

**Chapter 10**

**LAND USE**

**10.1 INTRODUCTION**

Land use is the central issue and the heart of this document. Plans for housing, utilities, transportation facilities, parks and open spaces, are all driven by land use decisions. The size and shape of the urban growth area is driven by the amount of land available for development within the current corporation boundary.

**10.2 PLANNING AREA**

**10.2.1 Municipal Boundary.** The current municipal boundary or incorporated boundary is shown in Figure 10-1. The area within the municipal boundary amounts to about 1,102 acres. The municipal boundary has been fixed for the past three to four years, since the Washington State Supreme Court struck down the petition method of annexation. Now that the Supreme Court has reversed itself and has restored the petition method of annexation, annexation proposals are very likely to be filed with the Town government. It should be noted that annexations can only take place on lands that are inside an approved urban growth area.

**10.2.2 Urban Growth Area.** The proposed Town of Eatonville urban growth boundary is shown in Figure 10-1. The land inside the urban growth boundary amounts to about 2,160 acres. Subtracting out the land within the municipal or incorporated boundary leaves 1,058 acres in the urban growth expansion area. Urban growth expansion area is the area where urban growth is likely to occur. It is also the area where municipal utility services are likely to be extended to serve urban development. As stated above, annexations to the existing municipal boundary can only occur in the urban growth expansion area.

The Growth Management Act requires municipalities to plan in the urban growth expansion area. Until land in the urban growth expansion area is annexed to the municipality, Pierce County retains development control in this area. Subdivision approvals and building permits are handled by Pierce County. However, a large proposed development, such as a major subdivision that requires municipal utility services, will most likely be first annexed to the Town. The proposed shrinking or reductions and expansions to the existing urban growth boundary are shown in Figure 10-1.

Figure 10-1  
Municipal and Urban Growth Boundaries

The year 2005 update of the Comprehensive Plan proposes to reduce the 1993 adopted Comprehensive Plan urban growth area by 547 acres as shown in Figure 10-1 and labeled area A. The 2005 amended plan also proposes to reduce the urban growth area by 64 acres, as identified in Figure 10-1 as area B. Further, the 2005 amended plan proposes to increase the urban growth area by an additional 194 acres as shown in Figure 10-1 and identified as area C. The net effect of the proposed urban growth area reductions and additions is that the 2005 amended urban growth area will shrink by 417 acres from what was adopted in 1993.

### 10.3 EXISTING LAND USE

**10.3.1 Municipal Boundary.** Land within the existing corporate of municipal or boundary of Eatonville amounts to about 1,102 acres. Of the total, about 318 acres or 29 percent is in residential use. Warehousing and industrial land amounts to about 9 acres or less than 1 percent of the total. Commercial land amounts to about 31 acres or 3 percent of the total. Community services, such as schools, parks, road rights-of-ways and government buildings, etc. amounts to about 320 acres or 29 percent of the total. Vacant land, including wetlands and other critical areas, amounts to about 424 acres or 38 percent of the total. A finer breakdown of the above presented numbers is shown in Table 10-1.

**10.3.2 Urban Growth Expansion Area.** As stated earlier, land area within the urban growth expansion area amounts to about 1,058 acres. Of the total, about 68 acres or 6 percent is in residential use. About 91 acres or 9 percent is in forest reserve. About 120 acres or 11 percent is in community services use of which street rights-of-way amount to about 60 acres. The remainder, 706 acres or 67 percent is vacant and undeveloped. A finer breakdown of the above presented numbers is shown in Table 10-1.

**10.3.3 Airport Zone.** Airport zone is a special land use classification in Eatonville. Although the airport zone or district is sparsely developed at this time, the Eatonville Municipal Code allows a mix of residential, commercial and industrial development to take place there. The land area in the airport zone amounts to about 152 acres and constitutes about 14 percent of the total land area inside the corporate boundary.

### 10.4 CRITICAL AREAS

Critical areas play an important role in the fabric of urban development. Wetlands, shorelands and steep slope areas provide urban green space corridors that separate residential neighborhoods from other neighborhoods, commercial areas and institutional lands. Development in flood areas and on top of aquifer recharge areas require putting in place special requirements and development regulations. Critical areas such as wetlands are not open and available for development.

## LAND USE

**Table 10-1  
Existing Land Use - Acres**

Land Use	Inside Town Limits	Urban Growth Expansion Area	Urban Growth Area
Residential	318	68	386
Single family	301	55	356
Multi family	9		9
Mobile homes	8	13	21
Warehousing	6		6
Industrial	3	73	76
Vacant land	424	706	1,130
Residential uses	348	571	919
Non residential uses	76	135	211
Forest and ag. reserve		91	91
Commercial	31		31
Retail, service	17		17
Business	12		12
Office	2		2
Community services	320	120	440
Government	2	57	59
Schools	43		43
Parks	33	1	34
Street r-o-w	112	60	172
Lakes / rivers / streams	10		10
Airport runway	50		50
Utility r-o-w	19	2	21
Churches	26		26
Cemetery	4		4
Community use	17		17
Fraternal organizations	4		4
<b>TOTAL</b>	<b>1,102</b>	<b>1,058</b>	<b>2,160</b>

Other critical areas, such as steep slopes and shorelands are developable under certain conditions. A more detailed description of each critical area is presented below.

**10.4.1 Shorelines.** Shorelines that fall under the Shorelines Management Act are shown in Figure 8-1. Ohop Creek, Lynch Creek, Mashell River and Small Mashell River are shorelines that need to be protected in accordance with the Washington State Shorelines Management Act, RCW 90.58. The shorelines management territory extends 200 feet inland from high water mark along the shoreline.

**10.4.2 Wetlands.** Wetlands are classified as to the function and values. All known wetlands are mapped and held out of development. Each wetland is surrounded by a buffer. Buffer widths vary from wide width around high value wetlands to narrow buffer around low value wetlands. Certain type of development is allowed in the buffer zones. Known and mapped wetlands are shown in Figure 9-1.

**10.4.3 Aquifer Recharge Areas.** Aquifer recharge areas are areas where the surface water or storm water trickles down and reaches the aquifer. Water wells are often drilled to connect to aquifers. Pumping water out of the aquifer depletes the water supply that needs to be replenished. Aquifer recharge areas fulfill this function. Therefore, aquifer recharge areas need to be protected to keep contaminants from reaching the aquifer. Aquifer recharge areas are shown in Figure 9-2.

**10.4.4 Steep Slopes.** Steep slopes are subject to erosion caused by stormwater runoff and landslides. Slopes over 15 percent and over 30 percent need to be identified and mapped. Development in steep slope areas need to be preceded by geological or geotech investigations and reports to assure that the proposed development is adequately anchored to the hillside and the likelihood of landslide or erosion is minimized. Steep slope areas are shown in Figure 9-3.

**10.4.5 Fish and Wildlife Habitat.** Fish and wildlife habitat areas in the Eatonville vicinity are along the Ohop and Lynch Creek beds, Mashell and Small Mashell River beds as shown in Figure 9-5. Wildlife habitat areas need to be protected to allow wildlife to live in harmony with urban development and allow migrating wild life access to water. Mashell River is also a salmon habitat area protected under the Endangered Species Act.

**10.4.6 Frequently Flooded Areas.** Frequently flooded areas in and around Eatonville are shown in Figure 9-4. Development in the frequently flooded areas is allowed but the lowest habitable floor area of a residential structure must be constructed above the 100 year flood level. The U.S. Emergency Management Agency maintains flood area maps.

## 10.5 POPULATION AND EMPLOYMENT

**10.5.1 Population Forecast.** Year 2022 population forecast of Eatonville is based on the methodology of projecting forward past trends. From 1990 to 2000, population in Eatonville grew at the rate of 3.7 percent per year. Population from 2002 to 2022 is forecasted to grow at the rate of 3.5 percent per year. At this rate the 2022 population amounts to 4,120 persons as shown in Table 10-2.

**Table 10-2  
Population Forecasts**

Year	Historic	1993 Forecast	2003 Forecast
1990	1,374		
1993	1,545	1,545	
2000	2,012	2,033	2,012
2002	2,070		2,070
2010		2,991	2,726
2014		3,508	3,128
2022			4,120

Growth rate 1990-2000    3.7 per cent per year  
 Growth rate 2002-2022    3.5 per cent per year

In 1993, at the time of the preparation of the initial Comprehensive Plan, Eatonville’s population was forecasted at the rate of 3.7 percent per year, resulting in year 2000 forecasted population of 2,033. In the year 2000, US Census reported that Eatonville’s population had grown to 2,012, a difference of about one percent. Comparing our 1993 forecast with the US Census numbers shows that projecting forward past trends results in reasonably accurate forecasts.

**10.5.2 Employment Forecast.** Total employment in Eatonville is forecasted to grow from current (2002) employment of 1,324 employees to 2,400 employees in 2022. The above forecast is based on information gathered in an employment survey that was conducted in 2001 and on data presented in the report entitled “Eatonville Market Assessment” prepared by the E.D. Hovee & Company, dated 5 September 2000. The growth from 1,324 employees to 2,400 employees in a twenty year period represents a 3.0 percent per year growth rate.

**10.5.3 Housing Unit Forecast.** A housing unit forecast follows the population forecast. The number of housing units are forecasted to increase from 848 housing units in 2002 to 1,675 housing units in 2022. This increase in housing units represents a growth of about 3.5 percent per year. Of the 1,675 housing units 250 units are forecasted to be in multifamily housing units, 151 units in mobile homes, and 1,274 housing units in single family housing units. The future breakdown of housing units by housing type reflect current trends. Year 2022 housing needs are shown in Table 10-3.

**Table 10-3  
Housing Units Needs**

2002 population	2,070
2022 population	4,120
Growth in population, 2002 to 2022	2,050
Assumed household size	2.48
Housing units need	827
Displaced units from underdeveloped residential	18
Vacancy at 6 percent	51
<b>Total Housing Units Needed in 2022</b>	<b>896</b>

## **10.6 GROWTH FORECAST**

**10.6.1 Buildable Land Supply and Demand.** Pierce County, in their buildable lands analysis, estimates that within Eatonville corporate boundary, there exists 57 acres of vacant and underdeveloped land in single family housing classification. This amount of single family housing land can accommodate a growth of 228 housing units at a 4.0 housing units per net acre development density. Further, Pierce County, in their buildable lands analysis estimates that there exists 102 vacant building lots in single family housing classification. In addition, it is assumed that all growth in multifamily housing development of 135 multifamily housing units, including an estimated 6 percent vacancy, will locate within the existing corporate boundary of Eatonville. Therefore, in total, the existing Eatonville incorporation area can accommodate 465 total housing units in the 2002 to 2022 twenty-year period.

**10.6.2 Urban Growth Expansion Area Sizing.** With the housing unit demand of 896 total housing units in the 2002 to 2022 twenty-year period and ability to accommodate 465 total housing units in the existing corporate boundary of Eatonville, leaves 431 housing units to be located in the urban growth expansion area. The capacity of the proposed urban growth expansion area is estimated to be 134 net buildable acres, as shown in Table 10-4. The 134 net buildable acres can accommodate 536 single family housing units at a density of 4.0 housing units per net acre. Therefore, the conclusion is that the urban growth expansion area has adequate capacity to accommodate the needed additional 431 housing units.

## **10.7 LAND USE GOALS AND POLICIES**

Land use goals of the Town of Eatonville serve to promote efficient use of vacant or underdeveloped land and thus reduce sprawl. The existing small town character of Eatonville is to be preserved through well kept residential neighborhoods, active use of neighborhood parks and the healthy and vibrant Town Center.

There is value to maintaining a significant amount of open space within and around the Town. The close proximity of open space enhances the identifiable character of the Town and provides attractive areas for citizens to view and enjoy.



## LAND USE

To encourage the efficient growth of the Town and reduce urban sprawl, infill of vacant or underdeveloped land is encouraged. Building and development requirements will ensure that the present small town atmosphere will be preserved. The idea of maintaining compact development will also help to achieve that goal.

### 10.7.1 General Land Use.

#### **Goal LU-1**

*To support and improve a rural small town, residential community comprised largely of single-family neighborhoods together with a central commercial area and a broad range of other support services and businesses which occur in identified commercial areas.*

**Table 10-4  
Supply of Land for Residential Development  
Urban Growth Expansion Area**

Land Use	Acres	Acres
Total land area		1,058
Occupied land area	350	
Residential	68	
Single family	55	
Mobile homes	13	
Non residential uses	282	
Government owned	57	
Road, railroad r-o-w	66	
Utility reserves	3	
Forestry reserves	24	
Agricultural reserves	66	
Zoned non residential	65	
Dedicated open space	1	
Vacant land – gross		708
Environmentally constrained	339	
Steep slopes	173	
Wetlands	166	
Plat reserved lands	160	

## LAND USE

Road r-o-w	114	
Utilities	23	
Community services	23	
Non-residential uses	31	
Vacant land – net		178
Held out of development	44	
<b>Adjusted vacant land – net</b>		<b>134</b>

### *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.

## LAND USE

5. Create livability through provision of recreational facilities, protection of historic properties, attractive common areas, clear building accessibility, adequate parking, and public walkways.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.”
11. 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.

## 10.7.2 Residential Areas Land Use

### **Goal LU-2**

*To encourage residential neighborhoods within the Town to have convenient access (including pedestrian) to commercial facilities, parks, and other community services.*

### **Policies**

1. Encourage the efficient use of developable residential land through the application of zoning policies.
2. Encourage residential development adjacent to downtown.
3. Encourage the use of master plans for large developments which emphasize aesthetics and community compatibility. Include in the master plan development circulation, landscaping, open space, identification of historic and archaeological properties, storm drainage, utilities and building location and design, and access to commercial and community facilities.
4. Discourage the use of fencing, particularly when fencing separates neighborhoods from schools, parks, shopping, or other neighborhoods. Fencing should only be used when other methods of buffering are not possible.

## 10.7.3 Town Center Land Use

### **Goal LU-3**

*To promote a pedestrian oriented Town Center serving residents as well as tourists, and protect the Town Center's historic character.*

### **Policies**

1. Emphasize pedestrian orientation in the scale and development of commercial areas.

2. Plant trees along street edges to create a more pleasant environment for pedestrians.
3. Integrate Town Center development with a transportation corridors development along Washington Avenue and Mashell Avenue, thus creating a compact rural Town Center serving the commercial, retail and service needs of both the local residents and those traveling through Eatonville to and from Mt. Rainier.
4. Direct new retail and service commercial and office development to present Town Center area, through zoning and pemlitting processes. Specifically encourage new businesses to infill the rectangle formed by Mashell Avenue, Larson Street, Orchard Avenue, and Lynch Street.
5. Encourage Town Center expansion to take place adjacent to the existing Town Center, in the triangle formed by Center Street East, the abandoned rail right of way, and Washington Avenue.
6. Enact design ordinances for commercial structures in the Town Center area and along major town entrances that require rear and side parking.
7. Landscape parking areas to avoid large, monotonous expanses of cars. Flexibility in parking requirements, stall size, and landscape requirements should be allowed to limit the amount of land devoted to parking.
8. Promote the preservation and enhancement of historic features in the Town Center area, possibly through incentive programs and similar mechanisms.
9. The Town Center and Corridor Study dated 2/26/2007 is hereby adopted and incorporated into the Eatonville Comprehensive Plan by reference.

### **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.

### 10.7.5 Airport Lands

#### Goal LU-5

*Protect the airport from incompatible land uses through provisions in the Comprehensive Plan and Development Regulations.*

#### Policies

1. Encourage a balance between infrastructure preservation and quality of life.
2. Protect the viability of the airport as a significant economic resource to the community and the State.
3. Enhance coordination and consistency between comprehensive plans, implementing regulations and airport plans.
4. Reduce hazards that may endanger the lives and property of the public.
5. The Town is in the process of revising its Development Regulations that identify incompatible land uses adjacent to the Eatonville Airport / Swanson Field. The Planning Commission is working in cooperation with the aircraft owners, operators, property owners, aviation interests, residents in the Town of Eatonville, the Washington State Department of Transportation, Aviation Division and the Puget Sound Regional Council. Special attention will be paid to safety issues at approach and departure zones, located at the ends of the airport runway.
6. Encourage aviation related land uses, commercial and industrial development within the Aerospace zone.

7. Within 2,500 feet outward of runway ends, discourage new residential and new intensive commercial and industrial development. .
8. Encourage the protection of the Eatonville Airport / Swanson Field from adjacent incompatible land uses and activities that could impact the present and future operations of the airport.
9. Discourage the siting of uses adjacent to airports that attract birds, create visual hazards, or emit transmissions that would interfere with aviation communications.
10. Adopt Federal Aviation Administration (FAR) Part 77 “Imaginary Surfaces” regulations to protect the airport from height hazards so as to be subject to a case by case modification only obtainable with an approved variance.
11. The Eatonville Airport Layout Plan dated December 2009 is hereby adopted and incorporated into the Eatonville Comprehensive Plan by reference.

### **10.7.6 Shorelines Areas Land Use**

#### **Goal LU-6**

*To manage Eatonville's shorelines in accordance with the Shoreline Management Act, to revise its shoreline management master program as soon as possible to remedy any inconsistencies with this Comprehensive Plan (the Town's present master program consists of the Pierce County Shoreline Management Use Regulations, which the Town of Eatonville adopted by reference in 1975), and subsequently maintain compatibility between this comprehensive plan and the shoreline management master program.*

#### **Policies**

1. Protect and preserve shoreline resources.
2. Reserve the shorelines of the rivers, streams, and ponds under Eatonville's control for water-oriented uses.
3. Protect public access to shorelines.

### **10.7.7 Economic Vitality**

## Goal LU-7

*Land use decisions shall support and enhance the economic vitality of the Town by maintaining and increasing employment opportunities, professional and personal services, and retail sales within the town boundaries.*

## Policies

1. In so far as possible businesses should be protected from incompatible uses on adjacent properties.
2. The Town shall seek to have land available for business expansion and new businesses.
3. With respect to economic development in South Pierce County:
  - a. The Town will vigorously oppose development outside the Town limits that are likely to drain retail sales from businesses within the Town.
  - b. The Town will seek to accommodate within the Town boundaries all developments that if they were located outside the Town boundaries would have a serious adverse effect on the economic vitality of the Town.
  - c. The Town will seek agreement, such as an interlocal agreement, with Pierce County that any commercial or industrial development proposed within the Eatonville urban growth expansion area will be serviced by Town owned utilities and annexed to the Town.

## 10.7.8 Phasing of Development

### Goal LU-8

*Town land use decisions shall seek to direct development to areas that have existing adequate infrastructure. The Town infrastructure development shall meet short-term needs and the Town shall have infrastructure plans, which will meet the needs of anticipated long-term growth.*

## Policies

1. The infrastructure charges to applicants for permits shall be structured to favor development in areas of in-filling where adequate infrastructure exists.



2. Developments in areas of inadequate existing infrastructure shall pay the full costs of the construction of an infrastructure adequate to serve the development.
3. In addition to the costs of the infrastructure directly serving development, the non-trivial costs of necessary increases in infrastructure capacity required by development shall be charged against the applicants for permits.
4. The Town, in so far as possible and desirable, shall seek to minimize cross-subsidation between existing development and new development with respect to both direct service infrastructure and capacity infrastructure.
5. The Town shall have an infrastructure improvement plan, which anticipates needs and developments I the next three years. Each year the town shall update its infrastructure plan for the next three years.

### **10.7.9 Development Tiering**

Phasing by tiering should be implemented to ensure that short-term growth is concentrated and timed to occur with the extension of utilities and community facilities, while providing for consistency with long-term land use, utilities and facilities planning.

#### ***Goal LU-9***

*To phase development within the urban growth area in three tiers, to accommodate growth in the years 2002 to 2007, 2008 to 2013, and 2014 to 2022 respectively, with the public at large and new development sharing the cost of new public infrastructure necessitated by growth in Tier 1, and new development paying for the full cost of the new public infrastructure in Tiers 2 and 3.*

#### **Policies**

1. Forecast population growth for the three time frames identified above, decide what the density of development will be, and determine the acreage needed in each tier.
2. Map the three tiers, giving each the appropriate acreage, not counting lands permanently set aside for non-urban purposes, such as wetlands and parks.
3. Plan and fund facilities and services like sewer and water within Tier 1, allowing development beyond the boundary only if it fully pays for its costs.

## 10.8 LAND USE PLAN

**10.8.1 Urban Growth Area.** The Washington Growth Management Act is a far-reaching piece of legislation that dramatically reshapes how land use decisions are implemented. The GMA establishes 13 planning goals related to the areas of land use, housing, infrastructure, land conservation and environmental protection. Pierce County, in cooperation with the municipalities in the County, established a County-wide framework for the development of regionally consistent comprehensive plans known as the "County-wide Planning Policies for Pierce County." The GMA, the Permanent Rules of the Department of Community, Trade and Economic Development (WAC Chapter 365-195) and the County-Wide Planning Policies all place great emphasis on managing the location of new development, assuring that urban development occurs only in areas where adequate public facilities and services are available to meet development demands, reducing sprawl, and curtailing the inappropriate or premature conversion of undeveloped land into low-density development. The proposed Draft Comprehensive Plan Update and its urban growth area for Eatonville is shown in Figure 10-2.

The GMA, therefore, requires that the County and each City designate an urban growth boundary within which urban growth is to be encouraged and beyond which urban growth is to be discouraged. However, the urban growth boundary must be set so as to accommodate all of the urban growth projected by the State Office of Financial Management to occur over the succeeding 20-year planning period as well as provide sufficient lands for open space, greenbelt areas, and areas needed for public facilities and services. Because the urban growth boundary is based on such a long-range planning period, intermediate limitations are needed to avoid sprawl and other undesirable urban growth patterns within the urban growth boundary. Accordingly, the GMA requires that development be timed and sequenced within the area designated for urban growth:

- o urban growth should be located first in areas already characterized by urban growth that have existing public facilities and service capacities to serve such development;
- o urban growth should be located second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources.

This requirement is echoed by the Department of Community, Trade, and Economic Development Rules which provide as follows: "Provisions should be made for the phasing of development within each urban growth area to ensure that services are provided as growth occurs."

**LAND USE**

**10.8.2 Residential Land.** The predominant land use in the Draft Comprehensive Plan Update for Eatonville is single family residential as shown in Figure 10-2. This is natural, since Eatonville is a rural residential community. In addition to land designated for single family residential development, additional lands have been designated for multi-family development.

**10.8.3 Mixed Use Land.** Residential development, both single family and multi-family, can be developed on lands designated for mixed use development. Developments proposed on mixed use development land contain a mixture of commercial, multi-family residential and single family residential development. The mix of residential and commercial development is determined by market conditions.

**10.8.4 Commercial Land.** Commercial lands on the Draft Comprehensive Plan Update cover the existing commercial development, plus areas reserved for future commercial development expansion. Commercial development in Eatonville, in addition to the downtown core are along Washington and Mashell Avenues and along Center Street East.

**10.8.5 Industrial Land.** 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.

**10.8.6 Airport Zone.** Land in the airport zone can be developed for residential, commercial or industrial uses. Minimum lot size for residential development is 21,000 square feet to allow the construction of aircraft hangars on the residential lots. Structural height limitations apply to development that borders the airport runway.

**10.8.7 Public Use.** Public use lands are made up primarily of school lands, park lands, and land used for municipal utility operations, such as the wastewater treatment plant. Street and utility easement rights-of-way way also fall in the category of public use but these lands have not been specifically identified on the Draft Comprehensive Plan Update.

## 10.9 TOWN CENTER DEVELOPMENT

Eatonville, a rural town and a gateway to the Rainier National Park, is experiencing rapid residential and commercial growth. The year 2000 population of 2,000 is forecasted to exceed 4,000 by year 2022. Mixed use (commercial and residential) development in the

town center is taking place and additional high density multi-family residential development is being proposed in the town center area.

**10.9.1 Meeting the Challenge.** The Town is responding to this growth by modernizing its water system by drilling new wells, building additional storage facilities and constructing a modern water filtration plant. The recently upgraded sewer system has adequate capacity for many years to come. What is missing and sorely needed is to create a Town Center and upgrade the Town's central transportation artery.

**10.9.2 Move to Action.** A number of steps in this direction have already been taken. Last year (2004) the WSDOT Regional Office in cooperation with Pierce County Public Works Department carried out an extensive SR-161 corridor study through Eatonville. WSDOT, in their final report identified and recommended that up-hill passing-lanes and left-turn pockets be installed along SR-161 entering Eatonville from the northwest. Further, the report went on to say that pedestrian and bicycle safety improvements should be made along Washington Avenue in the central core, a traffic signal be installed at Washington and Center and that a transit park and ride lot be located in the Town Center.

**10.0.3 Partnering.** The National Park Service, being keenly aware of the high traffic volumes created on Eatonville streets, particularly during the summer weekend days by traffic destined to and returning from the Rainier National Park. To address this issue and others, the Park Service in 2001 prepared a Town Center and Transportation Concept Plan as a sub-element of the Nisqually Road Corridor Charette Project. In more detail, the plan calls for constructing a Park visitors center, a multi-modal transit center, fringe parking lots and trolley shuttle service to the National Park and the proposed Eatonville Tacoma to Mt. Rainier train station in Eatonville.

**10.9.4 Vision for the Town Center.** Further, the Eatonville Chamber of Commerce in 2000 commissioned MAKERS Architecture and Urban Design to prepare a vision for the Town Center. The vision that was hammered out in a series of public meetings includes Town Center transportation corridor improvements along Washington and Mashell Avenues, pedestrian and bicycle safety improvements, a traffic signal or a roundabout at Washington Avenue and Center Street, and strategically located off-street parking. The vision statement went on to identify intensified commercial and residential development in the Town Center and a planned unit development based master plan for the 60 acre currently vacant former lumber-mill site. Eatonville's Town Center vision is shown in Figure 10-3.

**10.9.5 What is Needed.** What is needed is a Plan of Action to achieve the vision of a compact Town Center with pleasing and effective transportation corridor.

Considerable time has already been spent in identifying the issues and problems and narrowing the options for solutions. A Plan of Action draws on the work already done, narrows the options and selects a list of priority projects for implementation. These projects being road improvements, pedestrian ways, cross-walks, tree planting, off-street parking lots, pocket parks, new retail and service establishments, etc., create a viable and compact Town Center.

The product of this work effort is an Action Plan, if implemented over a six-year period, will produce a compact Rural Town Center with effective and pleasing transportation corridor that serves local access needs, through movement, pedestrian and bicycle needs, parking demand, and intermodal transportation needs with the public transit system.

In its previous work, the Town has already partnered with the WSDOT, Pierce County Public Works Department, The National Park Service, Eatonville Chamber of Commerce, and The Nisqually Indian Tribe. The Town proposes to continue this working partnership effort.

### **10.10 TIMING OF DEVELOPMENT**

Tier boundaries are mapped subareas of each jurisdiction's total urban growth area. Consistent with the GMA, identified tiers would include: Tier 1--primary growth area (relating closely to the current 6-year capital improvement program); and Tier 2--secondary growth area (relating closely to the second 6-year capital improvement program, i.e., years 7-12). The three tiers as described above are shown in Figure 10-4. Tier one is delivered to accommodate the forecasted residential and non-residential land for the 2005-2010 time period. Tier two is delineated to accommodate forecasted residential and non-residential land for the 2011-2016 time period. Tier 3 covers the 2017-2022 time period.

Figure 10-4

# LAND USE

Tiering