



Community workshops and surveys have clearly shown the desire for community residents to live, work, worship, move, and play in a small town atmosphere. This community development and design chapter therefore recognizes the interaction of the natural setting, the built environment and the public and social infrastructure as an inseparable system. This chapter is intended to guide community changes that enhance the local quality of life in a small town environment. This chapter establishes goals, policies and programs designed to protect and enhance the community’s neighborhoods while evoking an overall sense of community identity.

This chapter is intended to guide community changes and enhance the local quality of life by:

- Emphasizing the area’s small town character.
- Providing for compatibility in land uses.
- Efficient use of all modes of transportation for a small town environment.
- Promoting quality of life .
- Encouraging activities to support businesses.
- Encouraging recreation, commerce, community celebrations, diversity and creativity.

Issues, Goals, Policies, and Programs

Enumclaw is a small community, set in rural surroundings, providing shopping and employment for people within the community and across the plateau. It evolved when railroad tracks shipped coal, lumber and agricultural products that came into the town from the nearby hills and fields. As Western Washington grew, so did the Enumclaw Plateau. State highways improved vehicular access to Enumclaw from points west, and the residential population surged. New residents came to Enumclaw because of its small-town character, locating their families in this community though their jobs were located elsewhere.

Enumclaw’s street patterns and lot layouts testify to this change, with the older streets lying parallel to the old railroad line and the newer ones paralleling section lines. Orientation to the railroad gradually became less important. Subdivisions rotated to match section lines, accommodating rural land ownership patterns as surrounding farmland converted to residential use.

Traces of Enumclaw’s heritage industries remain, appearing in the configuration of the central business district, the juxtaposition of street systems, industrial areas to the east of the shopping district, the long-standing establishments in town, and the presence of a large working dairies within the area. Newer housing elements are present, as well, including a cluster of various school facilities on the community’s southernmost end. Emerging commercial, light industrial and professional office districts are located along the community’s transportation arterials and collectors featuring shopping centers and auto dealerships. Together with quality residential subdivision patterns this represents the best in single-family land development in over the past 50 years.

Enumclaw residents almost universally agree that the community’s historical appearance is very important. However, this creates a concern over transitions between different types of land uses and property maintenance. Community’s entries on the highway corridors are celebrated, and residents generally agree surrounding agricultural and natural areas provide magnificent views and scenery maintaining a band of green around the community. These natural areas and views should be preserved without impact to City economies.

Goal CD – 1: To improve the community’s appearance



Policies

1.1 Encourage high quality building design in all new construction, renovations and rehabilitation.

a. Review, update and continue to enforce design guidelines for commercial, professional office, industrial and housing development proposals.

b. Review and update design guidelines for single-family housing as the community evolves.

c. Consider pre-development conferences prior to submittal of permit applications and staff-level design review as one component of such conferences.

1.2 Encourage a high level of property maintenance throughout the community.

a. Review and update as appropriate, code enforcement role and procedures for effectiveness in abating zoning violations.

1.3 Consider the adoption of welcoming and visually important entry statements along highway entries.

a. Identify key entry locations.

b. Encourage Community input on entryway statement designs in cooperation with other civic groups.

c. As appropriate, seek necessary approvals from WSDOT and others.

1.4 Encourage alternative modes of transit along highway environments, such as pathways, bikeways and pedestrian/vehicle separations, particularly along SR 410.

a. Consider narrowing lane widths and limit total improved widths to no more than three lanes, except in the case of SR 410.

b. Identify and prioritize trail corridors and sidewalk improvement projects, making incremental progress during each budget cycle.

c. Consider reducing the size of parking lots, particularly the distance from the sidewalk to the entries of businesses along SR 410 where it leads to better community aesthetics or improved pathways for pedestrian or bicycle traffic.

d. Reduce parking requirements where

it leads to better community aesthetics or improved pathways for pedestrian or bicycle traffic.

e. Identify traffic calming measures to reduce speeds and reduce noise while considering the transportation expectations of regular commuters and area tourists.

f. Consider reducing the distance pedestrians must travel when crossing streets, using sidewalk “bulb-outs” and pedestrian “islands” on SR 410 and elsewhere in the community.

g. Consider the installation of lighting more appropriate for pedestrians and bicyclists in scale along popular walking and biking corridors.

1.5 Review the quality of transitions between land uses, particularly between commercial or industrial areas and adjoining residential neighborhoods and consider update of code or other requirements to enhance quality.

a. Consider orientation regulations to screen truck loading docks and service areas to minimize impacts on adjoining residential areas.

b. Consider locating parking lots to encourage pedestrian access to commercial uses from adjoining neighborhoods.

c. Consider location regulations to screen solid waste bins and recyclable materials to minimize impacts on adjoining residential areas.

d. Consider the installation of lighting that is more pedestrian in scale and screen it to minimize impacts on adjoining residential areas.

e. Make land use transitions along alleys and at rear property lines where possible.

1.6 Avoid the proliferation of telecommunications towers and reduce the visual impact of telecommunications equipment.



- a. Consider facilities to be mounted on existing high structures such as water towers if sites are available.
- b. Encourage the location of towers in nonresidential areas and minimize the total number of towers throughout the community.
- c. Encourage paint colors or tower materials that blend with or complement the nearby area.
- d. Encourage screening or architecturally compatible design of towers and service boxes.

1.7 Consider design standards for buildings that improve exterior appearances.

- a. Encourage Stone, brick or wood.
- b. Consider incorporating stormwater requirements and landscaping requirements.

Enumclaw’s residents have affection for the downtown business district, but there is concern these business will have long-term difficulties competing with the other businesses in the City, particularly those along SR 410.

Goal CD – 2: Continue to strengthen the central business district.

Policies

2.1 Encourage retail development within the central business district.

- a. Support the formation and continued operation of a business association.
- b. Representatives from City Staff and Council should attend Chamber of Commerce meetings.
- c. Provide information to builders and local business owners on meeting requirements in historic structure renovations.
- d. Develop a design assistance program to help business owners, builders and contractors create

new construction and renovation plans that enhance the central business district’s character.

2.2 Seek to enhance the central business district’s walk-ability.

- a. Review and revise the development regulations, as appropriate to require mixing commercial and/or institutional uses with apartments or condominiums in the CBD.
- b. Identify links to neighborhoods and make sidewalk improvements.
- c. Identify links to industrial land near the CBD and make sidewalk improvements.
- d. Identify links to institutions near the CBD and make sidewalk improvements.
- e. Master plan the area between the CBD and SR 410, identifying opportunity sites and creating a walkable community linked directly to the CBD.

2.3 Create an atmosphere that invites travelers and residents into the central business district from adjoining arterials and neighborhoods.

- a. Consider improved visual connections to CBD from SR 410 by installing effective directional signs at logical CBD access points.
- b. Master plan the area between the CBD and SR 410, identifying opportunity sites and creating a pronounced visual corridor between SR 410 and the CBD.

2.4 Prioritize developing the industrial land near the city center.

- a. Study and employ incentives which would make developing central industrial land attractive to new businesses.
- b. Consider the purchase and consolidation of properties which might attract prospective businesses.
- c. Review water/sewer services and



projects for area to ensure adequate service delivery.

d. Consider the use of a small business incubator facility.

Mt. Rainier is a year-round destination and Enumclaw is located at its western gate. People use the three state highways through Enumclaw to access Mt. Rainier, yet few seem to stop and enjoy the community, dine and shop. The residents participating in a planning process identified the traveling public as an untapped economic resource. Enumclaw can help to attract tourist stops through community design strategies, inviting visitors to explore Enumclaw and reward them with an attractive environment and necessary facilities within an easy walk of their parking or gathering space.

Goal CD – 3: To welcome visitors, encouraging them to enjoy Enumclaw amenities and return

Policies

3.1 Create welcoming and visually important entry statements along highway entries.

3.2 Invite travelers and residents into the central business district from adjoining arterials and neighborhoods.

a. Improve visual connection to CBD from SR 410 by installing effective directional signs at logical CBD access points.

b. Master plan the area between the CBD and SR 410, identifying opportunity sites and creating a pronounced visual corridor between SR 410 and the CBD.

3.3 Provide convenient parking for travelers accessible from SR 410 and other highways.

a. Study possible parking sites for easier access to shops and businesses.

b. Study jitney or shuttle service from parking sites to CBD or other commercial activity areas.

3.4 Employ strategies to create a business environment that entices people to stop and linger.

a. Study seasonal differences in traveling public and target business advertising strategies to match.

b. Consider zoning and other regulations to encourage Bed & Breakfast establishments near the CBD.

c. Consider incentives to encourage quality hotel accommodations near the CBD.

d. Consider a CBD hospitality approach, encouraging travelers returning from Crystal Mountain to spend the night and enjoy Enumclaw the following day.

3.5. Manage wayfinding to facilitate visitor access to specific areas of town.

a. Improve visual connection to CBD from SR 410 by reviewing and updating the city's wayfinding program to install effective directional signs at logical CBD access points.

3.6 Encourage the designation and preservation of historic buildings in the CBD.

b. Educate building owners about the benefits of historic preservation and assist with designation of historic buildings and landmarks.

c. Develop a program for the promotion of heritage markers and interpretive signs for visitors and local residents.

d. Design a historic Enumclaw walking tour.

Enumclaw is growing and the population



forecast indicates the growth will continue. Residents can accept the growth, but they would like to see neighborhoods in which they live are not sacrificed as the population increases. The growth will put pressure on local streets, local services and local schools, requiring that the neighborhood systems are sturdy enough to accept new residents.

It may eventually become difficult to support our driving habits. Gasoline, insurance and other costs of automobile ownership may make it increasingly difficult to afford driving. If driving less is the rule, then urban landscapes will need to adapt to accommodate an increasingly pedestrian public. Empty parking lots would give way to more intense use of the land, surrendering to a more compact urban form.

A side benefit of a walking public is that more people get to meet each other, reinforcing community ties and creating friendships.

Goal CD – 4: To increase the community’s walk-ability

Policies

4.1 *Support trail development consistent with the 2014 Parks and Open Space Plan.*

- a. *Pursue trail funding through the Interagency Committee for Outdoor Recreation (IAC) and other sources.*
- b. *Consider the purchase or lease trail rights of way and develop segments as they come under City control.*
- c. *Continue Foothills Trail development.*

4.2 *Encourage mixing uses at a very fine scale.*

- a. *Develop a planned unit development ordinance providing a density bonus for projects mixing uses appropriately.*

4.3 *Design and encourage capital improvements*

consistent with a desire to reduce local automotive travel.

- b. *Build sidewalks*
- c. *Consider zoning or regulations that will allocate developer fees directly to walk and bike pathways.*
- d. *Prioritize capital projects based on improving the pedestrian or public transportation options.*
- e. *Redefine street standards to promote pedestrian travel and increase pedestrian safety.*

4.4 *Consider development regulations that encourage walking.*

- a. *Consider reducing or eliminating parking requirements, while balancing the needs of commuters, tourists and local businesses.*
- b. *Consider zoning which permits proximity between houses of worship, residences, schools and neighborhood commercial businesses.*

