

Commissioners

Kelly Cochran, Chair
Jeff Craig, Co-Chair
Chris Rule
Erika Bartholomew
Dan Swanson
Joe Pestinger
Tom Bush



**City of Orting
Planning Commission Agenda**

Monday, July 1st, 2024
7:00pm
City Hall Council Chambers

If joining virtually:

Phone Dial-in - Charges may apply
+1.253.215.8782

To join the meeting on a computer or mobile phone:

<https://us06web.zoom.us/j/82017397047?pwd=YXF865byAZ5KK3K1y29RZd1bCtU9K7.1>

Meeting ID: 820 1739 7047
Password: 645861

1. CALL MEETING TO ORDER, PLEDGE OF ALLEGIANCE, ROLL CALL

The public may attend this meeting virtually via the platform Zoom by clicking the link above or by telephone, or in person at City Hall.

A. Is there a motion to excuse Commissioner(s) from this meeting?

2. AGENDA APPROVAL

A. Does the agenda require an addition or removal of a topic?

3. PUBLIC COMMENTS

Comments may be sent to the Planning Commission Secretary Danielle Charchenko at clerk@cityoforting.org by 1:00pm on the day of the meeting and will be read into the record at the meeting. In the case of a question, the chair will refer the matter to the appropriate administrative staff member. Comments that come in after the deadline will be read into the record at the next Planning Commission meeting.

4. APPROVAL OF MINUTES

A. Are the minutes of the June 3rd, 2024 meeting correct and accurate?

5. ARCHITECTURAL DESIGN REVIEW

None.

6. NEW BUSINESS

None.

7. OLD BUSINESS

- A. Comprehensive Plan Updates.
 - i. Public Open House August 9 at Touch a Truck and Farmer's Market
 - ii. Discuss additional Planning Commission meeting on November 18
- B. RV Code Amendments – Workshop
- C. Dumpster Violations.
- D. Sign Code Violations.

8. GOOD OF THE ORDER

- 1. Planned Absences.
- 2. Report on Council Meetings.
- 3. Agenda setting.

9. ADJOURN

NEXT PLANNING COMMISSION MEETING: Monday, August 5th, 2024

From: [Clerk](#)
To: [Danielle Charchenko](#)
Cc: [Scott Larson](#)
Subject: Fwd: In support of Recovery Cafe Safe Parking in Orting
Date: Monday, June 17, 2024 12:55:39 PM

Public comment for the Planning Commission.

Kim Agfalvi, City Clerk

104 Bridge St S. Orting, WA 98360
Kagfalvi@cityoforting.org
360-893-9008

Begin forwarded message:

From: "Marlene M. Bartram" <mambartram@comcast.net>
Date: June 17, 2024 at 12:46:18 PM PDT
To: healing@recoverycafeorting.org, Clerk <Clerk@cityoforting.org>
Subject: In support of Recovery Cafe Safe Parking in Orting

Dear Tara and Kim,

When our friend and homeless advocate Tod Gunther first described the possibility of homeless housing in Orting, we were a bit dubious. Tod sent us the link to the video of the Public Hearing on December 13th, 2023.

"Safe Parking at Recovery Cafe" which answered many of our questions. It is our understanding that although the initial reaction from the local citizens was negative, the project is in another development phase and will hopefully garner greater support.

During the last ten years we have been members of the Saint Vincent de Paul (SVdP) Conference in Orting. SVdP works with families and individuals who have immediate financial needs. Most of our clients just need a one time help to give them a step up to move forward. Some need additional services and an opportunity to have a stable environment in order to move forward to be self supporting. The Safe Parking initiative could be the perfect fit for some of these families.

We acknowledge that our citizens fears about creating a homeless camp in Orting are real. We also acknowledge that the project plan has strong safeguards to prevent or mitigate many of the problems experienced by larger Washington cities. Tara, you told Marlene to talk to people about the project. She is following up on that suggestion by forwarding the presentation form last December to our parish priest, and members of the SVdP Conference in Orting, as well as bringing up the subject at church functions.

We ordinary folk like to know who will be helped. It would be great to include video from real people who need these services as part of the presentations. In regards to criteria for eligibility, the City or Cafe may want to charge a minimum fee for each space for the month occupancy. If the person or family cannot afford the fees, then local service organizations like the Eagles, SVdP and the Veteran's organizations may be able to assist. Preserving dignity is so important.

We ask that this email be forwarded to the Planning Commission.

God bless you.

Sincerely,

Perry and Marlene Bartram

Commissioners

Kelly Cochran, Chair
Jeff Craig, Co-Chair
Chris Rule
Erika Bartholomew
Dan Swanson
Joe Pestinger
Tom Bush



ORTING PLANNING COMMISSION
Planning Commission Meeting Minutes
104 Bridge Street S, Orting, WA
Zoom – Virtual
May 6th, 2024
7:00 p.m.

1. CALL MEETING TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL.

Chair Kelly Cochran called the meeting to order at 7:00pm. Co-Chair Craig led the pledge of allegiance.

Commissioners present: Chair Kelly Cochran, Co-Chair Jeff Craig, Commissioners Chris Rule, Dan Swanson, Erika Bartholomew, Joe Pestinger, and Tom Bush.

Staff present: City Administrator Scott Larson.

Virtual: City Planner MillieAnne VanDevender and City Planner Nicole Stickney.

2. AGENDA APPROVAL.

Chair Cochran requested that Cargo Containers be added under Old Business as Item D.

Co-Chair Craig made a motion to add Cargo Containers under Old Business as Item D. Seconded by Commissioner Swanson.

Motion passed (6-0).

3. PUBLIC COMMENTS.

No public comments were made.

4. APPROVAL OF MINUTES

Co-Chair Craig made a motion to approve the May 6th, 2024 minutes with corrected scriveners' errors. Seconded by Commissioner Rule.

Motion passed (6-0).

5. ARCHITECTURAL DESIGN REVIEW

A. ADR 2024-07 – Red Barn Daycare

City Administrator Scott Larson read the staff report for ADR 2024-07 and stated that recommendation was approval as presented.

Planning Commission discussion followed.

Co-Chair Craig made a motion for approval of ADR 2024-07 with the modification that the sign is mounted to the shed and does not reach above the roofline. Seconded by Commissioner Swanson.

Motion passed (6-0).

Next Planning Commission Meeting: Monday, July 1st, 7:00pm

6. NEW BUSINESS.

A. Comprehensive Plan Updates

City Planner Nicole Stickney gave a presentation briefing Comprehensive Plan Updates. She stated updates have been made to chapters one through four, covering Introduction, Land Use, Natural Environment, and Housing Elements. Key changes and improvements include;

Chapter One – Introduction

- Added a new section titled “Purpose and Intent”.
- Updated “Why is a Comprehensive Plan Needed?” with additional details on GMA goals to inform the public of recent legislative changes relevant to the plan update.
- The section “Vision Goals” was updated to propose “Preserving farming practices” rather than “Preserved important agricultural lands” to better align with the role of a city, per GMA.
- New graphics, general changes to Orting’s Vision Statement, trimming language, and general edits.
- A new section titled “Is Orting Rural?” was added to clarify the word “rural” in the context of the GMA.

Chapter Two – Land Use

- Eliminated the Mixed-Use Town Center North (MUTCN) district.
- City growth and target numbers were updated including population, housing, and employment targets.
- Removed a section on “Urban Agriculture” and removed Policy LU 1.9 regarding agricultural lands.
- Proposed new goals and policies based on PSRC requirements and Pierce County Countywide Planning Policies.

Chapter Three – Natural Environment

- A new Natural Environment element was added to comply with the requirements of GMA and PSRC.
- Relevant information from other elements was relocated to this new element.
- A Climate Element will be required to be incorporated by 2029. The Natural Environment element provides information to establish a starting point for future changes.

Chapter Four – Housing

- The Housing Element includes updates to address new requirements, RCW 36.70A.070(2) and PSRC VISION 2050.
- Added additional goals and policies.
- Updated housing targets.

Planning Commission discussion followed.

7. OLD BUSINESS.

A. RV Code Amendments – Workshop

City Planner MillieAnne VanDevender briefed the revisions to the proposed amendments that were suggested during the May Planning Commission meeting.

Planning Commission discussion followed.

Staff will prepare a redlined version of the proposed code changes for the Planning Commission to review and discuss at the July Planning Commission meeting.

B. Dumpster Violations

City Administrator Scott Larson stated Code Enforcement Officer Curt Ek has been working with a couple of previously addressed locations.

Next Planning Commission Meeting: Monday, July 1st, 7:00pm

C. Sign Code Violations

City Administrator Scott Larson stated the businesses mentioned during the last meeting have been contacted. Staff will provide an update during the July Planning Commission meeting.

D. Cargo Containers

City Administrator Scott Larson stated the cargo container located at Eldredge Ave and Calistoga St has been removed. Chair Cochran asked staff to provide a status update at the next meeting for the storage container located at Business Solutions.

9. GOOD OF THE ORDER.

1. Planned Absences.

Co-Chair Craig will attend the July meeting virtually and Commissioner Pestinger will be absent.

Co-Chair Craig made a motion to extend the meeting to 9pm. Seconded by Commissioner Rule.

Motion passed (6-0).

2. Report on Council Meetings.

City Administrator Scott Larson briefed the following highlights from the May Council Meetings:

- Council has adopted the newest version of the State Building Code.
- Council has adopted an updated Side Sewer Policy that clarifies burden of ownership between the City and a homeowner.
- Council approved the purchase of Flock Camera System. Flock Camera System is a tool that assists law enforcement in reducing crime by gathering objective evidence and facts about vehicles in the city and alerting Officers when vehicles of interest are located in real time.
- Council approved City Sponsorship for Rock Festival, Summerfest, and Red Hat Days.
- Council has updated the policy for written public comments. Council has determined that if a written public comment is 300 words or less, the comment will be read into the record the night of the meeting. If the comment is 301 words or more, staff will distribute the comments to Council at the meeting in hard copy form.
- Upcoming Council meetings – June will have two meetings due to Councilmembers attending the AWC conference and all August Council meetings have been canceled to allow vacation time for staff and councilmembers.

3. Agenda Setting.

The Planning Commission requested to bring back Comprehensive Plan Updates, RV code amendments workshop, dumpsters violations, and sign code violations under Old Business.

10. ADJOURNMENT.

Co-Chair Craig made a motion to adjourn. Seconded by Commissioner Rule.

Motion passed (6-0).

Chair Cochran adjourned the meeting at 8:40pm.

ATTEST:

Kelly Cochran, Commission Chair

Danielle Charchenko, Planning Commission Secretary

Next Planning Commission Meeting: Monday, July 1st, 7:00pm

PROJECT MEMO



TO: Scott Larson and Kim Mahoney
FROM: Nicole Stickney
Tacoma - (253) 383-2422
DATE: June 25, 2024
PROJECT NO.: 2230242.30
PROJECT NAME: Orting Comprehensive Plan Update
SUBJECT: Comprehensive Plan Draft Elements (First half)– for Planning Commission Review - UPDATED

In June 2024 the Planning Commission began their review of draft Comprehensive Plan Elements we have prepared for the Comprehensive Plan update. At their regularly scheduled meeting on June 3, 2024, the commission reviewed the first four chapters: Introduction, Land Use, Housing, and Natural Environment. We supplied a project memo (dated May 16, 2024) summarizing the work products and highlighting key information, which was distributed with the drafts and included with the meeting packet.

The Comprehensive Plan is a detailed, lengthy document. The Planning Commission members may want to provide further feedback, ask questions, or further their discussion at their upcoming July 1, 2024 meeting. To facilitate this review, we have prepared revised drafts for distribution. We have highlighted changes that have been made, to prevent confusion or require extra work for any reviewers. The updated documents are labeled with the date of June 25, 2024 on the bottom of each page.

One topic we heard many questions and feedback on was “equity” as there are many new proposed goals and policies (as well as discussion) related to that broad topic. These changes are driven by state, regional and local (County) directives. The Puget Sound Regional Council (PSRC) prepared a Briefing Paper on the topic as a part of their VISION 2050 Plan which is available online at <https://www.psrc.org/media/1768> and could be helpful as background information.

As a reminder, we have not prepared a proposed Land Use map for review just yet, but that will be forthcoming in a future meeting.

Next steps: We expect to provide a draft proposed Land Use map at the August 5, 2024 Planning Commission meeting, together with draft copies of the Capital Facilities, Utilities and Transportation Elements. The Economic Development element would additionally be ready for review at the September meeting (scheduled for September 5, 2024). We also anticipate presenting proposed development code edits (to implement the Comprehensive Plan update process and meet state requirements) in those two sessions. Issuance of SEPA environmental review and referral to the state Department of Commerce for mandatory agency review should occur the second week of September. A public hearing may be scheduled for October 7, 2024.

NS/ns

c: Wayne Carlson,
Anisa Thaci - AHBL



INTRODUCTION

Purpose and Intent

This Comprehensive Plan (Plan) for the City of Orting is the long-term vision and plan for managing the city's natural and built environment. This Plan was developed pursuant to provisions of the State of Washington Growth Management Act (Revised Code of Washington Chapter 36.70A). The plan includes policy direction for community and economic development, housing, protection of environmentally sensitive areas, public services, growth, physical design elements, and community character. Serving as the “blueprint” for the next twenty years, this replaces the previous versions of the City's Comprehensive Plan.

The city is required to update its plan periodically to address changing conditions; this plan is the product of the periodic update completed in 2024 and the next periodic update is expected by 2034. Until then, the document may be amended on a yearly basis, but not more than once per year.

Structure

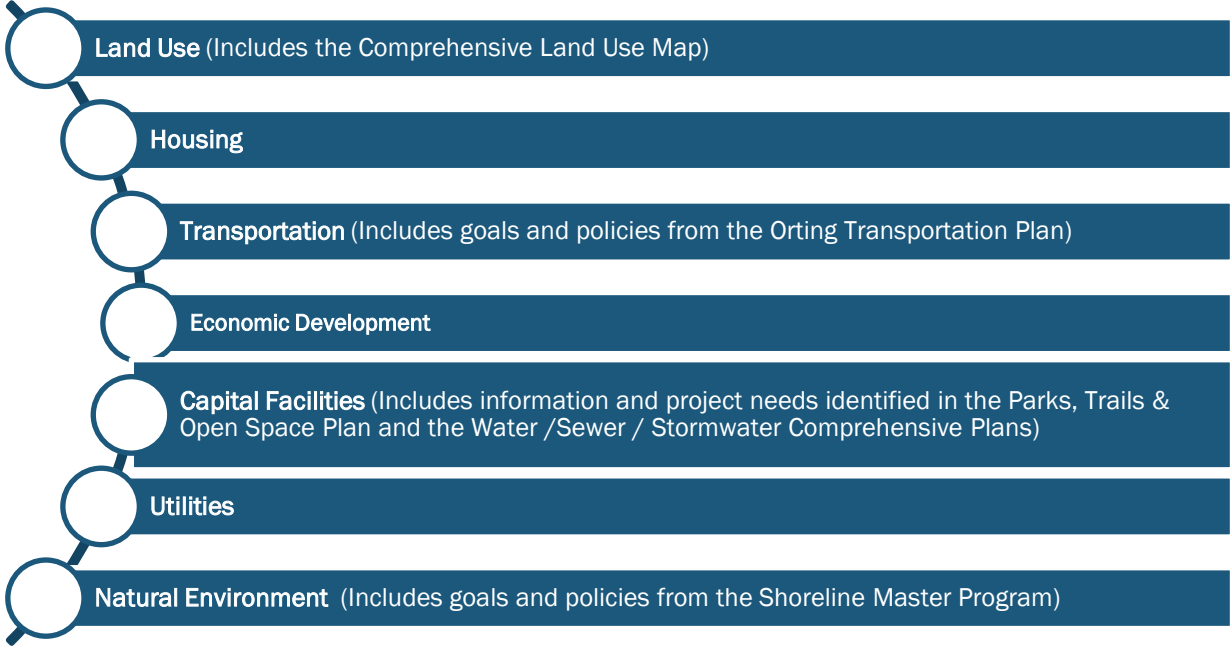
The Orting Comprehensive Plan (Plan) is composed of three basic parts:

1. Introduction, including implementation and amendment policies and procedures;
2. Comprehensive Plan Elements, including goals and policies; and
3. Appendices for each of the Comprehensive Plan elements.



This Introduction section includes a description of the requirements of the Growth Management Act (GMA) and the framework the Act established for planning in the State and Pierce County, together with regional planning requirements as overseen by the Puget Sound Regional Council (PSRC). The Implementation and Amendments section describes how the City is to implement and amend existing policies contained in the Comprehensive Plan, and it also describes the requirements of the Land use Regulatory Reform Act (ESHB 1724 Chapter 36.70B RCW). This section also provides some important GMA language regarding concurrency.

The **Elements** provide goals and policies for the following:



Each element begins with a general discussion of its the purpose of the element, provides context with respect relationship to the GMA, and a summary of the issues identified through public involvement. The discussions also include current and forecast data, needs assessments or analyses and conclusions, and as appropriate, references to other source materials or policy documents. Goals and policies that address those issues follow.

The Comprehensive Land Use and Zoning Map gives geographic form to the Comprehensive Plan's land use policies by designating appropriate land use categories for the various areas within the city. on for assumptions in all other elements. The Comprehensive Land Use and Zoning Map gives geographic form to the Comprehensive Plan's land use policies by designating appropriate land use categories for the various areas within the City.
The Plan Element Appendices include current and forecast data, needs assessments or analyses, and conclusions and as appropriate, references to other source materials or policy documents.

What is a Comprehensive Plan?

In 1990, the Washington State Legislature adopted the Growth Management Act (GMA) to provide a basis for local, regional, and state solutions to growth pressures. Since 1990, the GMA has been

amended several times, ~~with many substantial changes occurring in 2021, 2022, and 2023 with myriad changes resulting from legislative work in Olympia. Orting is required to review its Plan and update for consistency with the GMA every eight years. More frequent annual reviews are allowed.~~

~~The GMA requires cities to develop Comprehensive Plans expressing A Comprehensive Plan indicates~~ how the community envisions the city's future, and ~~sets setting~~ forth strategies for achieving the desired vision. A plan has three characteristics.

1. It is **comprehensive**: the plan encompasses all the geographic and functional elements that have a bearing on the community's physical development.
2. It is **general**: The plan summarizes the major policies and proposals of the City, but does not usually indicate specific locations or establish detailed regulations.
3. It is **long range**: the plan looks beyond the current pressing issues confronting the community, to the community's future. Although the planning time frame for this plan is twenty years, many of its policies and actions will affect the City of Orting well beyond that horizon.

Why is a Comprehensive Plan Needed?

Many of the day-to-day decisions made by City officials can have a significant impact on how the community develops and functions. A comprehensive plan coordinates and guides individual decisions in a manner that moves the community towards its overall goals.

RCW 36.70A.020 outlines the GMA goals with which this plan must comply ~~which are. They are as follows:~~

1. **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation.** Encourage efficient multi-modal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled and are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. **Economic development** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. **Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. **Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the

Commented [A1]: We have used tracked changes in this section to show where adjustments have been made by the state.

conservation of productive forest lands and productive agricultural ~~lands, and~~lands and discourage incompatible uses.

9. **Open space and recreation.** Retain open space and green space, enhance recreational opportunities, ~~conserve~~enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
10. **Environment.** Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. **Citizen participation and coordination.** Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time of occupancy and use without decreasing current service levels below locally established minimum standards.
13. **Historic preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
14. **Climate change and resiliency**⁴. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
15. **Shorelines of the state.** For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's ~~Ce~~omprehensive ~~Pp~~lan.

~~In addition to the state goals, the~~The Comprehensive Plan must also be consistent with regional planning policies as established by the Puget Sound Regional Council (PSRC) and with the Pierce County County-wide Planning Policies (CPPs)², ~~another GMA mandate~~. The CPPs provide the regional framework for population forecasting and allocation; maintaining an inventory of buildable lands; coordinating level of service standards; and considering how urban growth areas are sized, located, and developed.

Functions of a Comprehensive Plan

A ~~Ce~~omprehensive ~~Pp~~lan serves many purposes, including policy determination, policy implementation, and communication and education.

Policy Determination - First, the Comprehensive Plan encourages City officials to look at the big picture and to step away from current pressing needs to develop ~~overriding broad~~ policy goals for ~~their~~the community. Second, it ~~creates an environment provides a setting~~ for the City Council to

¹ Orting must add an additional element, addressing climate change and comprised of a Climate Resilience sub-element and a Greenhouse Gas Reduction sub-element before a deadline in 2029.

² Pierce County Ordinance Nos. 2022-46s and 2023-22s

guide its decision-making openly and democratically. The plan serves to focus, direct, and coordinate the efforts of ~~the departments within City government various city departments~~ by providing a general comprehensive statement of the City's goals and policies.

Policy Implementation -- ~~The adoption of a Comprehensive Plan (and the process leading up to it) provides a pathway for a~~ A community ~~can move more effectively toward its to agree to and formalize a set of~~ goals and ~~implement its policies after they have been agreed to and formalized through the adoption of a Comprehensive Plan. After adoption occurs, the~~ The Comprehensive Plan ~~serves is a basic source of as a~~ reference for officials as they consider the enactment of ordinances or regulations affecting the community's physical development (such as a zoning ordinance or a particular rezone), and when they make decisions pertaining to public facility investments (such as capital improvement programming or construction of a specific public facility). This ensures that the community's overall goals and policies are accomplished by those decisions. The Plan also provides a practical guide to City officials as they administer City codes, ordinances, and programs. This ensures that the day-to-day decisions of City staff are consistent with the overall policy direction established by the Council.

Communication and Education -- ~~Because the~~ The Comprehensive Plan ~~is a tool for communicating the City Council's policies, communicates to the public and to City staff the policy of the City Council. This allows~~ the staff, the public, private developers, business people, financial institutions, and other interested parties ~~to can better~~ anticipate what the decisions of the City Council are likely to be ~~on any particular issue~~. As such, the Plan provides predictability. Everyone is better able to plan activities knowing the probable response to their proposals and to protect investments made on the basis of policy. In addition, the Comprehensive Plan ~~can serves to~~ educate ~~the public, the business community, the City staff, and the City Council itself those groups~~ on the workings, conditions, and issues within their City, stimulating. ~~This can stimulate~~ interest about the community affairs and ~~increase potentially increasing the~~ citizen participation ~~in government~~.

Orting's Setting and Location

Orting is a vibrant and welcoming small city located near the geographic center of Pierce County, and on the southeast edge of the populated portion of the County, about 20 miles from Tacoma.

Orting was officially incorporated in 1889, the same year that Washington became a state. The original extent of the city was approximately less than a square mile, and annexations occurred in the years 1959 (to the south), 1977, 1988, 1990 and 1991 as shown in Figure I-1. The city is now approximately 2.71 square miles³ (about 1,730 acres) in land area.

Commented [NS2]: June 25, 2024 Modifications:

We updated this paragraph and corrected the typo in the map (now shows 1889, not 1989) as caught by the Planning Commission

³ Source: Washington State Office of Financial Management (OFM); land area excluding lakes and other water areas, based on the 2020 TIGER/Line Shapefiles places (cities) layer with adjustments made over time using OFM's boundary change submissions to the Census Bureau's Boundary and Annexation Survey program

The city's name is a native word meaning "town on the prairie." The city is nestled between the Carbon and Puyallup Rivers, in a fertile valley with stunning views of Mt. Rainier. Washington State Route 162 runs through town and connects Orting to its neighbors including the cities of Puyallup and Sumner. Orting is on the outskirts of the Puget Sound region, and benefits from its close proximity to the larger urban area but also lies outside of the hustle and bustle of the larger cities, delighting residents who value the community's size and unique geographic location.

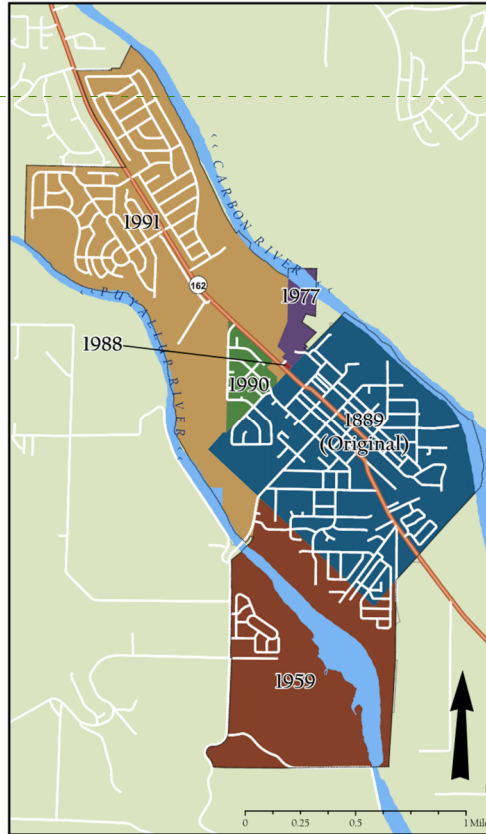


Figure I-1: Annexation History

Commented [NS3]: June 25, 2024 Modification:
This Statement is not verified and will not be added.

Is Orting “rural”?

Previous Comprehensive Plans for the City⁴ frequently used the term “rural” to describe the character and feel of Orting. While “rural” can mean different things to different people, the term has a specific meaning under the GMA, and cities are not rural in that context, and so use of that term is now generally avoided.

Instead of using the term “rural” to describe the City of Orting, this plan substitutes other words or emotions that can invoke the community character that was traditionally known as “rural” including:

- Close-knit
- Not rushed or busy; friendly
- Self-Reliant
- Close to Nature
- Not intensively developed
- Rustic or traditional
- Having to do with the Countryside (gardening / farming)

Public Process and Visioning

Orting began planning under the GMA in 1990, one year after celebrating the city’s Centennial. The early process included a community workshop and survey that resulted in a vision statement. Then, as technical analyses were completed, the Planning Commission worked on goals and policies and incorporated implementation actions and strategies that came together in the Comprehensive Plan that was adopted January 11, 1996.

The Later, the first comprehensive-GMA-mandated update was completed in 2004, the process of which included open houses and workshops to solicit public outreach and foster communication. Since then, annual updates have occurred in many years, and additional plans have been adopted and/or updated which relate to the Comprehensive Plan including in addition to the creation of a Downtown Orting Vision Plan, an update of the Parks, Trails and Open Space Plan and an updates to the Shoreline Master Program. The planning process behind each plan involved extensive public outreach.

The Downtown Orting Vision Plan is another plan that involved public outreach and relates to the Comprehensive Plan. In 2008, the community engaged in a downtown visioning process to create specific goals for increasing economic development opportunities and amenities. This was also intended to define public investment strategies for a new library, a new city hall, and a community center. In 2016, the City put these goals to work and formed a citizen committee that collaborated with staff to plan for a new multi-purpose city hall. The new facility was completed in 2020 without any debt and is located in Orting’s downtown.

In 2015, another periodic update process further built upon this existing foundation of public engagement with open houses and a public opinion survey. The City began the comprehensive plan update process (for the 2015-2035 plan) by creating an online public opinion survey to check in with the community on local issues, values, and strategies. Over 120 community members participated, and 86 ~~percent~~-% found the existing vision statement was still relevant. While 63 ~~percent~~% of participants rated Orting’s quality of life as “excellent” or “above average”, participants shed light on

⁴ Such as but not limited to: 2017 Orting Comprehensive Plan (Ord. No. 2017-1019 and as amended via Ord. No. 2019-1040); 2020 Orting Comprehensive Plan (Ord. No. 2020-1067 and as amended via Ord. No. 2023-1104). These plans additionally contained reference to agricultural activities and farming, including urban agriculture.

local issues requiring attention, such as public safety, education, smart growth, and traffic. Strategies to mitigate these issues informed the 2015-2035 Plan update which included revisions to goals and policies.

Likewise, the 2024 update process continued this tradition of public engagement through a public workshop, "community conversation" booths at local events, and an online survey. The public feedback received during the most recent update consistently raised questions and concerns relating to two key growth constraints: transportation (mobility) problems and the looming lahar hazard.

The Orting Vision

Orting's original vision statement was formulated with public input in 1990. The following Vision statement, which is modified from its original form for the 2024-2044 update, describes what Orting will be at the end of the planning period:

Orting is a cohesive rural community nestled in the Orting valley. Its distinctive natural features include two river corridors and a spectacular view of Mount Rainier. Orting's downtown is its historic center. It should be enhanced as a vital center where all residents come to transact daily commerce and to meet for social activities. Orting should expand its employment base so that young people can choose to live and work in the community. Orting should preserve its pastoral heritage which is rooted in its open spaces, undisturbed ridges, and small scale agricultural establishments. It should preserve the distinctive qualities of its natural amenities, which should be linked through scenic corridors of green along its rivers. Foremost, Orting should preserve its small town character. It should remain a place that is free of urban pressures; where people know their neighbors, take time to tend a garden, and have mutual respect for their fellow citizens.

Orting is a cohesive, small community nestled in the Orting valley featuring two river corridors and a spectacular view of Mount Rainier. Orting's downtown is the historic center, which is enhanced as a thriving location that is popular for meeting daily commerce needs and serves as a gathering point for social activities. Over the years the city has grown its economic base so that young people can choose to live and work in the community. The pastoral heritage, which is rooted in its open spaces, undisturbed ridges, and small-scale agricultural establishments is preserved. Orting should preserve the distinctive qualities of its natural amenities, which should be linked through scenic corridors of green along its rivers. Foremost, Orting embraces the benefits of a small city and has remained a place where people know their neighbors, enjoy the natural scenery and open spaces, and have mutual respect for their fellow community members.

Vision Goals

The vision statement is amplified with the following over-arching goals that direct the more specific goals and policies of the plan elements.

- **PRESERVE SIGNIFICANT OPEN SPACE AND THE CHARACTER OF THE RURAL LANDSCAPE**
- **PRESERVE CRITICAL ENVIRONMENTAL RESOURCES**
- **PRESERVE IMPORTANT AGRICULTURAL LANDS FARMING PRACTICES (WASHINGTON STATE SOLDIERS HOME'S ORTING VETERANS FARM)**

Commented [A4]: Some suggested edits are made. For example, we changed this to not say "employment base"

Employment base = people (workers)

Economic base is broader, and can mean more businesses and working opportunities

Also we try to remove the word "citizens" where possible as citizenship can be a loaded term

Commented [A5]: This wording change is important because preservation of agricultural lands generally runs counter to the roles of cities per the GMA; ag lands are supposed to be in Counties (unincorporated lands)

- ENCOURAGE THE RETENTION & ESTABLISHMENT OF VITAL BUSINESSES WITHIN THE DOWNTOWN
- PROVIDE A VARIETY OF HOUSING CHOICES FOR NEW RESIDENTS
- FOSTER A FINANCIALLY SOUND DEVELOPMENT PATTERN
- PRESERVE A REASONABLE USE OF THE LAND FOR ALL LANDOWNERS
- REDUCE RELIANCE ON THE AUTO & ENCOURAGE ESTABLISHMENT OF PEDESTRIAN AND BICYCLE-ORIENTED DEVELOPMENT
- PROVIDE AFFORDABLE HOUSING
- PROVIDE A PLACE WHERE CITIZENS COMMUNITY MEMBERS CAN BOTH LIVE, AND WORK AND RECREATE

Commented [A6]: This is rather challenging for many communities like Orting. However, this has been listed in previous versions of the Comprehensive Plan and should be retained as it aligns with regional and state objectives/mandates.

Commented [A7]: This is rather challenging for many communities like Orting. However, this has been listed in previous versions of the Comprehensive Plan and should be retained as it aligns with regional and state objectives.

~~In 2008, the community engaged in a downtown visioning process to create more specific goals for increasing economic development opportunities and amenities. This was also intended to define public investment strategies for a new library, and possibly a new city hall and a community center. The vision also addresses future street improvements and other amenities that will help to make the downtown a destination. Goals include:~~

- ~~• Develop a downtown center with public facilities, gathering places, and private retail attractions~~
- ~~• Locate new downtown parking facilities to support public and business uses~~
- ~~• Increase safe, attractive pedestrian ways linked to the Foothills Trail and parks~~
- ~~• Facilitate the development of new housing in mixed use projects~~
- ~~• Leverage Orting’s historic character and tourism attractions to create opportunities for business~~

~~In the fall of 2013, the City began the 2015 GMA update process (by creating an online public opinion survey to check in with the community on local issues, values, and strategies. Just over 120 community members participated, and 86 percent found the existing vision statement was still relevant. While 63 percent of participants would rate Orting’s quality of life as “excellent” or “above average”, participants shed light on local issues requiring attention, such as public safety, education, smart growth, and traffic. Strategies to mitigate these issues have informed the current update, and the revision of goals and policies.~~

Plan Summary

The Comprehensive Plan is informed by the following ~~major findings~~ fundamental issues or facts:

- ~~The Plan is intended to guide Orting’s growth between 2015-2024 and 2035-2044, although the Plan references a 2030 planning horizon. This is due to the fact that Pierce Countywide Planning Policies established population and employment targets for all jurisdictions for 2030.~~ The analyses and conclusions regarding land use, transportation and capital facilities capacities are consistent with the City’s view, particularly since it is likely that Orting will achieve substantial build out much earlier. As subsequent annual updates are prepared, more consistency will be provided with the evolving 20-year view.
- ~~City residents have voiced concerns over the existential threat posed by the potential eruption of Mt. Rainier, because Orting is located on the floor of a valley that could be inundated with material that would wash downstream; in the event of a volcanic event there would be a limited period of time to evacuate the community.~~
- Orting residents want the City to retain ~~its a~~ small ~~rural~~-town atmosphere and “rural” character as it grows. Residential development should remain predominantly single-family, with some multi-family development in the mixed-use town center and in close proximity to services.
- The Plan establishes the following development pattern: a central core of mixed-use development in the downtown commercial area of Orting, surrounded by ~~single-family~~ residential development at moderate densities. Other commercial uses and light industrial development may be allowed or encouraged along major arterials ~~(or and~~ in future urban growth areas, ~~if any are designated for Orting).~~
- The mix of land uses in the town center includes small scale retail, restaurants, offices, community facilities and housing in a pedestrian-friendly environment.
- Community health is very important to the City. The City employed the Tacoma-Pierce County’s Healthy Community Planning tools during the 2015 periodic update to increase the Plan’s focus on community health, particularly goals and policies related to physical activity and healthy food. ~~These efforts have been carried forward in the 2024 update.~~
- The Plan calls for a system of recreational trails and parks. A non-motorized system of trails is recommended which link the Foothills Trail in the center portion of the City with more local trails throughout town and along the Carbon and Puyallup Rivers.
- The Plan promotes the benefits of ~~urban agriculture, including maintaining~~ open spaces, ~~fostering the availability of locally-sourced food, providing a source of local food,~~ building social connections, providing recreation opportunities, establishing ~~rural-small-town~~ character, preserving view corridors, and providing employment opportunities for the residents of Orting.
- Transportation needs in Orting ~~range from center around three central themes: (1) adequately accommodating current and~~ potential future traffic volumes on the existing roadways, ~~(2) to the properly configuring~~ the future roadway system, ~~and (3) exploring to~~ the feasibility of ~~future transit services in the Orting area.~~ The Transportation Element addresses transportation issues and links them into a cohesive assessment of Orting’s transportation options and future.
- ~~To maintain the City’s existing small town character, the~~The Plan adopts a level of service standard C/D for its roadway facilities and services.
- The Plan promotes a ~~diversity-variety~~ of housing options within the community, including single-family homes, mixed use housing, ~~duplexes, and~~ manufactured homes, ~~moderate to~~

Commented [NS8]: June 25, 2024 modification:
We have added duplexes

~~high-priced homes at a variety of price levels. This diversity range of housing types is intended to meet Orting's affordable housing needs, as well as needs of different individuals (such as people living alone or in small households, aging-in-place, etc.).~~

- The Plan recommends level of service standards for transportation, water, stormwater, sewer facilities, and parks, trails and open space. The Plan also recommends service goals for police and fire protection. New development must be served by adequate public facilities and cannot cause the level of service to be degraded below these adopted standards.
- The Plan directs growth for the next twenty years to areas within the City limits, to encourage the provision of adequate public facilities and services concurrent with development.
- The Plan is intended to work consistently with the City's critical areas ordinance for protection of environmentally sensitive areas. If a conflict should arise, the most restrictive provisions ~~shall prevail~~ will apply.

Plan Elements

Land Use Element



~~The Land Use Element contains demographic information for the City and includes the Land Use map.~~

The future land use policies establish the pattern of development in Orting for years to come. The City's overall planning goals provide guidance for the development of these policies. Specifically, the goals highlight preservation of open space and the character of the ~~rural~~ landscape, promotion of urban agriculture as a community resource, retention and expansion of the City's employment base, and protection of vital environmental resources.

~~By 2030, the City is projected to grow to 7,570. The Plan seeks to preserve the small town character of the City, while fostering the town center. In the areas within or adjacent to the town center, the Element promotes pedestrian oriented, mixed use mixed use development that allows for a diversity of land uses including housing, small-scale shopping, civic facilities, recreation, and employment.~~

~~Surrounding the town center, the Plan designates neighborhoods that allow for a mix of less intense uses and accommodate a range of housing types and densities. They are predominantly composed of single family single family homes of mixed densities, and designate a small portion of the City in proximity to commercial services and transportation facilities for multi family development.~~

~~Expanding opportunities for residents to work and live in the community is another principle of the Land Use Element.~~

~~The Plan encourages Planned Unit Developments (PUDs), which use flexible lot sizes and development standards to encourage creativity and avoid cookie cutter subdivisions that do not fit within the character of the landscape. With flexible lot sizes, common greens, community gardens and active recreation areas could be set aside for the benefit of the residents of the development.~~

Commented [A9]: We are trimming this part back significantly to reduce redundancy. Also we may need to make some further adjustments as additional Element drafts are prepared.

Natural Environment Element



~~The Natural Environment element contains the discussion, goals, and policies related to shorelines, critical areas, environmental protection, and natural hazard mitigation. Given the position of the Puyallup and Carbon Rivers, issues affecting shorelines, wetlands, flood areas, and water quality are crucial to consider when planning in Orting.~~

~~The City has plans and programs in place to address future impacts of potential natural hazards. The City is a participant in the Pierce County Forum's development of the Region 5 All-Hazard Mitigation Plan process. That plan contains an extensive City-specific mitigation strategy for avoiding and/or addressing impacts of natural hazards including floods, lahars, storms and other events. The City has implemented some of these strategies through the completion of setback levees, and the on-going planning for the Carbon River Evacuation Bridge (Bridge for Kids). In addition, the City manages public education and involvement activities related to the strategies.~~

~~Maps showing areas subject to natural hazards are included in the Appendix Natural Environment Element.~~

Housing Element



~~As growth occurs within and around Orting, there will be an~~ There is an ever-increasing need for more housing that is affordable, desirable, and appropriate for a variety of residents. Remaining developable land within the City is slated for residential, mixed use, or public facilities development. The City's challenge will be to ensure that the pattern of development provides a diversity variety of housing options and economic development opportunities while maintaining the desired character of the community that meet the needs and desires of all Orting residents.

Transportation Element



The Transportation Element uses a detailed assessment of current conditions, forecasts of future growth, and local and state standards to form a framework of policies and a determination of project needs. This complex picture includes facilities for which the City is responsible as well as county and state facilities. The analyses consider capacity, safety, and multi-modal performance as well as pedestrian, non-motorized, and public transportation. Orting's dependency upon SR 162 for regional connections is an over-riding problem that can only be solved by a coordinated partnership of the City, Pierce County and the state.

~~The Element seeks to maintain level of service (LOS) D. The community is accustomed to high service standards, but the travel forecasts indicate that service levels could drop significantly, depending on how the growth patterns and the transportation facilities are developed. With a standard ranging from LOS C to LOS D, the City has flexibility in meeting the high standards that the community's expectations while changing from a rural community to a suburban community.~~

Economic Development Element



An economic "baseline" study prepared in 2014 (summarized in the Economic Development Appendix) assessed Orting's strengths, weaknesses, opportunities, and threats. Strengths include the recent strong population growth; Orting's physical setting;

availability of underdeveloped land and utility capacity; and the established downtown. Weaknesses include Orting's isolation; and limited accessibility.

Opportunities include increasing the mix of local-serving business to recapture retail sales "leakage"; increasing leverage of tourism; and increase in demand for shopping and services as the surrounding area grows. Threats include strong retail competition from Bonney Lake and Puyallup's South Hill as well as eventual economic development in Tehaleh that could weaken Orting's ability to attract employers.

The Element contains goals and policies that provide a foundation for action to diminish the weaknesses and threats and take advantage of the strengths and opportunities.

Shoreline Element

~~In response to state Department of Ecology changes to the Shoreline Master Program (SMP) guidelines, and GMA direction to coordinate comprehensive plans and shoreline plans, the City conducted a comprehensive update of the SMP in 2007. The update included a significant inventory and characterization of the shoreline conditions along the Carbon and Puyallup Rivers. In particular, "opportunity sites" for potential shoreline restoration and increased public access were identified. A minor update of the SMP was adopted in 2013, and again in 2019.~~

~~The Shoreline Element includes the goals and policies of the SMP. There is no Shoreline Appendix, as the detailed analysis is found in the SMP. Shoreline development regulations are also included in the SMP. All of the shorelines within the City have been designated Urban Conservancy. No development except for limited public facilities is allowed within the first 150 feet of the shoreline jurisdiction along the Rivers.~~

Capital Facilities & Utilities Elements



The two major issues addressed in the Capital Facilities and Utilities Elements are the implementation of the "concurrency" requirement and the status of the City's water, stormwater, and sewer facilities. In compliance with state law, the Orting Plan requires that adequate public facilities be in place concurrent with the impacts of new development. This concurrency requirement means that improvements or strategies must be in place at the time of the development or that a financial commitment must be in place to complete the improvements or strategies within six years.

In order to determine whether or not public services are adequate to serve the forecasted population growth for the City, the Capital Facilities Element establishes level of service standards for water, sewer, stormwater, police, fire, parks, trails and open space, and transportation. New development must demonstrate that its impact will not degrade these facilities below the level of service standards adopted in the plan.

Commented [A10]: This discussion can be removed. The City's adopted SMP (and as amended) is by default the Shoreline Element. Instead of listing the Shoreline Element out separately, we have referenced the SMP and it's role in the "Natural Environment Element" draft

Implementation of the Comprehensive Plan

Purpose & Relationship to the GMA

A Comprehensive Plan is implemented through the goals and policies it identifies to guide and coordinate local decision making. The plan's policies shape the course of action taken by the community as ~~it begins to implement the plan~~ implementing development regulations are adopted (through revisions to the City's zoning code, for example) and decisions are made (such as budgetary approvals and capital project authorizations). The GMA encourages innovative implementation methods that are both regulatory and non-regulatory. Regulatory actions may include the adoption of a zoning ordinance or other land use regulations, while non-regulatory actions include implementation of the capital facilities plan, pursuit of economic development strategies, and the promotion of affordable housing development. Some actions may involve a complicated series of related steps which themselves may need to be carefully planned (for example, improvements made to a major utility system). This section will describe these actions, plans, and measures necessary to implement this Plan.

Regulatory Measures

The GMA requires that local governments enact land development regulations that are consistent with and implement the Comprehensive Plan. In order to accomplish this, the development regulations (comprised of the zoning code, the subdivision code, etc.) should be regularly reviewed to ensure consistency with the comprehensive plan in order to identify the need for amendments.

In particular, the zoning code and zoning map must be consistent with the future land use map and policies established in the plan. The future land use map and land use policies in the Comprehensive Plan establish the use, density, and intensity of future development within the City.

~~As part of the update of the land use regulations, Orting is also obligated by ESHB 1724 adopted by the 1995 Legislature to combine project permitting and environmental reviews; consolidate appeals processes; and clarify the timing of the development of the review process.~~

Concurrency Management

~~Comprehensive plan policies also meet the GMA requirements for concurrency by establishing level of service (LOS) standards for capital facilities. The concurrency management system sets forth the procedures to be used to determine whether public facilities have adequate capacity to accommodate a proposed development. And, the concurrency management system also identifies the responses to be made by the City when it is determined that the proposal will exceed the level of service established, and therefore exceed the defined capacity, failing to maintain concurrency. The includes the criteria the City uses to determine whether development proposals are served by adequate public facilities, and establishes monitoring procedures to enable periodic updates of public facilities and services capacities.~~

~~Under the GMA, concurrency management must be established for transportation and capital facilities; however, jurisdictions may establish concurrency for any public facilities for which they~~

~~have established level of service standards in their comprehensive plan. Level of service standards may be established for fire and emergency facilities, police, schools, sewer and water, transportation, and parks and recreational facilities and services.~~

Six-Year Capital Improvement Plan

Another major implementation tool of the Plan is the six-year schedule of capital improvements. The Capital Improvements Plan, or CIP, sets out the capital projects that the City must undertake within the next six years in order to implement the Plan. ~~The six-year schedule is updated annually, with the first year of the schedule acting as the capital budget for the fiscal year. During the annual updating of the six-year schedule, the cost estimates and funding sources listed are updated and revised to reflect any additional information that the City has received. The CIP schedule is also be revised to include any additional capital projects that are needed to maintain the City's adopted level of service standards.~~

Coordination with Pierce County

Through the County-wide Planning Policies (CPPs), the City ~~is a partner~~partners with Pierce County and the other cities in shaping regional policies and actions. This includes updating the CPPs; discussing methods for maintaining the record of buildable lands; and evaluating ~~UGA issues~~Urban Growth Areas (UGAs) which are areas around cities that are eligible for annexation (however, Orting does not have a UGA that extends beyond the City limits). More specifically, Orting and the County have a discrete set of common interests including future land use controls in the rural portions of the Orting Valley; transportation; shoreline management; hazard mitigation and the provision of services. Orting's lack of annexation area and environmental growth constraints will limit the City's abilities to be a significant participant in county wide plans for accommodating future residential growth and low income housing.

The City of Orting is situated near the Alderton-McMillin community, an unincorporated area in Pierce County. The Pierce County Comprehensive Plan includes a "community plan" for the Alderton-McMillin area (Appendix A of the Piece County Comprehensive Plan). That document is quite detailed and contains useful information about many planning aspects that may also apply to Orting to some extent, such as local area history and agricultural practices⁵ as well as detailed information about the natural environment. The document sets out specific goals and policies that pertain to the unincorporated area, and additionally describes the process which cities adjacent to the area (including Orting) could follow to expand their UGAs.

Administrative Actions

~~The Plan includes a number of policies that should be carried out through administrative actions, such as interlocal agreements, revised development and review procedures, and public involvement programs. Development and review procedures must be revised to implement concurrency and to ensure that new development complies with the performance standards established.~~

Commented [A12]: We recommend deleting this section. It does not add anything and parts are inaccurate (adoption of an interlocal agreement is a legislative action, not administrative).

Public Involvement

~~In order for the Plan to remain alive, the citizens of the community must remain in touch with its implementation. As the Plan is tested by development, there will be the need for ongoing amendments to respond to changing conditions. As the community matures, the vision of the future will change and new needs and priorities will emerge. The City is obligated to coordinate many aspects of the Plan with adjacent jurisdictions, which will also generate changes. Continued public involvement and communication is crucial to keeping the process fresh and engaging so that the planning "wheel" does not have to be reinvented every few years. In order for the Plan to remain relevant and be useful, community members must have an opportunity to remain in touch with its implementation. As the Plan is implemented with future development, there will be the need for ongoing amendments to respond to changing conditions. As the community matures and external factors shift (such as economic trends, new technologies emerge, and so forth) the vision of the future may change, and new needs and priorities may emerge. Continued public involvement and communication is crucial to keeping the process fresh and engaging so that the planning "wheel" does not have to be reinvented every few years.~~

Amending the Comprehensive Plan

Purpose and Relationship to the GMA

For the Plan to function as an effective decision-making document, it must be flexible enough to accommodate changes in public attitudes, developmental technologies, economic forces, and legislative policy, yet focused enough to ensure consistent application of development principles. The Growth Management Act requires that the City establish a public participation program that identifies the procedures and schedules to be used to update or amend the ~~C~~omprehensive ~~P~~lan.

Type of Amendments

~~Other than the 7-year review and update process, the~~ The GMA limits ~~C~~omprehensive ~~P~~lan amendment cycles to no more frequently than annually. In addition, ~~proposed amendments must be reviewed relative to the plans of adjacent jurisdictions, and all~~ proposed amendments ~~proposed in any one year~~ must be considered concurrently so that the cumulative effect of the various proposals can be determined. Under certain circumstances, the following types of amendments may be considered more frequently than once per year:

- The initial adoption of a subarea plan;
- The adoption or amendment of a shoreline master program;
- The amendment of the Capital Facilities Element of the plan that occurs concurrently with the adoption or amendment of the city budget; and
- To resolve an appeal of a comprehensive plan filed with a Growth Management Hearings Board or with the court.

Annual Review Amendment

~~This process addresses site specific requests and minor policy changes. In some cases, amendments to the Plan may be necessitated by amendments to the GMA or Countywide Planning.~~

Commented [A13]: This seems somewhat redundant with the section above and it is not appropriate to list application requirements in the comp. plan.

~~Policies or changes in federal or state legislation. These types of plan amendments or development regulations may be undertaken once a year, and may be recommended by the City Council, Planning Commission, City Staff, or any citizen.~~

~~The City requests that Comprehensive Plan amendment proponents provide the following information in their application for amendment:~~

~~A statement of what is proposed to be changed and why;~~

~~A statement of the anticipated impacts of the change, including geographic area affected and issues presented; and~~

~~A description of any changes to development regulations, modifications to capital improvement programs, subarea, neighborhood, and functional plans required for implementation so that regulations will be consistent with the Plan.~~

Review and Amendment Process

The annual review and plan amendment process provides an opportunity to refine and update the Comprehensive Plan and to monitor and evaluate the progress of the implementation strategies and policies incorporated therein. During the review and amendment process, the Planning Commission and City Council shall consider current development trends to determine the City's progress in achieving the economic, land use, and housing goals established in the Plan.

Information to be considered may include vacant land absorption, residential versus economic development, amounts and values of non-residential construction, number and types of housing units authorized by building permit, the effect of changes to adopted functional plans in the community, as well as activity levels in such processes as subdivision approvals, annexations, and building permits. Other information that may be relevant to consider includes the current capacity status of major infrastructure systems for which levels of service have been adopted in the Plan (transportation, and parks and trails) and the levels of police and fire services being provided by the City.

The process may also include monitoring of overall population growth and relative comparison with the forecast growth projections contained in the Plan (and the inclusion of updated projections where appropriate).

The annual review and amendment process requires public participation, both through community meetings to familiarize the public with the amendment proposals, as well as a formal public hearing before the City Council. Proposed plan amendments must be submitted to the State Department of Commerce for review at least 60 days prior to final City Council adoption.

Policies

The following policies guide the annual plan review and amendment process:

Policy I 1 Except for years in which the city is processing a periodic update, the City shall schedule an annual review of the Comprehensive Plan, to consider the need for amendments. At that time, both City--initiated, and private party or developer-initiated amendment requests will be considered.

Commented [A14]: This is good info. Would the City prefer this to be in the code?

Policy I 2 All Comprehensive Plan amendments shall be processed together with any necessary zoning, subdivision or other ordinance amendment, to ensure consistency.

Policy I 3 Amendment procedures shall be fully are outlined in the City’s land development regulations (OMC 15-12-5).

Annual Plan Review and Amendment Schedule

The plan amendment process is designated to be flexible to accommodate unique conditions such as the nature, complexity, or amount of plan amendment requests in a single year. The annual “window” of plan amendment submittals from the public will be open throughout the year (that is, the public can submit requests for amendments at any time). However, they will only be “processed” in accordance with the adopted regulations. The timing of the annual update process is represented by the following generalized-general schedule:

~~First Quarter—City accepts initial public requests for comprehensive plan amendments (docket).~~

~~Second Quarter—Staff performs an initial review of all timely submitted proposed amendments and prepares a report for submission to City Council. City Council decides which proposed amendments should be considered and establishes a plan amendment schedule.~~

~~Third Quarter—Planning Commission evaluates the proposed amendments and forwards its final recommendation to the City Council.
Environmental and state agency review is conducted.~~

~~Fourth Quarter City Council reviews the recommendation, holds a public hearing, and decides on adoption of the proposed amendments.~~



All amendment proposals shall be considered concurrently by the Planning Commission and the City Council so that their cumulative impacts can be determined.

Emergency Plan Amendment Consideration

The Comprehensive Plan may be amended outside the normal schedule if findings are adopted (by City Council resolution) to show that the amendment was necessary, due to an emergency of a neighborhood or citywide significance in accordance with RCW 36.70A.130(2)(b). Plan and zoning amendments related to annexations may be considered during the normal annexation process and need not necessarily be coordinated with the annual plan amendment schedule. The nature of the emergency shall be explained to the City Council, which shall decide whether or not to allow the proposal to proceed ahead of the normal amendment schedule.



LAND USE ELEMENT

Purpose

This Land Use Element contains the goals and policies necessary to support the City’s responsibility for managing land resources and guiding development. Maintained in accordance with the Growth Management Act (RCW 36.70A.070), this portion of the Comprehensive Plan is written to direct land use decisions in Orting over the next 20 years.

Considered the central component of the City’s Comprehensive Plan, this element guides decisions that must be made for future growth and investments in the community in connection with the city’s vision.



This element is organized into several sections and begins with a review of the population trends (historic growth) and assessment of the projected population that the city must plan for. Next the Land Use inventory is provided with an assessment of how the city’s objectives and responsibilities can be balanced. Finally, the goals and policies are identified which set out the foundation for Orting’s future.

Population Trends

Between 1999 and 2023, the population of the City of Orting more than doubled in size, increasing from 3,742 to 9,110 people¹. (See Figure LU-1). The average annual growth rate for the same period was 3.7 percent.

Commented [A1]: After June or so we should be able to put in the 2024 estimated population figure from OFM.

The rapid expansion of the city has transformed the physical layout of the city, while the central core of the community largely retains its unique appeal and function. Recently developed neighborhoods have various sizes and layouts and have replaced some lands that were previously farmed (such as the land southeast of the High Cedars Golf club). Prior to 2000 only a few homes were scattered in the area lying between SR-162 and the Carbon River and north of the school complex; now that area of the city is fully developed with residences and parks. Similarly, neighborhoods have been developed in the southern portion of the city toward the edge of the city limits.

¹ The most recent annexation occurred in 1991; none of the growth since then is attributable to annexation.

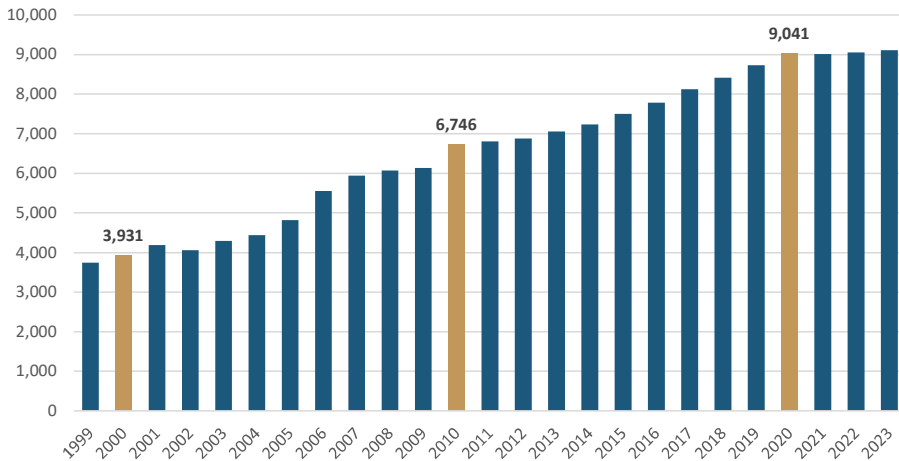


Figure LU-1: Orting Population (1999-2023)
 Source: Washington State Office of Financial Management

Population & Employment Targets

Pierce County and the City of Orting work together to determine the projected 20-year population and employment growth targets for the city. The growth targets are documented in the County-Wide Planning Policies (Pierce County Ordinance No. 2022-46s and No. 2023-22s) which established the 2044 population and employment targets for each jurisdiction, including Orting. The ordinance details how the figures are generated; in general, the state’s Office of Financial Management frequently provides population forecasts within three different ranges (high, medium and low) for each County throughout the state, and then the County and its cities and towns divide up the projected growth to specific areas.

In advance of the County’s work the Puget Sound Regional Council (PSRC), an organization that provides a wide range of services to jurisdictions within a five-county region, also publishes population forecasts for jurisdictions in the region. Through the VISION 2050 Plan, the PSRC provided a basis for which target growth allocations were made. In general, VISION 2050 is intended to support job growth throughout the region and concentrate population and job growth in centers (and near transit) through its Regional Growth Strategy (RGS). The RGS describes a preferred method for urban growth to advance social equity, promote affordable housing choices, support economic prosperity, improve mobility, and make the best, most efficient use of new and existing infrastructure all whole-while protecting a healthy environment.

This Comprehensive Plan covers a 20-year period from 2024 through 2044 and at the end of that time period, Orting’s population is targeted to grow to 9,590 persons (and 3,167 housing units²). Likewise, employment (which is estimated to account for 1,473 jobs in 2044) targeted to grow to

² Exhibit A to Ord. No. 2023-22s shows that the 2020 estimated housing supply in Orting is 2,998 units and the growth allocation is 223 units, to arrive at 3,221 total housing units targeted by 2044. Those figures are based on Commerce’s Housing for All Planning Tool (HAPT) which was formal guidance given following the passage of HB 1220.

Commented [NS2]: June 25, 2024 modification:
 Type Corrected

1,669 jobs by 2044. The projection figures for Orting are shown in Table LU-1, shown in 5-year increments.

Commented [NS3]: June 25, 2024 note:
 We have updated the table to show the total forecasted population county which includes the population residing in Group Quarters (previously we had inadvertently only listed the population residing in households which is slightly lower) and we also updated the table heading to show the year 2044 (the target year) not 2045.

Table LU-1: City of Orting Population and Household Projections (2025 through 2050)

	2025	2030	2035	2040	2044	2050
Population	9,109	9,222	9,334	9,450	9,550	9,679
Households	2,986	3,055	3,124	3,194	3,250	3,333

Source: VISION 2050 City Summaries (2023 LUV-It Model)

Figure LU-2 shows Orting’s actual growth (estimated population) at five-year intervals as well as the projected growth for the future. The City of Orting is expected to grow in population; however, that growth is projected to occur at a much slower rate than the growth that has occurred over the past two decades. Orting has recently experienced rapid growth that should ideally be slowed in the years ahead, given the city’s constraints to accommodate additional expansion (such as the geographic location and transportation access challenges) as discussed throughout this Plan.

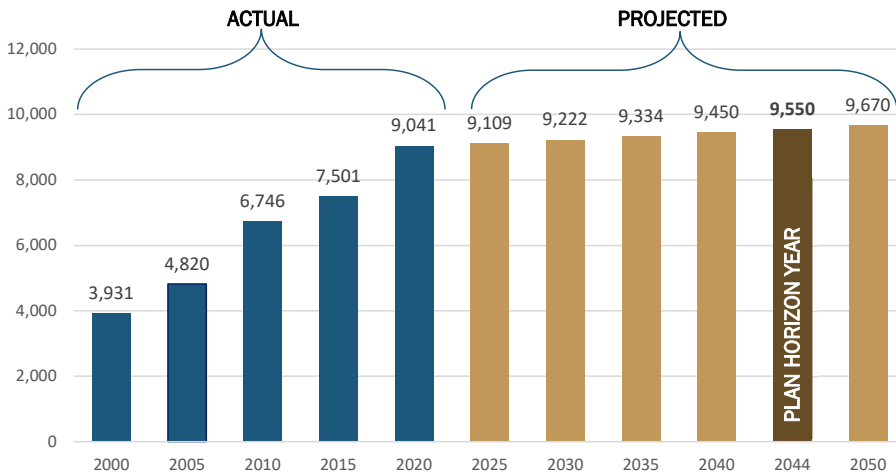


Figure LU-1: Population Projections (2025 through 2050)

Source: Washington State Office of Financial Management; VISION 2050 City Summaries (2023 LUV-it model)

The 2017 housing data shows 2,684 units including single family, multifamily, and manufactured housing. The housing data for 2021 was an estimated 2,927 units for a net gain of 243 units. The average household size now is about 3 persons.

- Growth in Orting has well exceeded what was previously planned for.

- An ordinance passed by the Pierce County Council in the year 2011 "allocated growth" to the City of Orting for planning purposes and set out that the city's population would grow to 8,000 people by the year 2030³. Later, the Pierce County council re-visited the topic, as these numbers are meant to be periodically reviewed and revised, and maintained Orting's population target was set to be 8,000 by the year 2030⁴. Instead, that figure was surpassed by the year 2017.
- The Pierce County Council took legislative action⁵ in 2022 to set the 2044 population target for Orting at 9,590. (This value is slightly different from the 2044 population target of 9,550 as listed by PSRC in the VISION 2050 plan).
- It should be recognized that these figures aren't meant to be "hard numbers" and instead they are targets for policy-making decisions and reporting purposes. The purposes of the growth allocations are to align communities with the regional growth strategies and to concentrate growth where infrastructure systems exist and away from rural areas, while preventing "sprawl."

Commented [NS4]: June 25, 2024 note:
We have noted that the Pierce County population target value for the year 2044 is not exactly the same as the number that appears in the VISION 2050 plan, though they are quite close.

Existing Land Use Inventory

Most of the city's land designated for residential uses has been largely built-built out or entitled (which means there is a time-limited approval given for development via a preliminary subdivision approval), however, development at "infill sites" is attainable in some locations and the City is fulfilling designated population goals.

Commented [NS5]: June 25, 2024 modification:
Typo Corrected

Figure LU-1-3 shows a representation of Orting's Built Environment (building footprints and parcel lines are depicted, together with the road network).

Commented [NS6]: June 25, 2024 modification:
Typo Corrected

Examination and tabulation of the assessor's parcel records⁶ reveals that less than 2% of the city's land by area is currently in various commercial or industrial uses which includes retail services, restaurants, medical services, merchandise, and so forth. The most prevalent use of land in the City is residential (approximately 43%), while the distribution of land given to school is also quite significant (the value is 12% which, for this calculation, includes all land owned by the school district or other educational providers, even if vacant or unused).

Next, there are lands owned and managed by Pierce County Public Works Storm Water Management division used for flood hazard management and storm drainage, along the Puyallup River and in the southern part of the City accounting for around 120 acres in total (and corresponding to a share of around 8% of the land within the city and measured in parcels as described earlier). Measures to reduce pollution from storm-water runoff is discussed in the Natural Environment element of this Plan.

Around 80 acres (or 5% of all the land within the city and measured in parcels) of land is for government or public purposes and not counting schools or parks. The remaining lands are in use for parks, open space or other less-intensive uses.

³ Pierce County Ord. No. 2011-36s

⁴ Pierce County Ord. No. 2017-24s

⁵ Pierce County Ord. No. 2022-46s

⁶ This assessor's records used do not reflect the assigned zoning but rather what type of activity is primarily conducted on site. In addition, almost all public right-of-way was excluded from the land use total when arriving at percentages given.

The Land Use inventory in Orting does not include any urban or community forests. Several decades ago, Orting's fertile valley floor was cultivated in various crops and used for agricultural production. Today, farming chiefly occurs outside of the city limits, with the exception of the Orting Veterans Farm which is situated at the State Department of Veterans Affairs' Soldiers Home campus, at the southern part of the City.

Commented [A7]: This information is now required per RCW 36.70A.070 (1) as amended in 2023

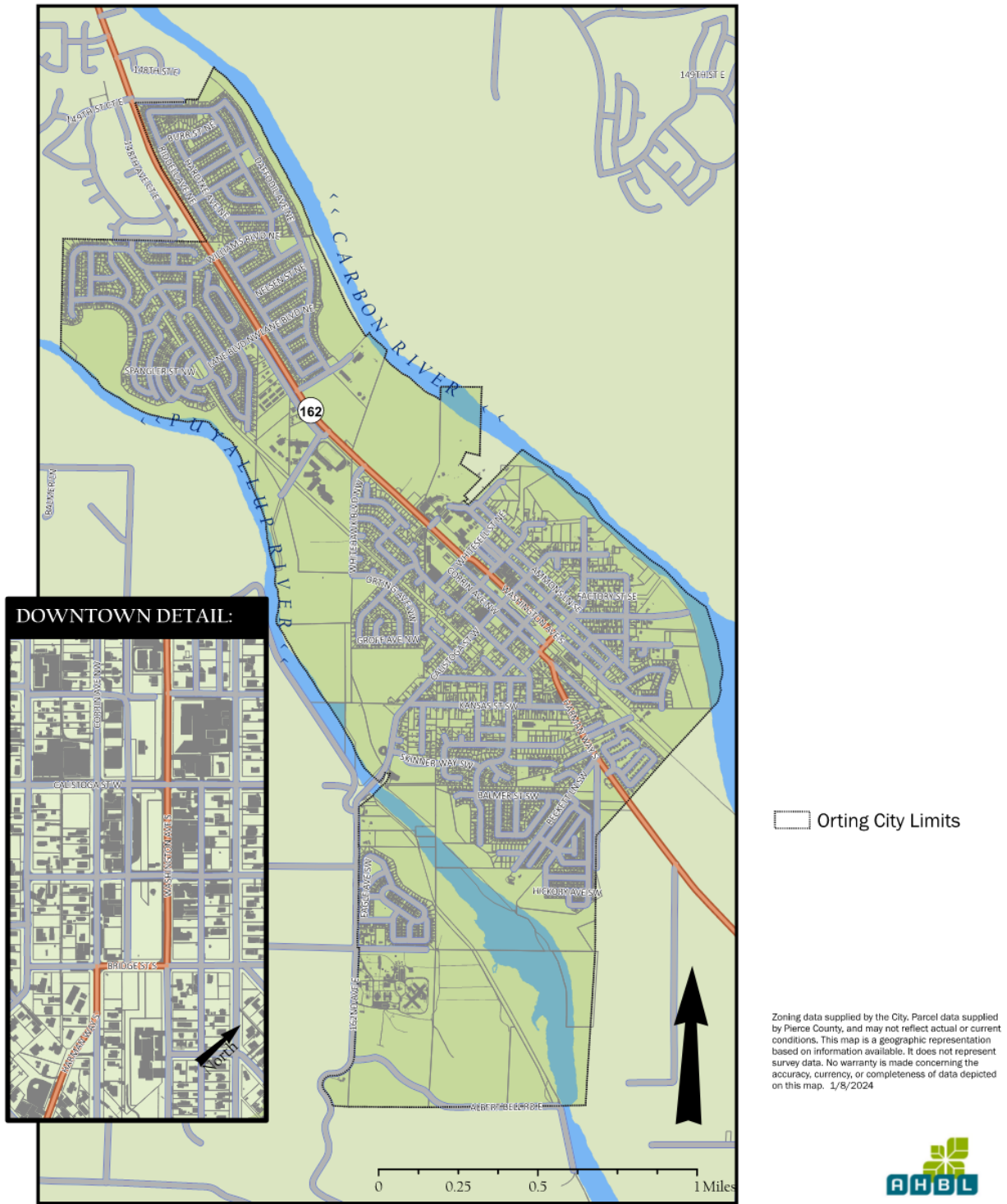


Figure LU-3: Representation of Orting's Built Environment

Land Capacity Analysis

The Pierce County 2021 Buildable Lands Report (Fourth Edition, Revised Version, published in 2022) provided an assessment of Orting’s progress toward meeting the population and employment targets previously set by the County. The report showed that housing production in Orting between 2010 and 2020 was within the target ranges to support future population needs, indicating that the data supports the conclusion in the report that the city is on pace to meet the number of housing units needed by 2030. The report also reveals that during the same time period, only three new multi-family housing units were added to the housing inventory, compared to 621 single-family housing units, clearly indicating that single-family housing construction is far outpacing multi-family housing development. The report also details that between 2013 and 2020 approximately 106 acres were platted (subdivided) in the city, resulting in 417 new residential lots.

The Buildable Lands Report is retrospective, but also looks to the future and accounts for anticipated future capacity. The report indicated that there appears to be sufficient land capacity for up to 346 new residential units to potentially be built between 2020 and 2044, based on zoning designations while adjusting for certain factors (i.e., land reductions for critical areas, reductions for public facilities, adjustments for market factors, etc.).

However, these figures must now be reassessed for the purposes of this Comprehensive Plan. This is because the report’s analysis was based on a previous Land Use map for the city which featured a large area of land with the Mixed-Use Town Center North (MUTCN) zoning designation – a location where residential units are permitted to be built. However, in January of 2023 (subsequent to the Buildable Lands Report publication), the City Council adopted amendments to the Comprehensive Plan⁷ changing the land use and zoning designation of approximately 65 acres from the MUTCN designation to Public Facilities (PF). The change was made to grant the request by the school district because the ~~distract district~~ had acquired the property for planned capital projects. While residential units were permitted in the MUTCN designation, they are not permitted in the PF zoning district. Therefore, if the land capacity analysis for residential units is adjusted to account for these changes, it appears that must be adjusted to account for only about 176 housing units to potentially be added between 2000 and 2044.

While 176 units (capacity) is lower than the target increase of 223 units, the difference is small considering the time frame of 20 years. The city will continue to participate in the County’s buildable lands program which provides the opportunity to periodically assess and monitor capacity.

Therefore, it appears that the City of Orting does not have any barriers in achieving the housing capacity targets. Further analysis of the city’s ability to accommodate housing according to specific household income brackets (as required by state law) is provided in the Housing Element.

Orting’s Downtown Core

Orting’s downtown serves as a focal point for the community, embodying its historical roots, cultural vibrancy, and economic vitality.

Downtown Orting is characterized by its compact layout, with streets lined by a mix of historic buildings and modern structures. Washington Avenue S. serves as the central artery and the primary commercial thoroughfare. Corrin Avenue and Van Scoyoc Avenue both run parallel to Washington

⁷ Orting Ordinance No. 2023-1104

Commented [NS8]: June 25, 2024 modification:
Typo Corrected

Commented [A9]: We will probably also want to present a table or chart showing the various land use designations and describe the amount (and percentage) of land in each category by acreage but that should wait until we have a better idea of what the final LU map will look like.

[AHBL note: we will want to do the calculations for "Orting’s Setting and Location" discussion at the same time in the Intro section]

Ave and together the three streets form a central core along a traditional “village green,” featuring a varied array of shops, restaurants, and services. These tree-lined corridors are flanked by one- or two-story buildings exhibiting a blend of architectural styles, including buildings which reflect Western or Victorian styles from the turn of the century era (1889 through World War I).

Green spaces such as parks and tree-lined streets are enhanced with monuments, public art and amenities reminiscent of times gone by, offering residents and visitors opportunities for recreation and relaxation. Mt. Rainier majestically provides an impressive backdrop to the area, enhancing the natural charm of the area while providing scenic vistas and recreational amenities from which Orting is the perfect spot to launch an adventure from.

The Downtown often serves as a hub of social interaction and community engagement. Local events, such as farmers' markets, festivals, and parades, draw residents from across the town and surrounding areas, fostering a sense of belonging and camaraderie. The presence of the City Hall, a Pierce County library, and other civic institutions further strengthens social cohesion, providing spaces for gatherings, meetings, and cultural activities.

Anchored by a mix of small businesses, ranging from boutique shops and family-owned eateries to professional services and artisanal studios, local enterprises form the backbone of the town's economy, providing employment opportunities and contributing to its unique identity and character.

However, challenges such as retail vacancies and competition from nearby commercial centers warrant attention and strategic interventions to ensure the long-term viability and vitality of the downtown area. Initiatives aimed at promoting entrepreneurship, enhancing infrastructure, and fostering partnerships between public and private stakeholders can help stimulate economic growth and revitalization.

Despite its many strengths, downtown Orting faces several challenges that require thoughtful planning and proactive solutions. These include issues related to transportation, affordable housing, and sustainability. Addressing these challenges presents an opportunity to reimagine the downtown area as a more accessible, livable, and resilient urban environment.

Strategic investments in transportation infrastructure, such as improved pedestrian and cycling facilities and enhanced streetscape amenities can enhance mobility and connectivity within the downtown area and beyond. Moreover, initiatives aimed at promoting mixed-use development, affordable housing, and green building practices can foster a more equitable and sustainable urban landscape and ensure the downtown area remains a thriving community center.



Goals & Policies

General

Goal LU 1 *Be true to the vision for Orting by encouraging the expansion of its economic base while ~~preserving-retaining elements of its agricultural heritage~~ and enhancing its future potential for urban farming.*

- LU 1.1 Encourage higher residential density and more intensive commercial development and human activity within Orting's downtown core to create a vibrant city center, reduce reliance on the automobile, and to provide opportunities for ~~affordable~~ housing ~~priced for individuals across various earning levels.~~
- LU 1.2 Provide ~~for~~ adequate land for commercial and light manufacturing uses to meet the ~~employment and services / commerce~~ needs of the City of Orting.
- LU 1.3 Protect local historic, archeological, and cultural sites and structures through designation and incentives for the preservation of such properties.
- LU 1.4 The Future Land Use Map adopted in this plan (~~see Figure LU-4~~) ~~shall establish~~ ~~establishes~~ the future distribution, extent, and location of generalized land uses based on the intent of the goals and policies of this plan.

Discussion: The Land Use map is a central and vital component of the City's Land Use policies.

- LU 1.5 Strive to assure that basic community values and aspirations are reflected in the City, while recognizing the rights of individuals to use and develop private property in a manner that is consistent with City regulations. Private property shall not be taken for public use without just compensation having been made.
- LU 1.6 Establish and maintain a ~~vision strategy~~ that effectively attracts ~~enterprises and~~ economic activities which best meet the needs and desires of the community.
- LU 1.7 The Orting Downtown Vision Map (adopted ~~by reference~~ in this plan) (see ~~Figure LU-5~~) ~~shall establish~~ ~~establishes~~ the primary elements of the 2008 Vision Plan ~~to~~ maximize the potential of the downtown core as the Orting Valley Town Center.
- LU 1.8 ~~Designate the The~~ **Center of Local Importance (COLI)** ~~feature of the~~ Future Land Use Map designates including the downtown area, school campus, and Gratzner Park as Orting's core for future major transportation improvements.

~~LU 1.9 Recognize and promote the benefits of agricultural land, for maintaining open space, establishing rural character, preserving view corridors, enhancing wildlife habitat, and providing employment opportunities for residents of Orting.~~

LU 1.9 Review proposed commercial and public developments (including new construction or major renovation and alteration) according to the Architectural Design Review process to ensure consistency with the adopted Orting theme of "Turn of the Century

Commented [NS10]: June 25, 2024 note: Figure LU-4 will be the updated Land Use / Zoning map and is still under development (there is a placeholder in this document showing the currently approved map)

Commented [A11]: AHBL suggests adjusting this because the word "vision" doesn't quite fit here and could be confused with the city's vision statement which this is not referring to

Commented [NS12]: June 25, 2024 modification: Typo Corrected

Commented [NS13]: While there are gardens and some growing activities in Orting this policy should be removed as there are no "agricultural lands" within city limits

Commented [A14]: Its important to consider having have this included in the Comp Plan to form as a basis for the regulations or requirements for development. FYI, The state legislature passed HB 1293 in 2023 which limits how cities can do these things. Compliance with [RCW 36.70A.630: Local design review-- Requirements and restrictions. \(wa.gov\)](#) is required in Orting by June 30, 2025.

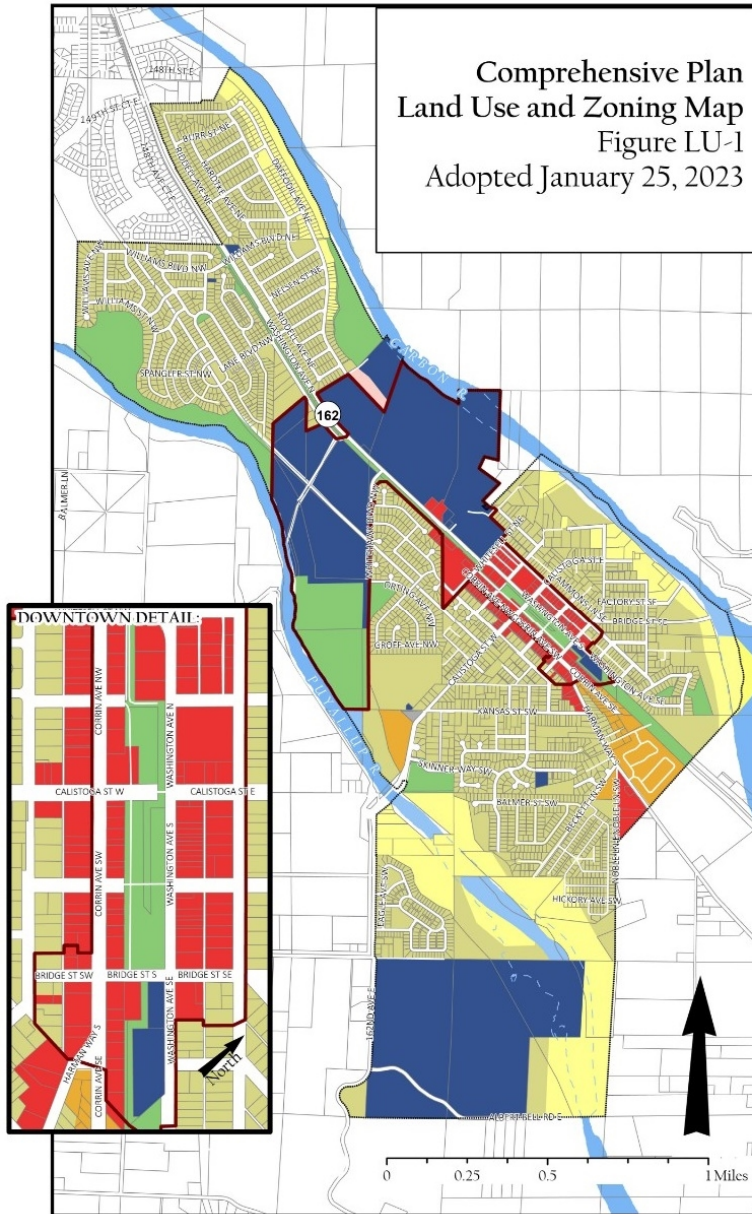
Western and Victorian," a style of building, architecture, and exterior lighting used in Orting and the area from statehood in 1889 through World War I. Evaluation of a project will be based on the quality of its design and its relationship to the natural setting of the valley and mountain settings.

Comprehensive Plan
Land Use and Zoning Map
Figure LU-1
Adopted January 25, 2023



Commented [A15]: This is a placeholder as we will propose a new map

The new map will be Figure LU-4



- Orting City Limits
- Center of Local Importance (COLI)
- LM Light Manufacturing
- MUTC Mixed Use - Town Center
- MUTCN Mixed Use - Town Center North
- OS Open Space & Recreation
- PF Public Facilities
- RMF Residential - Multi-family
- RU Residential - Urban
- RC Residential - Conservation

Per Ord. 2023-1104

Zoning data supplied by the City, Parcel data supplied by Pierce County, and may not reflect actual or current conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map. 1/8/2024



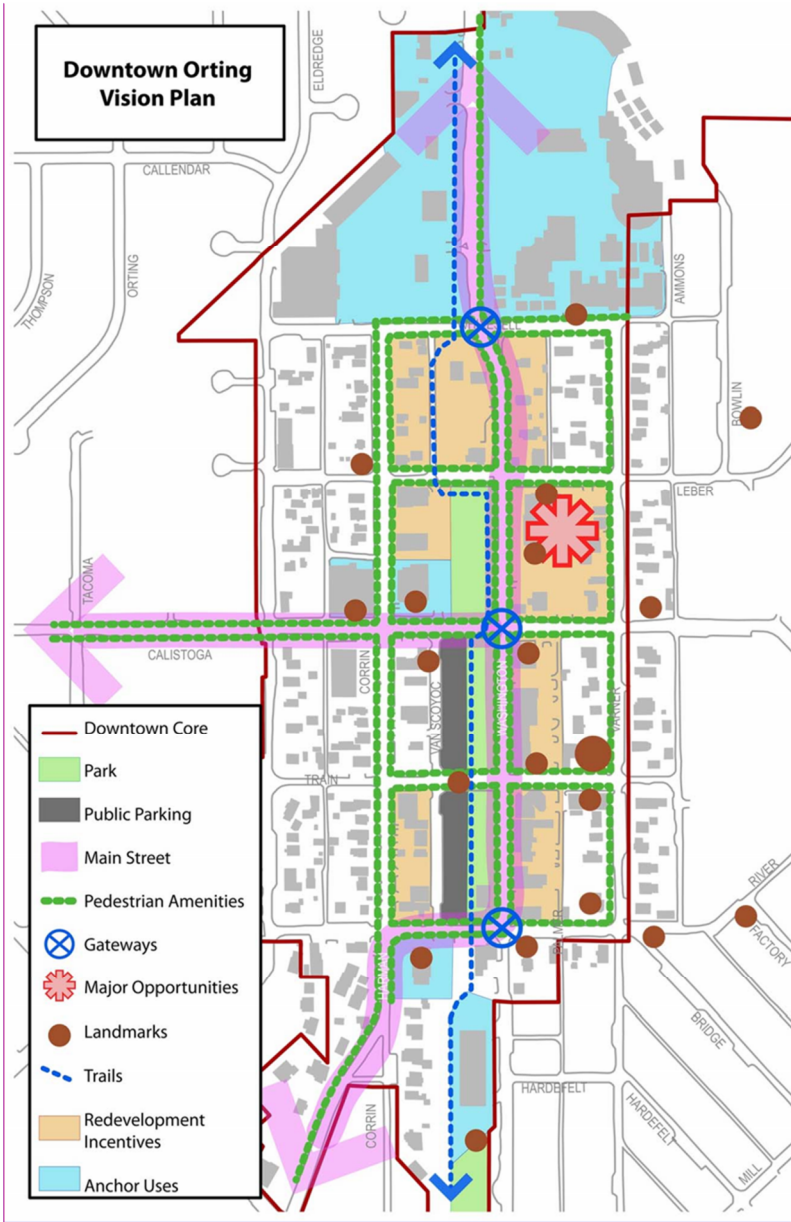


FIGURE LU-52

Commented [A16]: Scott. Please confirm that this should be retained? It seems bit dated.

Commented [AT17R16]: From Scott - this should be updated to incorporate Orting's Main Park Master Plan. [Main Parks Master Plan | City of Orting \(govaccess.org\)](https://www.govaccess.org)



FIGURE LU-63

Goal LU 2 *Preserve and enhance the small-town ~~rural~~ service center function and character of Orting.*

- LU 2.1 Require new development to be sited so as to have the least avoid negative visual and environmental impact on the landscape.
- LU 2.2 Support inter-jurisdictional programs to address problems or issues that affect the City and larger geographic areas.
- LU 2.3 Promote the siting of higher-intensity development in areas with existing higher densities, and reduce impacts on low-intensity development areas. Protect single-family neighborhoods from intrusion of incompatible land uses.
- LU 2.4 Provide incentives for land uses that promote Support agricultural uses occurring outside the city and promote food security by encouraging locally-based food and other farm products, allowing home and community gardens within the City, allowing farmers' or public markets or other small-scale collaborative initiatives including adding value to farm products.

Commented [NS18]: June 25, 2024 modification: Typo Corrected

Goal LU 3 *Promote equity and community health in land use decisions and development patterns.*

- LU 3.1 Support and create processes for inclusive planning and public participation efforts and utilize inclusive public engagement to ensure land use decisions do not negatively impact historically marginalized communities.
- LU 3.2 Reduce disparities in access to opportunity and encourage development that expands a variety of employment opportunities. Promote strategies and policies that

Commented [A19]: This goal and the following four policies are proposed to be added per the PSRC requirements (as listed on their checklist)

expand access to opportunity and remove barriers for economically disconnected communities.

LU 3.3 Evaluate future redevelopment efforts for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts.

LU 3.4 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

LU 3.5 Consider impacts to community health when reviewing land use decisions and development proposals.

LU 3.6 Coordinate with other agencies, such as service providers and school districts, to promote development patterns, amenities, and services that promote the health of the community.

Commented [A20]: Proposed policy LU 3.5 and LU 3.6 are proposed to be added per the Pierce County CPPs

Urban Growth Area

Goal LU 4 *Encourage urban growth in areas that can be served by adequate public facilities and services ~~and protect while protecting~~ natural resources and critical (environmentally sensitive) lands, within the urban growth area.*

LU 4.1 Monitor growth in conjunction with adopted Pierce County and PSRC population projections and cooperative planning with Pierce County to anticipate future urban growth area needs.

LU 4.2 Coordinate with Pierce County to consider future Urban Growth Area expansion based on the Pierce County Countywide policies. However, any residential expansion should only be considered, but only after highway congestion conditions (in travel to and from Orting) significantly improve and consider the traffic impacts as a key factor in any analysis.

Commented [NS21]: June 25, 2024 modification: Changed per Planning Commission feedback

Commented [A22]: Suggested addition based on public comment and growth projection numbers.

LU 4.3 Urban growth areas must be of sufficient size to accommodate the urban growth projected to occur over the succeeding 20-year planning period taking into account critical (environmentally sensitive) areas; agricultural land; opportunities to pursue economic development objectives (i.e. expansion for commercial or industrial purposes); open space; fully contained communities; existing proposed development; existing land use patterns and development character; traffic impacts; and existing parcel boundaries.

Commented [NS23]: June 25, 2024 modification: Added per Planning Commission feedback

Commented [NS24]: June 25, 2024 modification: Added per public comment

LU 4.4 Encourage infill development within the city limits ~~and existing urbanized unincorporated areas.~~

LU 4.5 ~~Development shall take place only if it does not cause the public facility level of service to degrade below the City's adopted level of service standards. Orting shall~~ Encourage the following techniques to achieve community goals for growth.

development and /or preservation of open space and protection of environmentally critical areas, within the context of the GMA;

- Conservation Easements;
- Transfer of Development Rights;
- Purchase of Development Rights; and
- Cluster Development

Commented [NS25]: June 25, 2024 modification:
Added to provide context / examples

LU 4.6 The boundary of the urban growth area (UGA) ~~shall~~ should be evaluated during periodic updates (as required by the mandated GMA updates) and in conjunction with coordinated planning with Pierce County based on the following criteria:

- Expansion of the service area or demand for municipal facilities and services;
- Maintaining land supply sufficient to allow market forces to operate; and precluding the possibility of a land monopoly, but no more than is essential to achieve this purpose;
- Accommodation of essential public facilities or unique opportunities for economic development;
- Designation of the UGA expansion as a receiving area for development rights transfer from agricultural resource lands in the Orting Valley.

Commented [NS26]: June 25, 2024 modification:
Changed "Shall" to "should"

Residential Land Use

Goal LU 5 *Provide a variety of housing choices for new residents.*

LU 5.1 Promote residential areas that offer a variety of housing densities, types, sizes, costs, and locations to meet future demand.

LU 5.2 Encourage development that provides affordable housing through incentives.

LU 5.3 Conserve the City's existing housing stock through code enforcement, appropriate zoning, and participation in rehabilitation programs.

Commented [AT27]: Discuss with Scott - he commented "?"

Goal LU 6 Residential development shall ~~should~~ be of high-quality design and shall ~~should~~ be consistent with the character of Orting.

Discussion: The land use plan establishes a variety of residential land use categories to accommodate growth within the urban growth area. The **Residential Multi-Family (RMF)** land use category is intended to provide for moderate to high density residential development which may include a mix of office and governmental uses. The **Residential- Urban (RU)** category is intended to provide for vital residential neighborhoods in a moderate to low-density single-family setting. The **Residential-Conservation (RC)** land use category is intended for areas that are suited for low-density residential development that is compatible with critical area constraints along the Puyallup and Carbon River shorelands.

Commented [NS28]: June 25, 2024 modification:
Changed "Shall" to "should"

LU 6.1 Residential development within the **Residential Multi-Family (RMF)** land use district ~~shall~~ should be served by community improvements and facilities normally associated with urban area development. The maximum density of development in the RMF district ~~shall be~~ is eight units per acre.

Commented [NS29]: June 25, 2024 modification:
Changed "Shall" to "should" and changed "shall be" to "is"

LU 6.2 The **Residential-Urban (RU)** land use category is intended for areas that are suitable for residential development ~~with the provision of full services and that benefit from the variety of services provided in the town center, including a grocery store and restaurants, commercial uses, fuel stations, etc.~~ It includes existing exclusively residential subdivisions that have been platted ~~at an average density of six units per acre.~~ The maximum density of development in the RU district ~~shall be is~~ six units per acre except that one additional unit may be allowed on a lot that is at least 150% larger than the minimum lot area, ~~and accessory dwelling units (ADUs) may be added in accordance with state legal requirements.~~

Commented [NS30]: June 25, 2024 modification:
Changed "Shal be l" to "is"

LU 6.3 The **Residential-Conservation (RC)** district is located in areas that are within the Carbon and Puyallup Rivers' shoreline management jurisdictions. Within the RC district, the maximum gross density shall not exceed one dwelling unit per 2 acres ~~(except that ADUs may be added in accordance with state legal requirements).~~ Development should be clustered outside the floodway and above the 100-year floodplain, if possible.

LU 6.4 Planned Unit Development (PUD) is encouraged in areas conducive to densities greater than otherwise provided for if those units are ~~properly~~ planned, designed, serviced, and reviewed in a public forum.

Commented [AT31]: Clarification needed on what is considered "properly planned, etc." - Scott commented "?"

Discussion: The PUD approach provides the City with an alternative form of residential development which would promote flexibility and creativity in the layout and design of new residential development.

LU 6.5 Approved PUDs should ~~implement features that reflect the goals of the Comprehensive Plan, including open space, natural features, excellent site design, and pedestrian-oriented elements. As with any other type of development, PUDs should assure the provision of appropriate public amenities and compatibility with surrounding development.~~

- ~~result in -~~
- ~~Adequate active open space;~~
- ~~Protection of natural features and sensitive areas;~~
- ~~Appropriate site design including, relative placement of structures, circulation systems, landscaping, and utilities that minimize land alteration or degradation; provisions for a variety of dwelling unit types, including multi-family; scale and design to reduce the bulk of structures; and innovation in design including, features such as clustering and zero lot line;~~
- ~~Pedestrian orientation;~~
- ~~Adequate provision of public facilities and amenities;~~
- ~~Compatibility with surrounding uses.~~

LU 6.6 Ensure that the City's development regulations require new development to be in the best interest of the surrounding property, the neighborhood, or the ~~Citycity~~ as a whole, and generally in harmony with the surrounding area.

LU 6.7 ~~Planning Commission review of residential developments should be focused on the height of structures, noise and lighting impacts, and providing the provision of adequate open space.~~

Commented [NS32]: June 25, 2024 modification:
We have removed a proposed edit "noise that could be generated by the development.." per the Planning Commission's request on 6/3/2024

Mixed Use

Goal LU 7 Provide attractive, conveniently located economic development that creates employment, retail, and service ~~business opportunities and higher density residential opportunities~~ development options within the city.

LU 7.1 New commercial and office development ~~shall be~~ limited to the mixed-use land use districts, except that home occupations may be located in all residential land use districts, in accordance with the ~~Orting Zoning Ordinance~~ Orting Municipal Code.

Commented [NS33]: June 25, 2024 modification: Changed "Shall" to "is"

LU 7.2 Orient nonresidential uses toward the pedestrian. Encourage retail uses on the ground floor to prevent blank walls with little visual interest for the pedestrian. Locate parking lots behind retail uses to allow for pedestrian window shopping. Encourage offices and/or residential units above ground floor retail.

Goal LU 8 The Mixed Use-Town Center Land Use ~~Categories~~ Category (MUTC and MUTCN) ~~are is~~ intended to foster vibrant, pedestrian-oriented centers for Orting's commercial and high-density residential activity.

Discussion: ~~Two MUTC areas are established: MUTC, and MUTC North.~~

LU 8.1 The **Mixed Use-Town Center (MUTC)** land use category is intended for areas that are suitable for pedestrian-oriented development. In recognition of the growing need for a downtown that provides goods and services for the community; serves tourists and travelers; and maintains a strong sense of history, the City is committed to promoting development and re-development through partnerships with the business community that will leverage existing public and private assets into an active center featuring public facilities and spaces and ~~more intensive vibrant~~ private development.

Commented [NS34]: Consider replacing the notion of "Intensive" with something else, given parking requirements which could factor in to this topic

~~LU 8.2 The Mixed Use Town Center (MUTC) land use district includes a diversity of housing types, shopping, civic facilities, recreation, and employment. A variety of land uses are allowed, including:~~

- ~~Residential~~
- ~~Office~~
- ~~Retail and food sales~~
- ~~Personal, Professional and Business Services~~
- ~~Bed and breakfast establishments~~
- ~~Cultural facilities~~
- ~~Park~~
- ~~Churches~~
- ~~Schools~~
- ~~Restaurants~~
- ~~Shared parking~~
- ~~Day care facilities~~

LU 8.2 To ensure the visual appeal and pedestrian-orientation of the land uses, the land development regulations will include performance standards for:

- | | |
|------------------------------|--|
| 1. Signage | 8. Impact on adjacent properties |
| 2. Open space | 9. Streetscape improvements |
| 3. Land coverage | 10. Placement of parking to the rear or side of buildings, or on lots developed or improved to provide shared parking for all downtown uses. |
| 4. Building placement | |
| 5. Setback or build-to lines | |
| 6. Landscaping | |
| 7. Building height and bulk | |

LU 8.3 Development strategies and generalized locations for improvements within the MUTC zone are included in the Downtown Vision Plan map, addressing the following elements:

- | | |
|-------------------------------------|--------------------------------|
| 1. Principal routes through town | 3. Gateway locations and ideas |
| 2. Streets for pedestrian amenities | 4. Redevelopment opportunities |
| | 5. Existing trails & landmarks |
| | 6. Existing anchor uses |

~~Goal LU 8 — Mixed Use — Town Center North is intended to take advantage of the large lots and land area between Orting High School and Rocky Road NE for development of new economic, residential, and recreational opportunities that support a sustainable community by providing jobs and increasing the tax base.~~

~~Discussion: — The MUTCN is a 65.6 acre area located east of Washington Ave N, south of Rocky Road NE, west of the Carbon River, and north of the Orting High School property. Development in this area is expected to include a mix of commercial, residential, light industrial, and recreational uses.~~

~~LU 8.1 Development in the MUTCN shall be planned according to the following principles: Access should be consistent with adopted City policies and strategies. Access from SR 162/Washington Ave North should be limited to locations where intersections can be designed to handle increased traffic and turning movements.~~

~~Internal vehicular and pedestrian circulation throughout the area should be organized by a street grid that connects with the highway intersections and the residential neighborhood to the north, and also enables connections between different development projects and phases. This will also provide corridors for utilities. Development project approvals will include dedication of new public street rights of way in the MUTCN.~~

~~Blocks created by the street grid can simplify planning and permitting for development, particularly when phasing is anticipated.~~

~~Park areas within the MUTCN shall provide for community uses consistent with the Orting Parks, Trails, and Open Space Plan.~~

~~Pedestrian amenities can be located and designed within the blocks and coordinated throughout the area as development plans are drafted.~~

~~LU 8.2 All development in the MUTCN shall be approved through a Master Development Plan per Policy LU 5.6, and Titles 12, 13, and 15 OMC and shall be subject to Architectural Design Review.~~

Manufacturing

Goal LU 9 ~~The Light Manufacturing (LM) land use district is intended to~~ Provide for an area where low impact manufacturing and industrial activities can be concentrated and where traffic congestion, visual, and other impacts on the surrounding neighborhood can be minimized, in the Light Manufacturing (LM) land use district.

LU 9.1 The **Light Manufacturing (LM)** district is for areas devoted exclusively to light industrial development, including non-objectionable manufacturing, processing or storage of products including manufacturing, processing, canning or bottling of food or beverages; production of goods from materials that are already refined or from raw materials that do not need refining; and other uses that do not involve the use of materials, processes or machinery likely to cause undesirable noise, air quality or other impacts on nearby residential or commercial property.

LU 9.2 **Light Manufacturing (LM)** uses ~~shall must provide include~~ a vegetated buffer to screen the development from adjacent non-industrial properties and from adjacent roadways and include features and measures per the land development regulations containing performance standards for industrial uses such as lighting, signage and curb cuts.

~~LU 9.3 The land development regulations will include performance standards for industrial uses. Lighting from light manufacturing uses will not interfere or conflict with adjacent properties. Signage shall be controlled and limited to informational types. Curb cuts should be minimized and sharing of access encouraged.~~

Commented [AT35]: Scott comment - is this still feasible?

Commented [AT36R35]: Note for Nicole: suggest an alternative.

Commented [NS37]: June 25, 2024 modification: Changed the word "shall" to "must" Also changed "provide" to "include"

Commented [NS38]: June 25, 2024 modification: We have moved language that was proposed to be changed in Policy LU 9.3 to instead be combined with Policy LU 9.2.

Commented [A39]: This specific language typically belongs in the codes, not the Comp Plan.

Open Space and Recreation

Goal LU 10 ~~The Recreation/Open Space Land Use Category is intended to~~ Acknowledge and protect the City's public parks and open spaces through public and private initiatives including incentives, transfer of development rights, public land acquisition, greenways, conservation easements, and other techniques. Such lands may be designated with the Recreation / Open Space Land Use Category.

Discussion: The adopted Parks, Trails, and Open Space Plan provides direction for the establishment of strategies, standards, and actions to ensure that adequate recreation space and facilities are available to the citizens of Orting in concert with growth.

LU 10.1 The Recreation/Open Space district is for areas devoted to public recreational facilities such as parks and trails and areas that have been preserved as open spaces ~~through a variety of open space programs.~~

LU 10.2 Recognize the important recreational and transportation roles played by regional bicycle trail systems, and support efforts to develop a coordinated system of greenway trails throughout the region.

~~LU 10.3 Promote the use of property tax reductions as an incentive to preserve desirable lands as a public benefit and encourage and support the participation of community-based non-profit organizations offering options and alternatives to development in the interest of preserving desirable lands as a public benefit.~~

Critical Areas

Goal LU 11 Protect the City's critical areas.

~~LU 11.1 All development activities shall be located, designed, constructed and managed to avoid disturbance of and minimize adverse impacts to fish and wildlife resources, including spawning, nesting, rearing and habitat areas and migratory routes.~~

~~LU 11.2 Prohibit the unnecessary disturbance of natural vegetation in new development, in accordance with the Critical Areas Ordinance.~~

~~LU 11.3 Where there is a high probability of erosion, grading should be kept to a minimum and disturbed vegetation should be restored as soon as feasible. In all cases, appropriate measures to control erosion and sedimentation shall be required.~~

~~LU 11.4 Seek to retain as open space wetlands, river and stream banks, ravines, and any other areas that provide essential habitat for endangered or threatened plant or wildlife species.~~

~~LU 11.5 Protect wetlands to enable them to fulfill their natural functions as recipients of floodwaters and as habitat for wildlife through the critical areas ordinance.~~

~~LU 11.6 Alternative domestic waste systems are discouraged, and must meet Pierce County Department of Health standards for soil suitability and location.~~

~~LU 11.7 Agricultural land uses within the Carbon and Puyallup River floodplains shall use Best Management Practices as recommended by the U.S.D.A. Soil Conservation Service to minimize the use of chemicals that may later be released into surface waters and to minimize erosion of soil into surface waters.~~

~~LU 11.8 The City shall consider the impacts of new development on water quality as part of its review process and require any appropriate mitigating measures. Impacts on fish resources shall be a priority concern in such reviews.~~

~~LU 11.9 The City Shoreline Master Program shall govern the development of all designated Shorelines of the State within Orting. Lands adjacent to these areas shall be managed in a manner consistent with that program.~~

~~Permit existing small scale farming, horticulture and other agricultural uses to continue when appropriate critical area protections are employed. Maps showing Critical Areas including flood-prone and lahar areas are included in the Land Use Appendix.~~

Commented [A40]: Moved to Natural Environment Element

Public Facilities and Services

Goal LU 11 ~~The Public Facility Land Use Category is intended to acknowledge Areas devoted to public uses may be designated with the Public Facility Land Use category.~~

LU 11.1 The Public Facility district is for areas devoted to public facilities such as schools, water and wastewater facilities, city buildings, state and federal properties, city-owned parking lots and to acknowledge and reserve sites that have been planned for public purposes ~~(however these uses may also be allowed in other areas per the city's municipal code and therefore the district designation is not mandatory).~~

~~Goal LU 13 Ensure that those public facilities and services necessary to support development shall be adequate to serve the development without decreasing current service levels below adopted level of service standards.~~

Commented [A41]: Moved this (and following items) to Capital Facilities Element

~~LU 13.1 Coordinate new development with the provision of an adequate level of services and facilities, such as schools, water, transportation and parks, as established in the capital facilities element.~~

~~LU 13.2 Ensure that new development does not outpace the City's ability to provide and maintain adequate public facilities and services, by allowing new development to occur only when and where adequate facilities exist or will be provided.~~

~~LU 13.3 The City will coordinate concurrency review. Developers shall provide information relating to impacts that the proposed development will have on public facilities and services. The City shall evaluate the impact analysis and determine whether the development will be served by adequate public facilities.~~

~~LU 13.4 The City shall permit the development of essential public facilities in accordance with the provisions of the County Wide Planning Policies.~~

Urban Agriculture

Goal LU 12 ~~Preserve prime agricultural land and Promote farming and related agricultural activities that support the local food industry and tourism, such as increasing access to healthy foods and food products.~~

Commented [A42]: "Prime agricultural land" is a "loaded term" with specific meaning under the GMA. In short, this term should not be used as only lands outside cities can be so designated.

In addition we have removed this section which does not address activities that are occurring within the city limits.

Please note that revisions to LU 2.4 are included to capture ways to support local ag production.

~~LU 12.1 Work with Pierce County to engage in joint planning for future UGA expansions that include farms and agricultural activities.~~

~~LU 12.2 Work with surrounding property owners to engage in planning that supports economic benefits to both parties including increasing merchandising farm products, promoting value added production of food and nursery items, and home businesses that are located on farms.~~

~~LU 12.3 Seek federal, state, and foundation grant funding that can support the formation of farm cooperative organizations, community-based marketing programs, and local educational and tourism activities.~~





HOUSING ELEMENT

Purpose

This Housing Element provides the policy basis for neighborhood preservation and directing the development of new housing that is compatible with the character of the City of Orting.

The Growth Management Act states that the Housing Element of the Comprehensive Plan must recognize "the vitality and character of established neighborhoods" and must:

1. Include an inventory and analysis of existing and projected housing needs.
2. Include a statement of Orting housing goals, and policies for the preservation, improvement, and development of housing.
3. Identify sufficient land for housing, including, but not limited to government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities.
4. Make adequate provisions for existing and projected needs of all economic segments of the community.

New Requirements

In 2021, the State Legislature amended the Growth Management Act through the passage of House Bill 1220 (HB 1220). The GMA now requires Housing Elements to include consideration of capacity to meet housing needs for extremely-low to moderately low-income households, permanent supportive housing (PSH), emergency housing and shelters, and duplexes, triplexes and townhomes. In doing so cities must also address displacement risk, racially disparate impacts, and programs for affordable housing.

Meeting the Needs

The City of Orting is not directly responsible for the development of housing and there are countless forces involved in the housing market. Nonetheless it is helpful to ensure the right policies and systems are in place locally to facilitate positive outcomes. Additionally, it is also useful to acknowledge the important work of partners in the region that provide direct or indirect support meeting the housing needs of people in Orting.

As Orting grows, and new residents arrive, new neighborhoods are created and existing neighborhoods change. This results in different expectations for the character of the city. In addition, the demand and supply of housing types and styles broadens as the market adapts to the demographics of the population. In order to address these factors, the Comprehensive Plan provides the basis for monitoring development trends and assessing the city's capacity to accommodate future growth.



The supply of vacant land that is suitable for residential development within the City is limited. Critical areas such as the floodways, wetlands and the shoreline areas inhibit development capacity along the rivers. Development of the remaining vacant land and former farmland inside the city will provide needed housing for residents. Some future growth within the city will depend upon infill development and redevelopment of parcels that are not built to their full capacities. This type of development usually results in higher residential densities.

Major Issues

A fundamental human need is access to adequate, safe, and reasonably priced housing. Ensuring Orting residents (current and in the future), have many options and choices is an important part of planning for the future. Having broad housing choices and alternatives also impact the city's economic growth potential and job creation capabilities because many firms look to hire and retain workers in areas where housing options aren't prohibitively expensive.

Professionals who are essential to the community but may have comparatively lower incomes or household budgets for housing are important to consider. Examples of these professionals include teachers, police officers, firefighters, other municipal employees, and service employees (such as restaurant workers). Too often people may be forced to commute out of a location where they work in order to reside elsewhere where they can afford the kind of housing they seek.

Moreover, in many localities across the United States, some populations have been historically underserved and have not had equal access to housing options, particularly before adoption of the Fair Housing Act and Community Reinvestment Act (which ended redlining). Historical patterns of racial and ethnic segregation leave a legacy of disparate impacts both in homeownership rates and housing values¹.

Commented [A1]: This text relates to Pierce County County-Wide Planning Policy (CPP) AH-3

("AH" denotes affordable housing)

In formulating the Housing Element, the following major issues have been considered:

1. Balancing the local character and community vision with the satellite town center role (a relatively small municipality within proximity to a larger municipality).
2. Providing a balanced range of housing types, styles, and affordability.
3. Providing housing opportunities for residents with special needs.
4. Addressing the conservation of existing housing and preventing displacement.
5. Compliance with state and regional mandates to address various topics and plan for housing to accomplish state and regional policy measures.

The PSRC VISION 2050 document is a regional plan which sets out a Regional Growth Strategy, focusing growth in "centers" and near transit, and addresses how jurisdictions should work together to increase housing choices and affordability on a regional level. VISION 2050 stresses that strategies and actions to promote distributional equity, cross-generational equity, process equity and reparative policies are needed to equitably meet housing needs.

¹ For more information see "Understanding Racial Restrictive Covenants and their Legacy" by James Gregory at <https://depts.washington.edu/covenants/segregation.shtml>

Data Limitations

This Housing Element is distinct from earlier versions adopted by the City. One of the chief differences is that much more information must now be compiled and analyzed, addressing housing affordability and statistics per the state law and regional mandates.

However, compiling and presenting this data presents significant difficulties. First, as a consequence of the City's small size, there are few or no data sources available. For instance, RCW 36.70A.610 directs the Washington Center for Real Estate Research (WCRER) to furnish data resources to jurisdictions for addressing housing issues; however, the majority of that data collection and compilation is restricted to cities with a population of 10,000 or more, meaning Orting is excluded. Similarly, when certain characteristics of very small population group are to be taken into account, in order to serve as indicators (for example, *to what extent do the rates of severely cost-burdened households differ according to race?*) we often find that the lesser percentages or (small share of percentages) are not statistically significant.

Implementation Challenges

Orting lacks transit services and proximity to some amenities and programs (both commercial- and government-based) which can help low-income populations. Likewise, the development and infrastructure capacity in Orting is ~~someone somewhat~~ constrained and a sudden surge in development that isn't properly planned or timed for could cause increased transportation challenges, school crowding, etc. Further, the City is not located in a job center. Nonetheless, as the city changes and as additional employment, services, and transportation choices become available, the community can continue to position itself to best make accommodations for people who are in need.

Commented [NS2]: June 25, 2024 modification:
Typo Corrected

Existing Housing Characteristics

The existing housing stock in Orting consists primarily of single-family detached homes; in 2023 89.4% off all the housing stock was this type. Mobile/ manufactured homes comprise 6% of the city's housing stock and duplexes, other housing types, and apartments make up the balance.

The 2010 Census reported a total of 2,361 units, an increase of 979 units (or 71%) over 2000. A decade later, the US Census determined there were just under 3,000 units in the city corresponding to a 27% increase over the ten-year period from 2000 to 2010. Housing production has leveled off in the past several years. Figure H-1 shows the number of Housing Units in Orting between the years 1999 and 2023 and, not surprisingly, the figures trend similarly to the city's population growth.

Homeownership in Orting

The homeownership rate is relatively high in Orting. ~~Between 2000 and 2015, the percentage of owner occupancy remained steady at 78%. The owner occupancy rate for 2021 was 75% which may be an indicator that housing affordability issues are impacting this statistic, since few multi-family units have been built in Orting. The US Census data shows that the owner-occupied housing rate in Orting was 79.2% for the time period of 2018-2022 which is much higher than the rate of 64.6% throughout Pierce County and of 63.8% state-wide for the same time period.~~

Commented [NS3]: June 25, 2024 modification:
Corrections made (to eliminate data errors) and we have removed a previous graph called "Housing Units by Tenure" which is not needed

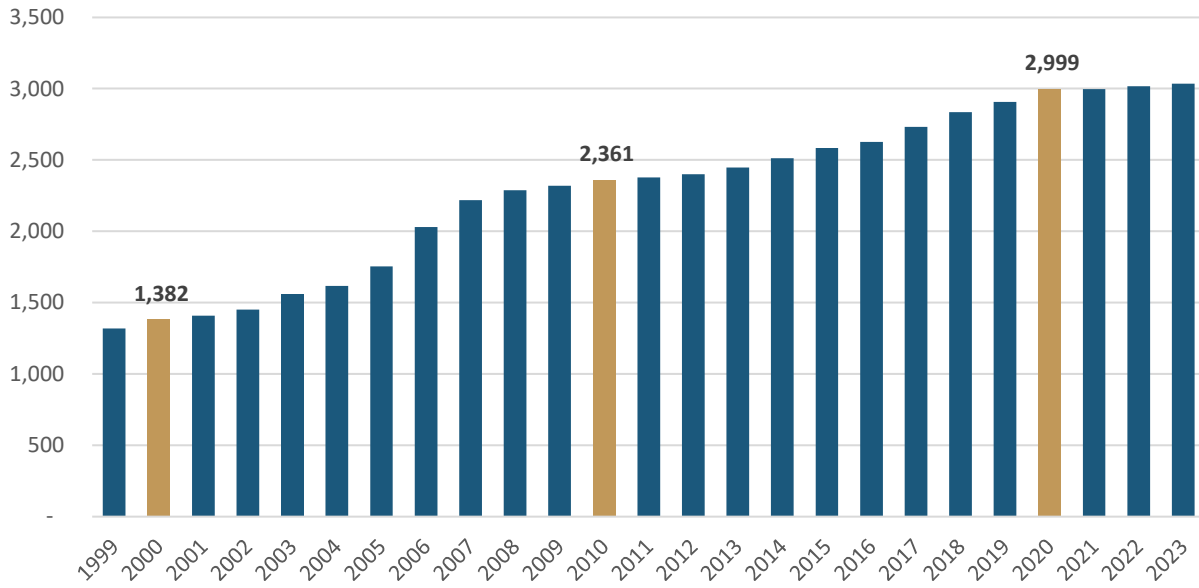


Figure H-1: Orting Housing Units (1999-2023)

Source: Washington State Office of Financial Management

Housing Stock

The age of the housing stock impacts characteristics like housing size, quality, and value. Considering the housing stock age also helps to understand the development patterns and timelines in a community. In Orting, 82% of housing units were constructed after 1980 (see Figure H-2). That is an advantage for locals since older homes may be of lower quality because of wear (if not routinely upgraded), they could contain contaminants or hazards (i.e., lead-based paints, volatile organic compounds like asbestos, mold caused by leaking windows), and may feature outdated building materials assembled with outdated construction practices. Further, newer homes typically are more energy efficient and are often built with more modern methods.



There are always exceptions to these broad characterizations, but in general the housing stock in Orting can be considered quite healthy and efficient.

As for the older homes in the community, particularly those in the downtown core, they help shape the unique historic character of the City.

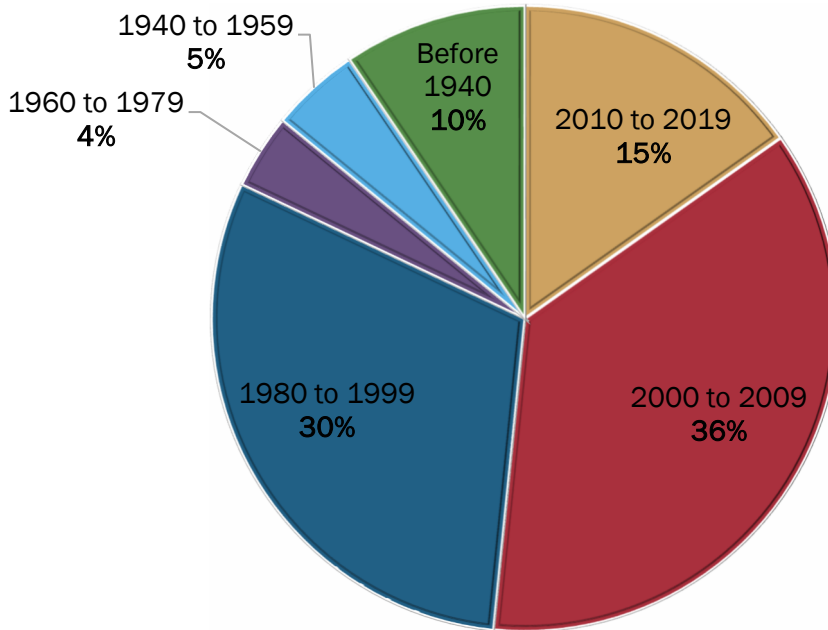


Figure H-2: Housing Stock by Year Built

Source: US Census American Community Survey

Table H-1 Housing Units by Tenure, 2010, 2015 and 2021

Total Units			Owner Occupied			Renter Occupied			Vacant		
2010	2015	2021	2010	2015	2021	2010	2015	2021	2010	2015	2021
2,361	2,492	2,927	73.6%	72.0%	75.7%	18.9%	20.5%	21.3%	7.5%	7.5%	2.9%

Source: U.S. Bureau of the Census, 2010, American Community Survey, 2015 and 2021

Figure H-2 shows the composition of housing types in Orting, based on the US Census and American Community Survey (ACS) figures.

In 2017, single-family homes accounted for approximately 88% of the housing in the city and the surrounding area. Mobile/manufactured homes made up approximately 7% of the city housing stock and 15% of the surrounding areas, and multi-family housing accounted for approximately 6% of the city inventory.

Age Restricted Neighborhoods

Orting has two age-restricted neighborhoods:

- Majestic View Estates features 171 single-family detached homes which comprise a community for residents aged 55 and older. The homes in the gated community range in size from about 1,200 to 2,600 square feet with two or three bedrooms and attached two-car garages. There is an outdoor community pool and a multi-purpose room in a clubhouse.
- The Mountain View Estates community is a manufactured home park at 836 Harmon Way S. over about 20 acres. There are no permanent structures, and the age-restricted community (for 55 and older) has 96 sites.

Washington Soldier’s Home - Orting

According to the state Office of Financial Management, the population of persons housed in “group quarters” in the city typically ranged between 100 and 130 people between the years 2010 and 2020. This figure corresponds to the population domiciled at the Washington Soldiers’ Home on the Orting-Kapowsin Highway, which was established in 1891 and built specifically for Washington state veterans, originally for veterans of the Civil War.

Orting Veteran’s Village

The Orting Veteran’s Village, established in 2021, is a tiny home community offering 35 units (six of which are ADA-accessible cottages) for homeless veterans in Pierce County. At the site, Permanent Supportive Housing is provided and each home is approximately 176 square feet, built to be economically and environmentally efficient, with individual lawns and porches. This village is located on the Washington State Department of Veteran’s Affairs Soldiers Home campus, yet the housing is not provided by the DVA as the DVA’s role is to lease the land. Quixote Communities is a non-profit organization that operates the site. There is a central community center that residents use to gather and share communal space.

Group Homes

The zoning code in the city allows for licensed adult family homes to locate in all residential and mixed-use zoning districts. These are homes where personal care plus room and board is provided to up to six adults not related to the person providing the services.

The code does not contain any development regulations treating a residential structure occupied by persons with handicaps differently than a similar residential structure occupied by a family or other unrelated individuals.

Orting’s zoning code also allows group residences to locate in the Residential Urban (RU), Residential Multi-family (RMF), and Mixed Use Town Center (MUTC) zoning districts with an approved conditional use permit (and subject to architectural design review) and also in the Public Facilities (PF) zoning district (subject to site plan and architectural design review approval). Orting’s code further allows other group housing that provides housing to more than 12 unrelated individuals in the Residential Multi-family (RMF) zoning district and with a conditional use permit in the Residential Urban (RU) zone and Mixed Use Town Center (MUTC).



As of March 2024, the Washington State Department of Social and Health Services database showed there were five licensed family homes with Orting addresses, supplying 24 beds

Pierce County’s Countywide Planning Policies document recorded the estimated supply of housing units in Orting according to various income levels, shown in **Table H-2**. Washington State (through the GMA) and Pierce County (in the Countywide Planning Policies) require cities to study housing demand for certain household groups earning less than the Area Median Income² (AMI).

Table H-2 Housing Unit Estimated Supply (2020) by Income Level according to Area Median Income (AMI)

² Area Median Income (AMI): This refers to HUD Area Median Family Household Income. Orting is part of HUD’s Seattle-Tacoma-Bellevue Metro Area, which includes all of Pierce County. AMI changes every year and varies by household size.

Income Level	0-30% AMI (Non-PSH)	0-30% AMI (PSH)*	30-50% AMI	50-80% AMI	80-100% AMI	100-120% AMI	>120% AMI	Emergency Housing- (Beds)	Total
Number of Units	41	0	232	965	937	345	478	40	2,998 Plus 40 beds (Emergency Housing)

Source: Pierce County Ordinance No. 2023-22s Exhibit B

*PSH = Permanent Supportive Housing

Commented [NS4]: June 25, 2024 modification: The "total" amount is for housing units and doesn't count emergency housing "beds" so we have updated the table for clarity

Permanent Supportive Housing and Emergency Housing must also be addressed³:

- Permanent Supportive Housing (PSH) is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing. Permanent supportive housing is paired with on-site or off-site voluntary services.
- Emergency Housing is temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless.

Housing Values and Costs

Housing costs have risen dramatically. In 2000, nearly 60% of the owner-occupied homes in Orting were valued at between \$100,000 and \$150,000 (1999 dollars, 2010 Census). In 2015, only 8% of the owner-occupied homes were valued in that range, dropping further to 7.6% in 2021 (2015, 2021 5-Year American Community Survey).

Approximately 33% of homes were valued less than \$100,000 in 2022. The largest value bracket was the \$100,000 to \$149,900 range, with 36.3% of homes valued in this range. The median 2022 value of owner-occupied homes in Orting was \$416,400, a substantial increase from \$207,300 in 2015. The median monthly 2015 gross rent in Orting was \$1,438, and this figure increased in 2022 with a median of \$2,156. In 2017, the highest number of asking prices for non-occupied, for sale housing units were within the \$300,000 to \$399,000, with \$250,000 to \$299,000 being the second highest range. In 2022, the highest number of asking prices for non-occupied, for sale housing units were within the \$250,000 to \$299,999 (2022 ACS 5-year estimates).

Household Characteristics

The 2022 census reports 2,869 households in Orting, an increase from 2,038 in 2010. The average number people per household in 2010 was 3.04 persons but increased to 3.05 persons by 2022. Recent nationwide trends have demonstrated slowed population growth and shrinking household sizes, however Orting's average household size has remained the same. Still,

³ HB 1220

multigenerational living (where multiple generations of adults live together) is also becoming more commonplace. These nationwide trends may be related to housing affordability and cost of living issues, and they may suggest an even greater need for more affordable and attainable housing options. However, Orting's average household size has remained the same which may be attributed to the large number of households that include children under 18 years old and the high composition of household types that are made up of a family household (see Table H-3 below).

The following data presented in **Table H-3** help to explain the characteristics of households in the City. According to the US Census Bureau the Median Household Income of Orting was \$114,458 in 2022.

Table H-3 Orting and Pierce County Household Attributes (2022 Estimates)

		Orting	Pierce County
Household Income	Median	\$114,458	\$91,486
	Mean	\$126,201	\$116,431
Household Size	One-Person	13.8%	24.2%
	Two-Person	25.7%	35.8%
	Three-person	26.1%	16.4%
	Four or more person	34.4%	23.7%
Household types	Family households (one or more related or married persons)	80.5%	67.6%
	Multiple person households with no children	5.7%	8.3%
	Single-person households	13.8%	24.2%
Presence of children in households	No related children under 18 years of age	55.3%	68.0%
	With related children under 18 years of age	44.7%	32.0%

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Orting has a high proportion of children, with 25.5% of the total population aged under eighteen years old (compared with 77.3% in Pierce County). The median age is 34.1 years of age (compared with 37.0 in Pierce County). Orting therefore has more families living in the community rather than single or individual households, as compared to Pierce County averages. The census data also reveals:



- Approximately **10.4%** of Orting residents aged over 18 are veterans
- Approximately **3.19%** of Orting residents are foreign born
- Approximately **13.7%** of Orting residents have a disability

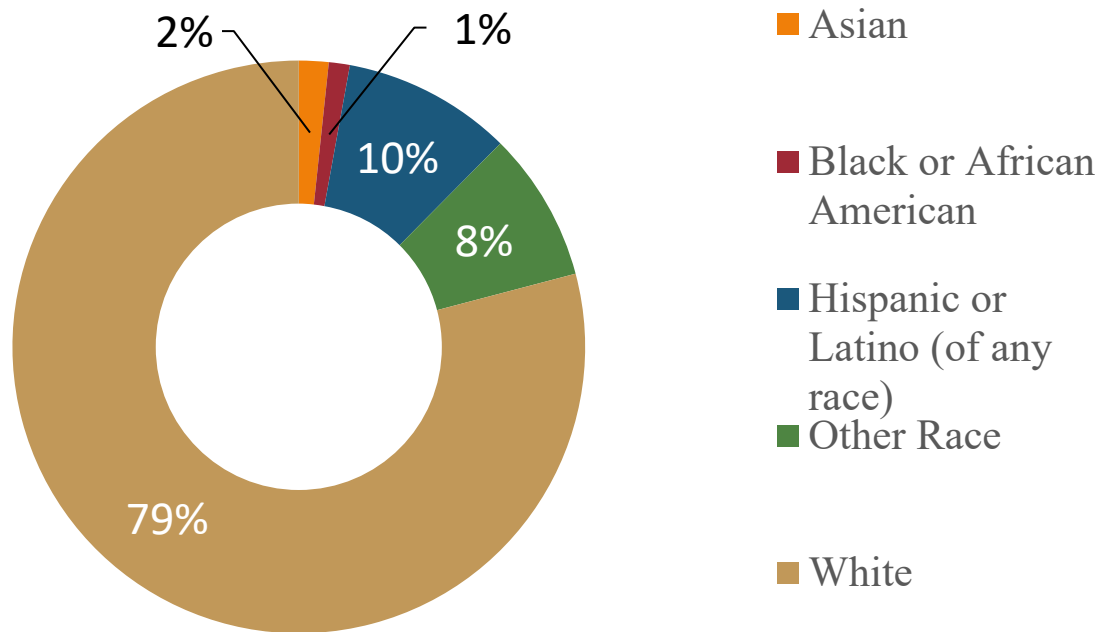


Figure H-23: Orting Population by Race and Hispanic or Latino Ethnicity, 2020

Source: US Census Bureau, 2011-2015 and 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

Orting’s population is less diverse by race and ethnicity when compared to that of Pierce County. In 2020, 79% of the population was White, 11% of the population was Persons of Color, and 10% was Hispanic or Latino (of any race), This compares to 66% of the population of the Pierce County population being White, 11% being Hispanic or Latino (of any race), and 23% being Persons of Color.

Future Housing Needs

As noted in the Land Use Element, the 2044 population target for Orting is 9,590, signaling that the rapid growth and expansion that has occurred in Orting will subside. Still, this modest increase will impact the city in several ways, including future housing demand to accommodate growth and associated demand for services, community facilities, and other features necessary to sustain the community.

Population growth and housing development are functions of the demographics of the community (household size and age and economic status), as well as the marketability of the area. The population projections give a general indication of the number of new dwelling units needed to accommodate the target population. While this factor may change in the future, for the next 5-10 years it represents a reasonable basis for calculating housing demand.



The projected 2044 housing need is 3,221 units, indicating that 223 additional units need to be constructed by that year to meet the population forecast

Recently approved subdivisions and expected future development at “infill” sites should be sufficient to accommodate the projected population forecast. There is very little additional opportunity for new housing to be developed in the current city limits. With this in mind, Orting has adopted provisions for cottage housing, accessory dwelling units, and increased density in planned unit developments.

Increased flexibility in new housing types will help Orting to provide the appropriate number of new housing units for each level of household income, as prescribed by Pierce County in **Table H-4**.

Table H-4: Orting New Housing Unit Needs by 2044 by Income Level according to Area Median Income (AMI)

Income Level	0-30% AMI (Non-PSH)	0-30% AMI (PSH)*	30-50% AMI	50-80% AMI	80-100% AMI	100-120% AMI	>120% AMI	Emergency Housing-(Beds)	Total
Units	29	39	41	33	14	13	54	14	223
									Plus 14 beds (Emergency Housing)

Source: Pierce County Ordinance No. 2023-22s Exhibit B

*PSH = Permanent Supportive Housing

Nevertheless, any forecasted new growth could be slowed or halted if market or economic pressures prevent the process of land development. For example, financial or other obstacles to the construction of new homes could include economic recession, rising mortgage and lending rates, changes to lending guidelines, or high costs of building supplies and/ or construction workers to build homes.

Expanding Orting’s affordable housing stock will likely be the most challenging in introducing new housing for households having incomes below 80% of AMI. Consequently, the City should prioritize steps taken to foster and encourage low-income housing fulfilling those needs. Subsidies or other programs will be likely required to provide housing at those deepest levels of affordability and a range of housing types will need to be produced to fit the broad spectrum of needs.

Affordable Housing

The Growth Management Act requires each county and city to identify sufficient land for housing, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities. These types of housing are often grouped under the term “affordable housing.”

Pierce County and the municipalities must collectively accommodate the housing demand for all economic segments of the population.

Commented [N55]: June 25, 2024 modification:
The "total" amount is for housing units and doesn't count emergency housing "beds" so we have updated the table for clarity

In addition, every Comprehensive Plan, in its Housing Element, must address the following or accomplish the following while ensuring there are adequate provisions made for all economic segments of the population:

- Incorporating consideration for low, very low, extremely low, and moderate-income households;
- Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
- Consideration of housing locations in relation to employment location; and
- Consideration of the role of accessory dwelling units in meeting housing needs;
- Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including: zoning that may have a discriminatory effect; disinvestment; and infrastructure availability;
- Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;
- Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and
- Establishes anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

The private housing market does not typically meet affordable housing needs across all income spectrums. As a result, the Pierce County County-Wide Planning Policies state that “All jurisdictions should explore the expansion of existing non-profit partnerships, increased coordination with local public housing authorities, a county-wide land trust, as well as future involvement of larger County employers, in the provision of housing assistance for their workers.”

Definitions

The term Affordable Housing is often interchanged with the term “Low-income housing” (referred to as “subsidized housing in this element”) but should not be confused. Below are definitions:

- **Affordable housing:** Housing is typically considered to be affordable if total housing costs (rent, mortgage payments, utilities, etc.) do not exceed 30% of a household’s gross income.
- **Cost-burdened household:** A household that spends more than 30% of their gross income on housing costs. (A household that spends more than 50% of their gross income on housing costs is called “Severely cost-burdened.”)
- **Subsidized housing:** Public housing, rental assistance vouchers like Section 8, and developments that use Low-Income Housing Tax Credits are examples of subsidized housing. Subsidized housing lowers overall housing costs for people who live in it.

The percentage of income paid by moderate-, low-, and very low-income earners toward their monthly housing expenses is a measure of housing affordability. According to the US Department of Housing and Urban Development (HUD), “families who pay more than 30% of their income for

Commented [NS6]: Although the existing Comprehensive Plan doesn't have anything specific to racially disparate impacts the following policies are already in the plan:

Policy H1.5 - Maintain non-discriminatory zoning regulations for group homes, consistent with the Federal Fair Housing Act.

Policy H2.4, 2.6, 2.7 - affordable housing, assistance programs, avoiding inequitable housing cost increases.

Commented [NS7]: June 25, 2024 modification:
Typo corrected

housing [including utilities] are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation, and medical care.”

Estimates regarding households experiencing cost-burden use the following terms:

- Households paying less than 30% of their household income on housing costs are not considered **non cost-burdened**.
- **Cost-burdened (30-50%)** includes households paying between 30% and 50% of their household income on housing.
- **Severely cost-burdened (>50%)** includes households paying more than 50% of their income on housing costs.

The following data is sourced from the American Communities Survey unless otherwise noted.

The median 2021 household income in Orting was \$97,614. Households earning 80% of this median earned \$78,091. About 80% of Orting’s owner-occupied housing units and 55% of the renter-occupied units were affordable for the residents, with monthly housing costs less than 30% of household income. Many young families have recently chosen Orting as an alternative to higher-priced communities that are closer to major employment centers. Approximately 638 housing units would be considered affordable to households making 50% of the median household income in Orting. Three-hundred and seventy-eight of these units (about 60%) are occupied by owners without a mortgage. Housing values have increased substantially in recent years. The median home value in Orting as of 2022 is estimated to be \$416,400, while in 2015, it was \$207,300. The median income for owner-occupied housing in 2022 was \$119,716. An estimated 5.7% of the population was living below the poverty line as of 2022.

An Orting household with an income of \$73,000 could afford housing valued in the range of \$200,000-\$250,000. “Low Income” households would be limited to housing priced under \$150,000 and “Very Low Income” households would be limited to housing priced under \$100,000. For these two latter income categories, rental housing is likely to be all they can afford. Rents would have to be in the \$700-1,100 range. Orting has a small inventory of rental housing.

Per Pierce County’s GMA housing targets, Orting will need 109 new housing units that will be affordable to those making less than 50% of the median household income. Of these units, 29 will need to be permanent supportive housing. (See **Table H-3**).

Table H-5: Orting households by housing cost burden, 2019

	Owner Households		Renter Households	
	Not Cost Burdened	1,539	78.0%	309
Cost-Burdened (30-50%)	265	13.4%	205	34.8%
Severely Cost-Burdened (>50%)	169	8.6%	75	12.7%

Total	1,973	100%	589	100%
--------------	--------------	-------------	------------	-------------

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Accessory Dwelling Units

There are a number of other ways that Orting could encourage the development of affordable housing that do not directly involve public financing for the development of housing. These options include apartments above commercial businesses, especially in the downtown area. Accessory apartments within existing single-family homes or as separate structures on existing single-family lots, known as Accessory Dwelling Units or ADUs, provide another alternative. This not only provides an affordable place to live, but it offers additional income to homeowners.

Group Care Homes & Foster Care Facilities

The Growth Management Act requires that the housing element of the plan address special housing needs, such as group care homes and foster care facilities. Group homes and foster care facilities are permitted in all Orting residential zones subject to the provisions of the Public Facilities Permit for publicly sponsored projects and Conditional Use Permits for privately sponsored projects.

Expanded Housing Options

In 2019 the Washington Legislature passed bill 1923 (HB 1923) to provide funds to Washington communities to support a housing action plan or code amendments related to residential building capacity, production of a greater variety of housing types, and/or increase regulatory streamlining.

In 2020 the City of Orting applied for and received a grant from the Department of Commerce through the Washington State Legislature. Through this grant, code amendments were developed for the Orting Municipal Code related to:

- Authorizing at least one duplex on each parcel in one zoning district
- Authorizing lot size averaging in all zoning districts that permit single-family residences
- Authorizing attached accessory dwelling units (ADUs) in compliance with HB 1923 requirements found in RCW 36.70A.600
- Authorizing a duplex on each corner lot within all zoning districts that permit single-family residences
- Allowing for the division or redivision of land into the maximum number of lots through the short subdivision process provided in chapter 58.17 RCW

Council took action in Spring 2021. The code changes could result in duplexes being developed on lots that previously would have only permitted single family homes, and the construction of additional ADUs being built⁴.

The new codes are not expected to increase density rapidly or excessively but will aid the city in its ability to accommodate the anticipated population growth in the next 20 years. The increase in housing will result in an associated increase in demands on transportation and public services. This

⁴ Pierce County CPP AH-2.1 states jurisdictions “*should* consider adopting reasonable measures and innovative techniques (e.g., moderate density housing, clustering, accessory dwelling units, cottage housing, small lots, planned urban developments, and mixed use) to stimulate new higher- density affordable and moderate-income housing stock on residentially zoned vacant and underutilized parcels” which has already been completed by Orting. [emphasis added]

increase in demands on services is anticipated to occur in incremental increases over the long-term in conjunction with population increases. Impacts associated with the traffic impacts will be mitigated at the time of development through the payment of traffic impact fees. In addition to traffic impact fees, proposals would not be permitted to develop if transportation infrastructure is not provided concurrent with development. Other public services and utilities such as water and sewer are considered adequate to accommodate the planned housing that would be created as a result of the amendments.

Due to its size and location, the City of Orting is not subject to the requirements of HB 1110⁵ which was passed in 2023 requiring many jurisdictions across the state to adopt development regulations allowing for “middle housing” (buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing). Nonetheless, there are development regulations in place that can support future middle housing options in the city to some extent.

Emergency Housing, Shelters, and Transitional Housing

In 2022 the city adopted code amendments to comply with HB 1220 which directed that “a city shall not prohibit transitional housing or permanent supportive housing in any zones in which residential dwelling units or hotels are allowed” as well as “a code city shall not prohibit indoor emergency shelters and indoor emergency housing in any zones in which hotels are allowed.” Through the code amendments the city adopted definitions for emergency shelters, emergency housing, transitional housing, and permanent supportive housing and identified zoning districts where the various uses would be allowed.

Displacement Risk

The City must assess and identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments. Fortunately, tools provided by both the PSRC and by Commerce (Risk of Displacement maps⁶) show Orting in an area of low displacement risk. Nonetheless, this concern should be monitored over time as market conditions and other factors change.

Programs for Affordable Housing

There are a number of local, state, and federal grant and loan programs that are aimed at fulfilling basic housing needs and expanding homeownership opportunities for low- and moderate-income citizens. The city will support initiatives of project sponsors to gain access to these resources and broaden the housing opportunities consistent with the goals and policies of the Comprehensive Plan and the development regulations.

The City of Orting is not eligible to directly receive Community Development Block Grant (CDBG) funds from HUD as it is not an "entitlement community" (which would require a population count of 50,000 persons). As a result, the city and the Pierce County Community Development Corporation

Commented [NS8]: FYI:
The city could, if desired, create a zoning district with multiple units required per parcel or also do a "minimum density" regulation.

⁵ E2SHB 1110, Chapter 332, Laws of 2023: Growth Management Act – Minimum Development Densities in Residential Zones

⁶ Displacement Map tool by the Washington State Department of Commerce at https://experience.arcgis.com/experience/d26f4383cab3411cb45f39ddfc666b74/?data_id=83713d4b3ea34743bed49d3d61be4fb3-187dd75e9f2-layer-27-187dcfb6357-layer-4%3A499 [Accessed March 5, 2024]

(CDC) can collaborate on CDBG and programs through the “Urban County Consortium” that deal with housing, emergency repair, or rehabilitation for citizens who meet certain income requirements.

HUD’s Section 8 program, locally run by the Pierce County Housing Authority, may be available to supply Housing Choice Vouchers to very low-income families, the disabled, and the elderly in Orting who meet the requirements. Participants in the program are free to select any housing that satisfies program standards and a housing subsidy is paid directly to the property owner. There is often a long waiting list associated with the program.

The United States Department of Agriculture (USDA) funds rural housing programs. Like Section 8 programs, there are income guidelines; however, it is a separate federal funding source and only utilized in designated rural areas. The USDA offers loan programs for both single family and multi-family housing (under the “Guaranteed Rental Housing” program) and also provides rental assistance to those citizens which meet its income guidelines (similar to the Section 8 program). This assistance may be utilized while living in a USDA housing facility. Alternatively, HUD Section 8 rental assistance may also be accepted by USDA housing facilities.



The Orting Senior facility at 307 Harmon Way offers 20 apartments available to disabled people or persons aged 62 and older who qualify.

Another USDA program that could be of interest locally is the Housing Preservation Grant (HPG) program which provides grants to sponsoring organizations for the repair or rehabilitation of housing for low and very low incomes households who are homeowners.

Orting could incentivize affordable housing through a multifamily tax exemption (MFTE), which is a waiver of property taxes to encourage affordable housing production and redevelopment in “residential targeted areas” designated by cities as authorized by the State of Washington. These programs can be used to address a financial feasibility gap for desired development types in a target areas, specifically to develop sufficient available, desirable, and convenient residential housing to meet the needs of the public.

Commented [NS9]: FYI - the city could specify areas for this type of focus through zoning and other controls

The Washington State Department of Revenue offers programs for property tax exemptions or deferrals for qualified low-income households, senior citizens, and disabled persons. The City should also continue focusing outreach efforts within these groups to connect those who may qualify for assistance, particularly in an effort to alleviate economic pressures on longtime homeowners facing escalating costs and in danger of displacement pressures. The City currently offers assistance for residents such as reduced costs for utilities. Additionally, Pierce County offers a Property Tax Exemption Program for people with disabilities and low-income senior citizens.

In addition, the Pierce County Human Services Department partners with the Pierce County Community Development Corporation to provide financing for the development and preservation of affordable rental housing and the development of homeownership opportunities all to benefit low-income households in Pierce County. The following activities are supported: acquisition of rental and for-sale housing; new Construction of rental and for-sale housing; rehabilitation & preservation of rental and for-sale housing; ongoing operations and maintenance of rental housing; and support for developers and buyers of for-sale housing. Funding is allocated at least once per year through a competitive Notice of Funding Availability (NOFA).

Additional Programs

Many of these programs and other lesser-known options are outlined in the Pierce County Community Services Department – Housing Division publication⁷, “Strategies for Housing Affordability in Pierce County Washington: A Toolkit Developed for Pierce County Stakeholders.” Another helpful resource is the “Pierce County Affordable Housing Regulation Recommendations” which was prepared by AHBL and ECONorthwest as a part of the Buildable Lands Report process⁸.

Goals & Policies

Goal H 1 *Ensure adequate housing for all current and future residents of Orting by achieving and maintaining high quality housing and neighborhoods.*

- H 1.1 Provide for a variety of housing types and densities in appropriate areas.
- H 1.2 Conserve the existing housing stock through code enforcement, appropriate zoning, participation in rehabilitation programs, and protection of neighborhood integrity.
- H 1.3 Ensure appropriate levels of service for public facilities in areas that are designated for higher densities.
- H 1.4 Support private sector efforts to fund, plan and develop housing for the elderly and other citizens with special needs.
- H 1.5 Maintain non-discriminatory zoning regulations to allow for group homes for persons with disabilities, consistent with the Federal Fair Housing Act.
- H 1.6 Encourage the protection of historically significant housing sites, neighborhoods, and structures, including those that represent the design themes important to Orting’s history.
- H 1.7 Accommodate Orting’s fair share assigned values of the County's housing needs through the designation of adequate residential land for development and the achievement of the city's housing policies.

H 1.8 To the extent feasible, consider identifying potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressure, and use a range of strategies to prevent and minimize, the cultural and physical displacement and mitigate its impacts.

Goal H 2 *Encourage the availability of a wide range of affordable housing to meet the needs of households with varying economic status.*

- H 2.1 Ensure that development regulations provide opportunity for a variety of housing densities and types, including mixed use in the downtown.

⁷ Available online at <https://www.piercecountywa.gov/DocumentCenter/View/5331/Strategies-for-Housing-Affordability>
⁸ Available online at <https://www.piercecountywa.gov/DocumentCenter/View/103169/AHBL-Affordable-Housing-Report-2019>

Commented [A10]: This is from AH-8, we moved the phrase "to the extent feasible" to the first part (from the last) and added "consider"

This is a "SHOULD" item

H 2.2 Encourage creative design and development of denser, ~~urban~~ housing in and near the downtown.

H 2.3 ~~Guide sensitive~~ Continue to allow development of accessory dwelling units in all residential zoning classifications.

H 2.4 Provide information to assist both low- and moderate-income families in finding adequate housing and to assist non-profit developers in locating suitable sites for affordable housing.

H 2.5 Encourage public agencies, private and non-profit associations, and joint public-private partnerships to provide low- and moderate-income housing .

H 2.6 Encourage project proponents' participation in housing assistance programs that provide home ownership opportunities to low- and moderate-income families and recognize historic inequities in access to homeownership opportunities for communities of color.

H 2.7 Continue to monitor the progress in implementing the Housing Element and evaluate new ways of providing affordable housing to support the City's jobs-housing balance

H 2.8 Ensure permitting and utility facility charges are equitable.

~~H 2.7 Maintain development standards and regulations, permit processing procedures, and concurrency management that do not result in inequitable housing cost increases.~~

~~H 2.8 Monitor housing demand and the achievement of these housing policies in conjunction with the Pierce County buildable lands program.~~

H 2.9 Increase housing supply, diversity, and densities to meet the City's current and projected needs for all income levels and demographic groups, consistent with the VISION 2050 Regional Growth Strategy.

H 2.10 Take reasonable action within the City's power to reduce barriers to developing the types of housing that could meet growth targets, such as considering the adoption of a Multifamily Tax Exemption (MFTE) program and considering the creation of an affordable housing incentive program.

Goal H 3 Support the development of affordable housing partnerships, programs, and regional policies.

H3.1 Seek to participate in regional solutions for housing affordability issues that may be challenging for the City alone to address due to geographic constraints or other barriers.

H 3.2 Work with other Pierce County jurisdictions to jointly explore opportunities to develop a countywide funding mechanism and the potential for both voter-approved

Commented [A11]: Added per AH-7

Commented [A12]: Moved here from the ED element, with some edits (was Goal ED 7 and Policy ED 7.1)

Commented [A13]: Moved here from the ED element (was Policy ED 7.2)

Commented [A14]: This supports AH-2.1 in the Pierce County CWPPs

Commented [A15]: This section supports AH4 items in Pierce County CWPPs plus AH5.1

measures (bond or levy), and nonvoter approved sources of revenue to support the development of housing affordable to all economic segments.

H3.2 Consider working with other Pierce County jurisdictions to jointly pursue state legislative changes to give local jurisdictions the authority to provide tax relief to developers of affordable housing.

H3.3 Explore opportunities to dedicate revenues from sales of publicly-owned properties, including tax title sales, to affordable housing projects.

H3.4 Explore the expansion of existing non-profit partnerships, increased coordination with local public housing authorities, a county-wide land trust, as well as future involvement of larger County employers, in the provision of housing assistance for their workers.

H3.5 Investigate the feasibility of inclusionary or incentive zoning measures which could be introduced as a condition of major rezones and development.

Goal H 4 Maintain excellent governmental performance and accountability.

H4.1 Review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize costs to housing.

H4.2 Monitor housing demand and the achievement of these housing policies in conjunction with the Pierce County buildable lands program Provide permitting data to state and local agencies to monitor progress in meeting housing demand and GMA mandates.

H4.3 Maintain development standards and regulations, permit processing procedures, and concurrency management that do not result in inequitable housing cost increases.

Commented [A16]: PC CWPP AH 5.2

Commented [A17]: Relocated here (former policy H2.8)

Commented [A18]: This covers AH-6

Commented [A19]: Relocated here (former policy H2.7)



NATURAL ENVIRONMENT ELEMENT

Purpose

This Natural Environment Element, added to the Comprehensive Plan as a part of the 2024 periodic update, contains the goals and policies necessary to support the City's responsibility and desire for preserving, protecting, and enhancing the natural environment through implementing regulations, guidelines, and standards. It also addresses strategies for managing risks posed by natural hazards such as floods, wildfire, and lahars. It is maintained to direct land use and City decisions and policies over the next 20 years.

The opening discussion of the Natural Environment element contains the data and background information that informs the goals and policies that follow.

Discussion

The Carbon and Puyallup Rivers

Orting is bordered on the northeast by the Carbon River and on its southwest boundary by the Puyallup River. The Carbon River flows from the Carbon Glacier on the north side of Mt. Rainier, and joins with the Puyallup river just northwest of Orting. According to the Statewide Washington Integrated Fish Distribution (SWIFD) dataset managed by the Washington Department of Fish and Wildlife, the Carbon River supports runs of cutthroat, steelhead, and bull trout, and chinook, chum, coho, and pink salmon. Many of these fish are also supported by nearby streams that feed the Carbon River.

The Puyallup River has two source points on the west side of Mt. Rainier; the Puyallup Glacier and the Tahoma Glacier. The SWIFD dataset indicates that the Puyallup River supports chinook, chum, coho, and pink salmon, and steelhead and bull trout. Orting falls within the Puyallup watershed.

Both the Carbon and Puyallup rivers flow northwest into the Puget Sound (Commencement Bay) and are regionally significant in terms of fish and wildlife habitat, and human use and recreation.

Orting's geographic situation requires unique land use considerations throughout the city and evaluation of flood risks in a significant portion of the city. This element includes an exploration of flood risk data and flood hazard maps that inform many land use decisions. In addition to assessing



risks to property from flooding associated with the rivers, it is important to consider the effects of land use decisions on the rivers and areas adjacent to the rivers.

Both rivers are classified as Shorelines of the State, which means they are protected under the Shoreline Management Act (1971). The primary goal of the Act is “to prevent the inherent harm in an uncoordinated and piecemeal development of the state’s shorelines.” The City’s Shoreline Master Program (SMP) (2019) implements the state’s Shoreline Management Act (SMA). The SMP includes:

- An inventory of the natural characteristics and land use patterns along shorelines covered by the SMA;
- Shoreline development regulations;
- A permit system to further the goals and policies of both the SMA and the SMP; and
- A Restoration Plan that includes goals, policies, and actions for restoration of impaired shoreline ecological functions.

According to the SMP there are 4.5 miles of river shoreline within city limits. The SMP provides environmental protection and consistency of development along the rivers and their associated 100-year floodways. The SMP designates a shoreline jurisdiction and establishes regulations and requirements for development in that shoreline environment. All of the shorelines within the city have been designated Urban Conservancy. No development except for limited public facilities is allowed within the first 150 feet of the shoreline jurisdiction along the rivers.

The City conducted a comprehensive update of the SMP in 2007 which included the preparation of a detailed inventory and characterization of the shoreline conditions along the Carbon and Puyallup Rivers to document “baseline conditions” for future permitting purposes. In addition, “opportunity sites” for potential shoreline restoration and increased public access were identified. A minor update of the SMP was adopted in 2013, and again in 2019.

| The current SMP, or as amended, is adopted as a part of this Comprehensive Plan.

Commented [NS1]: June 25, 2024 modification

WRIA 10 Watershed

Orting falls within Water Resource Inventory Area (WRIA) 10. The Washington Department of Ecology (Ecology) states that “WRIAs are areas defined by higher elevation that capture precipitation and funnel rain and snowmelt through smaller subbasins into streams, tributaries, and rivers.” WRIA 10 is referred to as the Puyallup-White watershed, and includes the Puyallup, Carbon, and White Rivers. The watershed extends from Mt. Rainier National Park to the Port of Tacoma. Ecology regulates and manages water availability for each WRIA; WRIA 10 is regulated by the Watershed Restoration and Enhancement Plan, adopted by Ecology in 2021.

Water Quality Protection Measures

The City has adopted Best Management Practices (BMPs) to protect water quality. BMPs are a structure or operation intended to prevent pollutants from coming into contact with stormwater through physical separation of areas or careful management of activities that are sources of

pollutants. Operational source control BMPs are non-structural practices that prevent or reduce pollutants from entering stormwater.

The City requires mitigation of stormwater-related impacts through adherence with the City's adopted stormwater design manual (~~2012-2019~~ Ecology Stormwater Management Manual for Western Washington, ~~as amended in 2014~~, together with the 2019 City of Orting Stormwater Management Manual Amendment); the ~~2012~~ Low Impact Development ~~Technical Guidance~~ Manual ~~for the Puget Sound~~ Volume 5 of the 2019 Ecology Stormwater Management Manual for Western Washington; and the 2013 Rain Garden Handbook for Western Washington as measures to help avoid increases in discharge to water.

These measures are further described in the Capital Facilities Element of this plan.

Critical Areas

The protection of critical areas is a key component of the City's land use plan. Critical areas are those which are environmentally sensitive and must be protected according to state statute. The plans and regulations designed to protect critical areas are not intended to deny a reasonable use of private and public property, but to assure that development on or near critical areas is accomplished in a manner that is sensitive to the environmental resources of the community.

As mandated by the GMA, the City's Critical Areas Ordinance (CAO), codified at Orting Municipal Code Title 11, promotes the maintenance, enhancement, and preservation of critical areas and environmentally sensitive natural systems by avoiding or minimizing adverse impacts from construction and development. Under the state GMA, local governments are required to use the Best Available Science (BAS) when reviewing and revising policies and regulations for critical areas per WAC 365-196-485.

Wetlands

Wetlands are defined in WAC 197-11-756 "[...]as areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar area."

Most, but not all, mapped potential wetland areas in Orting are associated with the Carbon and Puyallup rivers, and many of the larger wetland areas fall within existing reserves, parks, or open green spaces. The Pierce County Wetland Inventory and the National Wetland Inventory provide general wetland data and locations as shown on **Figure NE-1** however, studies conducted by the City or by individual property owners yield more specific and accurate data. Wetlands are regulated by Orting's Critical Areas Ordinance, according to the Washington State Department of Ecology requirements and are classified using the Washington State Wetland Rating System for Western Washington.

Commented [NS2]: June 25, 2024 modification:
Updated per ORD 2022-1096

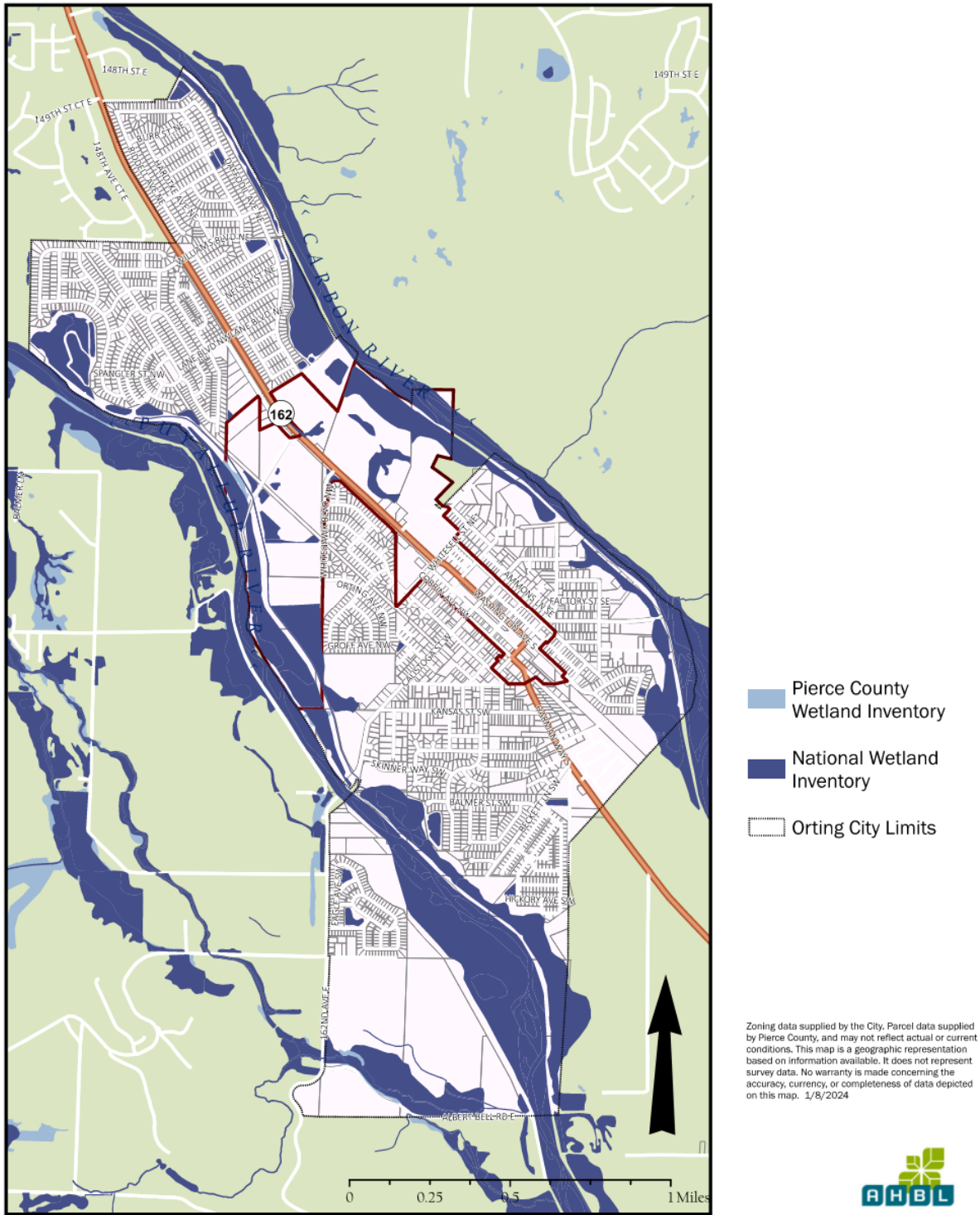


Figure NE-1: Potential Wetlands

Geologic Hazard Areas

Geologically hazardous areas “include areas susceptible to erosion, sliding, earthquake, or other geological events. They pose a threat to the health and safety of citizens when incompatible commercial, residential, or industrial development is sited in areas of significant hazard. Some geological hazards can be reduced or mitigated by engineering, design, or modified construction or mining practices so that risks to public health and safety are minimized. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas must be avoided.” (WAC 365-190-120)

The topography of the land within Orting’s city limits is generally very flat. However, along the banks of the Carbon and Puyallup Rivers near the borders of the city, there are some steep areas that pose erosion and landslide risks. Regionally, western Washington is at risk for earthquake events of varying severity. According to the Washington Department of Natural Resources, Orting falls within an area of Moderate to High liquefaction susceptibility, meaning that during an earthquake, saturated sand and silt have a higher risk of taking on the characteristics of a liquid. Liquefaction poses a risk of increased damage during an earthquake.

Critical Aquifer Recharge Areas (CARAs)

Groundwater is water that has collected beneath the surface in underground basins called aquifers and is typically accessed as a water source by drilling wells. Groundwater is important both for human use, and for maintaining stream flows in dry seasons. Contamination of soil and surface water can damage or pollute groundwater reserves. In order to maintain water quality and prevent damage to ecosystems, some areas are designated as protected aquifer recharge areas, or Critical Aquifer Recharge Areas (CARAs).

As depicted in **Figure NE-2**, much of Orting lies within CARAs which are defined by the Growth Management act as, “areas with a critical recharging effect on aquifers used for potable water.” These areas are protected and maintained to avoid contamination of groundwater sources, such as wells¹. They are classified by the Orting CAO as either High, Medium, or Low Significance, depending on the physical characteristics of the soil in the area. Based on local conditions, the City classifies wellhead protection areas as CARAs. Wellhead protection areas are defined by the boundaries of the 10-year groundwater time of travel, or boundaries established using alternate criteria approved by the Department of Health in those settings where groundwater time of travel is not a reasonable delineation criterion, in accordance with WAC 246-290-135. Protection of these sites is of vital importance as the City uses well water to provide potable drinking water to citizens. As required by federal law, water used for municipal drinking water is monitored and tested to ensure it meets the required standards.

While development is allowed in these areas, certain uses with a high risk for contamination require a hydrogeologic assessment to ensure that the use will not pose a threat to the aquifer system.

¹ The Washington State Department of Health (DOH) Source Water Assessment Program (SWAP) mapping program should also be consulted for permitting land uses that may impact CARAs, available at <https://fortress.wa.gov/doh/swap/index.html>

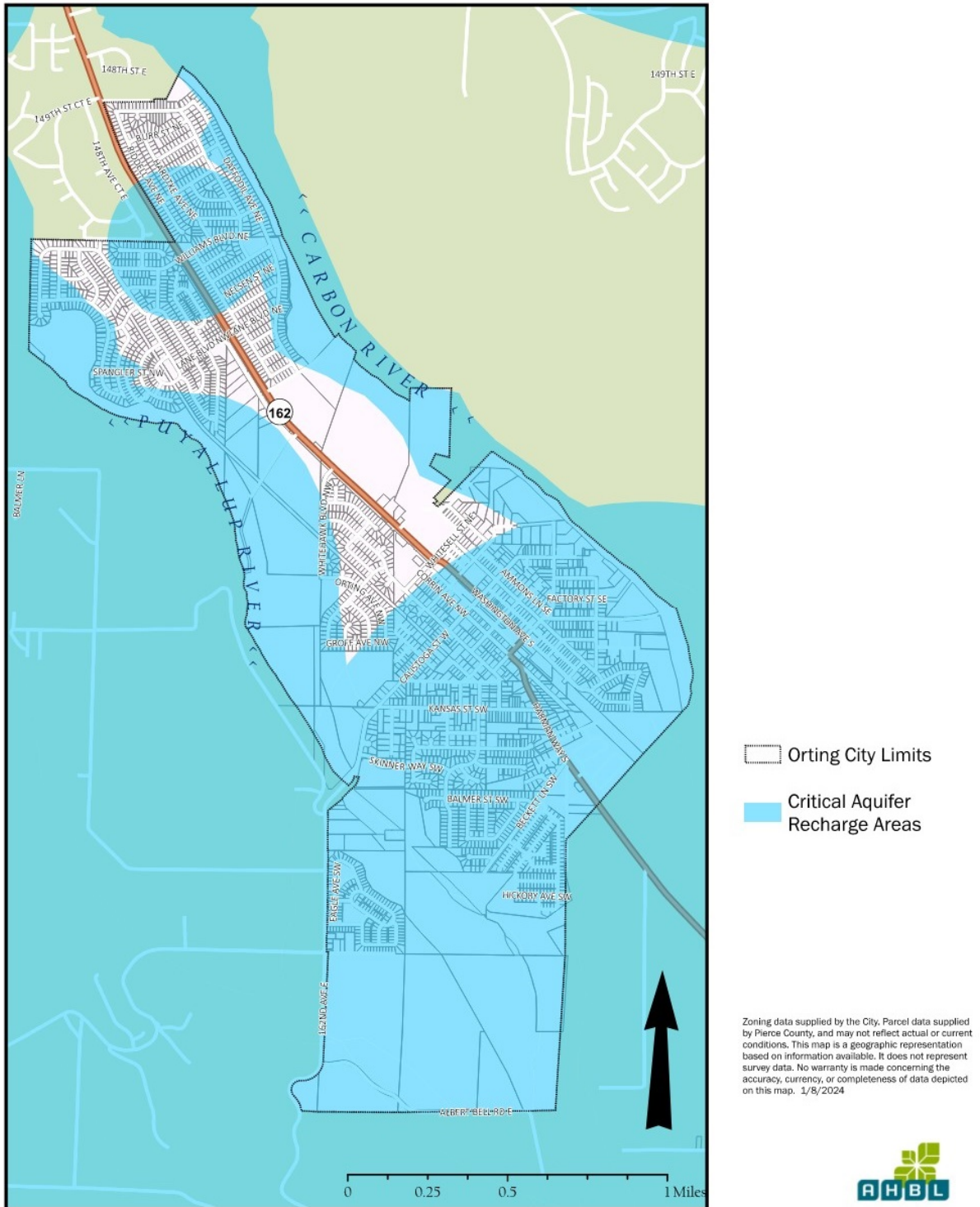


Figure NE-2: Critical Aquifer Recharge Areas

Fish and Wildlife Habitat Conservation Areas

Critical Fish and Wildlife Habitat Conservation areas are those areas identified as being of critical importance in the maintenance and preservation of fish, wildlife, and natural vegetation.

The Washington Department of Fish and Wildlife (WDFW) maintains maps and data regarding Priority Habitats and Species and Habitats (PHS). The PHS system indicates locations for threatened, endangered, or otherwise protected species and their habitats. As discussed elsewhere in this Plan, the Carbon and Puyallup rivers and their banks provide habitat to several species of birds and fish, including salmon. The freshwater wetland areas near the riverbanks also provide habitat to the Little Brown Bat.

- Potential threatened or endangered species include:
- Oregon spotted frog
 - Streaked horned lark
 - Marbled murrelet
 - Fisher
 - Mash sandwort
 - Golden paintbrush
 - Bull trout
 - Chinook salmon
 - Steelhead
 - North American wolverine

Commented [NS3]: June 25, 2024 modification

The City is located within the Pacific Flyway, a migratory bird route that extends from Alaska to South America.

Flood Hazard Areas

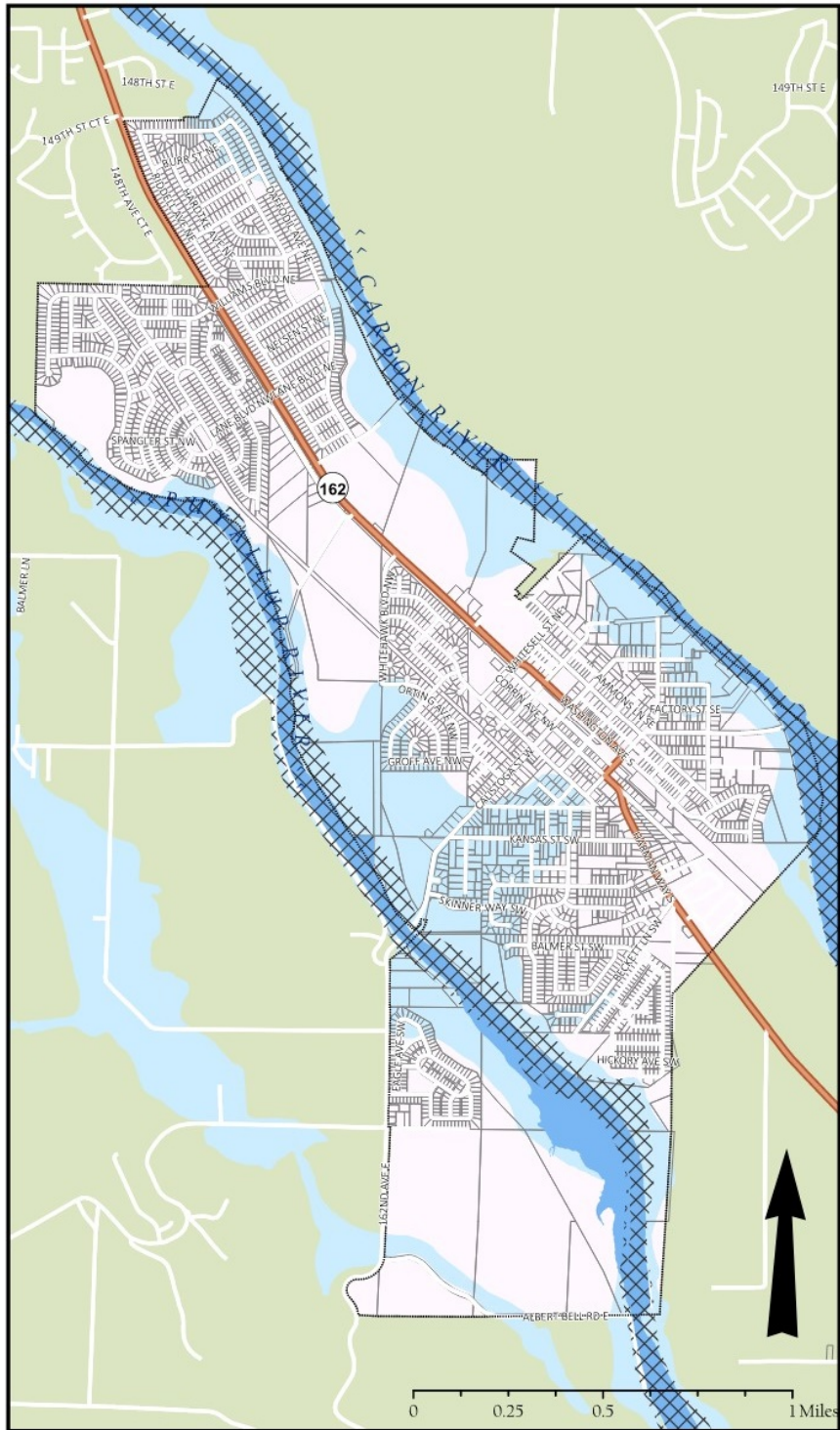
The Carbon and Puyallup Rivers are susceptible to annual flooding events that pose threats to life and safety and may cause significant property damage. Snowmelt from the Cascade Mountain range also contributes substantially to flooding. Flood-related damage occurs nearly every year. The flooding events of November 2006 and February 2009 caused significant flooding when prolonged precipitation accompanied by snowmelt, caused by a warm-weather trend known as a “Pineapple Express,” caused many rivers and creeks throughout the Puyallup/Carbon watershed to rise to 100-year flood levels, causing flooding in both rural and urban areas. There was also a major flooding event in 2014, but the city remained protected by the levee system.




Flood hazard areas exist along the Puyallup and Carbon rivers and **Figure NE-3** shows the approximate location and extents of these areas as documented by the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Maps (FIRMs) released in March 2017.

The zones depicted on Figure NE-3 are defined as follows:

- Floodway: The floodway is the channel of a stream plus any adjacent areas that must be kept free of encroachment.
- Special flood hazard areas (SFHA) are areas that will be inundated by the flood event having a 1% chance of being equaled or exceeded in any given year; this is also referred to as the base flood or the 100-year flood.

Other mapped Flood Areas include the 500-year flood area and areas protected by levees from the 100-year flood.



-  Orting City Limits
-  FEMA Floodway
-  FEMA Special Flood Hazard Area (100-Year Floodplain)

FEMA Floodway DFIRM data (effective March 7, 2017) from Pierce County GIS. Parcel data supplied by Pierce County. This map may not reflect actual or current conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map. Consult the FEMA Map Service Center for additional information and for Revisions / Amendments. 1/15/2024



Figure NE-3: Flood Hazards

Flooding occurs when climate, geology, and hydrology combine to create conditions where river and stream waters flow outside of their usual course and “overspill” beyond their banks. In Orting, the combination of these factors creates chronic seasonal flooding conditions. Mt. Rainier’s snowmelt provides a continuous water source throughout the year and can contribute significantly to the development of flooding.

Flooding is most common from October through April, when storms from the Pacific Ocean, 100 miles away, bring intense rainfall to the area. Larger floods result from heavy rains that continue over the course of several days, augmented by snowmelt at a time when the soil is near saturation from previous rains. Frozen topsoil also contributes to the frequency of floods.

The City of Orting participates in the National Flood Insurance Program (NFIP) that makes available federally backed flood insurance for all structures, whether or not they are located within the floodplain. Title 14 of the Orting Municipal Code “Flood Control” governs development and uses in frequently flooded areas. The City also provides useful information about flooding on the City’s website.

Topography and Soils

Topography within the City is generally flat across the valley floor, with steeper slopes surrounding the developed areas. The valley floor slopes gently from south (300 feet NAVD 88) to north (140 feet NAVD 88). Most of the soil in the valley is comprised of alluvial deposits from the White, Carbon, and Puyallup Rivers. A large portion of the soils can be attributed to mudflows from eruptions of Mt. Rainier. Infiltration capabilities vary, based on the amount of fine silts and clays in the top layers. Overall, the soils in the valley infiltrate poorly.

Additionally, the area within Orting’s city limits consists mostly of the Puyallup-Sultan soil association. According to the National Cooperative Soil Survey, the Puyallup soil association is commonly used for growing crops such as hay and row crops. Native vegetation such as the Douglas fir, western red cedar, black- and salmonberries, and ferns grow well in this soil.

Climate and Climate Change

The Puget Sound region has already experienced measurable effects of a changing climate, and this trend will likely continue. According to Pierce County, average temperatures in the Pacific Northwest have increased by 1.3 degrees Fahrenheit since 1895. The County predicts that extreme heat events will become more likely in the coming years. Western Washington has also seen an increase

About 10 years ago the Calistoga Reach Setback Levee and Side-Channel Construction project was completed. The project reduced flood risk and helped restore salmon habitat on 3.5 miles of the Puyallup River.

By reconnecting side channels, moving 1.5 miles of the levee back to give the river more room, and installing log jams that effectively slow the river down, the Calistoga Reach Floodplains by Design project has proven to be a success for the community.

in wildfires and according to the EPA, Washington has experienced an increase of 2.83 acres of burned land per square mile from 2002-2020, compared to 1984-2001 (EPA, 2022).

Pierce county also predicts impacts to rivers, including the Carbon and Puyallup rivers, due to glacial changes on Mt. Rainier. Glaciers and snowpack on the mountain have been receding due to temperature changes, exposing more soil, and decreasing summer stream flows. Increased sedimentation which occurs as a result of these processes poses a greater flood risk, as it raises the elevation of stream and river channels. Other impacts associated with climate change, which should be taken into account when planning, are rising sea levels, increased severe weather events, and more extreme precipitation. Increased water temperature and acidity and decreased air quality will likely affect wildlife in the region as well.

In 2023 the state legislature passed HB 1181 and added **Climate Change and Resiliency** as the 14th Growth Management Act goal. Under the new law, the city is required to have a “Climate” Element in the future and must:

- Add a greenhouse gas emissions reduction sub-element by June 30, 2029. The sub-element and implementing development regulations must identify actions Orting will take that will result in reductions in overall greenhouse gas (GHG) emissions generated by the transportation and land use systems within the jurisdiction but without increasing emissions elsewhere; result in reductions in vehicle miles traveled within the jurisdictions but without increasing emissions elsewhere; and prioritize reductions that would benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.
- Add a resiliency sub-element by June 30, 2029. This requirement can potentially be satisfied by adopting by reference a FEMA natural hazard mitigation plan that is in substantial conformance with this sub-element.
- Update the Transportation Element by June 30, 2029, to include certain climate change related topics, including a prohibition on denying a development permit because a project may cause the transportation level of service to fall below the minimum standard where multimodal mitigation is possible.
- By June 30, 2034, update the land use, capital facilities, park and recreation, and utilities elements to include certain climate change related topics.

The State’s Health Environment for All (or HEAL) Act defines Environmental Justice as “The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, rules, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations and overburdened communities, striving for the equitable distribution of resources and benefits, and

- Include consideration of environmental justice² in order to avoid worsening environmental health disparities.

The city will fortunately be eligible for grant funding from the Department of Commerce to fund these future changes.

Natural Resources and Energy Conservation

Trees enhance the natural environment and help provide many benefits. Trees provide oxygen, purify the air, slow and absorb stormwater runoff, mask noise and screen from visual trespass, stabilize slopes, prevent erosion, and provide shade. They can greatly enhance a community's appearance, and provide natural beauty. Trees also provide habitat for birds and animals.

Street trees can provide added benefits by visually enhancing a roadway and can help to provide a unifying look. Street trees can shade public areas and parking lots, and help control temperatures.

The retention of native vegetation and significant trees is a required stormwater management technique within the City of Orting which aids in the conservation of natural resources. The standards for the preservation of significant trees and vegetation are contained in the Orting Municipal Code.

In addition to the energy saving benefits from trees, the City of Orting has adopted a suite of building codes adopted by the Washington State Building Code Council WAC Title 15 to aid in the conservation of energy and resources.

Hazard Mitigation Planning

The Disaster Mitigation Act of 2000 established a new federal priority for pre-disaster planning and mitigation as opposed to post-disaster assistance. FEMA leads this program through the provision of planning guidelines and grants. The state of Washington Department of Emergency Services manages the program.

Orting adopted a Comprehensive Flood Hazard Mitigation Plan under the program in 2009 and has completed the Calistoga Setback Levee along the Puyallup River between the Calistoga Bridge and Village Green Wetland Park. This project is further described in the Capital Facilities Element.

The City is also included in the Pierce County Region 5 Hazard Mitigation Plan, a multi-jurisdictional plan encompassing 77 jurisdictions including municipalities, fire districts, school districts, universities, and other special-purpose districts. The Plan is a natural hazard mitigation plan in which all jurisdictions worked together to develop shared goals and a foundation for mitigation measures.

² The definition of "Environmental Justice" is from the HEAL act which was passed into law in 2021 and created requirements for state agencies. While it does not impose specific requirements on the City of Orting, the City could utilize the framework and tools that resulted from the Act to assess and address potential Environmental Justice issues within the City. Additionally, these tools can help to ensure appropriate consideration is given to environmental health disparities that exist among the local population.

The Plan is maintained by the Pierce County Department of Emergency Management, and is available online at <https://www.piercecountywa.gov/943/Emergency-Planning>.

The City has plans and programs in place to address future impacts of potential natural hazards. The City is a participant in the Pierce County Forum’s development of the Region 5 All Hazard Mitigation Plan process. That plan contains an extensive city-specific mitigation strategy for avoiding and/or addressing impacts of natural hazards including floods, lahars, storms, and other events. The City has implemented some of these strategies through the completion of setback levees, and the on-going planning for the Carbon River Evacuation Bridge (Bridge for Kids). In addition, the City manages public education and involvement activities related to the strategies. The City is also a part of the East Pierce Interlocal Coalition for Emergency Management which is a group of seven jurisdictions that coordinate emergency management planning, including evacuation training, seeking out grant opportunities, and collaborating on planning documents.

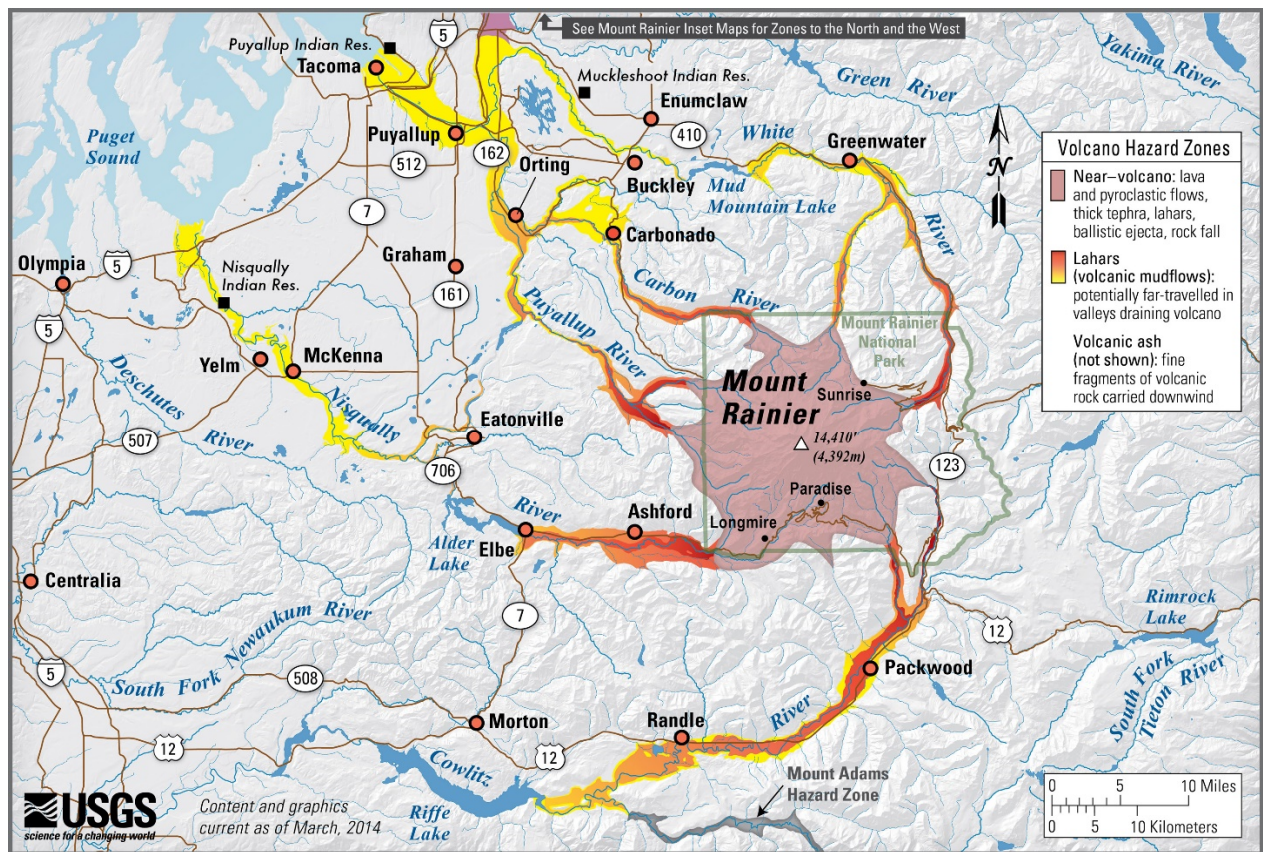


Figure NE-4: Hazard zones for lahars, lava flows and pyroclastic flows from Mount Rainier

Source: USGS Communications and Publishing, 2016

[Accessed at <https://www.usgs.gov/media/images/mt-rainier-lahar-hazard-map>]

Mt. Rainier Lahar Preparedness

The greatest hazard from Mt. Rainier is a potential lahar event, also known as volcanic mudflows or debris flows (illustrated in **Figure NE-4**). The city is located on top of the Electron Mudflow pathway, one of three major lahar events from the last 10,000 years and is at risk of experiencing future lahar events. The United States Geological Survey (USGS) and Pierce County Emergency Management have taken steps to monitor seismic activity on Mt. Rainier to provide early warning of volcanic activity. A lahar event could result from:

- A Volcanic Eruption causing rapid melting of snow and glaciers (Pyroclastic flows).
- Mobilization of soil sediments as a result of heavy rains.
- Sulfuric breakdown of Mt. Rainier western flanks resulting in a collapse of the western flank.
- Earthquake caused landslides which can occur without forewarning of rising magma.
- Release of debris dammed lakes.

Figure NE-5 shows that Orting is situated in an area mapped as “Case 2 Lahar” severity rating, as delineated by Cascade Volcano Observatory scientists³. These are areas that could be affected by relatively large non-cohesive lahars, which most commonly are caused by the melting of snow and glacier ice by hot rock fragments during an eruption, but which can also have a non-eruptive origin. The average time interval between Case 2 lahars from Mount Rainer is near the lower end of the 100 to 500-year range, making these flows analogous to the so-called "100-year flood" commonly considered in engineering practice.

The City has instituted the following procedures:

- 1 - Lahar sirens are tested monthly.
- 2 - Evacuation signage leading out of the city.
- 3 - Annual School District evacuation drill.
- 4 - Website and packages to citizens identifying the current pedestrian evacuation to the Peirce County Rock Quarry.

³ Additional information on the dataset is available at https://matterhorn.co.pierce.wa.us/GISmetadata/pdbplan_volcanic_hazards.html

The city is located at the confluence of the Puyallup and Carbon rivers, both of which originate on Mt. Rainier. Any lahar that originates on the north face of Mt. Rainier will flow down the Puyallup River and/or Carbon River valleys. USGS estimates that the city will have approximately 42 minutes to evacuate once a lahar event is confirmed.



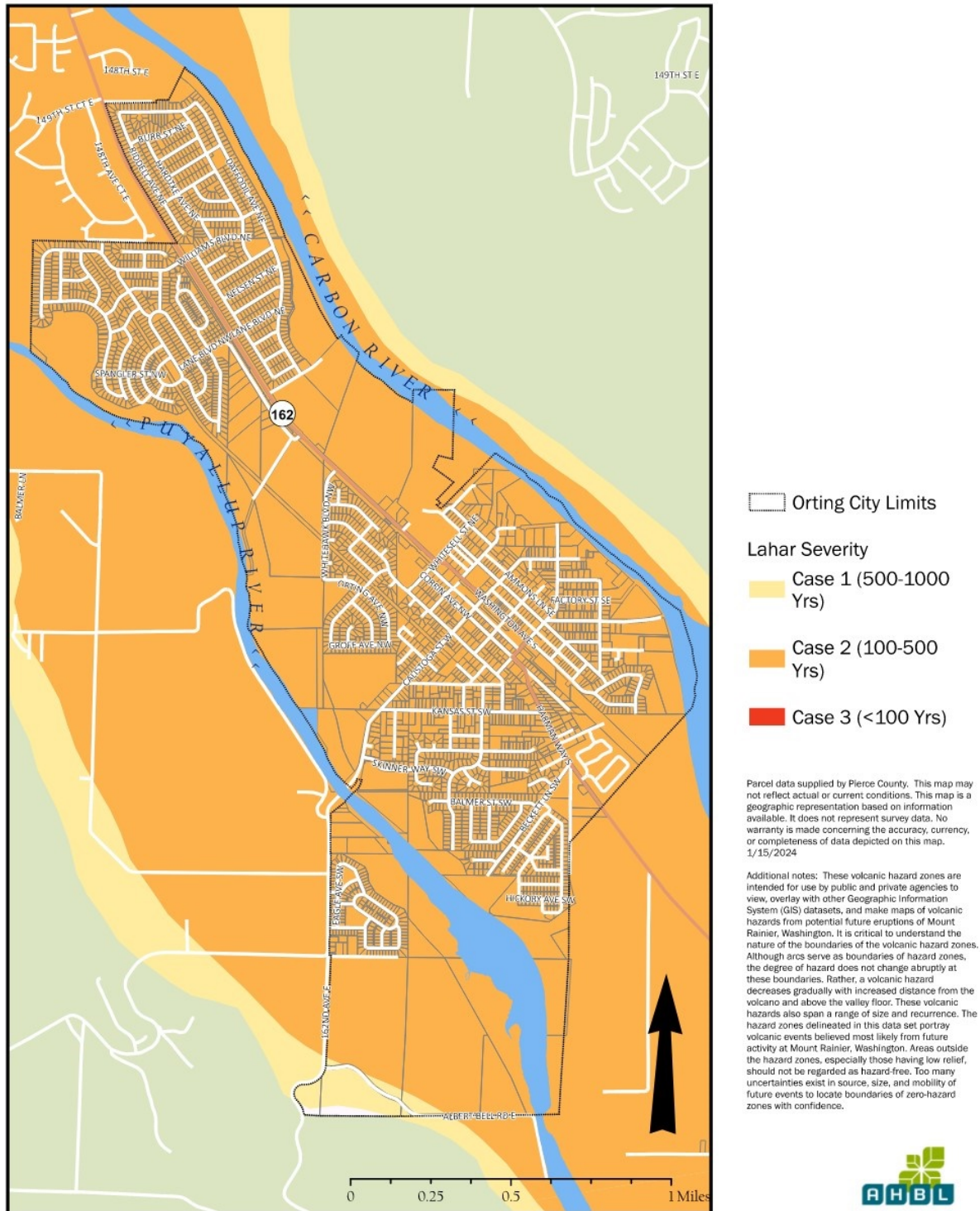


Figure NE-5: Lahar Severity Map

Needed Evacuation Route Improvements

Sensors on Mt. Rainier are intended to warn residents in the valley of a Lahar in progress. The current pedestrian evacuation route leads to Pierce County Rock Quarry. Based on the 2024 Orting School District evacuation drills, it takes an average of 47 minutes for a majority of the students to evacuate to this location. Remaining children and seniors are vulnerable with inadequate time to evacuate by foot. The current evacuation plan relies heavily on motor vehicle evacuation. The risks of over-reliance on a Motor Vehicle Plan include roads becoming congested and an increased risk for vehicular accidents. Pedestrian evacuation is the most reliable way to evacuate people on the valley floor within a short time period.

Orting Emergency Evacuation Bridge System

Founded in 2002, the Bridge for Kids non-profit organization was awarded grant money from the State and Federal Government of nearly \$2.4 million to do a feasibility study and eventually design a more effective evacuation route off the valley floor. Pierce County Public Works administered the design process and funds. The engineering firm, BergerABAM was contracted to design the evacuation route and structures needed to meet ADA compliance and the 40-minute criteria.

The proposed three-component Emergency Evacuation Bridge System as presented in October 2014, was adopted by the City Council. The project is now identified as the “Orting Emergency Evacuation Bridge System.” It consists of a bridge over the state highway at Rocky Road NE, an evacuation designation of Rocky Road NE, and an ADA compliant Bridge over the Carbon River. Through a stewardship agreement with the Federal Highway Administration (FHWA), the Washington State Department of Transportation (WSDOT) retained the approval authority for the final Bridge for Kids Alternative Analysis Report, which the Bridge for Kids Committee played a central role in developing. WSDOT determined that Pierce County had delivered a product meeting the intent of the federal grant funds.

The design for the project was funded by the Washington State Department of Transportation and Washington State Department of Commerce. Conceptual drawings are shown in **Figure NE-6**. In the event of a lahar from Mt. Rainier or a major flood event, students and residents will be able to utilize the bridge to safely cross SR-162. By removing the existing at-grade highway crossing with the bridge over the highway a safer pedestrian access to schools, commercial centers and to the Foothills Trail will be available.

The Orting Emergency Evacuation Bridge project will construct a new elevated pedestrian bridge across SR 162. The bridge provides a single 112-foot main span across SR 162. Construction of the project is estimated to cost between \$7.0 million and \$7.5 million and is anticipated to be completed in 2025.



Figure NE-6: Bridge Design Conceptual Drawings

Wildfires

Orting is situated in a narrow valley proximate to beautifully forested areas. Additionally, new development expands into areas that were previously undisturbed, resulting in an expansion of an area that is commonly considered the “Wildland – Urban Interface” as depicted⁴ in **Figure NE-7**.

The Wildland-Urban Interface (WUI) can be thought of as a zone where natural areas and development meet. This is where the possible threat of wildfires on structures is increased due to the proximity of fire-prone vegetation near the structures. Climate conditions, weather patterns,

⁴ The Washington State Department of Natural Resources (DNR) provides these geographic data as *is*; DNR makes no guarantee or warranty concerning the accuracy of information contained in the geographic data. DNR further makes no warranties, either expressed or implied as to any other matter whatsoever, including, without limitation, the condition of the product, or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. Although these data have been processed successfully on computers of DNR, no warranty, expressed or implied, is made by DNR regarding the use of these data on any other system, nor does the fact of distribution constitute or imply any such warranty. In no event shall the DNR have any liability whatsoever for payment of any consequential, incidental, indirect, special, or tort damages of any kind, including, but not limited to, any loss of profits arising out of use of or reliance on the geographic data or arising out of the delivery, installation, operation, or support by DNR

topography, hydrology, and development conditions all contribute to the set of conditions that can increase potential threat of catastrophic events.

Through implementation of land use and related land development policies and regulations, the City can support mitigation, particularly where firefighting (or suppression) systems may be limited.

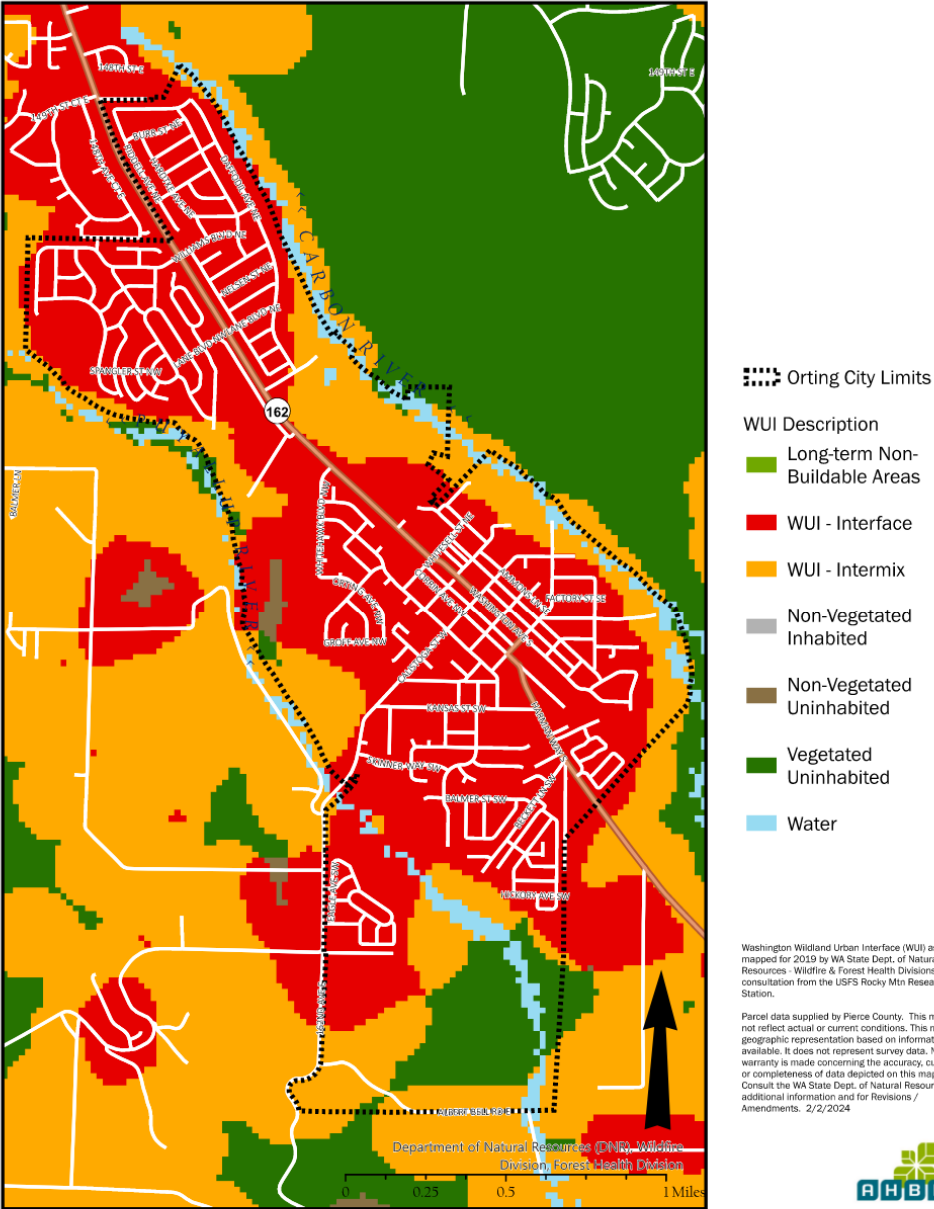


Figure NE-7: Wildland Urban Interface (WUI)

Goals & Policies

Critical Areas

Goal NE 1 *Protect the City's critical areas.*

- NE 1.1 All development activities shall be located, designed, constructed, and managed to avoid disturbance of and minimize adverse impacts to fish and wildlife resources, including spawning, nesting, rearing and habitat areas and migratory routes, **resulting in no net loss of critical area functions.**
- NE 1.2 Prohibit the unnecessary disturbance of natural vegetation in new development, in accordance with the Critical Areas Ordinance.
- NE 1.3 Where there is a high probability of erosion, grading should be kept to a minimum and disturbed vegetation should be restored as soon as feasible. In all cases, appropriate measures to control erosion and sedimentation shall be required.
- NE 1.4 Seek to retain as open space wetlands, river and stream banks, ravines, and any other areas that provide essential habitat for endangered or threatened plant or wildlife species.
- NE 1.5 Protect wetlands to enable them to fulfill their natural functions as recipients of floodwaters and as habitat for wildlife through the critical areas ordinance.
- NE 1.6 Advance integrated and interdisciplinary approaches for environmental planning and assessments and ensure the use of the Best Available Science.
- NE 1.7 Alternative domestic waste systems are discouraged, and must meet Pierce County Department of Health standards for soil suitability and location.

Commented [A4]: These policies are moved here from the Land Use element Goal LU 11. We have shown proposed edits with tracked changes.

General

Goal NE 2 *Protect local surface water and groundwater quality.*

- NE 2.1 Agricultural land uses within the Carbon and Puyallup River floodplains shall use Best Management Practices as recommended by the U.S.D.A. Soil Conservation Service to minimize the use of chemicals that may later be released into surface waters and to minimize erosion of soil into surface waters.
- NE 2.2 Alternative domestic waste systems are discouraged, and must meet Pierce County Department of Health standards for soil suitability and location.
- NE 2.3 The City shall consider the impacts of new development on water quality as part of its review process and require any appropriate mitigating measures. Impacts on fish resources shall be a priority concern in such reviews.

Commented [A5]: From former Pol. LU 11.7

Commented [A6]: From former Pol. LU 11.8

NE 2.4 The City's Shoreline Master Program shall govern the development of all designated Shorelines of the State within Orting. Lands adjacent to these areas shall be managed in a manner consistent with that program.

Commented [A7]: From Former Pol LU 11.9

NE 2.5 Implement the use of source-control Best Management Practices (BMPs) to benefit plants, animals, fish, and related habitats. BMPs are a structure or operation intended to prevent pollutants from coming into contact with stormwater through physical separation of areas or careful management of activities that are sources of pollutants. Operational source control BMPs are non-structural practices that prevent or reduce pollutants from entering stormwater.

Commented [A8]: NE 2.5 and 2.6 Newly added

NE 2.6 Encourage the use of Low-Impact Development principles (i.e., reducing impervious surfaces, reducing stormwater runoff, and encouraging native plantings) to reduce and to mitigate against the discharge of pollutants.

Goal NE 3 *Promote equity and environmental justice in environmental planning and land use decisions, and balance economic viability with critical areas protection.*

NE 3.1 Support programs to ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected. Address impacts to vulnerable populations and areas that have been or will be disproportionately affected by climate change.

Commented [A9]: NE 3.1 is newly added (Environmental Justice requirements)

NE 3.2 Support and incentivize environmental stewardship on private and public lands

Goal NE 4 *Consider and plan for the impacts of climate change, and promote methods for the reduction of environmental impacts.*

Commented [A10]: Goal NE 4 and policies are newly added (Partial compliance with the Climate Action bill)

NE 4.1 Protect and restore natural resources that sequester and store carbon.

NE 4.2 Support programs and policies to identify and address the impacts of climate change and natural hazards on the region to increase resiliency.

NE 4.3 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

NE 4.4 Encourage non-motorized forms of transportation, carpooling and other trip-reduction measures.

NE 4.5 Establish a network of paths and multi-use trails throughout the city.

NE 4.6 Encourage energy-efficient homes, buildings, and building systems.

NE4.7 By June 30, 2029 add a Climate Element, comprised of two sub-elements (a Greenhouse Gas Emissions Reduction sub-element and a Resiliency sub-element) to this Plan (pending the availability of grant funding).

Goal NE 5 *Support Wildland-Urban Interface (WUI) hazard mitigation planning and implement adopted mitigation initiatives.*

Commented [A11]: Goal 5 and policies are newly added (Requirement for WUI planning)

NE 5.1 Implement the provisions of the Wildland-Urban Interface (WUI) code as adopted by the Washington State Legislature, in order to reduce and mitigate the risk to lives and property posed by wildfires.

NE 5.2 Inform the public of the Wildland Urban Interface (WUI) mapping products produced by the Washington State Department of Natural Resources.

NE 5.3 Consider implementation of selected "Firewise" principles, as established by the National Fire Protection Association, which can assist in hazard abatement and mitigation.

NE 5.4 Require proposed developments to provide sufficient and adequate access for firefighting equipment.

NE 5.5 Require bridges, culverts, road drains and other structures shall be constructed and maintained in a manner to accommodate firefighting apparatus on a year-round basis.

Shoreline

The Goals and Policies in the City of Orting Shoreline Master Program (as adopted via Ordinance 2019-1045 or as amended) are incorporated into this Plan by reference.

Commented [A12]: This is a proposed addition.

Emergency Management

Commented [NS13]: This section is newly added

Goal NE 6 *Protect life and property and avoid (or mitigate) significant risks to public / private property and to public health and safety.*

NE 6.1 Review divisions of land (subdivisions and short plats) for the ability for future development to protect people and property from wildfires and other emergency situations. Providing more than one route "out" of an area is an example of a way to ensure safety and mitigate against potential threats.

NE 6.2 Implement "Firewise" principles and advise property owners on steps they can take to protect life and property from wildfire threat, particularly in remote areas and in areas on the urban fringe and in locations where the diversity and amount of fire

equipment and available fire-fighting personnel is limited, and especially in cases where property may be difficult to access (such as steep slopes).

- NE 6.3 Coordinate the following with local agencies and jurisdictions to assure quick responses in case of emergencies: the transportation/circulation system, emergency services plan, signage, and general access provisions.
- NE 6.4 Continue to coordinate with Orting Valley Fire & Rescue as well as regional, state and federal agencies to ensure comprehensive emergency management planning is conducted and ready to implement.



TO:	Orting Planning Commission	DATE:	June 26, 2024
FROM:	MillieAnne VanDevender, AICP Contract Planner	PROJECT TYPE:	Municipal Code Amendment
		SUBJECT:	Potential Amendments to OMC 10-14-3, 13-2-19, 13-4-2, and 13-5-3

Summary of proposed updates to code sections related to RVs:

- The City Council asked the Planning Commission to consider updates to various Municipal code sections related to recreational vehicles (RVs) in the city because there are conflicting regulations within various sections of the Orting Municipal Code.
- Council also asked for revisions to the codes to allow short-term occupancy of RVs in residential zoning districts.
- On May 6, 2024, the Planning Commission discussed the potential updates in a study session and offered several recommendations to staff for further revisions and updates. Many of the recommendations pertain to the length of time an RV is allowed to be parked in residential zones, both occupied and unoccupied. The Commissioners asked staff to draft revisions to the codes as suggested and prepare to discuss again at the next meeting.
- Staff incorporated many of the recommended revisions, however, three items have been further refined. A summary of each item is provided below, and the changes are highlighted in the attached draft ordinance.

Remove the provisions for RVs on public property included in OMC 10-14-3:C.

City Staff and the City Attorney have determined that is unnecessary and possibly inappropriate for the regulations pertaining to RVs in the right-of-way to be located in the Building and Zoning codes.

1. The Right-of-Way code would supersede the Building and Zoning codes,
2. There is not an appeal process that correlates with provisions as located, and
3. Council will address what limits should apply to RVs in the rights-of-way.

Repeal OMC 10-14-5 and Revise OMC 10-4-3:C pertaining to fees

OMC 10-14-3:C establishes that a permit is required for temporary occupation of an RV and OMC 10-14-5 explains how fees are charged for permits. We suggest combining the two sections to avoid redundancy.

Revise (proposed) OMC 13-4-2:E.2.

The Building and Public Works Departments have raised concerns regarding the water and sewer services needed for occupied RVs as accessory uses on lots with existing homes. The Planning Commission recommended that when RVs are allowed to be occupied temporarily on residential lots with existing homes, they should be allowed to stay longer than 14 days, and they should not be allowed to connect to the city sewer system except when using a City-approved connection. Staff investigated what a City-approved connection would entail and made the following determinations:

1. The Uniform Plumbing Code prohibits dumping an RV black water holding tank into the City’s sewer system.
2. Secondary connections to the City’s water and sewer systems will overburden the City’s infrastructure capacity and potentially cause public health issues.

3. The need for additional inspections and enforcement of sewer and water connections would overburden City staff.

It is for these reasons that staff does not recommend allowing occupied RVs to stay for extended periods and suggests that the RVs should not be allowed to connect to the City's systems.

Revise OMC 13-5-3:A.1 pertaining to storage in front yards

City staff have determined that the current reading of OMC 13-5-3:A.1 effectively precludes the ability to store (park) RVs in front yards, though it is unclear and confusingly written. Revisions have been proposed to more pointedly address this matter for the benefit and clear understanding of residents and City staff alike.

1. Given that "screening" is defined in OMC 13-2-20 as, "a continuous fence, hedge or combination of both which obscures vision through eighty percent (80%) or more of the screen area, not including drives or walkways," and given that a fence in the front yard is limited to a height of 3-feet per OMC 13-5-1:D.1.a, it is infeasible for a property owner to screen an RV from views from adjacent properties if stored in the front yard. Similarly, using hedging or vegetation to achieve this screening is infeasible given the restricted ability to maneuver the RV. As such, edits have been suggested which more clearly prohibit the storage of RVs in front yards.
2. As revised, this provision still requires the area for storage of RVs and boats to be improved with a "durable and dustless surface" and would therefore limit the degree of RV and boat storage on private residential lots to the maximum hard surface coverage allowed by Table 1 in OMC 13-5-1. These are: 50% in the RC zone; 65% in the RU zone, and; 75% in the RMF zone.

\\ahbl.com\data\projects\2019\2190800\30_PLN\Working_Files\36 Code\RVs\Planning Commission\20240603_PC Study Session2 memo - RV code amndmnts.docx

CITY OF ORTING

WASHINGTON

ORDINANCE NO. 2024-X

AN ORDINANCE OF THE CITY OF ORTING, WASHINGTON, RELATING TO THE DEFINITION OF RECREATIONAL VEHICLES, ADOPTING REGULATIONS FOR THE PARKING AND TEMPORARY OCCUPATION OF RECREATIONAL VEHICLES WITHIN THE CITY OF ORTING, ADOPTING AMENDMENTS TO ORTING MUNICIPAL CODE TITLE 10, CHAPTER 14; TITLE 13 CHAPTERS 2 AND 4; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the City of Orting, Washington is fully planning under the state Growth Management Act (GMA); and

WHEREAS, in 1973 the City of Orting adopted regulations prohibiting the parking and occupation of a mobile home, or factory-built homes anywhere in the city outside of an approved mobile home park; and

WHEREAS, the City of Orting amended sections of Titles 10, 13, and 14 of the Orting Municipal Code (OMC) relevant to the parking and occupation of recreational vehicles (RVs) through Ordinance 2019-1053; and

WHEREAS, there are conflicting regulations within various code sections of the Orting Municipal Code regarding temporary occupation and parking of RVs; and

WHEREAS, the City of Orting desires to clarify the regulations pertaining to the occupation and parking of RVs; and

WHEREAS, the City Council intends by this ordinance to allow very short-term occupancy of RVs on lots in the residential zoning districts; and

WHEREAS, the Planning Commission held a public hearing and considered this Ordinance on August X, 2024; and

WHEREAS, a 60-day notice of intent to adopt the proposed amendments in this Ordinance was provided to Department of Commerce on July X, 2024; and

WHEREAS, on **Month X, 2024** the City Council held a public hearing on the proposed code amendments in this Ordinance; and

WHEREAS, the City Council has determined that the proposed code amendments in this Ordinance are consistent with the goals and policies of the City’s comprehensive plan, and will serve the public health, safety and general welfare;

NOW, THEREFORE, the City Council of the City of Orting, Washington, do ordain as follows:

Section 1. Amendment: Orting Municipal Code (OMC) Chapter 10-14, OMC 13-2-19, ~~and~~ OMC 13-4-2, and OMC 13-5-3 and are hereby amended as set forth in **Attachment A**, attached hereto.

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and the code reviser are authorized to make necessary corrections to this Ordinance, including the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. Transmittal to State. Pursuant to RCW 36.70A.106, a complete and accurate copy of this Ordinance shall be transmitted to the Department of Commerce within ten (10) days of adoption.

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

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE XX DAY OF Month, 2024.

CITY OF ORTING

Joshua Penner, Mayor

ATTEST/AUTHENTICATED:

Kim Agfalvi, City Clerk

Approved as to form:

Charlotte A. Archer
Inslee Best
City Attorney

Filed with the City Clerk:
Passed by the City Council:
Ordinance No.
Date of Publication:
Effective Date:

DRAFT

Attachment A

TITLE 10 BUILDING AND CONSTRUCTION

CHAPTER 14 PARKING AND OCCUPYING ~~MOBILE HOMES~~ RECREATIONAL VEHICLES

10-14-1 : UNLAWFUL PARKING OR OCCUPATION OF ~~MOBILE HOME OR~~ RECREATIONAL VEHICLES:

- A. Prohibition: It is unlawful, within the City limits, for any person to park or occupy any ~~mobile home~~ ~~or~~ recreational vehicle within the City except as provided in this Chapter.
- B. Exception: This Section shall not apply to manufactured homes as defined in OMC 13-2-14. (1973 Code § 14.40.010; amd. Ord. 2019-1053, 11-25-2019)

10-14-2 : EMERGENCY OR TEMPORARY STOPPING OR PARKING:

Emergency or temporary stopping or parking of ~~a mobile home or a~~ recreational vehicle is permitted on any street, alley or highway for a period of no longer than twenty-four (24) hours in a 180-day period, and subject to any other regulation or ordinance prohibiting or restricting parking. (1973 Code § 14.40.020; amd. Ord. 2019- 1053, 11-25-2019)

OMC 10-14-3 PERMISSIBLE PARKING OF ~~MOBILE HOMES AND~~ RECREATIONAL VEHICLES:

No person shall park or occupy a ~~mobile home or~~ recreational vehicle within the City outside of an approved manufactured home park, or recreational vehicle park/campground, except:

A. Within A Building: That the parking of one unoccupied ~~mobile home or~~ recreational vehicle in a private garage building is permitted, provided no living quarters shall be maintained or any business practiced in said ~~mobile home or~~ recreational vehicle;

B. Selling or Renting: That the parking of an unoccupied ~~mobile home or~~ recreational vehicle in a lot devoted for the purpose of selling, renting or otherwise disposing of ~~mobile homes~~ recreation vehicles is permitted provided ~~the mobile home~~ each recreation vehicle is ten feet (10') or more from any other ~~mobile home~~ recreation vehicle, building or structure;

C. Temporary Parking for a Mobile Home or Recreational Vehicle: _

~~1. Mobile Homes: That a mobile home may be parked for a period not to exceed one hundred eighty (180) days on private property, provided the person desiring to so park and occupy the same shall first apply and obtain from the Code Enforcement Officer, a permit to do so, which application shall~~

~~state the location at which the mobile home is to be parked, the motor vehicle license number and a general description of the mobile home for which permission is requested, and shall pay a permit fee in an amount set by Resolution of the City Council; provided, further, that such occupancy shall at all times comply with all regulations relating to health and sanitation, and shall also comply with electrical requirements of applicable ordinances. The permit to park and occupy the mobile home may be extended by the Code Enforcement Officer upon written request setting forth the need of extending the time, but such extension shall not exceed one hundred eighty (180) additional days. Parking and occupancy of recreational vehicles and mobile homes shall continue to be subject to restrictions set forth in OMC 13-5-3(k)(1)(a).~~

~~**12. Recreational Vehicles On Public Property:** No recreational vehicle shall stand or be parked on any street, right-of-way, alley or public place in the City for a period exceeding seventy two (72) hours in a one week period, provided that the Recreational Vehicle is parked in compliance with all provisions of the OMC, including but not limited to Title 7, and state law, including but not limited to WAC 308-330 et seq. No recreational vehicle shall stand or be parked for any period of time between sunset and sunrise in any City park or upon any other City owned property, excluding a street or right of way, unless that area is posted granting permission to so use or as specified in this code.~~

~~**3. Recreational Vehicles on Private Property:** A recreational vehicle may stand or be parked and used or occupied on private property with the permission of the lawful occupant thereof owner of the lot upon which it will be placed, for a period not to exceed one hundred eighty (180) days within a twelve (12)-month period; provided, that: The occupation of the recreational vehicle shall be accessory to an active building or remodel permit that has been issued for construction located on the same lot where the recreational vehicle is placed and is subject to the following:~~

~~1.a. The lawful occupant of the premises recreational vehicle shall register with the Code Enforcement Officer prior to occupying the recreational vehicle on the premises, and pay required permit fees as established by resolution of the City Council; and~~

~~2.b. The recreational vehicle shall be inspected by the City if connected to sewer or to a Tacoma-Pierce County health department approved septic system;~~

~~3.e. The recreational vehicle shall be located on the premises a lot in a residential zoning district in accordance with the provisions of OMC Title 13, Chapter 5; and~~

~~4.d. Such use or occupancy shall not create a public health hazard or nuisance, as determined by the City;~~

~~5.e. The recreational vehicle shall shall not be parked on or overhanging a public right of way (street or sidewalk); and~~

~~6.f. The recreational vehicle shall not leak or cause illicit discharges to stormwater drainage systems, surface water or groundwater in accordance with OMC 9-5A-9:H; sites are subject to inspection for illicit discharges in accordance with OMC 9-5B-10.~~

7. Once a recreational vehicle is registered for occupation on private property for a period of one hundred eighty (180) days, the one hundred eighty (180) day period may be extended by the Code Enforcement Officer, upon written request setting forth the need of extending the time, but such extension shall not exceed one hundred eighty (180) additional days.

D. Outdoor Storage Of Recreational Vehicles: The outdoor storage of unoccupied recreational vehicles in the residential zones is permitted without a permit, pursuant to OMC 13-5-3.

10-14-4 : ~~FACTORY-BUILT HOUSING~~ PENALTY:

A. Any person violating any of the provisions of this Chapter is guilty of a civil infraction with penalties, plus statutory assessments, as follows:

1. The maximum penalty and the default amount for a first offense within a one year period, designated as a Class 4 civil infraction, shall be sixty dollars (\$60), not including statutory assessments;

2. The maximum penalty and the default amount for a second offense within a one year period, designated as a Class 3 civil infraction, shall be one hundred twenty dollars (\$120), not including statutory assessments;

3. The maximum penalty and the default amount for a third offense within a one year period, designated as a Class 2 civil infraction, shall be three hundred dollars (\$300), not including statutory assessments;

4. The maximum penalty and the default amount for a fourth offense and each additional offense within a one year period, designated as a Class 1 civil infraction, shall be six hundred dollars (\$600), not including statutory assessments.

B. Joint and Several Responsibility And Liability: Responsibility for violations subject to enforcement under this chapter is joint and several, and the city is not prohibited from taking action against a party where other persons may also be potentially responsible for a violation, nor is the city required to take action against all persons potentially responsible for compliance. (1973 Code § 14.40.080; amd. Ord. 2019-1053, 11- 25-2019)

10-14-5 : ~~PERMIT TO PARK ON PRIVATE LAND; FEES; REPEAL~~

~~Permits for parking on private land shall cost such sum as provided by resolution of the Mayor and City Council for each trailer. (1973 Code § 14.40.060; 1996 Code)~~

10-14-6 : VIOLATION; ~~PENALTY~~:

Any person violating any of the provisions of this Chapter is guilty of a misdemeanor and, upon conviction thereof, shall be punished as provided in Section 1-4-1 of this Code. (1973 Code § 14.40.080)

TITLE 13 - CHAPTER 2 (partial)

OMC 13-2-18: RECREATIONAL VEHICLE: A recreational vehicle is a factory built vehicular structure designed only for recreational use and not as a primary residence or for permanent occupancy, built and certified in accordance with NFPA 1192–15 or ANSI A119.5–09 consensus standards for recreational vehicles and not certified as a manufactured home. It is designed to be self-propelled or permanently towable and shall include, but not be limited to, travel trailers, campers, motor homes, and camping trailers.

TITLE 13 - CHAPTER 4 TEMPORARY USES/TEMPORARY HOUSING UNITS

13-4-1 : PURPOSE:

The purpose of this chapter is to establish allowed temporary uses and structures and provide standards and conditions for regulating such uses and structures. (Ord. 792, 7-29-2004)

13-4-2 STANDARDS

A. Temporary Construction Buildings: Temporary structure for the storage of tools and equipment or containing supervisory offices in connection with major construction projects, may be established and maintained during the progress of such construction on such projects, and shall be abated within thirty (30) days after completion of the project or thirty (30) days after cessation of work or for a period not to exceed the duration of the building permit, whichever is greater.

B. Temporary Real Estate Office: One temporary real estate sales office may be located on any new subdivision in any zone, provided the activities of such office shall pertain only to the selling of lots within the subdivision upon which the office is located; and provided further, that the temporary real estate office shall be removed at the end of a twelve (12) month period, measured from the date of the recording of the map of the subdivision upon which such office is located or at the time specified by the city council.

C. Temporary Classrooms: Portable, modular, or mobile structures that provide classrooms or other school related space are allowed as part of K-12 school facilities and are subject to the provisions of the underlying permit.

D. Temporary Housing Unit: ~~Singlewide mobile homes or manufactured homes~~ A factory built structure may be placed in any zone to provide on-site security and surveillance for public facilities, or a recreational vehicle may be placed in any residential zone for occupancy during the ~~period of time necessary to construct~~ construction or renovation of a permanent dwelling on the same lot or tract, ~~to provide on-site security and surveillance for public facilities, to provide classrooms or other school related space for public schools,~~ or to provide for residential occupancy when permanent homes have been destroyed or damaged by a disaster, provided:

1. The unit meets all applicable codes and regulations including OMC 10-14-3. ~~is removed from the site within thirty (30) days after final inspection of the project, or within one year from the date the~~

~~unit is first moved to the site, whichever may occur sooner.~~ A recreational vehicle may remain on site unoccupied as long as it meets all applicable development standards in Title 13 OMC;

2. The mobility gear is not removed from the unit and the unit is not permanently affixed to the site on which it is located~~;~~

3. The unit is not located in any required front ~~or side~~ yard~~.~~ where a rear yard is reasonably accessible, or a side yard is of sufficient size to accommodate the recreational vehicle;

4. A temporary permit is issued by the building department prior to occupancy of the unit on the ~~construction~~ site~~;~~

5. Prior to the issuance of a temporary permit for a unit allowed per this section, the site shall be reviewed by the Pierce County health department to determine additional requirements for water supply and/or septic waste disposal or adequacy of existing utilities. The recreational vehicle may be inspected by the City if connected to sewer or to a Tacoma-Pierce County health department approved septic system;

6. In the event the site contains trees or other natural vegetation of a type and quantity to make it possible to partially or totally provide screening on one or more sides of the ~~security~~ unit, the city may require the unit be located so as to take advantage of the natural growing material available to screen said unit from adjacent properties~~;~~

7. Prior to the issuance of a temporary housing permit, the city shall review the application and may require installation of such fire protection/detection equipment as may be deemed necessary as a condition to the issuance of the temporary housing permit~~;~~ and

8. The unit shall not be placed in critical areas or their associated buffers.

9. Recreational vehicles located within an approved recreational vehicle park are not subject to the standards set forth in this Section.

E. A recreational vehicle may be occupied for up to 14 (fourteen) days in a six (6) month period, with one potential extension of 14 (fourteen) additional days, per year, with a temporary use permit when located on a parcel in the RC, RU, or RMF zoning districts, provided:

1. The recreational vehicle shall not be parked on or overhanging a public right of way (street or sidewalk), and

2. The recreational vehicle shall not be connected to sewer or water systems ~~except as approved by the City after review of the temporary use permit.~~

The following code sections are included only to demonstrate that the numbering/lettering of sections would change with the proposed changes above. No other updates to the following sections are proposed at this time.

FD. Cargo Containers; When Allowed: Except pursuant to subsections A, "Temporary Construction Buildings", and **EG**, "Temporary Portable Storage", of this section, cargo containers are only allowed in the LM and PF zones pursuant to a type 1 permit as an accessory use and in the RU zone pursuant to a type 3 permit as a conditional accessory use, subject to the following limitations as determined by the city administrator:

1. Only two (2) cargo containers will be allowed per lot with a maximum length of forty feet (40') per cargo container.

2. The cargo container must be located to minimize the visual impact to adjacent properties, parks, trails and rights of way. Property located across a public right of way is not regarded as adjacent property.

3. The cargo container must be sufficiently screened from adjacent properties, parks, trails and rights of way, as determined by the city administrator. Screening may be a combination of solid fencing, landscaping, or the placement of the cargo containers behind, between or within buildings. If a cargo container is located on a lot adjacent to a residential zone, the cargo container shall be no greater in size than ten by twenty feet (10 x 20'), and shall have a stick built structure, with a peaked roof, constructed to completely enclose the container. No stick built structure shall be required if the cargo container is totally screened from adjacent residential properties as determined by the city administrator.

4. If located adjacent to a building, the outdoor cargo container must be painted to match the building's color.

5. Cargo containers may not occupy any required off street parking spaces.

6. Cargo containers may not be used as an accessory dwelling unit.

7. Cargo containers shall meet all setback requirements for the zone.

8. Outdoor cargo containers may not be refrigerated.

9. Outdoor cargo containers may not be stacked.

10. Outdoor cargo containers must comply with all applicable requirements of title 11, "Critical Areas And Shoreline Management", of this code, as now or hereafter amended.

11. Cargo containers shall be prohibited from having windows, heating and cooling, plumbing, or multiple entrances. Cargo containers are allowed to have electric, ventilation, and drainage systems installed that would be necessary to meet the minimum codes and standards for lighting, circulation, and drainage.

12. No signage shall be allowed on any cargo container unless approved in accordance with section 13-7-1 of this title, as now or hereafter amended.

13. Cargo containers shall not be visible from any site designated or identified as a local or national historic landmark or natural area. This includes significant vegetative features, stream and creek corridors, buildings, sites, structures and/or identified viewsheds of historic and/or cultural significance.

14. Cargo containers shall be safe, structurally sound, stable, and in good repair.

15. The location of the cargo container shall not block or impede fire or emergency access and shall not be located within or upon the public right of way except as may be permitted by the governing body managing or controlling the public right of way.

16. Conditional use permit for placement in the RU zone requires that the property be at least five (5) acres or more in size.

GE. Temporary Portable Storage:

1. When Allowed: Cargo containers used for temporary portable storage may be located on property in all residential zones subject to the following:

a. Such cargo containers may be located on property within the city for a period not exceeding fourteen (14) consecutive days in duration from and including the date of delivery to the date of

removal, without registering the property upon which such cargo container is located as provided at subsection ~~E2~~G.2. of this section;

b. No more than one such cargo container may be located on a specific property within the city at one time and each such cargo container shall be individually limited in duration to the time period established herein;

c. Such cargo container may not be removed and relocated on a specific property more than two (2) times in any given thirty (30) calendar day period;

d. Such cargo container shall be located, if feasible, no closer than five feet (5') to the property line;

e. Such cargo container shall be placed on an existing impervious surface; provided that, in the event that it is unfeasible to place the cargo container on an existing impervious surface, the cargo container may be placed anywhere on the property that is otherwise in compliance with this subsection ~~E1~~G.1.;

f. It shall be the obligation of the owner or user of such cargo container to secure it in a manner that does not endanger the safety of persons or property in the vicinity of the cargo container. In the event of high winds or other weather conditions in which such structure may become a physical danger to persons or property, the appropriate law enforcement officers may require the immediate removal of such temporary structure;

g. No such cargo container shall be located in a manner that blocks access to a fire hydrant or obstructs the view of street intersections;

h. No such cargo container shall contain toxic or hazardous materials;

i. No such cargo container shall be located in the public right of way; and

j. No such cargo container shall be used to store solid waste, construction debris, demolition debris, recyclable materials, business inventory, or commercial goods (i.e., used for retail sales), or personal property not from the residential property where the cargo container is located.

k. "Temporary portable storage" shall mean an unoccupied cargo container that is used on a temporary basis for the transient storage of personal property of any kind and which is located for such purposes outside an enclosed building.

2. Registration Required: The owner or occupant of the residential property upon which a cargo container is located pursuant to this subsection ~~E~~G, shall not cause or allow such cargo container to remain on such property beyond the duration specified in subsection ~~E1a~~G.1.a. of this section, unless the property upon which such cargo container has been located is registered with the city administrator and the ten dollar (\$10.00) nonrefundable registration fee has been paid. The registration application shall contain the name of the applicant, whether the person owns, rents, occupies, or controls the property, the street address at which the cargo container has been placed (and assessor's tax parcel number if available), the delivery date, removal date, and a description of the cargo container and its location on the registered property. The effective date of the registration shall be the date of approval of the registration application and the registration shall be conspicuously posted on the cargo container. A cargo container may be located upon the registered property for a period not to exceed sixty (60) days from the date of approval. No property may be registered more than one time in any one hundred eighty (180) day period.

3. Revocation: A violation of any of the provisions of this subsection ~~E~~ shall, in addition to any other penalties provided herein, subject the registration approval to revocation by the city administrator.

4. Removal: The owner or occupant of the residential property is responsible for removing the cargo container from the property at the expiration of the registration approval or sooner if the registration is revoked by the city administrator.

5. Penalties: A violation of any of the provisions of this subsection shall be and constitute a class IV civil infraction for each day that such violation continues, and any person found to have committed such a violation shall be subject to a maximum fine of twenty five dollars (\$25.00) for each such violation. Imposition of such penalties shall not preclude the city from exercising any other rights or remedies it may have to require or seek removal of a cargo container located in violation of this subsection E. (Ord. 889, 9-8-2010)

TITLE 13 – CHAPTER 5 (partial) DEVELOPMENT STANDARDS

13-5-3 LOADING AREA AND OFF STREET PARKING REQUIREMENTS

K. Commercial Vehicles, Recreational Vehicles, And Boats: The following special requirements and performance standards shall apply to private properties located in the Residential-Urban, Residential-Multi-Family, and Residential-Conservation Zones, except as otherwise authorized by the City through a conditional use permit:

1. Outdoor Storage Of Vehicles: The outdoor storage of commercial vehicles, recreational vehicles, boats, and vehicle accessories is permitted in the residential zones, provided the following standards are met. For purposes of this section, "storage" means the keeping of such vehicles and accessories on any portion of any parcel of property for a period of seventy two (72) continuous hours or longer.

A. Recreational Vehicles And Boats: ~~Where a rear yard is reasonably accessible or a side yard is of sufficient size to accommodate the recreational vehicle, said r~~Recreational vehicles and boats shall not be stored in the front yard of a lot. In no instance shall a recreational vehicle or boat be stored such that any portion of the vehicle encroaches upon a site distance area that would create a traffic hazard; nor shall a recreational vehicle or boat be stored on or overhang a public right-of-way. If located within a required ~~front or street~~ side yard that fronts a street, the storage area for a recreational vehicle boat shall be improved with a durable and dustless surface and screened from views from adjacent properties.