platform.

“Short-term rental platform” or “platform” means a person or business entity that provides a means through which a dwelling unit, accessory apartment, or portion thereof may be offered for the purposes of a short-term rental and from which the person or entity financially benefits. (Ord. 1507 § 7, 2023).

17.04.728 Site coverage.

“Site coverage” is that percentage of the area of a lot or site that may be built on or occupied by buildings, parking areas and other hard/impermeable surfaces excluding tidelands or lands waterward of the ordinary high water mark. (Ord. 1507 § 7, 2023; Ord. 1347 § 24, 2016. Formerly 17.04.727).

17.04.730 Sign.

Repealed by [Ord. 1245](#). **17.04.740 Sign area.**

Repealed by [Ord. 1245](#). **17.04.742 Special uses.**

“Special uses” are uses permitted under Chapter [17.65](#) GHMC that are permitted or conditionally permitted in the underlying zone, but which are temporary and infrequent in nature, lasting seven days or less and occurring not more than twice in any calendar year by any given applicant or at any given site. Special uses include events or promotions which occur

outdoors or in temporary structures, often siting in fields, plazas or parking areas. (Ord. 953 § 1, 2004).

17.04.745 Specified anatomical areas.

“Specified anatomical areas” means and includes any of the following:

- A. The human male genitals in a discernibly turgid state, even if completely and opaquely covered; or
- B. Less than completely and opaquely covered human genitals, pubic region, anus, buttocks, or female breast below the top of the areola. (Ord. 743 § 13, 1996).

17.04.746 Specified sexual activities.

“Specified sexual activities” means and includes any of the following:

- A. The caressing, fondling or other erotic touching of human genitals, pubic region, buttocks, anus, or female breasts; or
- B. Sex acts, normal or perverted, actual or simulated, including intercourse, oral copulation, or sodomy; or
- C. Masturbation, actual or simulated; or
- D. Excretory functions as part of, or in connection with, any of the sexual activities specified in this definition. (Ord. 743 § 14, 1996).

17.04.750 Story.

“Story” means that portion of a building between any floor and the next floor above, except that the topmost story shall be that portion of a building between the topmost floor and the ceiling or roof above it. If the finished floor level directly above a basement, cellar or unused floor

space is more than six feet above the grade for more than 50 percent of the total perimeter of the building or is more than 12 feet above the grade at any one point, then such basement, cellar or unused floor space shall be considered a story. A story as used here shall not exceed 15 feet in height. (Ord. 573 § 2, 1990).

17.04.760 Street.

“Street” means a public thoroughfare that is permanently opened to general use and that affords the principal means of access to abutting property. A street includes an avenue, a place, a drive, a boulevards, a highway and any other similar public thoroughfare except an alley as defined herein. (Ord. 573 § 2, 1990).

17.04.765 Street classification.

Repealed by [Ord. 703](#). **17.04.770 Structure.**

“Structure” means a combination of materials that is constructed or erected, either on or under the ground, or that is attached to something having a permanent location on the ground, excluding residential fences, retaining walls, rockeries and similar improvements of a minor character the construction of which is not regulated by the building code of the city. (Ord. 573 § 2, 1990).

17.04.780 Studio apartment.

“Studio apartment” means an apartment with one main living space, a kitchen, a bathroom, and does not have a separate bedroom. (Ord. 783, 1998).

17.04.790 Tank farm.

"Tank farm" means a lot that has one or more tanks, the aggregate volume of which is 10,000 gallons or more, and that contain something other than water. (Ord. 573 § 2, 1990).

17.04.795 Tavern.

"Tavern" means an establishment that serves alcoholic beverages as its primary use. (Ord. 1046 § 74, 2006).

17.04.797 Tenant-specific alteration.

"Tenant-specific alteration" means an exterior improvement made to the facade of a completed building by or for a single tenant which does not substantially modify the approved architecture. (Ord. 1194 § 7, 2010).

17.04.800 Tract.

"Tract" means a parcel of land in single ownership that has not been subdivided into lots in conformance with the applicable laws of the state, county or city. (Ord. 573 § 2, 1990).

17.04.805 Tree.

A "tree" shall mean any living woody plant characterized by one main stem or trunk and many branches, and which has a minimum diameter of six inches as measured 54 inches above the ground. (Ord. 752 § 4, 1997).

17.04.830 Travel trailer.

"Travel trailer" means a motor vehicle or portable vehicular structure that is capable of being towed on the highways by a motor vehicle, is designed or intended for casual or short-term

human occupancy for travel, recreational or vacation uses, and is identified by a model number, serial number, or vehicle registration number. (Ord. 573 § 2, 1990).

17.04.835 Truck garden.

“Truck garden” means a farm producing vegetables for sale. (Ord. 573 § 2, 1990).

17.04.837 Undeveloped property.

“Undeveloped property” means a lot or parcel of land upon which no building exists, and which may or may not be of sufficient area so as to be capable of subdivision. (Ord. 703 § 23, 1996).

17.04.840 Use.

“Use” means how land or a building is arranged, designed, occupied or maintained. (Ord. 573 § 2, 1990).

17.04.850 Use, principal.

“Principal use” means the primary use of land or a building as distinguished from a secondary or minor use. (Ord. 573 § 2, 1990).

17.04.860 Utilities.

“Utilities” includes public or private domestic water systems, storm and sanitary sewer systems, electric distribution systems, telephone systems, and water storage facilities, excluding wireless communication facilities. (Ord. 1046 § 76, 2006).

17.04.870 Variance.

“Variance” means a relaxation of the requirements of this title with respect to building setback, building height, the size of signs, coverage or parking (but not with respect to use) approved by the city as a Type III permit application. (Ord. 703 § 24, 1996; Ord. 573 § 2, 1990).

17.04.873 Vehicle wash.

“Vehicle wash” means an area of land and/or a structure used principally for the cleaning, washing, polishing, or waxing of motor vehicles. (Ord. 1046 § 78, 2006).

17.04.875 Warehouse/warehousing.

“Warehouse” or “warehousing” means the storage of goods, products or materials for commercial or industrial facilities within a fully enclosed structure. (Ord. 703 § 25, 1996).

17.04.876 Wireless communication facility.

“Wireless communication facility” means any unstaffed facility for the transmission and/or reception of radio frequency (RF) signals through electromagnetic energy usually consisting of an equipment shelter or cabinet, a support tower or other structure used to achieve the necessary elevation, and the transmission and reception devices or antenna. (Ord. 1307 § 19, 2014; Ord. 771 § 8, 1997. Formerly 17.04.755).

17.04.877 Wireless communication facility (WCF), attached.

“Attached wireless communications facility (WCF)” means an antenna array that is attached to an existing building or structure (attachment structure), which structures shall include but not be limited to utility poles, signs, water towers, with any accompanying pole or device (attachment device) which attaches the antenna array to the existing building or structure,

transmission cables, and an equipment facility which may be located either inside or outside of the attachment structure. (Ord. 1307 § 20, 2014; Ord. 771 § 9, 1997. Formerly 17.04.756).

17.04.878 Wireless services or wireless communication services.

“Wireless services” or “wireless communication services” means commercial mobile services, unlicensed wireless services, and common carrier wireless exchange access services, as defined by federal laws and regulations. (Ord. 1307 § 21, 2014; Ord. 771 § 10, 1997. Formerly 17.04.757).

17.04.879 Wireless communication support structure.

“Wireless communication support structure” means a structure designed and constructed specifically to support an antenna array (as defined in GHMC [17.04.055](#)), and may include a monopole, self-supporting (lattice) tower, guy-wire support tower and other similar structures. Any device (attachment device) which is used to attach a WCF to an existing building or structure (attachment structure) shall be excluded from the definition of and regulations applicable to support structures. (Ord. 1307 § 22, 2014; Ord. 771 § 11, 1997. Formerly 17.04.758).

17.04.880 Yard.

“Yard” means a required open space that is on the same lot with the principal use and is unoccupied or unobstructed by any portion of a structure, except roof eaves, bump-out windows, fireplace chimneys and decks/balconies may extend up to 18 inches into the yard. In addition, paved terraces, fences, walls, retaining walls, rockeries, at-grade stairs, poles, posts, ornaments, furniture, and other customary yard accessories may be permitted in any yard subject to height limitations and requirements limiting the obstruction of visibility at intersections. (Ord. 1307 § 23, 2014; Ord. 573 § 2, 1990).

17.04.890 Yard, front.

“Front yard” means a yard extending the full length of the front lot line and its depth is measured from the building line to the front lot line at right angles to the lot line. (Ord. 1307 § 24, 2014; Ord. 1245 § 12, 2012; Ord. 601 § 1, 1991; Ord. 573 § 2, 1990).

17.04.900 Yard, rear.

“Rear yard” means a yard extending the full length of the rear lot line and its depth is measured from the building line to the rear lot line at right angles to the lot line. (Ord. 1307 § 25, 2014; Ord. 1245 § 13, 2012; Ord. 601 § 1, 1991; Ord. 573 § 2, 1990).

17.04.910 Yard, side.

“Side yard” means a yard extending the full length of the side lot line and its depth is measured from the building line to the side lot line at right angles to the lot line. (Ord. 1307 § 26, 2014; Ord. 1245 § 14, 2012; Ord. 601 § 1, 1991; Ord. 573 § 2, 1990).

1 Code reviser’s note: Ordinance [995](#) adds the definition of “habitable space” as GHMC [17.04.409](#) and the definition of “hedge” as GHMC [17.04.408](#). They have been editorially renumbered to preserve alphabetization.

The Gig Harbor Municipal Code is current through Ordinance 1562, passed June 8, 2026.

Disclaimer: The city clerk’s office has the official version of the Gig Harbor Municipal Code. Users should contact the city clerk’s office for ordinances passed subsequent to the ordinance cited above.

[City Website: www.cityofgigharbor.net](http://www.cityofgigharbor.net)

[Hosted by ICC Code Solutions.](#)

Chapter 17.15

PUBLIC-INSTITUTIONAL DISTRICT (PI)

Sections:

17.15.010	Intent and definitions.
17.15.020	Permitted uses.
17.15.030	Conditional uses.
17.15.040	Site plan.
17.15.050	Minimum development standards.
17.15.060	Maximum height of structures.
17.15.070	Parking and loading facilities.
17.15.080	Signs.
17.15.090	Performance standards.
17.15.100	Hours of operation.

17.15.010 Intent and definitions.

A. The public-institutional district is intended to provide for the siting and maintenance of publicly owned facilities and institutions which could not be reasonably sited in any other district.

B. "Public facilities" are defined in RCW [36.70A.030\(12\)](#) as streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities and schools. The term "public facilities," as used in this chapter, shall mean any use, activity or facility which is owned and operated by the city of Gig Harbor, the Peninsula School District, Pierce County or any incorporated city within Pierce County and the state of Washington, including any office of the state of Washington.

C. For existing facilities, the PI district shall be applied accordingly. For new facilities, the PI district shall be applied in conjunction with an application for site plan review. (Ord. 1046 § 80, 2006; Ord. 706 § 1, 1996).

17.15.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the PI district. (Ord. 1045 § 3, 2006).

17.15.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the PI district. (Ord. 1045 § 5, 2006).

17.15.040 Site plan.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 12, 2010; Ord. 706 § 1, 1996).

~~17.15.050 Minimum development standards.~~

~~In a PI district, the minimum requirements are as follows:~~

Use	Lot Width	Front Yard	Rear Yard	Side Yard	Coverage
Admin. Facilities	100	25	30	15	60% max
Maintenance Facilities and Storage	100	35	50	15	70% max
Waste Water Treatment Plants	100	50	50	25	60% max

Use	Lot Width	Front Yard	Rear Yard	Side Yard	Coverage
Schools	None Specified	50	50	50	60% max
Fire Stations	100	35	50	25	60% max
Community Centers	100	25	30	20	60% max
Parks and Open Space	None Specified				

Any yard abutting a residential development shall be required to maintain a dense vegetated screen not less than 50 feet. (Ord. 706 § 1, 1996).

17.15.060 — Maximum height of structures.

In a PI district, all buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area, and except as provided under GHMC [17.99.390\(A\)\(3\)](#), [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). (Ord. 1194 § 11, 2010; Ord. 975 § 19, 2004; Ord. 706 § 1, 1996).

17.15.070 Parking and loading facilities.

In a PI district, parking and loading on-site shall be provided in connection with any permitted or conditional use as specified in Chapter [17.72](#) GHMC. Parking is not permitted in the side yards. Parking in front and rear yards is permitted; provided, that a minimum landscape buffer equal to one-half the required yard is provided. In rear yards, a dense vegetative screen shall be provided between the parking area and any adjacent residence. (Ord. 706 § 1, 1996).

17.15.080 Signs.

In a PI district, signs may be allowed in conjunction with any permitted use and are subject to the provisions of Chapter [17.80](#) GHMC. (Ord. 706 § 1, 1996).

17.15.090 Performance standards.

In a PI district, the performance standards are as follows:

- A. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
- B. *Landscaping.* Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or conditions of approval of discretionary applications required by this title. Such landscaping shall be maintained in a neat manner. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.
- C. *Outdoor Storage of Materials.* The outdoor storage of materials, including but not limited to lumber, auto parts, household appliances, pipe, drums, machinery or furniture, is permitted as an incidental or accessory activity of a permitted use or the principal feature of a conditional use. Such storage shall be screened by a wall, fence, landscaping or structure from surrounding properties and streets.
- D. *Outdoor Lighting.* Outdoor lighting shall conform to the provisions of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.
- E. *Trash Receptacles.* Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.
- F. *Design.* All design and development standards contained in Chapter [17.99](#) GHMC are applicable in the PI district. (Ord. 1086 § 13, 2007; Ord. 975 § 20, 2004; Ord. 706 § 1, 1996).

17.15.100 Hours of operation.

The following uses, when located immediately adjacent to residential zones, shall be limited to operating between the hours of 6:00 a.m. and 10:00 p.m. Sunday through Thursday, and 6:00 a.m. and 11:00 p.m. Friday and Saturday:

- A. Rental hall facilities accessory to a permitted use;
- B. Community recreation halls. (Ord. 872 § 2, 2001).

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Chapter 17.16

SINGLE-FAMILY RESIDENTIAL (R-1)

Sections:

- 17.16.010 Intent.**
- 17.16.020 Permitted uses.**
- 17.16.030 Conditional uses.**
- 17.16.040 *Repealed.***
- 17.16.050 Site plans.**
- ~~**17.16.060 Development standards.**~~
- ~~**17.16.070 Maximum height of structures.**~~
- 17.16.080 *Repealed.***
- ~~**17.16.090 Alternative setback and height standards for R-1 district within historic district.**~~
- 17.16.100 Performance standards.**

17.16.010 Intent.

An R-1 district is intended to provide for low density, single-family residential development for certain community services and facilities while preserving the character of the existing single-family residential areas. (Ord. 573 § 2, 1990).

17.16.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the R-1 district. (Ord. 1045 § 7, 2006).

17.16.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the R-1 district. (Ord. 1045 § 9, 2006).

17.16.040 Prohibited uses and structures.

Repealed by [Ord. 710](#). **17.16.050 Site plans.**

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 13, 2010; Ord. 573 § 2, 1990).

~~17.16.060~~ Development standards.

~~In an R-1 district, the minimum lot requirements are as follows:~~

	Short Subdivision	Subdivision
A. Minimum lot area per building site	7,200 sq. ft.	7,500 sq. ft.
B. Minimum lot width	70'	0.7 percent of the lot area, in lineal feet
C. Minimum front yard setback ^{1,3,4}		House: 20' Porch: 12' Garage: 26'
D. Minimum rear yard setback ^{1,2}		30'
E. Minimum side yard setback ^{1,2}		8'
F. Maximum hard surface coverage		40%
G. Minimum street frontage		20'
H. Density	No minimum density – maximum of 4 dwelling units/acre	

Grey shaded text – new

~~Strike out~~ – proposed to be removed

Regular Text – current code, unchanged.

Short Subdivision**Subdivision**

~~1 Development in the historical district shall comply with the setbacks defined in GHMC [17.99.310](#) and [17.99.320](#).~~

~~2 Garages may be located in the defined side and rear yards, provided they conform to the criteria in GHMC [17.99.490\(A\)\(1\)](#).~~

~~3 For uses which require site plan review under Chapter [17.96](#) GHMC, the minimum front yard setback shall be 20 feet.~~

~~4 Accessory structures shall meet the minimum front yard setback for a house.~~

(Ord. 1433 § 1, 2019; Ord. 1389 § 5, 2018; Ord. 1347 § 25, 2016; Ord. 1307 § 30, 2014; Ord. 1085 § 2, 2007; Ord. 982 § 1, 2005; Ord. 975 § 21, 2004; Ord. 710 § 6, 1996; Ord. 573 § 2, 1990. Formerly 17.16.070).

17.16.070 — Maximum height of structures.

In an R-1 district, all buildings and structures shall not exceed a height of 35 feet as provided in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area, and as provided under GHMC [17.99.390\(A\)\(3\)](#), [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). (Ord. 1194 § 12, 2010; Ord. 975 § 22, 2004; Ord. 710 § 7, 1996; Ord. 573 § 2, 1990. Formerly 17.16.070).

17.16.080 Height variance for single-family dwellings.

Repealed by [Ord. 725](#).

17.16.090 — Alternative setback and height standards for R-1 district within historic district.

~~In an R-1 district located within the historic district, the following alternative setback and height provisions may be applied in lieu of the height and setback standards contained in Chapter [17.99](#) GHMC:~~

~~A. Minimum front yard setback: 25 feet;~~

~~B. Minimum rear yard setback: 30 feet;~~

~~C. Minimum side yard setback: 8 feet;~~

~~D. Maximum building height: 16 feet above the highest point of natural grade as measured along or within the building footprint. (Ord. 975 § 23, 2004).~~

17.16.100 Performance standards.

In the R-1 district, performance standards are as follows:

A. *Design*. All development shall conform to the applicable design standards contained in Chapter [17.99](#) GHMC.

B. *Landscaping*. Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained for the life of the project. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.

C. *Off-Street Parking*. Off-street parking and loading areas meeting the requirements of Chapter [17.72](#) GHMC shall be provided.

D. *Signage*. Signage must comply with the requirements of Chapter [17.80](#) GHMC.

E. *Additional Performance Standards for Site Plan Review*. Projects requiring site plan review under Chapter [17.96](#) GHMC shall also meet the following performance standards:

1. *Exterior Mechanical Devices*. Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.

2. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting and light projection above the horizontal plane are prohibited between midnight and sunrise.
3. *Outdoor Storage of Materials.* Outdoor storage of materials and supplies shall be completely screened from adjacent properties and public rights-of-way.
4. *Trash Receptacles.* Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials. (Ord. 1307 § 31, 2014; Ord. 1194 § 13, 2010; Ord. 975 § 24, 2004).

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Chapter 17.17

PLANNED COMMUNITY DEVELOPMENT LOW DENSITY RESIDENTIAL (RLD)

Sections:

- 17.17.010 Intent.**
- 17.17.020 Permitted uses.**
- 17.17.030 Conditional uses.**
- 17.17.040 Performance standards.**

17.17.010 Intent.

The intent of the planned community development low density residential district is to:

- A. Provide for well designed residential developments which are located to minimize adverse effects on the environment or sensitive natural areas.
- B. Provide 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.
- C. Allow 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. (Ord. 747 § 1, 1997).

17.17.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the RLD district. (Ord. 1045 § 11, 2006).

17.17.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the RLD district. (Ord. 1045 § 13, 2006).

17.17.040 Performance standards.

A. General.

1. Minimum density is four dwelling units per acre and maximum density is seven units per acre.
2. Each unit must have individual private yards or courts enclosed by a wall, berm or dense landscaping.
3. Private easements shall be required for all zero lot line developments to facilitate access from the adjoining lot for necessary maintenance and repair activities.
4. Minimum yards (from the property lines):
 - a. Front yard setback

House/Accessory Structures: 20'
Porch: 12'
Garage: 26'
 - b. Rear yard setback 30'
 - c. Side yard setback 8'
 - d. Garages may be located in the defined side and rear yards, provided they conform to the criteria in GHMC [17.99.490\(A\)\(1\)](#).
 - e. For uses which require site plan review under Chapter [17.96](#) GHMC, the minimum front yard setback shall be 20 feet.

5. *Minimum Lot Area.* The minimum lot size is 10,000 square feet for divisions of land of four or less lots. A minimum parcel size is not specified for divisions of land of five or more lots.
6. *Minimum Lot Width.* Minimum lot width is 0.7 percent of the lot area, in lineal feet.
- ~~7. *Maximum Height of Structures.* All buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as increased under GHMC [17.99.390\(A\)\(3\)](#).~~
- ~~8. *Maximum lot area coverage:* 45 percent, excluding residential driveways, private walkways and similar hard surfaces.~~
9. *Landscaping.* Landscaping shall comply with the requirements of Chapters [17.78](#) and [17.99](#) GHMC.
10. *Off-Street Parking.* Off-street parking and loading areas meeting the requirements of Chapter [17.72](#) GHMC shall be provided.
11. *Circulation/Roads/Streets.* Residential development which provides pedestrian linkages to and within common open space trails systems may be waived from the provisions of public sidewalks, curbs and gutters within the residential development, in whole or in part, upon approval of the public works director.
12. *Signage.* Signage must comply with the requirements of Chapter [17.80](#) GHMC.
13. *Additional Performance Standards for Site Plan Review.* Projects requiring site plan review under Chapter [17.96](#) GHMC shall also meet the following performance standards:
 - a. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
 - b. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting and light projection above the horizontal plane are prohibited between midnight and sunrise.

- c. *Outdoor Storage of Materials.* Outdoor storage of materials and supplies shall be completely screened from adjacent properties and public rights-of-way.
- d. *Trash Receptacles.* Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

B. *Design.* Development in the PCD-RLD district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC.

C. *Site Plans.* The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1551 § 7, 2025; Ord. 1347 § 26, 2016; Ord. 1307 § 32, 2014; Ord. 1197 § 14, 2010; Ord. 1194 § 14, 2010; Ord. 1146 § 1, 2008; Ord. 1085 § 3, 2007; Ord. 975 § 25, 2004; Ord. 747 § 1, 1997).

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Chapter 17.20

MEDIUM-DENSITY RESIDENTIAL (R-2)

Sections:

- 17.20.010 Intent.**
- 17.20.020 Permitted uses.**
- 17.20.030 Conditional uses.**
- ~~**17.20.040 Development standards.**~~
- ~~**17.20.060 Maximum height of structures.**~~
- 17.20.070 Performance standards.**
- 17.20.080 Site plans.**

17.20.010 Intent.

An R-2 district is intended to allow for a moderate density of land use that is greater than is permitted in an R-1 district but less than is permitted in an R-3 district, where suitable facilities such as streets, water, sewer and storm drainage are available. An R-2 district provides a transition between a higher density residential district in order to preserve the primarily residential character of existing lower density residential areas. (Ord. 710 § 9, 1996; Ord. 573 § 2, 1990).

17.20.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the R-2 district. (Ord. 1045 § 15, 2006).

17.20.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the R-2 district. (Ord. 1045 § 17, 2006).

17.20.040 — Development standards.

In an R-2 district, the minimum requirements are as follows:

	Single-Family and Duplex Dwellings	Other Residential and Nonresidential
A. Short subdivision:		
1. Minimum lot area:	7,000 sq. ft./dwelling unit	
2. Minimum lot width:	50'	
B. Subdivision:		
1. Minimum lot area:	5,800 sq. ft./dwelling unit	
2. Minimum lot width:	0.7 percent of the lot area, in lineal feet	
C. Minimum front yard^{1,2,3}	House: 20'	25'
	Porch: 12'	
	Garage: 26'	
D. Minimum side yard^{1,2}	8'	7'
E. Minimum rear yard^{1,2}	30'	25'
F. Maximum hard surface coverage	60% of the total lot area	
G. Minimum density	6 dwelling units/acre	
H. Maximum density	12 dwelling units/acre	

Grey shaded text – new

Strike-out – proposed to be removed

Regular Text – current code, unchanged.

~~1 Development in the historic district shall comply with the setbacks defined in GHMC [17.99.310](#) and [17.99.320](#).~~

~~2 Garages accessory to single family and duplex dwellings may be located in the defined side and rear yards, provided they conform to the criteria in GHMC [17.99.490\(A\)\(1\)](#).~~

~~3 Accessory structures to single family and duplex dwellings shall meet the minimum front yard for a house.~~

~~(Ord. 1551 § 8, 2025; Ord. 1433 § 2, 2019; Ord. 1393 § 3, 2018; Ord. 1347 § 27, 2016; Ord. 1307 § 33, 2014; Ord. 1194 § 15, 2010; Ord. 1130 § 2, 2008; Ord. 1085 § 4, 2007; Ord. 710 § 12, 1996; Ord. 573 § 2, 1990. Formerly 17.20.050).~~

17.20.060 — Maximum height of structures.

In an R-2 district, all buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area, and as provided for under GHMC [17.99.390\(A\)\(3\)](#), [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). ~~(Ord. 1194 § 16, 2010; Ord. 975 § 26, 2004; Ord. 710 § 14, 1996; Ord. 573 § 2, 1990).~~

17.20.070 Performance standards.

In the R-2 district, performance standards are as follows:

A. *Design*. All development shall conform to the applicable design standards contained in Chapter [17.99](#) GHMC.

B. *Landscaping*. Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained for the life of the project. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.

C. *Off-Street Parking*. Off-street parking and loading areas meeting the requirements of Chapter [17.72](#) GHMC shall be provided.

D. *Signage*. Signage must comply with the requirements of Chapter [17.80](#) GHMC.

E. *Additional Performance Standards for Site Plan Review.* Projects requiring site plan review under Chapter [17.96](#) GHMC shall also meet the following performance standards:

1. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
2. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting and light projection above the horizontal plane are prohibited between midnight and sunrise.
3. *Outdoor Storage of Materials.* Outdoor storage of materials and supplies shall be completely screened from adjacent properties and public rights-of-way.
4. *Trash Receptacles.* Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials. (Ord. 1307 § 34, 2014; Ord. 1194 § 17, 2010; Ord. 1130 § 3, 2008; Ord. 975 § 27, 2004).

17.20.080 Site plans.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 15, 2010).

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Chapter 17.21

PLANNED COMMUNITY DEVELOPMENT MEDIUM DENSITY RESIDENTIAL (RMD)

Sections:

- 17.21.010 Intent.**
- 17.21.020 Permitted uses.**
- 17.21.030 Conditional uses.**
- 17.21.040 Performance standards.**

17.21.010 Intent.

The intent of the planned community development medium density residential district is to:

- A. Provide for greater population densities to facilitate high quality affordable housing, a greater range of lifestyles and income levels.
- B. Provide for the efficient delivery of public services and to increase residents' accessibility to employment, transportation and shopping.
- C. Serve as a buffer and transition area between more intensively developed areas and lower density residential areas. (Ord. 747 § 2, 1997).

17.21.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the RMD district. (Ord. 1045 § 19, 2006).

17.21.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the RMD district. (Ord. 1045 § 21, 2006).

17.21.040 Performance standards.

~~A. *Density*. The minimum base density is eight and the maximum is 16 dwelling units per acre.~~

B. *General*.

1. Single-family attached dwelling units must have individual private yards or courts enclosed by a wall, berm or dense landscaping. Easements shall be required for all zero lot line developments to facilitate access from the adjoining lot for necessary maintenance and repair activities.

2. Minimum Yards (From the Property Line). Nonresidential, multifamily or multiple units of single-family on one parcel:

- a. Front, 10 feet.
- b. Side, 30 feet.
- c. Rear, 30 feet.

Single-family on individual parcels:

- a. Front yard setback House/Accessory
Structures: 15'

Porch: 12'

Garage: 15'
- b. Rear yard setback 15', except that
garages may be
within 3' of an
alley easement.
- c. Side yard setback 5'

~~3. *Maximum Height*. The maximum height is 45 feet, except as provided under GHMC [17.99.390\(A\)\(3\)](#).~~

4. *Maximum Lot Area Coverage.* Sixty-five percent, excluding driveways, private walkways and similar hard surfaces. Hard surface coverage of individual parcels may exceed the 65 percent maximum when included within a subdivision; provided, that the overall hard surface coverage of the subdivision does not exceed 65 percent.
5. *Landscaping.* Landscaping shall comply with the requirements of Chapters [17.78](#) and [17.99](#) GHMC, except that buffer dimensions shall be reduced to 10 feet when the proposed use is adjacent to a similar use or zone which includes a platted buffer of equal or greater width.
6. *Circulation/Roads/Streets.* Residential development which provides pedestrian linkages to and within common open space trails systems may be waived from the requirements in the city's public works standards for public sidewalks, curbs and gutters within the residential development, in whole or in part, upon approval of the public works director.
7. *Design.* All development shall comply with the standards of Chapter [17.99](#) GHMC.
8. *Signage.* Signage must comply with the requirements of Chapter [17.80](#) GHMC.
9. *Off-Street Parking.* Off-street parking and loading areas meeting the requirements of Chapter [17.72](#) GHMC shall be provided.
10. *Site Plans.* The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district.
11. *Additional Performance Standards for Site Plan Review.* Projects requiring site plan review under Chapter [17.96](#) GHMC shall also meet the following performance standards:
 - a. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
 - b. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting and light projection above the horizontal plane are prohibited between midnight and sunrise.

- c. *Outdoor Storage of Materials.* Outdoor storage of materials and supplies shall be completely screened from adjacent properties and public rights-of-way.
- d. *Trash Receptacles.* Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials. (Ord. 1551 § 9, 2025; Ord. 1347 § 28, 2016; Ord. 1307 § 35, 2014; Ord. 1197 § 16, 2010; Ord. 1194 § 18, 2010; Ord. 1086 § 14, 2007; Ord. 1085 § 5, 2007; Ord. 977 §§ 1, 2, 3, 2004; Ord. 975 § 28, 2004; Ord. 747 § 2, 1997).

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Chapter 17.24

MULTIPLE-FAMILY RESIDENTIAL (R-3)

Sections:

- 17.24.010 Intent.**
- 17.24.020 Permitted uses.**
- 17.24.030 Conditional uses.**
- 17.24.040 Site plans.**
- ~~**17.24.050 Development standards.**~~
- ~~**17.24.060 Maximum height of structures.**~~
- 17.24.070 Performance standards.**

17.24.010 Intent.

An R-3 district is intended to provide areas suitable for multiple-family dwellings and to serve as a buffer and transition between more intensively developed areas and residential properties of a lower density. An R-3 district is suitable in areas which are served by municipal services and in areas readily accessible to freeway access. (Ord. 573 § 2, 1990).

17.24.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the R-3 district. (Ord. 1045 § 23, 2006).

17.24.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the R-3 district. (Ord. 1045 § 25, 2006).

17.24.040 Site plans.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 17, 2010; Ord. 573 § 2, 1990).

~~17.24.050 Development standards.~~

~~In an R-3 district, the minimum lot requirements are as follows:~~

	Single-Family and Duplex Dwellings	Other-Residential and Nonresidential
A. Short subdivision:		
1. Minimum lot area	5,400 sq. ft./dwelling unit	
2. Minimum lot width		50'
B. Subdivision:		
1. Minimum lot area	4,400 sq. ft./dwelling unit	
2. Minimum lot width	0.7 percent of the lot area, in lineal feet	
C. Minimum front yard²	House:- 20'	
	20'	

	Single-Family and Duplex Dwellings	Other Residential and Nonresidential
	Porch: 12'	
	Garage: 26'	
D. Minimum side yard ¹	8'	7'
E. Minimum rear yard ¹	30'	25'
F. Maximum hard surface coverage	60% of the total lot area	
G. Minimum density	12 dwelling units/acre	
H. Maximum density	32 dwelling units/acre	

~~1~~ Garages accessory to single-family and duplex dwellings may be located in the defined side and rear yards, provided they conform to the criteria in GHMC [17.99.490\(A\)\(1\)](#).

~~2~~ Accessory structures to single-family and duplex dwellings shall meet the minimum front yard for a house.

(Ord. 1551 § 10, 2025; Ord. 1433 § 3, 2019; Ord. 1347 § 29, 2016; Ord. 1307 § 36, 2014; Ord. 1194 § 19, 2010; Ord. 1131 § 12, 2008; Ord. 1085 § 6, 2007; Ord. 710 § 17, 1996; Ord. 573 § 2, 1990).

17.24.060 — Maximum height of structures.

In an R-3 district, all buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area,

and as provided under GHMC ~~17.99.390(A)(3), 17.99.510(A)(2) and 17.99.510(B)~~. (Ord. 1194 § 20, 2010; Ord. 975 § 29, 2004; Ord. 710 § 18, 1996; Ord. 573 § 2, 1990).

17.24.070 Performance standards.

In the R-3 district, performance standards are as follows:

- A. *Design*. All development shall conform to the applicable design standards contained in Chapter [17.99](#) GHMC.
- B. *Landscaping*. Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained for the life of the project. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.
- C. *Off-Street Parking*. Off-street parking and loading areas meeting the requirements of Chapter [17.72](#) GHMC shall be provided.
- D. *Signage*. Signage must comply with the requirements of Chapter [17.80](#) GHMC.
- E. *Additional Performance Standards for Site Plan Review*. Projects requiring site plan review under Chapter [17.96](#) GHMC shall also meet the following performance standards:
 - 1. *Exterior Mechanical Devices*. Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
 - 2. *Outdoor Lighting*. Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting and light projection above the horizontal plane are prohibited between midnight and sunrise.
 - 3. *Outdoor Storage of Materials*. Outdoor storage of materials and supplies shall be completely screened from adjacent properties and public rights-of-way.
 - 4. *Trash Receptacles*. Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials. (Ord. 1307 § 37, 2014; Ord. 1194 § 21, 2010; Ord. 975 § 30, 2004).

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Chapter 17.28

RESIDENTIAL AND BUSINESS DISTRICT (RB-1)

Sections:

- 17.28.010 Intent.**
- 17.28.020 Permitted uses.**
- 17.28.030 Conditional uses.**
- 17.28.040 Site plan.**
- ~~**17.28.050 Minimum development standards.**~~
- ~~**17.28.060 Maximum height of structures.**~~
- 17.28.070 Parking and loading facilities.**
- 17.28.080 Signs.**
- 17.28.085 Design.**
- 17.28.090 Performance standards.**

17.28.010 Intent.

An RB-1 district is intended to provide a mix of residential uses with certain specified business, personal and professional services. It is also intended to serve as a buffer between high intensity commercial and lower density residential uses. The regulations and restrictions in an RB-1 district are intended to protect and preserve residential uses while permitting business uses characterized principally by professional and consultive services or executive and administrative offices, compatible with single-family residential development. To this extent, nonresidential structures should be limited in total gross floor area per lot in order to minimize the impact of bulk and scale to residential neighborhoods. (Ord. 710 § 19, 1996; Ord. 573 § 2, 1990).

17.28.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the RB-1 district. (Ord. 1045 § 27, 2006).

17.28.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the RB-1 district. (Ord. 1045 § 29, 2006).

17.28.040 Site plan.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 18, 2010; Ord. 573 § 2, 1990).

~~17.28.050~~ Minimum development standards.

~~In an RB-1 district, the minimum lot requirements are as follows:~~

	Single-Family Dwellings	Other Residential	Nonresidential
A. Minimum lot area (sq. ft.)	7,200	7,200	15,000
B. Minimum lot width	70'	70'	70'
C. Minimum front yard setback ^{1,3}	House: 20'	20'	20'
	Porch: 12'		
	Garage: 26'		
D. Minimum rear yard setback ^{1,2}	30'	25'	15'
E. Minimum side yard setback ^{1,2}	8'	7'	10'
F. Maximum hard surface coverage	50%	50%	60%

	Single-Family Dwellings	Other Residential	Nonresidential
G. Minimum street frontage	20'	20'	50'
H. Minimum density	6 dwelling units/acre	6 dwelling units/acre	
I. Maximum density	12 dwelling units/acre	12 dwelling units/acre	
J. Maximum gross floor area	N/A	N/A	5,000 sq. ft. per structure
K. Separation between structures	20'	20'	20'

L. Any yard abutting a single-family residence shall be required to maintain a 30-foot-wide dense vegetated screen. This requirement does not apply to single-family dwellings in the RB-1 district.

~~1 If the RB-1 district is located in the historic district defined in Chapter [17.99](#) GHMC, the setbacks defined in GHMC [17.99.310](#) and [17.99.320](#) shall apply.~~

~~2 Garages accessory to single family and duplex dwellings may be located in the defined side and rear yards, provided they conform to the criteria in GHMC [17.99.490\(A\)\(1\)](#).~~

~~3 Accessory structures to single-family shall meet the minimum front yard setback for a house.~~

(Ord. 1551 § 11, 2025; Ord. 1393 § 4, 2018; Ord. 1347 § 30, 2016; Ord. 1307 § 38, 2014; Ord. 1194 § 22, 2010; Ord. 1085 § 7, 2007; Ord. 1083 § 1, 2007; Ord. 982 § 1, 2005; Ord. 975 § 31, 2004; Ord. 716 § 3, 1996; Ord. 710 § 21, 1996; Ord. 601 § 1, 1991; Ord. 573 § 2, 1990).

17.28.060 — Maximum height of structures.

In an RB-1 district, all buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area, and as provided under GHMC [17.99.390\(A\)\(3\)](#), [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). (Ord. 1194 § 23, 2010; Ord. 975 § 32, 2004; Ord. 710 § 22, 1996; Ord. 573 § 2, 1990).

17.28.070 Parking and loading facilities.

In an RB-1 district, parking and loading on private property shall be provided in connection with any permitted or conditional use as specified in Chapter [17.72](#) GHMC. Parking is not permitted in the side yards. Parking in front and rear yards is permitted; provided, that a minimum landscaped buffer of 10 feet is provided. In rear yards, a dense vegetative screen shall be provided between the parking area and any adjacent residence. (Ord. 710 § 22, 1996; Ord. 573 § 2, 1990).

17.28.080 Signs.

In an RB-1 district, signs may be allowed in conjunction with any permitted use and are subject to the provisions of Chapter [17.80](#) GHMC. (Ord. 573 § 2, 1990).

17.28.085 Design.

Development in the RB-1 district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC. (Ord. 975 § 33, 2004).

17.28.090 Performance standards.

In an RB-1 district, the performance standards are as follows:

- A. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
- B. *Landscaping.* Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or conditions of approval of discretionary applications required by this title; such landscaping shall be maintained in a neat manner. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.

C. *Outdoor Storage of Materials.* The outdoor storage of materials, including but not limited to lumber, auto parts, household appliances, pipe, drums, machinery or furniture, is permitted as an incidental or accessory activity of a permitted use or the principal feature of a conditional use. Such storage shall be screened by a wall, fence, landscaping or structure from surrounding properties and streets.

D. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise.

E. *Trash Receptacles.* Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

F. *Design.* Development in the RB-1 district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC.

G. *Restaurant 1 and Food Stores.* In addition to all other performance standards, restaurant 1 and food store uses shall be situated on the street level in an office building and not exceed 800 square feet in floor area. No outside sales or storage are allowed. The hours of operation are limited to 16 hours per day. (Ord. 1086 § 15, 2007; Ord. 1045 § 30, 2006; Ord. 975 § 34, 2004; Ord. 573 § 2, 1990).

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Chapter 17.30

RESIDENTIAL AND BUSINESS DISTRICT (RB-2)

Sections:

- 17.30.010 Intent.**
- 17.30.020 Permitted uses.**
- 17.30.030 Conditional uses.**
- 17.30.040 Site plans.**
- ~~**17.30.050 Development standards.**~~
- ~~**17.30.060 Hard surface coverage.**~~
- ~~**17.30.070 Maximum height of structures.**~~
- 17.30.080 Parking.**
- 17.30.090 Signs.**
- 17.30.100 Loading.**
- 17.30.110 Performance standards.**

17.30.010 Intent.

The RB-2 district is intended to provide a mix of medium density residential uses with certain specified business, personal and professional services. It is intended to serve as a transitional buffer between high intensity commercial areas and lower intensity residential areas. The RB-2 zone is similar in construction to the RB-1 zone while allowing a higher percentage of hard surface coverage and multifamily residential development. Furthermore, the RB-2 zone would serve to minimize impacts to adjacent residential uses by limiting general operational impacts of a use to that portion of the site between the structure(s) and the fronting road. (Ord. 1347 § 31, 2016; Ord. 554 § 1A, 1989).

17.30.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the RB-2 district. (Ord. 1045 § 32, 2006).

17.30.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the RB-2 district. (Ord. 1194 § 24, 2010; Ord. 1045 § 34, 2006).

17.30.040 Site plans.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 19, 2010; Ord. 554 § 1D, 1989).

~~17.30.050 Development standards.~~

~~In an RB-2 district, development standards shall be satisfied for all new and redeveloped uses:~~

	Single-Family and Duplex Dwellings	Other Residential and Nonresidential
A. Minimum lot area	12,000 sq. ft.	12,000 sq. ft.
B. Minimum lot width	70'	70'
C. Front yard setback ²	House: 20' Porch: 12' Garage: 26'	20'
D. Side yard setback ¹	8'	8'
E. Rear yard setback ¹	30'	15'
F. Any nonresidential yard abutting an existing residential use or zone: 40 feet with dense vegetative screening. Easements not having dense vegetative screening are not included;		

**Single-Family and Duplex
Dwellings**

**Other Residential and
Nonresidential**

G. Minimum density: 12 dwelling units/acre;

H. Maximum density: 32 dwelling units/acre.

~~1~~ Garages accessory to single family and duplex dwellings may be located in the defined side and rear yards, provided they conform to the criteria in GHMC [17.99.490\(A\)\(1\)](#).

~~2~~ Accessory structures to single family and duplex dwellings shall meet the front yard setback for a house.

(Ord. 1551 § 10, 2025; Ord. 1389 § 6, 2018; Ord. 1307 § 39, 2014; Ord. 1085 § 8, 2007; Ord. 954 § 3, 2004; Ord. 710 § 26, 1996; Ord. 554 § 1E, 1989).

17.30.060 — Hard surface coverage.

Hard surface coverage in an RB-2 district shall be limited as follows:

A. ~~Fifty-five percent hard surface coverage is permitted outright.~~

B. ~~Seventy percent hard surface coverage is conditionally allowed, subject to the following:~~

~~1. For every one percent increase in hard surface coverage, an additional 0.5 feet of buffer shall be provided between the use and adjacent single family residential use or zone;~~

~~2. Increased buffering shall consist of one of the following:~~

~~a. Undisturbed native vegetation which meets the definition of a dense vegetative screen,~~

~~b. Appropriate landscape vegetation consisting of a mixture of coniferous and broadleaf evergreen species with minimum planting height of six feet and capable of providing a dense vegetative screen within three years of planting,~~

~~c. As an alternative to paragraph b of this subdivision, the opaque portion of the screen may consist of a weather-resistant wood fence of six feet in height, constructed along the property line.~~

~~C. Buffer vegetation shall be maintained for the life of the project. Dead, diseased or dying vegetation may be removed; provided, that replanting of vegetation of a like or similar species in size and area coverage shall be accomplished within six months from removal. (Ord. 1347 § 32, 2016; Ord. 554 § 1F, 1989).~~

17.30.070 — Maximum height of structures.

~~In an RB-2 district, all buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area, and as provided under GHMC [17.99.390\(A\)\(3\)](#), [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). (Ord. 1194 § 25, 2010; Ord. 975 § 35, 2004; Ord. 710 § 27, 1996; Ord. 554 § 1G, 1989).~~

17.30.080 Parking.

In an RB-2 district, parking on private property shall be provided in connection with any permitted or conditional use as specified in Chapter [17.72](#) GHMC. Where the parcel abuts a residential use or zone, parking and vehicle access areas shall be located between the fronting road and the structure(s); provided, that where site characteristics or design preclude locating parking and access as described, that an additional 10 feet of buffering shall be required. (Ord. 554 § 1H, 1989).

17.30.090 Signs.

In an RB-2 district, signs may be allowed in conjunction with any permitted use and are subject to the provisions of Chapter [17.80](#) GHMC. (Ord. 554 § 1I, 1989).

17.30.100 Loading.

In an RB-2 district, off-street loading facilities shall be provided in accordance with the provisions of Chapter [17.72](#) GHMC. (Ord. 554 § 1J, 1989).

17.30.110 Performance standards.

In an RB-2 district, performance standards are as follows:

- A. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
- B. *Landscaping.* Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained in a neat manner. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.
- C. *Outdoor Storage of Materials.* The outdoor storage of materials, including but not limited to lumber, auto parts, household appliances, pipes, drums, machinery or furniture, is permitted as an incidental or accessory activity of a permitted use or the principal feature of a conditional use. Such storage shall be screened by a wall, fence, landscaping or structure from surrounding properties and streets.
- D. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.
- E. *Trash Receptacles.* Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

F. *Design.* Development in the RB-2 district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC. (Ord. 1086 § 16, 2007; Ord. 975 § 36, 2004; Ord. 710 § 28, 1996; Ord. 554 § 1K, 1989).

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Chapter 17.31

DOWNTOWN BUSINESS DISTRICT (DB)

Sections:

- 17.31.010 Intent.**
- 17.31.020 Permitted uses.**
- 17.31.030 Conditional uses.**
- 17.31.040 Site plans.**
- ~~**17.31.050 Minimum lot requirements.**~~
- ~~**17.31.060 Minimum building setback requirements.**~~
- ~~**17.31.065 Maximum residential density.**~~
- ~~**17.31.070 Maximum impermeable and hard surface coverage.**~~
- 17.31.075 Maximum gross floor area.**
- ~~**17.31.080 Maximum height of structures.**~~
- 17.31.090 Parking/loading.**
- 17.31.100 Signs.**
- 17.31.110 Performance standards.**

17.31.010 Intent.

A. The purpose of the DB district is to:

1. Provide for an area that offers a broad range of goods and services for the citizens of Gig Harbor;
2. Promote and enhance services and activities which cater to visitors to the city; and
3. Maintain the traditional scale and character of downtown Gig Harbor.

B. The standards for development in this chapter are intended to allow uses which are:

1. Primarily conducted within enclosed buildings except for parking, dining areas and newsstands;

2. Protect views; and
3. Allow for commercial developments which do not adversely affect residences through excessive noise or bothersome activities. (Ord. 573 § 2, 1990).

17.31.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the DB district. (Ord. 1045 § 36, 2006).

17.31.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the DB district. (Ord. 1045 § 38, 2006).

17.31.040 Site plans.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 20, 2010; Ord. 573 § 2, 1990).

17.31.050 Minimum lot requirements.

~~In a DB district, the minimum lot area is 6,000 square feet, and the minimum lot width is 50 feet. (Ord. 573 § 2, 1990).~~

17.31.060 Minimum building setback requirements.

~~In a DB district, the setbacks defined in GHMC [17.99.310](#) and [17.99.320](#) apply; provided, however, that where a DB district abuts a residential district, the nonresidential building setback shall be 20 feet minimum, and the space so created shall be landscaped to screen the~~

~~nonresidential uses from the abutting residential district. (Ord. 1194 § 26, 2010; Ord. 975 § 37, 2004; Ord. 573 § 2, 1990).~~

17.31.065 — Maximum residential density.

~~The maximum residential density is 12 dwelling units per acre. (Ord. 1551 § 11, 2025; Ord. 1389 § 7, 2018).~~

17.31.070 — Maximum impermeable and hard surface coverage.

~~In the DB district, the maximum impermeable surface coverage is 70 percent. The maximum hard surface coverage by all buildings, driveways, walkways and other similar hard surfaces shall be 80 percent. On properties that do not have suitable soils, as identified in the Preliminary Soils Report, the maximum impermeable coverage may be 80 percent. (Ord. 1347 § 33, 2016; Ord. 573 § 2, 1990).~~

17.31.075 Maximum gross floor area.

A. Except as provided for in subsection [B](#) of this section, in the DB district, the maximum gross floor area per building is 6,000 square feet. Multiple buildings on the same site shall be separated by a nonpenetrated fire wall as defined in the International Fire Code except that a single six-foot opening in the fire wall separating structures is permissible; provided, that each structure has an outside customer entrance accessible to the street. Each structure shall be designed to stand independent of other structures on the site (i.e., the addition or removal of any one building on a site will not require structural attachments or modifications to any other building on the site).

B. For structures existing as of the effective date of this section, additional gross floor area may be added to a structure and the total gross floor area may exceed the maximum allowed in subsection [A](#) of this section; provided, that the additional gross floor area to be added is interior to the building and does not enlarge or expand the existing building footprint. Roof

modifications to accommodate the increase in interior gross floor area are allowed provided the roof modifications do not exceed the building height allowed in GHMC [17.99.510](#). No additional parking spaces are required to accommodate the increase in gross floor area. (Ord. 1268 § 1, 2013; Ord. 995 § 5, 2005).

~~17.31.080~~ — ~~Maximum height of structures.~~

~~In the DB district, the height provisions of GHMC [17.99.510](#) apply. (Ord. 975 § 38, 2004; Ord. 710 § 29, 1996; Ord. 573 § 2, 1990).~~

17.31.090 Parking/loading.

In the DB district, parking and loading facilities on private property shall be provided in connection with any permitted or conditional use as specified in Chapter [17.72](#) GHMC, off-street parking and loading requirements. (Ord. 573 § 2, 1990).

17.31.100 Signs.

In the DB district, signs may be allowed in conjunction with any permitted use and are subject to the provisions of Chapter [17.80](#) GHMC. (Ord. 573 § 2, 1990).

17.31.110 Performance standards.

In a DB district, performance standards are as follows:

- A. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
- B. *Landscaping.* Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or conditions of approval of discretionary applications required by this title.

Such landscaping shall be maintained in a neat manner. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.

C. *Outdoor Storage of Materials.* The outdoor storage of materials, including but not limited to lumber, auto parts, household appliances, pipes, drums, machinery or furniture, is permitted as an incidental or accessory activity of a permitted use or the principal feature of a conditional use. Such storage shall be screened by a wall, fence, landscaping or structure from surrounding properties and streets.

D. *Outdoor Display of Merchandise.* The outdoor display of merchandise is limited to the area immediately along the building frontage a maximum distance of 12 feet from the building. Outdoor displays of merchandise on public sidewalks or rights-of-way shall be regulated per Chapter [12.02](#) GHMC.

E. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.

F. *Trash Receptacles.* Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

G. *Design.* Development in the DB district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC. (Ord. 1086 § 17, 2007; Ord. 975 § 39, 2004; Ord. 710 § 30, 1996; Ord. 573 § 2, 1990).

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Chapter 17.32

NEIGHBORHOOD COMMERCIAL DISTRICT (B-1)¹

Sections:

- 17.32.010 Intent.**
- 17.32.020 Permitted and conditional uses.**
- 17.32.030 Site plans.**
- ~~**17.32.033 General standards.**~~
- 17.32.035 Maximum district area.**
- ~~**17.32.040 Lot area.**~~
- ~~**17.32.045 Repealed.**~~
- ~~**17.32.050 Design.**~~
- ~~**17.32.060 Rear yard.**~~
- ~~**17.32.070 Side yard.**~~
- ~~**17.32.080 Maximum height of structures.**~~
- 17.32.090 Off-street loading.**
- 17.32.100 Off-street parking.**
- 17.32.110 Outdoor lighting.**
- 17.32.120 Landscaping.**

17.32.010 Intent.

This district is intended to provide shopping facilities close to residential areas for the convenience of nearby residences in satisfaction of only daily or frequent shopping needs, while reducing the hazards of local traffic by limiting the kinds of retail activities to those suitable for stores of 5,000 square feet of floor area or less per parcel, such as groceries, bakeries or drugstores. Residential uses, subordinate to the principal commercial use, are suitable for this district. The protective standards for site development contained in this chapter are intended to minimize any adverse effect of such development on nearby property values, and to provide for safe and efficient use of the development itself. The principles or guidelines to be applied are as follows:

A. All business establishments shall be retail or service establishments dealing directly with consumers, and only those goods shall be produced that are sold on the premises. Residential uses are allowed, if they are subordinate to the principal commercial use on the site and providing that they do not occupy the ground floor of the structure.

~~B. The maximum gross floor area for a nonresidential structure shall not exceed 5,000 square feet per lot, exclusive of required parking.~~

C. All business shall be conducted within completely enclosed buildings. Open or drive-in establishments are not permitted. (Ord. 710 § 31, 1996; Ord. 231, 1976; Ord. 109A § 7.1, 1968).

17.32.020 Permitted and conditional uses.

Refer to Chapter [17.14](#) GHMC for uses permitted and conditionally permitted in the B-1 district. (Ord. 1045 § 40, 2006).

17.32.030 Site plans.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 21, 2010; Ord. 710 § 33, 1996; Ord. 254, 1977; Ord. 239, 1976; Ord. 231, 1976).

~~17.32.033~~ General standards.

~~The following general standards shall apply:~~

A. Minimum lot area:	5,000 sq. ft.
B. Minimum lot width:	50 feet
C. Minimum front yard:¹	20 feet

D. Minimum side yard:¹	10 feet
E. Minimum rear yard:¹	25 feet
F. Maximum impermeable surface coverage:²	70%
G. Maximum hard surface coverage:	80%
H. Maximum residential density:	32 dwelling units per acre
	38 dwelling units per acre

~~1 If the B-1 district is located in the historic district defined in Chapter [17.99](#) GHMC, the setbacks defined in GHMC [17.99.310](#) and [17.99.320](#) shall apply.~~

~~2 On properties that do not have suitable soils, as identified in the Preliminary Soils Report, the maximum impermeable coverage may be 80 percent.~~

~~(Ord. 1551 § 12, 2025; Ord. 1347 § 34, 2016; Ord. 975 § 40, 2004; Ord. 710 § 34, 1996).~~

17.32.035 Maximum district area.

The maximum area of a B-1 district shall not exceed three acres. A B-1 district may not be located within one-half mile of another commercial district. (Ord. 710 § 35, 1996).

~~17.32.040 Lot area.~~

~~A. The minimum lot area for residential or public or institutional uses permitted in a B-1 district shall be the same as that required in GHMC [17.20.040](#).~~

~~B. For business establishments, the lot area shall not be less than 7,000 square feet. (Ord. 248, 1977; Ord. 231, 1976; Ord. 109A § 7.3, 1968).~~

17.32.045 — Impervious coverage.

Repealed by [Ord. 1194](#).

17.32.050 — Design.

Development in the B-1 district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC. (Ord. 975 § 42, 2004).

17.32.060 — Rear yard.

~~A. Residential uses shall provide a rear yard of 30 feet.~~

~~B. Business establishments shall not be required to provide rear yards, but if rear yards are provided, they shall be screened from the view of neighbors.~~

~~C. Commercial uses shall provide a minimum yard of 30 feet adjacent to a residential district, and said yard shall consist of a dense vegetative buffer. (Ord. 598 § 3, 1991; Ord. 231, 1976; Ord. 109A § 7.5, 1968).~~

17.32.070 — Side yard.

~~A. Residential side yard requirements shall be the same as those of an R-1 district;~~

~~B. Business establishments abutting on residences shall prove a side yard at least eight feet, with screening between them and adjacent residences;~~

~~C. Other business establishments shall not be required to provide side yards, but if side yards are provided, they shall be screened from adjacent residential areas;~~

~~D. Commercial uses shall provide a minimum yard of 30 feet adjacent to a residential district, and said yard shall consist of a dense vegetative buffer. (Ord. 598 § 3, 1991; Ord. 231, 1976; Ord. 109A § 7.6, 1968).~~

17.32.080 — Maximum height of structures.

~~In a B-1 district, all buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area, and as provided under GHMC [17.99.390\(A\)\(3\)](#), [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). (Ord. 1194 § 28, 2010; Ord. 975 § 43, 2004; Ord. 231, 1976; Ord. 109A § 7.7, 1968).~~

17.32.090 Off-street loading.

One off-street loading berth shall be provided, in accordance with Chapter [17.72](#) GHMC. (Ord. 710 § 36, 1996; Ord. 231, 1976; Ord. 109A § 7.9, 1968).

17.32.100 Off-street parking.

Off-street parking and loading shall comply with the standards of Chapter [17.72](#) GHMC. (Ord. 710 § 37, 1996; Ord. 231, 1976; Ord. 109A § 7.10, 1968).

17.32.110 Outdoor lighting.

Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the property boundaries of the light source. Ground-mounted flood lighting or light projection above the horizontal plane is prohibited between midnight and sunrise. (Ord. 975 § 44, 2004).

17.32.120 Landscaping.

Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained for the life of the project. In no event shall such landscaped areas be used for storage of materials, merchandise or parking of vehicles. (Ord. 1086 § 18, 2007; Ord. 975 § 45, 2004).

1 For provisions regarding signs, see Chapter [17.80](#) GHMC.

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Chapter 17.36

GENERAL BUSINESS DISTRICT (B-2)

Sections:

- 17.36.010 Intent.**
- 17.36.020 Permitted uses.**
- 17.36.030 Conditional uses.**
- 17.36.040 Other uses.**
- 17.36.050 Site plans.**
- 17.36.055 Maximum gross floor area.**
- ~~**17.36.060 Minimum building setback requirements.**~~
- ~~**17.36.065 Maximum residential density.**~~
- ~~**17.36.070 Maximum impermeable and hard surface coverage.**~~
- ~~**17.36.080 Maximum height of structures.**~~
- 17.36.090 Parking.**
- 17.36.100 Signs.**
- 17.36.110 Loading facilities.**
- 17.36.120 Performance standards.**

17.36.010 Intent.

The purpose of the B-2 district is to provide areas that offer a wide range of consumer goods and services. It is further intended to group buildings and business establishments in a manner that creates convenient, attractive and safe development. The products and services shall primarily be for sale on the premises only. All business shall be conducted within enclosed buildings, except for approved outdoor storage, display and dining areas. (Ord. 573 § 2, 1990).

17.36.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the B-2 district. (Ord. 1045 § 42, 2006).

17.36.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the B-2 district. (Ord. 1045 § 44, 2006).

17.36.040 Other uses.

Other uses similar to either permitted or conditional uses which are consistent with the intent of the B-2 district may be allowed. The determination of consistency and classification of use whether permitted or conditional shall be made by the planning director. (Ord. 573 § 2, 1990).

17.36.050 Site plans.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 22, 2010; Ord. 573 § 2, 1990).

17.36.055 Maximum gross floor area.

The maximum gross floor area per retail structure is 35,000 square feet, with the following exceptions:

A. In the Olympic Village Activity Center and the Westside general business (B-2) district¹ the maximum gross floor area per retail structure is 65,000 square feet.

B. In the B-2 district abutting North Harborview Drive (the area commonly known as Finholm Market) the maximum gross floor area per building is 6,000 square feet. Multiple buildings on the same site shall be separated by a nonpenetrated fire wall as defined in the International Fire Code except that a single six-foot opening in the fire wall separating structures is permissible; provided, that each structure has an outside customer entrance accessible to the street. Each structure shall be designed to stand independent of other structures on the site (i.e., the addition or removal of any one building on a site will not require structural attachments or modifications to any other building on the site).

C. In the B-2 district near the intersection of Harborview Drive and North Harborview Drive (the intersection commonly known as Borgen's Corner), the maximum gross floor area per building is 6,000 square feet with a minimum separation of 20 feet between buildings. (Ord. 1307 § 40, 2014; Ord. 995 § 6, 2005; Ord. 959 § 1, 2004; Ord. 716 § 2, 1996).

¹ The Olympic Village Activity Center (as defined in Chapter [17.99](#) GHMC) and the Westside general business (B-2) district are depicted on Exhibit A of Ord. [959](#).

17.36.060 — Minimum building setback requirements.

	Single-Family and Duplex Dwellings	Other Residential and Nonresidential
A. Front yard*	House: 20' Porch: 12' Garage: 26'	20'
B. Rear yard*	30'	20'
C. Side yard*	8'	Interior yards: 5' Flanking street: 10'
D. Separation between structures	20'	20'

E. Any yard abutting residential development: 30 feet with dense vegetative screening. This requirement does not apply to single-family and duplex dwellings in the B-2 district.

* If the B-2 district is located in the historic district as defined in Chapter [17.99](#) GHMC, the setbacks defined in GHMC [17.99.310](#) and [17.99.320](#) shall apply. The front yard for accessory structures to single-family and duplex dwellings shall meet the minimum front yard for a house.

(Ord. 1307 § 41, 2014; Ord. 1194 § 29, 2010; Ord. 1085 § 9, 2007; Ord. 975 § 46, 2004; Ord. 710 § 40, 1996; Ord. 573 § 2, 1990).

17.36.065 — Maximum residential density.

The maximum residential density is 32 dwelling units per acre. Thirty-eight dwelling units per acre for mixed use and apartments. (Ord. 1551 § 13, 2025; Ord. 1389 § 8, 2018).

17.36.070 — Maximum impermeable and hard surface coverage.

In a B-2 district, the maximum impermeable surface coverage is 60 percent. The maximum hard surface coverage by all buildings, driveways, walkways and other similar hard surfaces shall be 70 percent. On properties that do not have suitable soils, as identified in the Preliminary Soils Report, the maximum impermeable coverage may be 70 percent. (Ord. 1347 § 35, 2016; Ord. 573 § 2, 1990).

17.36.080 — Maximum height of structures.

In a B-2 district, all buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area, and as provided under GHMC [17.99.390\(A\)\(3\)](#), [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). (Ord. 1194 § 30, 2010; Ord. 975 § 47, 2004; Ord. 710 § 41, 1996; Ord. 573 § 2, 1990).

17.36.090 Parking.

In a B-2 district, parking on private property shall be provided in connection with any permitted or conditional use as specified in Chapter [17.72](#) GHMC. (Ord. 573 § 2, 1990).

17.36.100 Signs.

In a B-2 district, signs may be allowed in conjunction with any permitted use and are subject to the provisions of Chapter [17.80](#) GHMC. (Ord. 573 § 2, 1990).

17.36.110 Loading facilities.

In a B-2 district, off-street loading facilities shall be provided in accordance with the provisions of Chapter [17.72](#) GHMC. (Ord. 573 § 2, 1990).

17.36.120 Performance standards.

In a B-2 district, performance standards are as follows:

- A. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
- B. *Landscaping.* Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained for the life of the project. In no event shall such landscaped areas be used for storage of materials, merchandise or parking of vehicles.
- C. *Outdoor Storage of Materials.* The outdoor storage of materials, including but not limited to lumber, auto parts, household appliances, pipes, drums, machinery or furniture, is permitted as an incidental or accessory activity of a permitted use or the principal feature of a conditional use. Such storage shall be screened by a wall, fence, landscaping or structure from surrounding properties and streets.
- D. *Outdoor Display of Merchandise.* The outdoor display of merchandise is limited to the area immediately along the building frontage a maximum distance of 12 feet from the building. Outdoor displays of merchandise on public right-of-way or sidewalks shall be regulated under the provisions of Chapter [12.02](#) GHMC.
- E. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.

F. *Trash Receptacles*. Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

G. *Design*. Development in the B-2 district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC. (Ord. 1086 § 19, 2007; Ord. 975 § 48, 2004; Ord. 710 § 42, 1996; Ord. 573 § 2, 1990).

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Chapter 17.40

COMMERCIAL DISTRICT (C-1)

Sections:

- 17.40.010 Intent.**
- 17.40.020 Permitted uses.**
- 17.40.030 *Repealed.***
- 17.40.040 Conditional uses.**
- 17.40.050 *Repealed.***
- 17.40.055 Maximum gross floor area.**
- 17.40.060 Site plans.**
- 17.40.065 Commercial district minimum requirements and performance standards along the waterfront.**
- ~~**17.40.070 Minimum lot requirements.**~~
- ~~**17.40.075 Maximum residential density.**~~
- 17.40.080 Minimum building setback requirements.**
- 17.40.090 Maximum impermeable and hard surface coverage.**
- 17.40.100 Maximum height of structures.**
- 17.40.110 Parking and loading facilities.**
- 17.40.120 Performance standards.**

17.40.010 Intent.

A C-1 district is intended to provide for uses that, though not necessarily hazardous or offensive, are different from direct sales and services to customers or residential developments. These uses include light manufacturing, sales, storage, maintenance and processing. The regulations for a C-1 district are intended to allow the efficient use of the land while making the district attractive and compatible with a variety of uses within the district and in surrounding districts. (Ord. 573 § 2, 1990).

17.40.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the C-1 district. (Ord. 1045 § 46, 2006).

17.40.030 Permitted accessory uses and structures.

Repealed by [Ord. 1045](#). **17.40.040 Conditional uses.**

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the C-1 district. (Ord. 1045 § 49, 2006).

17.40.050 Prohibited uses and structures.

Repealed by [Ord. 710](#).

17.40.055 Maximum gross floor area.

The maximum gross floor area per retail structure is 65,000 square feet, except that in the C-1 district abutting Harborview Drive the maximum gross floor area per building is 35,000 square feet with a minimum separation of 20 feet between buildings. (Ord. 1307 § 42, 2014; Ord. 995 § 7, 2005; Ord. 716 § 1, 1996).

17.40.060 Site plans.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 23, 2010; Ord. 573 § 2, 1990).

17.40.065 Commercial district minimum requirements and performance standards along the waterfront.

Commercial districts along the waterfront, between the city right-of-way and the Gig Harbor Bay shoreline, shall comply with the minimum requirements and performance standards of the waterfront commercial (WC) district, GHMC [17.50.040](#) through [17.50.080](#). (Ord. 598 § 3, 1991).

~~17.40.070 Minimum lot requirements.~~

~~In a C-1 district, the minimum site development area is 6,000 square feet, and the minimum lot width is 50 feet. (Ord. 710 § 47, 1996; Ord. 573 § 2, 1990).~~

~~17.40.075 Maximum residential density.~~

~~The maximum residential density is 38 dwelling units per acre. (Ord. 1551 § 14, 2025; Ord. 1389 § 9, 2018; Ord. 710 § 48, 1996).~~

~~17.40.080 Minimum building setback requirements.~~

	Single-Family and Duplex Dwellings	Other Residential and Nonresidential
A. Front yard^{1,2}	House: 20' Porch: 12' Garage: 26'	Front, side and rear building setbacks shall be determined as part of site plan review, Chapter 17.96 GHMC.
B. Rear yard¹	30'	

	Single-Family and Duplex Dwellings	Other Residential and Nonresidential
C. Side yard¹	8'	
D. Separation between structures	N/A	20'

~~E. Any yard associated with a nonresidential development abutting residential district shall be 30 feet with a dense vegetative screen located on the nonresidential property.~~

¹~~If the C-1 district is located in the historic district as defined in Chapter [17.99](#) GHMC, the setbacks defined in GHMC [17.99.310](#) and [17.99.320](#) shall apply.~~

²~~The front yard for accessory structures to single-family and duplex dwellings shall meet the minimum front yard for a house.~~

(Ord. 1307 § 43, 2014; Ord. 1085 § 10, 2007; Ord. 975 § 49, 2004; Ord. 710 § 49, 1996; Ord. 573 § 2, 1990).

~~17.40.090 Maximum impermeable and hard surface coverage.~~

~~In a C-1 district, the maximum impermeable surface coverage is 70 percent. The maximum hard surface coverage by all buildings, driveways, walkways and other similar hard surfaces shall be 80 percent. On properties that do not have suitable soils, as identified in the Preliminary Soils Report, the maximum impermeable coverage may be 80 percent. (Ord. 1347 § 36, 2016; Ord. 573 § 2, 1990).~~

~~17.40.100 Maximum height of structures.~~

~~In a C-1 district, all buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area,~~

and as provided under GHMC ~~17.99.390(A)(3), 17.99.510(A)(2) and 17.99.510(B)~~. (Ord. 1194 § 31, 2010; Ord. 975 § 50, 2004; Ord. 710 § 50, 1996; Ord. 573 § 2, 1990).

17.40.110 Parking and loading facilities.

In a C-1 district, parking and loading on private property shall be provided in connection with any permitted or conditional use as specified in Chapter [17.72](#) GHMC. (Ord. 573 § 2, 1990).

17.40.120 Performance standards.

In a C-1 district, performance standards are as follows:

- A. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
- B. *Landscaping.* Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained in a neat manner. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.
- C. *Outdoor Storage of Materials.* The outdoor storage of materials, including but not limited to lumber, auto parts, household appliances, pipes, drums, machinery or furniture, is permitted as an incidental or accessory activity of a permitted use or the principal feature of a conditional use. Such storage shall be screened by a wall, fence, landscaping or structure from surrounding properties and streets.
- D. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.

E. *Trash Receptacles*. Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

F. *Design*. Development in the C-1 district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC.

G. *Offensive Activities*. Activities in the C-1 zone shall not emit smoke, excessive noise, dirt, vibration or glare, or be otherwise offensive or hazardous. (Ord. 1086 § 20, 2007; Ord. 1045 § 50, 2006; Ord. 975 § 51, 2004; Ord. 573 § 2, 1990).

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Chapter 17.41

PLANNED COMMUNITY DEVELOPMENT COMMERCIAL (PCD-C)

Sections:

- 17.41.010 Intent.**
- 17.41.020 Permitted and conditional uses.**
- 17.41.030 Performance standards.**

17.41.010 Intent.

The planned community development commercial district:

- A. Provides for the location of businesses serving shoppers and patrons on a wider basis as distinguished from a neighborhood area.
- B. Encourages urban development.
- C. Encourages attractive natural appearing development and landscaping.
- D. Promotes a quality visual environment by establishing standards for the design, size and shape of buildings that create an attractive business climate. Where appropriate, residential uses should be located above commercial uses. (Ord. 747 § 3, 1997).

17.41.020 Permitted and conditional uses.

Refer to Chapter [17.14](#) GHMC for uses permitted and conditionally permitted in the PCD-C district. (Ord. 1045 § 52, 2006).

17.41.030 Performance standards.

- A. *Yard Requirements.* The following minimums (in feet) apply:

Contiguous Parcel Situation	Lot- Width	Front	Side	Rear	Street- Frontage
Nonresidential/Nonresidential	75	20	5	20	20
Nonresidential/Residential	75	20	30	30	20

B. *Landscaping*. All developed parcels shall be landscaped in accordance with the landscaping requirements of Chapter [17.78](#) GHMC.

~~C. *Lot Area*. There is no minimum lot area for this district.~~

~~D. *Maximum Height of Structures*. Structures within 100 feet of a residential low density zone shall not exceed 35 feet in height. Structures within 100 feet of a residential medium density zone shall not exceed 45 feet in height. Structure height shall be determined as provided for in GHMC [17.99.370\(D\)](#), except as provided under 17.99.390(A)(3). The maximum building height shall also be limited by the city building and fire codes. Definitions within the city building and fire codes shall be used to determine height for compliance with the applicable building and fire codes.~~

~~E. *Lot Coverage*. There is no maximum lot area coverage except as needed to meet setback, open space and landscaping requirements.~~

~~F. *Density*. Minimum density is 24 units per acre and maximum density is 32 units per acre.~~

G. *Off-Street Parking*. Off-street parking and loading areas meeting the requirements of Chapter [17.72](#) GHMC shall be provided.

H. *Exterior Mechanical Devices*. All HVAC equipment, pumps, heaters and other mechanical devices shall be screened from view from all public rights-of-way.

I. *Outdoor Storage of Materials*. Outdoor storage of materials and supplies, except for authorized sales displays, shall be completely screened from adjacent properties and public rights-of-way.

J. *Outdoor Lighting*. Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the

property boundaries of the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.

K. *Trash Receptacles*. Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

L. *Design*. All development in the PCD-C district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC.

M. *Signage*. Signage must comply with the requirements of Chapter [17.80](#) GHMC.

N. *Site Plans*. The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1551 § 15, 2025; Ord. 1307 § 44, 2014; Ord. 1197 § 24, 2010; Ord. 1194 § 32, 2010; Ord. 1086 § 21, 2007; Ord. 975 § 52, 2004; Ord. 747 § 3, 1997).

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Chapter 17.45

EMPLOYMENT DISTRICT (ED)

Sections:

- 17.45.010 Intent.**
- 17.45.020 Permitted uses.**
- 17.45.030 Conditional uses.**
- 17.45.040 Performance standards.**

17.45.010 Intent.

The employment district is intended to enhance the city's economic base by providing suitable areas to support the employment needs of the community. The employment district provides for the location of manufacturing, product processing, research and development facilities, assembly, warehousing, distribution, contractor's yards, professional services, corporate headquarters, medical facilities and complementary educational and recreational uses which are not detrimental to the employment district. Limited retail, business and support services that serve the needs of the employment district tenants and patrons are allowed. The employment district is intended to have limited nuisance factors and hazards. (Ord. 1160 § 6, 2009; Ord. 707 § 1, 1996).

17.45.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the ED district. (Ord. 1045 § 54, 2006).

17.45.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the ED district. (Ord. 1045 § 56, 2006).

17.45.040 Performance standards.

All uses in the employment district shall be regulated by the following performance standards:

A. *Setbacks.* No structure shall be closer than 50 feet to any residential zone or development or closer than 20 feet to any street or property line. Parking shall not be located any closer than 35 feet adjacent to a residential zone or development, or any closer than five feet to any interior lot.

B. *Open Space.* A minimum of 15 percent of the site, excluding setbacks, shall remain in open space, with either retained natural vegetation or new landscaping.

C. *Landscaping.* All developed sites shall be landscaped in accordance with the landscaping requirements of Chapter [17.78](#) GHMC. Yards adjacent to residential zones or development shall include a 35-foot-wide dense vegetative screen.

~~D. *Lot Area.* There is no minimum lot area for this district.~~

~~E. *Maximum Height of Structures.* All buildings and structures shall not exceed a height of 35 feet as provided for in GHMC [17.99.370\(D\)](#), except as restricted under Chapter [17.62](#) GHMC, Height Restriction Area, and as provided under GHMC [17.99.390\(A\)\(3\)](#).~~

~~F. *Lot Coverage.* There is no maximum lot area coverage except as needed to meet setback, open space and landscaping requirements.~~

G. *Off-Street Parking.* Off-street parking and loading areas meeting the requirements of Chapter [17.72](#) GHMC shall be provided.

H. *Exterior Mechanical Devices.* All HVAC equipment, pumps, heaters and other mechanical/ electrical devices shall be screened from view from all public rights-of-way.

I. *Outdoor Storage of Materials.* Outdoor storage of materials and supplies, except for authorized sales displays, shall be completely screened from adjacent properties and public rights-of-way.

J. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the property boundaries of the light source. Outdoor lighting shall be shielded so as not to be

directly visible from SR-16. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise.

K. *Trash Receptacles*. Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

L. *Design*. Development in the ED district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC.

M. *Planned Unit Developments*. A minimum of 65 percent of the site of a planned unit development shall consist of an employment based use.

N. *Sales*. Sales, level 1 and level 2, and marine boat sales, level 2 uses are allowed if subordinate to the principal tenant use and occupy no more than 25 percent of the gross floor area of the principal tenant use.

O. *Restaurants*. Restaurant 2 and 3 uses are limited to no more than 25 percent of the gross floor area of a building.

P. *Site Plans*. The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 25, 2010; Ord. 1194 § 33, 2010; Ord. 1160 § 7, 2009; Ord. 1086 § 22, 2007; Ord. 1045 § 57, 2006; Ord. 975 § 53, 2004; Ord. 753 § 2, 1997; Ord. 707 § 1, 1996).

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Chapter 17.46

WATERFRONT RESIDENTIAL (WR)

Sections:

- 17.46.010 Intent.**
- 17.46.020 Permitted uses.**
- 17.46.030 Conditional uses.**
- ~~**17.46.040 Development standards.**~~
- 17.46.050 Site plans.**
- ~~**17.46.060 Maximum height of structures.**~~
- 17.46.070 Parking and loading facilities.**
- 17.46.080 Signs.**
- 17.46.090 Performance standards.**

17.46.010 Intent.

This district recognizes those areas of the shoreline that are characterized by single-family residences. It is intended that development occur that is respectful of the shoreline and surrounding properties while permitting a limited mix of residential structure types. (Ord. 573 § 2, 1990).

17.46.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the WR district. (Ord. 1045 § 59, 2006).

17.46.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the WR district. (Ord. 1045 § 61, 2006).

17.46.040 — Development standards.

A minimum lot area for new subdivisions is not specified. The minimum development standards are as follows:

	Single-Family Dwelling	Duplex Dwelling	Non-residential Dwelling
A. Minimum lot area (sq. ft.) ¹	7,000	14,000	12,000
B. Minimum lot width	70'	50'	50'
C. Minimum front yard ²			
D. Minimum side yard ²			
E. Minimum rear yard ²			
F. Minimum yard abutting tidelands	0'	0'	0'
G. Maximum hard surface coverage	40%	45%	50%
H. Minimum density	No minimum		
I. Maximum density	4 dwelling units per acre		
J. Maximum gross floor area including garages, attached and	4,000 square feet per	4,000 square feet per	4,000 square feet per lot

Grey shaded text – new

Strike out – proposed to be removed

Regular Text – current code, unchanged.

	Single- Family- Dwelling	Duplex- Dwelling	Non- residential Dwelling
	detached ³	lot	lot

~~1~~ An undersized lot or parcel shall qualify as a building site if such lot is a lot of record.

~~2~~ The setbacks of GHMC [17.99.310](#) and [17.99.320](#) are applicable in the WR district.

~~3~~ Historic net sheds as defined in GHMC [17.04.615](#) shall be excluded from the maximum gross floor area requirements above.

(Ord. 1551 § 16, 2025; Ord. 1393 § 5, 2018; Ord. 1347 § 37, 2016; Ord. 1131 § 13, 2008; Ord. 1070 § 2, 2007; Ord. 1008 § 6, 2005; Ord. 982 § 1, 2005; Ord. 975 § 54, 2004; Ord. 725 § 3, 1996; Ord. 710 § 52, 1996; Ord. 598 § 3, 1991; Ord. 573 § 2, 1990).

17.46.050 Site plans.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 26, 2010; Ord. 1045 § 62, 2006; Ord. 573 § 2, 1990).

~~17.46.060~~ Maximum height of structures.

~~In a WR district, all buildings and structures shall not exceed the height limits defined in GHMC [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). (Ord. 1194 § 34, 2010; Ord. 975 § 55, 2004; Ord. 710 § 53, 1996; Ord. 573 § 2, 1990).~~

17.46.070 Parking and loading facilities.

In a waterfront residential district, parking and loading facilities on private property shall be provided in accordance with the requirements of Chapter [17.72](#) GHMC. Although historic net sheds are excluded from the maximum gross floor area requirements in GHMC [17.46.040](#), this

exclusion shall not affect the calculation of the parking requirements. (Ord. 1070 § 3, 2007; Ord. 573 § 2, 1990).

17.46.080 Signs.

In a waterfront residential district, signs may be allowed in conjunction with any permitted or conditional use subject to the provisions of Chapter [17.80](#) GHMC. (Ord. 573 § 2, 1990).

17.46.090 Performance standards.

In the WR district, performance standards are as follows:

- A. *Design.* All development in the WR district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC.
- B. *Landscaping.* Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained for the life of the project. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.
- C. *Additional Performance Standards for Site Plan Review.* Projects requiring site plan review under Chapter [17.96](#) GHMC shall also meet the following performance standards:
 - 1. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
 - 2. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting and light projection above the horizontal plane are prohibited between midnight and sunrise.
 - 3. *Outdoor Storage of Materials.* Outdoor storage of materials and supplies shall be completely screened from adjacent properties and public rights-of-way.

4. *Trash Receptacles*. Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials. (Ord. 1307 § 45, 2014; Ord. 1194 § 35, 2010; Ord. 1045 § 63, 2006; Ord. 975 § 56, 2004).

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Chapter 17.48

WATERFRONT MILLVILLE (WM)

Sections:

- 17.48.010 Intent.**
 - 17.48.020 Permitted uses.**
 - 17.48.030 Conditional uses.**
 - 17.48.035 Hours of operation.**
 - 17.48.037 Prohibited uses.**
 - ~~**17.48.040 Development standards.**~~
 - 17.48.050 Site plans.**
 - ~~**17.48.060 Maximum height of structures.**~~
 - 17.48.070 Parking and loading facilities.**
 - 17.48.080 Signs.**
 - 17.48.090 Performance standards.**
-

17.48.010 Intent.

It is the intent of this district to provide a wide range of uses and activities on the shoreline of Gig Harbor located within the area between Rosedale Street and Stinson Avenue. This district serves primarily as a medium intensity, mixed use waterfront district with an emphasis on medium-density residential, marine-dependent and marine-related uses. Uses which enhance the historic fishing village atmosphere and which are harmonious with surrounding residential areas are encouraged. (Ord. 598 § 2, 1991).

17.48.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the WM district. (Ord. 1045 § 63, 2006).

17.48.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the WM district. (Ord. 1045 § 65, 2006).

17.48.035 Hours of operation.

A. The following uses shall be limited to operating between the hours of 7:00 a.m. to 7:00 p.m., daily:

1. Sales, level 1;
 2. Boat construction;
 3. Clubs.
-

B. Restaurant 1 uses shall be limited to operating between the hours of 7:00 a.m. to 9:00 p.m., daily, except as provided for in subsection [C](#) of this section.

C. All restaurant uses on properties adjacent to or southeast of Dorotich Street shall not open before 7:00 a.m. and shall seat the last customer no later than 9:30 p.m., daily. (Ord. 1312 § 2, 2015; Ord. 1213 § 2, 2011; Ord. 1066 § 4, 2007; Ord. 1045 § 66, 2006; Ord. 598 § 2, 1991).

17.48.037 Prohibited uses.

The following uses are prohibited in this district:

A. Outdoor public telephones. (Ord. 598 § 2, 1991).

~~17.48.040 Development standards.~~

~~A minimum lot area for new subdivisions is not specified. The minimum development standards are as follows:~~

	Single- Family- Dwelling	Attached Up to 4 Units	Nonresidential
A. Minimum lot area (sq. ft.)¹	6,000	6,000/unit	15,000
B. Minimum lot width	50'	100'	100'
C. Minimum front yard²			
D. Minimum side			

	Single- Family Dwelling	Attached Up to 4 Units	Nonresidential
yard ¹²			
E. Minimum rear- yard ¹²			
F. Minimum yard- abutting tidelands	0'	0'	0'
G. Maximum hard surface	50%	55%	70%

	Single- Family Dwelling	Attached Up to 4 Units	Nonresidential
coverage			
H. Minimum density	No minimum		
I. Maximum density	4 dwelling units per acre		
J. Maximum gross floor area including garages, attached	3,500- square feet per	3,500- square feet per	3,500 square feet per lot

	Single- Family- Dwelling	Attached Up to 4 Units	Nonresidential
and detached ³	lot	lot	
K. Separation between structures	20'	20'	20'

~~1 An undersized lot or parcel shall qualify as a building site if such lot is a lot of record.~~

~~2 The setbacks of GHMC [17.99.310](#) and [17.99.320](#) are applicable in the WM district.~~

~~3 Historic net sheds as defined in GHMC [17.04.615](#) shall be excluded from the maximum gross floor area requirements above.~~

(Ord. 1551 § 17, 2025; Ord. 1393 § 6, 2018; Ord. 1347 § 38, 2016; Ord. 1131 § 14, 2008; Ord. 1070 § 4, 2007; Ord. 1008 § 3, 2005; Ord. 995 § 8, 2005; Ord. 982 § 1, 2005; Ord. 975 § 57, 2004; Ord. 725 § 4, 1996; Ord. 716 § 4, 1996; Ord. 710 § 54, 1996; Ord. 598 § 2, 1991).

17.48.050 Site plans.

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 27, 2010; Ord. 598 § 2, 1991).

~~17.48.060 Maximum height of structures.~~

In the WM district, all buildings and structures shall not exceed the height limits defined in GHMC [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). (Ord. 1194 § 36, 2010; Ord. 975 § 58, 2004; Ord. 710 § 55, 1996; Ord. 598 § 2, 1991).

17.48.070 Parking and loading facilities.

Parking and loading facilities on private property shall be provided in accordance with the requirements of Chapter [17.72](#) GHMC. Although historic net sheds are excluded from the maximum gross floor area requirements in GHMC [17.48.040](#), this exclusion shall not affect the calculation of the parking requirements. (Ord. 1278 § 4, 2013; Ord. 1070 § 5, 2007; Ord. 598 § 2, 1991).

17.48.080 Signs.

All signs shall comply with the provisions of Chapter [17.80](#) GHMC. (Ord. 598 § 2, 1991).

17.48.090 Performance standards.

A. *Exterior Mechanical Devices.* Air conditioners, heating, cooling, ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.

B. Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC, and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained in a neat manner. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.

C. *Outdoor Storage of Materials.* The outdoor storage of materials, including but not limited to lumber, auto parts, household appliances, pipes, drums, machinery or furniture is permitted as an incidental or accessory activity of a permitted use or the principal feature of a conditional use. Such storage shall be screened by a wall, fence, landscaping or structure from surrounding properties and streets. Fishing-related equipment is exempt from this standard.

D. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Said lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting or light projection

above the horizontal plane is prohibited between midnight and sunrise. (Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.)

E. *Waterview Opportunity and Waterfront Access.*

1. Maximum hard surface coverage may be increased up to a maximum of 80 percent upon execution of a written agreement with the city and the property owner; and provided further, that the agreement is filed with the county auditor as a covenant with the land, when the development provides for waterview opportunities and/or waterfront access opportunities in conjunction with nonresidential uses or for increased height, as follows:

Maximum Hard Surface Coverage	Number of Waterview/ Access Opportunities
--	--

	Maximum Hard Surface Coverage	Number of Waterview/ Access Opportunities
a.	50/55/70	0
b.	+10%	1
c.	+10%	2
d.	+10%	3

2. *Waterview/Harbor Access Opportunities.*

- a. Waterview opportunity, by means of public view corridors measuring 20 frontage feet along the street or 20 percent of the total waterfront frontage of the parcel,
-

whichever is greater. View corridors shall be from public rights-of-way. Parking shall not be allowed in view corridors. Fences or railings shall not be allowed in view corridors except where required by the city building code.

b. Waterview opportunity, by means of a five-foot-wide public pathway along the property perimeter down one side line of the property to mean higher high water or a bulkhead or to the waterside face of structure, whichever is further waterward, then across the waterside face of the property or structure and back to the street along the other side line.

c. Waterview opportunity, by means of a public viewing platform at the highest level of any structure on the property. Minimum area of the platform shall be 50 square feet. Railings around the platform may exceed the maximum height permitted for the structure. The platform shall be open to the public.

d. Harbor access opportunity, by means of a public fishing pier extending out to the mean lower low water and connected by a minimum five-foot-wide public pathway to

the frontage street. A minimum of 10 feet of open water shall surround the fishing pier.

e. Harbor access opportunity, by means of a public small boat landing available for transient use by rowboats, canoes, dinghies, etc., extending out to mean lower low water and connected by a five-foot-wide public pathway to the frontage street. A minimum of 10 feet of open water shall surround the small boat landing.

f. Harbor access opportunity, by means of a public transient moorage for up to two 30-foot boats and which must have a minimum water depth of eight feet and which must be easily accessible to visiting boats and posted with signage which can be read at a distance of 100 feet.

F. *Design.* All development in the WM district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC.

G. *Trash Receptacles*. Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

H. *Restaurant Uses*. The bar area of restaurant 1 and 3 uses may not exceed more than 40 percent of the customer seating area of the restaurant. Restaurant 2 and 3 uses shall not operate a deep-fat fryer and shall install equipment that will significantly limit the emission of food smells from the restaurant. (Ord. 1347 § 39, 2016; Ord. 1312 § 3, 2015; Ord. 1307 § 46, 2014; Ord. 1194 § 37, 2010; Ord. 1086 § 23, 2007; Ord. 975 § 59, 2004; Ord. 598 § 2, 1991).

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Chapter 17.50

WATERFRONT COMMERCIAL (WC)

Sections:

- 17.50.010 Intent.**
- 17.50.020 Permitted uses.**
- 17.50.030 Conditional uses.**
- 17.50.040 Development standards.**
- 17.50.045 *Repealed.***
- 17.50.050 Site plans.**
- ~~**17.50.060 Maximum height of structures.**~~
- 17.50.070 Parking and loading facilities.**
- 17.50.080 Signs.**
- 17.50.090 Performance standards.**

17.50.010 Intent.

It is the intent of the waterfront commercial district to provide a wide range of uses and activities on the shorelines of Gig Harbor located within the area proximate to the downtown business district. Development should be water-oriented and maintain the scale of existing structures. Highest priority will be accorded to those uses that are water-dependent. Other uses that provide a high degree of physical access to the waterfront have the next priority. Those activities that are not water-dependent but maintain or enhance views and the character of the area may also be permitted. (Ord. 573 § 2, 1990).

17.50.020 Permitted uses.

Refer to Chapter [17.14](#) GHMC for uses permitted in the WC district. (Ord. 1045 § 68, 2006).

17.50.030 Conditional uses.

Refer to Chapter [17.14](#) GHMC for uses conditionally permitted in the WC district. (Ord. 1045 § 70, 2006).

17.50.040 Development standards.

In a waterfront commercial district, the minimum development requirements are as follows:

	Single-Family-Dwelling	Attached Up to 4-Units	Nonresidential
A. Minimum lot area (sq. ft.) ¹	6,000	6,000/unit	15,000
B. Minimum lot width	50'	100'	100'
C. Minimum front yard ²			
D. Minimum side yard ²			
E. Minimum rear yard ²			
F. Minimum yard abutting tidelands	0'	0'	0'
G. Maximum hard surface coverage	50%	55%	70%
H. Minimum density	No minimum density		
I. Maximum density	4 dwelling units per acre		
J. Maximum footprint/gross floor-	3,000 square feet-	3,000 square feet max-	3,000 square feet max-

Grey shaded text – new

Strike out – proposed to be removed

Regular Text – current code, unchanged.

	Single-Family Dwelling	Attached Up to 4 Units	Nonresidential
area^{4,5}	max. gross floor area per structure	footprint/6,000 square feet gross floor area per structure	footprint/6,000 square feet gross floor area per structure
K. Separation between structures³	20'	20'	20'

L.

1. Maximum hard surface coverage may be increased up to a maximum of 80 percent upon execution of a written agreement with the city and the property owner; and provided further, that the agreement is filed with the county auditor as a covenant with the land, when the development provides for waterview opportunities and/or waterfront access opportunities in conjunction with nonresidential uses, as follows:

	Maximum Hard Surface Coverage	Number of Waterview/ Access Opportunities
a.	50/55/70	0
b.	+10%	1
c.	+10%	2
d.	+10%	3

2. Waterview/Harbor Access Opportunities

a. Waterview opportunity, by means of public view corridors measuring 20 frontage feet along the street or 20 percent of the total waterfront frontage of the parcel, whichever is greater. View corridors shall be from public rights-of-way. Parking shall not be allowed in view corridors. Fences or railings shall not be allowed in view corridors except where required by the city building code. Shrubbery in view corridors shall not exceed a height of three feet and trees shall have no branches lower than 10 feet above the level of the frontage sidewalk. A

Grey shaded text – new

Strike out – proposed to be removed

Regular Text – current code, unchanged.

**Single-Family-
Dwelling****Attached Up to 4-
Units****Nonresidential**

waiver on tree branch height may be granted by the city council for a defined growth period.

b. Waterview opportunity, by means of a five-foot-wide public pathway along the property perimeter down one side line of the property to mean higher high water or a bulkhead or to the waterside face of structure, whichever is further waterward, then across the waterside face of the property or structure and back to the street along the other side line.

c. Waterview opportunity, by means of a public viewing platform at the highest level of any structure on the property. Minimum area of the platform shall be 50 square feet. Railings around the platform may exceed the maximum height permitted for the structure. The platform shall be open to the public.

d. Harbor access opportunity, by means of a public fishing pier extending out to the mean lower low water and connected by a minimum five-foot-wide public pathway to the frontage street. A minimum of 10 feet of open water shall surround the fishing pier.

e. Harbor access opportunity, by means of a public small boat landing available for transient use by rowboats, canoes, dinghies, etc., extending out to mean lower low water and connected by a five-foot-wide public pathway to the frontage street. A minimum of 10 feet of open water shall surround the small boat landing.

f. Harbor access opportunity, by means of a public transient moorage for up to two 30-foot boats and which must have a minimum water depth of eight feet and which must be easily accessible to visiting boats and posted with signage which can be read at a distance of 100 feet.

1 An undersized lot or parcel shall qualify as a building site if such lot is a lot of record at the time this chapter became effective.

2 The setbacks of GHMC [17.99.310](#) and [17.99.320](#) are applicable in the WC district.

3 Separation between structures is not required upon lots or parcels within the Finholm Market portion of the WC district which contain multiple structures and/or which abut the DB (downtown business) district.

4 Historic net sheds as defined in GHMC [17.04.615](#) shall be excluded from the maximum gross floor area requirements.

5 For structures existing as of the effective date of the ordinance codified in this section and located in the portion of the WC district which abuts the DB district, additional gross floor area may be added to a structure

and the total gross floor area may exceed the maximum allowed; provided, that the additional gross floor area to be added is interior to the building and does not enlarge or expand the existing building footprint. Roof modifications to accommodate the increase in interior gross floor area are allowed provided the roof modifications do not exceed the building height allowed in GHMC [17.99.510](#). No additional parking spaces are required to accommodate the increase in gross floor area.

(Ord. 1551 § 18, 2025; Ord. 1393 § 7, 2018; Ord. 1347 § 40, 2016; Ord. 1307 § 47, 2014; Ord. 1275 § 1, 2013; Ord. 1070 § 6, 2007; Ord. 1008 § 4, 2005; Ord. 982 § 1, 2005; Ord. 975 § 60, 2004; Ord. 725 § 5, 1996; Ord. 710 § 56, 1996; Ord. 598 § 3, 1991; Ord. 573 § 2, 1990).

17.50.045 Maximum building size.

Repealed by [Ord. 1008](#). **17.50.050 Site plans.**

The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 28, 2010; Ord. 1197 § 28, 2010; Ord. 710 § 57, 1996; Ord. 573 § 2, 1990).

~~17.50.060 Maximum height of structures.~~

~~In the WC district, all buildings and structures shall not exceed the height limits defined in GHMC [17.99.510\(A\)\(2\)](#) and [17.99.510\(B\)](#). (Ord. 1194 § 38, 2010; Ord. 975 § 61, 2004; Ord. 710 § 58, 1996; Ord. 573 § 2, 1990).~~

17.50.070 Parking and loading facilities.

In a waterfront commercial district, parking and loading facilities on private property shall be provided in accordance with the requirements of Chapter [17.72](#) GHMC. Although historic net sheds are excluded from the maximum gross floor area requirements in GHMC [17.50.040](#), this exclusion shall not affect the calculation of the parking requirements. (Ord. 1070 § 7, 2007; Ord. 573 § 2, 1990).

17.50.080 Signs.

In a waterfront commercial district, all signs shall comply with the provisions of Chapter [17.80](#) GHMC. (Ord. 573 § 2, 1990).

17.50.090 Performance standards.

In a waterfront commercial district, performance standards are as follows:

- A. *Exterior Mechanical Devices.* Air conditioners, heating, cooling and ventilating equipment, pumps and heaters and all other mechanical devices shall be screened.
- B. *Landscaping.* Landscaping is required and shall be installed in conformance with Chapter [17.78](#) GHMC and/or by conditions of approval of discretionary applications required by this title; such landscaping shall be maintained in a neat manner. In no event shall such landscaped areas be used for storage of materials or parking of vehicles.
- C. *Outdoor Storage of Materials.* The outdoor storage of materials, including but not limited to lumber, auto parts, household appliances, pipes, drums, machinery or furniture, is permitted as an incidental or accessory activity of a permitted use or the principal feature of a conditional use. Such storage shall be screened by a wall, fence, landscaping or structure from surrounding properties and streets.
- D. *Outdoor Lighting.* Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Said lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting and light projection above the horizontal plane are prohibited between midnight and sunrise. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.
- E. *Design.* All development in the WC district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC.

F. *Trash Receptacles*. Trash receptacles shall be screened from view. Screening shall be complementary to the building design and materials. (Ord. 1307 § 48, 2014; Ord. 1194 § 39, 2010; Ord. 1086 § 24, 2007; Ord. 975 § 62, 2004; Ord. 573 § 2, 1990).

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Chapter 17.54

PLANNED COMMUNITY DEVELOPMENT BUSINESS PARK DISTRICT (PCD-BP)

Sections:

- 17.54.010 Intent.**
- 17.54.020 Permitted and conditional uses.**
- 17.54.025 Category of uses.**
- 17.54.030 Performance standards.**

17.54.010 Intent.

The business park district is intended to enhance the city's economic base by providing suitable locations within the planned community development area for business and professional offices, corporate headquarters, research and development facilities, light industry and complementary educational, recreational and entertainment uses which are not detrimental to the business park district. The district is not intended to support the general commercial needs of the community; however, limited retail, commercial and support services that serve the needs of the business park tenants and patrons are allowed. The business park district is intended to be compatible with adjoining neighborhoods and be devoid of nuisance factors and hazards. (Ord. 1160 § 8, 2009; Ord. 747 § 4, 1997).

17.54.020 Permitted and conditional uses.

Refer to Chapter [17.14](#) GHMC for uses permitted and conditionally permitted in the PCD-BP district. (Ord. 1045 § 72, 2006).

17.54.025 Category of uses.

A. *Category I Uses.*

1. Higher educational schools;
2. Vocational/trade schools;
3. Public/private services;
4. Parks;
5. Utilities;
6. Industrial, level 1;
7. Hospital;
8. Community recreation hall;
9. Clubs;
10. House of religious worship;
11. Recreation, indoor commercial;
12. Recreation, outdoor commercial;
13. Entertainment, commercial;
14. Automotive fuel-dispensing facility.

B. *Category II Uses.*

1. Government administrative offices;
2. Personal services;
3. Professional services;
4. Product services, level 1;
5. Animal clinic;
6. Ancillary sales;

7. Lodging, level 3;
8. Business services;
9. Ancillary services;
10. Sales, level 1;
11. Commercial child care;
12. Restaurant 1;
13. Restaurant 2;
14. Restaurant 3. (Ord. 1160 § 9, 2009; Ord. 1045 § 74, 2006).

17.54.030 Performance standards.

All uses in the business park zone shall be regulated by the following performance standards:

A. *General.* Uses which create a risk of hazardous waste spills must provide hazardous waste containment provisions that meet building code, fire code and health and environmental regulations to prevent air, ground and surface water contamination.

B. *Setbacks.*

1. *Category I Uses.* No structure shall be closer than 150 feet to any residential zone or residential development and closer than 50 feet to any street or property line. Parking shall not be located any closer than 40 feet to any residential zone or residential development, and closer than 30 feet to any street or property line.
2. *Category II Uses.* No structure shall be closer than 40 feet to any residential zone or residential development and closer than 30 feet to any street or property line. Parking shall not be located any closer than 40 feet to any residential zone or residential development, and closer than 30 feet to any street or property line.

C. *Open Space.* A minimum of 20 percent of the site, excluding setbacks, shall remain in open space, with either retained natural vegetation or new landscaping.

D. *Landscaping*. All uses shall conform to the landscaping requirements established in Chapter [17.78](#) GHMC. All required yards shall be landscaped in accordance with the landscaping requirements of Chapter [17.78](#) GHMC.

E. ~~*Lot Area*. There is no minimum lot area for this district.~~

F. ~~*Maximum Height of Structures*. Structures within 100 feet of a residential low density zone shall not exceed 35 feet in height. Structures within 100 feet of a residential medium density zone shall not exceed 45 feet in height. Structure height shall be calculated as provided for in GHMC [17.99.370\(D\)](#), except as provided under GHMC [17.99.390\(A\)\(3\)](#). The maximum building height shall also be limited by the city building and fire codes. Definitions within the city building and fire codes shall be used to determine height for compliance with the applicable building and fire codes.~~

G. ~~*Lot Coverage*. There is no maximum lot area coverage except as needed to meet setback, open space and landscaping requirements.~~

H. *Off-Street Parking*. Off-street parking and loading areas meeting the requirements of Chapter [17.72](#) GHMC shall be provided.

I. *Exterior Mechanical Devices*. All HVAC equipment, pumps, heaters and other mechanical devices shall be screened from view from all public rights-of-way.

J. *Outdoor Storage of Materials*. Outdoor storage of materials and supplies, except for authorized sales displays, shall be completely screened from adjacent properties and public right-of-way.

K. *Outdoor Lighting*. Outdoor lighting shall conform to the standards of GHMC [17.99.350](#) and [17.99.460](#). Such lighting shall be shielded so that direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.

L. *Trash Receptacles*. Trash receptacles shall be screened from view. Screening shall be complementary to building design and materials.

M. *Design*. Development in the PCD-BP district shall conform to the design and development standards contained in Chapter [17.99](#) GHMC.

N. *Signage*. Signage must comply with the requirements of Chapter [17.80](#) GHMC.

O. *Sales, Level 1*. Sales, level 1, uses are allowed if subordinate to the principal tenant use and occupy no more than 25 percent of the gross floor area of the principal tenant use.

P. *Restaurants*. Restaurant 2 and 3 uses are limited to no more than 25 percent of the gross floor area of a building.

Q. *Site Plans*. The site plan review process established under Chapter [17.96](#) GHMC shall apply to all uses and development within this district. (Ord. 1197 § 29, 2010; Ord. 1194 § 40, 2010; Ord. 1160 § 10, 2009; Ord. 1086 § 25, 2007; Ord. 975 § 63, 2004; Ord. 967 § 3, 2004; Ord. 747 § 4, 1997).

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17.78.060 Perimeter landscaping requirements for residential development.

Notwithstanding other regulations found in this chapter, perimeter areas shall be landscaped with trees, shrubs, and groundcover. ~~The required area of the perimeter landscaping on residential site plans shall be at least the depth of the required yard or setback area.~~ The required width for perimeter landscape areas in residential plats is 25 feet. The width of the perimeter landscape areas may be modified as provided for in this section in order to group, shape, or cluster existing or planted vegetation in modulated edges along the perimeter of a site or to create internal vegetation islands. In addition, internal vegetation island(s) and significant trees may be included in the calculation of perimeter areas in order to separate and/or juxtapose elements of the site plan and layout. The total square footage of these modified perimeter landscape areas shall be equivalent to the area of the standard required perimeter width identified above.

A. Reductions to the standard perimeter landscape area width are limited as follows:

1. Perimeter landscape area widths may not be reduced to less than one-third of the required yard or setback area of the zone or 10 feet, whichever is greater;
2. Perimeter landscape areas which have been reduced in width shall not run the length of the existing exterior property line for more than two-thirds of the length of said property line;
3. Parking and driveways may not encroach into the remaining perimeter landscape areas. However, site access driveways and pedestrian walkways may cut through the remaining perimeter landscape area substantially perpendicular to the property line.

B. All areas used in the calculation of the perimeter landscape area shall be developed as follows:

1. All significant trees as defined in GHMC [17.99.590](#) shall be retained. These trees can be applied towards all or some of the trees required to be retained by GHMC [17.99.240\(D\)](#). Retention of other existing vegetation for landscaping is strongly encouraged; however, it must be equal to or better than available nursery stock.

2. If the area does not contain substantial existing canopy, understory, and groundcover vegetation, it shall be enhanced or planted as follows:

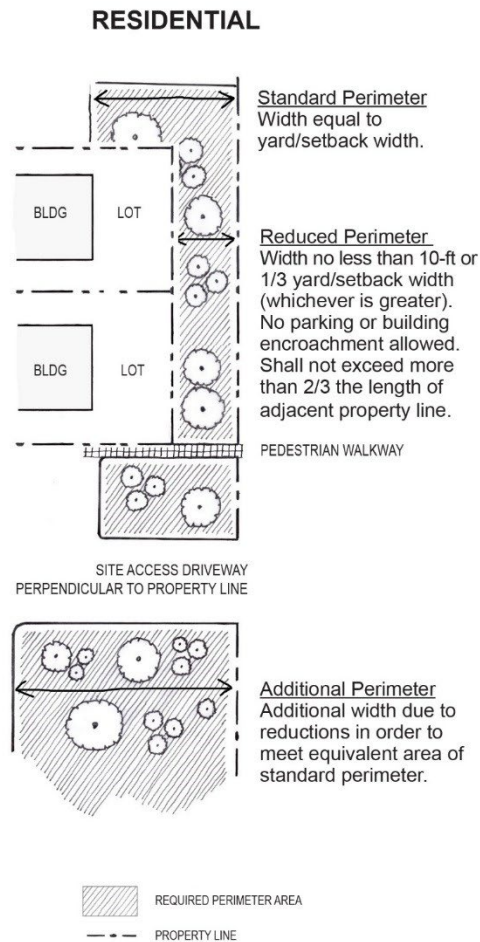
- a. At least 80 percent of all trees, shrubs, and groundcover shall be from the preferred species list referenced in GHMC [17.78.050](#).
- b. Perimeter landscaping may include existing landscaping, planted or a combination of both.
- c. Areas to be landscaped shall be covered with live groundcover vegetation which will ultimately cover at least 75 percent of the ground area within three years.
- d. One deciduous tree a minimum of two-inch caliper or one six-foot evergreen tree shall be planted for every 200 square feet of area to be enhanced or planted. Three shrubs which will attain a height of three and one-half feet within three years shall be provided for every 200 square feet of the area to be enhanced. The plantings shall be evenly distributed throughout in a natural planting pattern.
- e. A minimum of 40 percent of the required trees shall be evergreen trees a minimum of six feet in height at planting.
- f. For properties located within the boundaries of the height overlay district referenced in Chapter [17.62](#) GHMC, trees shall be of a species with a mature height no taller than the approved building.

3. LID BMPs may be utilized within the perimeter landscape areas, and shall count towards the requirements for enhancement or planting. Where LID BMPs are proposed to meet perimeter landscape requirements, these plantings may deviate from the requirements in this subsection; provided, that the overall landscape area is not reduced.

C. Zone transition buffers required by GHMC [17.99.180](#) and enhancement corridor landscaping required by GHMC [17.99.160](#) shall not be reduced or modified through this chapter.

D. The perimeter landscape area in residential plats shall be located in recorded easements or recorded tracts.

E. The perimeter landscape area shall be appropriately documented on the approved land use plans, such as site plan, binding site plan or final plat.



(Ord. 1347 § 49, 2016; Ord. 1245 § 18, 2012; Ord. 1086 § 6, 2007; Ord. 975 § 68, 2004; Ord. 652 § 6, 1993; Ord. 573 § 2, 1990).

The Gig Harbor Municipal Code is current through Ordinance 1562, passed June 8, 2026.

Disclaimer: The city clerk's office has the official version of the Gig Harbor Municipal Code.

Users should contact the city clerk's office for ordinances passed subsequent to the ordinance cited above.

[City Website: www.cityofgigharbor.net](http://www.cityofgigharbor.net)

[Hosted by ICC Code Solutions.](#)



CITY OF GIG HARBOR PHASE 2A CODE DEVELOPMENT – HOUSING DIVERSITY

As part of the periodic update to the Comprehensive Plan, the City of Gig Harbor is proposing updates to its development code GHMC Title 17 - Zoning to incentivize to a variety of housing types. The revisions are intended to remove barriers to development of accessory dwelling units, duplexes, townhomes, cottage housing and multifamily projects to improve housing affordability.

The proposed revisions improve the clarity of requirements for density, dimension and design standards for new development including:

- Lot Dimensions
- Minimum Densities
- Reduced Setbacks
- Allowed Building Heights
- Hardscape Limitations

These revisions may expand the available area for development of housing, economic development and employment uses for vacant and underutilized properties. These, paired with incentives, can improve the City's consistency with state mandates and work towards our housing affordability goals.

The proposed revisions include new and removed text across multiple chapters of Title 17.

These revisions will be followed by a separate effort in early 2027 to address other housing requirements such as additional subdivision options, clarity of the allowance of STEP housing, childcare, parking standards and other development requirements.

GHMC 17.13

Dimensional Standards by Zone

17.13.010 Purpose

This chapter establishes general development standards that apply across zoning districts to ensure consistent, clear, and predictable requirements. It is intended to promote compatibility between new and existing development, protect public health and safety, preserve community character, and support the conservation of natural and built environments.

17.13.020 Applicability

The provisions of this chapter apply to all development regulated under this title unless expressly modified by a specific zoning district, overlay, or other section of the Gig Harbor Municipal Code. In the event of a conflict, the more specific or more restrictive standard applies, as applicable, unless otherwise stated. These standards operate in addition to all other applicable local, state, and federal regulations.

17.13.030 Setback Measurement

1. Setbacks shall be measured perpendicularly from the relevant lot line toward the interior of the lot. Where a lot line is curved, measure perpendicular to the tangent at the point of measurement.
2. For irregular or triangular lots with an established front lot line, rear setbacks shall be measured perpendicular to that line.
3. Flag-Shaped Lots.
 - a. Front lot line. The front lot line of a flag lot is the lot line abutting the public street from which access is taken.
 - b. Setback orientation within the flag portion. For purposes of applying setbacks to the flag portion only:
 - i. The lot line along the base of the flag portion that is contiguous with the primary access is treated as a side lot line (no front setback is required along this line).
 - ii. The rear lot line is the lot line most opposite and generally parallel to the front lot line. All other lot lines around the flag portion are side lot lines.
 - iii. If the flag portion abuts a public or private street on any side, the required front setback applies along that abutting side.
4. The director may designate an alternate orientation of side and rear lot lines within the flag portion where unusual conditions (including topography or critical areas) make the standard designation impractical, provided no required setback is reduced below the district minimum. The decision shall include written findings.

GHMC Table 17.13.040 Dimensional and Density Standards by Zone

Zone	Min. Lot Area	Min. Lot Width (ft)	Front Setback (ft) ⁴	Side Setback (ft) ⁴	Rear Setback (ft) ⁴	Street side, Corner lot (ft) ⁴	Max. Height (ft) ⁹	Max. Impervious Surface (%)	Max. Hard Surface (%)	Max. Gross Floor Area ¹⁵	Density (min-max) ¹
R-1 ¹⁴	6,000 sq. ft.	50	20 ^{12,13} Porch: 12 House: 20 ^{7,12} Porch: 12 ⁷ Garage: 26 ⁷	5 ft min, 15 ft combined (10 ft total for <8,000 sq. ft.) ^{11, 8^{7,11}}	15 ¹¹ , 30 ^{7,11}	10 ¹¹ , 20 ^{7,11}	35	55	60, 40 ⁷	NA	4 du/ac
R-2	4,000 sq. ft.	40	15 ¹² Porch: 12 House: 20 ^{7,12} Porch: 12 ⁷ Garage: 26 ⁷	5 ¹¹ , 8 ^{7,11}	15 ¹¹ , 30 ^{7,11}	10 ¹¹ , 20 ^{7,11}	35	60	75, 60 ⁷	NA	6-12 du/ac
R-3	4,000 sq. ft.	40	15 ¹² Porch: 12	5 ¹¹	10 ¹¹	10 ¹¹	45 ³	70	85	NA	12-32 du/ac
PCD-RLD	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	NA	35	45	45	NA	4-7 du/ac
PCD-RMD	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	NA	45 ³	See GHMC 17.21.040	See GHMC 17.21.040	NA	8-16 du/ac
RB-1	6,000 sq. ft.	40	10 ^{12,16} House: 20 ^{7,12} Porch: 12 ⁷ Garage: 26 ⁷	5 ^{11,16} , 8 ^{7,11}	10 ^{11,16} , 30 ^{7,11}	10 ^{11,16} , 20 ^{7,11}	45 ³ , 35 ⁷	55	70, 60 ⁷	5,000 sq. ft.	6-12 du/ac
RB-2	4,000 sq. ft.	40	10 ^{12,16}	5 ^{11,16}	8 ^{11,16}	10 ^{11,16}	45 ³	70	80	5,000 sq. ft.	12-32 du/ac
B-1	5,000 sq. ft. ¹⁷	50	10 ^{12,16}	5 ¹⁶	10 ¹⁶	10 ¹⁶	45 ³ , 50 ^{2,3}	70	85	5,000 sq. ft.	18-32 du/ac
B-2	None	30	10 ^{12,16}	5	5	10	45 ³ , 50 ^{2,3}	70	80	See GHMC 17.36.055	18-32 du/ac
C-1	6,000 sq. ft.	50	10 ^{12,16}	5 ¹⁶	10 ¹⁶	10 ¹⁶	45 ³ , 50 ^{2,3}	70	85	See GHMC 17.36.055	18-38 du/ac

Zone	Min. Lot Area	Min. Lot Width (ft)	Front Setback (ft)	Side Setback (ft)	Rear Setback (ft)	Street side, Corner lot (ft)	Max. Height (ft) ⁹	Max. Impervious Surface (%)	Max. Hard Surface (%)	Max. Gross Floor Area ¹⁵	Density (min-max) ¹
DB	6,000 sq. ft.	50	See GHMC 17.99 ¹⁶	See GHMC 17.99 ¹⁶	See GHMC 17.99 ¹⁶	NA	See GHMC 17.99.510	70	85	See GHMC 17.40.055	6-12 du/ac
WR	6,000 sq. ft.	50	See GHMC 17.99	See GHMC 17.99	See GHMC 17.99	NA	See GHMC 17.99.510	55	60	4,000 sq. ft. ¹⁸	4 du/ac
WM	5,000 sq. ft.	50	See GHMC 17.99	See GHMC 17.99	See GHMC 17.99	NA	See GHMC 17.99.510	50 ⁵	70 ⁵	3,500 sq. ft. ¹⁸	4 du/ac
WC	6,000 sq. ft.	75	See GHMC 17.99	See GHMC 17.99	See GHMC 17.99	NA	See GHMC 17.99.510	50 ⁵	70 ⁵	4,000 sq. ft. ¹⁸	4 du/ac
ED	None	N/A	20 ¹⁰	20 ¹⁰	20 ¹⁰	20 ¹⁰	35	N/A ⁶	N/A ⁶	NA	N/A
PI ¹⁹	None	100	35 ⁸	25 ⁸	50 ⁸	25 ⁸	35	60	80	NA	N/A
PCD-C	None	75	20	See GHMC 17.41.030	See GHMC 17.41.030	20	35-45 ^{2,3} See GHMC 17.41.030	N/A ⁶	N/A ⁶	NA	24-32 du/ac
PCD-BP	None	75	20	See GHMC 17.54.030	See GHMC 17.54.030	20	35-45 See GHMC 17.54.030	N/A ⁶	N/A ⁶	NA	N/A

Footnotes:

1. Accessory Dwelling Units (up to two per lot) and Duplexes (one new Duplex per vacant lot, or one conversion of an existing Single-Family Residence to a Duplex) shall not be subject to the density of the underlying zone.
2. Allowed only for vertical mixed-use projects where at least 50% of the ground floor is occupied by primary non-residential uses. Parking or other accessory uses may not be used to meet this 50% requirement.
3. Any portion of a new structure within 75 feet of an adjacent R-1, R-2, RLD, RMD, WC, WM or WR zone shall not exceed 35 feet in height. Structure height shall be determined as provided for in GHMC 17.99.370(D), except as provided under 17.99.390(A)(3). The maximum building height shall also be limited by the city building and fire codes. Definitions within the city building and fire codes shall be used to determine height for compliance with the applicable building and fire codes.
4. For lots located within the Historic District, front/side/rear setbacks are governed by GHMC 17.99.310 and 17.99.320; where those provisions differ from this table, they control, and the more restrictive standard applies.
5. Waterfront adjustments. In waterfront districts, impervious/hard-surface limits or yard standards may be adjusted where necessary to meet shoreline access/view objectives in GHMC 17.48.090(E) and 17.50.040 (L), and other waterfront standards in this title, and the city's Shoreline Master Program.
6. Maximum impervious and hard-surface coverage are established through site plan review and applicable performance/landscaping standards rather than a fixed table maximum.
7. Applies to a Single-Family Dwelling as defined in GHMC 17.04.300. Required for development of Single-Family Dwellings on existing legally-established lots greater than 8,000 square feet of lot area.
8. Any yard abutting a residential development shall be required to maintain a dense vegetated screen not less than 50 feet.

9. All buildings and structures shall not exceed the height listed in the zone as provided for in GHMC 17.99.370(D), except as restricted under Chapter 17.62 GHMC, Height Restriction Area, and except as provided under GHMC 17.99.390(A)(3), 17.99.510(A)(2) and 17.99.510(B).
10. Situational setbacks in the ED district are also prescribed in GHMC 17.45.040
11. Garages accessory to Single-Family and Duplex dwellings may be located in the defined side and rear yards, provided they conform to the criteria in GHMC 17.99.490(A)(1).
12. Accessory structures to Single-Family and Duplex dwellings shall meet the minimum front yard for a house.
13. For uses which require site plan review under Chapter 17.96 GHMC, the minimum front yard setback shall be 20 feet.
14. In an R-1 district located within the Historic District, the following alternative setback and height provisions may be applied in lieu of the height and setback standards contained in Chapter 17.99 GHMC: Minimum front yard setback: 25 feet; Minimum rear yard setback: 30 feet; Minimum side yard setback: 8 feet; Maximum building height: 16 feet above the highest point of natural grade as measured along or within the building footprint. (Ord. 975 § 23, 2004).
15. Except in the WR, WC and WM zones, Maximum Gross Floor area only applies to non-residential uses.
16. Any non-residential yard abutting an existing residential use or zone is required to maintain a 25-foot-wide dense vegetated screen. Easements not having dense vegetative screening are not included.
17. The minimum lot area for residential or public or institutional uses permitted in a B-1 district shall be the same as that required in the R2 zone.
18. Historic net sheds as defined in GHMC [17.04.615](#) shall be excluded from the maximum gross floor area requirements above.
19. Does not apply to public parks and open space uses within the zone.



CITY OF GIG HARBOR PHASE 2A CODE DEVELOPMENT – HOUSING DIVERSITY

As part of the periodic update to the Comprehensive Plan, the City of Gig Harbor is proposing updates to its development code GHMC Title 17 - Zoning to incentivize to a variety of housing types. The revisions are intended to remove barriers to development of accessory dwelling units, duplexes, townhomes, cottage housing and multifamily projects to improve housing affordability.

The proposed revisions improve the clarity of requirements for density, dimension and design standards for new development including:

- Lot Dimensions
- Minimum Densities
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These revisions may expand the available area for development of housing, economic development and employment uses for vacant and underutilized properties. These, paired with incentives, can improve the City's consistency with state mandates and work towards our housing affordability goals.

The proposed revisions include new and removed text across multiple chapters of Title 17.

These revisions will be followed by a separate effort in early 2027 to address other housing requirements such as additional subdivision options, clarity of the allowance of STEP housing, childcare, parking standards and other development requirements.

GHMC 17.13

Dimensional Standards by Zone

17.13.010 Purpose

This chapter establishes general development standards that apply across zoning districts to ensure consistent, clear, and predictable requirements. It is intended to promote compatibility between new and existing development, protect public health and safety, preserve community character, and support the conservation of natural and built environments.

17.13.020 Applicability

The provisions of this chapter apply to all development regulated under this title unless expressly modified by a specific zoning district, overlay, or other section of the Gig Harbor Municipal Code. In the event of a conflict, the more specific or more restrictive standard applies, as applicable, unless otherwise stated. These standards operate in addition to all other applicable local, state, and federal regulations.

17.13.030 Setback Measurement

1. Setbacks shall be measured perpendicularly from the relevant lot line toward the interior of the lot. Where a lot line is curved, measure perpendicular to the tangent at the point of measurement.
2. For irregular or triangular lots with an established front lot line, rear setbacks shall be measured perpendicular to that line.
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GHMC Table 17.13.040 Dimensional and Density Standards by Zone

Zone	Min. Lot Area	Min. Lot Width (ft)	Front Setback (ft) ⁴	Side Setback (ft) ⁴	Rear Setback (ft) ⁴	Street side, Corner lot (ft) ⁴	Max. Height (ft) ⁹	Max. Impervious Surface (%)	Max. Hard Surface (%)	Max. Gross Floor Area ¹⁵	Density (min-max) ¹
R-1 ¹⁴	6,000 sq. ft.	50	20 ^{12,13} Porch: 12 House: 20 ^{7,12} Porch: 12 ⁷ Garage: 26 ⁷	5 ft min, 15 ft combined (10 ft total for <8,000 sq. ft.) ^{11, 8^{7,11}}	15 ¹¹ , 30 ^{7,11}	10 ¹¹ , 20 ^{7,11}	35	55	60, 40 ⁷	NA	4 du/ac
R-2	4,000 sq. ft.	40	15 ¹² Porch: 12 House: 20 ^{7,12} Porch: 12 ⁷ Garage: 26 ⁷	5 ¹¹ , 8 ^{7,11}	15 ¹¹ , 30 ^{7,11}	10 ¹¹ , 20 ^{7,11}	35	60	75, 60 ⁷	NA	6-12 du/ac
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PCD-RLD	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	NA	35	45	45	NA	4-7 du/ac
PCD-RMD	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	NA	45 ³	See GHMC 17.21.040	See GHMC 17.21.040	NA	8-16 du/ac
RB-1	6,000 sq. ft.	40	10 ^{12,16} House: 20 ^{7,12} Porch: 12 ⁷ Garage: 26 ⁷	5 ^{11,16} , 8 ^{7,11}	10 ^{11,16} , 30 ^{7,11}	10 ^{11,16} , 20 ^{7,11}	45 ³ , 35 ⁷	55	70, 60 ⁷	5,000 sq. ft.	6-12 du/ac
RB-2	4,000 sq. ft.	40	10 ^{12,16}	5 ^{11,16}	8 ^{11,16}	10 ^{11,16}	45 ³	70	80	5,000 sq. ft.	12-32 du/ac
B-1	5,000 sq. ft. ¹⁷	50	10 ^{12,16}	5 ¹⁶	10 ¹⁶	10 ¹⁶	45 ³ , 50 ^{2,3}	70	85	5,000 sq. ft.	18-32 du/ac
B-2	None	30	10 ^{12,16}	5	5	10	45 ³ , 50 ^{2,3}	70	80	See GHMC 17.36.055	18-32 du/ac
C-1	6,000 sq. ft.	50	10 ^{12,16}	5 ¹⁶	10 ¹⁶	10 ¹⁶	45 ³ , 50 ^{2,3}	70	85	See GHMC 17.36.055	18-38 du/ac

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PI ¹⁹	None	100	35 ⁸	25 ⁸	50 ⁸	25 ⁸	35	60	80	NA	N/A
PCD-C	None	75	20	See GHMC 17.41.030	See GHMC 17.41.030	20	35-45 ^{2,3} See GHMC 17.41.030	N/A ⁶	N/A ⁶	NA	24-32 du/ac
PCD-BP	None	75	20	See GHMC 17.54.030	See GHMC 17.54.030	20	35-45 See GHMC 17.54.030	N/A ⁶	N/A ⁶	NA	N/A

Footnotes:

1. Accessory Dwelling Units (up to two per lot) and Duplexes (one new Duplex per vacant lot, or one conversion of an existing Single-Family Residence to a Duplex) shall not be subject to the density of the underlying zone.
2. Allowed only for vertical mixed-use projects where at least 50% of the ground floor is occupied by primary non-residential uses. Parking or other accessory uses may not be used to meet this 50% requirement.
3. Any portion of a new structure within 75 feet of an adjacent R-1, R-2, RLD, RMD, WC, WM or WR zone shall not exceed 35 feet in height. Structure height shall be determined as provided for in GHMC 17.99.370(D), except as provided under 17.99.390(A)(3). The maximum building height shall also be limited by the city building and fire codes. Definitions within the city building and fire codes shall be used to determine height for compliance with the applicable building and fire codes.
4. For lots located within the Historic District, front/side/rear setbacks are governed by GHMC 17.99.310 and 17.99.320; where those provisions differ from this table, they control, and the more restrictive standard applies.
5. Waterfront adjustments. In waterfront districts, impervious/hard-surface limits or yard standards may be adjusted where necessary to meet shoreline access/view objectives in GHMC 17.48.090(E) and 17.50.040 (L), and other waterfront standards in this title, and the city's Shoreline Master Program.
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8. Any yard abutting a residential development shall be required to maintain a dense vegetated screen not less than 50 feet.

9. All buildings and structures shall not exceed the height listed in the zone as provided for in GHMC 17.99.370(D), except as restricted under Chapter 17.62 GHMC, Height Restriction Area, and except as provided under GHMC 17.99.390(A)(3), 17.99.510(A)(2) and 17.99.510(B).
10. Situational setbacks in the ED district are also prescribed in GHMC 17.45.040
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12. Accessory structures to Single-Family and Duplex dwellings shall meet the minimum front yard for a house.
13. For uses which require site plan review under Chapter 17.96 GHMC, the minimum front yard setback shall be 20 feet.
14. In an R-1 district located within the Historic District, the following alternative setback and height provisions may be applied in lieu of the height and setback standards contained in Chapter 17.99 GHMC: Minimum front yard setback: 25 feet; Minimum rear yard setback: 30 feet; Minimum side yard setback: 8 feet; Maximum building height: 16 feet above the highest point of natural grade as measured along or within the building footprint. (Ord. 975 § 23, 2004).
15. Except in the WR, WC and WM zones, Maximum Gross Floor area only applies to non-residential uses.
16. Any non-residential yard abutting an existing residential use or zone is required to maintain a 25-foot-wide dense vegetated screen. Easements not having dense vegetative screening are not included.
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18. Historic net sheds as defined in GHMC [17.04.615](#) shall be excluded from the maximum gross floor area requirements above.
19. Does not apply to public parks and open space uses within the zone.



CITY OF GIG HARBOR PHASE 2A CODE DEVELOPMENT – HOUSING DIVERSITY

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- Lot Dimensions
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GHMC 17.XX

Dimensional Standards by Zone

17.XX.010 Purpose

This chapter establishes general development standards that apply across zoning districts to ensure consistent, clear, and predictable requirements. It is intended to promote compatibility between new and existing development, protect public health and safety, preserve community character, and support the conservation of natural and built environments.

17.XX.020 Applicability

The provisions of this chapter apply to all development regulated under this title unless expressly modified by a specific zoning district, overlay, or other section of the Gig Harbor Municipal Code. In the event of a conflict, the more specific or more restrictive standard applies, as applicable, unless otherwise stated. These standards operate in addition to all other applicable local, state, and federal regulations.

17.XX.030 Setback Measurement

1. Setbacks shall be measured perpendicularly from the relevant lot line toward the interior of the lot. Where a lot line is curved, measure perpendicular to the tangent at the point of measurement.
2. For irregular or triangular lots with an established front lot line, rear setbacks shall be measured perpendicular to that line.
3. Flag-Shaped Lots.
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 - b. Setback orientation within the flag portion. For purposes of applying setbacks to the flag portion only:
 - i. The lot line along the base of the flag portion that is contiguous with the primary access is treated as a side lot line (no front setback is required along this line).
 - ii. The rear lot line is the lot line most opposite and generally parallel to the front lot line. All other lot lines around the flag portion are side lot lines.
 - iii. If the flag portion abuts a public or private street on any side, the required front setback applies along that abutting side.

4. The director may designate an alternate orientation of side and rear lot lines within the flag portion where unusual conditions (including topography or critical areas) make the standard designation impractical, provided no required setback is reduced below the district minimum. The decision shall include written findings.

GHMC Table 17.XX. Dimensional and Density Standards by Zone

Zone	Min. Lot Area	Min. Lot Width (ft)	Front Setback (ft) ⁴	Side Setback (ft) ⁴	Rear Setback (ft) ⁴	Street side, Corner lot (ft) ⁴	Max. Height (ft) ⁹	Max. Impervious Surface (%)	Max. Hard Surface (%)	Max. Gross Floor Area ¹⁵	Density (min-max) ¹
R-1 ¹⁴	6,000 sq. ft.	50	20 ^{12,13} Porch: 12	5 ft min, 15 ft combined (10 ft total for <8,000 sq. ft.) ¹¹	15 ¹¹	10 ¹¹	35	55	60	-	4 du/ac
R-1 Single Family ^{7, 14}	-	-	House: 20 ¹² Porch: 12 Garage: 26	8 ¹¹	30 ¹¹	20 ¹¹	35	-	40	-	-
R-2	4,000 sq. ft.	40	15 ¹² Porch: 12	5 ¹¹	15 ¹¹	10 ¹¹	35	60	75	-	6-12 du/ac
R-2 Single Family ⁷	-	-	House: 20 ¹² Porch: 12 Garage: 26	8 ¹¹	30 ¹¹	20 ¹¹	35	-	60	-	-
R-3	4,000 sq. ft.	40	15 ¹² Porch: 12	5 ¹¹	10 ¹¹	10 ¹¹	45 ³	70	85	-	12-32 du/ac
R-3 Single Family ⁷	-	-	House: 20 ¹² Porch: 12 Garage: 26	8 ¹¹	30 ¹¹	20 ¹¹	35	-	60	-	-
PCD-RLD	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	See GHMC 17.17.040	-	35	45	45	-	4-7 du/ac
PCD-RMD	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	See GHMC 17.21.040	-	45 ³	See GHMC 17.21.040	See GHMC 17.21.040	-	8-16 du/ac
RB-1	6,000 sq. ft.	40	10 ^{12,16}	5 ^{11,16}	10 ^{11,16}	10 ^{11,16}	45 ³	55	70	5,000 sq. ft.	6-12 du/ac
RB-1 Single Family ⁷	-	-	House: 20 ¹² Porch: 12 Garage: 26	8 ¹¹	30 ¹¹	20 ¹¹	35	-	50	-	-
RB-2	4,000 sq. ft.	40	10 ^{12,16}	5 ^{11,16}	8 ^{11,16}	10 ^{11,16}	45 ³	70	80	5,000 sq. ft.	12-32 du/ac

RB-2 Single Family ⁷	-	-	House: 20 ¹² Porch: 12 Garage: 26	8 ¹¹	30 ¹¹	20 ¹¹	35	-	55	-	-
Zone	Min. Lot Area	Min. Lot Width (ft)	Front Setback (ft)	Side Setback (ft)	Rear Setback (ft)	Street side, Corner lot (ft)	Max. Height (ft) ⁹	Max. Impervious Surface (%)	Max. Hard Surface (%)	Max. Gross Floor Area ¹⁵	Density (min-max) ¹
B-1	5,000 sq. ft. ¹⁷	50	10 ^{12,16}	5 ¹⁶	10 ¹⁶	10 ¹⁶	45 ³ , 50 ^{2,3}	70	85	5,000 sq. ft.	18-32 du/ac
B-1 Single Family ⁷	-	-	20 ¹²	8 ¹¹	30 ¹¹	20 ¹¹	35	-	80	-	
B-2	None	30	10 ^{12,16}	5	5	10	45 ³ , 50 ^{2,3}	70	80	See GHMC 17.36.055	18-32 du/ac
B-2 Single Family ⁷	-	-	House: 20 ¹² Porch: 12 Garage: 26	8	30	20 ¹¹	35	-	70	-	-
C-1	6,000 sq. ft.	50	10 ^{12,16}	5 ¹⁶	10 ¹⁶	10 ¹⁶	45 ³ , 50 ^{2,3}	70	85	See GHMC 17.36.055	18-38 du/ac
C-1 Single Family ⁷	-	-	House: 20 ¹² Porch: 12 Garage: 26	8	30	20 ¹¹	35	-	80	-	-
DB	6,000 sq. ft.	50	See GHMC 17.99 ¹⁶	See GHMC 17.99 ¹⁶	See GHMC 17.99 ¹⁶	-	See GHMC 17.99.510	70	85	See GHMC 17.40.055	6-12 du/ac
WR	7,000 sq. ft.	50	See GHMC 17.99	See GHMC 17.99	See GHMC 17.99	-	See GHMC 17.99.510	65	60	4,000 sq. ft. ¹⁸	4 du/ac
WM	5,000 sq. ft.	50	See GHMC 17.99	See GHMC 17.99	See GHMC 17.99	-	See GHMC 17.99.510	50 ⁵	70 ⁵	3,500 sq. ft. ¹⁸	4 du/ac
WC	6,000 sq. ft.	75	See GHMC 17.99	See GHMC 17.99	See GHMC 17.99	-	See GHMC 17.99.510	50 ⁵	70 ⁵	4,000 sq. ft. ¹⁸	4 du/ac
ED	None	N/A	20 ¹⁰	20 ¹⁰	20 ¹⁰	20 ¹⁰	35	N/A ⁶	N/A ⁶	-	N/A
PI	None	100	35 ⁸	25 ⁸	50 ⁸	25 ⁸	35	60	80	-	N/A
PCD-C	None	75	20	See GHMC 17.41.030	See GHMC 17.41.030	20	35-45 ^{2,3} See GHMC 17.41.030	N/A ⁶	N/A ⁶	-	24-32 du/ac
PCD-BP	None	75	20	See GHMC 17.54.030	See GHMC 17.54.030	20	35-45 See GHMC 17.54.030	N/A ⁶	N/A ⁶	-	N/A

Footnotes:

1. Accessory dwelling units (up to two per lot) and duplexes (one new duplex per vacant lot, or one conversion of an existing single-family residence to a duplex) shall not be subject to the density of the underlying zone.
2. Allowed only for vertical mixed-use projects where at least 50% of the ground floor is occupied by primary non-residential uses. Parking or other accessory uses may not be used to meet this 50% requirement.
3. Any portion of a new structure within 75 feet of an adjacent R-1, R-2, RLD, RMD, WC, WM or WR zone shall not exceed 35 feet in height. Structure height shall be determined as provided for in GHMC 17.99.370(D), except as provided under 17.99.390(A)(3). The maximum building height shall also be limited by the city building and fire codes. Definitions within the city building and fire codes shall be used to determine height for compliance with the applicable building and fire codes.
4. For lots located within the Historic District, front/side/rear setbacks are governed by GHMC 17.99.310 and 17.99.320; where those provisions differ from this table, they control, and the more restrictive standard applies.
5. Waterfront adjustments. In waterfront districts, impervious/hard-surface limits or yard standards may be adjusted where necessary to meet shoreline access/view objectives in GHMC 17.48.090(E) and 17.50.040 (L), and other waterfront standards in this title, and the City's Shoreline Master Program.
6. Maximum impervious and hard-surface coverage are established through site plan review and applicable performance/landscaping standards rather than a fixed table maximum.
7. Single Family Dwelling as defined in GHMC 17.04.300
8. Any yard abutting a residential development shall be required to maintain a dense vegetated screen not less than 50 feet.
9. All buildings and structures shall not exceed the height listed in the zone as provided for in GHMC 17.99.370(D), except as restricted under Chapter 17.62 GHMC, Height Restriction Area, and except as provided under GHMC 17.99.390(A)(3), 17.99.510(A)(2) and 17.99.510(B).
10. Situational setbacks in the ED district are also prescribed in GHMC 17.45.040
11. Garages accessory to single-family and duplex dwellings may be located in the defined side and rear yards, provided they conform to the criteria in GHMC 17.99.490(A)(1).
12. Accessory structures to single-family and duplex dwellings shall meet the minimum front yard for a house.
13. For uses which require site plan review under Chapter 17.96 GHMC, the minimum front yard setback shall be 20 feet.
14. In an R-1 district located within the historic district, the following alternative setback and height provisions may be applied in lieu of the height and setback standards contained in Chapter 17.99 GHMC: Minimum front yard setback: 25 feet; Minimum rear yard setback: 30 feet; Minimum side yard setback: 8 feet; Maximum building height: 16 feet above the highest point of natural grade as measured along or within the building footprint. (Ord. 975 § 23, 2004).
15. Maximum Gross Floor area applies to all non-residential uses.
16. Any non-residential yard abutting an existing residential use or zone is required to maintain a 25-foot-wide dense vegetated screen. Easements not having dense vegetative screening are not included.
17. The minimum lot area for residential or public or institutional uses permitted in a B-1 district shall be the same as that required in the R2 zone.
18. Historic net sheds as defined in GHMC [17.04.615](#) shall be excluded from the maximum gross floor area requirements above.

DRAFT



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

Meeting Date: September 17, 2026

SUBJECT: Off-Street Parking Standards

SUBMITTED BY: Eric Baker

DEPARTMENT: Community Development

PHONE: 253-530-7073

SUGGESTED MOTION: N/A

BACKGROUND INFORMATION: At the request of Councilmember Stone, off-street parking requirements for local businesses are to be discussed. The city has recently completed a Parking Study which was briefed to council in May. The study proposed that the waterfront area did not have a parking supply problem but rather one of parking access and utilization focused on private lots. Of the roughly 2,852 parking spots along the waterfront, only 22% are accessible to the public with the remaining 78% on private property controlled by local businesses, churches, and organizations. Please see pages 17 and 18 of the attached Parking Study for more detail on our parking supply. The vitality of downtown often depends on these private lots during the busy season and community events.

While property owners are often generous with access to their private parking lots, these spaces (regardless of their utilization) are dedicated to their use only and cannot be counted toward the needs of new or expanding businesses. With the historic development pattern downtown, some properties have greater opportunities for off-street parking than others. City code requires a specific number of off-street parking spots based on proposed uses (e.g. restaurants needing more than office space) with some exceptions, such as locating or expanding into an existing storefront (e.g. Devoted Kiss). Additionally, businesses with different peak business times (e.g. banks in the daytime and restaurants at night) may share parking stalls if within 500 feet of their business.

Phase 2b (following the current Phase 2a scheduled for council consideration in October) will consider revisions to parking standards for residential and commercial uses.

FISCAL CONSIDERATION:

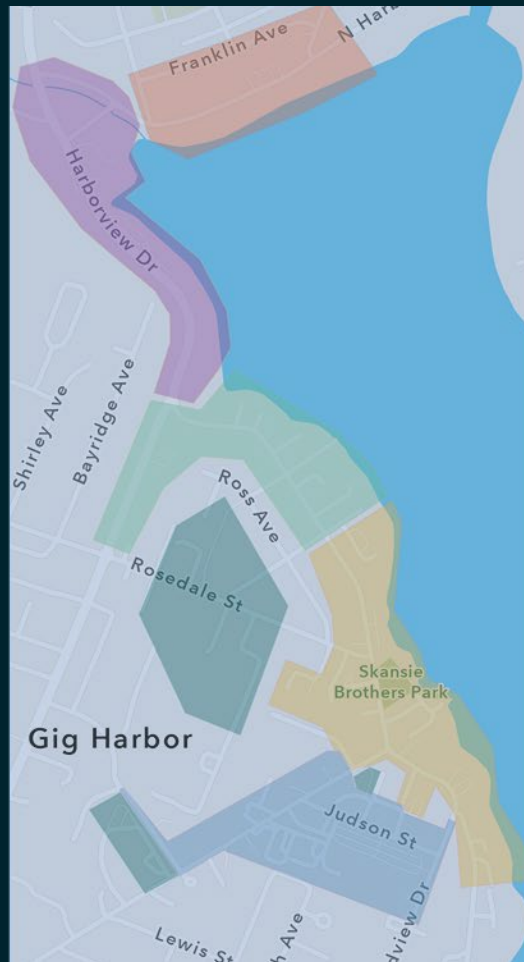
ATTACHMENTS:

1. Gig Harbor Parking Report_Final_May2026

STRATEGIC PLAN PRIORITY: Promote and enhance a dynamic and robust economy

Gig Harbor

Downtown and Finholm District Parking Study



Prepared for:
City of Gig Harbor, WA

Submitted on:
May 1, 2026

Fehr & Peers

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1. Executive Summary

This report provides a comprehensive overview of parking conditions within Gig Harbor’s waterfront districts—Downtown and Finholm. In August 2025, detailed parking surveys were conducted by a collaborative effort between the City’s volunteer team and the professional survey firm IDAX, contracted by Fehr & Peers. These efforts were built upon historical data from previous surveys, enabling a clear and comprehensive understanding of current parking availability, demand, and challenges. The resulting findings serve as a foundation for recommended parking management interventions, aiming to optimize parking supply, effectively manage parking demand, and improve access for residents, employees, business patrons, and regional visitors.

Downtown is divided into five distinct areas — Downtown, Judson, Millville, Museum, and Churches, while the Finholm district consists of a single area with the same boundaries. Parking lots serving churches are considered separately due to their unique usage patterns. The study evaluates three types of parking: on-street spaces, off-street public lots, and off-street private lots. Key parking demand generators such as marinas, the Downtown Farmers Market, and commercial zones along Harborview Drive were prioritized for data collection, to capture peak activity and ensure that both tourist and local business demand were accurately represented. **Table E1** below provides the overall parking-related numbers for the study area in terms of inventory and usage as measured during the parking survey in August 2025.

Table E1: Summary of Parking Occupancy – 2025 Parking Surveys

Study area	Total number of available spaces			Occupancy at 1 PM on Thursday			Occupancy at 1 PM on Saturday		
	Total	On-street	Off-street	Total	On-street	Off-street	Total	On-street	Off-street
Downtown	719	141	578	471	124	347	379	125	254
% Occupancy				66%	88%	60%	53%	89%	44%
Finholm	260	91	169	173	62	111	148	55	93
% Occupancy				67%	68%	66%	57%	60%	55%
Judson	788	121	667	375	68	307	209	41	168
% Occupancy				48%	56%	46%	27%	34%	25%
Millville	225	93	132	109	74	35	89	56	33
% Occupancy				48%	80%	27%	40%	60%	25%
Museum	330	92	238	106	39	67	145	40	105
% Occupancy				32%	42%	28%	44%	43%	44%
Churches	518	0	518	85	–	85	18	–	18
% Occupancy				16%	–	16%	3%	–	3%
Combined total	2,840	538	2,302	1,319	367	952	988	317	671
% Occupancy				46%	68%	41%	35%	59%	29%

Notes:

- Percentage highlight legend:
Red – Above 85% benchmark. Yellow – Above 50% occupancy. Blue – Below 50%.
- Survey hours were 7 AM – 7 PM. Survey was carried out on August 21 and 23, 2025.

Key takeaways from the occupancy surveys

1. Of the 538 on-street parking spaces in the study area, the highest occupancy was 68% at 1 pm on Thursday. Though this was less than the industry-accepted threshold of 85%, occupancy was high in Downtown and Millville areas at 88% and 80%, respectively. Judson and Museum areas offered more availability during peak hours, though this may also be because they are further away from the main areas of commercial activity.
2. Off-street parking, consisting of public lots, church parking, and parking attached to private businesses, was heavily underused, with 59% of the 2,840 spaces empty during peak hours on Thursday. While Downtown and Finholm had 60% and 66% occupancies, respectively, Judson, Millville, Museum, and Church areas all had between 16% to 46% occupancy. Parking spaces in private properties and those serving marinas stayed mostly empty all week, but especially on Saturday when offices were closed.
3. Church parking lots, totaling over 500 spaces across four churches, remain over 80% vacant on both survey days (though likely more occupied on Sundays).
4. The survey indicated that employees did park in the residential neighborhoods adjacent to commercial activity along N Harborview Drive. For example, Franklin St, parallel to N Harborview Drive in Finholm, saw higher occupancy during business hours.
5. A study of on-street durations revealed that nearly three-quarters of people parked for less than 2 hours on both survey days.

To summarize, on-street parking was highly occupied overall, though areas outside of the commercial spaces saw less occupancy. Most people also parked for shorter durations of up to 2 hours. Among off-street lots, the publicly accessible ones were generally occupied, while private parking spaces were much emptier, especially on Saturday. Parking at churches was rarely used at all, though they likely experience more occupancy on Sundays.

1.1.2. Recommended Parking Management Interventions

The above findings confirm ongoing concerns among residents and visitors about perceived shortages and highlight the importance of making better use of available resources rather than expanding supply. In response, several parking management interventions are recommended, drawing also from prior annual parking surveys. They include improving employee parking strategies, utilizing private lots which currently serve complementary needs, enhancing wayfinding tools, and promoting greater awareness of parking options to ensure balanced and efficient access for all users.

These strategies are expected to help maximize parking efficiency, unlock underused off-street lots, and ensure access for employees, customers, and visitors. The interventions are grouped into three categories: Supply Enhancement, Demand Reduction, and Parking Experience Enhancement. **Table E2** below provides a summary of recommendations the City selected for greater consideration, based on a presentation by the consultant team and discussion with the project stakeholders.

Table E2: Seven Interventions Selected by the City for Greater Consideration

Parking management intervention	Expected benefits	Potential challenges	Cost	Timeline
Shared parking between businesses Complementary land uses in the waterfront area are ideal for businesses to share parking spaces for visitors and employees.	• Reduce the need for total number of parking spaces. • Improve usage of existing parking supply. • Support a more walkable waterfront neighborhood.	• In Downtown, many uses overlap more than expected, so there could be limited eligibility. • Property owners may hesitate to share spaces they do not fully control. • Contracts can be time-consuming to negotiate, and to enforce. • Businesses worry about parking shortages during busy periods. • Managing who can park where (and when) can be difficult. • Customers will need clear directions on finding these spaces.	Low	Medium-term
Shared parking with churches Parking lots in the three bigger churches near the waterfront are mostly empty except on Sundays. They are ideal for multi-hour and daily parking for nearby able-bodied employees and long-term visitors.	• Similar benefits as for shared parking between businesses. • Cheaper solution to acquiring parking spaces for public usage. • Reduction in circulation of cars in the waterfront area. • Promote walking for visitors.	• Can add hundreds of public parking spaces to the waterfront area. It's an efficient solution that does not build more surface lots. However, more parking incentivizes driving. The City should pair this with interventions that reduce parking demand, like pricing and encouraging use of other modes of travel. • Upon implementation, it will be the City's responsibility to enforce the hours designated at the church lots for public parking.	Low	Quick
On-street time limits Time limits are the simplest way to control on-street parking, increasing turnover, activity, and availability. Only 2% of 538 on-street spaces near the waterfront have time limits. This report highlights uneven usage of parking that can be optimized through time limits.	• Increase availability of parking in the highest-activity, most-needed blocks of the waterfront area. • Reduce unnecessary driving. • Promote business activity by increasing parking turnover.	• Spillover effect on neighboring streets if supporting interventions – permit parking, paid parking – are not also implemented. • Confusion among drivers about limits if signage are not clear. • High cost of enforcement if not recouped through pricing. • Crucial to communicate benefits to curbside businesses in terms of more patronage. For residential streets, win-win situation of controlled employee parking.	Medium	Medium-term
Paid parking Pricing, which is responsive to occupancy levels across time and areas, is effective in distributing drivers based on needs and urgency.	• Recover the cost of implementing parking demand and management interventions. • Address selective overuse of sought-after parking spaces, and correctly price parking on valuable public land. • Reduce unnecessary driving. • Reinvest surplus money into neighborhood transportation improvements.	• Businesses may push back if they perceive that the added cost for customers will reduce footfall. Communicating the long-term benefits of pricing will be crucial for the City to build trust with businesses, employees, and residents. • Though tiered pricing will efficiently distribute drivers based on the urgency of need, it can be inequitable for lower income or non-able-bodied people who cannot park further away. The City can explore the creation of exemptions of permits based on demographic needs.	Medium	Medium-term

			Cost	Timeline
Parking management intervention	Expected benefits	Potential challenges		
On-street parking permits Permits restrict parking on applicable streets for everyone except those who purchase them, like residents of that street, their visitors, and employees working in nearby businesses.	• Prevent spillover parking from waterfront into residential streets. • Allowing waterfront employees to purchase permits will support their longer-term parking needs on less busier streets.	• Residents may feel that they are being charged for a hitherto free public good. The City will need to acknowledge the status quo, while showcasing the benefits of better parking management in the form of greater availability, reduced driving, and safer streets. Furthermore, the City should highlight the contribution of parking revenue to multi-modal improvement projects in the same areas. • To address inequities, the City can introduce discounts for low-income residents and those with qualifying disabilities and other conditions. The City can also reward residents who forego permits by providing credits for other non-auto travel options.	Low	Medium-term
ADA parking spaces Only 1.3% of the 538 on-street spaces in the study area are ADA. Federal recommendations are for at least one ADA spot per 25 spots along a block perimeter. At the very least, the waterfront area needs 21 (4% of total) ADA spots.	• Meet the needs of an ageing population. • Support outside visitors belonging to older or disabled population groups.	• The City will need to carve out exceptions to time limits and paid parking for ADA-eligible visitors who need parking closer to their destinations.	Low	Quick
Wayfinding Wayfinding improvements encompass all visual and informational tools a City can use to guide visitors to the option that suits their parking needs, and educate visitors and residents alike about how parking works in an area.	• Visual hints will ensure success of newer parking interventions — like time limits, paid parking, shared parking.	• The scope of improvements is wide — including physical additions like signages, online and offline maps, and cohesive branding to point visitors to parking options. • The City would benefit from creating a dedicated Parking Manager to oversee the host of wayfinding and other interventions, without which continuous quality management will remain difficult and ad-hoc.	Medium	Medium-term

2. Introduction

This study presents a comprehensive summary of existing parking conditions in six study areas (“areas”) within Gig Harbor’s two waterfront districts, Downtown and Finholm (see **Figure 5** for a map of the study area). It documents comprehensive parking surveys conducted by a mix of the local volunteer team and a survey firm, IDAX, contracted by Fehr & Peers for this project in August 2025. The purpose of these surveys was to establish a clear understanding of existing parking conditions across the areas, building on top of similar surveys conducted in previous years by City’s volunteer team. The findings inform the parking management interventions in the second half of this report. The interventions have been crafted to help the City of Gig Harbor with:

1. Optimizing parking supply
2. Effectively managing parking demand
3. Improving access for residents, employees, business patrons, and regional visitors

2.1. About Gig Harbor

Gig Harbor is a small, waterfront town in Washington. It is in the Puget Sound region, an hour drive to the Southeast of Seattle. The City’s waterfront area supports various marine activities and consequently houses various marinas and docks.

The **Downtown** district is the commercial hub of the city, and in the summer is also home to the weekly Waterfront Farmers Market every Thursday.¹ Further north, the **Finholm** district is smaller with more restaurant activity.

2.1.1. Demographics

Gig Harbor has a population of 12,079 with 5,239 households. The median age of the residents in Gig Harbor is 47.6 years old with 30.8% of the population being 65 years of age or older. The median household income in Gig Harbor is \$106,042. Thus, **the**

City’s population is older and wealthier than the average population in Washington. The town is primarily white and English-speaking, with the next largest demographic being Hispanic or Latino peoples.

Figure 1: On-street Sign with Directions to the Waterfront Area



¹ [Gig Harbor Chamber of Commerce – Visit Gig Harbor](#)

2.1.2. Economy

Gig Harbor serves as a commuter town for surrounding cities. Inside the city, healthcare, social assistance, and technical services are major employers of the labor force. Most of the businesses are small, with 37% having only between 1–4 employees.²

The waterfront area relies heavily on tourism during the summer. The city features a wide range of activities available during the summer such as boating and hiking, which attract visitors from the surrounding areas. This is supported by the fact that about 30% of all customers come from outside of the city limits in the summer compared to only about 15% in the winter³. Because of this, **traffic in Downtown Gig Harbor fluctuates throughout the year with peaks during the summer months.**

2.1.3. Transportation

The commuting patterns of Gig Harbor are car centric. Most workers drive alone to work, with only 3.6% of workers walking and 0% reportedly biking to work. Almost a fifth (17.6%) of residents work from home.

As part of the City's Comprehensive Plan⁴, the City has adopted a policy (TE-2.15) to proactively address the transportation needs of planned developments by prioritizing equitable access for all community members. This includes exploring the feasibility of parking management programs, shared parking strategies, and/or subsidized transit pass programs, with an emphasis on supporting low-income and historically underserved communities. Overall, Gig Harbor does not have deficient parking supply, however, improved management of existing spaces will help distribute parking demand more evenly across areas.

The Comprehensive Plan's policy TE-3.5 states that the City should work with the Harbor property owners to determine an effective parking plan, including establishment of local parking improvement district for the Harbor.

For the Harbor area, the City adopted a policy (HB-8.5) to develop a balanced parking strategy for the Harbor that supports economic development by providing adequate visitor and commercial parking while ensuring residents have accessible and convenient parking options to foster a vibrant community atmosphere. To achieve this, the city adopted an implementation strategy (HB-J) to develop an innovative parking strategy for The Harbor that supports economic development with adequate visitor and commercial parking.

² [Gig Harbor Chamber of Commerce – Gig Harbor Economic Dashboard \(2025\)](#)

³ Waterfront Alliance License Plate Survey

⁴ City of Gig Harbor Comprehensive Plan, April 2025

3. Study Background

3.1. Previous surveys (2010-2024)

The City of Gig Harbor has conducted parking studies along the waterfront twice a year, every year, since 2010. These biannual studies took place in winter (March) and summer (August) to account for the seasonal influx of tourists in the summer months that place a strain on parking. The studies were performed by volunteer members of the Gig Harbor Waterfront Alliance.

During each study, volunteers collected parking occupancy counts along 26 road segments throughout the Downtown district. Occupancy sweeps were conducted every two hours from 7 AM to 9 PM. To keep data organized and to reflect real-world patterns, the waterfront was split into five areas from North to South: Finholm, Museum, Millville, Downtown, and Judson. The volunteers also surveyed private and public off-street parking lots.

3.1.1. Results from Previous Surveys

The earlier parking surveys highlight parking trends going back to 2010. Some key trends are as follows:

- Public parking spaces are occupied at higher rates on the weekends than on weekdays.
- Parking usage has fully rebounded since the COVID-19 pandemic, reaching the same summer usage levels as 2019.

Figure 2 shows parking occupancy for the 5 areas as surveyed on the Saturday of the summer 2024 round. **Figure 3** shows occupancy levels for each area at 2 time points – 7 AM and 1 PM, on both Thursday and Saturday during summer 2024.

Figure 2: 2024 Parking Occupancy Levels by Area – Saturday, Summer 2024 Survey

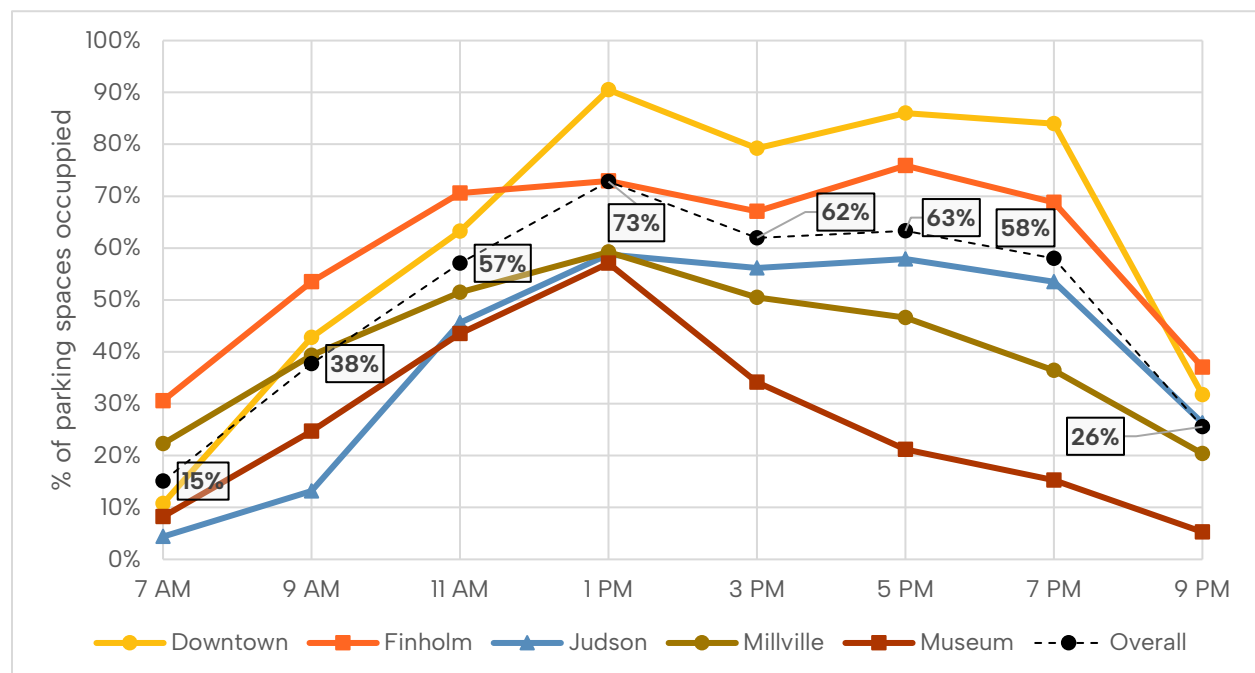
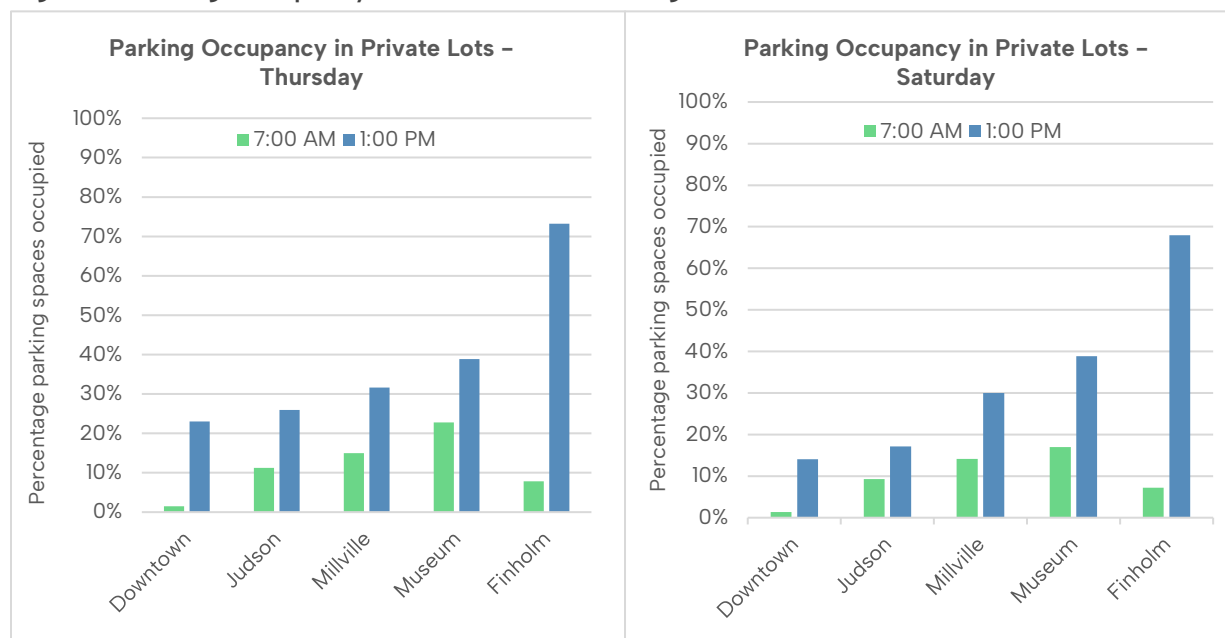


Figure 3: Parking Occupancy Levels at Private Parking Lots in Summer 2024



Key observations:

1. During the summer, usage of parking during peak hours has stabilized post-pandemic at an average of 52%. The Downtown and Finholm areas experience the highest levels of parking demand, while being high in all five areas at 1 PM on Saturday.
2. Parking utilization drops off sharply after 7 PM in Judson, Millville, and Museum but stays within 10% of the 1 PM peak in Downtown and Finholm even at 7 PM.
3. Private parking lots see higher use on weekdays, but even during the 1 PM peak, many do not get above 70% usage. Of the private parking spaces in the Millville and Museum areas, over 60% of spaces were available during the 1 PM summer peak in 2022.
4. To summarize parking demand trends, Downtown and Finholm areas have historically seen the highest parking demand with the most constrained parking supply. While surrounding areas may have available parking, these parking spaces may be inconvenient and/or unknown to drivers. For example, in summer of 2024, the Judson, Millville, and Finholm areas still had 28% available parking during the 1 PM peak.
5. While on-street parking remains near capacity during peak seasons, existing private parking facilities are not being fully used, with occupancy typically below 75% utilization. A few businesses which reached above 75% utilization were gyms and several restaurants. As surveys were not conducted during the evening hours, comparison with public parking past 1 PM is not possible. This is important because many businesses may see increased activity in the evening hours, such as local restaurants.
6. The survey involved separate observations for church parking lots, but they were only surveyed on Thursdays and Saturdays. The maximum utilization during peak weekday hours in the summer was 23%, which indicates these lots do not see heavy use outside of weekend services. However, because evening data is unavailable, the impact of evening services or community events is unknown.

3.1.2. Areas for Further Exploration

- While the previous parking data is broken down by road segment, the surveys do not indicate if the motorists are parking in front of their destinations or farther away. Therefore, it is difficult to

understand if higher parking occupancy rates are due to localized demand or spillover demand from other nearby locations⁵.

- The studies only take a snapshot of parking demand every two hours, which does not include information about the duration of stay for the vehicle. This type of data would assist the team in determining if parking demand is generated by local employees or visitors, or local residents performing errands around town. This information is important because efficient parking treatment is tailored to demand. Employees may need longer-term parking, while tourists may be fine with short-term parking.

3.2. Study method for the 2025 Survey

3.2.1. Geographic scope of the project

The geographic scope for the parking study spans the two districts – Downtown and Finholm. Downtown is further split into five areas, while Finholm district and study area share the same name and boundaries. Note that the four churches which were considered as part of the previous parking studies, are treated as a separate “study area” in Downtown; the purpose being that parking usage on church lots differs significantly from other types of lots. Thus, the six areas, as shown in **Figure 5**, are:

In Downtown district:

1. **Downtown:** Located in the southeast portion of the waterfront, this is its busiest commercial area. It ends at Dorotich Street on the northern end.
2. **Judson:** While not situated along the waterfront, Judson (centered around Judson Street) serves as an extension of Downtown, especially by providing crucial on-street parking spaces.
3. **Millville:** North of Downtown, this part of Harborview Drive is more residential and less commercial. However, it contains access points to marinas.
4. **Museum:** This area is centered around Harbor History Museum along with a few restaurants. It is situated below Finholm and above Millville.
5. **Churches:** Technically not a contiguous area, this category includes parking lots of the 4 main churches located in and behind Downtown.

In Finholm district:

6. **Finholm:** Mostly anchored by Anthony’s restaurant, Finholm has various other businesses. The parallel Franklin Avenue is also included in this area to include use of on-street parking by visitors and workers of Finholm.

Three types of parking spaces were part of the study:

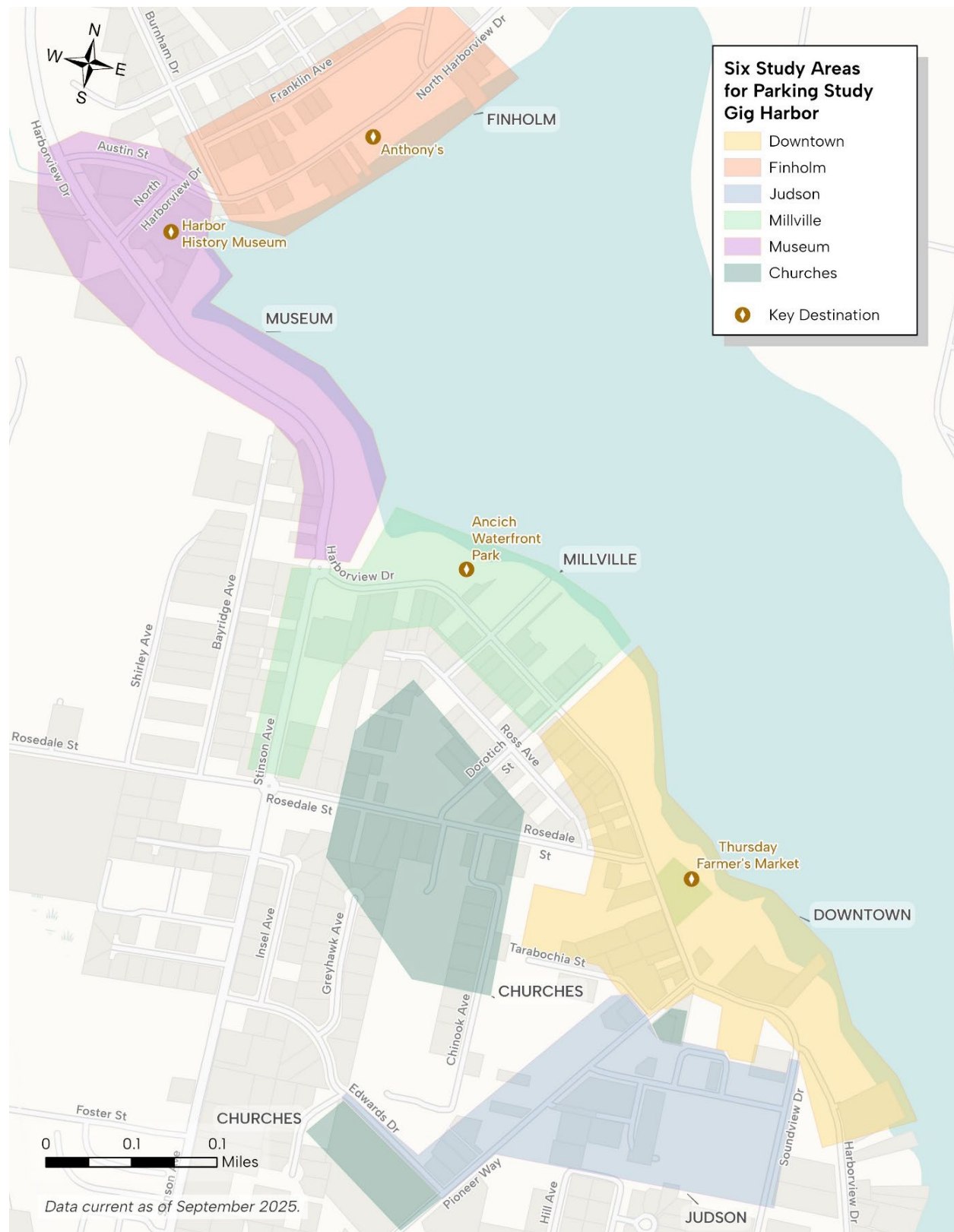
1. On-street parking
2. Off-street public lots
3. Off-street private lots

Figure 4: Pavement marker indicating arrival to the Finholm District



⁵ For example, this report mentions the phenomenon of employees parking on neighboring residential streets (like on Franklin Ave).

Figure 5: Six Areas for the Parking Utilization Study



The primary demand generators in the study area include the marinas, the Downtown Farmers Market, and dense commercial areas along the North Harborview Drive adjacent to the Waterfront.

To assess the influence of these locations on parking demand, the study prioritized data collection in these areas. Surveys were conducted during summer season to capture peak activity levels to ensure that demand for the farmer's market and seasonal tourist-oriented businesses was fully represented.

3.2.2. Survey Method

Key Definitions

1. **Study area:** Henceforth, "study area" and "area" will solely concern the 6 areas – Downtown, Finholm, Judson, Millville, Museum, and Church, shown in **Figure 5**. This study will not be exploring areas and parking outside of the 6 areas.
2. **Public and Private off-street facilities:** In this document, "public" and "private" in the context of parking refers specifically to the ownership type of the surface lot or structure. It does not categorically give any indication about who can or cannot access that space. For example, a parking lot shared by a commercial block could be owned by the property owner but would be accessible to patrons of businesses located in that block.
3. **Parking inventory:** This is the total amount of parking available through on-street spaces and in off-street facilities. Conducting counts at off-street facilities is straightforward as there's clear delineation between adjacent spots. For on-street sites, if there are no markings then the rule of thumb is to count one space for every 20 feet of curb length in the parking zones. Furthermore, this process also includes classification by type of parking spaces, such as time-restricted spaces, loading zones, ADA spaces etc.
4. **Parking Occupancy Rate:** Parking occupancy rate is calculated by dividing the total number of spaces occupied during a specific time period by the total number of spaces available.
5. **Average occupancy:** Occupancy of parking spaces in this document is reported separately for on- and off-street spaces. This is different from taking the average of, say, each off-street facility's occupancy to create the overall average.
6. **85% parking threshold:** This level of occupancy in a parking zone is an industry-wide benchmark for optimum occupancy to balance parking demand and supply. At this level of occupancy, the supply of parking is efficiently used and at the same time, there is a minimal shortage of parking⁶.
7. **Turnover:** For each on-street parking space, the turnover factor is the number of unique vehicles that occupied that space within the survey period. This survey was 11 hours long, from 7 AM to 6 PM, with a count for on-street parking space taken every hour. For example, a turnover factor of 3.0 would indicate that three unique vehicles parked in that spot during the observed time period. Data was calculated using a combination of video and manual observation of vehicles parked.
8. **Dwell Times or Duration of Stay:** This term is used to describe the span of time a vehicle was observed to be parked in a parking space. This analysis is also used to summarize percentage of vehicles observed to be parked under an hour, between 1–2 hours, 2–3 hours, or for more than four hours.

Survey Limitations

There are two limitations in the survey owing to a limited budget. Firstly, on-street parking counts were carried out at an hourly basis from 7 AM – 6 PM. This may affect the interpretation of turnover rate (discussed in Section 5.4), it is not possible to know how many minutes a car was parked, if it was parked for less than an hour.

⁶ The High Cost of Free Parking, Donald Shoup, 2011

Secondly, off-street lot counts were conducted only at 7 AM, 1 PM, and 7 PM, as they house a much larger number of parking spaces distributed throughout the study area. This limitation may cause the study to miss a peak parking hour, not at those time points. The chances of this are less likely, since on-street parking peaks around midday too.

Study Process

Figure 6 shows the process as defined to achieve the objectives defined in the Introduction section.

Figure 6: Project Process



4. Existing Parking Infrastructure

For this study, a complete inventory of parking spaces was carried out in the six study areas on Thursday and the following Saturday in August 2025. **Table 1** shows a summary of the parking spaces, while **Figure 7** shows the same information visually. Out of 2,852 parking spaces, 2,312 or 81% of the spaces are located in off-street parking lots. The off-street parking lots are usually attached to a business, office building, shopping plaza, or a church. Only 4 out of 79 lots are owned by the city. In addition, the city owns and maintains 540 curb-side parking spaces. **Table 2** shows the distribution of parking inventory by area.

Note: This survey does not include parking inside single-family homes.

Table 1: Total Parking Inventory in the Study Area

Parking type	No. of locations	No. of parking spots	Percent of overall parking supply
On-street	Not applicable	538	19%
Off-street	79	2,312	81%
Public off-street	4	85	3%
Private off-street	75	2,227	78%

Figure 7: Share of Parking Types in the Study Area

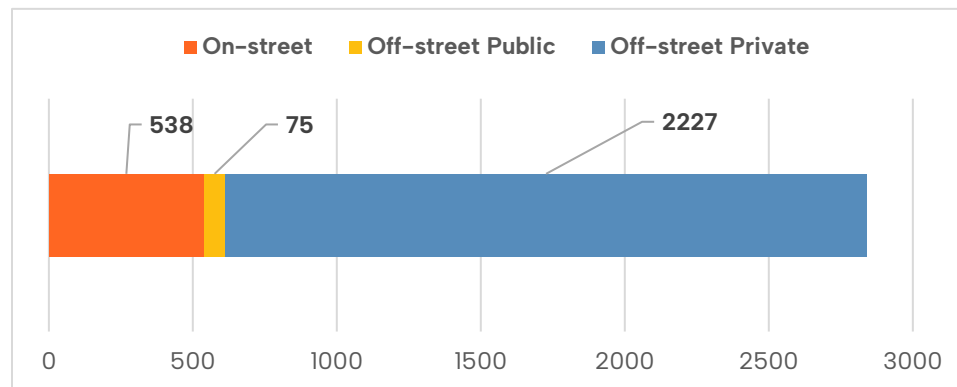
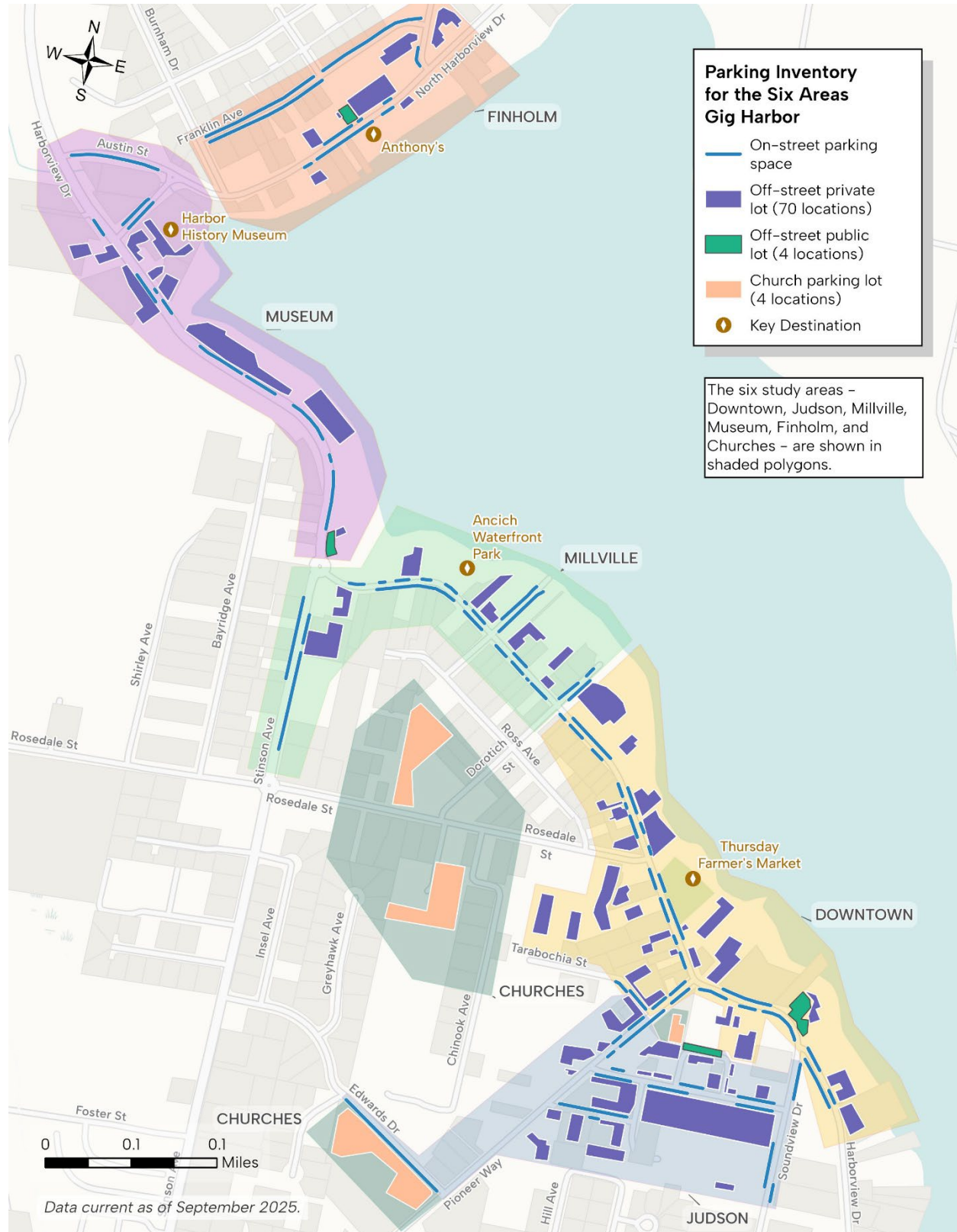


Table 2: Parking Inventory by Area

Area	Off-street: Private	Off-street: Public	Off-street: Church	On-street	Total
Downtown	545	33	0	141	719
Finholm	153	16	0	91	260
Judson	648	19	0	121	788
Millville	132	0	0	93	225
Museum	231	7	0	92	330
Churches	0	0	518	0	518

Figure 8 below is a map of the on- and off-street parking spaces in the six study areas.

Figure 8: On and Off-Street Parking Locations Surveyed in the Six Areas



Considering the table and map above together, Downtown and Judson are the two biggest areas in terms of parking with more than 700 spaces in each area. This is likely because, unlike Millville, Museum, and Finholm, they are less linear along the waterfront and have a lot of commercial development.

The combined area of the four churches supplies more than 500 parking spaces. This is an important fact to note as this project considers the idea of shared parking to meet the city’s burgeoning demand for space, a strategy the City has implemented on a smaller basis with the LDS Church’s parking lot and shuttle combination for the farmers’ market.

4.1. On-street parking inventory

There are 538 city owned on-street parking spaces available in the five areas, as shown in the map in **Figure 9**⁷. A few things to note are:

1. **On-street segments:** As shown in the map, the individual parking spaces are grouped into segments based on physical differentiators. In other words, a segment of continuous on-street spaces ends every time it is broken up by a driveway entrance, a no-parking curb space, the end of a block, or an intersection. This separation is done to reflect the possible real-world behavior of a driver looking for parking. The number next to each segment indicates the number of parking spaces.
2. **Restricted spaces:** Crucially, the map also calls out parking spaces with restrictions like 30-minute parking, loading zones, ADA spots etc. **Table 3** below provides a count of these spaces. Out of the 540 total spaces, only 26 or 4.8% have some sort of restriction, while the rest are free to park throughout the day and the week. Owing to the small number, the distribution of these spaces is quite uneven, being present mostly in Downtown and Judson, along with a few in Finholm area.
3. **Thursday farmer’s market:** Note the location of the farmer’s market in Downtown. Eight on-street spaces adjacent to the park are restricted for vendors and the market shuttle drop-off zone which affects the usage of parking in that area on Thursdays.

Table 3: On-Street Parking Inventory by Type

Parking space type	No. of Spaces	Percent of Total
Unrestricted parking	512	95.2%
Time restricted – 30 min	12	2.2%
Loading zones	7	1.3%
Loading zone	4	0.7%
15-min loading zone	2	0.4%
30-min loading zone	1	0.2%
ADA spaces	7	1.3%
Total spaces	538	100.0%

⁷ The “Churches” area has only off-street locations, hence it is not considered in this section.

On-street Parking Spaces in Downtown and Finholm Gig Harbor

— On-street parking space (538 spaces)

Highlights for Spots with Restrictions

- 30 Min (9 spaces)
- 30 Min 9am - 6pm (3 spaces)
- ADA (7 spaces)
- Loading 15 Min (2 spaces)
- Loading 30 Min 9am - 6pm (1 space)
- Key Destination

Map labels include: Harborview Dr, Franklin Ave, Austin St, North Harborview Dr, Dorotich St, Rosedale St, Tarabochia St, Foster St, Pioneer Way, Hill Ave, Soundview Dr, Harborview Dr, Anthony's, Harbor History Museum, Ancich Waterfront Park, Thursday Farmer's Market, Stinson Ave, and Dorotich St.

Scale: 0 to 0.1 Miles

4.2. Off-street parking inventory

Off-street parking facilities are composed of a few City-owned, publicly available lots, and many privately-owned and operated lots that are on the properties of businesses, shopping centers, restaurants etc. **Note that currently, the private lots are exclusive to the businesses they serve or are adjacent to, and none are paid alternatives to free public parking, as is common in many cities.**

Table 4 presents a summary by area, and **Figure 10** shows their locations, with the number inside showing the supply of spaces. Similar to what was noted for on-street parking, Finholm, Museum, and Millville areas have few parking locations. They are either smaller (Finholm), more residential (Millville), or very linear (Museum). The majority of the commercial activity takes place in Downtown and Judson, and this is where most of the parking lots reside too. The churches are away from the waterfront.

Table 4. Off-Street Parking by Area

Area	Number of lots	Number of parking spaces
Downtown	26	578
Finholm	8	169
Judson	21	667
Millville	8	132
Museum	11	238
Churches	4	518
Total	78	2,302

Figure 11 shows in inventory of parking lots categorized by the land use of the properties they are attached to/reside within.

Six land use categories are used, as defined below:

1. **Restaurant / Hospitality:** Restaurants, cafés, breweries, and lodging
2. **Commercial / Retail:** Businesses offering goods or personal services
3. **Office / Professional service:** Banks, insurance, consultants, real estate, or other business/professional offices
4. **Recreational:** Marinas, docks, boatyards
5. **Church:** The 4 churches
6. **Public parking lot:** Parking lots open to all public for free

Table 5 below uses the categories to quantify the total number of parking spaces provided by each. Owing to large shopping centers and churches, Commercial / Retail and Churches categories each have more than 500 parking spaces. There are nearly 500 spaces used along the waterfront by marinas and related services. These categories and the number of spaces is useful for assessing the supply against the needs.

Table 5: Off-Street Parking Inventory by Land Use

Land use category	Number of parking spaces	Land use category	Number of parking spaces
Restaurant / Hospitality	233	Recreational	495
Commercial / Retail	566	Church	518
Office / Professional service	355	Public parking lot	75

Figure 10: Off-Street Parking Inventory in the Six Areas

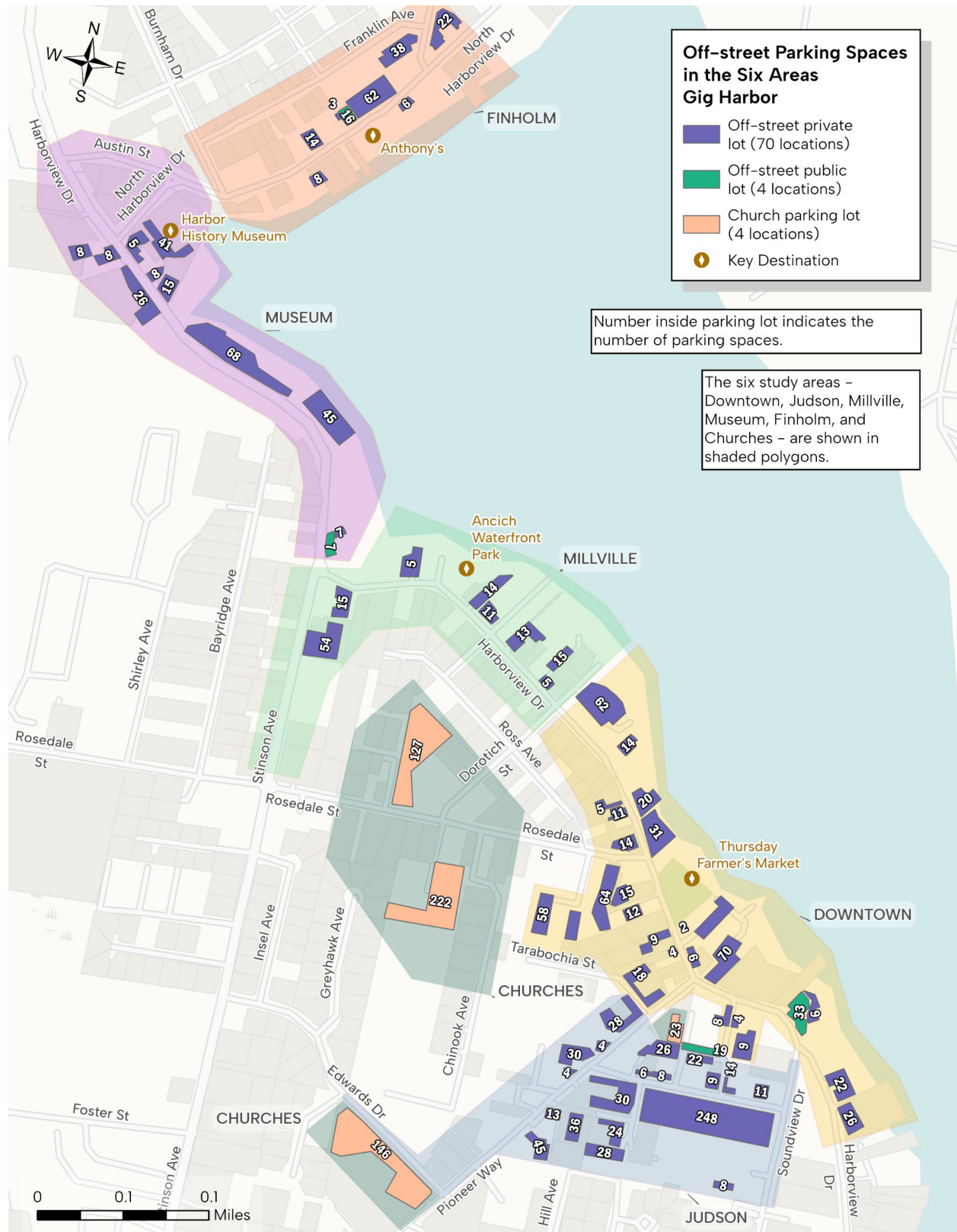
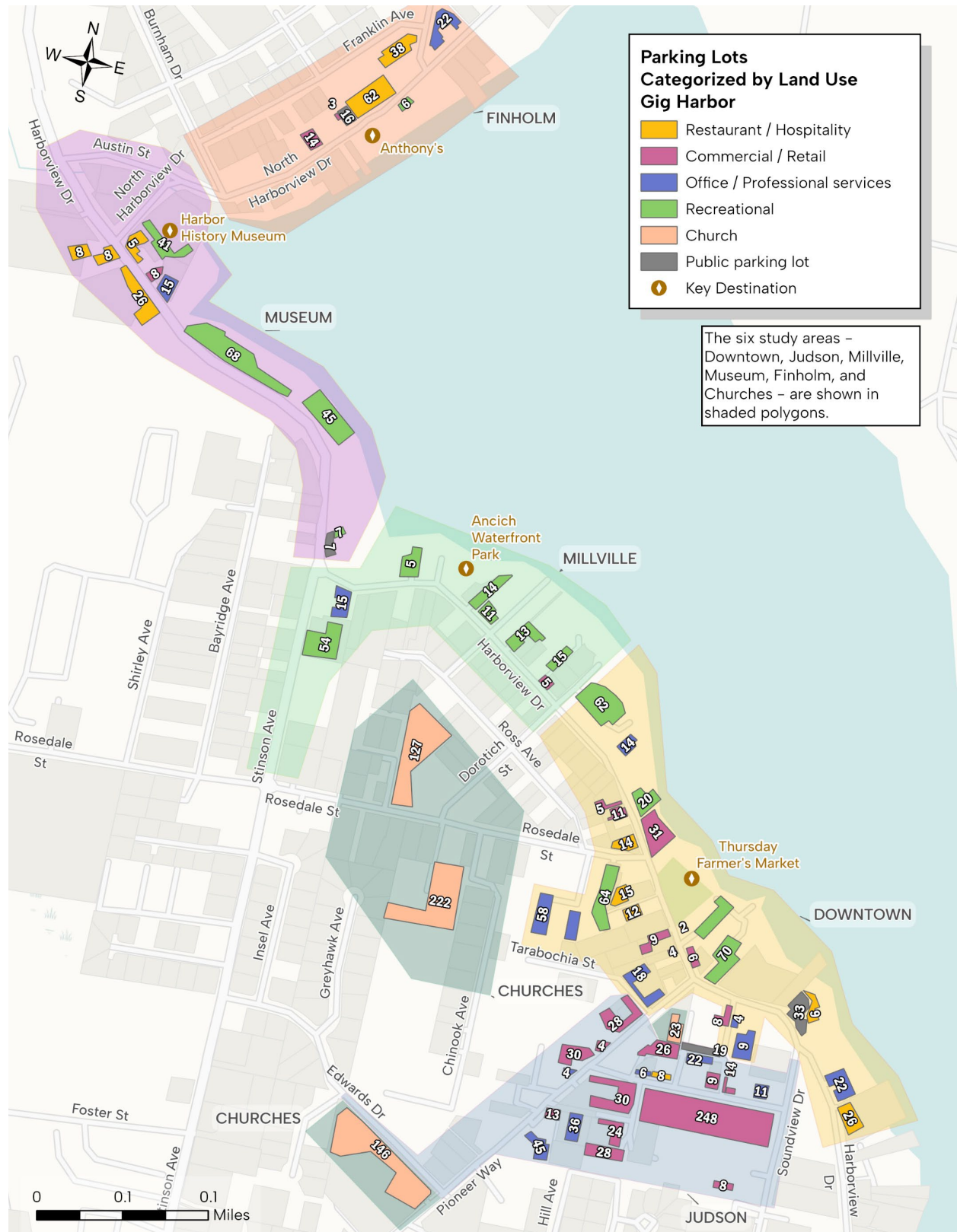


Figure 11: Off-Street Parking Lots Categorized by Land Use



4.2.1. Public parking lots

There are four publicly available parking lots within the overall study area with a total of just 75 spaces. **Parking at all public parking lots is free and unrestricted.**

Table 6 shows a summary of the lots, ordered from north to south on the map, the number and types of stalls, and presence of a few amenities. Notably, only Maritime Pier Lot has ADA-designated parking spaces.

Figure 12: Entryway to Adams Ave Public Parking Lot



Table 6: Public Parking Lots

Public lot name	Parking spaces	ADA stalls	EV stalls	Restrooms
Finholm Stair Climb Lot	16	0	1	Yes
Harborview Drive Lot	7	0	0	Yes
Maritime Pier Lot	33	2	2	Yes
Adams Ave Lot	19	0	0	No

4.2.2. Private parking lots

Figure 13: Signage indicating customer-only parking for a restaurant



Private parking lots make up 78% of all parking supply in the six study areas.

They range greatly in size from just two spaces at Gig Harbor Brewing to 248 spaces at Peninsula Shopping Center. A median or typically sized lot has 15 parking spaces, usually serving private businesses such as restaurants, local good stores, banks, and offices. **Figure 13** shows an example of a signage indicating dedicated and restricted parking for a restaurant. Apart from the Shopping Center, three out of the four churches have between 120 to 220 parking spaces each, perhaps meeting the higher demands they experience on Sundays, though this has not been measured.

Saturday closure: Unlike public lots, private lots are usually exclusive to the property they are located in. Thus, if the business on such a

property is closed for operations on Saturday, the parking lot is likely to see lower occupancy too. Based on City data, of the 1,670 spaces in parking lots (excluding churches and public lots), 436 (26%) are housed in lots that are closed on Saturday. **The effect of business closure on parking occupancy is further explored in Section 5.3.4.**

5. Results of the 2025 Parking Survey

5.1. Overall Parking Occupancy

Since the goal of this project is to understand parking demand patterns during peak usage times, the maps in this section show parking occupancy when it is highest overall. However, as a reminder, a limitation is that while on-street locations were surveyed every hour from 7 AM to 6 PM, off-street locations were surveyed at only 7 AM, 1 PM, and 7 PM.

Figure 15 and **Figure 16** show the occupancy levels for all surveyed parking spaces during maximum overall occupancy, at 1 PM, on Thursday and Saturday. **Though they are visualizing parking demand, what the maps really reflect is commercial activity.** People driving to the waterfront area search for parking nearer to the businesses, workplaces, parks, marinas, and events that they want to visit. Thus, there is a general correlation between occupancy levels of on-street and off-street parking. On the other hand, areas with a marked difference in occupancy – where on-street spaces are more occupied than off-street ones – indicate the presence of parking restrictions. In the case of this study, that mostly refers to private parking lots attached to businesses and marinas which do not allow parking for non-members.

This difference is especially noticeable on Saturday, when workplaces are more likely to be closed. In Downtown, even though on-street parking is mostly occupied at 1 PM, many private lots are less than 25% occupied.

While these two figures present a visually detailed look at occupancy levels, **Figure 17** presents a simplified look for the busier day, Thursday. A parking segment or lot is shaded red if it is more than 50% occupied at 1 PM and shaded blue if more than 50% empty. **The goal of the maps is to highlight the fact that parking supply far exceeds parking demand when considering both on- and off-street parking even on the busiest days for the waterfront area.**

Figure 14: Nearly empty on-street parking spaces on Edwards Dr outside the United Methodist Church on the left, also with empty parking spaces (not shown in image)



A detailed discussion of parking occupancy is presented separately for on-street and off-street parking in the following two sections.

Figure 15: Overall Peak Parking Occupancy on Thursday at 1 PM

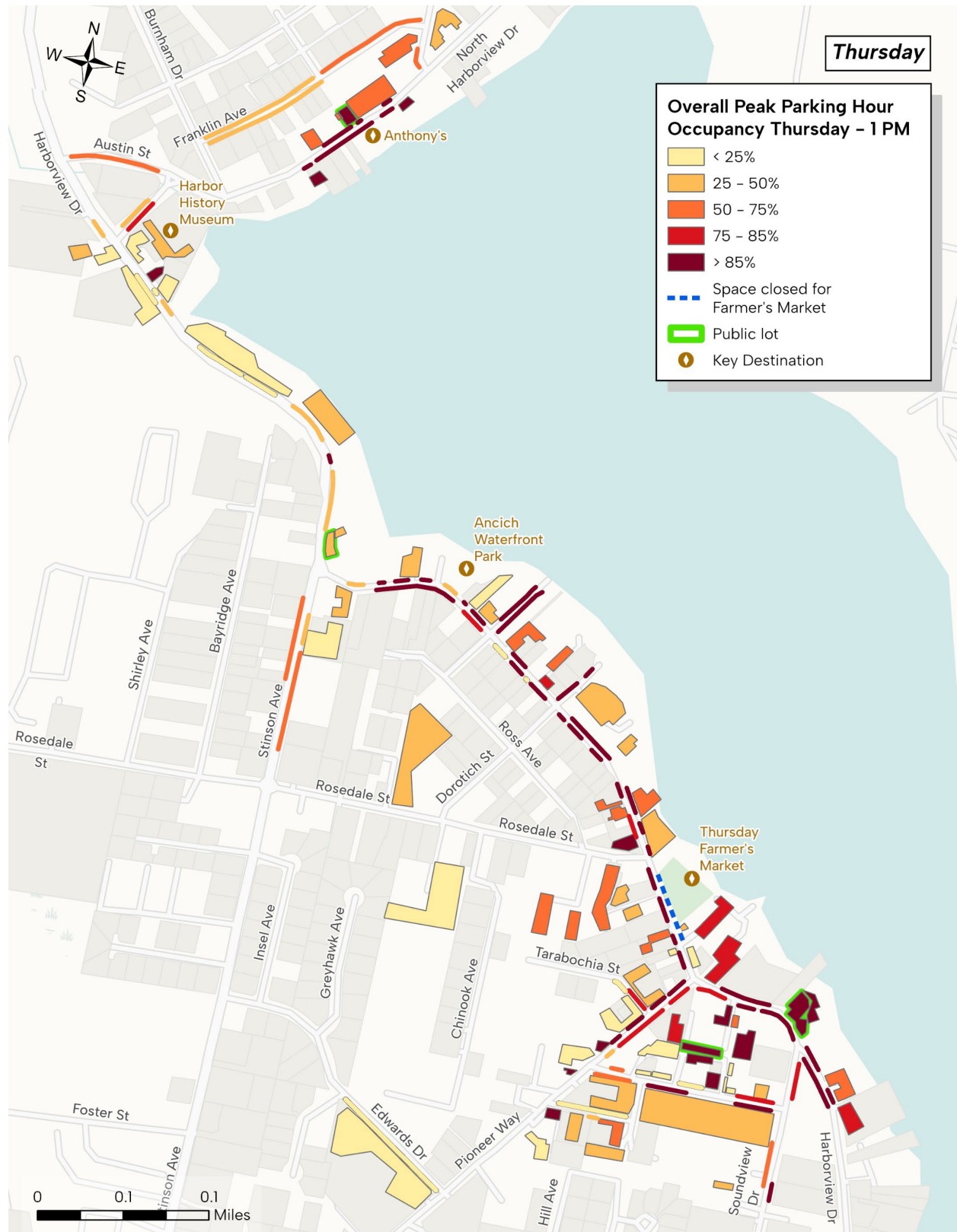


Figure 16: Overall Peak Parking Occupancy on Saturday at 1 PM

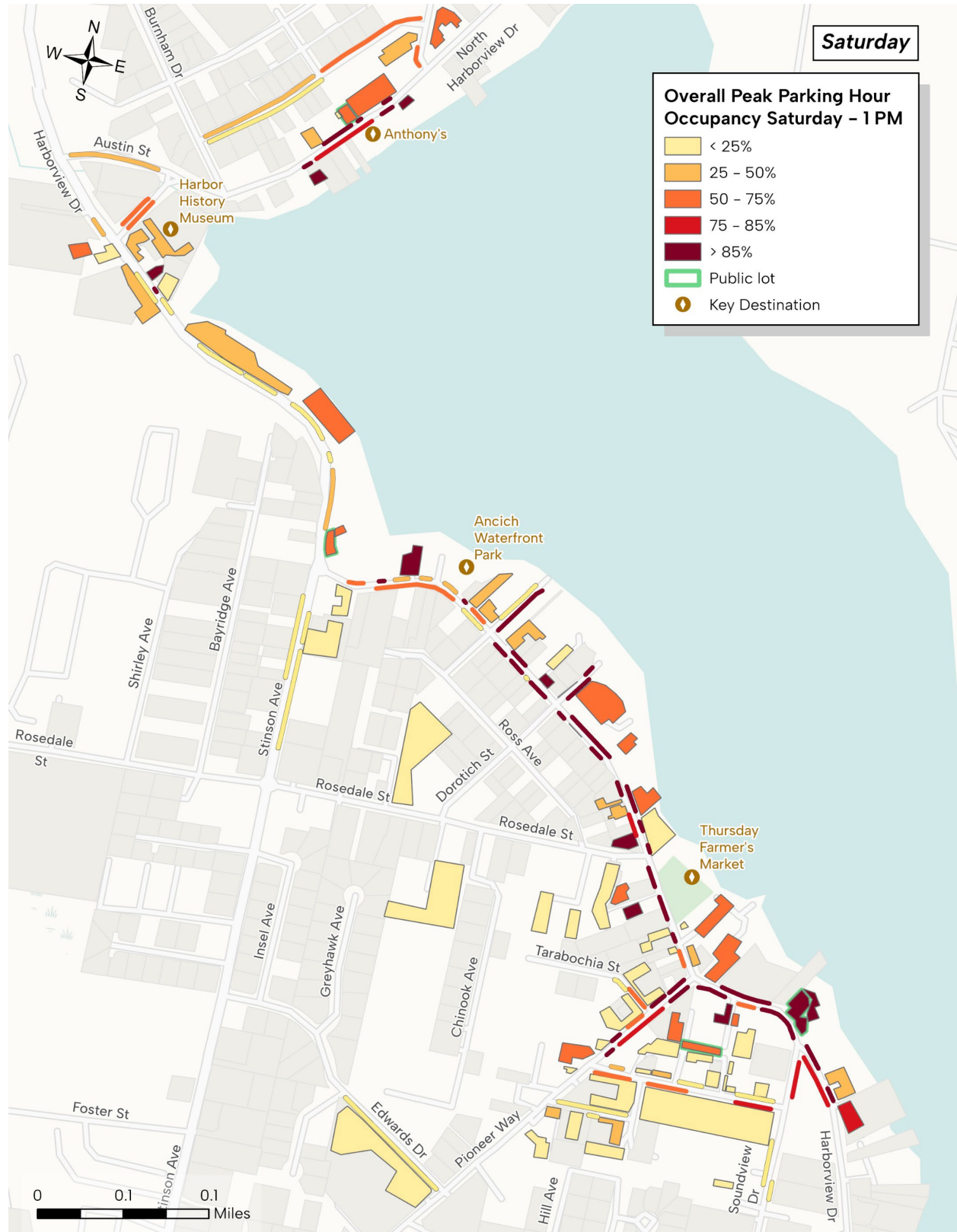
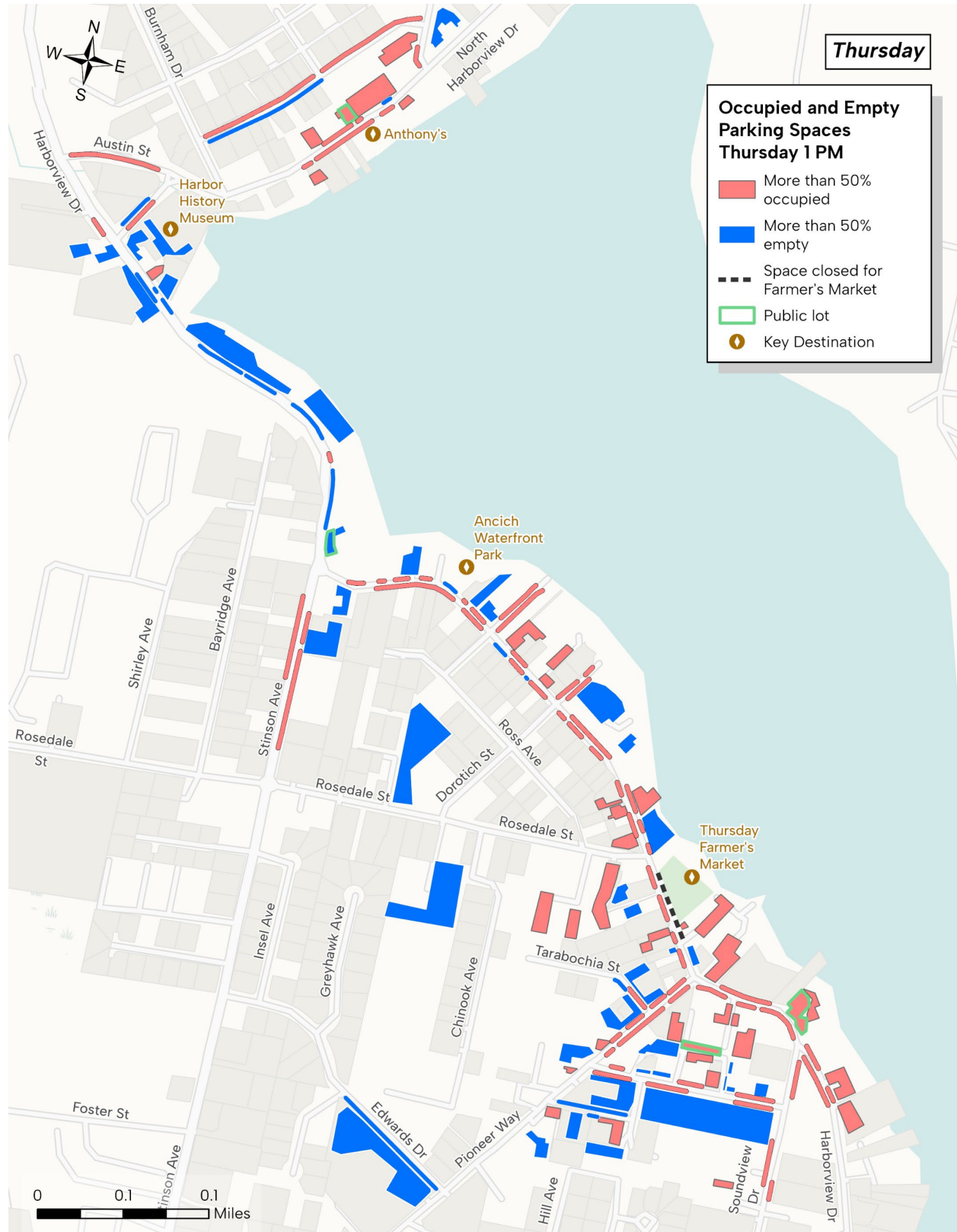


Figure 17: Peak Parking Occupancy on Thursday at 1 PM – Summary Version



5.2. On-street parking occupancy

Figure 19 on the following page shows the on-street occupancy levels for Thursday, while **Figure 20** shows the same for Saturday. Note that the peak parking occupancy for on-street is different from that for the combined occupancy maps earlier – on Thursday, maximum spaces were occupied at 12 PM while Saturday at 11 AM. Both maps also indicate the locations of the restricted parking spaces to give further context to occupancy levels.

Key observations:

1. The general pattern is of high occupancy on both days in Downtown, Judson, and Millville areas, with medium occupancy in Finholm, and low occupancy in Museum.
2. Thursday is a busier day for parking than Saturday. For lower Downtown, this can be attributed to the Thursday farmer's market which is a popular draw for locals (**Figure 18** shows the signages blocking off on-street spaces for the farmer's market shuttle). On the other hand, Saturday experiences sustained activity too due to the presence of visitors from the surrounding regions.
3. Two road segments, Harborview Dr north of Stinson Ave and Edwards Dr further down in Judson, show low levels of usage during the peak hour. Both have parking that is more than a thousand feet away from a primary attraction, such as the Farmer's Market. This additional distance may be a barrier for those searching for parking, especially given the challenging topography.
4. City staff have indicated that Franklin Street, which is primarily a residential street parallel to N Harborview Dr in Finholm, is known to be used by employees of stores located in that area. This may be a reason for the slightly lower occupancies there on Saturday.
5. For a few parking segments on both maps, occupancy is higher than number of spaces. This is because a 20 ft distance is equated to space for one car in inventory. When smaller cars park next to each other, the number of perceived spaces may go up.

Figure 18: Signages for the Thursday Farmer's Market shuttle service and the supporting no parking zone.



Figure 19: On-Street Peak Occupancy – Thursday at 12 PM

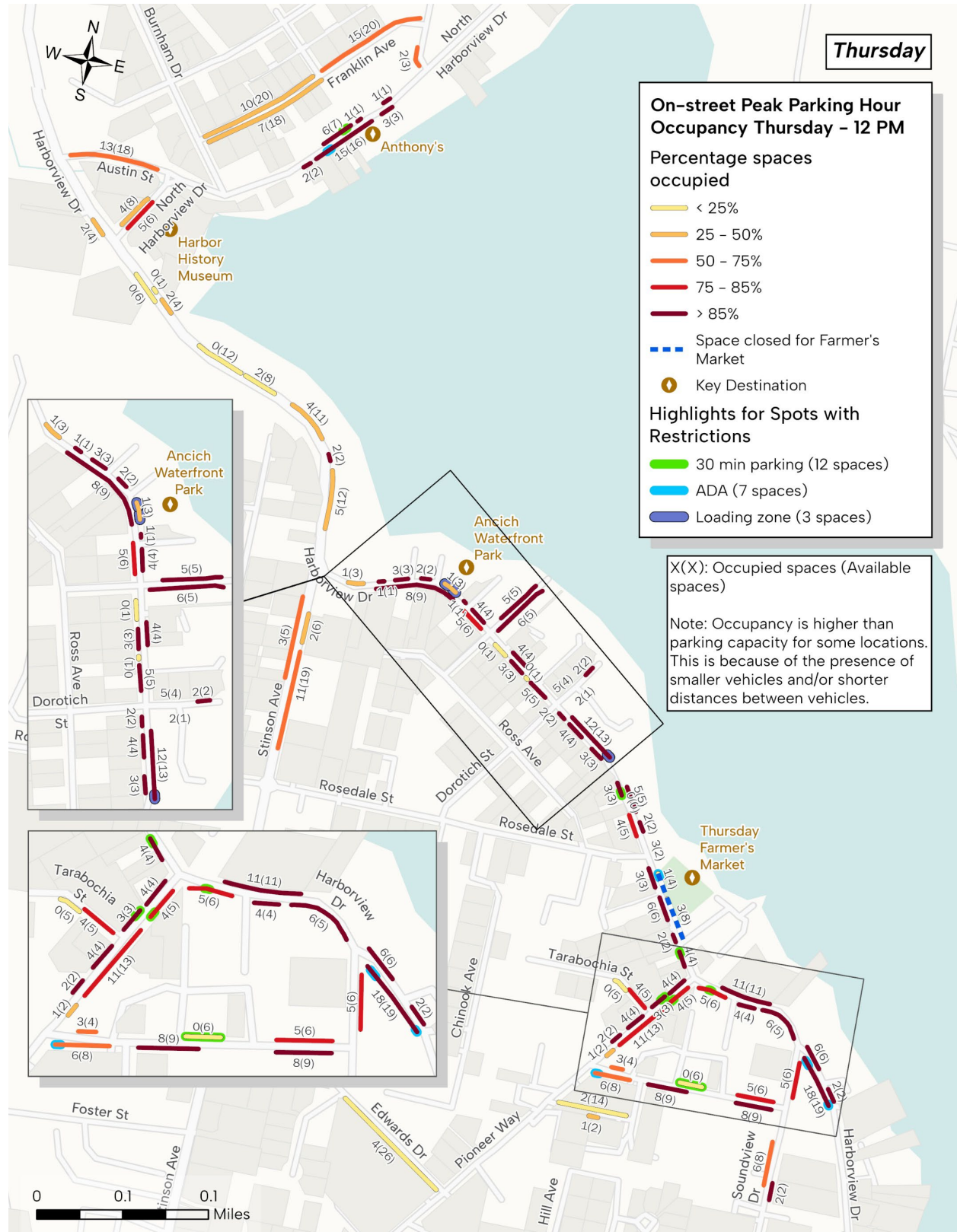


Figure 20: On-Street Peak Occupancy – Saturday at 11 AM

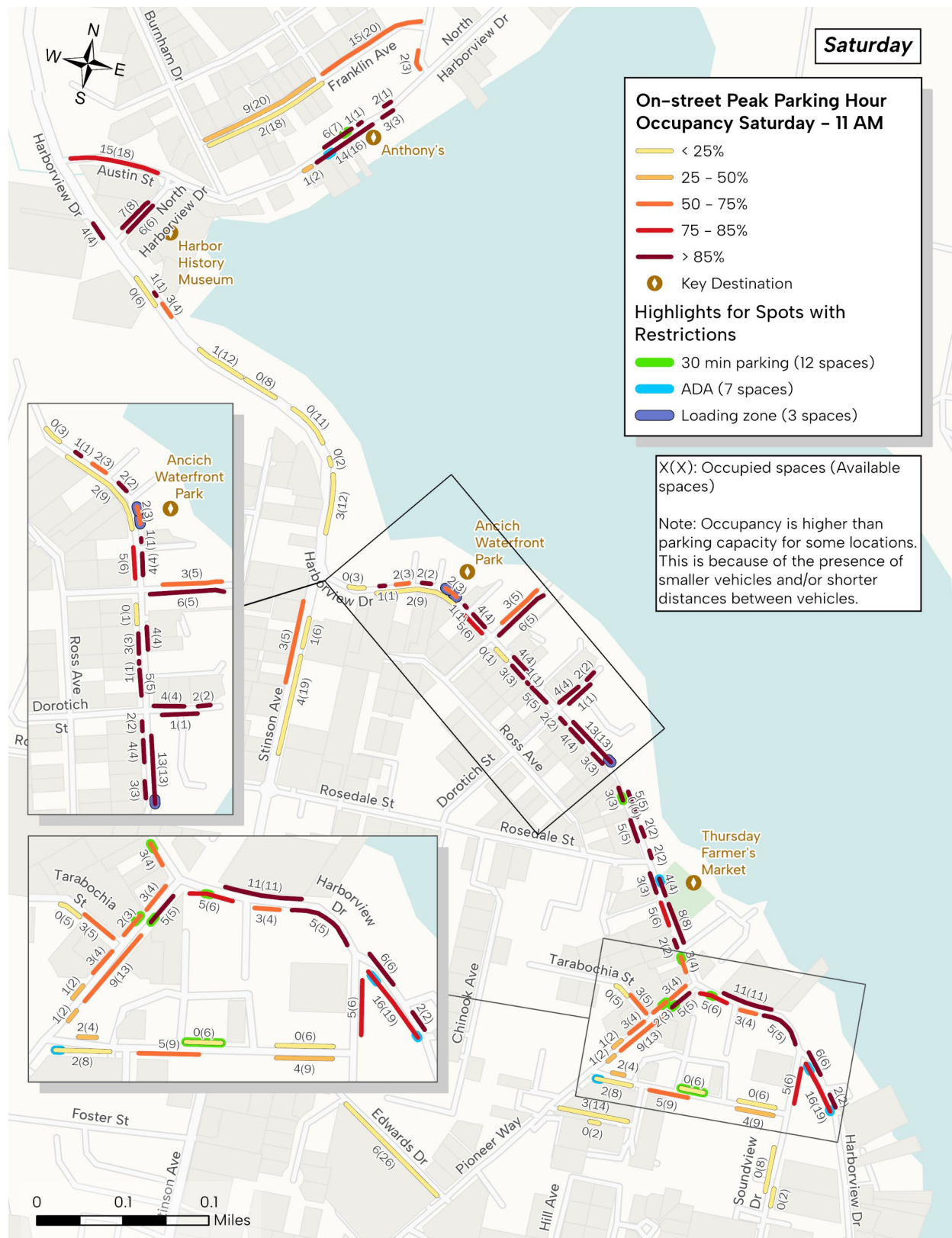


Table 7 below splits the data from the maps by area. Millville and Judson had significant variation in the overall occupancy levels at peak hours between Thursday and Saturday. The other areas saw less variation across the two days.

Table 7: On-Street Peak Parking Hour Occupancy on Thursday and Saturday

Area	Inventory	Occupied spaces Thursday 12 PM	Occupancy % Thursday 12 PM	Occupied spaces Saturday 11 AM	Occupancy % Saturday 11 AM
Downtown	141	124	88%	125	89%
Finholm	91	62	68%	55	60%
Judson	121	68	56%	41	34%
Millville	93	74	80%	56	60%
Museum	92	39	42%	40	43%

Figure 21 shows the occupancy throughout the day for each area in absolute number of spaces occupied. Though Downtown (141 spaces) and Judson (121 spaces) both have a greater number of parking spaces than the other areas, Judson sees much less on-street occupancy, indicating that either people may not be aware of the spaces available there, or may prefer to walk less to visit businesses along the waterfront.

Figure 21: Number of On-Street Parking Spaces Occupied by Area

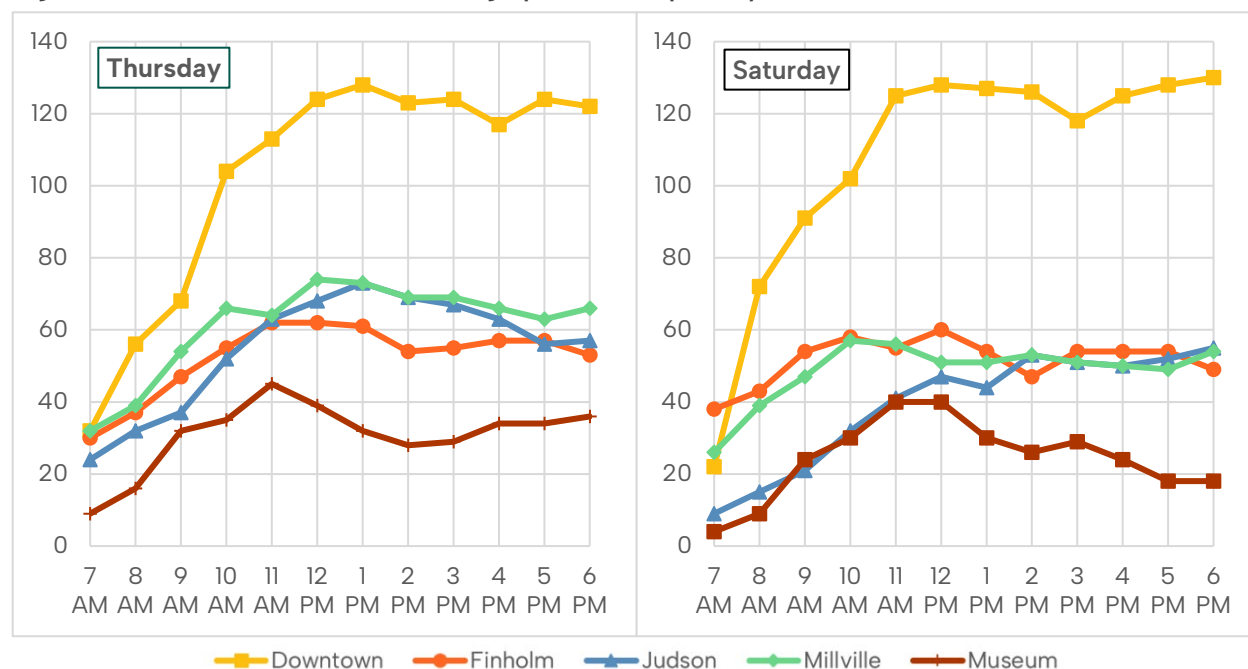
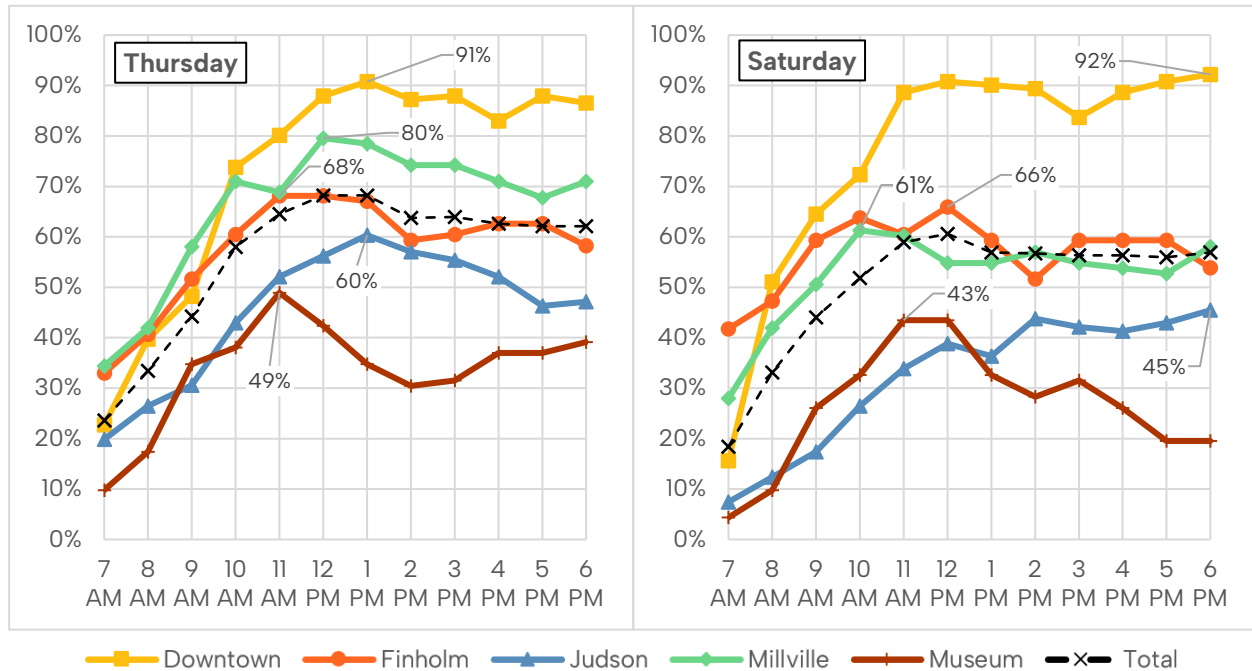


Figure 22 shows the same information in percentage to allow comparison between the areas. The percentage charts also show the overall occupancy percentage at on-street spaces. Finally, the highest occupancy percentage for each area is called out to highlight the time of the day each saw maximum occupancy.

Combined, the data in the figure below show the difference in parking trends between Thursday and Saturday. On Thursday, all areas witness peak parking occupancy during mid-day, with the more commercial areas having a second peak in the evening. On Saturday, however, Downtown and Judson see more parking at 6 PM, while the smaller and less commercial areas have mid-day peaks.

Figure 22: Percentage of On-Street Spaces Occupied by Area



Referring to the 85% industry benchmark for parking, it is also notable that all areas except Downtown stay below 85% occupancy at all times. Thus, at least from that definition the waterfront area is not parking deficient, providing credence to the goal of efficient management and redirecting cars to empty spaces throughout the study area.

5.3. Off-street parking occupancy

Unlike on-street spaces, off-street lots have restrictions in terms of who can park and when. Section 4.2 presented data on the number of parking spaces available in different land use types and the number of spaces closed on Saturday.

5.3.1. Spatial Distribution of Occupancy – Peak Parking Hours

Figure 23 shows the distribution of occupancy levels across all off-street parking lots during the peak parking hour, 1 PM, on Thursday. Figure 24 shows the same for Saturday at 1 PM. Parking lots containing more than 50 spaces are labeled. Both maps also highlight the locations of the public lots.

Key observations:

1. Despite the higher supply of off-street spaces compared to on-street ones, occupancy is much lower for off-street parking. Of the 78 total locations, 43 were less than 50% occupied on Thursday and 51 on Saturday, at 1 PM on both days.
2. There is a higher density of parking activity in lower Downtown on Thursday, likely reflecting the spillover demand of the Farmer's Market and employees parking in dedicated lots for workplaces.
3. Parking lots right next to the waterbody are generally catering to the various marinas, serving members but not the public. Consequently, occupancy in these lots is higher on Saturday than on Thursday, when more people are likely to be working.

Thursday

Off-street Peak Parking Hour Occupancy Thursday - 1 PM

- < 25% (20 locations)
- 25 - 50% (23 locations)
- 50 - 75% (16 locations)
- 75 - 85% (4 locations)
- > 85% (15 locations)
- Public lot
- Key Destination

Map labels include: Harbor History Museum, Harborview Dr, Anthony's Guest Parking, Anthony's, Murphy's Landing Marina, Ancich Waterfront Park, LDS Church, St Nicholas Catholic Church, Jerisich Building, Thursday Farmer's Market, Gig Harbor Marina & Boatyard, Peninsula Shopping Center, United Methodist Church, Arabella's Landing Marina, Harborview Dr, Ross Ave, Dorotich St, Rosedale St, Stinson Ave, Bayridge Ave, Shirley Ave, Rosedale St, Foster St, Pioneer Way, Hill Ave, Soundview Dr, Edwards Dr, Greyhawk Ave, Insel Ave, Tarabochia St, and Burhan Dr.

Scale: 0 0.1 0.1 Miles

Figure 24: Overall Peak Hour Occupancy – Saturday at 1 PM

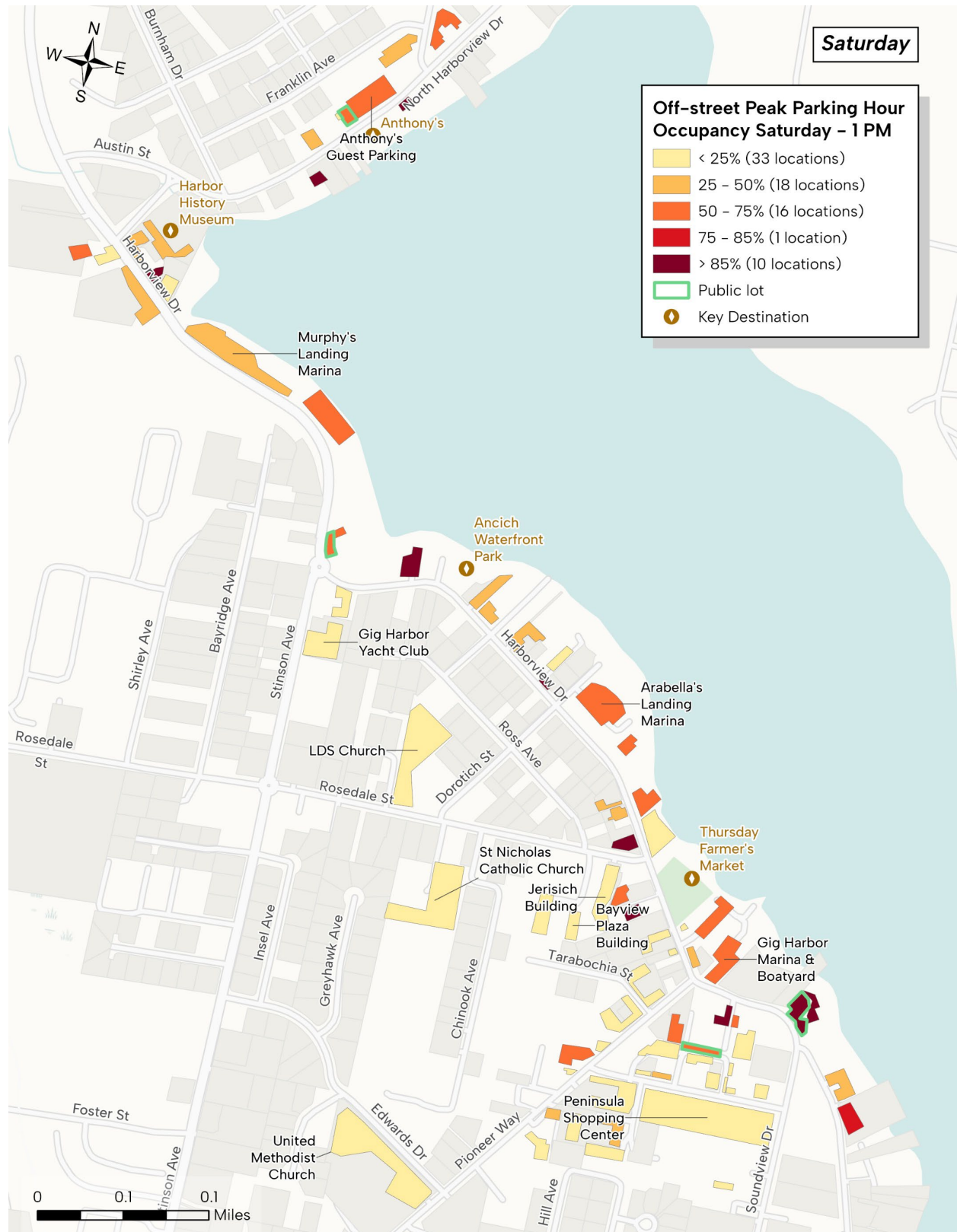


Table 8 below splits the data from the maps by area. In the earlier section, it was seen that on-street parking saw consistent demand on both days and throughout most of the areas. The table below showcases the different trends and patterns observed with off-street parking.

Key differences in off-street parking between Thursday and Saturday:

1. Downtown, Finholm, Judson, and Churches experienced significant reduction in parking occupancy during the peak hours from Thursday to Saturday.
2. On the other hand, Museum area saw a respectable increase. Millville did not see much change and remained low, reflecting its more residential makeup.
3. In particular, the parking lot at LDS Church on Rosedale St doubles as parking for people going to the Thursday farmer's market. The city runs a dedicated shuttle from this church to the market for this purpose. This is likely the reason for higher occupancy on Thursday than on Saturday.

Table 8: Off-Street Peak Parking Occupancy on Thursday and Saturday

Area	Inventory	Occupied spaces Thursday 1 PM	Occupancy % Thursday 1 PM	Occupied spaces Saturday 1 PM	Occupancy % Saturday 1 PM
Downtown	578	347	60%	254	44%
Finholm	169	111	66%	93	55%
Judson	667	307	46%	168	25%
Millville	132	35	27%	33	25%
Museum	238	67	28%	105	44%
Churches	518	85	16%	18	3%

Figure 25 below illustrates the typical difference in parking usage between public lots (left) and private lots reserved for an adjoining business (right).

Figure 25: (Left) A fully occupied public parking lot, (Right) An underused parking lot used by a local business



5.3.2. Parking Occupancy Trends by Area

The figures below help to provide more insight into the spatial patterns. **Figure 26** shows the absolute parking numbers for each area over the day, and then **Figure 27** allows comparison by showing the percentage occupancies.

Figure 26: Off-Street Parking Occupancy Numbers by Area

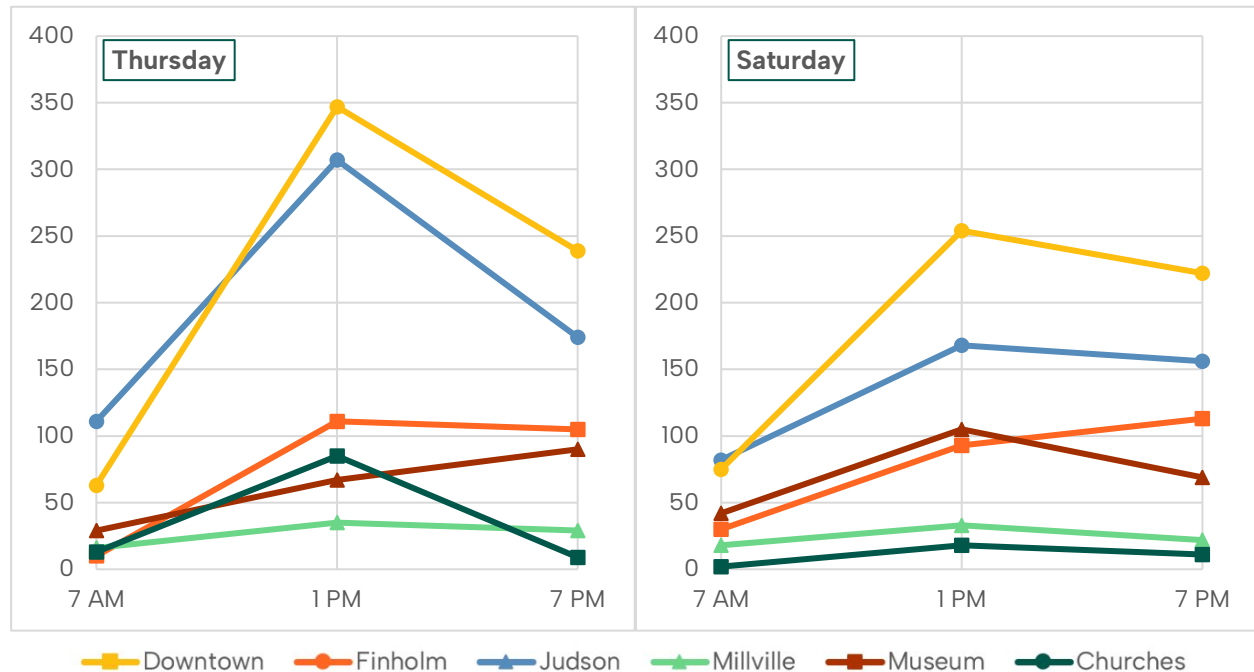
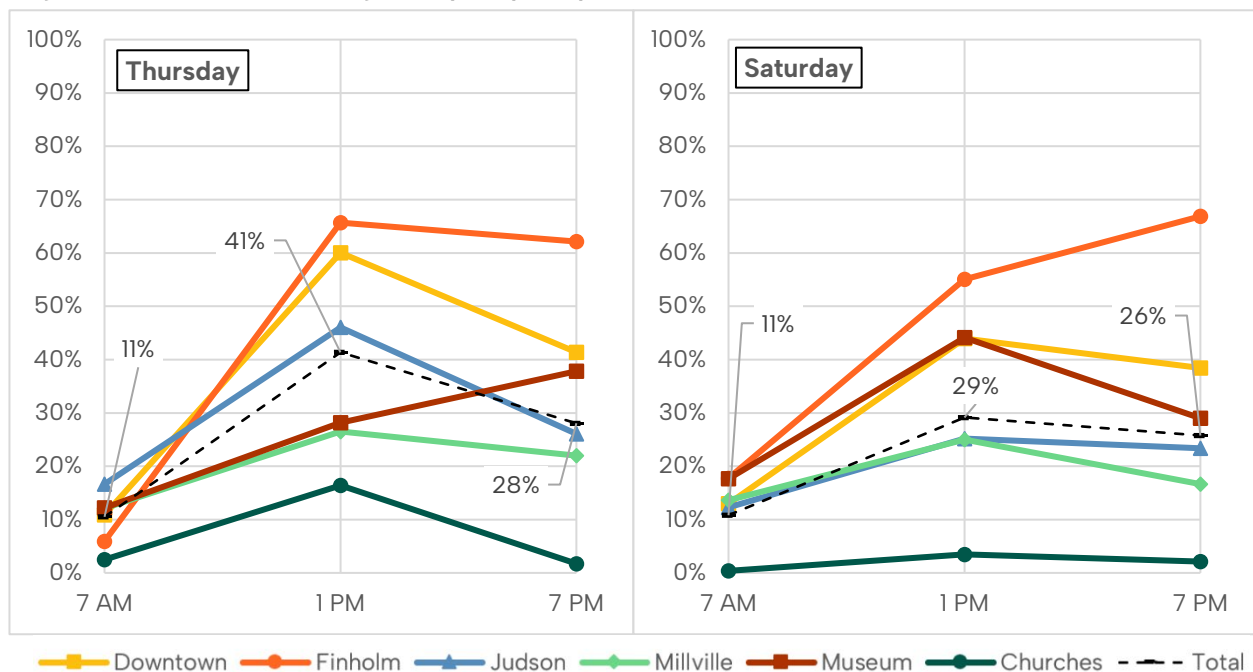


Figure 27: Off-Street Parking Occupancy % by Area

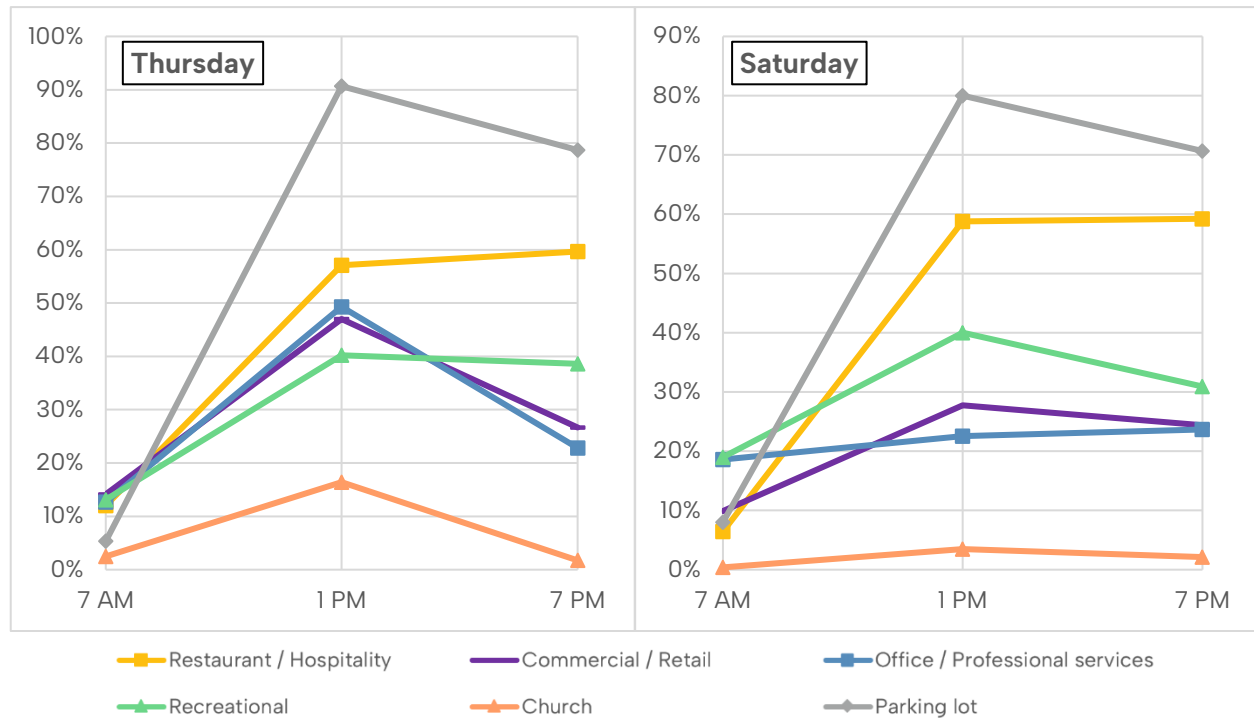


Thursday: Occupancy in all the areas, except Museum, peaks around noon. In Museum, it increases slightly into the evening. **Saturday:** The only behavioral difference to Thursday is that it is Finholm which witnesses the continuous increase in occupancy throughout the day.

5.3.3. Parking Occupancy Trends by Land Use

Based on the land use categorization of the private lots in Section 4.2 and Figure 11, **Figure 28** further helps highlight the points following the charts.

Figure 28: Off-Street Parking Occupancy % by Land Use



1. Public lots have high demand during peak hours, likely because they serve visitation needs not met by parking lots in other land use types. Furthermore, compared to parking on the street (which usually requires parallel parking), it is easier for most people to park in the off-street lots.
2. Though the waterfront area is a key destination for marinas and boating activities, the Recreational category in the figure indicates that the parking lots serving them see low occupancy even in the busy summer season. This is likely because they're available only to members and not to other people interested in accessing the waterbodies.
3. Office / Professional services are clearly oriented towards weekday occupancy by workers. On Saturday, they sit mostly empty, even as public lots and on-street parking continue to experience high usage levels.

5.3.4. Effect of Weekend Business Closures on Occupancy

As first mentioned in Section 4.2.2, if a business is closed on Saturday, then it is likely that the parking lot serving that property is also not being occupied, at least not at the levels observed on a weekday. This would have the effect of lower parking occupancy on Saturday, and it is important to note here for accurate interpretations of the data.

As shown in **Table 9**, of the 70 private lots, 47 (67%) are open on Saturday and 21 are closed. The Saturday hours of 2 lots are unknown. Owing to the closure, occupancy at closed lots on Saturday is lower than that at open lots on Saturday by 9 percentage points. This is even though the reverse is true on Thursday, lots which would be closed on Saturday are 3 percentage points more occupied.

Table 9: Occupancy of Private Parking Lots split by Saturday Status

Saturday status	Number of private lots	Number of parking spaces	Occupancy at 1 PM – Thursday	Occupancy at 1 PM – Saturday
Open on Saturday	47	1234	46%	38%
Closed on Saturday	21	436	49%	29%
Unknown	2	39	33%	5%

Table 10 adds important context to this trend. As expected, all the restaurants and nearly all the recreational lots are open on Saturday. On the other hand, nearly a third of the commercial locations and two-thirds of the office lots are closed on that day.

Table 10: Saturday Status of Private Lots by Land Use Type

Land use type	Open on Saturday	Closed on Saturday	Unknown
Restaurant / Hospitality	13	0	0
Commercial / Retail	15	7	1
Office / Professional services	5	10	1
Recreational	13	2	0

5.4. On-street Turnover

5.4.1. Dwell time

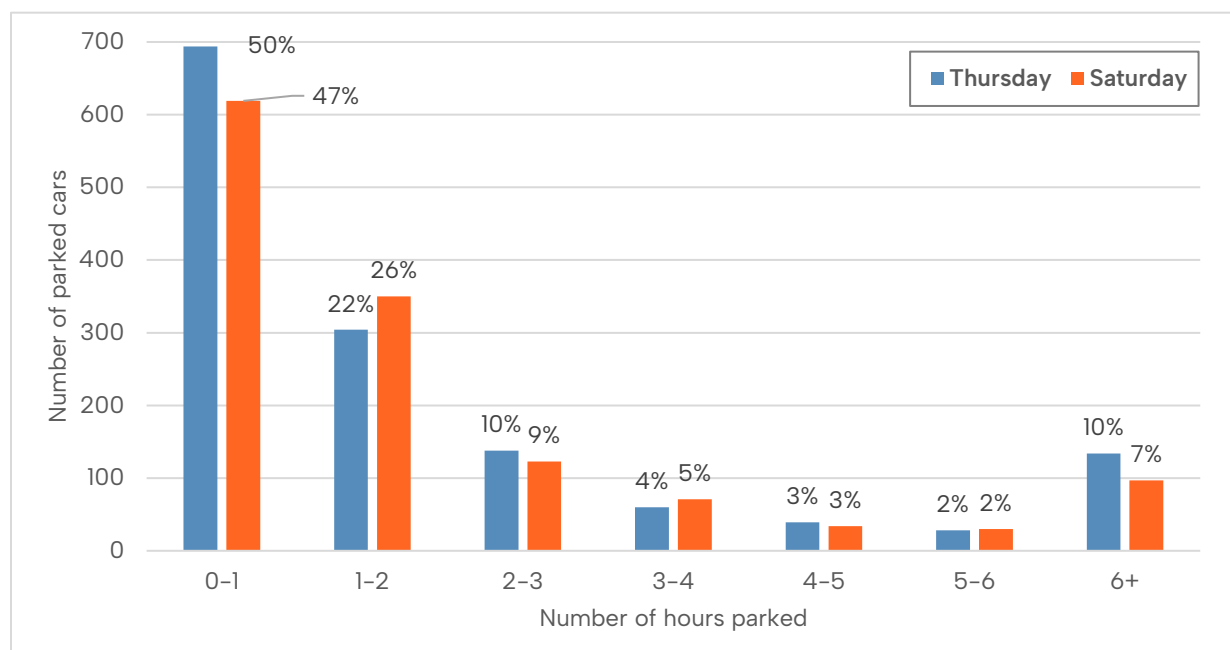
Dwell time is the amount of time a car was observed to be parked. For this survey, dwell time is collected only for on-street spaces. Furthermore, since the survey counts were carried out hourly, the dwell time categories are hourly too, from 0–1 hours to more than 10 hours.

Figure 29 shows a distribution of dwell times for both Thursday and Saturday, with a decreasing trend on both days. Dwell time of more than 6 hours has been combined into one column to highlight the parking behavior of residents and employees, as opposed to that of tourists, visitors, and commercial activity.

In total, 1,397 and 1,324 cars were observed to be parked on Thursday and Saturday, respectively. **On both days, nearly half of the cars parked for less than an hour in an on-street location** (as indicated by the percentage callouts). Nearly a quarter of the cars parked for between 1–2 hours. After that, the number of hours reduced continuously.

There is a small difference in the parked hours between the two days, with a slightly bigger percentage of cars parking for a longer duration on Saturday. 10% and 7% of the cars parked for more than 6 hours on Thursday and Saturday, respectively. Typically, the main external factors that would affect dwell times are parking time restrictions and paid parking, neither of which are implemented in the study areas.

Figure 29: Dwell Times for On-Street Parked Cars on Thursday and Saturday



5.4.2. Parking Turnover Factor

The turnover factor is an indicator of how efficiently the parking spaces are being used. One caveat for using this definition for this study is that the turnover rate is available at the segment level (see Section 4.1 for a brief discussion about on-street segments) and not the individual spot level, owing to limited time and budget for parsing through the data.

The turnover factor ranged between 0.25 and 7 for on-street spaces within the study segments surveyed during a 12-hour period. As illustrated in **Figure 30** and **Figure 31**, street segments experiencing an average turnover factor below 2.0 per space during the 12-hour period typically served no more than two vehicles per space within that segment, which may be attributed to factors such as less desirable curbside locations or extended parking durations by residents or employees. Conversely, segments with a turnover averaging above 2.0 per space demonstrate more efficient parking utilization, accommodating multiple vehicles within the same time frame.

Segments within the Downtown, Millville, and Finholm areas showed varying levels of parking space utilization during a 12-hour period, with segments serving multiple vehicles and accommodating customer and visitor trips of less than 2 hours. Some segments in these areas had an estimated turnover factor of 3.0 cars per hour or lower, which suggests longer parking durations, likely due to employees or residents using street parking.

Several segments in the Museum area had a turnover ratio below 2.0, suggesting that parking spaces were more available in these areas, possibly due to reduced land-use activity and low desirability for parking along these segments.

Figure 30: On-Street Parking Turnover Rate – Thursday

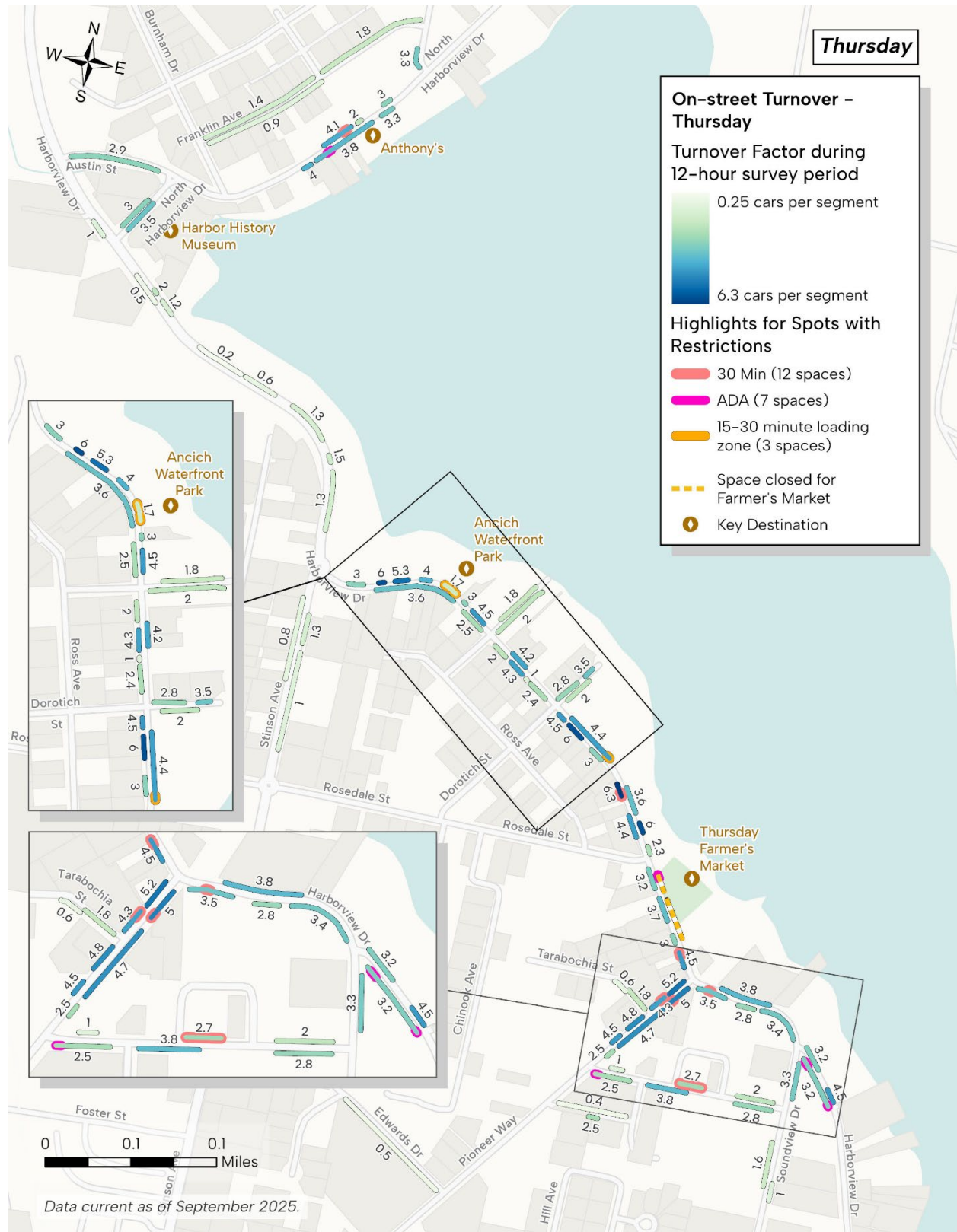
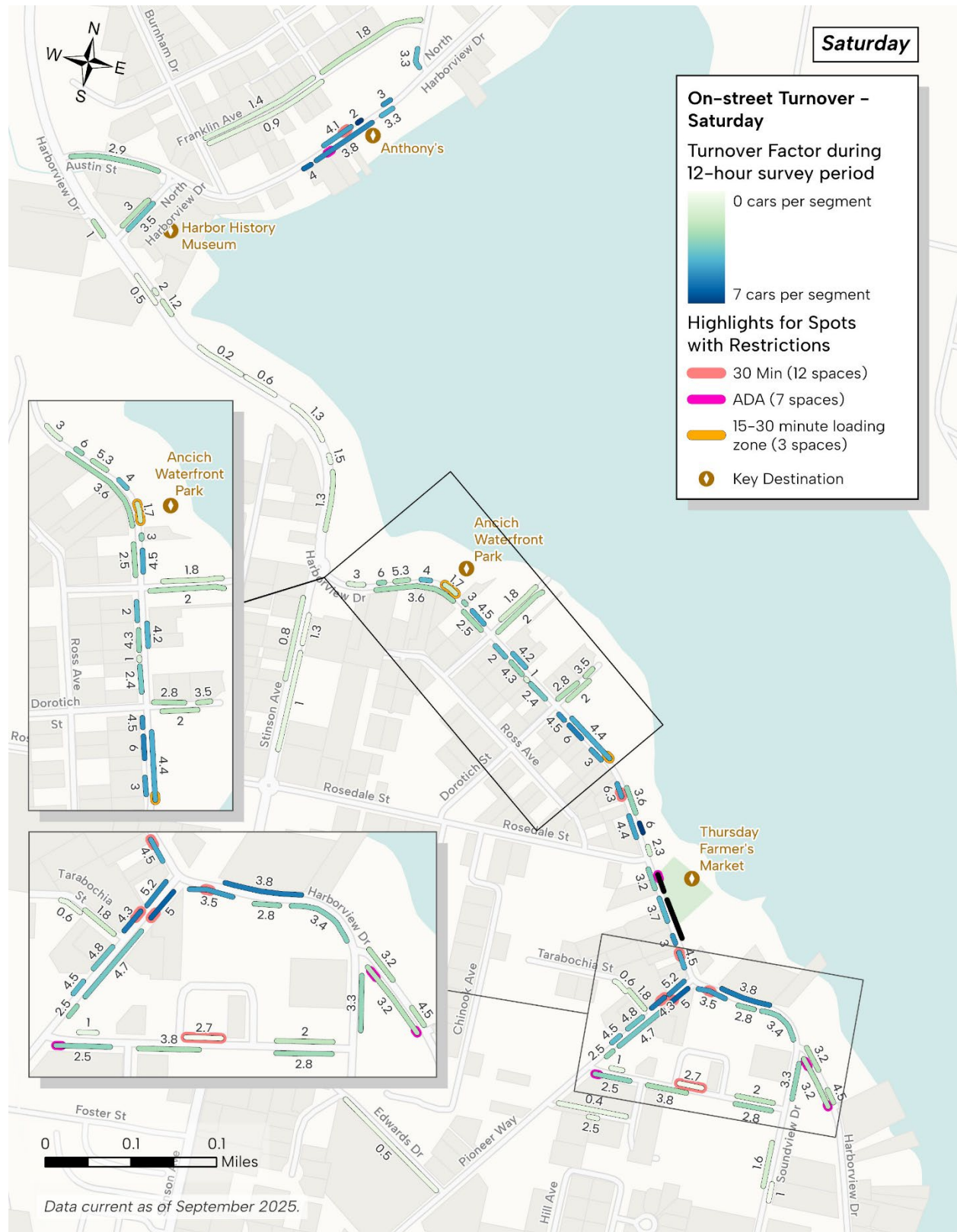


Figure 31: On-Street Parking Turnover Rate – Saturday



6. Parking Management Interventions

The simple response to a perceived lack of parking by residents and visitors would be to build more parking. However, such a step would lead to more driving, cost a lot of money to buy land and build parking, and worsen the overall experience of exploring the commercial area of a city. Therefore, the more appropriate step would be to comprehensively manage existing parking and optimize the parking supply. The previous sections highlighted the high demand for public on-street parking meanwhile there is abundance of available private off-street parking. This section presents various “interventions” that could optimize public parking and potential unlock parking supply in off-street lots to better serve the needs of the Downtown and Finholm districts.

6.1.1. Suggested Interventions from Previous Studies

The annual parking survey conducted by the City and a volunteer group also made key suggestions based on primary data and on-ground observations. These were:

1. Explore employee parking without affecting customer and visitor needs.
 - a. Understand employee parking demand.
 - b. Explore employee parking in private lots.
2. Explore “off-hour” usage of private lots to supplement public parking supply to meet peak demand on weekends.
3. Improve signage and provide maps or apps for wayfinding.
4. Improve merchant and public awareness of parking availability & needs.
5. Limit new parking in Downtown and encourage walking.

Many of the interventions suggested below are in line with the ones already discussed previously. The goal of the following subsections, then, is to provide structure back the interventions with examples and other considerations.

6.1.2. The Three Categories of Interventions

The parking management interventions are grouped into three categories:



Provided below is a detailed summary of interventions found suitable to explore under each of these three categories.

6.1.3. Parking Supply Enhancement

This set of interventions increases the effective availability of parking without adding new spaces by improving the efficiency of the existing supply. Rather than expanding capacity, it focuses on better management and utilization—enhancing access and reliability while avoiding the costs and impacts of new construction.

Table 11: Supply Enhancement Interventions

Intervention	Description	Expected effect
Time limits	• Add 15-min, 30-min, 2-hour parking spots throughout the area, especially next to high activity spots. • Maintain consistency in their locations on every block for predictability for drivers.	• More parking availability and turnover on the busiest blocks. • Long-term parking needs addressed by spaces further away from high activity areas and which need more walking.
Enforcement	Restrictions on time and type of parking (ADA, loading zones etc.), and pricing will need enforcement that should be consistent, not necessarily strict.	• Enforcement is key to success of parking management interventions. • Consistency will enable trust-building with residents.
Shared parking with churches	• Churches experience high occupancy mostly on weekends. • Two church lots in the study area are within 5-minute walking distance of Harborview Dr, and can be invited for a shared parking agreement.	After implementation of on-street restrictions, church lots that are a few minutes walking distance from the waterfront streets can meet parking needs for able-bodied customers and employees.
Shared parking among neighboring businesses	Similar to the above, shared parking between businesses which have complementary activity periods can be used for: • All visitors (offered as public parking) • Employees	• Better utilization of privately owned and underused off-street parking. • Free up on-street parking, otherwise currently being used for daily parking by employees of businesses.
On-street parking permits	(In conjunction with Parking benefit districts in next section) Restrict parking on nearby residential streets to only holders of permits – residents of those streets and waterfront area employees.	• Prevent spillover parking caused by on-street time limits and pricing in the waterfront area. • If there is no nearby off-street lot, this can be a structured way to meet the needs for employee parking.

6.1.4. Demand Reduction

These interventions serve as the counterpart to supply enhancement, focusing on managing and reducing the demand for parking. Rather than accommodating additional vehicle trips, they aim to influence travel behavior by encouraging walking, biking, and transit as substitutes for car use. By shaping the everyday choices of residents and visitors, these interventions support long-term system management, helping align travel demand with available infrastructure while advancing broader mobility and sustainability goals.

Table 12: Demand Reduction Interventions

Intervention	Description	Expected effect
Paid parking	Charge for on- and off-street public parking. Starting value for pricing should recoup implementation and enforcement costs. Pricing can be dynamic by location and/or time, using the following logic:	• City recoups the true cost of providing parking on valuable public space. • Parking demand is redistributed to less busy areas.

Intervention	Description	Expected effect
	• Higher in high activity areas where parking demand is greater • Higher during peak hours	• City is able to reinvest surplus revenue into transportation improvements using a Parking Benefit District.
Parking benefit district	• In neighborhoods surrounding the waterfront, price on-street parking for residents and waterfront employers. • Introduce a permit-based system for households and businesses and limit permits per entity.	• Prevent spillover parking demand caused by on-street time limits and pricing. • Reinvest revenues into maintenance, upgrades, and improvements for parking and transportation in the area.
More bike racks	Greater availability of racks on sidewalks and in parking lots to support biking from closer locations within the city.	Incentivize active mobility and reduce the need for parking from those who choose to bike instead.
Public bike sharing system	Explore a pilot and then a complete launch of public e-bike sharing service for travel within and between waterfront areas.	• Support biking needs for visitors. • Support parking needs further away from the waterfront.
Increase Route 100 service	Advocate for increasing the <u>frequency</u> and <u>hours</u> of the Pierce Transit Route 100 bus service, which runs along Harborview Dr.	• Reduce car trips for visitors and residents. • Support the usage of parking spaces that are further away for visitors and employees.

6.1.5. Parking Experience Enhancement

The effectiveness of capacity-enhancing and demand-reducing measures depends on delivering a smooth and intuitive parking experience. **The interventions in this category are intended to support, rather than hinder, access to the waterfront and to serve as a catalyst for the success of waterfront businesses.**

Table 13: Parking Experience Enhancement Interventions

Intervention	Description	Expected effect
Wayfinding	With cohesive visual language, add signages throughout study area to indicate locations and distances of parking options.	• Reduce the mental burden of finding parking for visitors. • Redistribute parking demand towards less-used areas. • Reduce chances of parking spillover.
Parking maps	• Maintain current physical and online maps for on- and off-street parking with time restrictions and pricing details. • Show locations for bike racks, bus stops, shuttle service etc.	Enable visitors to make informed decisions about where to park, reduce confusion and driving.
Introduce digital payments	Implement paid parking through website and app for digital payments (on top of kiosks).	• Less capital intensive solution for dynamic parking management. • Visitors can extend parking hours through app.

Intervention	Description	Expected effect
		Employees can purchase permits through portal.
Parking management system and personnel	Invest in parking-specific software, enforcement equipment, and personnel.	Oversee parking enforcement, recommend rate adjustments, and manage finances – including re-investment of parking revenues.
ADA parking	Add and more evenly distribute ADA spots throughout N Harborview Dr.	- Equitable provision of parking after adding time-restricted spots in busy areas. - Meet federal and state recommendations on accessibility.
Loading zones	Provide at least one spot per block area to support delivery vehicles (UPS, food delivery, etc.).	Reduced friction for delivery workers, businesses.

Delivery trucks frequently struggle to find parking in Gig Harbor’s commercial areas, delivery trucks are compelled to use regular parking spaces instead, as shown in the figure here. Drivers often circulate multiple times around the block in search of a spot convenient for loading and delivery of packages.

Figure 32: Delivery truck parked in regular parking spot on Harborview Dr

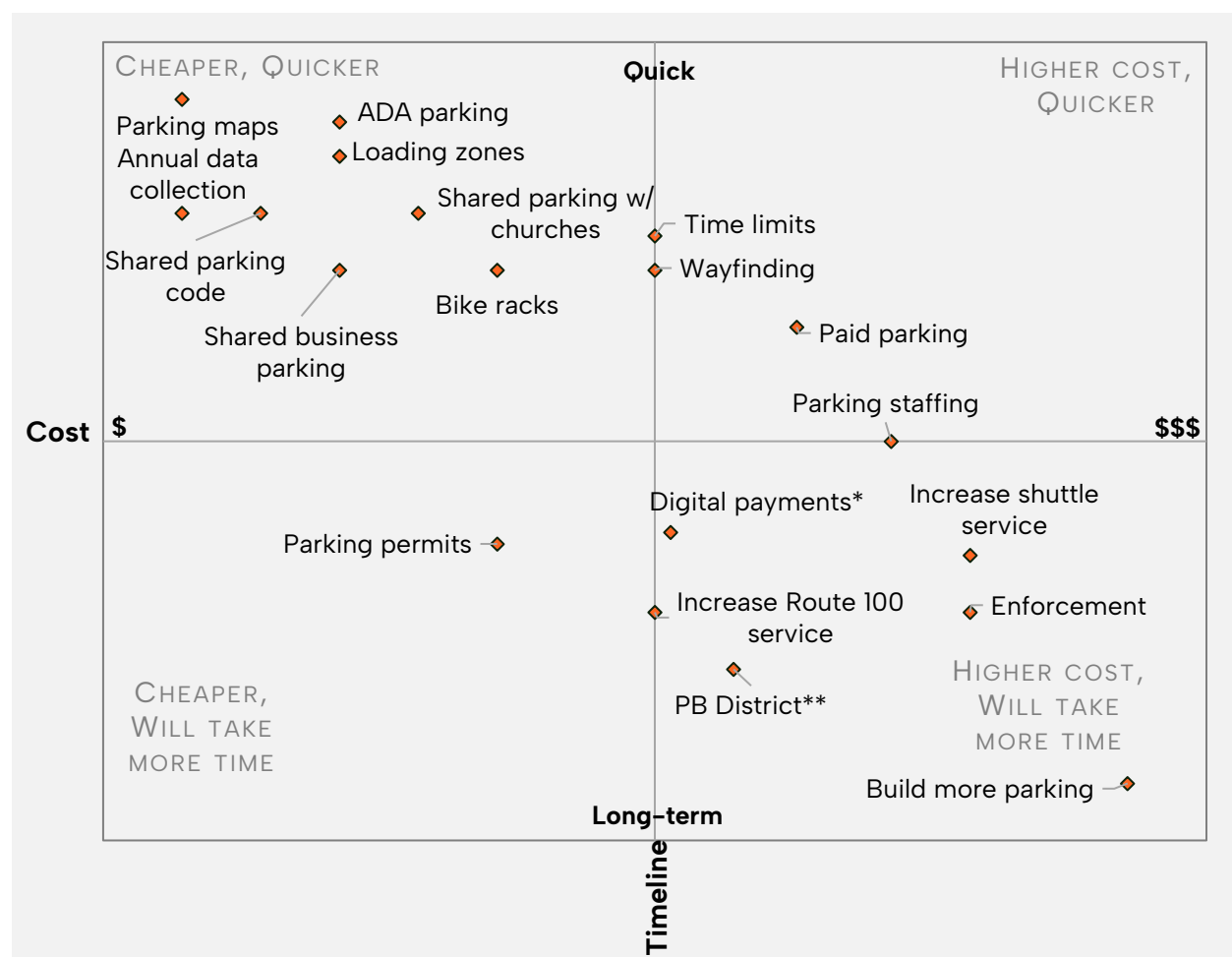


6.2. Evaluation of suggested parking management interventions

The interventions suggested for Gig Harbor in the previous subsection vastly vary in their expected ease of implementation, as measured in terms of cost and the time it would take to introduce them. **Figure 33** below presents one way to structure that approach.

By grading the interventions in relation to each other – based on cost of implementation and maintenance along the X-axis, and on timeline of implementation along the Y-axis, **there are four categories of implementation – Cheaper, Quicker (top left), Higher cost, Quicker (top right), Higher cost, Will take more time (bottom right), and Cheaper, Will take more time (bottom left)**. For comparison, “build more parking” is shown as the costliest and most time-intensive solution, though it is not a recommended intervention in this report. It must be noted that these gradings are not based on exact and quantified values; rather, they are provided to enable decision-makers to structure their approach to parking management by addressing the low-hanging, quick fixes like adding loading spaces and collaborating with nearby churches, and then thinking more strategically about long-term tools like paid parking and parking benefit districts.

Figure 33: Evaluation Chart for Parking Management Interventions



*Implementation of “Digital payments” to be done in conjunction with paid parking. **Parking benefit district.

6.3. A Deep Dive into Select Interventions

After presenting the above interventions, City staff and other project stakeholders identified seven interventions for a deeper dive to reflect their priorities and experiences from earlier parking-related needs and conversations. These interventions are explored below.

6.3.1. Shared Parking – Businesses

Shared parking is a parking management strategy that allows adjacent or nearby land uses to share a common pool of parking spaces rather than providing separate parking supplies for each use. This approach is most effective when parking demand varies by time of day, day of week, or season, such as between office, retail, and restaurant uses, so that the same spaces can serve multiple users without conflict. For example, when one entity primarily generates weekday demand and another peaks on weekends, overlap is minimized, reducing conflicts among parking-dependent visitors and lowering the likelihood of peak-period constraints.⁸ **Table 14** shows different land uses categorized into the peak parking periods they typically experience.

Table 14: Typical peak parking periods for different land uses

Weekday daytime peak demand	Evening peak demand	Weekend daytime peak demand
Banks and Offices Clinics Professional services	Bars Restaurants Theaters	Religious places Parks Shops and malls

Source: *Shared Parking*, Victoria Transport Policy Institute, <https://www.vtpi.org/tdm/tdm89.htm>

By matching complementary demand patterns, shared parking can be an effective tool to reduce the total number of spaces required, improve usage of existing facilities, and support a more efficient and walkable waterfront environment. To allow shared parking for two or more uses, the City’s zoning code must be updated. Since zoning codes set minimum parking requirements, a detailed study is usually required to document parking demand and justify overriding those requirements.

Shared parking arrangements generally require a formal agreement between two or more parties seeking to share parking and may involve fees paid to the owner of excess parking spaces. Shared off-street parking can be used to provide employee and customer parking during certain hours or days. This approach leads to more efficient use of surplus parking spaces and helps make more on-street parking available during peak demand periods.

The Case for Gig Harbor

To implement shared parking in the Downtown and Finholm Districts, a parking demand study can be conducted to identify opportunities where excess parking supply exists at certain times. This analysis typically involves collecting occupancy data across different times of the day and days of the week for representative land uses (see **Figure 11** for a map of land uses in the study area), either through field observations or existing data sources. By comparing observed peak demand for each use, the study can identify periods when one business has underused parking that could be made available to an adjacent business experiencing higher demand.

⁸ *Shared Parking*, Victoria Transport Policy Institute, <https://www.vtpi.org/tdm/tdm89.htm>

Applying methods such as those outlined by the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI) Shared Parking, the City can quantify potential reductions in parking supply and establish shared parking agreements that ensure availability, access, and management. This approach would allow Gig Harbor to optimize existing parking resources, reduce the need for new parking construction, and support the continued vitality of its downtown and waterfront districts.

Examples from Peer Communities

Several Washington communities explicitly allow and encourage shared parking arrangements for adjacent businesses. For example, the City of Issaquah allows shared parking among adjacent uses as part of its Flexible parking tools (18.604.160). Provided below are key components of the code as provided under 18.604.160.E of the Issaquah Municipal Code:

- Shared parking is allowed when prime hours don't overlap (or less than 30-minute overlap); prohibited if they do.
- Parking required is equal to the highest single use, not combined total.
- Up to 40% reduction in overall parking requirements is allowed with TDM study and supporting data.
- The land uses sharing parking must be within 800 feet, visible, and connected by safe pedestrian access.
- A shared parking reduction requires Director approval for existing uses existing or site plan review for proposed new uses.
- Requires a recorded shared parking contract (hours, maintenance, overflow, enforcement). Changes or termination to this contract require City review and approval.

Other examples of cities which allow shared parking include Lynwood, Burlington, and Olympia.

Potential Challenges

- In a Downtown setting, many uses actually do overlap more than expected, so there could be a limited eligibility.
- Property owners may hesitate to share spaces they don't fully control
- Legal contracts can be time-consuming to negotiate, record, and enforce
- Businesses worry about parking shortages during busy periods
- Managing who can park where (and when) can be difficult
- Customers prefer clearly assigned, nearby parking rather than shared arrangements

6.3.2. Shared Parking – Churches

As noted above, shared parking arrangements are most effective when participating entities have complementary demand patterns. Churches are great candidates for shared parking when the surrounding land use types are businesses and retail. They typically have large surface lots which see occupancy mostly during daytime on Saturdays and Sundays. Businesses and retail, on the other hand, are less busy on weekends (see **Table 14**).

The case for Gig Harbor

There are four church parking lots in the study area with a total of 518 parking spaces, as shown in **Figure 34** below. The Nazarene Church has only 23 spaces and was not included as a candidate for shared parking consideration. For the remaining three lots, occupancy during the peak hour of the

survey period, 1:00 p.m. on Thursday, was only 13 percent, or 66 spaces. As shown on the map, these lots are within walking distance of Harborview Drive. The LDS and St. Nicholas Churches are approximately a five-minute walk, while the United Methodist Church is about ten minutes away. Walk time estimates are taken from Google Maps.

Thus, the City can request the relevant organizations to lease a fixed number of parking spaces on all days except Sundays. If and when the City starts charging for parking on the commercial streets, providing the church lots as a cheaper option that involves more walking may be successful with long-term (2+ hours) visitors.

Currently, the seasonal Thursday Waterfront Farmer's Market provides a shuttle service, in which people can park at either the LDS or the Methodist Church and take the shuttle to the market. The City can explore expanding this service to cover more hours, days, and number of stops throughout the year to benefit all types of visitors and employees in the waterfront area.

Figure 34: Parking at Church Lots



Timeline and expected costs

Since this intervention does not involve any capital expenditure (apart from signages and painting), the City can implement this quickly upon reaching an agreement with the churches. However, success, as measured in parking occupancy, would be dependent on spreading information through a variety of channels about the availability of parking at church lots and a supportive wayfinding plan to guide drivers towards these lots.

Potential challenges

- Implementing this program would add hundreds of public parking spaces to the waterfront area. On one hand, it's an efficient solution that does not build more surface lots. On the other hand, more parking incentivizes more driving. Ideally, the City should pair parking capacity enhancements with interventions that reduce parking demand, like pricing and encouraging use of other modes of travel.
- Upon implementation, it will be the City's responsibility to enforce the hours designated at the church lots for public parking.

6.3.3. Time limits

Introducing and enforcing time limits is perhaps the simplest way to control on-street parking usage. On commercial streets, a City can use time limits to encourage turnover of parking spaces and enable more patrons to visit businesses and restaurants. Time limits are also useful on residential streets, where they can restrict parking usage by employees of nearby businesses. However, coupling time limits with permit-based parking (see Section 6.3.5) can allow for creating exceptions for residents and businesses interested in paying for parking permits for their employees.

- Create a mix of 15 min, 30-minute, 1-hour, 2-hour parking spaces. Typically, the time limit period can increase further away from activity centers to encourage higher activity nearby and long-term parking further away.
- Consider time periods within which time limits will not be enforced.
- Maintain similar locations on blocks for predictability for drivers.

The case for Gig Harbor

Currently, only 12 of the 538 on-street spaces have any type of time limit – 30 minutes (**Figure 35** shows an example of a 30-min space in the waterfront area). Furthermore, as explored previously, parking occupancy was high in on-street spots in Downtown, Judson, and Millville. On the other hand, fewer parking spaces were occupied along the segment of Harborview Drive, north of Stinson Avenue, and Edwards Drive further down in Judson, likely because there were very few destinations in those areas.

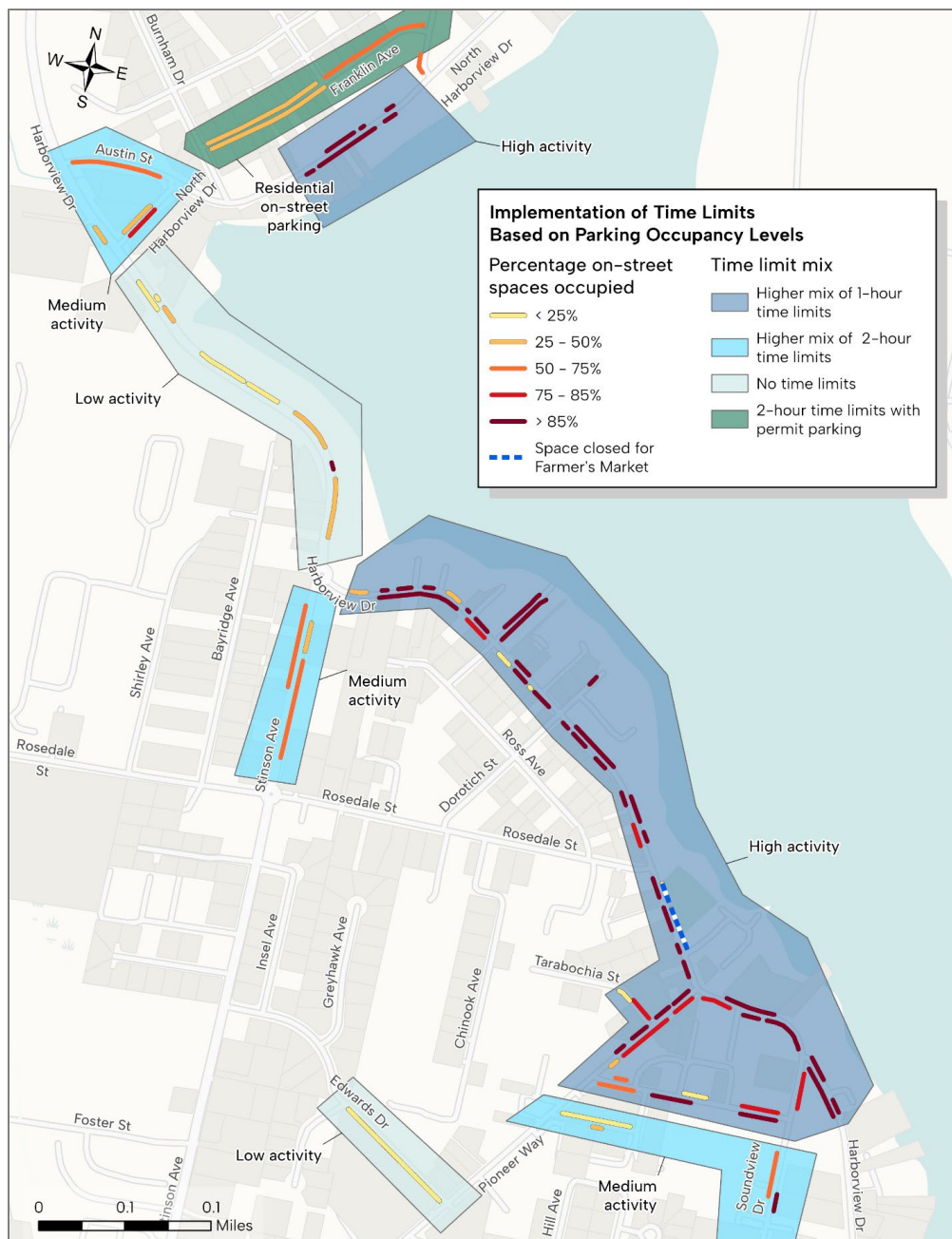
Figure 35: A 30-min restricted parking space along N Harborview Dr, marked by a traffic cone



A system of time limits that considers these inputs by introducing shorter time limits in locations of higher occupancy, and vice versa, can help redistribute parking throughout the study area and reduce the need for visitors to drive around and look for parking.

Figure 36 below shows one way the City can implement time limits. By categorizing areas into “activity” levels based on peak-hour on-street parking occupancy, the City can then choose the right mix of time limits. For example, more than 85% of the spaces were occupied along N Harborview Drive in Finholm, which would make it an appropriate candidate for a higher mix of short-term parking spaces. On the other hand, the spaces between Downtown and Finholm districts were mostly less than 25% occupied; allowing people to park here without time limits would encourage higher occupancy and redistribute parking demand across the study area.

Figure 36: Example Implementation of Parking Time Limits



Timeline and expected costs

- Time restrictions on parking spaces can be introduced through a short-term pilot, allowing the City to test hours, time limits, and user response with minimal risk. Based on pilot results, the program can be refined and rolled out as a medium-term, full implementation, potentially integrated with residential or business parking permits to manage access and reduce spillover impacts.
- Capital costs are relatively low and largely one-time, consisting primarily of signage, curb paint, updates to parking maps, and revisions to visitor information and wayfinding materials. Ongoing costs are driven by operations, particularly enforcement. While enforcement does not need to be overly strict, it should be consistent and predictable to ensure compliance and maintain user confidence. As a result, operational costs may range from medium to high depending on coverage, staffing, and coordination with existing parking management efforts. Since Gig Harbor experiences higher activity in summer months with tourists, a policy choice for the City would be between year-round enforcement or only during summer season when parking demand is higher. It is the recommendation of this report to choose year-round consistency and predictability over seasonal savings to encourage habit-forming behaviors within the community.

Potential challenges

- Spillover effect on neighboring streets if complementary interventions – permit parking, paid parking – are not also implemented.
- Confusion among drivers about limits if signages are not clear.
- High cost of enforcement, especially if not recouped through parking pricing.
- Crucial to clearly showcase to curbside businesses the benefit in terms of more patronage. For residential streets, win-win situation of controlled employee parking.

Example from Peer Cities

1. City of Bainbridge Island⁹ recently updated its downtown on-street parking regulations in the Winslow area to address congestion caused by ferry commuters, tourists, and local business activity. Prior to the changes, many on-street spaces were occupied for long durations resulting in limited availability for short-term visitors and reducing turnover needed to support retail. In 2024, the city implemented consistent time limits, generally reducing the time limit to 3 hours across key downtown streets, along with clearer signage and enforcement. The changes were paired with strategies like employee parking permits and encouragement of off-street parking to shift long-term users away from prime on-street parking spaces. The goal was to balance convenience for visitors with access for businesses while reducing all-day parking in high-demand areas.
2. City of Port Townsend¹⁰ implemented primarily 2-hour on-street parking limits in its historic downtown to manage heavy tourism demand and ensure turnover for local businesses, with recent efforts to strengthen enforcement and explore additional parking strategies.
3. City of Poulsbo¹¹ applied 2–3 hour on-street parking limits in its waterfront downtown core to balance visitor access and retail turnover, helping prevent long-term parking from occupying high-demand street spaces.

⁹ <https://www.bainbridgewa.gov/937/Downtown-Parking-Study>

¹⁰ <https://cityofpt.us/engagept/page/downtown-parking-pilot-study>

¹¹ <https://mrsc.org/explore-topics/planning/zoning/parking-regulations>

6.3.4. Paid Parking

Figure 37: Example of a Combination of Time Limit and Paid Parking Signage



Source: Wikimedia Commons

Parking at on-street spots and inside off-street lots can be programmed to implement different parking pricing by hours of the day and by day of the week, depending upon demand and the need to distribute parking demand to lesser-used parking locations.

In recent years, cities have implemented **performance-based pricing**, where the parking rate is adjusted to achieve a target occupancy level of 85% on every on-street block. For blocks with higher occupancy, the hourly parking rate can be increased for specific hours every day, or days of the week. Vice versa, the cost can be lower for locations with less than 85% occupancy. The current technology and available equipment make it easy to implement this method.

The case for Gig Harbor

Currently, on-street parking in the study area is completely free, while 95% of the spaces have no time restrictions. The study showed that this choice has resulted in high occupancy at on-street spaces during peak hours, even as a majority of parking

spaces in off-street locations remain empty. While spatially tiered time limits (see Section 6.3.3) will encourage drivers to park in underused spaces and to not overstay, the success of this intervention will be dependent on cost-intensive parking enforcement. Charging for parking directly plugs this gap, while acknowledging that on-street parking, which takes up valuable public space, should contribute its fair share. Furthermore, surplus parking revenue can be funneled back into projects that improve mobility and access in the same neighborhoods.

To ensure the effectiveness of performance-based pricing, Gig Harbor should continue its once-a-year parking data survey and use the data to:

- Annually adjust the parking rates for different blocks to achieve the 85% benchmark,
- Identify if rate adjustments helped reduce parking demand or shift it to underused locations.

Ideally, the City should set a minimum hourly parking rate that covers enforcement costs. Many cities begin at approximately \$1 per hour and adjust rates over time to achieve the 85 percent occupancy benchmark. Similar to the spatial tiering shown for time limits in **Figure 36**, the City can charge more for parking in busier areas and less (or no charge) in underused areas. However, a proper implementation of such a program should be based on a complete analysis of parking data, costs, use of revenue, and with public input.

Timeline and expected costs

- Paid parking is typically introduced through a short-term pilot in targeted, high-demand areas to test pricing levels, technology, and public response. Based on pilot outcomes, the program can be refined and expanded in the medium term into other areas within the district. To avoid spill-over parking, the City could also choose to implement the paid-parking in all intended areas in

phases with the Downtown district as Phase 1 and then follow up with a Phase 2 implementation in the Finholm district.

- Initial capital costs can range from low to moderate, depending on the technology selected, and may include parking meters or pay-by-app systems, signage, curb markings, and system setup. Ongoing costs are primarily operational and may be moderate to high, covering enforcement, customer service, system maintenance, data management, and program administration. Over time, parking revenue can offset these costs and provide a dedicated funding source for parking and mobility investments in the districts.

Potential challenges

- Businesses may push back on paid parking if they perceive that the added cost for customers will reduce footfall. Thus, communicating the long-term benefits — investments from parking revenues into infrastructure, more available parking, greater sidewalk activity from people choosing to walk or bike — will be crucial for the City to build trust and buy-in from businesses, employees, and residents.
- Equity impacts of paid parking: On one hand, tiered pricing will efficiently distribute drivers based on the urgency of need. On the other hand, it can be inequitable for lower income people and those who cannot park further away because of physical limitations. The City can explore the creation of exemptions (see exemption for ADA parking in Section 6.3.6) of permits based on demographic needs.

Examples from other cities

1. An example of a city which has implemented paid on-street parking is Bellevue, which, while larger than Gig Harbor, has recently advanced a curb pricing program¹² that reflects approaches that could be used by relatively smaller cities such as Gig Harbor. The City first adopted a Curb Management Plan in year 2023, then conducted detailed studies in the next two years (2024–2025) showing that downtown on-street spaces were consistently 80–100% occupied, with many vehicles overstaying time limits and causing congestion. The City combined this data with extensive stakeholder outreach, including surveys showing most users struggled to find parking but were open to modest pricing if it improved access and availability. Based on these findings, Bellevue proposed implementing paid on-street parking with variable pricing, targeting an occupancy rate of approximately 80% (i.e., one or two open spaces per block), along with investments in enforcement, payment technology (pay stations and mobile apps), and reinvestment of revenue into transportation improvements. Employing a phased implementation approach, the City included a grace period with warnings, public education campaigns, and used “parking ambassadors” to help users adapt. The pricing strategy is designed to be flexible and performance-based, adjusting over time based on demand rather than remaining fixed. Importantly, the City framed paid parking not primarily as a revenue tool, but as a management strategy to improve turnover, reduce cruising, and support downtown businesses.
2. Redmond implemented paid on-street parking in its downtown core (Redmond Town Center area) as part of a broader curb management strategy to improve turnover and support growing commercial activity, using modern pay stations and mobile payment options.

¹² https://bellevuewa.gov/sites/default/files/media/pdf_document/2025/bellevue-curb-pricing-implementation-strategy_final.pdf

3. Olympia operates a long-standing paid on-street parking system downtown, with performance-based pricing and time limits designed to manage demand, reduce congestion, and maintain availability for visitors and businesses.

6.3.5. On-street parking permits

When residents and visitors cannot find parking within a short walk, permits for on-street parking are a tried-and-tested way to address the need efficiently. Furthermore, if time limits and paid parking are implemented on commercial streets, on-street parking permits play a crucial role in addressing spillover parking into neighboring residential streets.

A permit restricts parking on applicable streets for everyone except those who purchase the permit, like residents of that street and their visitors. A City decides the duration of the permit (usually annual) and the cost for each vehicle. A typical permit system is structured to charge more for each subsequent permit a housing unit purchases, along with a reduced cost for 1 or more permits for any visitors.

The case for Gig Harbor

As part of the suite of comprehensive parking management reforms in and near the waterfront area in Gig Harbor, it is expected that time limits and paid parking will help redistribute parking and reduce parking demand. However, these two policies may also cause spillover parking into residential streets over a longer timeline.

Furthermore, workers of waterfront businesses currently park on the main commercial streets and residential streets, like Franklin Avenue. After introducing parking management, their needs can be met by shared parking agreements between businesses (see Section 6.3.1) and parking permits. Led by the City, businesses can sell discounted permits to workers, allowing a fixed number to parking along residential streets. See **Figure 36** for example location of parking permits – Franklin St.

Ideally, the City should also combine a permit system with time limits on residential streets to accommodate short term needs for other visitors, like utility workers, bigger groups etc.

Timeline and expected costs

- An on-street parking permit program is typically implemented in phases. In the short term, the City can establish a pilot program in targeted residential areas most likely to experience spillover from waterfront parking management, allowing time to define permit boundaries, eligibility, pricing structure, and visitor provisions. In the medium term, the program can be refined and expanded alongside the rollout of time limits and paid parking on commercial streets, with adjustments based on observed spillover patterns, enforcement needs, and neighborhood feedback. Over time, the permit system can be fully integrated into the City's broader parking management framework and updated as conditions evolve.
- Capital costs for an on-street permit program are generally low, consisting primarily of signage, curb markings, permit materials, and updates to parking maps and communication tools. Ongoing costs are primarily operational and may range from low to moderate, including permit administration, customer service, enforcement, and program management. These costs can be partially or fully offset through permit fees, including tiered pricing for multiple employee permits coordinated with waterfront businesses for employee parking.

Potential challenges

- Residents may feel that they are being charged for something that was expected for free until that point. This will require the City to acknowledge the status quo, while showcasing the benefits of better parking management in the form of higher availability of parking, reduced driving, and safer streets. Furthermore, the City should highlight the contribution of parking revenue to multi-modal improvement projects in the same neighborhoods.
- To prevent the permit model from being inequitable, the City may need to introduce discounts for low-income residents and those with qualifying disabilities and other conditions. Furthermore, the City can also reward residents who forego permits by providing credits for other modes of travel, like transit and biking.

Examples from other cities

1. The Oregon Department of Transportation (ODOT) has a guide on implementing permits for small to medium cities:
<https://www.oregon.gov/lcd/TGM/Documents/ManagingResidentialParking.pdf>
2. An example of existing program, related FAQs, and fee structure from Costa Mesa, CA:
<https://www.costamesaca.gov/trending/residential-permit-parking-program>

6.3.6. ADA Parking

Out of the 538 on-street spaces in the waterfront study area, only 7 (1.3%) are designated ADA spaces. The Public Right-of-Way Accessibility Guidelines (PROWAG), provided by the federal agency Access Board, recommends at least 1 ADA spot per 25 overall spots along the on-street perimeter of a block¹³. The table below shows the recommended number of ADA spots for different number of parking spaces. A rough calculation from the table suggests that the waterfront area should have at least 21 (4%) ADA spots. With more than 30% of Gig Harbor's residents older than 65 years, the need for accessible parking spaces is even higher in the city and will continue to increase every year.

Table 15: Recommended on-street parking spaces¹⁴

Total number of metered or designated parking spaces	Min. required number of ADA spaces	Total number of metered or designated parking spaces	Min. required number of ADA spaces
1 to 25	1	101 to 150	5
26 to 50	2	151 to 200	6
51 to 75	3	201 and over	4% of total
76 to 100	4		

Furthermore, with the parking reforms explored in the previous sub-sections, the City will need to carefully consider the impact of those measures on ADA spaces and carve out exceptions. For example, the Municipal Research and Services Center of Washington (MSRC) points out that "drivers with special permits typically do not have to observe parking time limits, even if they do not park in specific ADA-designated spaces". MSRC points to specific RCW codes, RCW 46.19.050¹⁵ and RCW 46.61.582¹⁶ that specify exceptions to time limits and parking meters.

¹³ <https://www.access-board.gov/prowag/technical.html#r310-on-street-parking-spaces>

¹⁴ <https://www.access-board.gov/prowag/scoping.html#r211-on-street-parking-spaces>

¹⁵ <https://app.leg.wa.gov/rcw/default.aspx?cite=46.19.050>

¹⁶ <https://app.leg.wa.gov/RCW/default.aspx?cite=46.61.582>

The recommended action for the City to take in the study area would be to:

1. Add at least one ADA parking space for every 25 on-street spaces.
2. Maintain consistency of locations on along block to make it predictable for visitors to find these parking spaces.

6.3.7. Wayfinding

Wayfinding improvements encompass all visual and informational tools a City can use to guide visitors to the option that suits their parking needs and educate visitors and residents alike about how parking works in an area. The tools include:

1. **Physical interventions:**
 - a. Curb striping (red for no parking, yellow for loading etc.) for on-street parking restrictions
 - b. Signage poles for on-street parking restrictions
 - c. Wayfinding signages to direct people to more parking options, like on-street options that are further away and church lots.
2. **Mapping:**
 - a. Regularly updated online maps showing parking locations, applicable time limits and costs, and walking time to key destinations.
 - b. Printed foldable maps for distribution at stores, the chamber of commerce, events, and other locations of initial visits by outsiders.
3. **Branding:** A combination of dedicated logo for public parking and distinctive colors to make it easier for both visitors and residents to find and understand parking options.

Examples from other cities

1. Many cities including Spokane, Bremerton and University Place have recently updated their wayfinding plan for the downtown districts to include parking wayfinding in addition to pedestrian/bicyclist scale signs.
2. Chapter 3 of the Oregon Department of Land Conservation and Development (DLCD)'s *Jump Start Guide to Parking Management* covers components and typical costs of wayfinding tools, supported with case studies from smaller cities in the state.¹⁷
3. One example of branding is provided by the City of Grants Pass, OR, which uniquely uses the names of regionally relevant birds and animals for parking lots to help drivers more easily identify and remember the name of public parking lots (See **Figure 39**).¹⁸

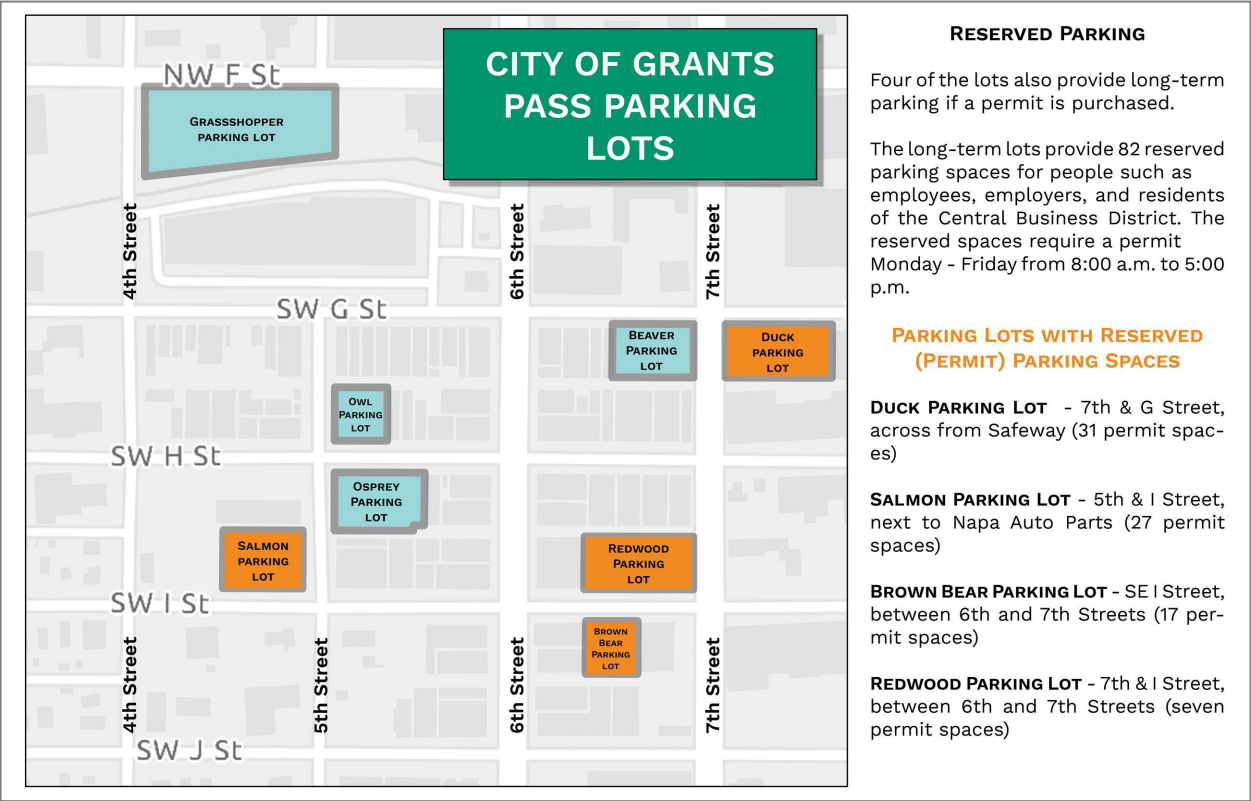
Figure 38: Example of Existing Wayfinding Signage in Gig Harbor



¹⁷ <https://www.oregon.gov/lcd/TGM/Documents/ParkingManagementJumpStartGuideScreens.pdf>

¹⁸ <https://www.grantspassoregon.gov/208/Downtown-Parking>

Figure 39: Map of Public Parking Lots with Naming Scheme in Grants Pass, OR



Source: Downtown Parking, City of Grants Pass, <https://www.grantspassoregon.gov/208/Downtown-Parking>

7. Appendix

7.1. Occupancy at Off-street Parking Lots

Table 16: Off-street Parking Lots – Complete Data

Area	Name	Primary land use	Saturday status	Parking spaces	Thursday			Saturday		
					7 AM	1 PM	7 PM	7 AM	1 PM	7 PM
Downtown	Commencement Bank	Office / Professional services	Closed	18	0	7	2	0	4	5
Judson	Harbor Center	Commercial / Retail	Closed	28	0	7	2	0	7	3
Judson	Williams Flowers*	Commercial / Retail	Closed	4	1	4	1	1	1	3
Judson	Pioneer Village	Commercial / Retail	Closed	30	0	1	0	0	16	0
Judson	Real Estate Office	Office / Professional services	Closed	4	0	4	0	0	1	0
Downtown	Edward Jones/State Farm*	Office / Professional services	Closed	9	0	9	1	0	0	0
Judson	Ryan & Jorgenson	Office / Professional services	Closed	45	3	7	5	1	2	1
Judson	NAPA Auto*	Commercial / Retail	Open	13	3	13	1	1	5	2
Judson	Gig Harbor Professional Bldg	Office / Professional services	Closed	36	4	13	1	5	0	0
Judson	Better Fitness	Commercial / Retail	Open	24	12	16	0	5	10	0
Judson	Harbor Commons Bldg	Commercial / Retail	Unknown	28	1	10	2	1	2	1
Judson	Hop Pharm/Harbor Health	Commercial / Retail	Open	30	1	12	9	1	3	16
Judson	Peninsula Shopping Center	Commercial / Retail	Open	248	49	123	77	29	60	55
Judson	USPS	Office / Professional services	Open	54	30	34	40	37	33	40
Judson	Harbor Teak	Commercial / Retail	Open	8	0	4	0	0	1	0
Downtown	7 Seas Brewing	Restaurant / Hospitality	Open	26	1	20	21	1	21	19
Downtown	Soundview Consultants	Office / Professional services	Closed	22	2	14	8	5	7	5
Downtown	Tides Tavern*	Restaurant / Hospitality	Open	9		9	6	0	9	9
NA	Russell Family Foundation	NA	NA	NA	--	--	--	--	--	--
Downtown	Tickled Pink*	Commercial / Retail	Open	8	1	8	6	1	8	5
Downtown	Gig Harbor Real Estate	Office / Professional services	Open	4	0	3	1	0	3	3
Downtown	Village Green	--	Open	25	3	3	1	0	7	4
Downtown	Willis Building-3010	--	Closed	27	0	15	11	2	7	8
Judson	Ultralocks Salon*	Commercial / Retail	Open	9	0	9	0	0	1	0
Judson	Gig Harbor Audio	Commercial / Retail	Open	14	0	2	3	0	2	3
Judson	Tarabocia Offices (Misner)	Office / Professional services	Unknown	11	0	3	0	0	0	0
Judson	Il Lucano Ristorante Italiano	Restaurant / Hospitality	Open	8	0	2	8	0	3	7
Judson	Chamber of Commerce	Office / Professional services	Open	6	0	1	1	0	0	1
Judson	Dental/Architect Bldg-Rear	Commercial / Retail	Closed	26	5	3	7	1	5	9
Churches	Nazerine Church	Church	Open	23	0	19	8	0	14	11
Judson	Timberland Bank	Office / Professional services	Closed	22	0	20	3	0	2	5
Downtown	Gig Harbor Marina	Recreational	Closed	70	17	59	25	19	41	32
Downtown	Gig Harbor Fly Shop	Commercial / Retail	Open	6	0	1	2	1	3	1
Downtown	Gig Harbor Brewing	Restaurant / Hospitality	Open	2	0	1	1	0	0	1
Downtown	Frills	Commercial / Retail	Open	4	0	1	2	0	0	0
Downtown	RcMEDIA Photography	Commercial / Retail	Closed	9	0	5	1	0	1	0
Downtown	Java & Clay Cafe	Restaurant / Hospitality	Open	12	9	5	2	0	12	1
Downtown	Maritime Inn	Restaurant / Hospitality	Open	15	3	7	4	11	8	7
Downtown	Jerisich Dock	Recreational	Open	64	1	33	22	1	7	8
Downtown	Bayview Plaza Building	Office / Professional services	Open	58	0	35	2	0	3	1
Downtown	El Pueblito	Restaurant / Hospitality	Open	14	3	17	19	0	18	16
Downtown	Pleasure Craft House Boats	Commercial / Retail	Open	31	6	12	10	7	6	13
Downtown	Harborview Marina	Recreational	Open	20	0	12	9	6	11	16
Downtown	Paris Salon	Commercial / Retail	Open	11	0	8	6	0	5	6
Downtown	Local Whimsey	Commercial / Retail	Open	5	0	3	0	0	2	1
Downtown	Downtown Waterfront Alliance	Office / Professional services	Open	14	0	6	6	1	9	8
Downtown	Arabella's Landing Marina	Recreational	Open	62	15	22	40	17	32	24
Millville	Susanne's Bakery	Commercial / Retail	Open	5	0	4	2	0	5	0
Millville	Gig Harbor Yachts	Recreational	Closed	15	2	9	0	0	3	1

Area	Name	Primary land use	Saturday status	Parking spaces	Thursday			Saturday		
					7 AM	1 PM	7 PM	7 AM	1 PM	7 PM
Millville	Harbor Place Marina	Recreational	Open	13	4	7	4	7	5	8
Millville	Millville Marina	Recreational	Open	11	4	3	7	4	5	5
Millville	Lucas Landing Marina	Recreational	Open	14	0	1	5	1	7	2
Millville	Buijch Marina	Recreational	Open	5	4	2	2	4	5	4
Millville	Speedy Auto/New wave Marine	Office / Professional services	Closed	15	2	6	2	2	3	2
Millville	Gig Harbor Yacht Club	Recreational	Open	54	0	3	7	0	0	0
Museum	Eddon Boat Yard	Recreational	Open	7	0	3	0	0	4	0
Museum	West Shore Marina	Recreational	Open	45	12	13	13	12	28	18
Museum	Murphy's Landing Marina	Recreational	Open	68	2	14	22	16	32	23
Museum	Cross Country Mortgage	Office / Professional services	Closed	15	3	3	0	5	0	0
Museum	Beach Basket	Restaurant / Hospitality	Open	26	10	6	5	1	7	4
Museum	Gig Harbor Automotive Service*	Commercial / Retail	Closed	8	0	8	8	6	8	8
Museum	Anamarium	Restaurant / Hospitality	Open	5	0	1	4	0	2	2
Museum	Family Thai Hut	Restaurant / Hospitality	Open	8	0	1	3	0	2	3
Museum	The Gourmet Burger Shop	Restaurant / Hospitality	Open	8	0	3	3	0	5	2
Museum	Harbor History Museum	Recreational	Open	41	2	12	31	2	12	6
Finholm	Bucholtz Waterfront Parking	--	Closed	8	4	8	4	8	7	4
Finholm	Finholm's Market & Grocery	Commercial / Retail	Open	14	1	10	10	2	6	11
Finholm	Harbor Creative	Commercial / Retail	Closed	3	0	2	2	0	0	1
Finholm	Anthony's Guest Parking	Restaurant / Hospitality	Open	62	0	35	45	2	36	50
Finholm	Peninsula Yacht Bldg*	Recreational	Open	6	2	6	4	5	6	6
Finholm	Morso	Restaurant / Hospitality	Open	38	2	26	18	0	14	17
Finholm	House Edward Jones/ Law Office	Office / Professional services	Closed	22	1	10	9	10	13	13
Churches	Gig Harbor United Methodist	Church	Open	146	3	14	0	0	0	0
Churches	St Nicholas Church	Church	Open	222	10	20	0	0	2	0
Churches	LDS Church	Church	Open	127	0	32	1	2	2	0
Downtown	Maritime Pier Lot	Parking lot	Open	33	2	32	31	3	30	29
Museum	Eddon Boat Park Lot	Parking lot	Open	7	0	3	1	0	5	3
Judson	Adams Ave Lot	Parking lot	Open	19	2	19	14	0	14	10
Finholm	Harbor Center Lot	Parking lot	Open	16	0	14	13	3	11	11

Notes:

For locations with asterisk (*), occupancy by survey team was counted as higher than inventory, which could be because of the presence of more than one car in a parking spot or a data error. Occupancy has been changed to 100% in such instances.



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

Meeting Date: September 17, 2026

SUBJECT: Sewer Utility Extension Agreement — Laguna's on the Bay

SUBMITTED BY: Jeff Langhelm, PE, Public Works Director

DEPARTMENT: Public Works

PHONE: 253-853-7630

SUGGESTED MOTION: N/A

BACKGROUND INFORMATION: Chapter 13.34 of the Gig Harbor Municipal Code (GHMC) states the city may expand sewer service outside the urban growth area in limited circumstances.

RCW 36.70A.070(5)(d)(i)(C) and WAC 365-196-425 allow cities to provide appropriate and necessary levels of public facilities and services not otherwise provided in rural areas to properties located outside the UGA provided they are inside the logical outer boundary of a local area of more intense rural development (LAMIRD.)

Following the requirements of Chapter 13.34 GHMC, Kent Kingman, representative of Minterbrook by the Sea LLC, has requested additional capacity from the City of Gig Harbor sewer utility at Purdy Drive NW and SR 302. Proposed redevelopment of parcel site 0122242031 would include the construction of a new restaurant, Laguna's on the Bay. The restaurant would replace a previously demolished structure that was on the property and had a connection to the city sewer system. See the attached map depicting the location of the parcel.

The project lies within the commercially developed area of Purdy that currently has an existing low pressure sewer system that pumps to the city's lift station 13. The site has an existing grinder pump system that the applicant proposes to add to with a small gravity system from the structure to the grinder pump effluent tank.

The property has one (1) sewer ERU already reserved from an existing approved sewer utility extension agreement. Due to repurposing of the property, the applicant is requesting an increase in ERU reservation. The proposed sewer UEA requests an additional nine (9) ERU. The draft sewer utility extension agreement and resolution are attached for your review.

At the September 17, 2026 City Council Study Session, staff will discuss the proposed agreement and respond to questions. Staff recommendation is for council to provide an expansion of sewer service to the parcel by way of resolution, which will be presented at an upcoming City Council meeting.

FISCAL CONSIDERATION: The proposed utility extension agreement requires Minterbrook by the Sea, LLC to pay all costs for designing, constructing, and permitting the necessary improvements of the City's sewer utility.

Lastly, as prescribed by Chapter 13.32 GHMC and noted in the proposed utility extension agreement, all general facilities charges and monthly services charges for sewer services outside the city limits shall be charged at 1.5 times the in-city rates.

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

1. Lagunas_Sewer UEA
2. Lagunas_R-XXXX UEA
3. Area Map_Lagunas on the Bay

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

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):

Sewer Utility Extension, Capacity Agreement and Agreement Waiving Right to Protest LID

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

Kingman, Kent

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 24 Township 22 Range 01 Quarter 23 : BEG AT NW COR OF TR CYD TO PEARL M
HEATON & EVELYN H JACKSON BY WD 7/26/55 FEE # 1728241 TH N 85 DEG 12 MIN 36 SEC E
149.29 FT TO WLY LI OF STATE HWY # 14 TH ALG SD WLY LI N 05 DEG 33 MIN 24 SEC W 85.92
FT TH

Assessor's Property Tax Parcel or Account Number: 0122242031

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

**UTILITY EXTENSION, CAPACITY AGREEMENT
AND AGREEMENT WAIVING RIGHT TO PROTEST LID**

THIS AGREEMENT is entered into this _____ day of _____, 20____, between the City of Gig Harbor, Washington, a municipal corporation of the State of Washington (the "City"), and Kent Kingman of Minterbrook by the Sea, LLC (the "Owner").

RECITALS

WHEREAS, the Owner is the owner of certain real property located in Pierce County which is legally described as set forth in Exhibit "A" and shown in the location map in Exhibit "B" attached hereto and incorporated herein by this reference; and

WHEREAS, the Owner's property is not currently within the City limits; and

WHEREAS, the Owner desires to expand its existing connection to the City sewer utility system, hereafter referred to as the "utility," and the City is willing to allow such expansion only upon certain terms and conditions in accordance with Title 13 of the Gig Harbor Municipal Code, as now enacted or hereinafter amended; and

WHEREAS, on _____, 2026 the City Council held a Council meeting on this Utility Extension Capacity Agreement; NOW, THEREFORE,

FOR AND IN CONSIDERATION of the mutual benefits and conditions hereinafter contained, the parties agree as follows:

TERMS

1. Warranty of Title. The Owner warrants that Owner is the owner of the property described in Exhibit 'A', which is attached hereto and incorporated herein by this reference, and is authorized to enter into this Agreement.

2. Expansion Authorized. The City hereby authorizes the Owner to expand existing service to Owner's property from the existing utility line on Purdy Drive NW (street or right-of-way) at the following location: 13810 Purdy Drive NW.

3. Costs. Owner will pay all costs of designing, engineering and constructing the expansion. All construction shall be done to City standards and according to plans approved by the City Engineer. Any and all costs incurred by the City in reviewing plans and inspecting construction shall be paid for by the Owner.

4. Sewer Capacity Commitment. The City agrees to provide to the Owner sewer utility service and hereby reserves to the Owner the right to discharge to the City's sewage system 9 ERU's; provided however, that the City retains the authority to temporarily suspend such capacity where necessary to protect public health and safety, or where required to comply with the City's NPDES permit, or any other permits required by any agency with jurisdiction. These capacity rights are allocated only to the Owner's system as herein described. Any modification to this system must first be approved by the City. Capacity rights acquired by the Owner pursuant to this Agreement shall not constitute ownership by the Owner of any facilities comprising the City sewage system. The City agrees to reserve to the Owner this capacity as set forth in GHMC 13.34.030.

5. Capacity Commitment Payment.

A. The Owner agrees to pay the City within 30 days of City Council approval of this Agreement and prior to the Mayor's execution of this agreement the sum of \$19,5210.00, which is fifteen percent (15%) of the current general facilities charge, to reserve the above specified capacity. This payment shall reserve the specified capacity for a period of up to three years from the date of the Mayor's execution.

B. In the event the Owner has not expanded its connection to the City's utility system consistent with this Agreement by the date set forth above and no extension of the commitment period occurs as outlined below, such capacity commitment shall expire and the Owner shall forfeit one hundred percent (100%) of this capacity commitment payment to cover the City's administrative and related expenses.

C. In the event the Pierce County Boundary Review Board should not approve expansion of the City's sewer system prior to the expiration of the commitment period, the Owner shall be entitled to a refund of the capacity commitment payment (without interest), less a five percent (5%) administrative fee.

6. Extension of Commitment Period. The Owner may extend the capacity commitment period for the life of the underlying development application or the underlying development approval upon payment of a capacity commitment payment of 100% of the value of the current general facilities charge. At the time of actual connection, per GHMC 13.34.040(7), if the sewer general facilities charge has increased, the Owner shall pay the difference between what was paid for the capacity commitment payment and the actual cost of the current general facilities charge.

7. Permits; Easements. Owner shall secure and obtain, at Owner's sole cost and expense, any and all necessary permits, easements, approvals, and licenses to construct the extension, including, but not limited to, all necessary easements, excavation permits, street use permits, or other permits required by state, county and city governmental departments including, but no limited to, the Pierce County Public Works Department, Pierce County Environmental Health Department, State Department of Ecology, Pierce County Boundary Review Board, and City of Gig Harbor. For the city of Gig Harbor, this will specifically require a civil construction permit meeting the intent of GHMC 12.06.

8. Turn Over of Capital Facilities. If the extension of utility service to Owner's property involves the construction of water or sewer main lines, pump stations, wells, and/or other City required capital facilities, the Owner agrees if required by the City to turn over and dedicate such facilities to the City, at no cost, upon the completion of construction and approval and acceptance of the same by the City. As a prerequisite to such turn over and acceptance, the Owner will furnish to the City the following:

A. Record drawings in a form acceptable to the City Engineer;

B. Any necessary easements, permits or licenses for the continued operation, maintenance, repair or reconstruction of such facilities by the City, in a form approved by the City Attorney;

C. A bill of sale in a form approved by the City Attorney; and

D. A bond or other suitable security in a form approved by the City Attorney and in an amount approved by the City Engineer, ensuring that the facilities will remain free from defects in workmanship and materials for a period of two years.

9. General Facilities Charges. The Owner agrees to pay the applicable general facilities charges, in addition to any costs of construction, as a condition of expanding its connection to the City utility system at the rate schedules applicable at the time the Owner physically connects his/her property to the system. Any commitment payment that has not been forfeited shall be applied to the City's general facilities charges. Should the Owner not connect 100% of the Sewer Capacity Commitment, the Capacity Commitment payment shall be credited on a prorated percentage basis to the general facilities charges as they are levied.

10. Service Charges. In addition to the general facilities charges, the Owner agrees to pay for utility service rendered according to the rates for services applicable to properties outside the city limits as such rates exist (which is presently at 150% the rate charged to customers inside city limits) or as they may be hereafter amended or modified.

11. Public Works Standards and Utility Regulations. Owner agrees to comply with all of the requirements of the City's public works standards relating to sewer and utility regulations when developing or redeveloping all or any part of the property described on Exhibit "A", and all other applicable sewerage standards in effect at the time.

12. Liens. The Owner understands and agrees that delinquent payments under this agreement shall constitute a lien upon the above-described property. The lien shall be as provided in RCW 35.67.200, and shall be enforced in accordance with RCW 35.67.220 through RCW 35.67.290, all as now enacted or hereafter amended.

13. Termination for Noncompliance. In the event Owner fails to comply with any term or condition of this Agreement, the City shall have the right, at any time, to enter onto the Owner's property and for that purpose disconnect the sewer, in addition to any other remedies available to the City.

14. Waiver of Right to Protest LID. (If applicable)

A. Owner acknowledges that the entire property legally described in Exhibit 'A' would be specially benefited by the following improvements (specify):

**No improvements are required. Sewer line and connection exist.
Request is solely for additional capacity.**

B. Owner agrees to sign a petition for the formation of an LID or ULID for the specified improvements at such time as one is circulated and Owner hereby appoints the Mayor of the City as his attorney-in-fact to sign such a petition in the event Owner fails or refuses to do so.

C. With full understanding of Owner's right to protest formation of an LID or ULID to construct such improvements pursuant to RCW 35.43.180, Owner agrees to participate in any such LID or ULID and to waive his right to protest formation of the same. Owner shall retain the right to contest the method of calculating any assessment and the amount thereof, and shall further retain

the right to appeal the decision of the City Council affirming the final assessment roll to the superior court. Notwithstanding any other provisions of this Agreement, this waiver of the right to protest shall only be valid for a period of ten (10) years from the date this Agreement is signed by the Owner.

15. Specific Enforcement. In addition to any other remedy provided by law or this Agreement, the terms of this Agreement may be specifically enforced by a court of competent jurisdiction.

16. Covenant. The conditions and covenants set forth in this Agreement and incorporated herein by the Exhibits shall run with the land and the benefits and burdens shall bind and inure to the benefit of the parties. The Owner, and every purchaser, assignee or transferee of an interest in the Property, or any portion thereof, shall be obligated and bound by the terms and conditions of this Agreement, and shall be the beneficiary thereof and a party thereto, but only with respect to the Property, or such portion thereof, sold, assigned or transferred to it. Any such purchaser, assignee or transferee shall observe and fully perform all of the duties and obligations of the Owner contained in this Agreement, as such duties and obligations pertain to the portion of the Property sold, assigned or transferred to it. All costs of recording this Agreement with the Pierce County Auditor shall be borne by the Owner.

17. Attorney's Fees. This Agreement shall be construed and enforced in accordance with the laws of the State of Washington. In any suit or action seeking to enforce any provision of this Agreement, the prevailing party shall be entitled to reasonable attorney's fees and costs, in addition to any other remedy provided by law or this agreement. Venue of such action shall lie in Pierce County Superior Court or the U.S. District Court for Western Washington.

18. Notices. Notices and correspondence to the City and Owner shall be sufficiently given if dispatched by pre-paid first-class mail to the addresses of the parties as designated below. Notice to any person who purchases any portion of the Property from the Owner shall be required to be given by the City only for those property purchasers who provide the City with written notice of their address. The parties hereto may, from time to time, advise the other of any new addresses for notice and correspondence.

TO THE CITY:

City Clerk
City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

TO THE OWNER:

Kent Kingman
Minterbrook by the Sea, LLC
PO Box 432
Gig Harbor, WA 98335

20. Severability and Integration. This Agreement and the Exhibits attached hereto constitute the agreement between the parties on this subject matter, and there are no other understandings, verbal or written, that modify the terms of this Agreement. If any phrase, provision, or section of this Agreement is determined by a court of competent jurisdiction to be invalid or unenforceable, or if any provision of this Agreement is rendered invalid or unenforceable according to the terms of any statute of the State of Washington which became effective after the effective date of this Agreement, such invalidity shall not affect the other terms of this Agreement.

DATED this _____ day of _____, 20____.

OWNER:

CITY OF GIG HARBOR

By: _____
Its _____
(Owner, President, Managing Member)

By: _____
Its Mayor

Attest:

Tiffany Aliment, City Clerk

Approved as to form:
Office of the City Attorney

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of _____, 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: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF P I E R C E)

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

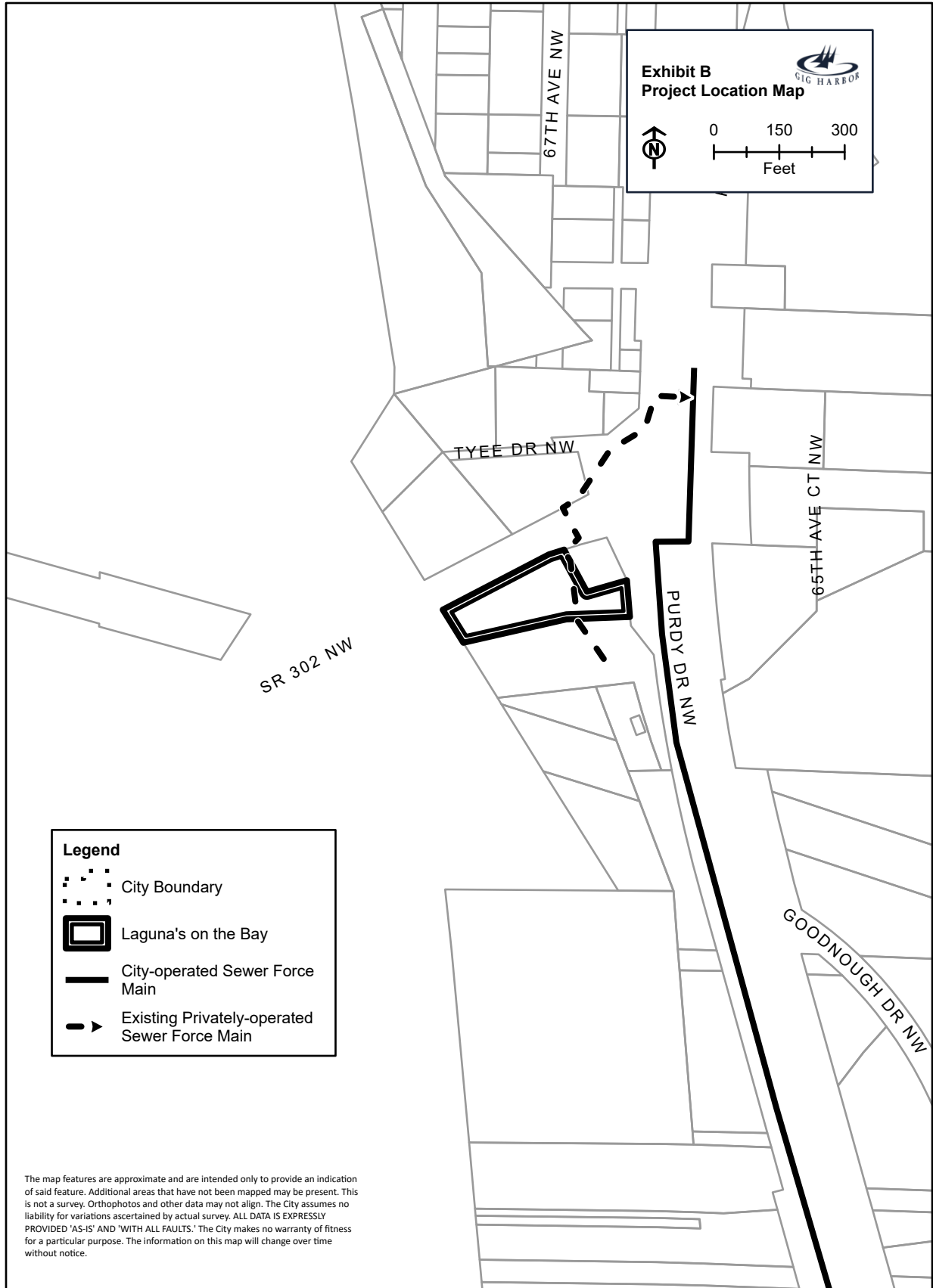
DATED: _____

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

EXHIBIT A
PROPERTY LEGAL DESCRIPTON

Section 24 Township 22 Range 01 Quarter 23 : BEG AT NW COR OF TR CYD TO PEARL M
HEATON & EVELYN H JACKSON BY WD 7/26/55 FEE # 1728241 TH N 85 DEG 12 MIN 36
SEC E 149.29 FT TO WLY LI OF STATE HWY # 14 TH ALG SD WLY LI N 05 DEG 33 MIN 24
SEC W 85.92 FT TH

EXHIBIT B



RESOLUTION NO. XXXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO EXTENDING SEWER SERVICE OUTSIDE THE CITY, AUTHORIZING ADDITIONAL CAPACITY THROUGH THE EXECUTION OF A SEWER UTILITY EXTENSION CAPACITY AGREEMENT WITH MINTERBROOK BY THE SEA, LLC, TO A RESTAURANT IN PIERCE COUNTY, WASHINGTON.

WHEREAS, Minterbrook by the Sea, LLC is in the process of permitting through Pierce County a restaurant outside city limits; and

WHEREAS, the owner previously received from the City a utility extension capacity agreement on November 10, 1998 for 1 ERU to connect one building on the property to the City's sewer system as recorded on AFN 9812300568; and

WHEREAS, Minterbrook by the Sea, LLC has requested discharging an additional 9 ERU's to the City of Gig Harbor's sewer utility to serve their restaurant known as Laguna's on the Bay and located at 13810 Purdy Drive NW, which is located outside of the City's urban growth area ("UGA") and within a limited area of more intense rural development ("LAMIRD"); and

WHEREAS, Chapter 13.34 of the Gig Harbor Municipal Code ("GHMC") requires a property owner seeking to expand an existing utility connection to property located outside of City limits to enter into a utility extension agreement with the City as a condition of a utility expansion; and

WHEREAS, the Purdy area was removed from the City's UGA by Pierce County; and

WHEREAS, GHMC 13.34.020 states the City may allow for expansion of City sewer service to properties that have existing connections to City sewer service and are located

outside the UGA, provided the existing connection is located within a LAMIRD pursuant to RCW 36.70A.070(5)(d); and

WHEREAS, RCW 35.67.310 and RCW 35.92.200 authorize the City to provide sewer utility services to property beyond the City limits; and

WHEREAS, RCW 36.70A.070(5)(d)(i)(C) and WAC 365-196-425 allow cities to provide appropriate and necessary levels of public facilities and services not otherwise provided in rural areas to properties located outside the UGA provided they are inside the logical outer boundary of a LAMIRD; and

WHEREAS, Pierce County does not allow any on-site sewage disposal systems to be placed with buffer or setbacks of shorelines; and

WHEREAS, the site also contains a well head protection zone of 100' for the Pederson Harold Well Water System well located on the edge of the shoreline at the back of the building; and

WHEREAS, with the shoreline and well head protection zones both being present, an on-site septic system option is not available to the applicant; and

WHEREAS, the City currently has capacity to provide the requested utility connections; and

WHEREAS, City staff believe that the applicant has met the requirements of GHMC 13.34.020, RCW 36.70A.070(5)(d)(i)(C), and WAC 365-196-425, and recommends this proposed UEA be approved; and

WHEREAS, on _____, the Gig Harbor City Council held a Council meeting on the Minterbrook by the Sea, LLC requested utility extension agreement;

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

Section 1. The City Council hereby authorizes the Mayor to execute the Utility
Extension Agreement attached hereto as Exhibit A, with the owner, Minterbrook by the
Sea, LLC.

Section 2. The City Council hereby directs the City Clerk to record the Utility
Extension Agreement against the Property legally described in Exhibit A of the Utility
Extension Agreement, at the cost of the applicant.

PASSED by the City Council this _____ day of _____ 20____.

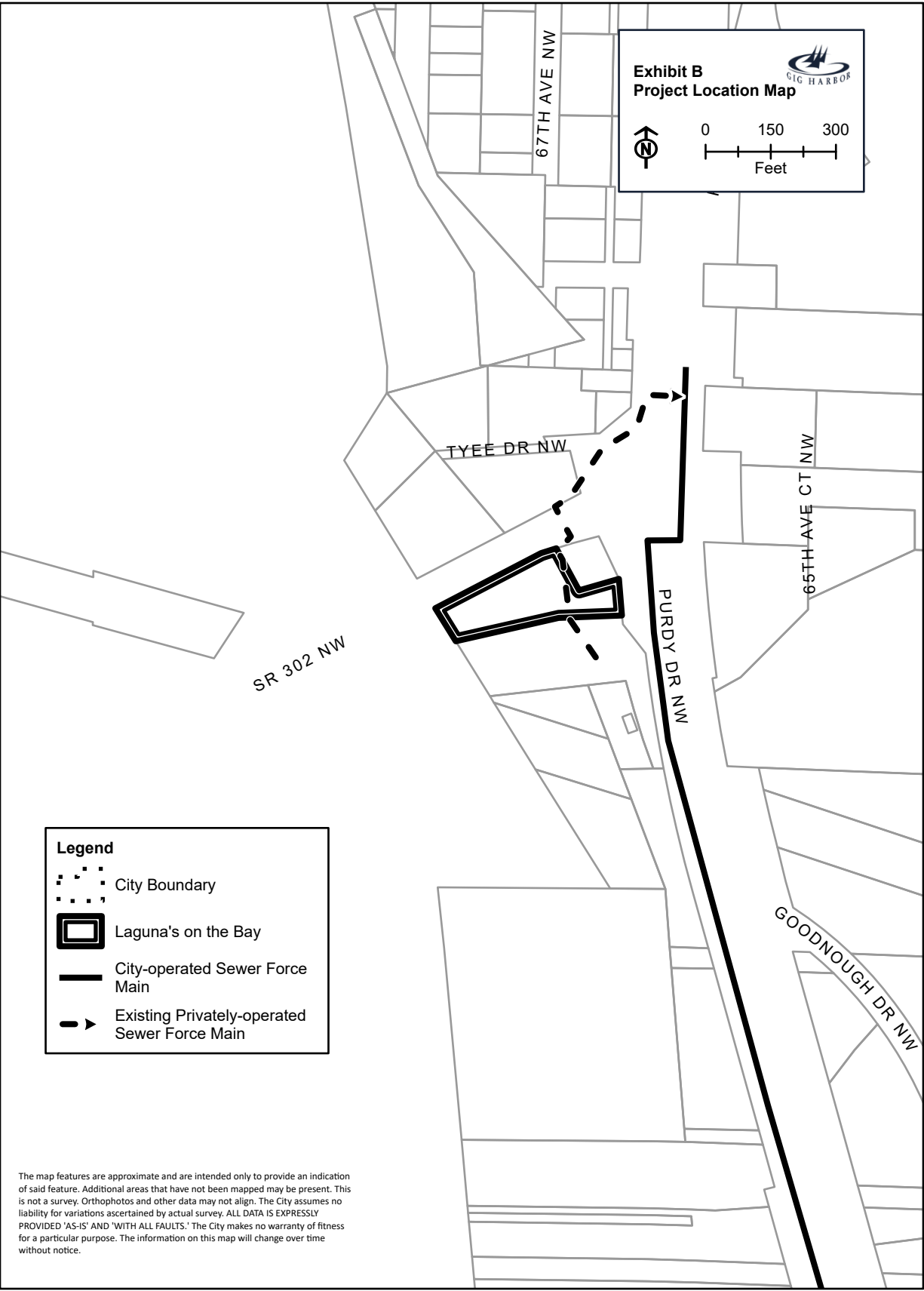
APPROVED:

MAYOR, MARY BARBER

ATTEST/AUTHENTICATED:

CITY CLERK, TIFFANY ALIMENT

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO. XXXX



The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. Orthophotos and other data may not align. The City assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS-IS' AND 'WITH ALL FAULTS.' The City makes no warranty of fitness for a particular purpose. The information on this map will change over time without notice.