

**ORDINANCE No. 2008-16**

**AN ORDINANCE OF THE TOWN OF EATONVILLE,  
WASHINGTON, AMENDING THE TOWN OF EATONVILLE  
COMPREHENSIVE PLAN**

WHEREAS, pursuant to the requirements of the Washington State Growth Management Act of 1990, RCW Chapter 36.70A (GMA), the Town of Eatonville Comprehensive Plan was adopted on December 27, 1993, following an extensive public participation process that included public workshops and public hearings before the Eatonville Planning Commission and the Town Council; and

WHEREAS, the Washington State Growth Management Act of 1990 RCW Chapter 36.70A permits municipalities periodically to update their Comprehensive Plans, and

WHEREAS, Town Council finds that the Eatonville Planning Commission recommended changes are in conformance with the goals and requirements of GMA and the goals and expectations of the citizens of the Town of Eatonville; and

WHEREAS, the Town Council finds that the Eatonville Planning Commission recommended changes to the Comprehensive Plan serve the public interest of the Town of Eatonville and is not detrimental to the public health, safety and general welfare of the Town of Eatonville, and

WHEREAS, Town Council finds that the Eatonville Planning Commission recommended changes to the Comprehensive Plan seek to improve the quality of life of the citizens of Eatonville and its surrounding area; and

WHEREAS, the Town of Eatonville is proposing to issue a Determination of Non-Significance under the State Environmental Policy Act on 9 July 2008, for the recommended changes as identified in Appendix A; and

WHEREAS, the Eatonville Town Council on 16 July 2008 notified the public that the Town Council will hold a public hearing on the Planning Commission recommended changes to the Comprehensive Plan on 28 July 2008; and

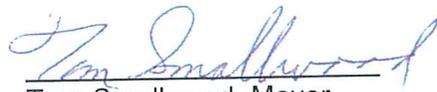
NOW, THEREFORE, THE TOWN COUNCIL OF THE TOWN OF EATONVILLE, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1. The Eatonville Town Council, having considered Planning Commission recommended changes to the Comprehensive Plan, and having heard from the public, adopts changes to the Comprehensive Plan as presented in Appendix A.

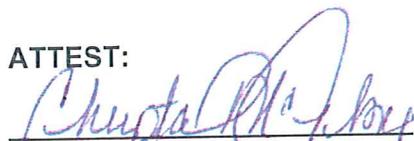
Section 2. If any section, sentence, or clause of this Ordinance is ruled invalid by a court of competent jurisdiction, the remaining portion of this Ordinance shall remain valid and be in full force and effect.

Section 3. This Ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as required by law.

**PASSED BY THE TOWN COUNCIL AT A REGULAR MEETING THEREOF ON THE 11<sup>th</sup> DAY OF AUGUST, 2008 AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 11<sup>th</sup> DAY OF AUGUST, 2008.**

  
Tom Smallwood, Mayor

**ATTEST:**

  
Chrystal McGlone, Town Clerk

**Approved as to form:**

  
Edward G Hudson, Attorney

**Appendix A**  
**2008 Comprehensive Plan Amendments**

## **Amendment to Figure 10-1.**

Please see **Figure 10-1 dated 04/08/2008 (attached)**. The previous version of Figure 10-1 shall be removed from the Eatonville Comprehensive Plan and be replaced with the new version of Figure 10-1 dated 04/08/2008.

## **Amendment to Figure 10-2.**

Please See **Figure 10-2 dated 7/29/08 (attached)**. The previous version of Figure 10-2 shall be removed from the Eatonville Comprehensive Plan and be replaced with the new version of Figure 10-2 dated 7/29/08.

## **Neighborhood Commercial Amendment.**

**The Proposal.** An amendment of chapter 10.7 Policies as follows:

### ***Policies***

1. Consider the following before decisions in land use are made:
  - a. The need for the proposed use;
  - b. Adequacy of and proximity to community facilities and utilities, roads, parks, recreation facilities and schools;
  - c. Benefit to the neighborhood, Town or region;
  - d. The amount of land zoned for that use;
  - e. Projected population density in the area; and
  - f. The effect of the proposed use on the small town image of Eatonville.
  
2. Ensure compatibility with adjacent land uses. The following should be considered prior to land use decisions:
  - a. The type of land use and the design of new development should be compatible with existing developments and land uses and should preserve Eatonville's small town image;
  - b. Land uses which generate high traffic volumes should have access limited to collector or arterial streets;

- c. Land uses along highways and major streets should consider noise, air quality, visual and other unique environmental conditions which occur in these areas; and
  - d. Development should be sensitive to the natural, historic, and archaeological features of the site.
3. Provide for an appearance of openness by clustering building groups with well designed open space separations.
  4. Orient buildings to enhance views and blend in with the natural topography.
  5. Create livability through provision of recreational facilities, protection of historic properties, attractive common areas, clear building accessibility, adequate parking, and public walkways.
1. Provide in the zoning ordinance, on parcels of sufficient size, for planned unit developments, allowing reduced setbacks, reduced lot size, mixed uses, and so forth, in exchange for superior open space, design, and urban amenities.
  2. Encourage the protection of the Swanson Airport from adjacent incompatible land uses and activities that could impact the present and future operations of the airport. Uses may include non-aviation residential, multifamily, height hazards, and special uses such as schools, hospitals and nursing homes and explosive/hazardous materials.
  3. Evaluate all proposed amendments to the comprehensive plan, proposed land use map and urban growth area (UGA) that will increase incompatible land uses or potential of incompatible development adjacent to the airport through the designation of inappropriate land use zoning designations and land use policies.
  4. Discourage the siting of uses adjacent to airports that attract birds, create visual hazards, or emit transmissions would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns, or result in potential hazards to aviation.
  5. Encourage the adoption of development regulations that protect the airport from height hazards by developing a Height Overlay District what will prohibit buildings or structures from penetrating the Federal Aviation Regulations (FAR) Part 77 "Imaginary Surfaces."
  6. Provide in the zoning ordinance, on parcels located at the entrances to single-family neighborhoods such as Hamner Springs or the Bergeren Road developments (Riverside, Baumgartner, Kelsey lane), for pedestrian orientated neighborhood commercial mixed use development which would allow for pedestrian orientated

multifamily uses such as townhomes, cottage housing, rowhouses, and for mixed use buildings containing both commercial and residential uses. This proposal is not reflected on figure 10-2 because the appropriate development regulations do not yet exist. This provision would allow for the granting of rezones to neighborhood commercial in the areas described without requiring future comprehensive plan amendments.

## Industrial Land Use Amendment

The Proposal. An amendment of Chapter 10.7.4 and 10.8.5 as follows:

### 10.7.4 Industrial Area Land Use

#### *GoalLU-4*

*To provide a basis for employment in the community without jeopardizing the natural environment.*

#### **Policies**

1. Require that all industrial development comply with federal, state, and Puget Sound Air Pollution Control Authority air quality standards.
2. Encourage industrial development to locate in areas currently zoned industrial and in areas with good highway access. Provide buffers to soften the impacts on the surrounding residential areas.
3. Promote the development of clustered commercial facilities which will accommodate high traffic-generating uses and restrict sprawl along highways.
4. Designate lands located in the Lynch Creek Quarry area for industrial use.

**10.8.5 Industrial Land.** ~~The reader will note that there is no land dedicated for industrial development on the Draft Comprehensive Plan Update for Eatonville.~~ Industrial uses are permitted on lands zoned Industrial and Aerospace. The Lynch Creek Quarry Area is designated for Industrial Use. Light industrial development is also a permitted use on land designated as Airport Zone. Industrial development can take place anywhere on land designated as Airport Zone. Certain height restrictions apply to buildings constructed on lands close to the airport runway.

## Railroads Amendment

1. The Proposal. An amendment to 15.12 Railroads as follows:

## 15.12 RAILROADS

To Eatonville's east, there is a railway that runs north-south between Tacoma and Morton. The line has been rehabilitated, ~~and carries logs from Morton to the port facilities in Tacoma.~~ The long-range plan is to provide tourist travel service between Tacoma and Mt. Rainier. There are tourist trains which arrived in Eatonville during the summer months. It is the town's goal to identify a site for a passenger train depot and to pursue the development of such a facility.

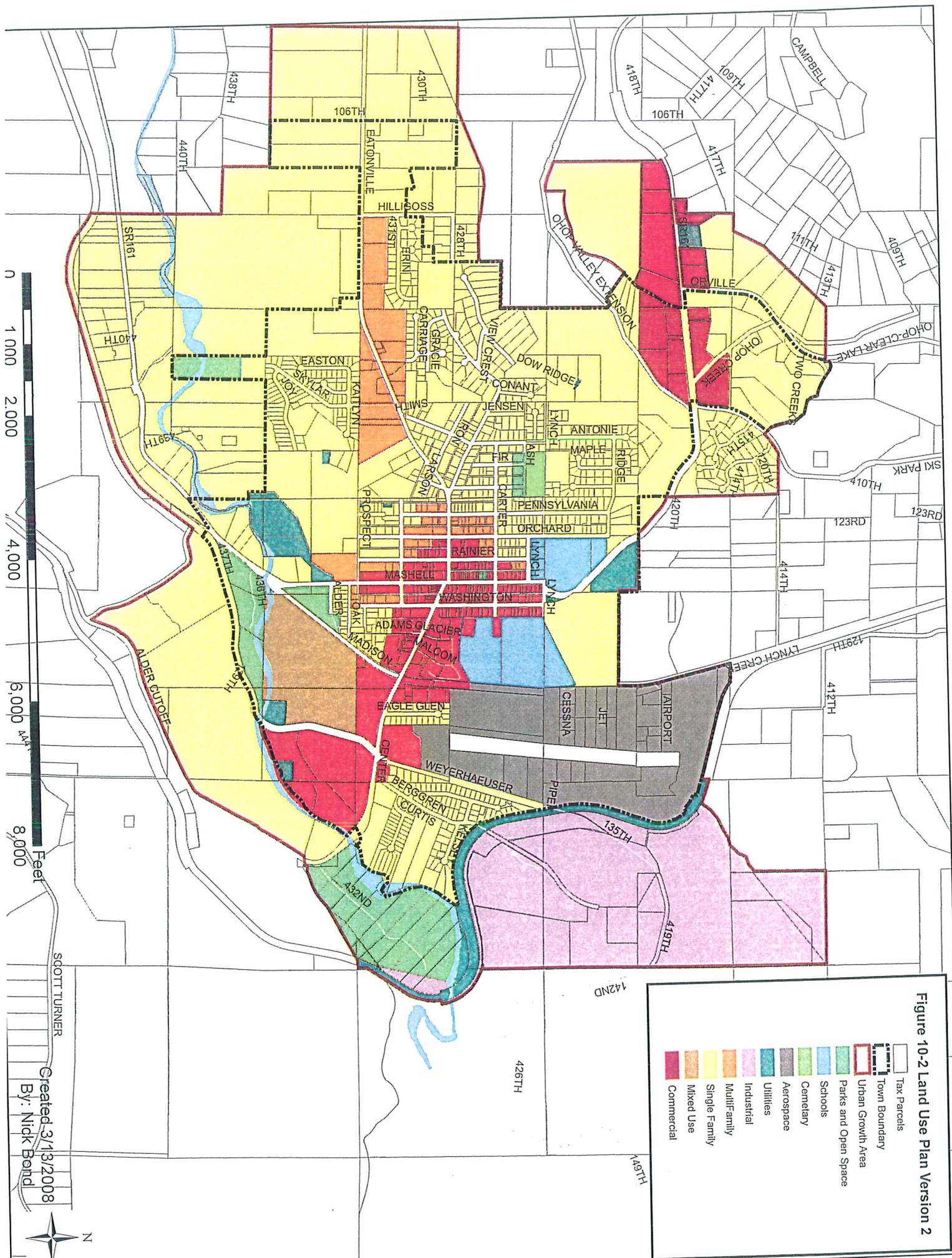
## Parks and Trails Amendment

The Proposal. An amendment to 12.5.6 Policies as follows:

### 12.5.6 Policies

2. Encourage the adoption of a Town Parks Plan and a Town Trails Plan.





**Figure 10-2 Land Use Plan Version 2**

- Tax Parcels
- Town Boundary
- Urban Growth Area
- Parks and Open Space
- Schools
- Cemetery
- Aerospace
- Utilities
- Industrial
- Multifamily
- Single Family
- Mixed Use
- Commercial



Created 3/13/2008  
By: Nick Bond



# Urban Growth Area Expansion Barney's Corner

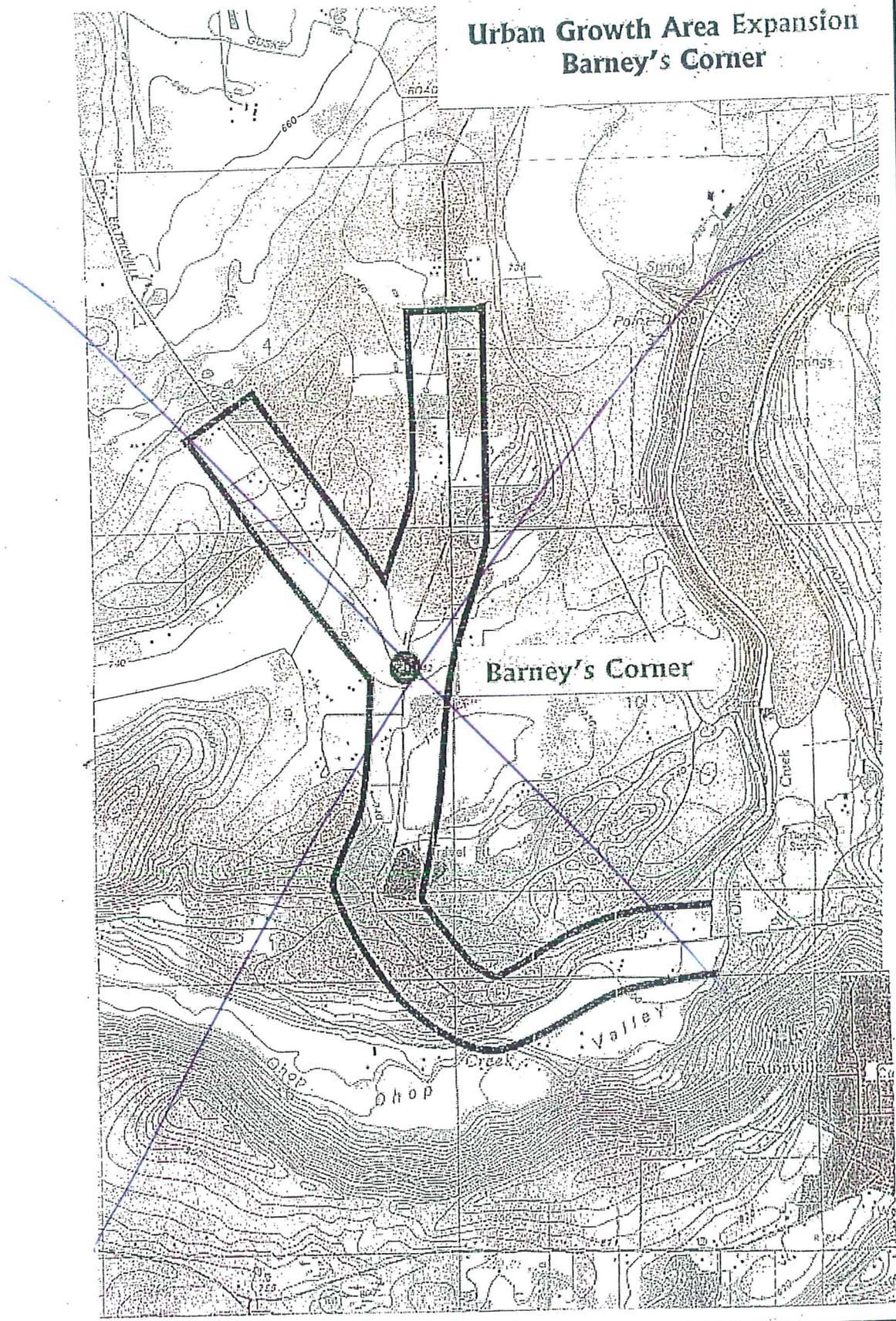
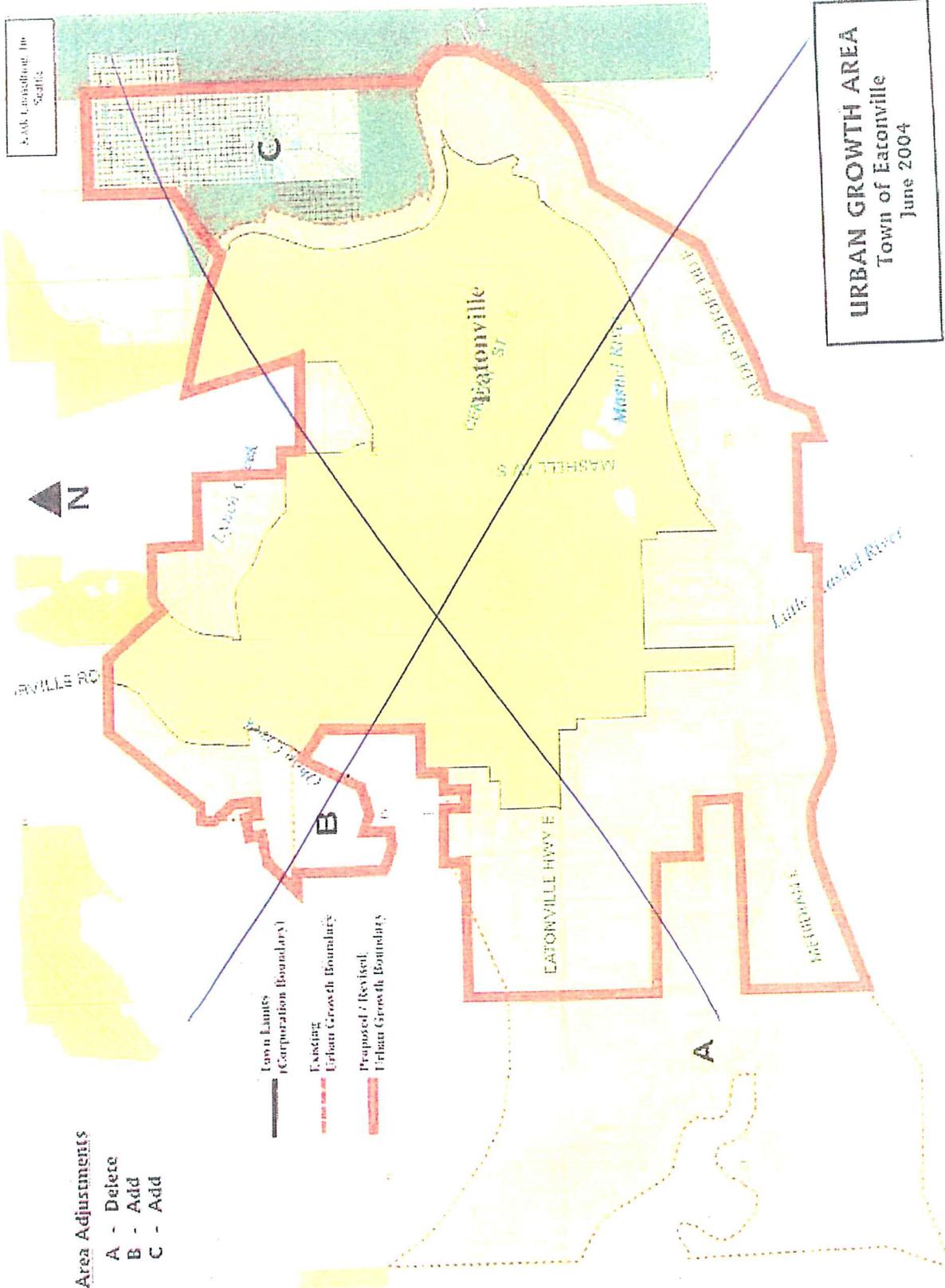


Figure 3

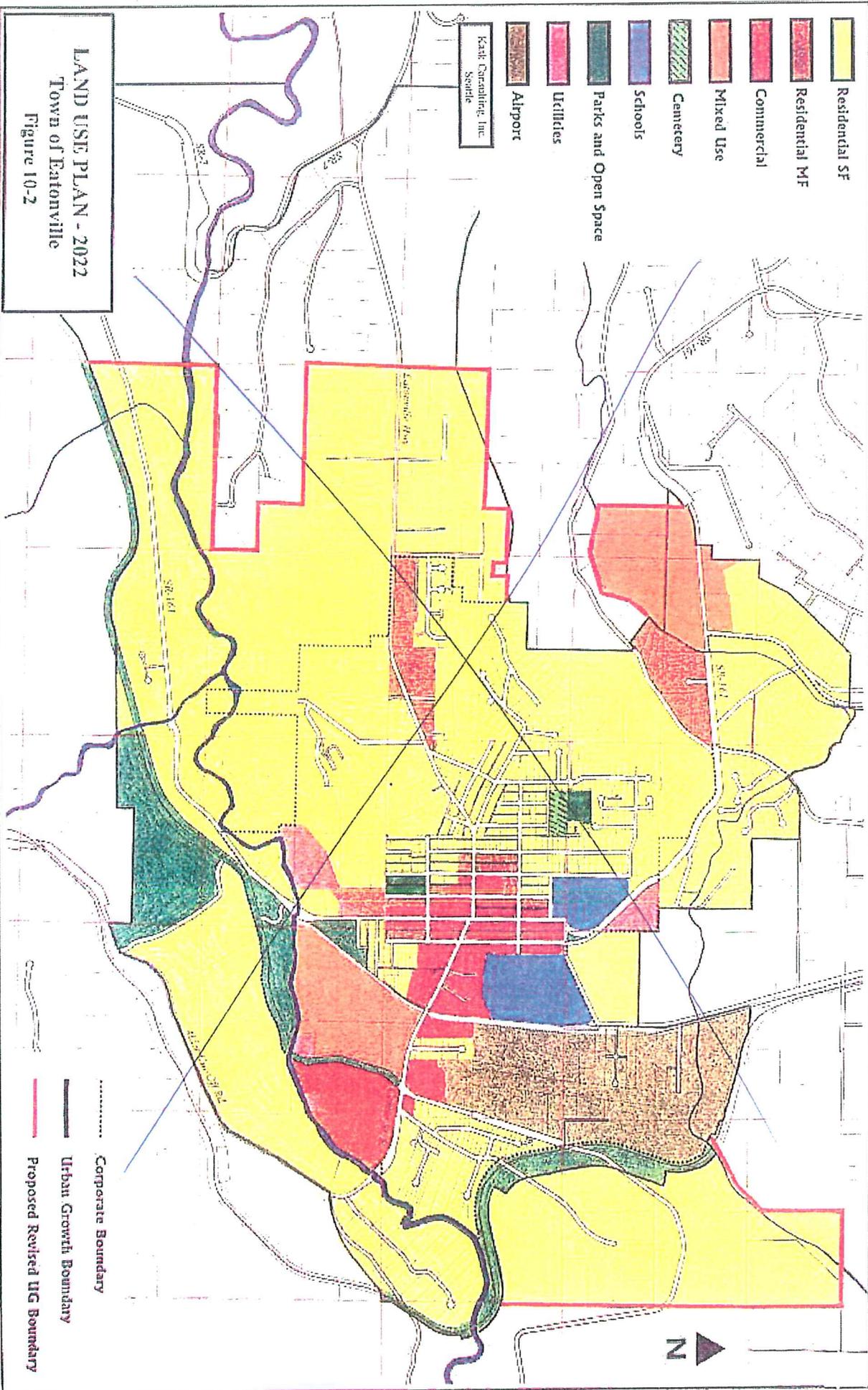


**Area Adjustments**  
 A - Delete  
 B - Add  
 C - Add

— Town Limits  
 (Corporation Boundary)  
 - - - - Existing  
 Urban Growth Boundary  
 - - - - Proposed / Revised  
 Urban Growth Boundary  
 — Urban Growth Boundary

**URBAN GROWTH AREA**  
 Town of Eatonville  
 June 2004

Figure 10-1



**LAND USE PLAN - 2022**  
 Town of Eatonville  
 Figure 10-2

