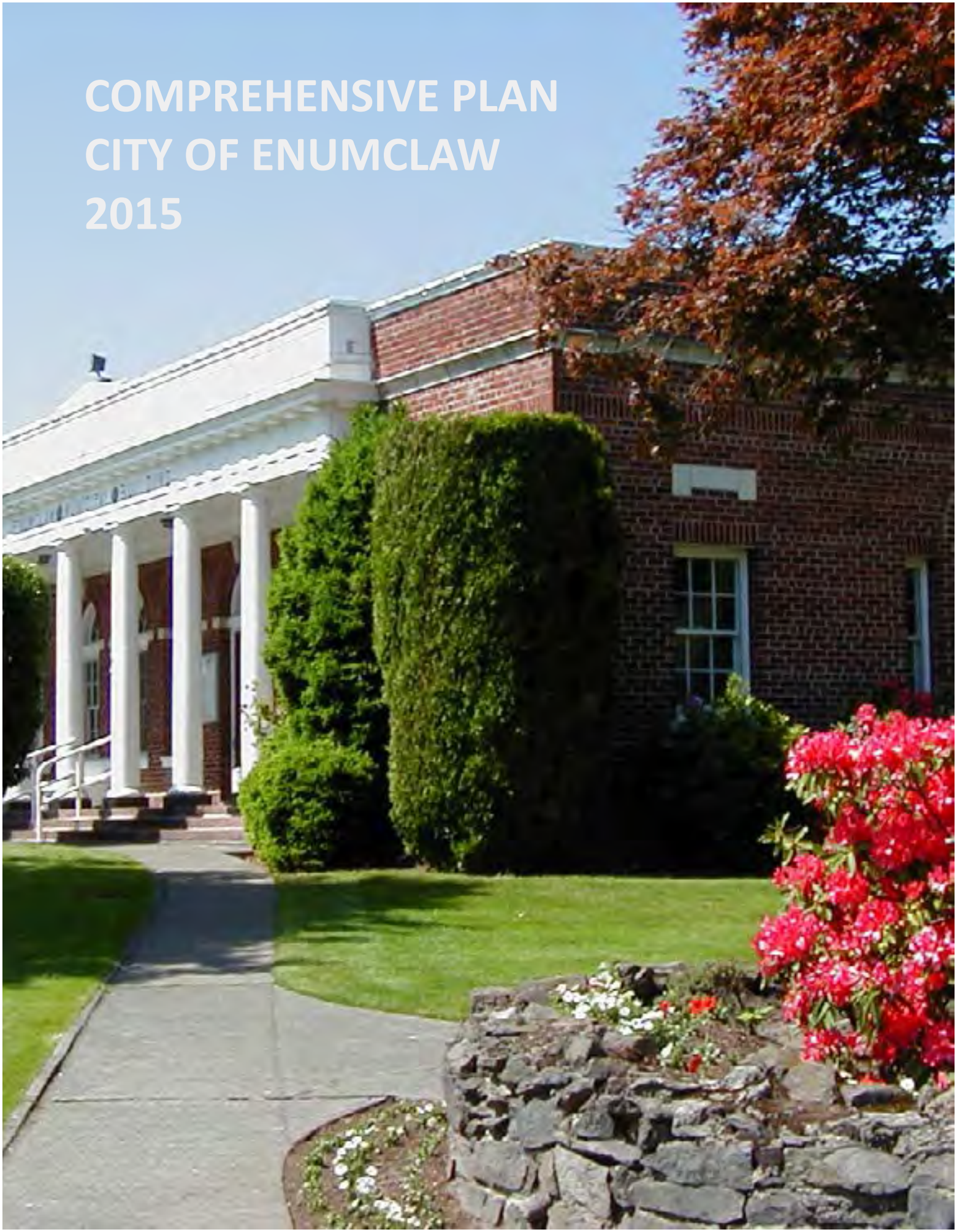
COMPREHENSIVE PLAN
CITY OF ENUMCLAW
2015



We, the people of Enumclaw, recognize that Enumclaw is a rural community rich in history and surrounded by the beauty of rural lands, farms and mountains. Independence, personal freedoms, community, small town atmosphere, historic character and our rural quality of life are highly prized by Enumclaw residents. Bound together by these shared ideals, we declare our commitment to work toward this vision of Enumclaw and to insure that future generations preserve, enhance and protect the integrity of Enumclaw.

Our Vision for Enumclaw:

Community:

We envision a community with a rural small town atmosphere, a place where citizens of differing backgrounds and beliefs respect each others dignity, privacy and freedoms. We celebrate and respect our picturesque setting. There is balance and harmony between growth, community character and the natural environment. Our community is based on, and continues to foster neighborliness, generous giving and community traditions which define our character. We work together to define goals which favor the community as a whole, and at the same time create a sense of inclusiveness for all individuals. It is important to honor our past and provide a perspective for the future by preserving significant buildings, historic neighborhoods and other links to the early years of the city.

Health, Safety and Security:

Enumclaw is a place where everyone can move about safely, walk or play, day or night. That the drinking water supply is preserved, clean and readily available. The safety and security of community residents, employees and visitors is ensured through responsive police, fire and emergency services. We appreciate our local hospital and the foresight our predecessors had to provide for the health care needs of our community. Our community strives to support a range of affordable and physically accessible human services to assist individuals and families in need. We care for our community's health and social welfare including the disadvantaged and aging populations in our community.

Arts, Culture and Recreation:

Enumclaw is place that develops and nurtures a diversity of active and passive educational, recreational and cultural opportunities that are sustainable without compromising the fiscal integrity of city resources for future generations. Arts and cultural activities and events are planned and staged by an active community. There are recreational programs and a system of parks, open spaces and interlinking trails designed to meet the needs of individuals and families of all ages, incomes and ethnic backgrounds. We value parks within walking distance of residential neighborhoods and trails connect neighborhoods to other recreational facilities, our schools, the City Center and other businessses and public services.

Community Design:

Our downtown is the heart of our strong sense of identity. The character of our historic downtown is protected and enhanced with retail activity, shops and restaurants attracting both residents and tourists. New development respects the character of existing neighborhoods in terms of density, uses, scale and design. Development in commercial areas along state highways is balanced, providing a positive business environment that is also visually cohesive and appealing with well maintained and designed buildings, landscaping and signage. We support and encourage quality construction and design.

Economy:

We support a pattern of economic growth and development that enhances the well-being of our rural community and recognizes the quiet, residential, agricultural isolated nature of our rural community. We support and encourage development of industries

that create living-wage jobs whether along the traditional line of farming, agriculture, tourism and construction or expansion into light industrial, technology, medical and aerospace industries. We encourage industries reflective of our community and agricultural heritage, such as restaurants emphasizing local products and farm fresh food, and businesses that manufacture value added products such as artisan cheese and other dairy products.

Land Use and Housing:

Our residential, commercial and industrial areas are thriving and large enough to satisfy our economic development goals and desired employment growth. Commercial and industrial areas are clearly defined and located in areas that complement residential neighborhoods. There is enough residential land to accommodate future growth and to ensure a variety of housing types and choices for all stages of life and income, with special emphasis placed on housing our aging population. Land uses along our borders respect the character and nature of the adjacent rural and agricultural lands. Higher density housing is primarily located within walking distance of shopping areas, jobs and transit. Residential neighborhoods are served by neighborhood shops and parks that are within walking distance.

Transportation:

The City's street network is well maintained and retains its traditional character with connected street patterns, sidewalks, landscape strips and street trees. Use of cul-de-sacs and dead-end streets is limited to areas that are not important for city-wide circulation and connectivity. The transportation system includes safe, enjoyable and convenient transportation routes for pedestrians and bicycles as well as automobiles. It is planned to accommodate new development without increasing congestion above accepted standards or creating new safety problems. Regional needs are balanced with local needs when it comes to design and function of state highways.

Utilities:

Municipal utility services will be provided to all customers in an effective manner and at equitable rates and charges. Past investments in utility infrastructure will be honored through routine maintenance. System replacement of infrastructure will be performed in a programmatic manner to avoid infrequent costly projects with significant impact to rates. New system capacity will be funded by future customers in a manner that does not disproportionately and negatively impact existing customers. Compliance with regulations will be a priority and managed to ensure that customers do not bear an unreasonable cost to provide anticipated benefits of such regulation. We strive to provide predictability in rate and charge increases.

Fiscal and Governance:

We envision an efficient, effective, representative, transparent and sustaining civic government. Our city government balances responsibility with resources and costs, consolidates services where practical, is service oriented and is fiscally sustainable for future generations. We are governed by informed citizens and represented by elected officials who conduct the activities of government in an ethical, fair, impartial, responsive and open manner for the benefit of all.

Our Commitment:

As the fortunate citizens and leaders of Enumclaw, we commit ourselves to the prosperity of the community, ourselves and children that are reflected in this comprehensive vision for the City of Enumclaw.

The undersigned dedicate their time to faithfully execute this plan.

Purpose and Intent

The City of Enumclaw's comprehensive plan contains the vision, goals, and policies for the future growth and development of the community derived from the desires and wishes of Enumclaw's residents.

This comprehensive plan is a decision-making tool based on long-term goals for the future, some of which may take years to achieve. Since long term goals are achieved as a result of many decisions and initiatives that occur on a daily or annual basis, the plan is intended to guide the actions of city officials in order to reach these long-term goals. This comprehensive plan will shape the City's zoning and subdivision regulations, capital improvement programming and budgeting, and other legal and regulatory actions necessary to manage Enumclaw's physical, social, and environmental character. All of these implementation tools must be consistent with this plan

The plan looks beyond the conventions of law, exceeding minimum legal requirements to get at what the people want. It describes who lives here, dips into Enumclaw's history, documents its use of land, examines its roadways, studies its economics, systems and governance, and assesses its current physical and ecological environment.

The plan conforms to the Washington State Growth Management Act (GMA), RCW 36.70A, as originally passed in 1990 and its subsequent amendments, and is consistent with King County's County-Wide Planning Policies (CWPP).

This plan contains the following elements:

- Vision
- Land Use*
- Natural Environment*
- Transportation and Circulation*
- Parks and Recreation*
- Public Services and Facilities*
- Community Development and Design
- Housing*
- Economic Development*

* - Elements required by the GMA. The public services and facilities element of this plan includes the GMA-required capital facilities, utilities and essential public facilities elements.

Washington State Requirements and the Growth Management Act (GMA)

The state legislature enacted the Growth Management Act (GMA) in response to its finding that uncoordinated growth and lack of common goals toward land conservation threatens the public's health, safety, and general welfare. The Act lists 14 planning goals for those counties and municipalities planning under GMA's requirements as shown in Table 1.1.

Table 1.1 Growth Management Act Planning Goals

GMA Planning Goal	Description
Urban Growth	Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner
Reduce Sprawl	Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
Transportation	Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
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 the preservation of existing housing stock.
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, Promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunity, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
Property Rights	Property rights 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.
Permits	Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictably.
Natural Resource Industries	Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.
Open Space and Recreation	Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
Environment	Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
Citizen Participation and Coordination	Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
Public Facilities and Services	Ensure that public facilities and services necessary to support development shall be adequate to serve the development at the time development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
Historic Preservation	Identify and encourage the preservation of lands, sites, and structures that have historical or archeological significance.
Shorelines	For shorelines of the State, the goals and policies of the Shoreline Management Act are added as one of the goals of…[the GMA].

Concurrency and Consistency

The Act also requires consistency between:

• Comprehensive plans and the planning goals identified in RCW 36.70A.020
• Comprehensive plans of municipalities and the county with county-wide planning policies
• Comprehensive plans of each municipality and county with those of neighboring municipalities and counties
• Elements within the comprehensive plan (internal consistency)
• Comprehensive plan and development regulations
• Comprehensive plan and capital budgets
• State agency actions and municipal and county comprehensive plans.

A second tenet of GMA is concurrency, meaning that public facilities and services must be developed concurrently with the new land uses they serve, ensuring achievement of adopted level-of-service standards. The concurrency requirement is especially forceful concerning transportation:

"…local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level-of-service… to decline below the standards adopted in the… comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development."

The various requirements of GMA suggest a strong relationship between urban growth and the public facilities and services required to serve that growth. This relationship is further enhanced by the concept of Urban Growth Areas (UGA), where land development and public infrastructure improvements are concurrently programmed. To fulfill these new planning requirements, GMA expressly authorizes the use of innovative techniques, such as impact fees.

County Wide Planning Policies

The GMA requires that counties adopt countywide planning policies in cooperation with their municipalities. These policies are written policy statements that establish a countywide framework from which county and city comprehensive plans are developed, adopted, and implemented. This framework helps ensure county and city comprehensive plans are consistent with each other and with the intent of GMA. The King County Planning Policies:

• Implement RCW 36.70A.110 (the section for establishing UGAs) and provide for joint county and city planning within urban growth areas
• Promote contiguous and orderly development and provisions of urban services to such development
• Provide for public capital facilities of regional or statewide importance
• Provide for countywide transportation facilities
• Provide housing and employment targets for each municipality and the the County
• Consider the need for affordable housing
• Analyze fiscal impacts.

King County and its cities adopted Countywide Planning Policies (CPP), available at the King County Planning Department and on the King county website.

Multi-county Planning Policies

The Enumclaw comprehensive plan advances a sustainable approach to growth and future development. We have incorporated a systems approach to planning and decision-making that addresses protection of the natural environment.

The plan commits to maintaining and restoring ecosystems, through steps to conserve key habitats, clean up polluted waterways, and reduce greenhouse gas emissions. The plan includes provisions that ensure that a healthy environment remains available for future generations in our city.

The Enumclaw comprehensive plan has been updated based on residential and employment targets that align with VISION 2040. Through the targeting process we have identified the number of housing units in the city for the year 2035. We have also established an affordable housing goals for this planning period. Residential and employment targets have also been identified for our designated regional growth center.

The Enumclaw Comprehensive Plan addresses each of the policy areas in VISION 2040. We have policies that address habitat protection, water conservation, air quality, and climate change. Our plan calls for more compact urban development and includes design guidelines for mixed-use and transit-oriented development. There are directives to prioritize funding and investments to our regional growth center. The housing element commits to expanding housing production at all income levels to meet the diverse needs of both current and future residents. We have an economic development element in the plan that supports creating jobs, investing in all people, creating great communities, and maintaining a high quality of life. Our transportation element advances cleaner and more sustainable mobility, with provisions for complete streets, green streets, and context-sensitive design. We have programs and strategies that advance alternatives to driving alone. We coordinate our transportation planning with neighboring jurisdictions, including our level-of-service standards and concurrency provisions. We commit to conservation methods in the provision of public services.

The comprehensive plan also addresses local implementation actions in VISION 2040, including identification of underused lands, mode-split goals for our designed center, and housing targets.

Past Planning Efforts

The first comprehensive plan for Enumclaw was completed in 1969, which was then updated and replaced with a 1980 comprehensive plan. The 1980 plan did not foresee, and therefore did not address the rapid growth of the late 1980s and early 1990s. With increased growth, the stress on infrastructure and services became apparent. Deficiencies in Enumclaw's water and sewer systems caused the City to adopt moratoria on annexations and plats allowing only limited new development in 1998. The moratoria have continued to be renewed on a yearly basis into 2004.

The 1995 comprehensive plan was prepared, using previous work from King County, Enumclaw and the University of Washington, to answer the questions relevant to growth issues. The basis of Enumclaw city planning is embodied in four ideas adopted from the Enumclaw Community Plan (1989):

- Maintain the rural character of the plateau
- Protect water quality
- Recognize and support the resource-based economy
- Promote growth in Enumclaw, a "rural activity center."

In 2005 the City adopted a new comprehensive plan entitled "The Winds of Tomorrow". This was a new plan which updated and included elements of several individual plans: the 1999 Comprehensive Plan, 1999 Enumclaw Strategic Economic Development Plan, and the 2001 Enumclaw Downtown Enhancement Action Plan.

The 2015 Comprehensive Plan updates and revises the 2005 comprehensive plan, and also incorporates the elements of the following adopted plans:

- Downtown Enhancement Action Plan (2001)
- Parks, Recreation & Open Space Plan (2014)

- Strategic Plan for Economic Development (2014)
- Comprehensive Water System Plan (2014)
- General Sewer Plan Update (2015)

Community Participation

The Growth Management Act requires early and frequent public involvement in the development of comprehensive plans. To this end, the City of Enumclaw created an outreach and participation strategy that drew more than 819 participants, 7% of the community's population. Their comments led to the identification of the issues, vision and goals presented in the plan. This outreach process was called the Enumclaw Community Visioning project, and the results are found in the Appendix.

Enumclaw also hosted a public open house to review the plan's initial draft, as well as a series of Planning Commission and City Council workshops and public hearings which were televised on the local cable channel and advertised via email blasts and the website.

The City sponsored a project Web site to provide information to the community and to solicit feedback from those who may not have found other ways to become involved.

Community Issues

The issues mentioned here are drawn largely from the community's comments and responses and the research accompanying this plan's development. Two information gathering processes occurred: The Strategic Plan for Economic Development and the Enumclaw Community Visioning Project. The economy, transportation, senior housing and community services were the top issues. The Enumclaw Community Visioning final report (Appendix) categorizes issues from Very Low to Very High based on voter survey responses. Actions and issues summarized below fall into the medium high, high or very high categories. Very high means that 50% or more of those surveyed indicated a 4 or 5 priority level on a scale of 1 to 5, with one being the lowest. Medium High priority means that 40-49% of those surveyed indicated a 4 or 5 priority level.

Land Use & Housing

- Housing for an aging population was a consistent theme, specifically ensuring that the City has provisions for senior communities (55+) and other choices such as assisted living facilities (Very High 51%).
- Explore the potential for rehabilitation of the Lee Hotel with historic and affordable housing tax credits (Medium High 45%)
- Developing clearer standards for the density, character and location of Planned Unit Developments (Medium High 41%).
- Ensuring sufficient land areas designated and zoned for a large technology company (Medium High 40%)
- Modest housing growth is important, provided rural character and small town atmosphere are preserved

Transportation

- Widen and improve State Routes 410 & SR 164 with state funding (Very High 52%)
- Build lighted/flashing safe pedestrian crossings such as on SR 164 and the Foothills Trail crossing of Warner Avenue (Very High 51%)
- Develop more sidewalks in residential areas, particularly in newly annexed areas and along SR 410 (Very High 51%)
- Extend Foothills Trail north through City and eventually extend to the Green River and Kanaskat State Park (Medium High 44%)

Health, Public Safety and Security

- Maintain health and services for the aging and disadvantaged in the community, such as transportation to medical and dental appointments, free dental services, food banks, counseling and winter shelter (Very High 57-80%)
- Maintain strong public safety services including dispatch, police and fire services, emergency response, outreach and mental illness response (Very High 51%-66% or Medium High 48%)

44%);

Economy & Economic Development

- Develop a permanent Farmer's Market to include more vendors, producers, entertainers and related activities (Very High 68%)
- Develop and implement a buy local campaign (Very High 63%)
- Develop a central tourism website and signage (Very High 59%)
- Coordinate local downtown business hours to accommodate late hour and weekend shopping (Very High 54%)
- Develop a food cooperative similar to the Puget Sound Co-Op market or other food co-ops (Very High 53%)
- Install tourism and Historic District signage (Medium to Very High 42%-52%)
- Support Small Business Counseling (Medium High 47%)
- Create an Enumclaw Economic Development Committee or Commission to coordinate economic activities (Medium High 45%)
- Develop and conduct a campaign to market to and recruit wineries, breweries, distilleries and restaurants to locate in Enumclaw (Medium High 43%)
- Establishment of a Main Street Program to market, promote, design and organize downtown activities (Medium High 41%)
- Marketing and promotion of tourist and recreational amenities to hotel/motel developers (Medium High 41%)
- Work with the Expo Center Advisory Committee to develop and Expo Center Master Plan including marketing, promotion, design and organization strategies for its continued operation and development (Very High 62%)
- Upgrade the Expo Center Fieldhouse and Exhibition
- Encourage employment growth that attract families and creates a strong job base Promote and expand the Expo for more interim event such as culinary slasses and exhibitions, vintage car and trailer shows and similar activities of a regional nature (Very High 69%)
- Work with the Expo Center Advisory Committee to develop and Expo Center Master Plan including marketing, promotion, design and organization strategies for its continued operation and development (Very High 62%)
- Upgrade the Expo Center Fieldhouse and Exhibition Hall to accommodate a variety of interim events including culinary classes and exhibitions, dance classes and recitals, weddings and meetings (Medium High 59%)
- Promote and re-establish the annual County Fair and Rodeo Program working with a professional fair manager or consulting services on marketing and promotional program development (Very High 58%)
- Promote and expand RV park potentials at the Expo Center for housing parties who tend Expo events as well as recreational travelers in the off-season (Very High 53%)
- Host an event planners conference at Expo Center to inform and educate event planners in the region (Very High 50%)

Community Design & Natural Environment

- Revitalize downtown with unique restaurants, shops and providing for visitors' needs
- Preserve small town atmosphere and picturesque setting
- Enhance historic and quaint Downtown
- Residential growth preserves the small town atmosphere, rural and neighborhood character

Education and Young Adults

- Create a City/Enumclaw School District (ESD) Partnership to formalize mutually agreeable joint use of facilities by both entities to allow for the greatest number of activities to benefit the community (Very High 71%)
- Expand teen outreach activities at the Teen Center including homework assistance, job placement and counseling (Very High 68%)
- Support the ESD's efforts to renovate aging

schools, create a high quality learning environment, accommodate technological advances, innovate new programs and accommodate new growth (Very High 68%)

- Support ESD's efforts to expand and enhance innovative programs such as early learning, bullying, ESL, Robotics, STEM, and the joint Green River college aerospace training facility at Enumclaw High School (Very High 50- 64%)
- Work with ESD to determine necessary facilities and approporiate school impact fees to support planned growth (Very High 51%)

Fiscal and Governance

- Develop a fiscal strategy that reflects voter-approved constraints on tax revenues yet addresses growing requirements for infrastructure maintenance and improvements (Very High 55%)

Context

Enumclaw's community characteristics and local natural environment contribute to make the town what it is. This chapter provides a brief community history (as seen through the eyes of local authors) and a description of Enumclaw's setting. It also provides demographic information, including a population forecast based on information provided by the Washington State Office of Financial Management and by King County. According to population forecasts, the community will continue to grow.

The City of Enumclaw (pop. 11,116) is situated in south-central King County at the intersections of State Highways 164, 169, and 410 at an elevation of approximately 700 feet. Its views to the east are dominated by Mt. Rainier. The City is situated between Buckley, Auburn, Mount Rainier National Park, and Crystal Mountain Ski Resort. The planning area of Enumclaw encompasses both the area within the city boundaries and the surrounding Urban Growth Area (UGA) in unincorporated King County (See Figure 2.1). The City's current footprint is approximately 5.1 square miles. The present Urban Growth Area (UGA) includes another 1.1 square miles, and consists of areas for future growth.

Enumclaw and Its History

"Enumclaw" is a Salish word meaning "strong wind" or "thundering noise", derived from the strong evening wind blowing across the plateau from the mountains. This name came from the Native American groups who frequented the area and camped to the northeast of the present city limits.

When Allen Porter arrived in 1853 and settled 320 acres three miles west of the present city, he found a settlement of about 300 Native Americans living in the area. This native group lived there for part of the year and ranged over the whole region for their livelihood. They lived on salmon and other fish, game, seasonal shellfish, kelp, bulbs, roots, and berries. They also managed the landscape by prescribed burning of the underbrush to encourage the growth of the preferred food-producing plants.

In 1879 Frank and Mary Stevenson settled a 160-acre homestead in the Southwest Quarter of Section 24, starting a process of change for the plateau. Joe and Oscar Welch, and Charles Lee homesteaded the other quarter sections of Section 24 a few years later. In 1884-85, the Stevensons created a plat for the town of Stevensonville, but ultimately named the community Enumclaw. During this platting period, land was donated to the Northern Pacific Railroad in hopes that the town would be a rail-based center for the area's abundant farmland, forests, and mines. This offer created the reality of a rail siding for switching railcars.

The town quickly grew with a two-story hotel, and a saloon and a general store following close behind. Land was donated for Calvary Presbyterian Church (and for other churches), a school, and the White River Lumber Company. The town incorporated on January 27, 1913. Since incorporation, the City

of Enumclaw continued to grow and expand as a rural center and distribution point for the resource-rich area. Brick buildings replaced the original wooden structures along Cole Street in the 1920s.

Enumclaw is the gateway to the north and west entrances to Mt. Rainier National Park, established in 1899 as the fifth National Park. Present day Chinook Pass was opened in 1929, and established Enumclaw as a tourist stop and gateway to the mountains. Downhill skiing became popular soon after the pass was opened. In 1958, Crystal Mountain ski area opened for both winter and summer activities.

The area has continued to grow as a tourist stop, equestrian center, and also as a rural residential area with easy access to city amenities. The community now offers all city services and provides retail, medical, cultural, educational, and recreational facilities. The community of Enumclaw has grown from its birth in 1879, and established its position as a vital, rooted, and unique community

Physical Setting & Environmental Characteristics

Enumclaw is situated on a relatively flat fertile plateau between the White and Green Rivers in the western shadows of Mt. Rainier. The Enumclaw Plateau is composed of agricultural and forest land draining into the Newaukum Creek, Boise Creek, and White River watersheds. The City is surrounded by farms and farmland, much of it permanently protected by King County's Farmland Preservation program.

Rivers and Mount Rainier shaped Enumclaw and the surrounding area. Historically, the area has been intermittently unstable due to glacial action, flooding, earth movements, and volcanic upheaval. Approximately 4,600 years ago a major mudslide completely altered the landscape of the river valleys, creating the present plateau. People have inhabited the plateau since about 3000 B.C., drawing on the area's abundant wildlife and vegetation as part of their itinerant lifestyles. Mt. Rainier erupted approximately four times in the last 4000 years with the most recent eruption of steam and ash occurring in the 1840s. Despite the area's geological volatility, people eventually settled and continue to inhabit it.

Climate

Enumclaw is influenced by Puget Sound's moderate maritime climate. The annual mean temperature ranges from 54.9 F to 60 F at the Weather Report Stations north, east, and south of Enumclaw. High summertime temperatures reach the mid 70s F, and low temperatures average just below freezing in January. With a location at the foot of the Cascades, the area sees more snow than the western region of Puget Sound, although the annual snow depth averages only 0 to 2 inches. This is a wet and temperate area with little in weather extremes, either high or low.

Community Characteristics

Enumclaw's population increased steadily over the past 20 years, with rising housing prices reflecting the increase in demand. While the population increased, it has not changed much in terms of race, income, employment or household composition.

Population

Enumclaw (2010 US Census population 10,669) has grown substantially since the turn of the century. The 1980s brought a 33 percent increase in population, and the 1990s brought an almost 54 percent population increase prior to the development moratoria enacted in 1998.

As a result of development moratoria in place beginning in 1998 and lifted in 2008, followed by the subsequent "great recession", the City had little new development between 2000 and 2010 and experienced negative population growth. With the lifting of the moratoria and national economic recovery, the City is beginning to experience moderate growth which is expected to continue.

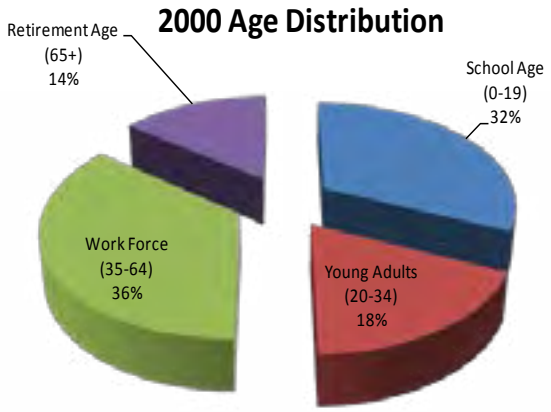
The City of Enumclaw's estimated population of 11,110 is 0.55% of King County's total 2,017,250 estimated people (April 1, 2014 estimate, Wa State Office of Financial Management). Of Enumclaw's population, 15% are 65 years or older, and 92% identified themselves as white.

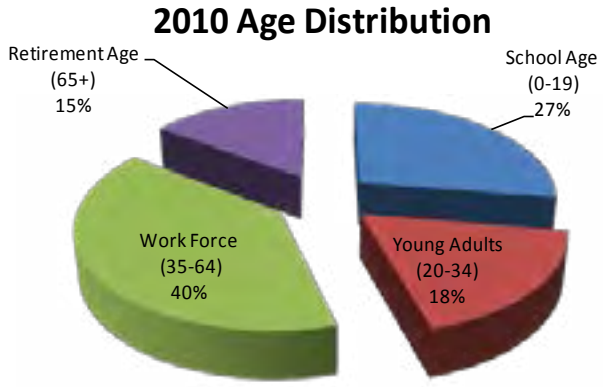
Approximately 2,704 Enumclaw residents are three years or older and enrolled in school, a reduction from the 2000 Census when there were 3,000 students enrolled. In the last decade, educational attainment in Enumclaw has increased significantly. Of this population, 20% are in college, which is which is more than double the numbers recorded in the 2000 Census. Elementary students comprise 53% and high school students comprised 21% of the enrolled population. Ninety percent of the general populace of Enumclaw graduated from High School and 22% had a bachelor's degree, a 3% increase since 2000.

Age

Similar to trends throughout the U.S., the Enumclaw populace is aging. Both the median age and the percentage of population over 65 is increasing. The median age increased from 35.1 to 38.9 over the past decade. Nearly 15% of the population is over the age of 65 as compared to 11% in King County and 12% in Washington State. A large percentage of the population reach will reach retirement age over the next 20 years.

Charts 2.1 and 2.2 show age distribution.





Household Characteristics

This section describes in brief, the housing and household characteristics in Enumclaw. Additional housing information is located in Chapter 9 (the housing element).

In 2012, the median value for housing units was $251,600 (American Community Survey, 2012 (ACS)) in Enumclaw as compared to King County whose median house value was $388,700 and Pierce County whose median house value was $251,400. In the year 2000, the median home price in Enumclaw was $160,000. Enumclaw is an affordable place to rent or own when compared to most areas in King County, and is similar to Pierce County. A family that earns the median income of $58,440 is likely to be able to purchase a home of $246,000 which is close to the median home price.

As of 2010, the community had 4,391 households that were comprised of 63% owner occupied units with an average household size of 2.39. The vacancy rate for Enumclaw in 2010 was 6.2%, but was only 2.1% for rental housing which means that rental housing is hard to find. A rental vacancy rate of 5% is considered healthy.

Employment and Income

In 2012, 55% of Enumclaw residents worked in the Enumclaw area and the remainder commuted to other area locations such as Tacoma, Bellevue and Renton.

The top occupations of Enumclaw residents are Management, Business, Science and Arts related occupations (28.2%), Sales and Office (24.6%) and Service occupations (19.3%) (US Census 2010).

The median household income in Enumclaw is $58,440 as compared to King County at $66,174 and Pierce County at $59,105 (ACS).

Unemployment or population aged 25-64 in Enumclaw was at 6.7% in 2012, similar to King County's 6.6% rate, but lower than Washington State's (7.8%). It should be noted that the unemployment rate for those with an educational attainment of a Bachelor's degree or higher was 0.9% (ACS).

The workforce used private vehicles as the primary means of commuting (77.5%), 12% carpooled, 2.6% took public transit and only 2.9% walked. Those who walked to work decreased from 3.8% to 2.9% and transit use increased from 0.9% to 2.6% from 2000-2010. Those who worked from home increased from 3.0% to 4.3% in the same time period. The rate of car commuting is somewhat expected because of Enumclaw's more rural setting and limited transit opportunities.

As of 2012, Enumclaw had 4,240 jobs. The largest sector for employment is the Services sector (39%), followed by Retail (16%) and the Financial/Insurance/Real Estate sectors (14%). Employment growth between 2000-2012 increased 8% overall. Manufacturing, Services, Construction and Government sectors all increased in this time period. On a regional level, in this same time period only experience 2% employment growth primarily in the Services, Government and Education sectors (City of Enumclaw Economic Analysis, Community Attributes, 2012 (Enumclaw EA)) Figures 2.1 & 2.2.

"A city's jobs to housing ratio illustrates whether a city is an employment center or a bedroom community. Enumclaw's 2010 jobs to housing ratio of 0.9 indicates a balanced mix of housing and employment, meaning it is neither an employment center nor a bedroom community (Enumclaw EA)."

Figure 2.3. Employment by Sector, 2000

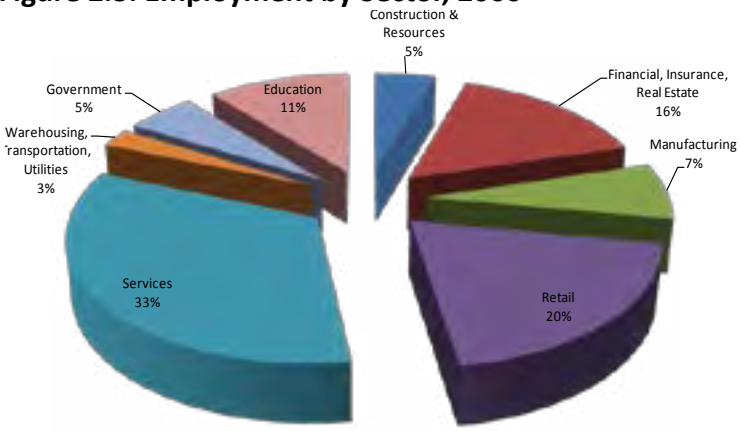
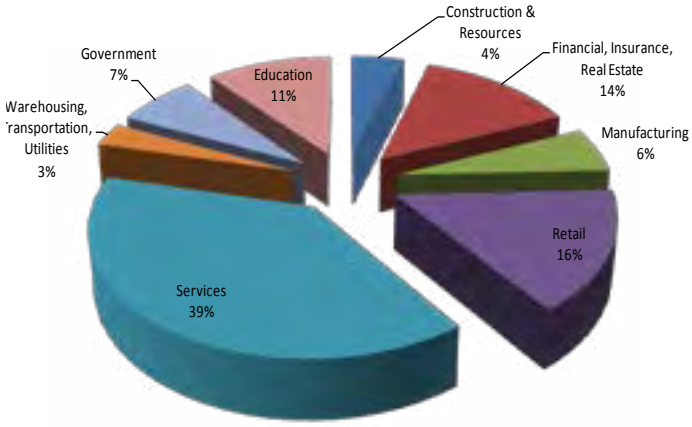


Figure 2.4. Employment by Sector, 2012



Population, Housing & Growth Targets

In 2009, King County adopted Growth targets for the

2006-2031 time horizon. Enumclaw has a housing target of 1,425 net new units and an employment target of 735 net new jobs (King County Growth Targets, 2006 - 2031). Enumclaw must plan to accommodate these units in order to be consistent with the Growth Management Act and King County Countrywide Planning Policies. Since the Comprehensive Plan time horizon extends to 2035, these targets must be extrapolated from 2031 to 2035. These targets are not a future forecast population, but a minimum that the City must plan for to meet its obligation to accommodate a share of regional growth forecast for King County by the Washington State Office of Financial Management. Table 2.1 shows the housing and employment targets for Enumclaw as adopted in the King County Countywide Planning Policies.

Population Forecast

Since the targets are a minimum, forecasts of future population growth are used to ensure that the Comprehensive Plan will adequately support the growth expected to occur in the 20 year planning horizon.

Population forecasts for future growth are typically based on past trends, such as growth rates and proportionate share of overall county growth. Past trends are used to extrapolate future population. Figure 2.5 shows past trends and forecasts future growth using a linear growth rate and a polynomial growth rate.

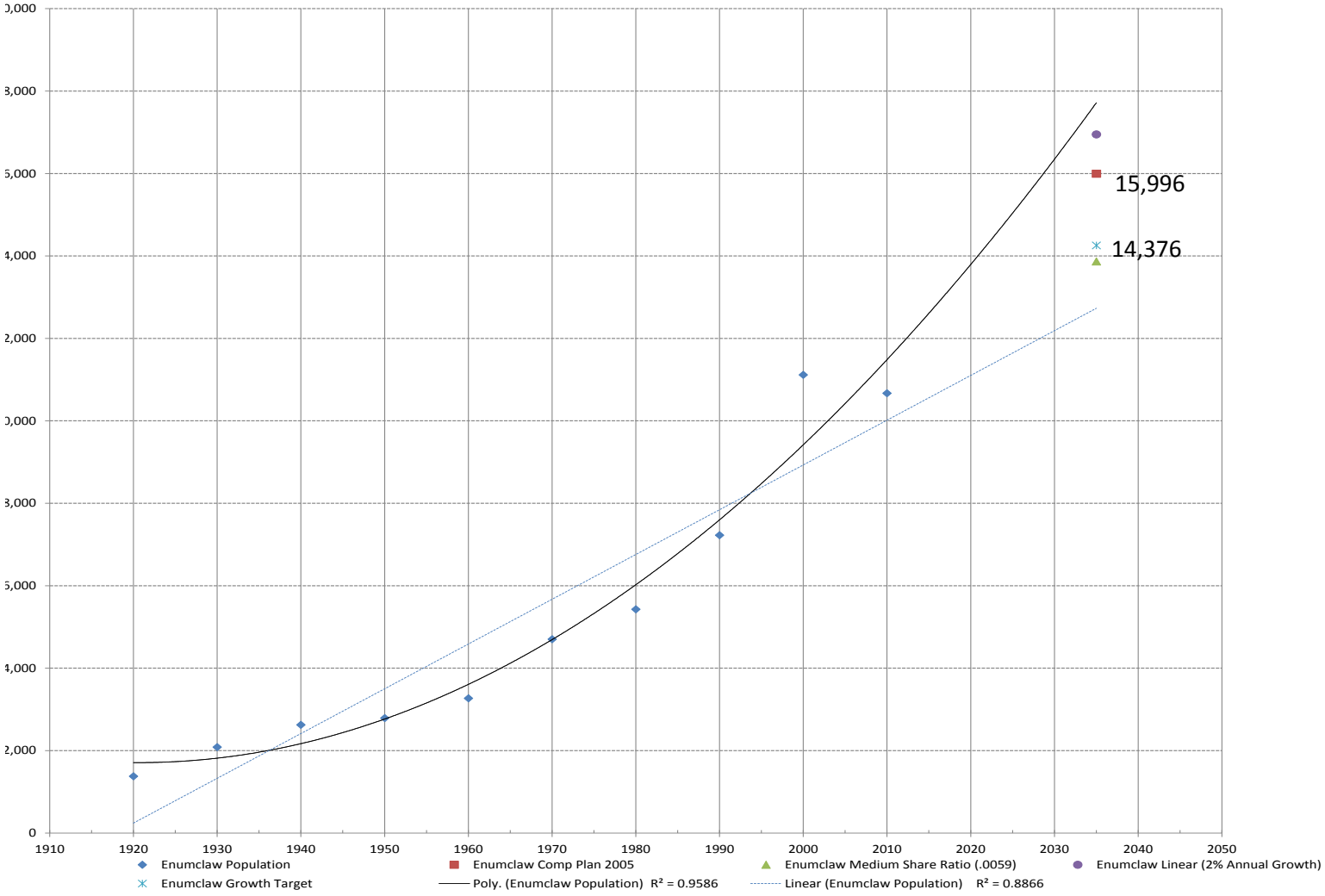
The past trends for Enumclaw showed more than twice the growth rate of Washington between 1980 through 2000. There was consistent and substantial growth in Enumclaw's population for three of the last four decades, with a 175% population increase from 1968 through 2000. Sewer and water moratoria that lasted from 1998 until 2008, followed by the "Great Recession", resulted in no growth for the last decade. The growth trend from the last decade was an anomaly resulting from outside factors and should not be used to project future growth.

While the lack of growth in the last decade created economic hardship for the City, rapid growth and potential loss of small town identity remain a key concern.

Table 2.1 King County Housing and Employment Targets for Enumclaw

Enumclaw Housing and Employment Targets			
	2006-2031	**2006-2035**	**2010-2035**
Housing Target (Additional Units)	1,425	1,653	1,551
Employment Target (Additional Jobs)	735	853	853
Additional Population to Accommodate			
Housing target @ 2.39 pph	3,406	3,951	3,707
Total Population and Employment to Accommodate			
	2010	**2035**	
Total Population to Accommodate	10,669	14,376	
Total Employment to Accommodate	4,240	5,093	

Figure 2.5 Population Trends



Introduction

This comprehensive plan is the roadmap for the community to determine how it functions and how it should (and shouldn't) change over the next twenty years. It addition to providing the guidance necessary to achieve the goals and desires that are important to the community, it also satisfies the comprehensive planning requirements of the Growth Management Act (RCW 36.70A). A comprehensive plan consists of different elements that address different aspects of the City's physical development. The Land use element determines the future location and size of areas for future land use such as housing, office, commercial, industrial and parks.

Each comprehensive plan shall include a Land Use element that designates the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. It must include population densities, building intensities, and estimates of future population growth. In addition it should address protection of the quality and quantity of groundwater used for public water supplies, drainage, flooding and stormwater run-off, and promote urban planning approaches that promote physical activity. (RCW 36.70A.070(1))

Existing Land Use Pattern

The City of Enumclaw's municipal boundaries encompass 3,308 acres (5.17 sq. mi.), and the Urban Growth Area (UGA) encompasses an additional 694 acres of potential annexation area. The two combined, comprising all land within Enumclaw's urban growth boundary, total 4,002 acres (6.25 sq. mi.). Where and how much of this land is used, and for what, creates a picture of the physical composition of the city, which, in turn, creates an initial palette for determining what the future land uses may be. Enumclaw's center of development has resulted in the community's current land uses and urban fabric. These land uses influence what can and will be done in different areas of the city.

Enumclaw's commercial centers present interesting opportunities for the community's future. The central business district and the commercial corridor along SR 410 have unique characteristics, but they share a common need to more comfortably relate to their surroundings. The central business district is the town's commercial and historic heart, providing Enumclaw's best and most immediate opportunity to produce a pedestrian-oriented, mixed-use urban place. Highway 410's commercial corridor is configured entirely to serve the driving public, offering conventional shopping centers and opportunities for even larger-scale retail development. This area's particular challenges will be how it can encourage its customers from the south to walk rather than drive and how it will be able to accommodate emerging mixed-use development projects near the central business district and to the east.

The City of Enumclaw grew up as a homestead settlement and a railroad town. The pattern of land development is consistent with this legacy, with the town's older streets aligned in a grid paralleling the old railroad tracks. As roadways and highways grew in popularity, and as Enumclaw's position as a residential suburb grew in importance, the axes of orientation shifted to parallel township and section lines, creating an interesting juxtaposition between old and new. Streets that extend from the central city bend and curve, changing course to meet the cardinally oriented collectors and arteries serving outer neighborhoods and outlying communities. This has created irregular land parcels and difficulties in wayfinding, the route taken from point A to point B.

Enumclaw's urban fabric includes smaller-scale office and retail buildings, with a single four-story building dominating the central business district's skyline. The CBD is also the center of local institutional uses, hosting the post office, city hall and several churches.

Secondary commercial developments have grown up on land accessed by the State highways that traverse Enumclaw. Larger shopping centers, car dealerships, medical clinics and office centers (more automobile-oriented than the uses downtown) create an environment of low-rise buildings, parking lots, convenience, activity and openness.

The community's residential development is consistent with this pattern. Housing in the older portion is more traditional, with narrow streets, narrow lots, detached garages, and mixed residential density with an interspersing of churches, small parks and schools. The more peripheral residential areas are less mixed (with a few exceptions), are developed on larger properties, and were generally built at a neighborhood-by-neighborhood pace. This creates a diversity of intensity where the older neighborhoods are more compact and the newer neighborhoods less dense.

Demand and Needs Assessment

Enumclaw's population is forecast to reach 15,996 residents by the year 2035. This increasing residential population translates into increased demands on land and facilities. The City encourages densifying specific areas, preserving and conserving ecologically sensitive land, and pacing expansion into the UGA to match the City's ability to provide services. The increase in population will increase demand on schools, parks, transportation facilities, utilities and open spaces. Although there will be increases in land consumed, the community expresses a desire to maintain Enumclaw's character by projecting that character onto future land development, emulating the urban pattern established within the city.

Buildable Lands

(Buildable Lands Report 2014, page 116)

The 1997 Buildable Lands Amendment to the Growth Management Act codified as RCW 36.70A.215 requires King County and its cities to measure land supply in acres and land capacity in housing units and jobs. The intent is to ensure that there is sufficient capacity – realistically measured- to accommodate forecasted growth. The law requires data on an actual achieved densities from development activity in the previous 5 years. In 2014, King County adopted an updated the 2009 Buildable Lands Report and showed that Enumclaw has sufficient capacity to accommodate forecast population and employment growth through the year 2031. Analysis of capacity through 2035 is shown in Tables 3.1. Capacity is shown in order to demonstrate that there is sufficient area zoned to meet targets established by the King County Countywide Planning Policies.

Notable exceptions that are not included in the capacity analysis:

Mixed Use Overlay (Downtown/CBD & Office). There is a substantial amount of both residential and employment capacity enabled by the Mixed Use Overlay, which allows residential above commercial and office uses through redevelopment of existing properties. This additional capacity has not been included due to the uncertainty of market conditions. Market conditions favorable to mixed-use development similar to conditions in more urban portions of King County would be necessary to make mixed-use development economically feasible in Enumclaw.

Farmland Preservation Property (Thomas Farm). Due to the restrictions placed on this property through the Farmland preservation program, it has not been included in the capacity calculations because its development potential is limited.

Table 3.1 Summary of Capacity by Zoning District

Zone	Gross Acres				Percent of Total	Additional Capacity (Dwelling Units)	Additional Capacity (Employees)
	Developed	Vacant	Redevelop-able	Total			
R-1	62	67	174	303	8%	157	
R-2	846	189	439	1474	37%	925	
R-3	56	82	2	140	3%	233	
R-4	93	31	9	133	3%	326	
PUD	17	96	0	113	3%	474	
RMHP	79	0	0	79	2%	0	
GO	21	13	14	48	1%		559
GO-H	1	0	0	1	0%		0
NB	4	0	3	7	0%		83
CB- 1	14	1	0*	15	0%		18
CB-2	10.77	0.23	0*	11	0%		20
HCB	111	58	24	193	5%		858
LI	77	51	163**	291	7.2%		1,150
Public	714	9	1	724	18%	25	84
ROW	470	-		470	12%		0
Total				4,002	100%	2,140	2,772

*** Does not include potential for mixed use redevelopment in CB- 1 & CB-2 zones**
**** Includes 156 acres within the Farmland Preservation Program**

LAND USE GOALS AND POLICIES

GROWTH ACCOMMODATION

Planning to accommodate population and employment growth is a fundamental requirement of the Growth Management Act pursuant to RCW 36.70A.115. The City's population and employment targets are set in the King County Countywide Planning Policies through a regional allocation process.

"Counties or cities that are required or choose to plan under RCW 36.70A.040 shall ensure that, taken collectively, adoption of and amendments to their comprehensive plans and/or development regulations provide sufficient capacity of land suitable for development within their jurisdictions to accommodate their allocated housing and employment growth, as adopted in the applicable countywide planning policies and consistent with the twenty-year population forecast from the office of financial management" RCW 36.70A.115

Goal LU -1 Provide orderly growth that enhances and respects the City's character, and protects and promotes the natural beauty, views and recreational resources while accommodating the population and employment growth allocated to the City by King County in the King County Countywide Planning Policies, Table DP-1, and the requirements of the Growth Management Act.

Enumclaw Housing and Employment Targets

	2006-2031	2010-2035*
Housing Target (Addn'l Units)	1,425	1,551
Employment Target (Addn'l Jobs)	735	853

*Since Table DP-1 only addresses through the year 2031, targets have been extrapolated to the year 2035. These targets have been adjusted to account for the 102 housing units constructed between 2006 and 2010.

Existing + Target Totals

	2010	2035
Total Population to Accommodate (@2.39 pph)	10,669	14,376
Total Employment to Accommodate	4,240	5,093

Policies

1.1 Development regulations should include minimum densities or maximum lot sizes to ensure that development meets minimum overall urban density and compact urban growth requirements of the Growth Management Act. As a general rule, the Growth Hearings Boards have found that a general guideline for average minimum density to be achieved on a city-wide basis in urban areas is 4 dwelling units per net acre absent justification such as environmental factors for lower densities (WWGMHB Case No. 05-2-0013).

1.2 Make efficient use of urban land and encourage a compact growth pattern by maximizing use of vacant or underutilized space within the city limits for mixed-use development, infill, duplexes, and accessory dwelling units in a manner that will not detract from neighborhood character.

1.3 Land development should be timed to coincide with the ability of the City to provide necessary services.

1.4 Project developers should be responsible for mitigating their fair share of project development impacts.

1.5 Designate sufficient land for anticipated commercial, light industrial, office, residential, mixed density residential and multi-family land uses on the City's Comprehensive Plan Land Use Map considering population allocation, employment forecasts and the local needs.

ANNEXATIONS

Goal LU – 2: Expand only into areas that will not result in development beyond the City's financial and physical capabilities to provide service and that will create manageable service areas.

Policies

2.1 Promote and encourage infill of vacant or underutilized parcels within existing urbanized areas before annexing additional areas in the urban growth area.

2.2 Seek to expand the area of annexation proposals when such an expansion would serve to make city boundaries more regular or where the area to be served is a logical extension of city service capabilities.

2.3 Require land owners annexing into the City to be subject to their proportionate share of the city's existing bonded indebtedness.

2.4 Charge owners and residents of newly annexed, fully developed territory only the same utility fees for which current residents are responsible (excluding local improvement districts that may be created).

2.5 The cost of utility upgrades and extensions shall be borne by the residents and property owners of newly annexed territory, not at the expense of existing customers. The city may use the formation of a local improvement district to pay for the cost of extending utility services.

2.6 Proposed plat developments built within the City limits shall be served by city water, sewer, rights-of-way, drainage, and other applicable development standards.

2.7 Do not expand utility service areas in a manner that would diminish the current level of service.

TRANSITION TO ADJACENT RURAL AND RESOURCE LANDS

Goal LU – 3: Preserve and enhance the rural and small town atmosphere and picturesque setting by establishing a transition area to separate the urban growth area from designated rural and resource lands

Policies

3.1 Allow large lot zoning along the north and west perimeter adjacent to the city's urban growth boundary to create a transition area between rural and urban land uses and development.

3.2 Develop zoning standards for the transition area with lower residential densities, larger setbacks and different street standards that evoke a more rural development pattern while maintaining overall urban densities within the urban growth area.

PUBLIC PARTICIPATION

Goal LU –4 Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts

Policies

4.1 Provide information to assist the public and stakeholders in understanding issues.

4.2 Seek early and continuous involvement of the public and stakeholders through email, web postings, workshops and public meetings.

4.3 Offer opportunities for the public and stakeholders to provide feedback to staff and appointed and elected officials through public meetings, workshops and comment periods.

4.4 Maintain regular communication with other communities and jurisdictions to avoid conflict and to facilitate coordinated approaches to common or overlapping interests and issues.

4.5 Promote community-wide responsibility for

governance by encouraging and supporting citizen participation on Boards and Commissions.

RESIDENTIAL LAND USE

Goal LU- 5: Provide sufficient land in appropriate residential land use designations to encourage a variety of housing choices and densities for all stages of life and income

Policies

5.1 Provide adequate land in all residential zones to ensure that there is the opportunity for the market to provide a variety of housing choices and densities.

5.2 Consider revising the cottage housing development standards to create a demonstration program for use in the in Mixed Density Residential land use designations on sites that would not negatively affect the character of existing established neighborhoods.

5.3 Encourage a variety of housing sizes, densities and types and innovation in site design using flexible development standards. Examples include Planned Unit Development (PUD), cottage developments, zero lot line developments, duplexes, triplexes and accessory dwelling units to be identified as appropriate in the City's development regulations.

5.4 Allow placement of manufactured homes in existing manufactured home parks or in residential zones that have residential design standards in place to preserve neighborhood character.

5.5 Since manufactured homes are no longer restricted to the RMHP zone, Residential Manufactured Home Park zoning should be applied only to existing parks, not vacant properties.

5.6 The Planned Unit Development designation has not resulted in enhanced development as originally anticipated and should be eliminated for undeveloped properties.

Goal LU-6: Encourage the development of upper middle income residential neighborhoods that appeal to a variety of age groups.

Policies

6.1 Define and create development standards and siting criteria for master planned senior communities for those age 55+ that may include the following:

a. Located within walking distance of commercial shopping areas, transit, public services and medical services.

b. Well designed open space and recreation areas such as clubhouses, pools, trails and landscaped areas.

c. Smaller lots and reduced rear yard setback requirements.

d. High quality construction with design features such as front porches, pitched roofs, variety of siding materials, window and door trim, masonry accents, corbels and thoughtfully landscaped yards.

e. Secure RV parking and storage.

f. A variety of housing choices such as detached units, attached units, retirement apartments and assisted living to allow for residents to "age in place".

g. Private streets and gated entrances.

6.2 Define and create development standards that allow gated communities as follows:

a. Private streets with gated entrances.

b. High quality construction and design features such as variety in siding materials, window and door trim, masonry accents, corbels and thoughtfully landscaped yards.

c. Well designed open space and recreation areas.

d. Location that does not interrupt connectivity throughout the City or disrupt the character of existing neighborhoods.

Goal LU-7 Preserve, protect and strengthen the vitality and character of existing neighborhoods

Policies

7.1 Create and adopt design standards for new single family development that will ensure that new development fits into the character of existing neighborhoods in terms of scale, density and design.

7.2 Develop incentives to promote high quality design and construction.

7.3 New multi-family, commercial and industrial zones should be located where they will not disrupt existing established neighborhoods or be incompatible with existing land uses in terms of traffic, noise, air quality or aesthetics.

7.4 Development regulations should require a transition between single family development and commercial, industrial and multi-family development.

7.5 Strengthen development regulations to ensure that buildings and properties are properly maintained and free of nuisances such as overgrown vegetation and junk storage.

7.6 R-1 zoning is appropriate in the Urban Rural Transition Overlay and in existing neighborhoods developed with single family residences at R-1 densities that are unlikely to redevelop.

Goal LU-8 Create a pattern of land use that encourages alternative methods of transportation such as transit, walking and bicycling for daily activities and reduces reliance on automobiles

Policies

8.1 Encourage housing as part of mixed use development with retail, employment and housing in existing commercial and office areas with incentives such as additional height.

8.2 Higher density housing should be located within walking distance (1/4 mile) of existing and planned shopping areas, jobs and transit.

8.3 Residential neighborhoods should be served by neighborhood shops and parks that are within walking distance.

8.4 Encourage live-work units in multi-family residential areas. Appropriate size and type of businesses compatible with residential areas shall be identified in the City's development regulations.

DOWNTOWN CENTRAL BUSINESS DISTRICT

The Central Business District ("Downtown") is the area designated Commercial with a Mixed Use Overlay on the Comprehensive Plan Map. This area is zoned Central Business 1 or Central Business 2 and is within the CBD and Mixed Use Overlays. This area is designated as a "Center" per King County Planning Policy DP-38, intended to accommodate a mix of housing, employment and retail shopping uses at densities that will support transit and to make efficient use of urban land. In addition to supporting transit and reducing the reliance on automobiles, additional housing and employment will help to revitalize Downtown by providing a larger customer base to support retail and restaurants.

Goal LU – 9: Revitalize Downtown with a mix of uses including housing, employment, public amenities, community activities, shops and restaurants that attract residents and tourists and support Downtown businesses

Policies

9.1 Promote a mix of housing, employment and retail uses Downtown using the CBD and Mixed Use Overlays.

9.2 Develop incentives to promote the development of housing within mixed use developments in and around the Downtown core to provide a larger customer base to support additional

activities, retail and restaurant uses Downtown.

9.3 Development regulations should ensure a balanced mix of downtown businesses that provide support services necessary for current and future demands.

9.4 Promote a walkable tourist friendly environment in the Downtown by including but not limited to retail and restaurants uses at the street level of buildings and employment and housing to locate on upper stories.

9.5 Maintain the walkable scale and orientation of Downtown through the Design Review regulations and Design Review process and by encouraging buildings to be built to the street line.

9.6 Redevelop underutilized City-owned downtown properties with mixed use may including housing, employment, retail, educational and public amenities such as a downtown park and event space to create a synergy of activity and fill the gaps created by empty blocks.

9.7 Develop educational materials and incentives to assist property owners with conversion of historic buildings to new fiscally sustainable uses that maintain the historic character of Downtown.

9.8 Maintain the historic scale and architectural character of Downtown through the Design Review process and Design standards identified in the City's zoning ordinance.

Goal LU – 10: Locate employment centers within the Central Business District to minimize negative environmental impacts and maximize sustainable development

Policies

10.1 Encourage downtown expansion to take place adjacent to the existing downtown, in the triangle formed by Cole Street, State Route 410, and Griffin Street.

10.2 Direct new retail and service commercial and office development to the downtown area.

10.3 Provide development incentives such as increases in height or floor area ratio to encourage mixed-use development that balances residential, public, entertainment and business uses in the Downtown/CBD.

COMMERCIAL/MIXED USE OVERLAY

Roosevelt Avenue corridor is designated "Commercial" and located generally on either side of Roosevelt Avenue (State Route 410) generally between the Cole Street intersection and the Farman Street intersection. The north side of the corridor generally between the Griffin Avenue intersection and Commerce Street is within the King County Farmland Preservation Program and designated "Agricultural Processing and Incubation", commonly referred to as the "Thomas Farm".

Griffin Avenue between Railroad Avenue and Roosevelt is designated "Commercial" and portions have a 'Mixed Use Overlay'. This area is primarily zoned Highway and Community Business and functions as a transition area from the pedestrian oriented Downtown/CBD and the more automobile oriented commercial development in the Roosevelt Avenue Corridor. This area is intended to be an extension of the CBD/Downtown in the future.

Several commercial areas are designated to provide convenience goods within walking distance of neighborhoods, these include the intersections of Porter and McHugh, Roosevelt Avenue and 244th, and a convenience store on Griffin Avenue.

Goal LU -11: Encourage a mix of commercial land uses to provide goods and services to meet the needs of residents, businesses and visitors while providing an attractive commercial setting.

11.1 Commercial uses should be located in areas with existing commercial zoning.

11.2 Provide a variety of land uses for the commercial land use designations including retail, office, social recreation, local services and mixed uses as appropriate within commercial designations.

11.3 Design review and development standards shall include provisions for height, setbacks, landscaping, signage, building and parking design to ensure an attractive commercial setting.

11.4 Live/work units shall be encouraged in commercial designations to facilitate the potential for viable mixed use projects.

11.5 Promote the development of clustered commercial facilities with shared access that will accommodate high traffic-generating uses and restrict sprawl along highways.

11.6 Commercial zoning at the intersection of Farman and Roosevelt Avenue East (SR 410) is important to provide goods and services in close proximity to residential neighborhoods on the east side of the City, to enhance walking and bicycling options and reduce vehicular trips.

11.7 Design review and development standards shall include provisions to ensure that development along Griffin Avenue is compatible in terms of scale and design with the character and design of Downtown.

11.8 New commercial areas should be designated to serve the neighborhoods that are not within walking distance of existing convenience commercial, to enhance walking and bicycling options and to reduce vehicular trips:

a. A neighborhood commercial area should be designated to provide services to neighborhoods in the vicinity of the intersection of 244th and Roosevelt.

b. A commercial area (HCB zone) should be designated to recognize the existing Yella Beak Tavern, Feed Store and the corners of the intersection of 236th and SR 164 to serve neighborhoods in the Big West Planning Area and nearby unincorporated areas.

c. A neighborhood commercial area should be designated at the intersection of 244th and State Route 410 to provide convenience services to neighborhoods in the vicinity.

d. Additional neighborhood commercial should be designated at the intersection of McHugh and Porter.

11.9 Provide for a new Mixed Use Overlay designation on both sides of SR 164 west of 236th Ave SE that expands Home Occupations to allow:

a. A greater range of uses, including restaurants and bakeries, to be conducted as Home Occupations, and

b. Up to four non-resident employees, and

c. Encourage new access to SR 164 to be limited to shared interior streets where possible.

GENERAL OFFICE/MIXED USE OVERLAY

The Griffin Avenue corridor adjacent to and on both sides of Griffin Avenue between the intersection of 244th Avenue SE and Porter Avenue (State Route 164) is designated Office. This area characterized by residences that have converted to office uses and is adjacent to some of Enumclaw's oldest and well –established neighborhoods. The purpose behind the office designation is to allow non-residential uses along a busy state route that will not generate excess traffic congestion. Typically professional office uses generate less traffic than commercial land uses. Commercial along Griffin between 244th and Porter (State Route 164) is limited because it generates traffic at a higher rate and would be more disruptive to both traffic patterns in general and to adjacent established neighborhoods.

Newly annexed areas and potential annexation areas near the intersection of Griffin and 244th Avenue are

a logical extension of the Office/Mixed Use Overlay designation.

Goal LU-12: Encourage general office and mixed use residential uses along the Griffin Avenue Corridor that will provide for housing, employment and service uses that will respect the character of the established neighborhoods and will not result in traffic congestion on Griffin Avenue.

Policies

12.1 Design review and development standards shall include provisions for height, setbacks, landscaping, signage, building and parking design to ensure an attractive setting compatible with adjacent established neighborhoods.

12.2 Provide for a variety of professional employment uses such as professional office, research and medical that will not result in traffic congestion. Accessory uses should be limited to retail, food services or convenience goods intended to serve workers or surrounding neighborhoods.

12.3 Live/work and mixed used projects shall be encouraged in the Office designation to facilitate the potential for alternative transportation methods and compact urban development.

12.4 Office and mixed uses should generally be located on parcels that are adjacent to Griffin Avenue, at the intersection of 440th east of 244th.

12.5 The intersection of 244th and SR 164th is currently developed with a Veterinary Office which should be maintained and be allowed to continue as a legal use. The smaller undeveloped lots at the corners of the intersection are a logical extension of the General Office/Mixed Use Overlay. The General Office/Mixed Use Overlay along Griffin should be extended west to include the northeast, southeast, and southwest corners of the intersection.

INDUSTRIAL AREAS

The light industrial designation is located generally on Garrett Street north of Stevenson, on Cole Street north of Battersby, on Battersby Avenue east of Cole Street, and between Commerce Street and Farman Street North. These areas are characterized by existing industrial and employment uses, have access to transportation routes and do not impact established residential neighborhoods.

Goal LU – 13: To promote growth of the area's existing industries and growth of new industrial uses in innovative new niches that provide family wage jobs, maintain the jobs-housing balance and enhance the surrounding natural environment.

Policies

13.1 Encourage industrial development to locate in areas currently zoned light industrial and to areas with good highway access.

13.2 Industrial areas should provide mitigation for aesthetic, traffic, noise and air quality impacts on surrounding non-industrial areas. Mitigation may range from operational requirements, site layout, architectural design and/or landscape buffers, depending on the nature of the impact.

13.3 Regularly update light industrial zoning to reflect clean industries, new and emerging technology and community needs.

13.4 Development regulations should require landscaping along highway frontage and public rights-of-ways and screening of outdoor storage lots

13.5 Provide adequate industrial zoning of large parcels with adequate access to ensure balance between employment and housing, striving to maintain a jobs-to-housing ratio of 0.90.

AIRPORT OVERLAY

The Enumclaw Airport is an important community resource and potential driver for economic development.

Goal LU- 14: Maintain the viability of the Enumclaw Airport by reducing conflicts with incompatible land uses, and allowing for appropriate airport related development such as parking areas, terminal, hangers and accessory uses

14.1 Limit residential densities to R1 or R2 within ¼ mile of the airport to minimize conflicts between residential uses and airport operations (noise, safety).
14.2 Notice regarding airport noise and operations should be placed on the title of new residential development within the airport overlay.
14.3 Limit places of assembly such as churches, schools; or those with vulnerable communities, such as day care and adult family homes; within ¼ mile of the airport.

a. Develop a specific airport zone addressing parking areas, terminal hangers and other accessory uses.

b. Consider development standards allowing residential airpark development with taxi ways to individual residences.

LAND USE DESIGNATIONS AND FUTURE LAND USE MAP

Single-Family Residential (SFR) – The SFR land use designation is intended to provide for the development of housing at approximately 4 dwelling units per gross acre. This density range anticipates development of homes on individual lots or the development of duplexes or detached second units in specific areas. This designation is applied to areas developed into single-family neighborhoods and to areas expected to develop in lower-density residential patterns.

Mixed Density Residential (MDR) – This designation provides for housing with a target density of 4 to 7 units per gross acre by accommodating duplex homes, small lot single-family units, cottage developments, senior communities and detached second units. This designation applies to areas already developed with duplex housing, existing residential manufactured home parks and areas specified for medium density residential patterns.

Multi-Family Residential (MFR) – This land use designation accommodates a variety of higher density housing choices with a target density of 4 to 15 units per gross acre. Housing types allowed include— apartments, attached housing such as townhouses, condominiums, small lot residential zero lot line developments, senior communities, and cottage developments. This designation includes areas already developed as apartments or other attached housing and areas expected to have multi-family development.

Planned Unit Development (PUD) – This designation allows for master planning of larger projects (single or multiple parcels totaling more than 10 acres)

under a single development proposal with a target density of 4 to 7 dwelling units per gross acre. The PUD may include higher density housing choices such as mixed use, townhomes, cottages and duplexes, and/or senior communities combined with lower density single family homes provided that the overall density throughout the PUD does not exceed the target density for the designation. This is intended to allow for the creation of closely-knitted neighborhoods featuring a variety of housing styles and walkable links to service commercial and institutional land uses, and parks and open space areas that preserve views, create transitions between parcels, preserve critical areas or provide recreational opportunities. The PUD designation is implemented by the PUD zone or alternatively can be implemented by a combination of the Highway and Community Business (HCB), Neighborhood Business (NB), Residential R-4, R-3 and R-2 zones that achieve the goal of a walkable mixed use neighborhood consisting of residential, commercial, office and open space uses.

Commercial (C) – The Commercial land use designation applies to all land suitable for commercial development, including the central business district and those areas along the State Highways capable of supporting retail, services or office projects. Uses in this designation include the community retail, service, or office uses found in rural centers.

Office (O) – The Office designation indicates land that is suitable for the development of professional offices and small-scale commercial businesses designed to serve those businesses and nearby neighborhoods.

Light Industrial (LI) – The industrial designation is intended to provide for the creation of local jobs in a manner consistent with the character of the community. The types of uses permitted in this district would be light industrial in nature, providing employment in a non-polluting manner and minimizing traffic, noise, air quality and light impacts on nearby properties and the local circulation system. Areas within the designation are within the King County Farmland Preservation Program and will be eligible for inclusion in a new Agricultural Production and Incubation zone. The intent of the AGP zone will be to promote job creation and agri-tourism that preserves and highlights the City's agricultural heritage.

Public/Institutional
Public and institutional uses, including hospitals, schools, fire stations, city buildings and facilities, parks, and other properties owned by governmental agencies and used to support a public service or essential public facility.

Central Business District Overlay (CBD) – This overlay district draws special attention to projects proposed within the community's central business district. A zoning overlay applied to this area calls for buildings to be constructed at the street line, reducing parking standards, allowing the mixing of residential and commercial uses, applying special design requirements for facades, encouraging two to four story construction and providing sign standards crafted to enhance the CBD's intimate scale.

Mixed-Use Overlay (MU) – The Mixed-Use overlay applies to land most suitable for development as a combination of commercial and residential uses. Such combinations can be found in or near the central business district and along the Griffin corridor. Mixed-use development may also occur in planned communities when a developer chooses to emphasize development as a neighborhood center. Allowable uses in this designation include

neighborhood commercial, service commercial and multi-family residential, catering to compatible vertical (where an apartment is located above a retail use) or horizontal (where housing occupies a portion of a parcel that also hosts a non-residential use) mixing.

Airport Overlay (A) - This overlay district identifies areas within 1/4 mile of the airport where conflict might arise with the airport. This overlay designates the area subject to Policy LU-15. This district identifies areas where conflict might arise with the airport.

Urban/Rural Transition Area Overlay - This overlay district identifies areas subject to Policy LU - 3 which are intended to have lower densities that create a transition from urban densities to rural densities along the urban growth boundary.

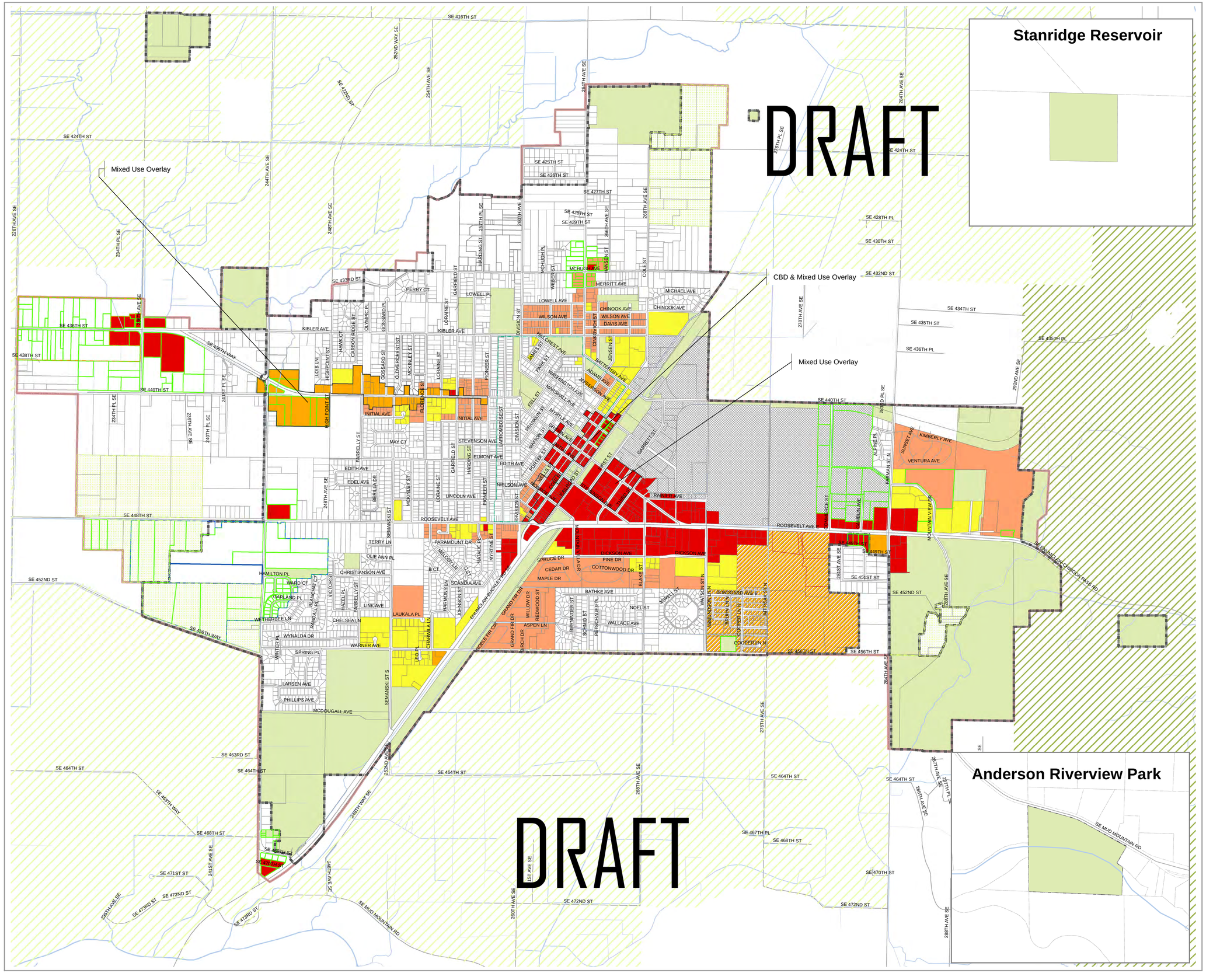
Table 3.2 quantifies the areas within each land use designation. Table 3.3 identifies the zoning districts, which implement the land use designations from the Comprehensive Plan.

Table 3.2 Land Use Designations and Implementing Zones

Land Use Designations	**Zoning Districts**
Single-Family Residential (SFR)	R-1 Low Density Single-Family Residential District R-2 Moderate Density Single-Family Residential District
Mixed Density Residential (MDR)	R-3 Mixed Residential District RMHP Residential Manufactured Home Park District
Multi-Family Residential (MFR)	R-4 Multifamily Residential District
Planned Unit Development (PUD)	PUD Planned Unit Development R-2 Moderate Density Single-Family Residential District R-3 Mixed Residential District R-4 Multi-Family Residential District NB Neighborhood Business District HCB Highway and Community Business District
Commercial (C)	NB Neighborhood Business District HCB Highway and Community Business District CB-1 Central Business District CB-2 Central Business District
Office (O)	GO General Office District GO-H General Office-Hospital District
Public/Institutional (PI)	P Public Use District H Hospital District
Light Industrial (LI)	LI Light Industrial District AGP Agricultural Production and Incubation

Table 3.2 Residential and Employment Capacity by Land Use Designation

Land Use Designation	Gross Acres			Percent of Total	Additional Capacity (Dwelling Units)	Additional Capacity (Employees)
	Developed	Vacant or Redevelopable	Total			
SFR	914	869	1783	45%	1082	
MDR	135	84	219	5%	233	
MFR	90	40	130	3%	326	
PUD	17	96	113	3%	474	
OFFICE	21	27	48	1%		559
COM	138	86	224	6%		83
LI	77	214	291	7%		1,150
PUBLIC	712	10	722	18%	25	84
ROW	472	-	472	12%		0
Total			4,002	100%	2,140	2,772



CITY OF Enumclaw

DEPARTMENT OF PLANNING

1309 MYRTLE AVE, ENUMCLAW, WA. 98022
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ENUMCLAW FUTURE LAND USE MAP

- Airport
- Mixed Use Overlay
- Old Town Overlay
- Airport Overlay
- Home Occupation Overlay
- Urban Rural Transition Overlay
- Zoning/FLU Map Amendment
- Parcels
- City Limits
- Urban Growth Boundary
- King County Ag Resource Land
- King County Forest Resource land
- Stream or Ditch
- Streets
- Commercial
- Light Industrial
- Mixed Density Residential
- Multi-Family Residential
- Office
- Public/Institutional
- Planned Unit Development
- Single Family Residential

N W E S

0 0.125 0.25 0.5 Miles

The City of Enumclaw makes every effort to provide correct information, but makes no representation as to the completeness or accuracy of this map.

CITY COUNCIL DRAFT
NOT ADOPTED
JUNE 28, 2016

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. Reduce parking requirements where it leads to better community aesthetics or improved pathways for pedestrian or bicycle traffic.

d. 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.

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Chapter 5 - Transportation Element

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INTRODUCTION

The Transportation Element helps to define a system of highways, roads, and paths that will provide access to the community compatible with its overall needs and priorities. The Transportation Element must reconcile the potential conflicting demands of freight mobility, pedestrian access, tourist traffic, local traffic, highway improvements and trail improvements. Many transportation systems emphasize automotive travel, and Enumclaw, with three state highways traversing the community, is no exception. The Transportation Element, however, strives to emphasize the importance of pedestrians and bicycles, creating a network of transportation-related improvements and policies to ensure that highway traffic can coexist with the community's need for a safe and comfortable pedestrian environment.

The Transportation Element also addresses issues and ideas related to circulation and the interaction between transportation and land use. The availability of transportation facilities and resources is a major factor in determining land use development patterns. Similarly, the use of land influences the need and location for new or expanded transportation facilities, as well as ongoing repair and maintenance of existing facilities. A conscious effort is made to ensure a coordinated planning effort between land use (Chapter 4) and transportation (Chapter 5) to ensure an effective and efficient integrated urban system.

The Growth Management Act (GMA) requires that transportation facilities be in place (or funded) by the time new development requires them. This is considered a concurrency requirement, which reinforces the interdependence of land use and transportation facilities. The GMA also authorizes local agencies to charge transportation impact fees to help fund new facilities needed to support growth.

GOALS AND POLICIES

The goals and policies below were developed to clearly articulate the long-term vision of the City's transportation system for the future. These goals and policies were developed to align and support goals and policies from other parts of the City's Comprehensive Plan. Goals are high-level statements that articulate key parts of the City's overall vision while policies identify the general actions that help implement the goals.

MULTIMODAL SYSTEM

Goal T-1: Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.

Policies

1.1. Make transportation system decisions and investments in a manner consistent with local and regional plans.

1.2. Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, operations, and maintenance of the City's transportation system.

1.3. Update the roadway design standards to provide consistency for the development community, increase roadway safety, and align roadway designs with street character and traffic volumes.

1.4. Apply the street functional classification system and roadway design standards in the construction of new or upgraded transportation infrastructure.

1.5. Coordinate with federal, state, regional and local agencies to improve state highways
SR 169, SR 164, and SR 410 to urban standards in accordance with adopted plans.

1.6. Promote and improve motorized and

non-motorized connections throughout the community.

1.7. Maintain and enhance the City's street grid to promote improved access and circulation.

1.8. Minimize cul-de-sacs and other forms of dead-end streets except where appropriate to mitigate community concerns and/or needs.

1.9. Require adequate right of way dedication and associated improvements as part of new development.

1.10. Provide development incentives for the installation of elements that encourage transit, pedestrian, and bicycle usage.

1.11. Consider the use of traffic calming measures to discourage diversion of traffic from the state highways and other major arterials onto local neighborhood streets.

1.12. Involve the public in transportation related decisions.

1.13. Encourage planning and development of park and ride lots.

SYSTEM PRESERVATION

Goal T-2: Preserve, maintain, and operate the existing transportation system in a safe, functional and satisfactory condition.

Policies

2.1. Protect the investment in the existing and future street system and associated facilities (e.g., sidewalks, transit stops, landscaping) through an ongoing street maintenance and preservation program.

2.2. Improve the efficiency of traffic flow in the arterial network by monitoring traffic, upgrading traffic control devices, and using traffic management techniques.

2.3. Design, operate, and regulate access to all streets and state routes to improve safety and effectiveness of the system.

2.4. Implement cost-effective transportation designs and improvements that use existing facilities to the greatest extent possible.

2.5. Coordinate with federal, state, regional, and other local agencies to protect the operation of the transportation system in time of emergency, disaster, or security events.

NON-MOTORIZED TRANSPORTATION

Goal T-3: Provide a safe and well connected system of pedestrian and bicycle facilities.

Policies

3.1. Accommodate the needs of bicyclists and pedestrians in the design and construction of all future transportation improvements.

3.2. Develop a safe and convenient environment for walking and bicycling.

3.3. Prepare a map illustrating desired safe walking routes to assist in prioritizing on- and off-street improvements to the pedestrian system.

3.4. Develop a combined comprehensive trails and bicycle master plan.

3.5. Identify specific transportation system improvements to facilitate pedestrian, and bicycle use and movement in school, park, civic, and commercial areas.

3.6. Ensure that signs, pavement markings, pedestrian crossings, and curb ramps are established and maintained to provide a high degree of safety and accessibility for pedestrians and bicyclists.

3.7. Support the use of utility and transportation corridors, or other public rights-of-way, both inside and outside the City for non-motorized purposes.

3.8. Coordinate with the Enumclaw School District to evaluate needs for bus stops and school walking

routes and respond with appropriate actions.

3.9. Support and enforce laws that are designed to provide safety for pedestrians, bicyclists and people with mobility disabilities.

3.10. Continue to actively pursue construction of the Foothills Trail crossing of the White River.

SUSTAINABILITY AND DESIGN

Goal T-4: Develop transportation solutions that align with local land uses, enhance the environment, provide options for people with special needs, and support transportation options.

Policies

4.1. Design transportation facilities to fit within the context of the built or natural environments in which they are located, with special emphasis on preserving neighborhood character.

4.2. Create comprehensive roadway design standards used in the construction or reconstruction of the City's transportation infrastructure.

4.3. Encourage effective public transportation links with regional public transportation providers to serve commuters into metropolitan centers in King and Pierce counties.

4.4. Consider measures that encourage and support the use of transit, ridesharing, and non-motorized travel.

4.5. Minimize the negative impacts of transportation improvement projects on low-income, minority, and special needs populations.

4.6. Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

4.7. Encourage transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options.

4.8. Consider the negative effects of transportation infrastructure and operations on the climate and natural environment consistent with the City's most recent adopted greenhouse gas policy.

4.9. Support the development and implementation of a transportation system that is energy efficient and improves system performance.

4.10. Encourage the use of shared parking lots that serve groups of businesses or minimize the number of access points to arterials and collectors.

4.11. Develop standards for private streets in subdivisions that will allow gated communities in areas that are not necessary for the future connectivity and continuation of the City's street grid.

4.12. Develop Railroad Street as a pedestrian promenade between SR 410/Roosevelt Avenue and Washington Avenue to support Downtown events and pedestrian connectivity between the Foothills Trail and Downtown.

4.13. Continue to lobby the Washington State Legislature to keep Cayuse and Chinook Passes open in winter.

FINANCING

Goal T-5: Invest in transportation systems to meet current and future capital, maintenance, and operational needs.

Policies

5.1. Annually maintain the Transportation Improvement Program (TIP) to balance the estimated expenditures with available revenues.

5.2. Balance financing of transportation improvements between existing and future users based on the principle of proportional benefit.

5.3. Actively pursue grants individually or with other agencies to help fund transportation projects

to support the maintenance, operations, and upgrading of the transportation system.

5.4. Regularly review and update the Transportation Impact Fee (TIF) schedule and monitor the program to illustrate how it is being used to support growth.

5.5. Establish LOS D or better for all signalized and ~~roundabout~~ controlled intersections during the weekday peak hour.

5.6. Establish LOS E or better for all other intersections and apply the standard to each approach or separate traffic movement.

5.7. Consider establishing multimodal level of service (LOS) standards and a supporting concurrency program to align with the multi-county planning policies which require LOS standards based upon the movement of people and goods.

5.8. Monitor the operation of the transportation system to determine whether the level of service standards and concurrency requirements are being met. If concurrency cannot be demonstrated, the City shall reassess the Land Use and Transportation Elements and make modifications as necessary.

5.9. The following Transportation facilities should have the highest funding priority:

a. Facilities necessary to keep Levels of Service from falling below established minimum standards;

b. Facilities necessary to serve areas experiencing significant development activity;

c. Improvements that complete gaps, increase safety and mobility and are unlikely to occur as a result of new development; and

d. Pedestrian improvements indicated on the safe walking route/ priority pedestrian route map.

5.10 Actively lobby the Washington State Department of Transportation (WSDOT) and legislature to uphold its responsibility to make improvements and provide funding to Enumclaw for transportation improvements on SR 169, SR 164 and SR 410 to stimulate economic development, improve safety and enhance the quality of life in the community.

5.11 Discourage the use of Roundabouts on state highways and major arterials within the City Limits.

EXISTING TRANSPORTATION SYSTEM INVENTORY

The City's transportation system consists of various facilities including streets and highways, pedestrian and bicycle facilities, and transit service. The existing transportation system was inventoried in conjunction with the update to the Transportation Element.

3.1 STREET AND HIGHWAY SYSTEM

The street system within the older section of Enumclaw aligns in a grid paralleling the old railroad line that once ran through the City. Streets extending from the downtown core change orientation to parallel existing township and section lines. As a result, the downtown street grid is skewed from the rest of the roadways within the City and UGA. The downtown street grid is spaced at about 250 feet between roadways. Newer areas of the City were developed with cul-de-sacs and a strict hierarchy of streets. Several intersections within the City are signalized and all are located along state highways 164, 169, and 410.

The Enumclaw street system has four functional classes of streets: Major Arterials, Minor Arterials, Collector Streets, and Local Streets. The functional classification of a street designates the planning, design, funding, maintenance, and operation for that roadway.

3.1.1 Major Arterials

Major arterials are roadways that connect major community centers and facilities, and are often constructed with limited direct access to abutting land uses. Major arterials carry the highest traffic volumes and provide the greatest mobility in the roadway network by limiting access, providing traffic control devices, and posting higher speed limits. Transit routes are generally located on major arterials, as are transfer centers and park-and-ride lots. Major arterials may service any level of traffic volume, up to full utilization of the road capacity. Within the City of Enumclaw many major arterials are also state highways.

SR 164, SR 169 and SR 410 connect the City to the regional freeway network and adjacent cities like Black Diamond, Auburn and Buckley. These routes are owned and maintained by the Washington State Department of Transportation (WSDOT) but operations are coordinated with the City. Both SR 164 and SR 169 have been identified by WSDOT as Highways of Statewide Significance (HSS). SR 410 is an NHS route and the Puget Sound Regional Council (PSRC) has identified SR 410 as a Highway of Regional Significance.

State Highways

SR 410 is a major arterial running east-west through the southern portion of the City. In the summer months SR 410 is a route to Yakima and eastern Washington via Cayuse and Chinook passes, and a recreational access to Mt. Rainier National Park. In the winter months Cayuse and Chinook Passes are closed to through traffic and SR 410 primarily serves as a recreational access to Crystal Mountain ski resort and Sno-Park trailheads. It connects the cities of Buckley, Bonney Lake, Sumner, and Puyallup, and serves commuter traffic to employment centers in Tacoma. There are traffic signals at the intersections with Warner Avenue, Garrett Street, Griffin Avenue (SR 164), Watson Street N, and Farman Street N. The speed limit is 40 mph from Buckley Bridge over the White River to the east City limits and is two to four lanes wide with left-turn pockets at major intersections. The Enumclaw SR 410 Corridor Study (completed in 2010) has taken a comprehensive evaluation of the highway corridor through the City.

SR 164 is a major arterial running east-west from SR 18 in Auburn to SR 410 in Enumclaw. Through the study area, it is SE 436th Street/SE 436th Way within King County and Griffin Avenue within the City limits. SR 164 serves commuter traffic to employment centers in the Auburn area. The roadway also serves event traffic to the White River Amphitheatre on the Muckleshoot Indian Reservation and to the Muckleshoot Casino. SR 164 is a two lane roadway with traffic signals at the intersections with 244th Avenue SE, Porter Street (SR 169), Cole Street, Garrett Street, and SR 410.

SR 169, also known as Porter Street within City limits and 264th Avenue SE adjacent to the city limits, is a major arterial running north-south from SR 164 to the communities of Black Diamond, Maple Valley, and Renton. It serves commuter traffic to Renton and employment centers along the I-405 corridor. It is a two-lane arterial with a traffic signal where it intersects with SR 164.

Other Major Arterials

244th Avenue SE is a major arterial running north-south along the west side of the City. It serves as a connection to State Highways SR 164 and SR 410 and serves as a de-facto bypass along the west side of the City. The road is generally two lanes wide with a center turn lane provided at key intersections. All

roadways intersecting with the 244th Avenue SE are two-way stop controlled.

3.1.2 Minor Arterials

Minor arterials (sometimes also referred to as secondary arterials) are roadways that connect with and augment major arterials. Minor arterials provide densely populated areas easy access to major arterials and provide a greater level of access to abutting properties. Minor arterials connect with other arterial and collector streets extending into the urban area, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. Minor arterials may serve as boundaries to neighborhoods and collect traffic from collector streets. Minor arterials also carry transit traffic. Minor arterials may serve any level of traffic volume, but should not be over utilized.

Minor arterial streets in the study area include Farman Street , Semanski Street (SR 410 to Griffin Avenue), Roosevelt Avenue (244th Avenue SE to Cole Street), Warner Avenue (244th Avenue SE to Blake Street), Garrett Street, and segments of Battersby Avenue, Porter Street and Stevenson Avenue downtown.

The typical minor arterial has two lanes varying in width from 10 to 11 feet per lane. Traffic is predominantly controlled with stop signs along abutting streets. On-street parking is allowed along many sections of minor arterials within the city limits. The speed limits within the city limits may range between 25 to 35 mph.

Cole Street is a key downtown street serving as the city's main street. The street has been improved for pedestrians with a "curbless" design between Stevenson Avenue and Marshall Avenue which can be closed for festivals and other community events. The street has a 24-foot wide, two-lane roadway with parallel parking along a majority of the street's length. This street is more urban in nature, with slower vehicle travel, pedestrians, and parallel street parking.

3.1.3 Collector Streets

Collectors are roadways that provide easy movement within neighborhoods, and they connect two or more neighborhoods or commercial areas while also providing a high degree of property access within a localized area. These roadways "collect" traffic from local neighborhoods and distribute it to higher classification roadways. Additionally, collectors provide direct services to residential areas, local parks, churches and areas with similar land uses. Collectors provide the link between local access streets and larger arterials.

Collector streets within the study area include Harding Street, McHugh Avenue/SE 432nd Street, Cole Street/268th Avenue SE (North of McHugh), Kibler Avenue, Battersby Avenue/SE 440th Street, Blake Street, Watson Street N, Warner/SE 456th Street, Garrett Street, Washington Street, and Division Street. An additional designated collector street will be Dickson Avenue after it is connected to SR 410 between Watson Street N and Roosevelt Avenue. Most of the collector streets are two-lane undivided streets with stop control along abutting streets. Existing Pavement widths varies from 10 to 13 feet per lane. Parking is allowed along most sections of collector streets.

3.1.4 Local Streets

The remaining streets are local access streets. They provide access between residential or business areas and the arterials. They generally have two travel lanes and 25 mph speed limits. Street widths vary from 18 feet in more rural areas to 32 feet in built-up sections

of the City. Curb and gutter sections exist in the City and are bordered by planting strips and sidewalks. Where a local access street joins an arterial, there is usually stop-sign control. Traffic control signs are generally not needed on low-volume intersections of local streets.

3.2 TRAFFIC VOLUMES

Average daily traffic volumes on SR 410 range from 8,300 vehicles per day (vpd) near the east city limits to approximately 14,000 vpd near the south city limits. Traffic volumes vary during the day, with peaks occurring in the AM period (generally between 7 and 8 a.m.) and the PM period (generally between 4 and 6 p.m.). The PM peak is generally assumed to be about 10 percent of the average daily traffic (ADT).

Table 1 - Historical PM Peak Traffic Volume Comparison

Roadway	Location	2003	2014	Change
SR 164	W of 244th Ave SE	975	1,005	3%
	E of 244th Ave SE	790	910	15%
	W of SR 169	995	890	-11%
	E of SR 169	965	825	-15%
	W of SR 410	685	725	6%
SR 169[1]	N of SR 164	930	710	-24%
SR 410	E of Farman Street	190	225	18%
	W of Farman Street	590	570	-3%
	E of SR 164	1,020	905	-11%
	W of SR 164	835	725	-13%

1. Traffic count from 2009, which is the most recent data available.

Since 2003, PM peak hour traffic volumes on SR 410 have generally decreased, with segments adjacent to Downtown experiencing an 11 to 13 percent drop in volumes. The only segment of SR 410 with an increase in traffic volumes is the segment on the eastern edge of the city where traffic volumes are lower than other parts of SR 410.

SR 164 experienced PM peak hour volume increases and decreases depending on location. The single count location on SR 169, located north of SR 164 has the largest decrease in traffic volumes, dropping by nearly one quarter from 2003.

Of the 10 locations where a historical comparison is

available, six experienced a decrease in PM peak hour volumes, and four experienced an increase. There are many contributing factors that influence traffic volumes and it is difficult to say the exact reasons for the increases and decreases, except to highlight the actual differences in traffic volumes are not particularly significant over a 11 to 12-year period.

3.3 LEVEL OF SERVICE STANDARDS

Traffic volumes from 2014 were used to evaluate traffic operations in and around Enumclaw at major intersections. These intersections were selected in consultation with City staff after reviewing available data and past corridor studies. Traffic operations were evaluated based on the Level of Service (LOS) methodologies of the Highway Capacity Manual (HCM) (Transportation Research Board, 2010). The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion.
LOS criteria (Table 2 and Table 3) range from LOS A, indicating minimal vehicle delays, to LOS F, indicating significant vehicle delays. At signalized intersections, LOS is defined in terms of average delay per vehicle.

At unsignalized intersections, LOS is measured in terms of the average delay per vehicle and is typically reported for the worst traffic movement instead of for the whole intersection. Roundabout LOS is generally reported based on HCM 2010 signalized delay thresholds. Roundabout control intersection LOS is expressed using the V/C ratio, where a V/C ratio greater than 1.0 would exceed the capacity of the roundabout. Delay and queues are also used to inform roundabout operations. LOS descriptions are shown in Table 2 and Table 3.

Table 2 - Level of Service Criteria for Signalized Intersections and Roundabouts

Level of Service	Average Control Delay (seconds/ vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before
E	>55 – 80	Unstable flow (intolerable delay)
F	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 2010*, Transportation Research Board, 2010.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is used because major-street through vehicles are assumed

to experience zero delay. Table 3 shows LOS criteria for unsignalized intersections.

Table 3 - Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Source: *Highway Capacity Manual 2010*, Transportation Research Board, 2010.

There are four organizations with jurisdiction in the study area which set LOS standards. They include the City, King County, PSRC, and WSDOT. The LOS standards vary for City roadways, County roadways, and State facilities depending on their intersection type or roadway classification. The LOS standards set by each organization are summarized below:

- City of Enumclaw
  - LOS D for signalized intersections
  - LOS E for unsignalized intersections
- King County
  - LOS E for roadways in unincorporated areas surrounding the City
- WSDOT/PSRC
  - LOS D for Highways of Statewide Significance in urban areas
  - LOS C for Highways of Statewide Significance in rural areas
  - LOS D for Highways of Regional Significance, Tier 2

Both SR 164 and SR 169 are identified by WSDOT as Highways of Statewide Significance (HSS). While SR 410 was not identified as a HSS, the Puget Sound Regional Council (PSRC) has identified SR 410 as a Tier 2 Regionally Significant State Highway (RSSH). SR 410 is also part of the National Highway System west of its intersection with SR 164 (Griffin Avenue).

The City has adopted a standard of LOS D for signalized intersections and LOS E at unsignalized intersections. The LOS D standard is consistent with the recently adopted Puget Sound Regional Council (PSRC) LOS tier 2 standards for regionally significant state highways in King County.

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1 Comprehensive Plan, City of Enumclaw (2003).

2 Comprehensive Plan, King County (2012), p7-16.

3 Level of Service Standards for Washington State Highways, WSDOT (2010).

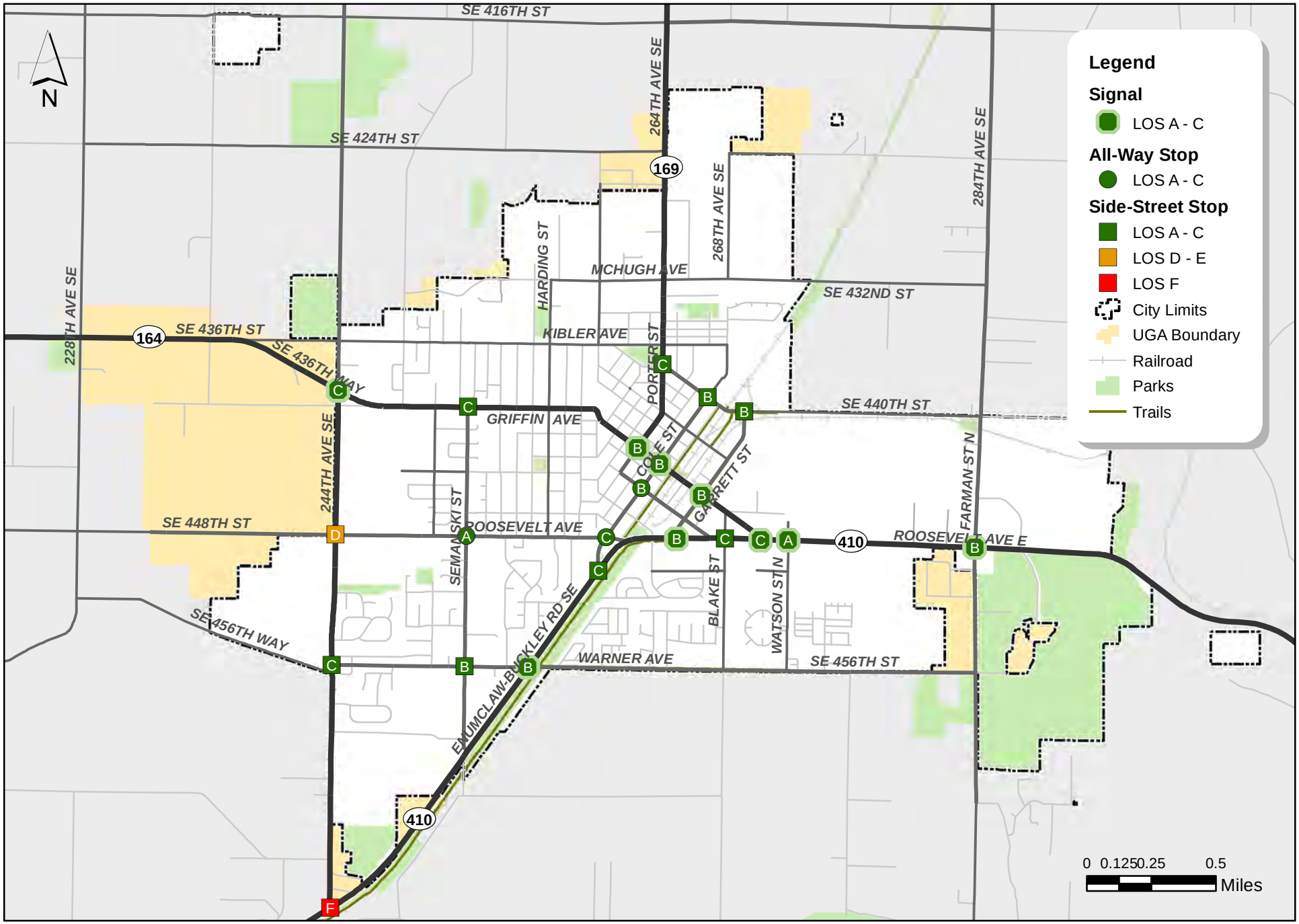
3.4 TRAFFIC OPERATIONS

Intersection traffic operations evaluate the performance of signalized and stop-controlled intersections according to the industry standards set by the HCM 2010. Weekday PM peak-hour traffic operations were evaluated at the study intersections using Synchro 8.0 software. The weekday PM peak-hour intersection operations were selected due to the higher traffic volumes that occur during that time period for a single hour between 4 and 6 p.m.

The existing level of service for signalized and unsignalized intersections in the study area is shown on Figure 1. This represents the 2014 existing conditions and provides a basis to compare with the forecast traffic operations in 2035.

As shown, the intersection of SR 410 and 244th Avenue SE is operating below the adopted LOS D per PSRC for regional highways of statewide significance. Existing 2014 PM peak hour LOS, including delay, and the worst movement for two-way stop-controlled intersections is summarized in Table 4.

Generally, the traffic operations of all intersections have remained similar to the previous results in the 2003 Transportation Element. A few intersections showed slight changes but no specific trends are observed. Although some intersections in the downtown district saw an improvement in LOS (decreased delay) while others saw a slight increase in delay. This suggests that overall traffic is not increasing or decreasing, but that the changing LOS may be due to shifting travel patterns.



Existing Level of Service

Table 4 Signalized Intersections	Control	2003 LOS[1]	2014 Existing LOS[2]	2014 Existing Delay[3]	2014 Existing WM[4]
SR 410/SR 164/Griffin Ave	Signal	C	C	21	-
SR 410/Farman St N/284th Ave SE	Signal	B	B	10	-
SR 410/Garrett St	Signal	B	B	10	-
SR 410/Warner Ave	Signal	C	B	16	-
SR 164/Griffin Ave/SR 169/Porter St	Signal	A	B	14	-
SR 164/SE 436th Way/244th Ave SE	Signal	B	C	21	-
SR 164/Griffin Ave/Cole St	Signal	B	B	13	-
Garrett St/SR 164/Griffin Ave	Signal	C	B	11	-
SR 410/Watson St N[6]	Signal	C	A	5	-
Unsignalized Intersections	**Control**	**2003 LOS[1]**	**2014 Existing LOS[2]**	**2014 Existing Delay[3]**	**2014 Existing WM[4]**
SR 410/244th Ave SE	Side-street stop	F	F	>50	SB
SR 410/Blake St	Side-street stop	D	C	21	NB
SR 410/Cole St	Side-street stop	B	C	19	SB
SR 169/Porter St/Battersby Ave	Side-street stop	C	C	18	WB
SR 164/Griffin Ave/Semanski St	Side-street stop	B	C	17	NB
Cole St/Battersby Ave	Side-street stop	B	B	13	SB
Cole St/Roosevelt Ave	All-way stop	C	C	15	-
Cole St/Stevenson Ave	All-way stop	C	B	11	-
Garrett St/Battersby Ave	Side-street stop	(X)	B	12	NB
Roosevelt Ave/244th Ave SE	Side-street stop	C	D	30	WB
Roosevelt Ave/Semanski St	All-way stop	B	A	9	-
Warner Ave/244th Ave SE	Side-street stop	B	C	21	WB
Warner Ave/Semanski St	Side-street stop	C	B	15	WB

1. Level of service, based on HCM 2000 methodology.
2. Level of service, based on HCM 2010 methodology.
3. Average delay in seconds per vehicle.
4. WM = worst movement where NB = northbound, EB = eastbound, SB = southbound, WB = westbound.
5. (X) was not evaluated in 2003.
6. Unsignalized in 2003.

As shown in Table 4, the LOS results show relatively similar delays when compared with 2003 traffic operations. One notable improvement in LOS occurred at the intersection of SR 410 and Watson Street N. In 2003, this intersection was not signalized. With signal installation the LOS improved from LOS C in 2003 to LOS A in 2014.

3.5 TRAFFIC SAFETY

A review of citywide collision records was completed to identify potential safety issues for vehicles, pedestrians, and cyclists. The traffic safety analysis included collision data for a five-year period from January 1, 2009 through December 31, 2013. This information was provided by WSDOT for SR 164, SR 169, SR 410, and all roadways within city limits.

Table 5 and summarize collision rates and the total number of collisions at both intersections and at non-intersection locations along roadway segments.

A total of 542 collisions over the five-year period were recorded. Of these, 116 of the collisions were associated with a possible injury, 52 with an evident injury, and 14 with a serious injury. In addition, two fatalities were reported with both occurring on SR 410. One fatality involved two vehicles, with one vehicle failing to yield; slush or snow on the roadway was identified as a potential contributing factor. The second fatality involved a pedestrian and occurred on SR 410 just north of Warner Avenue. Poor visibility or lighting and driver inattention were identified as potential contributing factors.

3.5.1 Intersection Collisions

The vast majority of collisions involved people

traveling in vehicles; however, while collisions involving people on foot or bike represents only four percent of all collisions, nine percent of injury collisions and one of the two fatal collisions involved people walking or biking.

Table 5 summarizes intersection collision data and collision rates based on the average number of collisions per year and entering vehicle volumes at those intersections. Typically, any intersection with a collision rate greater than 1.0 collision per million entering vehicles (MEV) should be monitored closely to determine if safety improvements may be warranted.

Table 5 - Intersection Collision Data and Rates

Intersection	Total Collisions	Injury Collisions	Fatal Collisions	Total Average Annual Collisions	Entering Vehicles per Day	Collision Rate (per mev)	Historic Collision Rate
Signalized							
SR 164/SE 436th Way/244th Ave SE	26	9	0	5.2	16,300	0.87	0.73
SR 164/Griffin Ave/SR 169/Porter St	15	8	0	3	14,700	0.56	0.45
SR 164/Griffin Ave/Cole St	6	1	0	1.2	11,700	0.28	0.28
SR 410/SR 164/Griffin Ave	15	4	0	3	13,250	0.62	0.69
SR 410/Farman St N/284th Ave SE	7	0	0	1.4	6,800	0.56	1.81
SR 410/Warner Ave	17	6	0	3.4	15,250	0.61	0.59
Unsignalized							
SR 164/Griffin Ave/Semanski St	3	0	0	0.6	11,550	0.14	0.28
SR 169/Porter St/SE 432nd St/McHugh Ave	3	1	0	0.6	7,600	0.22	0.07
SR 169/Porter St/SE 416th St[3]	9	5	0	1.8	NA	0	1.02
SR 410/244th Ave SE	12	8	0	2.4	18,950	0.35	0.25
SR 410/Cole St	4	1	0	0.8	13,400	0.16	0.39
SR 410/Semanski St	5	3	1	1	14,310	0.19	NA[2]
SR 410/Monroe Ave/Mountain Villa Dr	14	3	0	2.8	13,000	0.59	0.68
Cole St/Battersby Ave	13	6	0	2.6	5,010	1.42	NA[2]
Semanski St/Warner Ave	12	2	0	2.4	6,280	1.05	NA[2]

Source: WSDOT Traffic Collision Data (2009 to 2013)

1. Annual collisions per million entering vehicles per year.
2. Historical crash data not available.
3. Traffic counts not available.

To provide meaningful comparison, collisions along state highway segments are typically analyzed in terms of collisions per million vehicle miles (MVM) traveled. No universally accepted guidelines exist for identifying hazards based on accident rates for state highway segments alone. However, the collision rates along most of the state highway roadway segments within the City have declined or are still low compared to other segments within the City, see Table 6.

Both segments of SR 164 saw a drop in collision rate compared to historical rates, especially between SR 169 and SR 410 where the crash rate saw a reduction of more than 80 percent.

The only roadway segment with a notable increase in the crash rate is the segment on SR 410 between Cole Street and SR 164. This roadway segment is the most urban segment along SR 410 in the City. Nine of the fifteen collisions along this segment were rear-end collisions. Contributing factors primarily included following too closely or exceeding a reasonably safe speed. Four of the collisions were angle collisions with contributing factors that included inattention and not granting the right-of-way to oncoming vehicles. Recent channelization improvements along this segment of highway are anticipated to result in reduced crash rates.

Table 6 - Segment Collision Data and Rates

Roadway Segment	Total Collisions	Injury Collisions	Fatal Collisions	Average Annual Collisions	Average Weekday Traffic (vpd)[1]	Segment Length (miles)	Collision Rate (per mvm)[2]	Historic Collision Rate
SR 164 (228th Ave SE to SR 169)	25	6	0	5	9,350	2.2	0.67	1.63
SR 164 (SR 169 to SR 410)	6	3	0	1.2	7,750	0.61	0.7	3.76
SR 169 (SR 164 to SE 432nd St)	9	2	0	1.8	7,100	0.67	1.04	1.01
SR 169 (SE 432nd St to SE 416th St)	8	4	0	1.6	8,100	1	0.54	0.96
SR 410 (244th Ave SE to Cole St)	19	10	1	3.8	13,500	1.68	0.46	0.25
SR 410 (Cole St to SR 164)	15	1	0	3	7,250	0.68	1.673	1.25
SR 410 (SR 164 to Farman St N)	4	2	0	0.8	7,375	0.82	0.36	0.88

Source: WSDOT Traffic Collision Data (2009 to 2013)

1. Vehicles per day
2. Million vehicle miles
3. Recent channelization improvements along this segment of highway are anticipated to result in reduced crash rates.

3.6 FREIGHT SYSTEM

The movement of freight and goods is an important function of Enumclaw's transportation system, particularly along the state highways that pass through the City. WSDOT classifies freight routes by the annual tonnage that the road carries. This classification is documented in WSDOT's Freight and Goods Transportation System, most recently updated in 2013.

SR 410 is classified as a T2 freight corridor (4 to 10 million annual tons), with SR 164, SR 169, and 244th Avenue SE classified as T3 freight corridors (300,000 to 4 million annual tons). Other streets, particularly minor arterials and in some cases collector streets are used for local circulation and freight access.

3.7 NON-MOTORIZED TRANSPORTATION SYSTEM

Enumclaw's road system provides access for people on foot, bike or other modes primarily with sidewalks and off-street trails. The downtown core, which has a dense grid paralleling the old railroad right-of-way, has a fairly complete sidewalk network. Newer subdivisions also provide sidewalks on a consistent basis; however, there are some areas missing sidewalks, primarily to the north and east of downtown.

The Foothills Trail radiates outwards from downtown Enumclaw connecting to Veteran's Memorial Park on the south and Washington Avenue and 1st Street on the north. The Enumclaw Trails Master Plan developed goals and objectives that are incorporated into the Parks and Recreation Chapter of the Comprehensive Plan.

3.8 TRANSIT SYSTEM

King County Metro provides transit service between Enumclaw, Black Diamond, Maple Valley, Renton, and Auburn. Transit service to Downtown Seattle is provided by Sounder Commuter Rail which can be accessed by a timed transfer at the Auburn Station. King County Metro maintains current route and schedule information. Transit routes primarily serve Griffin Avenue, Cole Street, Porter Street, Roosevelt Avenue, and Semanski Street with demand area response transit (DART) service available throughout adjacent areas of Enumclaw. DART service will deviate from its route to pick up or drop off passengers closer to their destination based on advance request. Service is geared towards commuters as well as those who rely on transit service.

- **DART Route 907** provides weekday midday service to and from Enumclaw, Black Diamond, Maple Valley and Renton. Connections to other routes are available at the Renton Transit Center.

- **Metro Route 186 and DART Route 915** provides weekday and Saturday service to the Auburn Commuter Rail Station, southeast Auburn, Muckleshoot Reservation, and Enumclaw. Bus arrivals are coordinated with the Sounder Commuter rail schedule. Connections to other bus routes are also available at the Auburn Station.

The Farmers Park Park-and-Ride lot (25 parking spaces) is located at the SR 164/228th Avenue SE intersection northwest of the Enumclaw and is served by Metro Route 186 and DART 915 with direct service to Auburn Station. The Sacred Heart Church Park-and-Ride lot (40 spaces) is located at 1614 Farrelly Street, southwest of the Griffin Avenue/Farrelly Street intersection, and is served by Metro Route 186

and DART 915.

In 2014, daily transit boardings for DART Route 907 was approximately 100 passengers, Route 186 was approximately 200 passengers, and DART Route 915 was approximately 100 passengers.

ADA Paratransit service provides next-day, shared rides on ACCESS Transportation within 3/4 of a mile on either side of non-commuter fixed route bus service (Route 186) during the times and on the days those routes are operating. Eligible individuals can also travel to adjoining counties on the days and times their paratransit service operates, bring a personal care attendant (if such a need is documented during the eligibility determination process), and bring one companion (more companions can ride on a space available basis).

3.9 AIR, RAIL, AND WATER TRANSPORTATION FACILITIES

Like many other historic towns in the Cascade Foothills, Enumclaw was founded in the age of the railroad. Although the rails have since been replaced with the Foothills Trail, which extends along the historic route of the railroad tracks, the city's street grid still reveals this historic legacy.

The Enumclaw Airport (FAA Identifier WA77) is a small private field with access off of 244th Avenue SE. Based on FAA data the field has a turf/gravel surface and primarily serves local single-engine aircraft. The field accommodates approximately 120 aircraft operations a week.

There are no water transportation facilities within city limits.

4. TRAVEL FORECASTING AND ALTERNATIVES ANALYSIS

Forecasting travel demand helps to define the future needs of the transportation system to support the land use plan which is based on a 2035 horizon year. Forecast travel demand is based on the forecast land use allocated to planning districts. The planning districts are defined geographies that contain a mix of land uses and generate trip estimates based on population and employment forecasts. The aggregation of those trips provides planners with an estimate of total travel demand on the City's transportation system.

4.1 FORECAST TRAVEL CONDITIONS

Future land use allocations are based on projected changes to population and employment types and densities within City limits, the unincorporated UGA, and adjacent areas consistent with local comprehensive plans. Future forecasts must incorporate growth in travel demand to develop a picture consistent with neighboring jurisdictions and regional growth strategies.

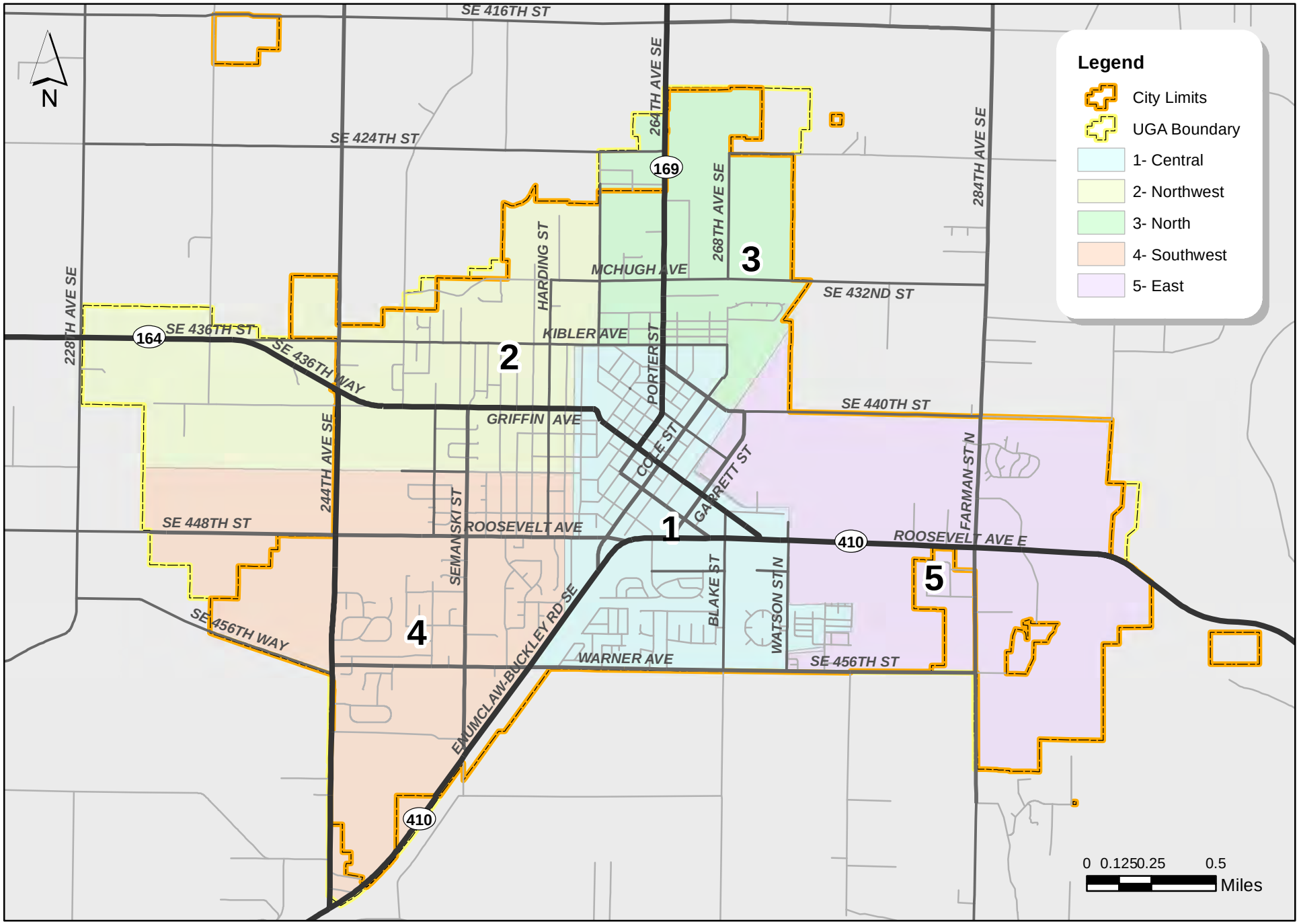
Travel demands external to the City are based on regional population and employment forecasts. PSRC maintains land use targets for large geographies, called Forecast Analysis Zones (FAZs), which were used to estimate regional travel demand. Total 2035 housing and employment forecasts were based on and are consistent with those adopted for the City in the King County Countywide Planning Policies (2012). These housing and employment forecasts are also consistent with the City's land use plan.

The City of Enumclaw was further divided into several smaller geographies that represent land use planning districts in the City. The land use forecast for each of the districts was developed for planning purposes. Figure 2 shows the size, boundary, and location of each district, generally defined as follows:

- **District 1: Central** - this area represents the core commercial area of Enumclaw with dense commercial and retail development;
- **District 2: Northwest** - this area encompasses primarily residential uses including schools and churches, with small mixed-use commercial area;
- **District 3: North** - this area encompasses primarily residential uses including schools and churches, with limited retail services;
- **District 4: Southwest** - this area is more rural in nature. Much of the district consists of farmland in the west with limited residential and related uses in the east; and
- **District 5: East** - this area is primarily rural in nature with large swaths of farmland; however, planned residential development on the south side of SR 410 will significantly increase the number of residential dwellings in this district. A limited amount of commercial and retail development currently exists along the east side of the district.

The allocation of future land use growth to planning districts results in new trips generated on the roadway network. Travel demand forecasts were developed by district based on housing and employment targets from PSRC for 2035. The employment and housing forecasts used are larger than PSRC forecasts, but less than zoned capacity to ensure travel demand forecasts are conservative and represent the most traffic reasonably expected.

Vehicle trips were then distributed to the roadway network based on existing travel patterns and the location of future development.



Planning Districts

4.2 LAND USE FORECAST

Land use forecasts within the City show an overall increase in the number of households (i.e. available housing units regardless of occupancy) and employees between 2014 and 2035. The City is anticipated to increase by approximately 1,656 households and 1,700 jobs. These values are higher than the minimum target totals required by the King County Countywide Planning Policies and represent the expected growth in the City. Figure 3 shows the existing and forecast land use for the City and UGA. The expected growth is used to determine the improvements necessary to serve the growth expected given the amount of vacant land and planned future land uses. It does not reflect a target, but is an estimate for the purpose of planning future improvements to ensure that the City's transportation system will be sufficient to serve the future land use envisioned in the land use element.

Figure 3 - Existing (2014) and Forecast (2035) Change in Housing and Employment

The expected housing growth assumes an addition of 581 multi-family units and 1,075 single-family units. Multi-family units include assisted living facilities, senior communities, apartments (regular and senior) and mixed use developments. Land use policies encourage development of senior communities and assisted living facilities. All sectors of employment are expected to grow with the largest growth occurring in the manufacturing and retail sectors.

The largest growth in the City for housing and employment is expected to occur in the East planning district. This district has large residential developments planned for the areas along Roosevelt Avenue (SR 410). It is also an area of the City with some of the largest available developable land. Other districts are planning to have growth in housing and employment relative to the size of existing land uses and vacant land in each district. Table 7 summarizes the household and employment growth for all planning districts in the City and UGA.

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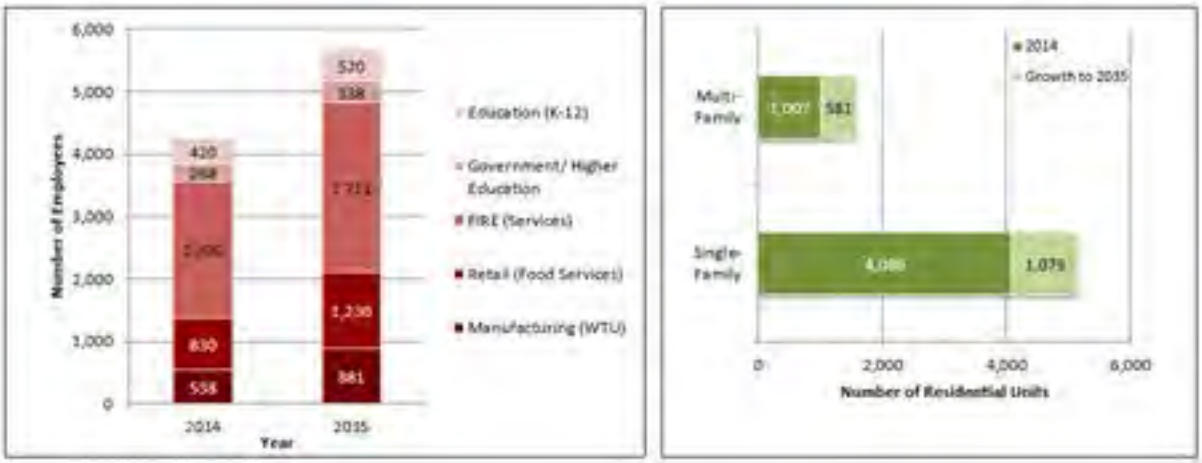
4 Current Population Survey (CPS) – Definitions. US Census Bureau. Available at: www.census.gov/cps/about/cpsdef.html

5 Comprehensive Plan Land Use Element, (City of Enumclaw, 2015).



Source: City of Enumclaw, 2015

Table 7 - Change in 2010 and 2035 Forecast Land Use by District 6

Planning Districts	Households (dwelling units)				Employment (employees)			
	2014	2035	Difference	% Change	2014	2035	Difference	% Change
1 - Central	1,651	1,914	263	16%	2,699	2,980	281	10%
2 - Northwest	1,020	1,230	210	21%	425	768	343	81%
3 - North	683	903	220	32%	129	164	35	27%
4 - Southwest	1,409	1,619	210	15%	371	456	85	23%
5 - East	330	1,083	753	228%	784	1,742	958	122%
Total	5,093	6,749	1,656	33%	4,408	6,110	1,702	39%

Source: City of Enumclaw, 2015

4.3 PLANNED IMPROVEMENTS

Typically, fully funded transportation system improvements are included in the level of service analysis to establish future baseline conditions for the Transportation Plan. This provides a basis to identify future deficiencies. No committed capacity improvements, defined as improvements anticipated to be funded by 2035, were identified within the study area or assumed in the future baseline network.

4.4 LEVEL OF SERVICE STANDARDS

The level of service standards are discussed in Section 3.3. Forecast levels of service in the study area are provided to identify potential future deficiencies in the roadway system. Potential improvements are also identified in Section 5.

4.5 2035 TRAFFIC OPERATIONS

As forecast land use growth occurs, traffic volumes are expected to increase and may shift from current travel patterns. The connection between land use and transportation generally means the amount of travel tends to increase as community population and employment opportunities expand. Traffic volumes in the City of Enumclaw have historically experienced low growth, suggesting that traffic volumes in the City have remained relatively constant from 2003. However, travel patterns have changed during the same period. For example, daily traffic accessing SR 410 has shifted to using Semanski Street instead of 244th Avenue SE, potentially due to poor operations at the SR 410/244th Avenue SE intersection.

Trip generation rates from the Trip Generation Manual (Institute of Transportation Engineers, 2010) were used to estimate growth in vehicle traffic based on the land use forecasts for each planning

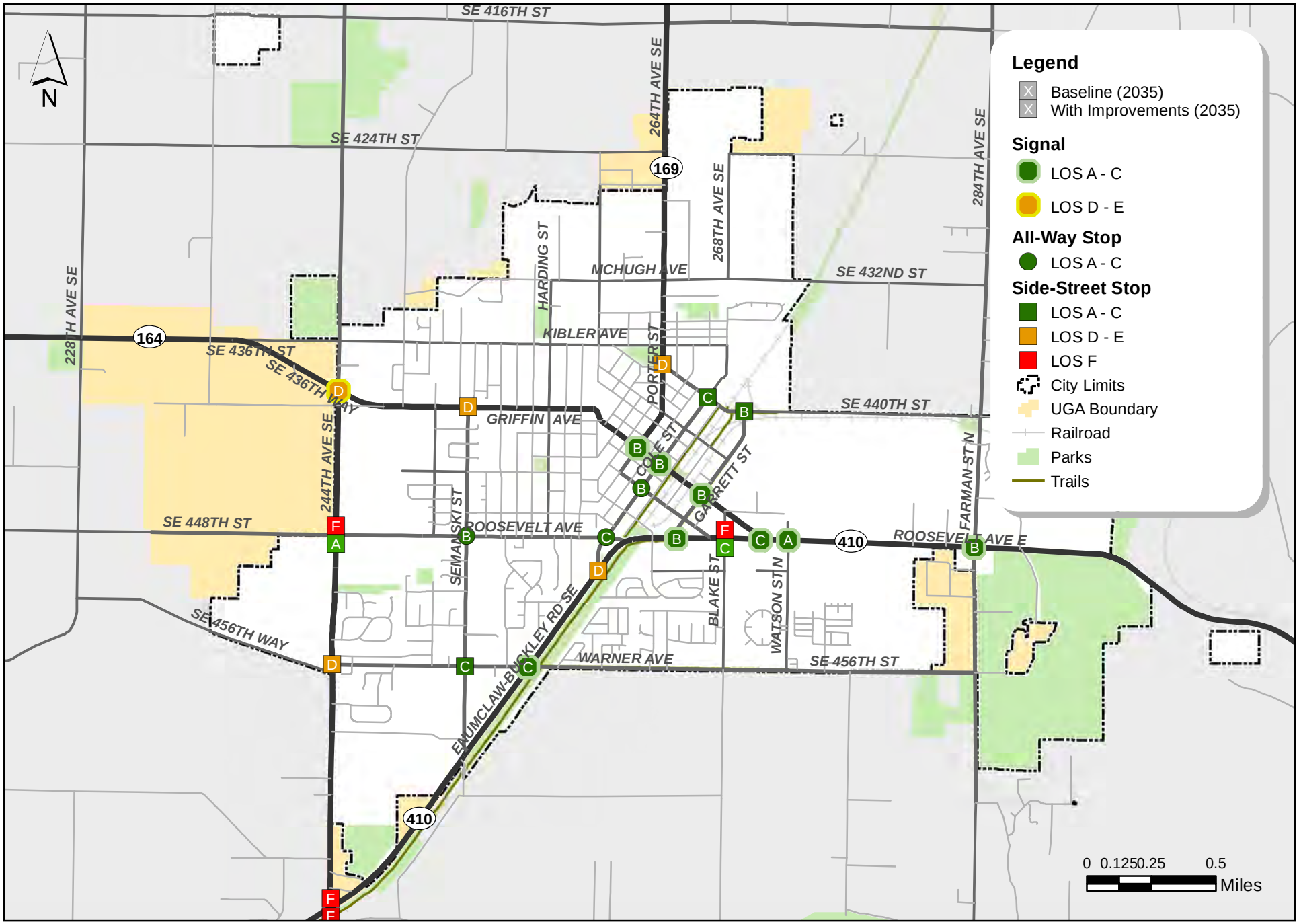
6. LandUse Targets Maintenance Release 1(PSRC, 2014)

district. Growth in traffic volumes from 2014 to 2035 was calculated based on the changes from existing to forecast land uses as calculated for each land use type. Forecast traffic volumes were distributed to the roadway network and assigned to each study intersection to provide an estimate of the future travel demand in the City.

The evaluation of the forecast traffic volumes includes an analysis of key intersections within the study area. The intersections included in the forecast evaluation are the same locations evaluated with the Highway Capacity Manual (2010) methodology described in Section 3.4.

The 2035 forecast traffic volumes for two transportation network conditions were analyzed: (1) baseline conditions, and (2) with improvements. The baseline analysis was used to identify capacity and mobility improvements summarized in Section 5. The "with improvements" analysis confirmed whether the long-term project list addressed any specific LOS deficiency.

The resulting 2035 level of service for all study intersections is shown on Table 8. Where the baseline analysis identified an LOS issue, a subsequent LOS analysis was conducted for that specific intersection assuming the improvement identified in the project list. A comparison of 2014 to 2035 level of service is shown in Table 8.



Future Level of Service

Table 8 – 2014 and 2035 Intersection PM Peak Hour Level of Service

		2014 Existing			2035 Future		
Signalized Intersections	Control	LOS[1]	Delay[2]	WM[3]	LOS[1]	Delay[2]	WM[3]
SR 410/SR 164/Griffin Ave	Signal	C	21	-	C	34	-
SR 410/Farman St N/284th Ave SE	Signal	B	10	-	B	13	-
SR 410/Garrett St	Signal	B	10	-	B	10	-
SR 410/Warner Ave	Signal	B	16	-	C	25	-
SR 164/Watson St N	Signal	A	5	-	A	7	-
SR 164/Griffin Ave/SR 169/Porter St	Signal	B	14	-	B	15	-
SR 164/SE 436th Way/244th Ave SE	Signal	C	21	-	D	54	-
SR 164/Griffin Ave/Cole St	Signal	B	13	-	B	14	-
SR 164/Griffin Ave/Garrett St	Signal	B	11	-	B	11	-
Unsignalized Intersections							
SR 410/244th Ave SE	Side-street stop	F	>80	SB	F [F]	>80 [>80]	SB
SR 410/Blake St	Side-street stop	C	21	NB	F [C]	>80 [22]	NB
SR 410/Cole St	Side-street stop	C	19	SB	D	28	SB
SR 169/Porter St/Battersby Ave	Side-street stop	C	18	WB	D	26	WB
SR 164/Griffin Ave/Semanski St	Side-street stop	C	17	NB	D	28	NB
Cole St/Battersby Ave	Side-street stop	B	13	SB	C	16	SB
Cole St/Roosevelt Ave	All-way stop	C	15	-	C	19	-
Cole St/Stevenson Ave	All-way stop	B	11	-	B	13	-
Garrett St/Battersby Ave	Side-street stop	B	12	NB	B	14	NB
Roosevelt Ave/244th Ave SE	Side-street stop	D	30	WB	F [A]	>80 [6]	WB
Roosevelt Ave/Semanski St	All-way stop	A	9	-	B	10	-
Warner Ave/244th Ave SE	Side-street stop	C	21	WB	D	34	WB
Warner Ave/Semanski St	Side-street stop	B	15	WB	C	18	WB

1. Level of service, based on HCM 2010 methodology.
2. Average delay in seconds per vehicle.
3. WM = worst movement where NB = northbound, EB = eastbound, SB = southbound, WB = westbound.
4. [X] denotes LOS and delay with project improvements

As shown on Table 8, the majority of study intersections in the City will continue to operate acceptably at LOS D or better during the PM peak period. Note that there may be locations that will operate poorly at other times of the day, such as in the morning or around school dismissal times, and therefore are not accounted for in the PM peak period analysis.

Two intersections inside the city limits, and one adjacent to the unincorporated urban growth boundary (on SR 410 at 244th Avenue SE) would degrade below current LOS standards. Projects that would bring these intersections up to standard are described in detail in Section 5.

There are three intersections in the City that show notable changes to intersection LOS or do not meet adopted level of service standards, and one additional intersection that is close to falling below adopted LOS standards; they include:

- **SR 410/Blake Street** – This intersection operates at LOS C under existing conditions and is forecast to operate at LOS F in 2035. The stop-controlled northbound minor leg experiences increased delays, with the majority of the traffic turning left onto SR 410. The additional traffic volume on SR 410 reduces the number of gaps for vehicles on Blake Street to turn onto the highway. The side street traffic volumes on Blake Street are relatively low compared to the overall traffic at the intersection. Projects have been identified that would bring this intersection up to standard and are identified in Section 5.

- **244th Avenue SE/Roosevelt Avenue** – This intersection operates at LOS D under existing conditions and LOS F under 2035 forecast conditions. The intersection is stop-controlled on Roosevelt Avenue and traffic attempting to access 244th Avenue SE experiences increased delays due to limited gaps in through traffic. The westbound left-turn movement is forecast to experience increased delays and would result in a sub-standard LOS. Projects have been identified that would bring this intersection up to standard and are identified in Section 5.

- **SR 410/244th Avenue SE** – This intersection operates at LOS F under existing conditions and would continue to do so in 2035. The through traffic on SR 410 does not provide enough gaps to allow the southbound traffic to enter the intersection, creating increased delay and long vehicle queues. As described previously, based on the observed change in traffic volumes, vehicles may be diverting from this roadway to utilize Semanski Road to access SR 410. Projects to improve this intersection were reviewed as part of the SR 410 Corridor Study and again as part of this analysis, but absent additional widening to the highway, are not able to address the LOS issue. Since the intersection is outside the City and its UGA, the City is not required to address this LOS deficiency in its Transportation Element.

- **244th Avenue SE/SR 164** – This intersection would be expected to experience increased delay, such that it is within a few seconds of falling below the LOS D standard. The 244th Avenue SE corridor experienced a large increase in traffic traveling to and from SR 410. This intersection is included for potential future improvements in Section 5.

All but one of the intersections described above are stop-controlled intersections that intersect corridors with heavy traffic volumes. This causes the minor movements to experience a greater amount of delay due to a lack of gaps in traffic. Notably, four of the five intersections that are not meeting

the current LOS standard or close to not meeting the LOS standard are located along 244th Avenue SE. The traffic counts suggest that volumes have shifted from this roadway, but also that it seems to be a common way to access SR 410.

5. TRANSPORTATION SYSTEM PLAN

The transportation system improvements provide a long-range strategy for the City to address current and forecast transportation conditions and needs. The City has a number of identified transportation improvement projects including capacity improvements, corridor upgrades, non-motorized improvements, safety investments, transit improvements, and programmatic improvements that support the projected growth in population and employment within the City and its UGA. The recommended improvements are based on analyses of the existing transportation system, forecasts of future travel demands, anticipated availability of funding resources, and the desire of the community to create a transportation system that improves community livability.

The following sections highlight these improvement projects and include tables that summarize project information such as project ID, location, description, and relative priority. Projects are organized alphabetically by location. Although projects are presented separately, many projects are related and can be completed in tandem. Projects are ranked by relative priority based on their level of importance as compared to projects of the same type.

A number of projects on state or county facilities have been included to ensure they are identified and communicated. Additionally, improvements to transit service, which would be provided by a transit agency, are also identified. However, funding for these projects is the responsibility of those agencies as City funds have not been allocated towards them.

5.1 CORRIDOR IMPROVEMENT PLANS

WSDOT and the City of Enumclaw have completed corridor studies for the three state highways in the City since the last update of the Transportation Element in 2003. The studies evaluated each of the corridors in detail to identify short- and long-term capital investments to address safety, non-motorized, and capacity needs to serve the local communities and the demands of entire region. The recommended projects identified in those studies have been integrated into the transportation systems plan, and comprise a large portion of the future infrastructure needs within the City. The following provides a brief overview of each study effort.

The **SR 164 Corridor Planning Study** was completed in 2009 by WSDOT and provides recommendations to address identified existing and emerging safety, mobility, and preservation needs on a fifteen-mile stretch of the highway from Auburn to Enumclaw. The preliminary project costs for the improvements identified in the study total more than $148 million in 2005 dollars. A Corridor Working Group, which the City of Enumclaw participated in, developed the vision and overall project goals for the study that led to the final project recommendations. The improvements identified for the Enumclaw portion of the corridor have been integrated into the City's long-term transportation project list.

The **SR 169 Route Development Plan** (RDP) was completed in 2007 by WSDOT and identified a set of recommended improvements that should be implemented over the next 20 years along the 25-mile corridor between Renton and Enumclaw. The RDP and the list of projects was developed through

the work of a Corridor Working Group (CWG). The CWG was made up of local city, county, regional, and state partner agencies responsible for guiding the study effort, including representatives from the City of Enumclaw. The project list identifies over $210 million worth of investments in 2005 dollars. The responsibility for implementing the improvements could fall to WSDOT, or the local, or regional governments, and in some instances, private developers. The improvements identified for the Enumclaw portion of the corridor have been integrated into the City's long-term transportation project list.

The SR 410 Corridor Study was initiated by the City of Enumclaw and examined the existing and future conditions of the corridor through the City and its Urban Growth Area. The study recommended improvements for both motorized and non-motorized users, and prepared several preliminary design concepts for the various segments of SR 410 and its major intersections. The study is a guidebook for future growth, possible improvements, streetscaping elements, and design standards along the SR 410 corridor. The study began in 2005 and was finalized, published and adopted by the Enumclaw City Council on June 28th, 2010 by Resolution No. 1388.

5.2 FUNCTIONAL CLASSIFICATION SYSTEM

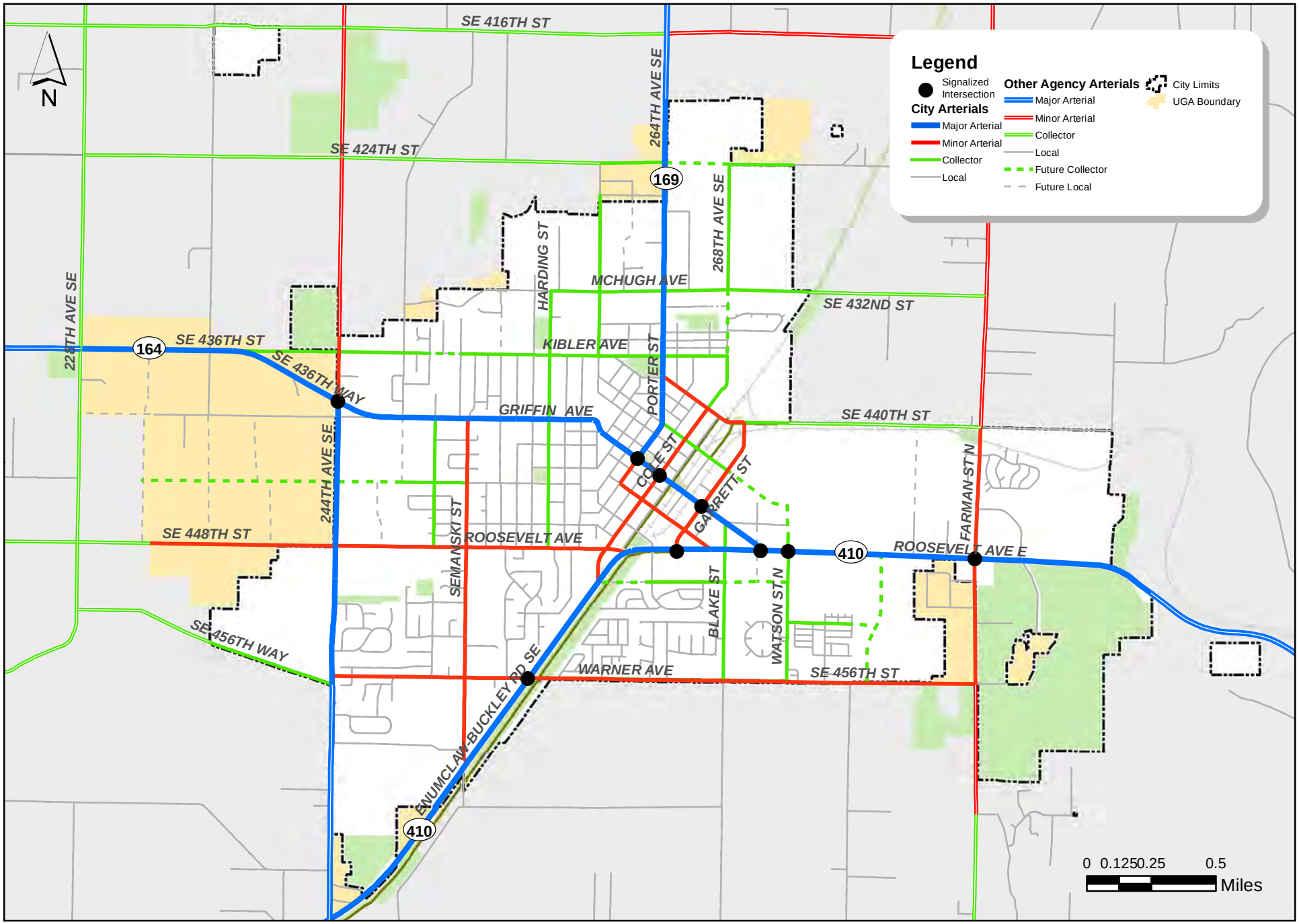
The roadway functional classification system shown on Figure 5 identifies the hierarchy of each roadway in the transportation system. The functional classification of a roadway is typically based on the types of trips that occur on it, the basic purpose for which it was designed, and the amount of traffic it carries. Higher classifications (e.g., freeways, major arterials) provide a high degree of mobility with greater traffic volumes, generally at higher speeds, and should have limited access to adjacent land uses. Lower classifications (e.g., local access streets) provide greater access to adjacent land and are not intended to serve through traffic, carrying lower volumes of traffic at lower speeds. Collectors balance the function between mobility and access.

Based on state law, cities are required to adopt a roadway functional classification system that is consistent with state and federal guidelines. Each local jurisdiction is responsible for defining its transportation system into, at a minimum, three functional classifications: major arterial, minor (secondary) arterial, and collector. All other roadways are assumed to be local streets.

5.3 ROADWAY DESIGN STANDARDS

The City should work to develop roadway design standards to ensure consistency of roadway design and clarity of required improvements when development is proposed. City design standards should consider safety, convenience, aesthetics, proper drainage, and economical maintenance of the system. The standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities, and roadway and intersection radii.

The standards should provide adequate facilities to meet the mobility and safety needs of the community, as well as comply with storm water management, sensitive areas, and other regulations. The standards will assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City.



Functional Classification System

5.4 TRANSPORTATION PROGRAMS

Transportation programs include ongoing investments necessary to maintain and sustain the transportation system. These investments are planned on a programmatic level with many improvement projects combined into a single program, with improvements implemented over a multi-year period.

include upgrading traffic signals and implementing Intelligent Transportation Systems (ITS), which could encompass modifications to vehicle detection and coordinated signal timing.

Table 9 - Transportation Programs

Responsible Agency	ID	Project Location	Project Limits	Project Description	Relative Priority	Cost[1] ($1,000)
City	P1	Pavement Maintenance	Citywide	Roadway maintenance (snow removal, striping, etc.)	High	N/A[2]
City	P2	Transportation Benefit District	Citywide	Roadway preservation and repairs	High	N/A[2]

1. Project costs in $1,000s of dollars (2015$)

2. Annual program with no specific project cost identified

5.5 CAPACITY AND FREIGHT PROJECTS

Capacity and freight projects include improvements that increase the capacity of the roadway network and bring roadways up to design standards that improve the movement of freight. Intersection improvements include upgrading intersections through added turn lanes or modifications to traffic controls. The best type of traffic control depends on a variety of conditions including vehicles volumes, turning movements, intersection layout, right-of-way constraints, non-motorized users, and other factors. Where applicable, improvements may also

Roundabouts are generally explored at intersections with high turning volumes, irregular designs, or right-of-way constraints along approaches. They have been proven to increase safety and reduce collision rates, especially fatal and injury collisions. Compared to signalized intersections, roundabouts can also provide cost savings over the life of the intersection due to lower operations and maintenance costs.

The projects were generally identified through a review of the previous Transportation Element as well as the SR 164, SR 169 and SR 410 corridor study documents. High priority projects include those

needed to address existing or future LOS issues. Capacity and freight projects are shown in Table 10. The location of capacity, corridor upgrades, and non-motorized projects are shown in Figure 4 and Figure 5 depending on whether the City or State would be responsible for implementing the project.

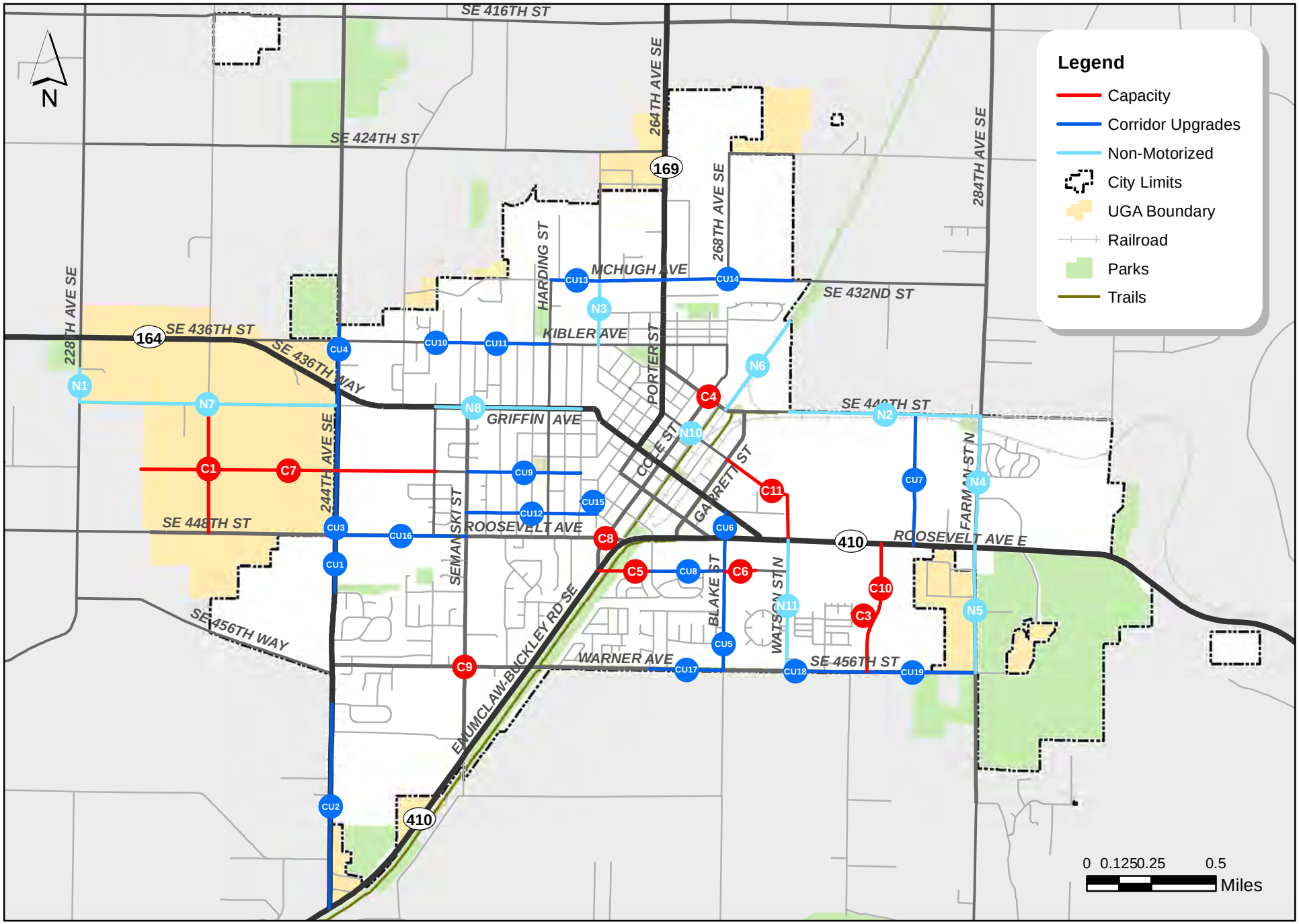
Planning level cost estimates were prepared for each project based on typical per unit costs, by type of roadway and scope of the improvement. Where costs had been calculated as part of past or ongoing studies or design projects, they were used instead. The cost estimate does not include potential right-of-way acquisition needs.

Table 10 - Capacity and Freight Projects						
Responsible Agency	ID	Project Location	Project Limits	Project Description	Relative Priority	Cost[1] ($1,000)
City	C1	236th Ave SE	SE 440th St to SE 448th St	Construct new two-lane collector street	Low	$4,180
City	C2	244th Ave SE	Roosevelt Ave/244th Ave SE	Intersection improvements when warranted	High	$270
City	C3	Bondgard Ave E	Mt. Peak St N to Suntop Blvd N (future roadway)	Complete two-lane collector connection	Low	$740
City	C4	Cole St	Battersby Ave/ Cole St	Intersection improvements when warranted	Low	$300
City	C5	Dickson Ave	SR 410 to Mountain Villa Drive	Improvements per SR 410 Corridor Study	Low	$1,810
City	C6	Dickson Ave	Blake St to Watson St N	Complete two-lane collector connection, and reconstruct to collector street standards	Low	$2,340
City	C7	Elmont Ave	Highpoint St to west UGA boundary	Construct new two-lane collector street	Low	$2,310
City	C8	Roosevelt Ave	Cole St/ Roosevelt Ave	Improvements per SR 410 Corridor Study	Medium	$630
City	C9	Semanski St/Warner Ave	Semanski St/ Warner Ave	Intersection improvements to address school related impacts	High	$320
City	C10	Suntop Blvd N	SR 410 to Warner Ave	Construct new roadway and intersection improvements per SR 410 Corridor Study	Medium	N/A[2]
City	C11	Washington Ave/Watson St N	Garrett St to Watson St N	Construct new two-lane collector street connection	Low	$2,820

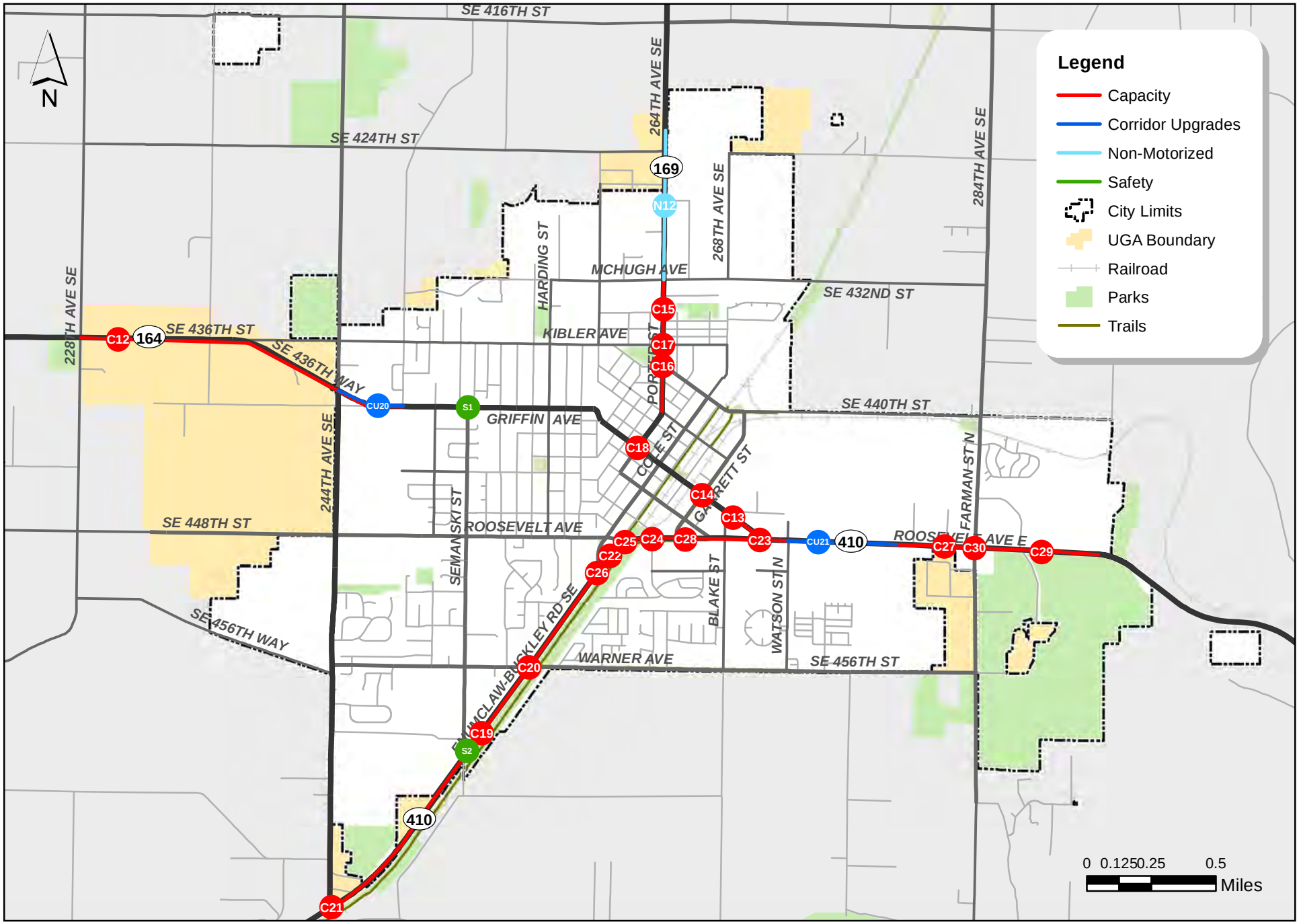
Responsible Agency	ID	Project Location	Project Limits	Project Description	Relative Priority	Cost[1] ($1,000)
State	C12	SR 164	228th Ave SE to west city limits	Widen corridor and upgrade to major arterial standards	High	$13,560
City	C13	SR 164	Blake St/SR 410	Improvements per SR 410 Corridor Study	Medium	$1,060
City	C14	SR 164 and Garret St	SR 164/Garrett St	Upgrade signal	Medium	$1,730
State	C15	SR 169	Washington Ave to McHugh Ave	Install two way left turn lane	Medium	$70
State	C16	SR 169	McHugh Ave	Intersection improvements when warranted	Low	$310
State	C17	SR 169	Battersby Ave or Kibler Ave	Intersection improvements when warranted	Low	$310
State	C18	SR 169 and SR 164	Porter St & Griffin Ave	Intersection improvements to facilitate freight	High	$1,340
State	C19	SR 410 - Segment 1	244th Ave SE to Roosevelt St	Improvements per SR 410 Corridor Study	Low	TBD[3]
State	C20	SR 410 - Segment 1	Warner Ave/SR 410	Improvements per SR 410 Corridor Study	Low	$1,640
State	C21	SR 410 - Segment 1	244th Ave SE/ SR 410	Improvements per SR 410 Corridor Study	High	$1,360
State	C22	SR 410 - Segment 2	Roosevelt St to Cole St	Improvements per SR 410 Corridor Study	Low	$300
State	C23	SR 410 - Segment 2	Griffin Ave (SR 164)/ SR 410	Improvements per SR 410 Corridor Study	Low	$1,240

State	C24	SR 410 - Segment 2	Monroe Ave/Mt. Villa Dr/SR 410	Improvements per SR 410 Corridor Study	Low	$470
State	C25	SR 410 - Segment 2	Roosevelt Ave/ SR 410	Improvements per SR 410 Corridor Study	High	$210
State	C26	SR 410 - Segment 2	SR 410/Cole St	Improvements per SR 410 Corridor Study	High	$1,510
State	C27	SR 410 - Segment 3	Commerce St to Farman St N	Improvements per SR 410 Corridor Study	Medium	TBD[3]
State	C28	SR 410 - Segment 3	Commerce St to Watson St	Improvements per SR 410 Corridor Study	Low	TBD[3]
State	C29	SR 410 - Segment 3	Farman St N to east city limits	Improvements per SR 410 Corridor Study	Low	TBD[3]
State	C30	SR 410 - Segment 3	Farman St N/SR 410	Improvements per SR 410 Corridor Study	Low	$1,080

1. Project costs in $1,000s of dollars (2015$)
2. Project to be constructed as part of new development
3. Project likely to be completed in smaller segments as part of new development; cost estimates to be determined at the time of implementation



Transportation System Improvements



Transportation System Improvements - State

5.6 CORRIDOR UPGRADES

Corridor Upgrades include modifying roadways to current City roadway design standards and incorporating multimodal improvements to more safely serve high traffic volumes and non-motorized travel. A number of roadways in the City have been identified for upgrades and prioritized based on those projects required to meet future travel needs. Corridor upgrades are primarily targeted major arterials, minor arterials, and collector streets where vehicle speeds and volumes are larger and heavy vehicles are more likely to use. Corridor upgrade projects are shown in Table 11. Project CU9 is not included on Figure 4 since it is a local roadway project.

5.7 NON-MOTORIZED TRANSPORTATION SYSTEM

Active Transportation improvements add pedestrian and bicycle facilities to roadways or construct off-street multiuse pathways to complete gaps in the existing non-motorized network. These projects provide alternative methods of travel and recreational opportunities. Projects were compiled from the previous Transportation Element, corridor master plans, and the City's Parks and Open Space Plan (2014). Non-motorized projects are shown in Table 12.

Table 11 - Corridor Upgrade Projects

Responsible Agency	ID	Project Location	Project Limits	Project Description	Relative Priority	Cost[1] ($1,000)
City	CU1	244th Ave SE	Hamilton Place to Roosevelt Ave	Reconstruct to major arterial standards (both sides) and construct trail per Parks and Open Space Plan	High	$3,200
City	CU2	244th Ave SE	SR 410 to SE 463rd St	Reconstruct to major arterial standards (east side)	Medium	$7,820
City	CU3	244th Ave SE	Roosevelt to SR 164	Reconstruct to major arterial standards (both sides) and construct trail (east side) per Parks and Open Space Plan	High	$8,420
City	CU4	244th Ave SE	SR 164 to 1400' North City Limits	Reconstruct to minor arterial standards and construct trail per Parks and Open Space Plan	Low	$3,110
City	CU5	Blake St	SR 410 to Warner Ave	Improve to collector street standards	Medium	$4,560
City	CU6	Blake St	SR 164 to SR 410	Improve to collector street standards	Medium	$810
City	CU7	Commerce St	SR 410 to Battersby Ave	Reconstruct to collector street standards	Low	$4,120
City	CU8	Dickson Ave	Mountain Villa Drive to Blake St	Reconstruct to collector street standards	Medium	$2,520
City	CU9	Elmont Ave	Semanski St to Lafromboise St	Reconstruct to local roadway standards	Medium	$3,890
City	CU10	Kibler Ave	Carbon Ridge to Gossard St	Reconstruct to collector street standards	Low	$890
City	CU11	Kibler Ave	Gossard St to Harding St	Reconstruct to collector street standards	High	$3,170
City	CU12	Lincoln Ave	Semanski St to Lafromboise St	Reconstruct to local roadway standards	Low	$3,860
City	CU13	McHugh Ave	Harding St to Porter St	Improve to collector street standards	Medium	$2,060
City	CU14	McHugh Ave	Porter St to Cole St (aligned)	Improve to collector street standards	High	$2,210
City	CU15	Nielsen Ave	Lafromboise St to Porter St to Monroe Ave	Reconstruct to local roadway standards	Medium	$860
City	CU16	Roosevelt Ave	244th Ave SE to Semanski St	Reconstruct to minor arterial standards	Low	$6,110
City	CU17	Warner Ave	Berninger St to Blake St	Reconstruct to collector street standards and construct trail per Parks and Open Space Plan	Low	$2,550
City	CU18	Warner Ave	Watson St N to 276th Ave SE	Reconstruct to collector street standards and construct trail per Parks and Open Space Plan	High	$1,090
City / County	CU19	Warner Ave	276th Ave SE to Farman St N	Reconstruct to collector street standards and construct trail per Parks and Open Space Plan	Medium	$4,590
State	CU20	SR 164	244th Ave SE to Highpoint St	Upgrade to major arterial standards	Medium	$4,700
State	CU21	SR 410	Watson St N to Suntop Blvd N N	Improvements per SR 410 Corridor Study	Low	TBD[2]

1. Project costs in $1,000s of dollars (2015$)
2. Project likely to be completed in smaller segments as part of new development; cost estimates to be determined at the time of implementation.

Responsible Agency	ID	Project Location	Project Limits	Project Description	Relative Priority	Cost[1] ($1,000)
City	N1	228th Ave SE	SE 438th St to SE 440th St	Construct trail per Parks and Open Space Plan	Low	$60
City	N2	Battersby Ave	Watson St N (align) to Farman St N	Construct shared use pathway per Parks and Open Space Plan	Medium	$360
City	N3	Division St	Kibler Ave to McHugh Ave	Construct sidewalk on both sides of the roadway	Medium	$620
City	N4	Farman St N	SR 410 to Battersby Ave	Construct shared use pathway (west side) per Parks and Open Space Plan	Medium	$270
City	N5	Farman St N	Warner Ave E to SR 410	Trail improvements (east side) per Parks and Open Space Plan	Low	$250
City	N6	Foothills Trail	Battersby Ave to SE 432nd St	Construct shared use pathway per Parks and Open Space Plan	High	$430
City	N7	SR 164	Farrelly St to Laframboise St	Construct pedestrian improvements when warranted	High	$480
City	N8	Battersby Ave/SE 440th St	228th Ave SE to 244th Ave SE	Construct trail per Parks and Open Space Plan	Low	$520
City	N9	Foothills Trail	Warner Ave to Roosevelt Ave	Install lighting for the Foothills Trail	Low	$270
City	N10	Washington Ave	Cole St to Railroad St	Construct improvements on both sides of the roadway	High	$130
City	N11	Watson St N	Warner Ave to SR 410	Construct improvements on both sides of the roadway	High	$810
State	N12	SR 169	McHugh Ave to Thunder Mountain Middle School	Pedestrian improvements per SR 169 Corridor Study	High	$390

1. Project costs in $1,000s of dollars (2015$)

5.8 SAFETY PROJECTS

Improving safety of the transportation system is an important goal. A variety of projects, many of which are included in other project categories, help to improve the safety of the transportation system. For example, new traffic signals can make it safer for vehicles to turn or pedestrians to cross the street. The projects in Table 13 were included primarily for the purpose of improving transportation safety.

Table 13 - Safety Projects

Responsible Agency	ID	Project Name	Project Limits	Project Description	Relative Priority	Cost[1] ($1,000)
State	S1	SR 164	Semanski St/ SR 164	Signalize intersection when warranted	Medium	$350
State	S2	SR 410	Semanski St/ SR 410	Improvements per SR 410 Corridor Study	Low	$1,480

1. Project costs in $1,000s of dollars (2015$)

5.9 TRANSIT SYSTEM

Transit provides a range of benefits and as the Puget Sound region continues to grow the value of transit will also grow. Since the end of the Great Recession congestion into and out of regional employment centers has grown significantly, increasing travel times and reducing reliability. Transit provides an alternative to some commuters with shorter travel times, cheaper travel, and a more pleasant and productive commute.

Transit also provides critical lifeline access to special needs populations such as seniors, people with disabilities, and people with a low income or those who do not own a car. For these populations, transit service may be their only method to travel to medical appointments, access services, access educational opportunities, complete errands, or socialize.

Projects that improve transit service to Enumclaw, as well as projects that improve access to regional high capacity transit such as Park & Rides have been identified. Non-motorized improvements to bus stops within the city have also been identified. Improved transit service to and within Enumclaw including increased commuter service, increased span of service (nights and weekends), and increased frequency of service are all desirable. Some of these objectives can likely be accomplished though Metro's Alternative Service Program.

These projects were identified through a review

of current planning efforts and ongoing programs such as Sound Transit 3, Metro's Long Range Plan, Metro's Service Guidelines Taskforce, Metro's Alternative Services Program and PSRC's Human Services Transportation Plan. Since transit service is provided by other agencies the City of Enumclaw should actively engage transit partners to advocate for these projects when funding decisions are being made. Transit projects are shown in Table 14.

Table 14 - Transit Projects

Responsible Agency	ID	Project Name	Project Limits	Project Description	Relative Priority	Cost ($1,000)
King County Metro	T1	Transit Service	Citywide	Improved transit service	High	N/A[2]
King County Metro/Sound Transit	T2	Park & Ride Access	Regional	Improve access to transit service	High	N/A[2]

1. Project costs in $1,000s of dollars (2015$)

2. Transit operating or capital cost, therefore no project cost was identified

5.10 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing the number, length and need of private automobile trips. Typically, TDM measures include provision of park and ride lots, improvements to pedestrian and bicycle facilities, and promotion of ridesharing activities.

The Washington State Legislature passed the Commute Trip Reduction (CTR) Law in 1991, with goals to improve air quality, reduce traffic congestion, and reduce fuel consumption. In 2006, the Legislature adopted changes to the CTR law to make the program more effective, efficient, and targeted. The modified program focuses on UGAs and congested highway corridors.

The City has three employers with 100 or more employees working a shift beginning between 6 and 9 AM, and are therefore required to implement CTR policies. These employers can implement TDM measures such as carpool matching, transit pass subsidies, and bicycle parking to discourage employees from commuting alone.

TDM strategies are typically most effective in denser and larger urban areas; however, strategies coordinated with King County, WSDOT, and other partners can provide alternatives for residents and employees. Potential TDM strategies the City could promote through policy or investment include, but are not limited to the following:

- Ridesharing - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles;
- Flexible Work Schedules – Flexible work

hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion;

- Transit Incentives – Employers can provide free or reduced-rate transit passes to all employees;
- Telecommuting – The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some work days; and
- Secured Bicycle Parking and Showers – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

5.11 AIR, RAIL, AND WATER TRANSPORTATION FACILITIES

No improvements to the air, rail, and water transportation system have been identified. Investments that ease the travel of freight through the City have been included in many of the projects along the state highways.

6. FINANCE AND IMPLEMENTATION PROGRAM

The transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Enumclaw. A summary of project costs and a strategy for funding the projects over the life of the plan are presented. Often a variety of local, regional, state, and federal funding sources are used to finance transportation improvement projects.

6.1 PROJECT COST SUMMARY

The total cost of the capital transportation improvement projects is summarized in Table 15 based on planning level cost estimates. A total of $118.9 million (2016 dollars) would be needed to fully fund the capital improvements. However, of these costs, it is estimated approximately $30.7 million in projects are needed to support the City's land use plan and meet regional and local level-of-service standards. The remaining $88.2 million are projects that will not likely to be implemented within the 20-year life of the plan without additional outside revenues.

Table 15 - Capital Project Cost Summary

Improvement Category	Costs[1]
Capacity and Freight Projects	$41,910,000
Corridor Upgrade Projects	$70,540,000
Non-motorized Projects	$4,590,000
Safety Projects	$1,830,000
	Subtotal $118,870,000
Funded in the Transportation Element (Needed to Support the Land Use Element)	$30,680,000
Unfunded Projects (Not Needed to Support the Land Use Element)	$88,190,000
1. Planning level costs in 2016 dollars.	

6.2 FUNDING STRATEGY

Implementation of the Transportation Element

involves several strategies. One strategy includes coordinating with other agencies to build support and construct the transportation improvement projects, such as improvements to state highways, the regional trail system and commuter transit service. Another strategy includes the pursuit of grant funding, which will be especially critical in the implementation of safety and operational improvements along SR 410, SR 164, and SR 169 and completion of non-motorized projects.

The City will review and regularly update its Transportation Impact Fee (TIF) program and other development review processes to assure that the impacts of growth are mitigated and transportation improvements are completed concurrent with new development. Finally, if expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet adopted level of service (LOS) standards, then the City will need to pursue options as laid out under the Reassessment Strategy.

The potential funding sources for each of the improvement projects was identified to estimate needed revenues by category. For example, grants or other agency funding was generally assumed to be a greater share of the revenues for funding improvements on the state highways than on the local arterial improvements. While, it is unlikely that implementation of the Transportation Element projects will actually match the City's funding assumptions at a project-by-project level, this process does provide for a reasonable estimate of anticipated revenues needed for the overall capital improvement program. It also establishes a level of funding needed through traffic impact fees and other developer mitigation. Table 16 summarizes the anticipated sources of revenues needed to fund the identified capital improvements.

Table 16 – Capital Project Funding Strategy Summary

Source	2016 to 2035 Revenues (2016 $)
City Funding	
Real Estate Excise Tax (REET)	$4,500,000
Motor Vehicle Fuel Tax[1]	$0
General Fund[1]	$0
	Subtotal $4,500,000
Grants and Other Agency Funding	
Federal, State, or Other Grants	$13,385,000
Transportation Benefit District (TBD)[2]	$0
	Subtotal $13,385,000
Development Funding	
Traffic Impact Fees [3]	$5,000,000
Other Developer Mitigation[4]	$7,860,000
	Subtotal $12,860,000
Total Estimated Revenues	**$30,745,000**
1. General fund and MVFT revenue assumed to be allocated to administration and maintenance	3. Traffic impact fee revenues based on estimated growth related costs of capital improvements.
2. TBD funding is assumed to be restricted to pavement maintenance and rehabilitation activities only. Per TBD formation Ordinance 2524, additional transportation improvement projects may only be funded after compliance with the provisions of RCW 36.73.050(2).	4. Enumclaw developer funding beyond traffic impact fees. Could include frontage improvements, local improvement districts, reimbursement agreement, or other similar funding program. Assume that all, or part of, improvements are constructed or right-of-way dedicated as a condition of development.

6.2.1 Local Funding

The City utilizes a number of fees and tax revenues to construct and maintain its transportation facilities. Funding sources include local revenues, grants, TIFs, and developer mitigation. City tax revenues directed toward transportation capital improvement projects are primarily from the Real Estate Excise Tax (REET). The City also uses fuel taxes and sometimes directs revenue from its General Fund to fund transportation capital projects, as needed, but those revenues are typically allocated to administration and maintenance expenses.

6.2.2 Transportation Impact Fee Program

The City collects Transportation Impact Fees to support implementation of growth related transportation improvements. The Growth Management Act (GMA) allows agencies to develop and implement a Transportation Impact Fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements serving new developments and not existing deficiencies;
- Assessed proportional to the impacts of new developments;
- Allocated for improvements that reasonably benefit new development; and
- Spent on facilities identified in the Capital Facilities Plan.

TIFs can only be used to help fund improvements that are needed to serve new growth. The impact fees are assessed on new development activity and are based upon the number of new trips a development generates . Trip rates are based upon the Institute of Transportation Engineers Trip Generation Manual. In some circumstances developers can construct improvements concurrent with development activity and earn credits to offset impact fees.

The City can apply a cost escalation factor each year, or update project cost estimates, to update the TIF rates. A full evaluation and update of the TIF rates would primarily be needed only when the Transportation Element is updated to reflect changes in land use plans, the project list, funding, or LOS standards.

6.2.3 Transporation Benefit District

In 2013 the City established a Transportation Benefit District (TBD) to provide a dedicated funding stream for road maintenance . The TBD is funded through a $20 vehicle license fee and 0.1% sales tax increase with funds directed towards the City's pavement management program. The TBD boundaries are identical to the city limits and TBD revenue is listed under the Annual Pavement Maintenance Program. The TBD is required to issue an annual report indicating the status of projects and finances.

6.2.4 Regional Coordination

Enumclaw's transportation system serves both local and regional travel needs, with a significant amount of the capital program focusing on improvements to the state highways. The City will closely coordinate with WSDOT to implement improvements identified along SR 410, SR 164 and SR 169.

Improvements to each corridor have been identified though past studies completed by WSDOT and the City. Without WSDOT as a partner in assisting the City in funding improvements to the state highways, the City is unable to put a high priority on improvements

along the highways since the projects also serve significant levels of regional traffic and the project's cost more than the City can reasonably fund on its own.

Regular coordination with the Puget Sound Regional Council to review the effect of regional LOS standards on Highways of Statewide Significance (SR 164 and SR 169) and Regionally Significant State Highways (SR 410) should be a priority. Timely and regular coordination will allow consideration for changes in regional travel growth, employment, and economic development as well as funding the identified state highway improvements.

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1.http://www.cityofenumclaw.net/documentcenter/view/341

2. http://www.cityofenumclaw.net/257/TBD

6.2.5 Grants

The City will aggressively pursue federal, state, and regional grants to implement many of the identified transportation improvements. Key grant programs that the City will pursue are managed by the state Transportation Improvement Board (TIB), PSRC, or through WSDOT Local Programs. Each grant program requires an agency match. The City will need to reserve adequate funding for use in matching against any grant funds that are received.

The City will work through TIB, PSRC, and WSDOT to pursue grants for specific projects. Projects to improve the state highways are candidates for TIB and some federal grant programs managed through WSDOT. Another good source of grant revenue is the PSRC Rural Town Centers and Corridors (RTCC) program, which was created in 2003 to assist rural communities in implementing town center and corridor improvements. The City has been successful in receiving grants through the RTCC program in the past and will continue pursuing funds to implement the remaining state highway projects. Finally, grants to enhance pedestrian and bicycle facilities are largely through either TIB, WSDOT pedestrian/ bicycle program, or the Safe Routes to Schools program.

6.3 CONCURRENCY MANAGEMENT AND DEVELOPMENT REVIEW

Concurrency refers to the ongoing process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities as defined by local jurisdictions are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if its LOS standards will continue to be met including the additional travel demand generated by each development.

Concurrency determinations for the roadway network are closely linked with development review decisions. In addition, the City reviews development applications pursuant to the State Environmental Policy Act (SEPA). Concurrency and SEPA are primarily focused on a shorter-term time frame.

The City requires payment of TIFs to help fund growth related improvements, both long-term and short-term needs. Projects that result in an adverse impact are required to fund or implement mitigation measures that reduce the impact below a level of significance and/or meet the LOS standard. The City provides credits where developers are required to construct improvements whose costs are included in the TIF program.

The City will regularly monitor the operations and levels of service of its transportation system. The City will use the information in developing its Six-Year Transportation Improvement Program (TIP), pursuit of grants, and coordination with WSDOT and other agencies. The City will apply SEPA and the City's Roadway Design Standards to evaluate and identify appropriate improvements for mitigating impacts of developments in the city.

6.4 REASSESSMENT STRATEGY

The implementation strategy to complete the identified capital projects are largely based on revenue from grants and TIFs. The City may be able to shift revenues from other funding programs to address specific needs as yearly budgets are prepared. In addition, the City is committed to reassessing its transportation needs and funding sources each year as part of the annual Six-Year TIP. This allows the City to match the shorter-term improvement projects with available funding.
In order to maintain the vitality of the City's transportation system, the City should adhere to the following principles as it implements the project list:

- The City will balance improvement costs with available revenues when developing the annual Six-Year TIP;
- Review project design during the development review process to determine whether costs could be reduced through reasonable changes in scope or deviations from roadway design standards;
- Coordinate and partner with WSDOT and other agencies to aggressively pursue grants from state, federal, and regional agencies to help fund and implement improvements along SR 164, SR 169 and SR 410;
- Work with regional and local agencies to develop multi-agency grant applications for projects that serve regional travel;
- Review TIF revenues on a regular basis to determine whether the impact fees should be adjusted to account for project cost increases and/or decreases in grants or cost sharing; and
- If the actions above are not sufficient, consider changes in the LOS standards and/or limit the rate of growth.

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Introduction and Purpose

The Capital Facilities Plan (CFP) is a plan for capital improvements that support the City of Enumclaw's current and future growth. The purpose of the Capital Facilities Element (CFE) is to establish sound fiscal policies to guide the City of Enumclaw in planning and financing public facilities. Throughout the CFP, funding for general government projects are documented and acknowledged. The CFP also includes a financing plan for the six year period from 2016-2021.

By adopting and inventorying existing capital through a six-year projected Capital Facilities Plan (CFP), the City complies with the State of Washington's Growth Management Act (GMA) that requires communities to plan for capital facilities, to secure adequate level of facilities and services, and ensure facilities are in place to serve development at time of occupancy or use. Capital facilities usually last for an extended period of time, they hold notable value, contain relatively large costs, and are inclined to be well grounded.

The process for arriving at the six-year plan involved identifying existing facilities and level of service standards and then applying the projected growth in residential population and employment to identify the needed capital facilities. The timing of the facilities was established through a combination of the requirements of the City's concurrency policy and the length of time it takes to implement the needed facility.

Additionally, the Capital Facilities Element implements various functional plans: Utility Comprehensive Plans, Pavement Management Plan, Parks and Open Space Plan, and the Enumclaw School District CFP. Each of these provides policy direction, and the Capital Facilities Element incorporates the level of service standards and funding plan to pay for and construct the physical improvements. By following many of the aforementioned documents, the CFP will ensure consistency throughout the development process. For more information and detailed explanations concerning growth projections, land use determinations, existing facilities, and level of service, etc., please consult these documents respectively. Other plan summaries with key issues related to these elements can be found within their respective documents.

For the purposes of the Capital Facility Plan, Enumclaw designates a capital facility as a structure or equipment that has a minimum threshold for capital of five-thousand dollars. This includes new construction facilities, maintenance, large-scale renovation, and acquisition of land or the purchase of major pieces of equipment to aid in construction or function of the facility. However, many of the projections for capital generally exceed the twenty-five thousand mark. This chapter discusses the future improvements and projects, their costs, and sources for funding.

Statutory and Growth Management Act Requirements

As required by RCW 36.70A.070(3) and Section 7(3) of the GMA as part of the Comprehensive Plan, Capital Facilities Plans:

- Generate a six-year plan to finance such capital facilities within projected funding capacities and clearly identified sources of public money for such purposes;
- Provide capital facilities for land development

that is envisioned and/or authorized within the Land Use Element of the Comprehensive Plan;

- Maintain the quality of life for existing and future development of the community by generating an inventory of existing capital facilities, forecasting future capital facility needs, and establishing and maintaining level of service standards for capital facilities. The State Growth Management Act (GMA) guidelines suggest that this analysis be accomplished for water systems, roads, sanitary sewer systems, storm water facilities, schools, parks and recreation facilities, and police and fire protection facilities;

- Coordinate and provide consistency among the myriad of plans for public service improvements, including: (1) Other elements of the Comprehensive Plan; (2) Master plans and other studies of the local government; (3) Plans for capital facilities of State and/or Regional significance, plans of other adjacent local governments or jurisdictions; (4) and plans of special districts;

- Ensure the timely provision of adequate facilities as required by the GMA;

- Document all capital improvement projects and their financing; and

- Enact policies to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element and financing plan within the Capital Facilities Element are coordinated and consistent.

Incorporating sound fiscal practices helps maintain or exceed adopted level of service standards for providing adequate City services, typically in the form of constructive physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the Element determines the quality of improvements in the community. The City's six-year Capital Facilities Program (CFP) sets forth and documents funding that aids in the realization established by the larger Comprehensive Plan.

The GMA also seeks the selection of level of service standards for capital facilities. As a result, public facilities in the CFP should be based on quantifiable, objective measures of capacity such as traffic volume, capacity per mile of road, and acres of park per capita. In some instances, though, levels of service may best be expressed in terms of qualitative statements of satisfaction with a particular public facility. Factors that influence local level of service standards include, but are not limited to, community goals, national and local standards, and federal and state mandates.

Goals and Policies

A key basic principle with regards to this Element is that a strong base of capital facilities is largely reflected in our quality of life. Well-preserved and established physical stock such as fire stations, parks, roads, and other facilities are good indicators of community values. The goal is to accept the challenge of maintaining and operating public facilities such that the demand is supported as growth occurs or as needs change.

Goal CF – 1: Ensure that necessary public facilities and services can adequately serve development envisioned in the land use element when it is occupied and used without negatively impacting existing service levels.

Policies

1.1 Acceptable standards for public facilities

and services are defined in Table 4.1. Levels of services should be periodically evaluated to ensure that they are being met.

1.2 Water, sewer, and storm drainage services should be provided as outlined in the existing City plans, with highest priority given to improving services in those areas where it already exists, next highest priority to infilling areas surrounded by utility service, and lowest priority to extension of utilities into un-served areas.

1.3 The land use element should be reassessed if funding to accomplish future growth falls short of meeting existing needs.

1.4 Annexation decisions should be based on a fiscal analysis of providing public facilities and services.

1.5 New developments shall demonstrate adequate provision of public services or provide for impact mitigation for those public services determined to be necessary for development.

1.6 Maintain and periodically evaluate the City's transportation concurrency ordinance. Charge impact fees when the City Council determines that new development should pay its proportionate share of the capital facilities that it needs.

Goal CF – 2: Ensure that public facilities and services are high quality, fully maintained, and cost effective.

Policies

2.1 Capital facilities should be planned and designed to minimize operating and maintenance costs.

2.2 Provide for routine maintenance of capital facilities to avoid unnecessary replacement.

2.3 Develop schedules and plans for replacement of capital facilities upon completion of their useful lives. Schedules and plans should avoid infrequent costly projects with significant impacts to rates.

2.4 The following criteria, listed in order of importance, should be used to establish priorities for capital improvement projects:

CRITERION	DESCRIPTION
A. Health, Safety, and General Welfare	Projects necessary for the public health, safety, or general welfare of the community.
B. Legal Order	Projects that must be completed because of court mandate or legal order to comply with state or federal mandates.
C. Funding Opportunity	Projects that can take advantage of available grant funds or other available money.
D. Concurrency	Projects best completed at the time of higher-ranking projects- 'Street reconstruction with sewer line replacement.'
E. Comprehensive Plan Conformance	Projects furthering goals and policies of this Comprehensive Plan, but not as urgent as projects satisfying criteria A - D.
F. Economic Development	Projects serving to foster economic development in Enumclaw and the surrounding community.

2.5 Capital project planning should consider options that result in immediate low-cost investments with delayed benefits that would be unavailable in the future.

Goal CF – 3: Facilitate the development of public services concurrently with the growth that is anticipated to occur in Enumclaw.

Policies

3.1 Compact growth, including the infill of vacant

or undeveloped land, should be emphasized to allow for the efficient provision of services.

3.2 The City should adopt a long-range plan that will finance capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.

3.3 Coordinate land use and facility and service planning.

3.4 Allow eventual siting and construction of natural gas and electric distribution lines within rights of way that are being dedicated or within roads that are being constructed or reconstructed.

3.5 Plan for solid waste collection routes within right-of-way and roads.

Goal CF – 4: Establish and maintain a process for identifying and siting essential public facilities.

Policies

4.1 Essential public facilities shall including but not limited to those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, solid waste handling facilities, and in-patient facilities, including substance abuse facilities, mental health facilities, and group homes. A facility should be classified as an essential public facility if it has one or more of the following characteristics:

a. It meets the Growth Management Act definition of an essential public facility;

b. It is on a state, county or city list of essential public facilities;

c. It serves a significant portion of the County or region or is part of a countywide service system; or

d. It is the sole existing facility in the County for providing that essential public service.

4.2 At a minimum, the criteria for siting essential public facilities shall include the existing conditional use permit requirements for those facilities that present siting difficulties. Included in the review shall be an environmental analysis, either through the established NEPA or SEPA procedures.

Goal CF – 5: Encourage adequate school facilities and quality education through the coordination of planning efforts.

Policies

5.1 Encourage community involvement and support for school activities.

5.2 Proximity of housing to school location should be encouraged. Pedestrian access should be required.

5.3 Encourage communication and cooperation between the school district, developers, and the public.

5.4 The Enumclaw School District should be notified of all proposed development projects early in the review process.

5.5 Adequate school facilities should be in place before new development is to occur or impact mitigation fees should be required.

Levels of Service Standards (LOS)

Capital Facilities Plan to be based on service standards that are measurable and financially feasible for six fiscal years after plan adoption. These level of service standards determine the need for capital facilities and should be based on the community's vision of its future and its values. They are a minimum standard to ensure that adequate public facilities and services are provided as the community grows. The inventory and needs

analysis section of this chapter provides an analysis of existing deficiencies and future needs based on these LOS standards and the future anticipated growth. LOS standards influence the timing and location of development by clarifying which areas have excess capacity and may easily support development, and by delaying new development until it is feasible provide the needed public facilities. The following levels of service are the minimum thresholds that the City will strive to provide for existing development. The minimum thresholds necessary to adequately serve future development are included as noted.

Table 6.1 Level of Service Standards

Type of Facility	adopted level of service guideline	Necessary for development (Y/N)
Community center	1397 square feet/1,000 population	N
community park	3.59 acres/1,000 population	N
Neighborhood park	2.26 acres/1,000 population and all residents live within ¼ mile of a neighborhood park	Y
Trails	¼ mile of trail/1,000 population	N
Natural Gas	Provide natural gas service within the City's certified service area boundary in accordance with the Enumclaw Municipal Code, Pipeline Safety Manual, and Natural Gas Comprehensive Plan.	N
Police service	Maintain current ratio of 1.62 officers per 1,000 population	Y
sewer	Provide sewer service within the City limits in accordance with the General Sewer Plan, including:	Y
	▪ a collection system capable of conveying all wastewater discharges from customers within the City limits that minimizes overflows and the need for new lift stations.	
	▪ a treatment system capable of treating and discharging wastewater that meets all permit requirements of the NPDES permit.	
	▪ pretreatment of industrial and commercial wastewater if necessary prior to discharge into the City's collection system.	
Solid Waste	Maintain efficient and cost effective garbage, recycle, and yard waste collection programs.	N
stormwater	▪ Comply with NPDES Phase II federal permitting requirements.	Y
	▪ Consider establishment of a stormwater utility to provide a dedicated source of funding.	
Transportation	▪ Plan and implement a regular pavement preservation program.	Y
	▪ Maintain signalized intersections at a minimum LOS D and non-signalized intersections at a minimum LOS E.	
Water	Provide a safe and adequate supply of water in accordance with the Comprehensive Water System Plan policies and design criteria.	Y
Schools	As determined by the Enumclaw School District CFP	Y
Fire and EMs service	As determined by the Fire District #28 CFP	Y
Library	As determined by the King Library System	N

Financing Strategy

The budget process is the physical and fiscal expression of the City's Mission Statement and an extension of the Comprehensive Plan. The heart of the City's Mission Statement is the resolution to provide "municipal services to our citizens in an effective and responsible manner, preserving the community's well-being, respecting the dignity of our citizens and promoting excellence in public service." Enumclaw's overall 2015 City budget was $49 million. The General Fund budget for 2015 is $11.9 million (see table 6.6) with 46% or $5.5 million dedicated to salary and benefits. The total for all projects, both new and continuing, that were included in the budget is approximately $7.9 million, the majority of which are funded through utilities or externally funded, not the General Fund.

PROJECT PRIORITIZING

City resources are diminished and projects are expanding as the community grows. Prioritization of capital improvements is vital to short-term and long-term city operation. It is necessary to look at all of the capital facility and utility projects to make some necessary decisions on timing and feasibility. Costs shown are in dollars and are a rough approximation. More precise costs will be provided on a project-by-project basis as budgets for each project are determined.

In order to prioritize for decision-making, it is necessary to apply a consistent set of criteria to each of the proposed projects. A list of criteria was developed with the importance in fulfilling the intent of the Comprehensive Plan in mind. Lettered criteria (Table 6.2) have descriptions which help in prioritizing the projects.

Table 6.2 Scoring Criteria for Project Prioritization

CRITERION	DESCRIPTION
A. Health, Safety, and General Welfare	Projects necessary for the public health, safety, or general welfare of the community.
B. Legal Order	Projects that must be completed because of court mandate or legal order to comply with state or federal mandates.
C. Funding Opportunity	Projects that can take advantage of available grant funds or other available money.
D. Concurrency	Projects best completed at the time of higher-ranking projects- 'Street reconstruction with sewer line replacement.'
E. Comprehensive Plan Conformance	Projects furthering goals and policies of this Comprehensive Plan, but not as urgent as projects satisfying criteria A - D.
F. Economic Development	Projects serving to foster economic development in Enumclaw and the surrounding community.

SOURCES OF FUNDING

Capital facilities in the State of Washington and the City of Enumclaw are funded in a variety of ways. Capital facilities in the enterprise fund category (waste water, water, storm drainage, and gas) are generally funded by system user fees, one time impact fees, revenue

serviced bonds and grants in aid from the county, state, and federal governments. Non-enterprise fund facilities must rely on revenue from taxes or bonding retired with general tax revenue and by grants from county, state and federal agencies.

The Growth Management Act requires the City to identify the sources of funding for each type of capital facility. This section provides a general overview of funding sources that have been or are being used, an historical look at revenues from these sources and projections for these revenues to the year 2021. Based on forecast revenue, the City will have sufficient funding to provide capital facilities resulting from the growth anticipated in the land use element. See tables 6.4 and 6.5.

Table 6.3 Funding Sources

Funding Sources	Code	Funding source/Definition/LImitations
001 General Fund	GF	Property Tax, Sales Tax, User Fees, Fines, Permit Fees & Licenses
110 Street	ST	MVFT 99.58%. Transportation related projects.
110 Street-Path & Trails	PT	MVFT 00.42%. Transportation related projects
130 REET 2	R2	Planning for specific projects, acquisition, construction, repair of streets, sidewalks, lighting systems, traffic signals, water, storm, and sewer systems. Parks are excluded from acquisition. Projects must be in CFP.
131 REET 1	R1	Similar to REET 2, plus parks acquisition and trails projects. Includes facilities for recreation, law enforcement, fire protection, libraries, administration, and judicial functions. Projects must be in CFP.
150 Seized Assets	SA	Expansion and improvement of drug enforcement (10% to DOR).
156 Drug Education	DE	Drug and alcohol enforcement and education.
158 Impact	IM	Impact fees from development. Transportation and park projects.
180 Property Management	PM	Rents/leases. For the acquisition/development of property and support General Fund.
190 Golf Course	GC	Improvement of the course and support parks.
410 Water	WF	GFCs, rate payers. Fund related projects.
420 Wastewater	SF	GFCs, rate payers. Fund related projects.
430 Natural Gas	NG	Rate payers. Fund related projects.
440 Solid Waste	SW	Rate payers. Fund related projects.
490 Expo Center	EX	Rentals and user fees, Expo capital fund. Fund related projects.
520 Equipment Rental/Replace	ER&R	Major equipment and vehicle acquisition.
535 Facilities Maintenance	FM	Major facilities repairs and maintenance.

Table 6.4 2016-2021 Capital Improvements by Department

Expenditures							
Department	2016	2017	2018	2019	2020	2021	Total
Water	6,974,817	133,500	2,088,500	938,500	631,000	31,000	10,797,317
Sewer	127,000	479,000	976,000	TBD	TBD	TBD	1,582,000
Stormwater	40,000	15,000	20,000	TBD	TBD	200,000	275,000
Parks & Recreation	102,000	212,000	163,750	187,000	246,000	102,000	1,012,750
Natural Gas	294,000	123,000	391,000	108,000	108,000	107,000	1,131,000
Solid waste	301,000	160,000	TBD	25,000	340,000	TBD	826,000
Police	88,000	30,000	140,000	TBD	TBD	TBD	258,000
City facilities and equipment	99,000	36,000	TBD	70,000	TBD	100,000	305,000
Expo	438,400	139,000	137,500	107,500	65,000	150,000	1,037,400
Streets	116,053	993,333	858,333	683,333	833,333	658,333	4,142,718
Total	8,580,270	2,320,833	4,775,083	2,119,333	2,223,333	1,348,333	21,367,185

Table 6.5 2016-2021 Capital Improvement Revenue and Available Resources

	2015 Ending Fund Balance	Reserve Goal	Available Ending Fund Balance	Annual Revenue Available for Capital Projects &	Forecast Resources 2016-2021	Total Resources including grants and loans
001 General Fund	1,519,808	797,951	721,856	TBD	502,950	1,224,806
110 Street-Path & Trails	90,717	71,653	19,064	50,000	815,000	834,064
112 Transp. Benefit District	109,037	TBD	109,037	440,000	2,640,000	2,749,037
130 REET 2	343,944	51,050	292,894	731,156	4,386,936	4,679,830
131 REET 1	438,325	136,050	302,275	599,526	3,597,156	3,899,431
150 Seized Assets	2,621	TBD	2,621	7,000	42,000	44,621
156 Drug Education	31,174	TBD	31,174	1,500	9,000	40,174
158 Impact Fee-Parks	150,996	TBD	150,996	20,000	120,000	270,996
158 Impact Fee - Streets	175,240	TBD	175,240	80,000	480,000	655,240
170 Pool	41,400	38,512	2,888	TBD	TBD	2,888
180 Property Management	1,448,610	65,547	1,383,063	91,000	546,000	1,929,063
410 Water (WF)	1,875,307	1,184,764	690,543	603,333	10,782,315	11,472,858
420 Wastewater (SF)	1,454,448	1,420,142	34,306	107,000	2,099,000	2,133,306
430 Natural Gas (NG)	1,504,631	1,327,144	177,487	217,716	1,306,296	1,483,783
440 Solid Waste (SW)	275,007	181,638	93,369	TBD	160,000	253,369
490 Expo Center (EX)	N/A	N/A	311,500	28,617	762,200	1,073,700
520 Equipment Rental (ER&R)	2,429,488	58,378	2,371,110	113,867	683,202	3,054,312
Total	11,890,753		6,869,423	3,090,715	28,932,055	35,801,478

INVENTORY AND NEEDS ANALYSIS- CITY OWNED AND OPERATED

WATER SYSTEM

The City of Enumclaw's Water Utility operates a water supply system providing safe, reliable and customer-oriented service to 5,600 customers within the city and portions of unincorporated King County encompassing approximately 37 square miles. The City has three water sources to the east of the City: Boise Springs, Watercress Spring and Well, and PC Johnson Wellfield. The City also has an emergency intertie connected to the Tacoma Water pipeline that passes through the City; however the intertie has not been used since 2003. In 2016, the City plans to incorporate the Enumclaw Golf Course well into the municipal water system as an additional source.

To protect customer health all the City sources are treated with chlorine for disinfection. The City of Enumclaw does not add fluoride to its sources. The City does raise the pH of the Boise and Watercress sources to reduce the potential for the water to corrode metal piping. Water storage is provided by four reservoirs that have a total maximum capacity of 2.74 million gallons (MG). A 3 MG reservoir will be constructed in 2016, increasing the total capacity to 5.74 MG. In addition, the City's water system has nine pressure zones with one pressure reducing station, seven booster pump stations, and more than 142 miles of water main. The physical geography of the water service area includes a range in elevation from approximately 1,250 feet in the eastern portion to approximately 520 feet along the boundary with the Muckleshoot Indian Reservation. See Figure 6.1.

More detailed water system inventory, data and plans for future improvements are identified within the *2013- 2033 City of Enumclaw Comprehensive Water System Plan (CWSP). GPM = Gallons Per Minute. See Appendix for the Enumclaw Comprehensive Water System Plan as amended.*

	20 YEAR NEEDS ANALYSIS		
MEASURE	CAPACITY	CURRENT DEMAND	FUTURE NEED
MAX DAY DEMAND (GPM)	5,088	2,186	3,581

TIME FRAME	FACILITY AND Equipment	COST($)	fund
0-6 YEARS	AMR System	1,200,000	WF
	Boise Springs Transmission Main Replacement	10,000	WF
	City 1 MG, Crews, Fairway Hills & Stanridge Improvements	50,000	WF
	City Reservoir Improvements	5,750,000	Loan, WF
	Comprehensive Water Plan Update	70,000	WF
	Emergency Generator at Lower New Horizons BPS	20,000	WF
	Minor Improvements and Telemetry Upgrades	186,000	WF
	PC Johnson Automatic Transmission Main Valve	10,000	WF
	Upper Fairway Hills BPS Rehabilitation	180,000	WF
	Water Main Replacement Program	1,850,000	WF
	Zone 888/983 Well	1,780,000	Loan, WF
	Zone 983, 1040 1175 Expansions	690,000	Developer, WF
	Convert mapping to GIS	15,000	WF
	Other upgrades and replacements	As needed	WF, Other
7-20 YEARS	See 2013-2033 CWSP		
	Other upgrades and replacements	As needed	WF, Other

SEWER SYSTEM

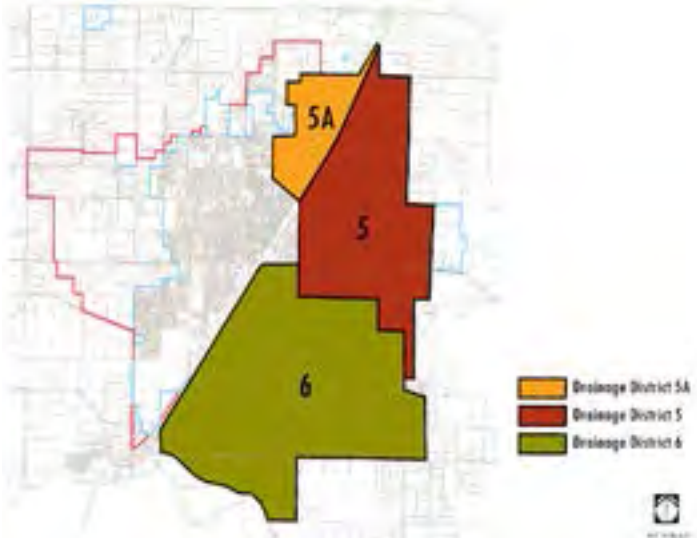
The capacity and delivery of the sewer system is a crucial aspect of Enumclaw's development. Since the early 1990s, the City has experienced several periods of moratoriums based on a lack of water or sewer system capacity. The most recent moratorium was enacted in late 1998, based on a lack of sewer system capacity and was extended on a bi-annual basis. The final moratorium expired in early 2009 following completion and adequate startup of the new treatment plant upgrade. The most recent update of the General Sewer Plan (See Appendices) indicates that the sewer collection and treatment system has adequate capacity to serve the forecasted population increase within the City and urban growth area provided some improvements are completed. The City will continue to make system improvements to ensure levels of service are maintained as growth occurs. See Figure 6.2.

20 YEAR NEEDS ANALYSIS			
MEASURE (annual ave)	CAPACITY	CURRENT DEMAND	FUTURE NEED
Flow mGD	2.54	1.48	2.64
BOD lB/DAY	3,500	2,139	3,072
TSS LB/DAY	3,500	2,614	3,754

TIME FRAME	FACILITY AND Equipment	COST($)	fund
0-6 YEARS	Flow Monitoring Program	80,000	SF
	Rate and Charge Study	30,000	SF
	WWTP Plant Improvements	1,457,000	Loan, SF
	Convert mapping to GIS	15,000	SF
	Other upgrades and replacements	As needed	SF, Developer
7-20 YEARS	See General Sewer Plan		
	General Sewer Plan Update	100,000	SF
	Other upgrades and replacements	As needed	SF, Other

STORM WATER

The City must maintain compliance with the National Pollutant Discharge Elimination System and State Waste Discharge General Permit for discharges from Small Municipal Separate Storm Sewers in Western Washington, known as the Western Washington Phase II Municipal Stormwater Permit. The Phase II Permit allows municipalities to discharge stormwater runoff from municipal drainage systems into the State's water bodies (e.g., groundwater, and streams) as long as the municipalities implement programs to protect water quality by reducing the discharge of stormwater pollutants to the "maximum extent practicable" through application of permit-specified programs. These programs include: public education and outreach, public involvement and participation, illicit discharge detection and elimination, controlling runoff from development and construction sites, municipal operations and maintenance, compliance with total maximum daily load requirements, monitoring and assessment, and reporting. In addition to benefitting water quality, the above programs are also intended to reduce the potential for flooding caused by excessive stormwater runoff.



The City system includes near 50 miles of storm drainage piping. Stormwater runoff leaving the City system ultimately discharge to the Boise and Newaukum Creeks which utlimately discharge into the White and Green Rivers. See Figure 6.3. Approximately 1/3 of the city limits and urban growth area is served by drainage districts 5/5A and 6. Though originally established to assist with draining fields for agricultural purposes, each of the districts has seen urban growth within a portion of their boundaries and will see additional growth in future years. Although the City and drainage district have overlapping jurisdictions, the systems that each maintain are separate.

Stormwater facilities to serve new development are required at the time of construction according the City's most recently adopted stormwater manual and NPDES permit. The City does not currently have a stormwater utility to fund repair and maintenance of the existing system. In the event that a stormwater

utility is formed, the stormwater utility can replace some or all of the fund sources listed below.

TIME FRAME	Facilities and Equipment	COST($)	fund
0-6 YEARS	Formation of Stormwater Utility	TBD	GF/R1/R2
	Stormwater comprehensive plan	40,000	GF/R1/R2
	Convert mapping to GIS	15,000	GF
	Decant facility study	20,000	GF/R1/R2
	Battersby Ave culvert replacement at 276th Ave	200,000	GRT/R1/R2
	Other upgrades and replacements	TBD	GF, Developer
7-20 YEARS	To be determined by comprehensive plan		
	Other upgrades and replacements	TBD	SF, Other

STREETS AND TRANSPORTATION FACILITIES

As a community, Enumclaw values streets and transportation facilities. Facility demands are maintained through LOS standard, transportation engineering standards and the goals and policies found in the Transportation Element (Chapter 5). Detailed analysis of locations, classifications, needs and demand for streets and transportation facilities is found in Chapter 5. The following projects are on the City's 6 year TIP.

TIME FRAME	FACILITY AND Equipment	COST($)	fund
0-6 YEARS	Railroad Street Woodstave pipe abandonment	15,000	R1/R2/ST
	ADA Self Assessment and Transition Plan	30,000	GRT/ST/GF
	Warner Semanski Intersection Improvement	50,000	IM
	Warner Avenue Overlay	300,000	GRT/ST
	Foothills Trail (PE, ROW)	35,000	ST
	Foothills Trail (Construction)	200,000	GRT/ST
	SR 410/SR 164 Signal Modifications (PE)	25,000	WSDOT/ST
	WSDOT SR 169 Overlay (PE)		WSDOT
	SR 410/SR 164 Signal Modifications (CN)	175,000	WSDOT/ST
	WSDOT SR 169 Overlay (CN)		WSDOT
	ADA Ramp Retrofit Program	75,000	GRT/ST/GF
	Sidewalk Program	150,000	ST/R1/R2
	Annual Pavement Management Program	433,333	TBD
7-20 YEARS	See Transportation Element, Chapter 5		

PARKS, RECREATION, AND CULTURAL SERVICES

As a community, Enumclaw values parks and recreation as an important and necessary local public service. Enumclaw is committed to ongoing active community involvement in its planning for parks

and programs and application of the factors of excellence in parks and recreation. Facility demands are maintained through LOS standard, community based assessments (location, distribution, access vs. population, demographics, economy, needs, and interests), and evaluating community feedback. While the greatest single competing interest in providing sufficient parks and recreation services is the impact of serving a regional population with local facilities and programs. The city currently has 5.2 acres of mini parks, 23.6 neighborhood parks, 29.3 developed community parks, and 274 acres of open space, golf course and trails totaling 332.80 acres (see Chapter 9, and for a complete review of Enumclaw's parks information visit the 2014 City of Enumclaw Park and Open Space Plan for more information).

TIME FRAME	FACILITY AND Equipment	COST($)	fund
0-6 YEARS	Aquatic Center Pool Liner	100,000	R1/R2/GRT
	Aquatic Center Heat Exchanger Piping	12,000	FM
	Battersby Loop Trail ROW Acquisition	50,000	GF/R1
	Boise Creek Drainage Fields 1-4	20,000	GF/R1
	Downtown Park Conceptual Plan and Construction Documents	50,000	IM
	Elk Meadows Construction Docs	20,000	IM
	Elk Meadows Park Phase 1 Construction	160,000	IM
	Foothills Trail Lighting	244,000	GRT/R1
	McFarland Park Restrooms	50,000	GRT(CBDG)
	Martin Johnson Play Structure Expansion	5,000	IM
	Park Landscaping/Furnishings	33,600	GF
	Park Signs	6,000	GF
	Play Surface Replacement	10,000	GF
	Tennis/Basketball Court Resurfacing	30,000	GF/R1
7-20 YEARS	See 2014 Enumclaw Park and Open Space Plan		

NATURAL GAS

Founded in 1957, Enumclaw Natural Gas in partnership with the City of Buckley installed a 13 mile high pressure main from Auburn extending through Enumclaw and ending south of the White River Bridge along Hwy 410. Today the City of Enumclaw is one of only two remaining municipal-owned gas distribution companies in Washington State, serving over 4,000 customers and maintaining approximately 90 miles of piping. In 2014, the City entered into a 20 year agreement to provide natural gas to Puget Sound Energy for the City of Buckley. Operated and maintained by 5 field employees, one manager, and shared administrative support, stringent state and federal regulations are followed with the highest regard for public safety.

The city receives its natural gas through a single source via Williams Pipeline in Auburn. The gas is then transported 10 miles through a 6 inch high pressure line into the City of Enumclaw, while on the way delivering gas to single residential services and several small sized regulator stations for multiple service systems. For the main intermediate pressure system serving the City itself, gas pressure is cut from 240 psi to 35 psi through two primary district regulator stations located on Roosevelt and Warner Ave and delivered to a vast distribution piping system made up of 50% plastic and 50% coated and catholically protected steel pipe (Figure 6.1). The City has a daily maximum contract demand of 6,500 Dth per day available through Williams Pipeline and a current peak demand of 4,700 Dth per day delivered in February of 2014. Specific details are outlined in the City's Natural Gas System Plan and Long-Range in Appendices, as amended.

20 YEAR NEEDS ANALYSIS		
system demands	CURRENT DEMAND	FUTURE NEED
Total	339 Mcfh	760 Mcfh
Enumclaw	235 Mcfh	636 Mcfh
PSE contract	104 Mcfh	124 Mcfh

TIME FRAME	FACILITY AND Equipment	COST($)	fund
0-6 YEARS	Uprate intermediate pressure system	280,000	NG
	Convert mapping to GIS	15,000	NG
	New and upsized piping	650,000	NG/Developer
	AMR Replacement	186,000	NG
	Other upgrades and replacements	As needed	NG
7-20 YEARS	Uprate high pressure system	185,000	NG
	New regulator station	75,000	NG
	Rebuild regulator stations	150,000	NG
	New and upsized piping	2,000,000	NG/Developer
	Other upgrades and replacements	As needed	NG

SOLID WASTE – CITY SERVICES, COUNTY TRANSFER STATION, FUTURE DEMAND AND GROWTH IMPACTS

CITY SERVICES

The City offers a variety of solid waste services to businesses and residents, including:

- Household Refuse Collection

- Curbside Recycling
- Yard Waste Collection
- Commercial Refuse Collection
- Commercial Recycling.

The largest capital cost of the solid waste utility is the purchase its fleet of trucks. Replacement frequency is targeted at 10 years with the retired truck retained as backup and the oldest truck in the fleet sold as surplus. Trucks used by the City are listed below.

Veh No.	Vehicle Description	YEAR
243	95 FREIGHTLINER W/HEIL	1995
266	00 VOLVO W/25 YD MCNEIL	2000
277	02 PETERBILT W/20 YD HEIL	2002
306	07 PETERBILT/WAYNE CURBTENDER AUTOLOAD	2007
307	07 PETERBILT/WAYNE CURBTENDER AUTOLOAD	2007
325	13 PETERBILT 320 W/PACKER	2012

COUNTY TRANSFER STATION

King County's transfer station, in operation since 1993, is within the Enumclaw City limits at 1650 Battersby Ave E. The station accepts residential and non-residential waste and recycled materials, including cardboard, metal, appliances, yard and wood waste, and other recyclables. King County is solely responsible for its funding and operation.

FUTURE DEMAND AND GROWTH IMPACTS

Annexed areas remain with the private hauler, Waste Management, for 7 years after annexation as allowed by state law. However, as the City expands, an increase in staff and equipment may be necessary to serve the additional demand. The recommended alternative is to improve the efficiency of collection by converting the residential garbage service from manual to automated loading.

Due to the specialized equipment involved that the City doesn't have, Waste Management provides large container service within the City limits.

20 YEAR NEEDS ANALYSIS			
MEASURE	CAPACITY	CURRENT DEMAND	FUTURE NEED
GARBAGE TONS/YR	6,450	5,240	7,600
RECYCLE TONS/YR	1,560	900	1,305
YARD WASTE TONS/WK PEAK	100	70	102

TIME FRAME	FACILITY or equipment	COST($)	Fund
0-6 YEARS	Garbage Trucks (2)	680,000	ER&R
	Residential garbage carts	160,000	Loan
	Cart and dumpster replacement	25,000	SW
7-20 YEARS	Garbage Trucks (4)	1,400,000	ER&R
	Cart and dumpster replacement	185,000	SW

POLICE

The Enumclaw Police Department was established in 1913 and continues to provide a variety of professional law enforcement services to the community. The department's organizational

structure maintains 5 Divisions - Patrol, Investigations, Corrections, Communications, and Records. There are 18 Commissioned Officer positions, which include Chief of Police, Operations Captain, three Patrol Sergeants, ten Patrol Officers, Detective Sergeant and two Detectives.

The department also maintains and operates one of twelve Public Safety Answering Points (PSAPs) in King County through our Communications Center with six Communications Officers (including one supervisor) dispatching for police, King County Fire District 28, and after hours dispatching for the Mt Rainier National Park Service. Additionally, the department has a one year holding facility (City Jail) with six state certified Corrections Officers (including one sergeant), a Department Administrative Secretary and a Records Specialist. The Police Department is located at 1705 Wells St; the police station is staffed 24 hrs a day.

As the City of Enumclaw continues to grow, so too will the need for increased law enforcement services. The Police Department's growth will, in part, be based on several factors that measure the department's efficiency and effectiveness through the types of services rendered and the response to those services. Considerations will include response to priority one calls for service, the ability to effectively handle additional calls for police services, and commitment to missions and goals that meet or exceed community expectations and services that enhance the community's quality of life issues.

Priority Calls for Service Defined:

- Priority One – Crimes in progress, life threatening or potential for injury.
- Priority Two – Calls of urgent nature, but not recognized emergencies.
- Priority Three – Calls considered routine in nature; will respond when practical.

Priority Calls for Service Threshold Standards – Response Times:

- Priority One – Goal to respond to 85% within six (6) minutes and average four minutes, thirty seconds (4.5 min) or less.
- Priority Two – Goal to respond to 60% within seven (7) minutes and average five (5) minutes or less.
- Priority Three – No time thresholds. Can be answered as soon as practical based on number and type of calls for service. (For a complete report consult Enumclaw Police Department Priority Dispatching System, revised March 2005.)

Priorities for coping with future demand and population growth impact: the Police Department plans to focus on three primary areas of growth to ensure its continued success in providing quality law enforcement services and maintaining and establishing LOS standards:

1. Personnel
2. Training and Equipment
3. Police Facility

Priorities within these areas include: radio communications for both police and fire; a properly designed communications center that provides dispatching services for police, fire and contractual entities; and a long-range CFP that would determine department needs as it relates to future growth.

Additional focus is warranted via a feasibility study, as determined by a Police CFP, that will establish and develop the possibility of a combined public safety center, and/or a new Emergency Operations Center (EOC) that could meet the City's future growth expectancy. Such a study is essential to enhancing the department's ability to manage disaster

preparedness in compliance with the National Incident Management System (NIMS).

Police 20 YEAR NEEDS ANALYSIS	2015	2035	Future Need
PD Administration Offices (square feet, 320 sf per employee not including corrections)	7,700 sf	11,520 sf	3,820 sf
City Jail (beds/square feet)	24/2,680 sf	24/2,680 sf	0
Personnel	30	42	12
Admin	1	2	1
Officers	17	25	8
Dispatch	6	9	3
Corrections	6	8	2

TIME FRAME	Facility or Equipment	COST($)	Fund
0-6 YEARS	Security Upgrades	TBD	FM
	Dispatch/Radio Upgrade & Replacement	VARIES	PSERN
	Police CFP, including feasibility of shared public safety/court facility	90,000	GF/R1
	Feasibility/cost study for 50 bed corrections facility	50,000	GF/R1
	Re-roof east half of building	60,000	FM
7-20 YEARS	New or enlarged public safety facility	TBD	GF/R1/Loan

CITY FACILITIES AND EQUIPMENT

The City of Enumclaw owns and maintains multiple buildings that support City services and operations, as well as the housing the operations of the Chamber of Commerce and Arts Alive. City services and operations include Administration, Finance/DP, Court, Community Development, Parks, Public Works, Police, Senior Center and Youth Center.

The City maintains an equipment replacement fund or vehicles and other similar equipment. Equipment Rental staff maintain the city's vehicle and equipment fleet and also coordinate necessary major out-of-shop repair and manage the city's fuel supply contract. A replacement reserve is accumulated within this fund for the purpose of having sufficient capital to replace vehicles and equipment at the end of their scheduled life.

Building	YEAR BUILT	LOCATION	notes
City Hall	1924	1339 Griffin Avenue	
Public Works/Community Development/Parks Offices	1953	1309 Myrtle Avenue	Stevenson-Yerxa Building
Public Works/Parks Shops	1989	2041 Railroad Street	
Police/City Jail	1974	1705 Wells Street	
Senior Activity Center	1970	1350 Cole Street	
Wastewater Treatment Plant	2008	289 Semanski Street	
Arts Alive	1923	1429 Cole Street	City owned and maintained, rented to non-profit arts organization
Chamber of Commerce	1923	1421 Cole Street	City owned and maintained, rented to Chamber of Commerce
Youth Center	1928	1356 Cole Street	City owned and maintained, run by Auburn Youth and Family Services
Enumclaw Library	1991	1700 First Street	City owned property maintained by KCLS, building owned and maintained by the King County Library System (KCLS)
Enumclaw Expo Center	1940s-1960s	45224 284th Ave SE	City owned, leased to and maintained by the Enumclaw Expo Center Foundation
Fire Station No. 28	1960	1331 Wells Street	City owned, maintained by Fire District No. 28

City Facility 20 YEAR NEEDS ANALYSIS	2015	2035	Future Need
SR/Community Center	9,837 sf	22,346 sf	12,509 sf
City Hall Offices	7,593 sf	TBD	TBD
Public Works/Community Development/Parks Offices	3,632 sf	TBD	TBD
Public Works/Parks Shops	12,317 sf	TBD	TBD

TIME FRAME	FACILITY or equipment	COST($)	Fund
0-6 YEARS	Accounting Software Upgrades	100,000	GF
	Card Entry System, Stevenson-Yerxa & Shops	36,000	DP
	Citywide phone system replacement	70,000	DP
	City Hall – Renovate admin offices to include reception area/main desk, additional conference room	TBD	FM/R1
	Downtown Redevelopment Mixed Use Feasibility	50,000	GF/GRT
	Expo Center – Fieldhouse Energy Retrofit	TBD	EXPO
	Expo Center Roofs – Admin, Exhibit, Activity Hall		EXPO
	HVAC Replacements – Shops, Police, Sr Center, Chamber of Commerce	TBD	FM
	Permit Tracking Software	20,000	GF
	Repoint Masonry- Multiple Buildings	TBD	FM
	Server replacement: COEAPP1, COEMS1 &COESQL1	29,000	GF
	Stevenson-Yerxa – Renovate basement for additional office space/filing	TBD	FM
7-20 Years	Stevenson- Yerxa Energy Retrofit – Windows, insulation	TBD	FM
	Repair bluestone/sandstone on Cole Street and Logger's Legacy	TBD	R2/FM/ STREET

ENUMCLAW EXPO CENTER

The Enumclaw Expo Center (formerly the King County Fairgrounds) was transferred from King County to the City of Enumclaw in 2006. Beginning July 1, 2015, operation of the Expo Center was transferred to a newly established Non-Profit Organization, Enumclaw Expo and Events Association, although the City maintains ownership of the property. The Expo Center is comprised of 72 acres with a variety of multi-use buildings, grass midways, parking lots and arenas that are versatile enough to accommodate most any event. Annual attendance at the Expo Center events is over 150,000 and events range from weddings to concerts and dog shows to motorcycle rallies.

TIME FRAME	FACILITY or equipment	COST($)	Fund
0-6 YEARS	Signage for Field House	3,400	EXPO
	Paint Exhibit Hall, Activity Hall and Admin bldg	50,000	EXPO
	Update Restroom in Exhibit Hall	30,000	EXPO
	Expand and remodel Restrooms in Activity Hall	90,000	GRT
	New Electrical Panels at FH. Upgrade and combine old ones	12,000	EXPO
	Fire or smoke alarm at Field House	5,000	EXPO
	Signage for bldgs	15,000	EXPO
	Covered Walkway between EH and AH	25,000	GRT
	Roof on Activity Hall	150,000	GRT
	Roof on Concession bldg, Rabbit Barn Bathrooms	15,000	GRT
	Field House floor refinished	36,000	EXPO
	Insulation at Field House	32,000	EXPO
	Air conditioning at FH	46,000	EXPO
	Remove, replace or repair of Fountain out at Field House	20,000	GRT
	Move Fence at Admin bldg and automate gate 3	10,000	EXPO
	Awnings above doors on Exhibit Hall	$15,000	EXPO
	Reader board somewhere in town or on major road	$25,000	GRT
	Re-pave/coat gazebo floor	$7,000	EXPO
	Drainage improved in Rodeo Arena	$7,500	EXPO
	Electricity in South Lot	$25,000	GRT
	Refinish floor in Activity Hall	$18,000	GRT
	Upgrade/ remodel Kitchen in Activity Hall	$7,500	EXPO
	Admin offices need new paint/furniture	$25,000	EXPO
	Tunnel under road for electrical	TBD	TBD
	Renovate Restrooms downstairs at FH	$50,000	EXPO
	Pave corner by dumpsters and container at FH	TBD	TBD

TIME FRAME	FACILITY or equipment	COST($)	Fund
	Pave road to RV Park	$20,000	EXPO
	Color Printer	$3,000	EXPO
	Turnstiles or something of the like for attendance numbers	$10,000	EXPO
	Updated appliances for concession bldg	TBD	TBD
	New lights on Covered Arena and Horse barn to match other bldgs that were replaced	$15,000	GRT
	Scrubber	$7,500	GRT
	Sweeper	TBD	TBD
	New boiler at Field House	$30,000	EXPO
	Collapsible bleachers for EH/AH	$15,000	EXPO
	Sewer Line to RV Park with Restrooms and showers	TBD	TBD
	Replace fence in north and south parking lot	$20,000	EXPO
	Mesh/screen walls on Covered Arena	$150,000 TBD	GRT
	Articulate lift to reach top of bldgs, gutters, trees, etc.	7,500	TBD
	Air Curtains above doors in EH	15,000	EXPO
7-20 YEARS	TBD		

INVENTORY- OTHER AGENCIES

SCHOOLS

The Green River Community College Enumclaw Center is located in downtown Enumclaw. The campus offers a range of credit and non-credit classes to fit the wishes of the community and surrounding plateau area.

Enumclaw is supported by School District No. 216, started in 1887, which is classified as a non-charter local school district that is not a supervisory union. District 216's current area consists of about 444 square miles in southeastern King County, bordered on the north by the Tacoma School District, on the west by the Auburn School District, and on the south

by Pierce County. The Enumclaw District serves a student population of about 4,308 (Oct. 2009) students in kindergarten through 12th grade, in five elementary schools (Black Diamond, Byron Kibler, Southwood, Sunrise and Westwood), two middle schools (Enumclaw and Thunder Mountain), Enumclaw High School, White River Alternative Program (WRAP), and the Muckleshoot Tribal School from the Cities of Enumclaw and Black Diamond and several surrounding unincorporated areas. Community support, strong academic programs, and vocational opportunities are a priority. Continued first-rate service to students is a long-term aim of the Enumclaw School District (Enumclaw School District website, retrieved 11/8/11).

District No. 216, under King County Code 21A, identifies its standard of service is based on the number of classrooms available at each school and the desired average class load district-wide. A favorable class size promotes the standard and quality of educational programs (for a complete report consult Enumclaw School District No. 216 2015-2020 Capital Facilities Plan). For a full list of Enumclaw's schools and their locations, see table 6.5.

SCHOOL TYPE	SCHOOL NAME	YEAR BUILT	LOCATION
Higher Education	Green River Community College (Enumclaw Center)	n/a	1414 Griffin
Secondary	Enumclaw High School	1961	226 Semanski St. South
	Enumclaw Middle School	1983	550 Semanski St. South
	Thunder Mountain Middle School	2000	42018 264th Ave S.E.
	White River Alternative Program	n/a	27515 120th St. East, Buckley
	Black Diamond	1961	23514 Baker St., Black Diamond
	Byron Kibler	1953	2057 Kibler Ave
	Southwood	1970	3240 McDougall
	Sunrise	1992	899 Osceola St. at 244th Ave Se
	Westwood	1964	21200 S.E. 416th Ave

FIRE AND EMS

The City of Enumclaw is served by King County Fire District #28, which serves the City and 80 square

miles of unincorporated King County surrounding the city. The Fire Department is responsible for providing fire protection services, pre-hospital emergency medical care, fire instruction, and performing fire inspections. In 2015 staffing consisted of 1 Fire Chief, 13 career firefighters, 30 volunteer firefighters and 1 administrative support positions. The district operates out of three stations: Station No. 1 at 1331 Wells Street, Station No. 2 at 35431 Veazie-Cumberland Road, and No. 3 at 43407 212th AVE SE. A complete inventory and plans for future improvements are identified within the 2016- 2035 King County Fire District No. 28 Capital Improvement Plan.

Station Name	YEAR BUILT	LOCATION
Station No. 41	1960	1331 Wells Street
Station No. 42	1928	35431 Veazie-Cumberland Road
Station No. 43		43407 212th Ave SE
Vacant Property	N/A	APN 2320069162

LIBRARY

The Enumclaw Library has a history dating back to 1922. It was founded by the Parent-Teachers Association and, by 1924, it held 1,439 volumes, 500 of which were in Danish. In 1983, the City acquired the land where the current library now sits at 1700 First Street from Burlington Northern Railroad. A bond issue funded construction of the library, with its grand opening on September 28, 1991. In June of 2012 the Enumclaw Public Library was annexed to the King County Library System and continues to serve Enumclaw community. In addition to a wide variety of books, periodicals, and audio and video materials, the library offers an Internet and a word processing station open to the public and children's programs. The Library Board provides guidance and to the King County Library System.

CABLE

Enumclaw receives cable service from Comcast Cable of Washington under a franchise agreement fee. There is also High-speed Cable Internet available through Comcast. As part of the franchise agreement, service charges provide government access on Enumclaw City Television (ECTV) Channel 21 (winner of the 2006 Alliance for Community Media Northwest Region's Overall Excellence Award). This is also broadcast to 3,000 Comcast homes within incorporated Enumclaw. ECTV is a division of the City Administration and is responsible for programming the Community Calendar and the City Website. SkyNet, DISH and DirectTV also provide services in the city.

TELEPHONE

Enumclaw receives telephone services from CenturyLink and Qwest Communications, which is required to provide services to individual customers upon request. In areas of Enumclaw, high speed DSL Internet is also available through CenturyLink and Qwest. Most of the telephone lines are co-located with Puget Power electric lines. Numerous wireless telephone providers also offer services in the Enumclaw area.

ELECTRICITY - PUGET SOUND ENERGY

Puget Sound Energy (PSE) is a private utility providing electric and natural gas service to homes

and businesses in Puget Sound region, covering 10 counties and approximately 6,000 square miles. PSE's regional and local electric and natural gas planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides electrical power to approximately 1.1 million electric customers throughout 8 counties in the state of Washington.

Regulation

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE electric utility operations and standards are further governed by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC) that monitor, assess, and enforce compliance and reliability standards. The residents of the City of Enumclaw and region rely on the coordinated effort between PSE and City for the adoption and enforcement of ordinances and/or codes to protect transmission and distribution line capacity and support federal and state compliance of safe, reliable, and environmentally sound operation of PSE's electric facilities. Routine utility work and vegetation management is required to maintain compliance with these FERC, NERC, and WECC regulations.

Integrated Resource Plan

In order for PSE to meet regulatory requirements, to provide dependable and cost effective service, PSE updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. This Integrated Resource Plan (IRP or plan) presents a long-term forecast of the lowest reasonable cost combination of resources necessary to meet the needs of PSE's customers over the next 20 years. The current plan, which was filed in May of 2013, details both the energy supply and transmission resources needed to reliably meet customers' wintertime, peak-hour electric demand over the next 20 years. The plan, which will be updated in the fall of 2015, forecasted that PSE would have to acquire approximately 4,900 megawatts of new power-supply capacity by 2033. This resource need is driven mainly by expiring purchased-power contracts and expected population and economic growth in the Puget Sound region. The IRP suggests that roughly more than half of the utility's long-term electric resource need can be met by energy efficiency and the renewal of transmission contracts. This reduces the need down to 2,200 MW by 2033. The rest of PSE's gap in long-term power resources, the IPR stated is likely to be met most economically with added natural gas-fired resources.

Within the City of Enumclaw, PSE operates and maintains approximately 8 miles of high-voltage transmission lines and one substation. PSE serves approximately 9,651 electric metered customers within the city.

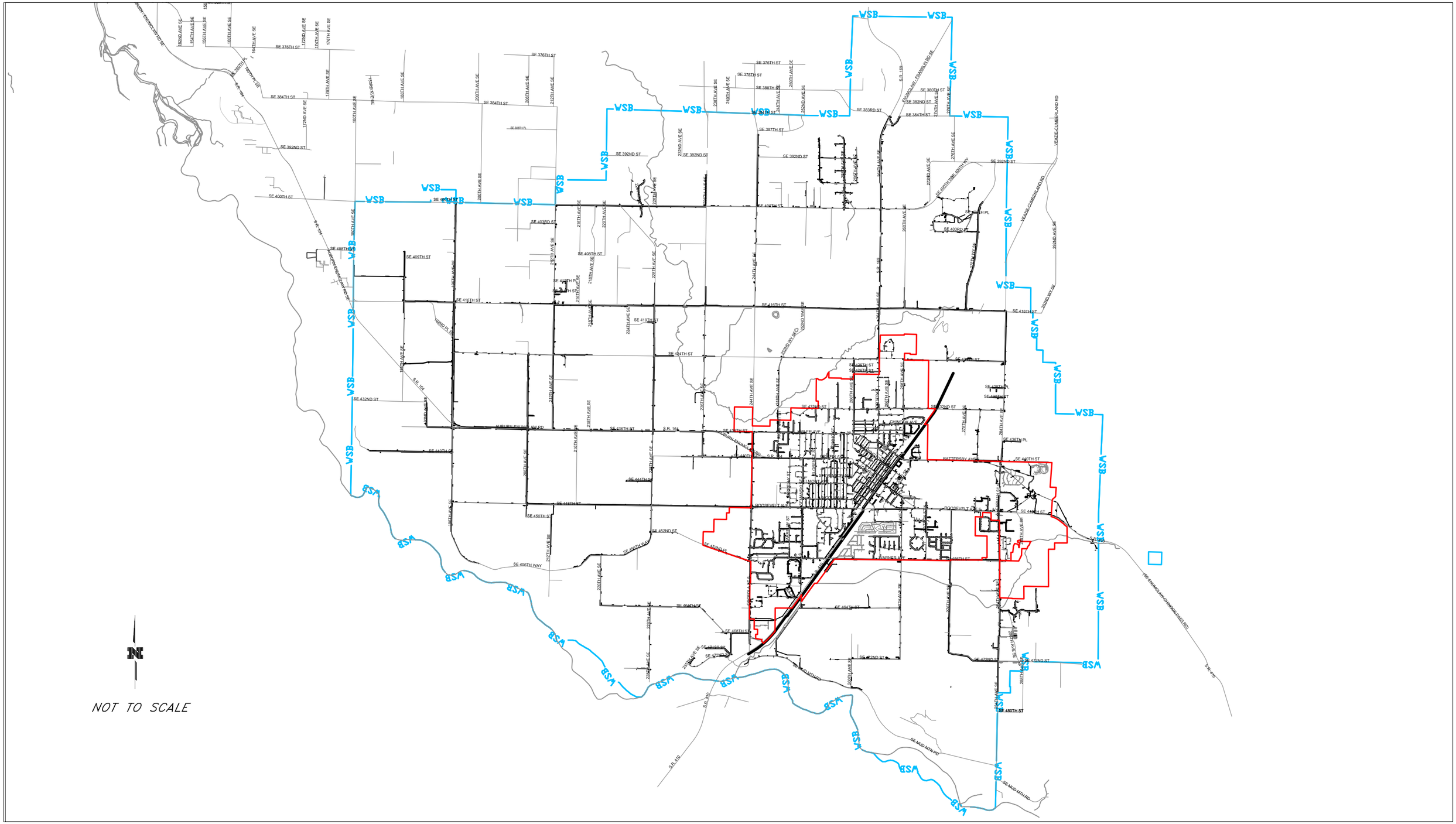
Future Projects

To meet regional and City of Enumclaw electric demand and improve reliability, new transmission lines and substations may need to be constructed in addition, existing facilities will need to be maintained and possibly rebuilt to serve current and future demand. Specific transmission construction that is anticipated in the City of Enumclaw in the next 10 to 20 years includes the following:

- **Future Transmission Line and Work at Enumclaw Substation**

PSE has plans in the future to construct a

new transmission line from the existing Enumclaw substation east and then south and connect to the existing transmission line that runs east through the city along Hwy 410. This will allow a loop through connection of the transmission line serving the Enumclaw substation which is intended to improve reliability.



CALL 2 DAYS
BEFORE YOU DIG
1-800-424-5555

The City of Enumclaw makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of the information hereon.

LEGEND

CITY LIMITS

WATER SERVICE AREA BOUNDARY — WSB

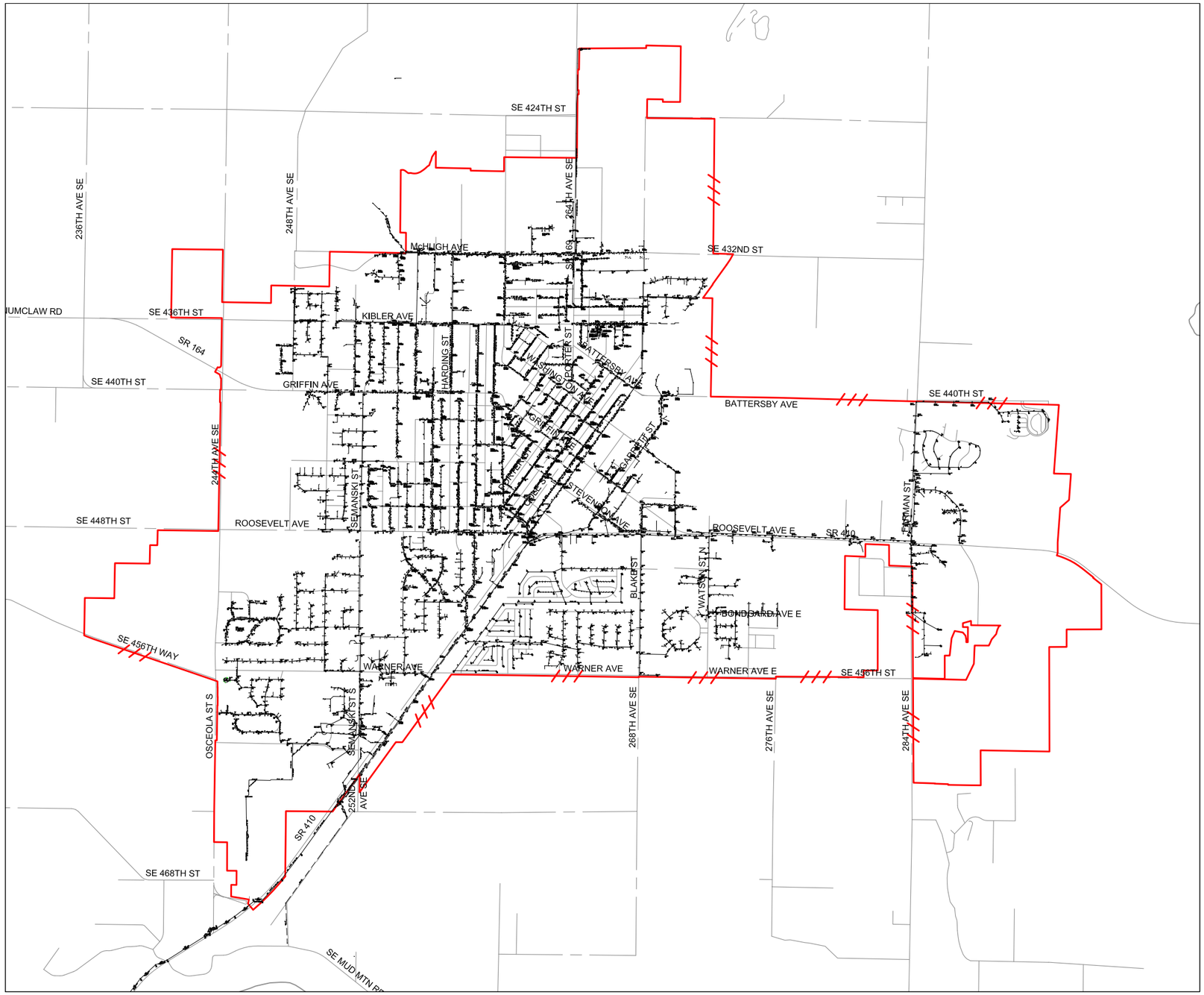
MUCKELSHOOT TRIBAL LANDS

City of Enumclaw
DEPARTMENT OF PUBLIC WORKS
1309 MYRTLE AVENUE, ENUMCLAW, WASHINGTON 98022
(360) 825-3593 – FAX (360) 825-7232

CITY OF ENUMCLAW WATER SYSTEM

Figure 6.1
City of Enumclaw, King County, Washington, USA.

INDEX



NOT TO SCALE

LEGEND

SANITARY SEWER SYMBOLS

- E4-54 MANHOLE & NUMBER
- DISCHARGE MANHOLE
- LS LIFT STATION
- CLEAN OUT
- END CAP
- S PRIVATE SERVICE CONNECTION
- CASING
- S=0.11% PIPE SLOPE

SANITARY SEWER MAINS

- ACTIVE SEWER MAIN
- FORCE MAIN
- SEWER SERVICE
- ABANDONED OR DEAD MAIN
- CITY LIMITS/SEWER BOUNDARY

CALL 2 DAYS BEFORE YOU DIG 1-800-424-5555

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CITY OF ENUMCLAW SANITARY SEWER SYSTEM

City of Enumclaw, King County, Washington, USA.

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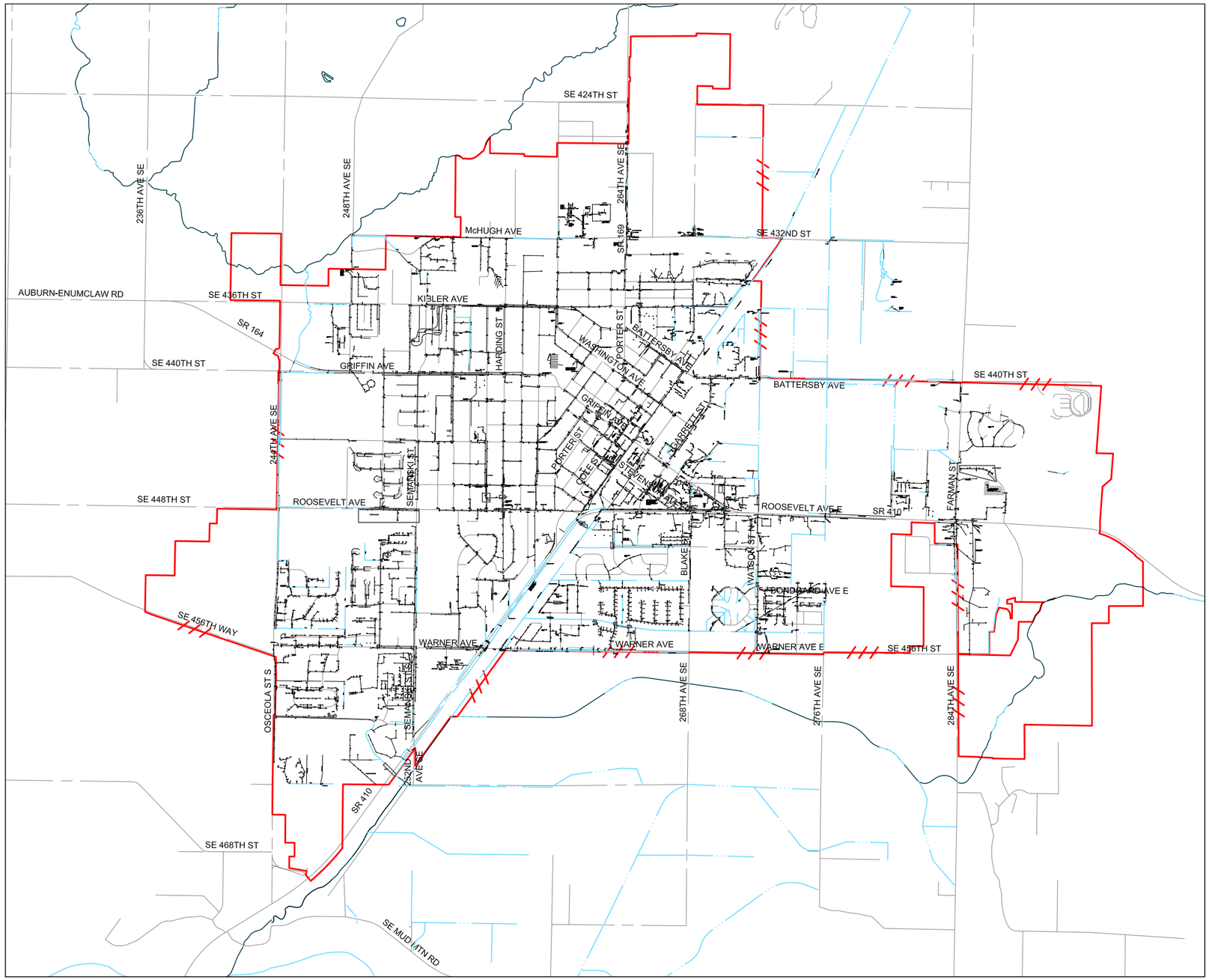
Figure 6.2



NOT TO SCALE

LEGEND

STORM SYMBOLS

- MANHOLE
- CATCH BASIN
- YARD DRAIN
- SIDEWALK DRAIN
- PRIVATE CLEAN OUT
- CULVERT

STORM DRAINAGE MAINS

LEGEND

- ACTIVE STORM MAIN
- UNKNOWN SIZE MAIN
- ABANDONED OR DEAD MAIN
- PRIVATE MAIN
- CITY LIMITS/STORM DRAIN LIMITS
- FLOW LINE DITCH/CREEK/RIVER

CALL 2 DAYS BEFORE YOU DIG 1-800-424-5555

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City of Enumclaw
DEPARTMENT OF PUBLIC WORKS
1309 MYRTLE AVENUE, ENUMCLAW, WASHINGTON 98022
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CITY OF ENUMCLAW STORM DRAINAGE SYSTEM

City of Enumclaw, King County, Washington, USA.

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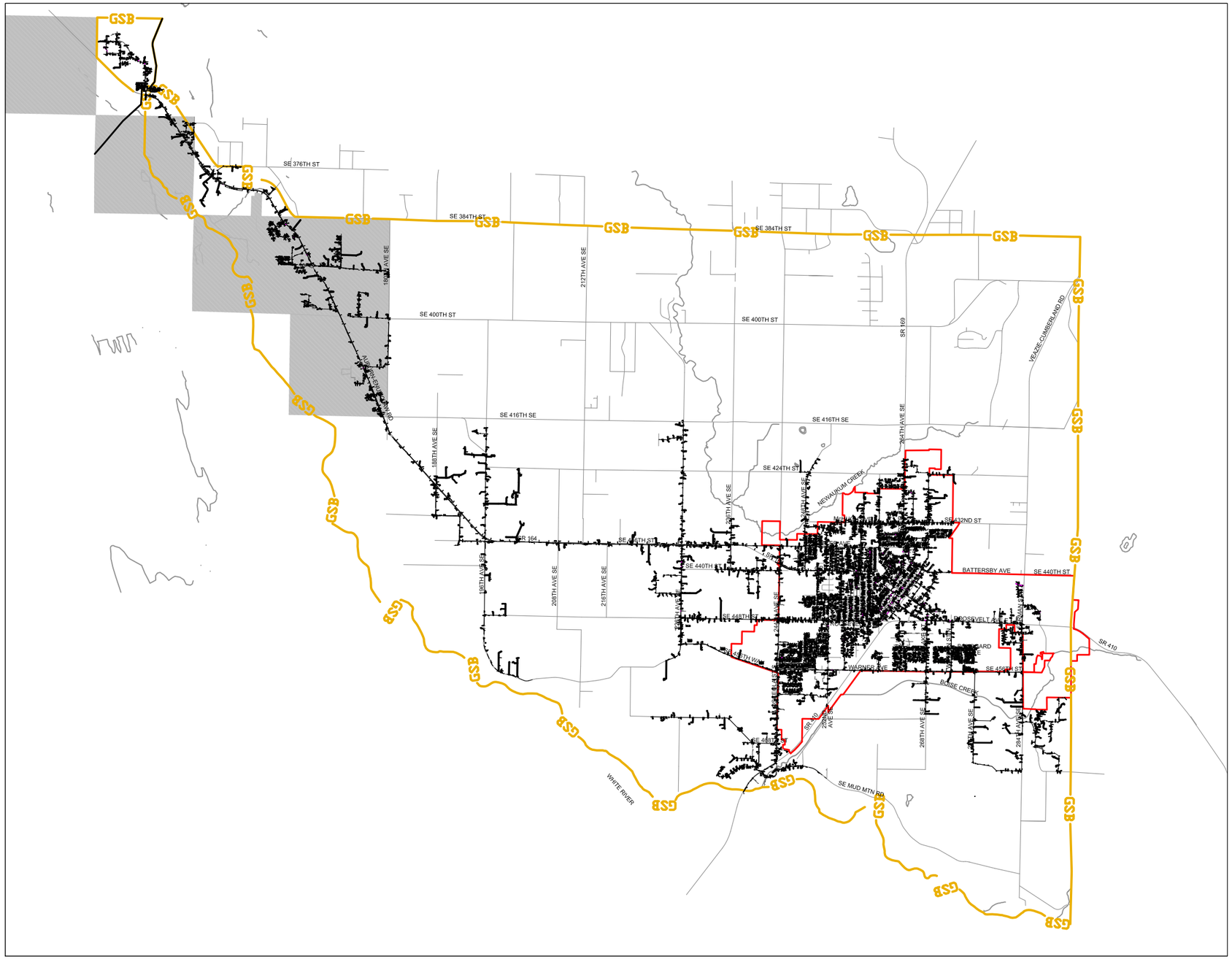
Figure 6.3



NOT TO SCALE

MUCKELSHOOT TRIBAL LANDS

LEGEND

GAS SYMBOLS

- ANODE BED
- ANODE
- BONDED DRESSER COUPLING
- BOTTOMOUT LINE STOPPER
- CASING / ABANDONED CASING
- CAP/END OF MAIN
- CHANGE IN PIPE YEAR/SIZE
- CONNECTOR
- CROSS OVER/UNDER (NOT CONNECTED)
- EMERGENCY FLOW VALVE
- EMERGENCY OPERATIONS VALVE (EOP)
- FARM STATION OR 1ST STAGE REGULATOR
- FLOW DIRECTION
- GAS REGULATOR STATION
- GAS VALVE
- GAS VALVE ID NUMBER
- GAS DETAIL NUMBER
- LEAK CLAMP
- PIPELINE WARNING SIGN
- LINE STOPPER
- PERMACERT
- TEST WIRE STATION
- VENTED TEST STATION
- VENT
- REDUCER OR INCREASER
- SERVICE METER
- TRANSITION FITTING

GAS MAINS

MAIN LABEL 2"–STL–1957–XC–#5702 [SIZE, MATERIAL, YEAR, COATING, JOB#]

ACTIVE GAS MAIN

ABANDONED OR DEAD MAIN

SERVICE LABEL 1/2"–PEI–1997 [SIZE, MATERIAL (INSERT), YEAR]

GAS SERVICE

ABANDONED SERVICE

NOTE: INFORMATION ABOUT SERVICES SHOULD BE VERIFIED.

CITY LIMITS

GAS SERVICE AREA BOUNDARY (APPROXIMATE) — GSB

CALL 2 DAYS BEFORE YOU DIG 1–800–424–5555

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CITY OF ENUMCLAW NATURAL GAS SYSTEM

City of Enumclaw, King County, Washington, USA.

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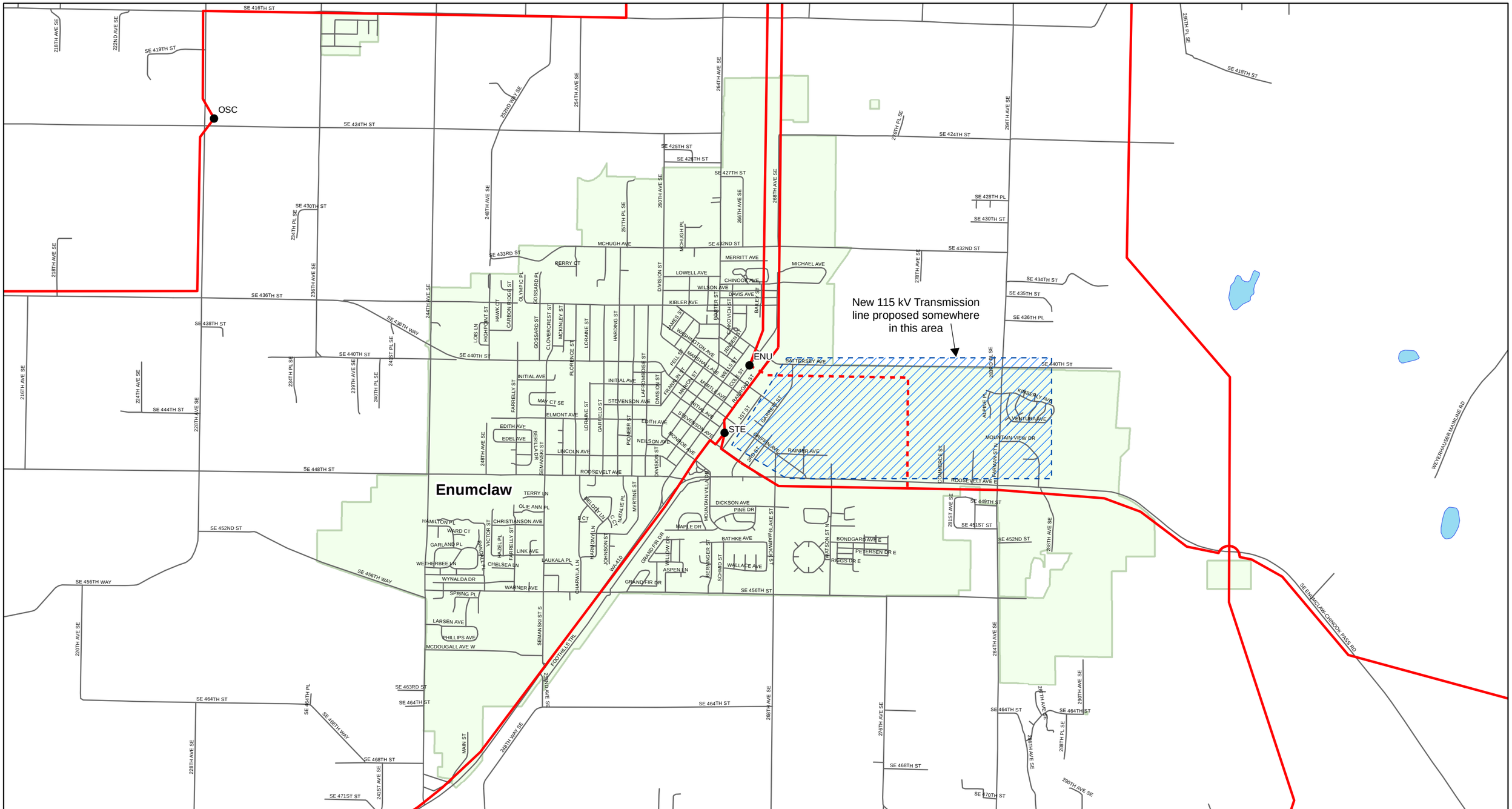
PLOT. DATE: 07/2015

PREV. PRINT DATE: 01/2015

Figure 6.4


OSC
ENU
STE
Enumclaw
New 115 kV Transmission line proposed somewhere in this area
SE 416TH ST
SE 419TH ST
SE 424TH ST
SE 425TH ST
SE 426TH ST
SE 427TH ST
SE 428TH PL
SE 430TH ST
SE 432ND ST
SE 433RD ST
SE 434TH ST
SE 435TH ST
SE 436TH ST
SE 436TH PL
SE 438TH ST
SE 440TH ST
SE 444TH ST
SE 448TH ST
SE 449TH ST
SE 451ST ST
SE 452ND ST
SE 456TH WAY
SE 456TH ST
SE 463RD ST
SE 464TH ST
SE 468TH ST
SE 470TH ST
SE 471ST ST
MCHUGH AVE
MERRITT AVE
MICHAEL AVE
LOWELL AVE
CHINOOK AVE
WILSON AVE
DAVIS AVE
KIBLER AVE
BATTERSBY AVE
INITIAL AVE
STEVENSON AVE
EDITH AVE
NELSON AVE
RAINIER AVE
ROOSEVELT AVE
DICKSON AVE
PINE DR
MAPLE DR
BATHKE AVE
WALLACE AVE
BONDGARD AVE E
PETERSEN DR E
RIGGS DR E
GRAND FIR DR
ASPEN LN
WILLOW DR
MOUNTAIN VIEW DR
VENTURA AVE
KIMBERLY AVE
ELMONT AVE
LINCOLN AVE
MAY CT SE
HAMILTON PL
WARD CT
GARLAND PL
WETHERBEE LN
WYNALDA DR
CHELSEA LN
LINK AVE
WARNER AVE
SPRING PL
LARSEN AVE
PHILLIPS AVE
MCDOUGALL AVE W
TERRY LN
OLIE ANN PL
CHRISTIANSON AVE
LAUKALA PL
CHARMILA LN
HARMONY LN
JOHNSON ST
SEMANSKI ST S
FOOTHILLS TRL
WA-410
MAIN ST
WETHERHAUSER MAINLINE RD
SE ENUMCLAW CHINOOK PASS RD
218TH AVE SE
222ND AVE SE
224TH AVE SE
228TH AVE SE
230TH AVE SE
234TH PL SE
236TH AVE SE
239TH AVE SE
240TH PL SE
241ST AVE SE
243RD WAY SE
244TH AVE SE
246TH AVE SE
248TH AVE SE
254TH AVE SE
257TH PL SE
260TH AVE SE
261ST AVE SE
264TH AVE SE
268TH AVE SE
276TH AVE SE
278TH AVE SE
281ST AVE SE
284TH AVE SE
287TH AVE SE
288TH AVE SE
288TH PL SE
288TH WAY SE
290TH AVE SE
291ST PL SE
292ND PL SE
296TH PL SE
COMMERCE ST
PARKSIDE DR
PARKSIDE STN
WATSON ST N
BLAKE ST
WALLACE ST
SCHMID ST
BERNINGER ST
MOUNTAIN VILLA DR
MYRTINE ST
PIONEER ST
GARFIELD ST
LORAINE ST
FLORENCE ST
HARDING ST
DIVISION ST
LAFAYETTE ST
FARRELLY ST
SEMANSKI ST
VICTOR ST
HAZEL PL
CLOVERCREST ST
MCKINLEY ST
QOSSARD ST
QOSSARD PL
OLYMPIC PL
CARBON RIDGE ST
HAWK CT
HIGHPOINT ST
LOIS LN
BERRY CT
MCHUGH PL
PARTER ST
MAKOVICH ST
BALE ST
JAMES ST
WASHINGTON AVE
MARSHALL AVE
LINCOLN AVE
WELLS ST
COLE ST
RAILROAD ST
FELL ST
FRANKLIN ST
MARION ST
MERTL AVE
1ST ST
2ND ST
3RD ST
GATTMAN ST
SHERMAN AVE
NEW TIBBS
SEMANSKI ST
PARKSIDE PL
PARKSIDE STN
PARKSIDE DR
PARKSIDE DR E
PARKSIDE DR W
PARKSIDE DR N
PARKSIDE DR S

This chapter examines housing supply, condition, occupancy, and affordability and develops programs for meeting future housing demand and to ensure the vitality and character of established residential neighborhoods.

Under the GMA, the housing element must include the following:

- Inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth;
- Goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences;
- 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;
- Include adequate provisions for existing and projected needs of all economic segments of the community.

Housing affordability affects all segments of the population. According to federal housing guidelines, no more than 30% of a family's gross monthly income should be spent on housing, including heating and other bills. Available, affordable, safe and decent housing is a critical ingredient to the success of how a community accommodates population growth.

To understand the future of housing opportunities in Enumclaw, it is important to assess and analyze the existing characteristics of the community's housing stock. This chapter contains descriptions of trends in housing types, their age, condition and value, as well as characteristics of households, including income, percentage of income spent for housing, type of household and age of residents.

The tables in this chapter include 2000 and 2010 census information, and the 2008-2012 American Community Survey to illustrate various aspects of housing and population change. More recent information is provided from other resources including the Dupre and Scott Reports, and the King County Countywide Planning Policies.

Growth Management Act Housing & Growth Targets

In 2009, King County adopted Growth targets for the 2006-2031 time horizon. Enumclaw has a housing target of 1,425 net new units and an employment target of 735 net new jobs (King County Growth Targets, 2006 - 2031). Enumclaw must plan to accommodate these units in order to be consistent with the Growth Management Act and King County Countywide Planning Policies. Since the Comprehensive Plan time horizon extends to 2035, these targets must be extrapolated from 2031 to 2035, which results in a housing target of 1,551 new housing units to be accommodated and planned for. These targets are not a future forecast population, but a minimum that the City must plan for to meet its obligation to accommodate a share of regional growth forecast for King County by the Washington State Office of Financial Management. Chapter 2 and Table 2.1 show additional information related to the housing and employment targets for Enumclaw as adopted in the King County Countywide Planning Policies. Based on the analysis, land use and policies in Chapter 3, the City has sufficient capacity to accommodate the 1,551 new housing units.

Issues, Goals, Policies, and Programs

Over the next 20 years, Enumclaw will also be caught

up in the same types of demographic forces that will impact King County and Washington State. The population will age. Households will become smaller. To prepare for this, Enumclaw must provide for a variety of housing types. The variety will help meet affordability demand, and it will help meet housing demand in general. Households will desire units that are smaller, that will require less maintenance and that can be located within walking distances of shopping, houses of worship, parks, schools, and medical facilities. This dictates development of more compact housing forms and innovations in how they are designed and arranged to suit a variety of needs.

Providing housing is most effective when considered in light of the overall context of a community: its character and neighborhood design, location of amenities such as parks, schools and shopping, houses of worship, transportation nodes and centers and medical facilities, zoning and future trends. The vitality of any community depends not just on the health of one aspect but preferably by taking a holistic approach to growth and development, preservation and continuity.

Based on the housing and economic conditions summarized in the Housing Profile at the end of this Chapter, the following housing needs exist within the City of Enumclaw:

- Policies should support housing repair and maintenance programs which are important to maintain aging housing stock in good condition.
- Low rental vacancy rates and percentage of rental householders that are 65+ indicate a need for additional rental housing aimed at the 65 + population.
- Maintaining or increasing homeownership opportunities is important to maintaining community stability and involvement. Such opportunities should be available for low and moderate income families as well as those making more than the median income.
- Affordable housing goals should address maintenance and preservation of existing affordable housing.
- Reduction in household size and aging population indicates a need for diverse housing choices other than single family detached units, such as retirement apartments, duplexes, triplexes and townhomes.
- Housing affordability gap, percentage of households spending more than 30% of income on housing, and the median income for renters indicates that housing affordability is still a barrier to homeownership, especially for renters.

There are no temporary shelters or transitional housing opportunities in Enumclaw. Households experiencing domestic violence issues or youth homelessness receive services either outside of the community or from service providers that come into the community from somewhere else. The King County Housing Authority (KCHA) provides some subsidized housing but it is not enough to meet current demand. The Authority now operates two large housing complexes, Rainier View I, a 48-unit apartment building for families with low incomes, and Rainier View II, a 36-unit apartment building for the elderly. At most, there are two vacancies in these buildings per year. KCHA also administers 28 Section 8 vouchers that provide for affordable access to the private rental market. (Source, King County Housing Authority, Asset Management Department).

Goal H-1: To preserve, protect, and strengthen the vitality and stability of existing neighborhoods.

Policies

1.1 Promote opportunities for affordable homeownership through appropriate zoning code provisions and incentives.
1.2 Reduce the appearance and noise problems in residential areas through the separation of incompatible uses.
1.3 Encourage active neighborhood associations including city website space.
1.4 Consider an "adopt-a-park" program for community building in neighborhoods.
1.5 Monitor the stability of existing affordable housing options to determine their sustainability.
1.6 Ensure that housing is compatible in quality, design, and intensity with surrounding land uses, traffic patterns, public facilities and environmentally sensitive features through specific site and building design measures.
1.7 Review the City's development regulations to ensure that they promote neighborhood quality by protecting residential areas from undesirable activities through enforcement of adopted City codes.
1.8 Enhance the appearance of and maintain public spaces in residential areas.
1.9 Support CDBG and other programs effort to maintain and repair existing housing within the City.

Goal H-2: Create and preserve affordable housing opportunities locally and with a regional perspective, especially for developments with fewer units and to strive to address the housing affordability goals in the King County Countywide Planning Policy H-1.

Policies

2.1 Encourage preservation of affordable housing by educating residents about available low income loans and grants available through housing repair programs including the King County Housing Repair Program.
2.2 Blend affordable dwelling as needed throughout the community to avoid over-concentration.
2.3 Coordinate with State and regional health care and housing programs.
2.4 Encourage and support social and health service organizations which offer support programs and housing for those with special needs, particularly those programs that help people remain in the community.
2.5 Work collaboratively with various interests including adjacent jurisdictions, King County, private developers, service and non-profit housing providers, and community residents to address housing affordability and variety.
2.6 Consider a bonus program in which developers receive "credit" in additional units (beyond what zoning allows) if units available for ownership and affordable to households under 80% of median income are integrated into new projects. Bonus program should not result in projects that consist primarily of affordable units.
2.7 Consider senior community zoning code provisions to encourage housing specifically designed for an elderly population.
2.8 Participate in the creation of a regional funding entity, much like A Regional Coalition for Housing (ARCH), an east King County program.
2.9 Designated manufactured homes should be treated the same as stick build homes and be allowed in the same zones in which the City authorizes single family residential development.

Goal H-3: Allow various densities and diverse housing types for a variety of needs including senior, affordable, and disability housing.

Policies

3.1 Consider a Zone for housing above retail in the town center/downtown.
3.2 Ensure that development regulations continue to allow for accessory units as a method of addressing affordable housing.

3.3 Encourage duplexes, triplexes, and four-plexes within areas designated for such use as a preferred method of providing for increased densities and affordable housing.
3.4 Encourage the use of smaller lot sizes and/or multifamily housing in areas designated for such uses that will promote opportunities for affordable homeownership.

Housing Profile

The estimated 4,683 total housing units in Enumclaw, an increase of 181 units (4%) since 2000. Growth in Enumclaw during the 1990s averaged 380 residents per year, or 4.4% annual growth, however between 2000 and 2010, the City experienced negative growth. Population growth estimates, demographics and housing targets are described in detail in Chapters 2 and 3.

Table 7.1 in Housing and Population Change 1990-2010

	1990		2000		2010	
	Enumclaw	King County	Enumclaw	King County	Enumclaw	King County
Total Housing Units	3,031	647,343	4,502	742,237	4,683	851,261
Total Population	7,227	1,507,319	11,183	1,737,034	10,669	1,931,249

Housing Types

In 2010, single-unit, detached homes were the predominant housing type in Enumclaw, (60% of the total housing stock). While Enumclaw's housing stock was largely comprised of single family homes over the last decade, a greater proportion of single family homes were built in the past decade compared to rental opportunities. Structures that are comprised of 2-4 units and structures with 10 units or more units follow single-family homes as the next most prevalent housing types. No new structures with 10 or more units were added in Enumclaw between 2000 and 2015.

Enumclaw has a higher percentage of mobile homes than King County (2.1%) or Pierce County (6.5%) and other nearby cities: Auburn (9.7%), Sumner (8%), Bonney Lake (7.5%), Maple Valley (2.5%), Buckley (4.7%).

Table 7.2 Housing Characteristics

Housing Characteristics	2000				2010			
	Enumclaw		King County		Enumclaw		King County	
	number	percent	number	percent	number	percent	number	percent
Total housing units	4,502	100	742,237	100	4,621	100	796,555	100
UNITS IN STRUCTURE								
1-unit, detached	2,675	59.4	423,328	57	2,792	60	450,054	56.5
1-unit, attached	119	2.6	23,838	3.2	49	1.1	34,252	4.3
2-4 units	496	11.1	47,259	6.3	527	11.4	51,776	6.5
5 to 9 units	156	3.5	49,573	6.7	207	4.4	51,776	6.5
10 or more units	564	12.5	178162	24	553	11.9	191,970	24.1
Mobile home	492	10.9	18,539	2.5	493	10.7	16,728	2.1

Age and Condition of Housing

Housing repair and maintenance is an important consideration for Enumclaw due to the age of its housing stock. Of the housing units in Enumclaw, nearly half are more than 35 years old (built before 1980). Enumclaw retains older housing stock as well (15% of all housing units were built before 1939). Enumclaw experienced a housing boom in the early to mid 1990's. Growth and construction slowed significantly after utility moratoria were adopted in 1998, resulting in less new construction. Approximately 5% of the City's housing stock is considered substandard, lacking in kitchen or plumbing facilities, this is higher than Pierce (1.4%) or King (1.5%) counties.

Table 7.3 Period of Housing Construction

YEAR STRUCTURE BUILT	2010 ACS	
	Enumclaw	
	number	percent
Total housing units	**4,621**	**100**
2005 to 2010	33	0.7
2000 to 2004	115	2.5
1990 to 1999	1,397	30.2
1980 to 1989	686	14.8
1970 to 1979	722	15.6
1960 to 1969	507	11
1940 to 1959	461	7.2
1939 or earlier	700	15.1

Homeownership and Tenure

In Enumclaw, 63% of all housing units are owner occupied, which is higher than Sumner (50%), King County as a whole (58%) and similar to Auburn (60%) and Pierce County as a whole (62%). The national

homeownership rate is 65%. The majority of homeowners have lived in their home for 22 years or less. It is notable that 70% of householders surveyed moved into their home after 1990, and approximately half moved into their home in the year 2000 or later.

A vacancy rate for rental housing of 5% is considered healthy, a rate of less than 5% indicates that rental housing is hard to find. The vacancy rate in Enumclaw was 6.2% according to the American Community Survey which is lower than national and local averages. Nationally, the vacancy rate for all housing units is approximately 10%, and in King County it is 7.3%.

Rental housing units in Enumclaw have a 2.1% vacancy rate, which means that rental housing is hard to find. Rental vacancy rate nationwide for the second quarter of 2014 was 7.5%, and was 3.8% in the Puget Sound area as of September 2014 (Dupre & Scott).

Statewide, the highest percentage of the population in renter occupied housing units is typically in the 25-34 year old age range. In Enumclaw it is notable that the 65+ population range is the largest percentage in renter occupied housing at 28.2%. Statewide, this statistic is 14.3%.

Important housing issues related to homeownership, vacancy rates and tenure include the following:

- Vacancy rates indicate apparent need for additional rental housing
- Low rental vacancy rates and percentage of rental householders that are 65+ may indicate a need for additional rental housing aimed at the 65 + population (see table 7.5)
- Maintaining or increasing homeownership opportunities is important to maintaining community stability and involvement.

Table 7.4 Owner Occupied Housing Units by Age of Head of Household

Age (Yrs)	Number	Percent
Total	1601	100%
15-24	140	8.70%
25-34	334	20.90%
35-44	272	17.00%
45-54	303	18.90%
55-64	198	12.40%
65+	452	28.20%

Table 7.5 Renter Occupied Housing Units by Age of Head of Household

Age (Yrs)	Number	Percent
Total	2819	100%
15-24	35	1.20%
25-34	283	10.00%
35-44	470	16.70%
45-54	695	24.70%
55-64	564	20.00%
65+	772	27.40%

Table 7.6 Housing Units by Type

Units in Structure	Occupied Units	Owner Occupied	Renter Occupied
Total	4,391	2,767	1,624
1 detached	61.70%	82.30%	26.70%
Duplex	2.00%	1.30%	3.10%
2 apartments	3.20%	0.60%	7.60%
3-4 apartments	7.90%	0.30%	20.80%
5-9 apartments	6.00%	0.00%	16.10%
10 or more apartments	9.30%	0.00%	25.10%
Mobile home or other	10.00%	15.50%	0.70%

Real Estate Value

Home values have appreciated considerably throughout the King County region between 2000 and 2014, while rents also increased steadily. Enumclaw is no exception. From 2000 to 2010, the median value of a single family home in Enumclaw increased 70% from $160,000 to $272,000. Values increased by almost 64% in the same time period in King County (Table 7.7).

The median home value of an Enumclaw single family home in 2010 was $272,000 (2010 American Community Survey). Median home values have varied from based on market conditions, but are generally increasing.

The median rent for an apartment in Enumclaw in 2010 was $862. This represents a 30.4% increase since 2000. In King County, rents have also gone up since 2000, from $758 per month to $999 in 2010, a 31.8% increase. Dupre and Scott Apartment Fall 2015 apartment rental market trends shows that the market vacancy rate is 3.5% in the Puget Sound region, and rents are 8.3 higher than Fall of 2014. This trend is likely to moderate due to new construction in the region (although there has been none in Enumclaw). Since 2000, the average rent increase in the Puget Sound region has been 2.8% compounded annually.

Table 7.7 Owner Occupied Housing

	2000 Census				2010 ACS			
	Enumclaw		King County		Enumclaw		King County	
	number	percent	number	percent	number	percent	number	percent
Total housing units	**4,502**	**100**	**742,237**	**100**	**4,621**	**100**	**835,564**	**100**
Specified owner-occupied units	**2,296**	**100**	**355,508**	**100**	**2,822**	**100**	**468,539**	**100**
VALUE								
Less than $50,000	0	0	2,440	0.7	256	9.1	10,277	2.2
$50,000 to $99,999	100	4.4	7,007	2	136	4.8	4,862	1
$100,000 to $149,999	797	34.7	42,360	11.9	61	2.2	7,300	1.6
$150,000 to $199,999	985	42.9	78,262	22	174	6.2	17,720	3.8
$200,000 to $299,999	344	15	115,359	32.4	1,243	44	80,976	17.3
$300,000 or more	70	3	110080	31	952	33.7	347,404	74.2
Median (dollars)	160,000	(X)	236,900	(X)	272,000	(X)	407,700	(X)

Table 7.8 Renter Occupied Housing

	2000 Census				2010 ACS			
	Enumclaw		King County		Enumclaw		King County	
	number	percent	number	percent	number	percent	number	percent
Total housing units	4,502	100	742,237	100	4,621	100	835,564	100
Specified renter-occupied units	1,535	100	284,847	100	1,635	100	305,268	100
GROSS RENT								
Less than $200	75	4.9	10,934	3.8	58	3.5	6,104	2
$200 to $299	63	4.1	7,152	2.5	35	2.1	6,965	2.3
$300 to $499	239	15.6	23,668	8.3	138	8.4	11,177	3.7
$500 to $749	595	38.8	94,931	33.3	269	16.5	42,151	13.8
$750 to $999	389	25.3	78,106	27.4	587	35.9	86,552	28.3
$1,000 to $1,499	88	5.7	48,996	17.2	371	22.7	98,140	32.1
$1,500 or more	55	3.6	15,362	5.4	177	10.8	54,209	17.8
No cash rent	31	2	5,698	2	25	(X)	8,170	(X)
Median (dollars)	661	(X)	758	(X)	862	(X)	999	(X)

Household Types

There are 4,420 households in Enumclaw. Of these households, 63.2% are comprised of families, a percentage that hasn't changed significantly since 1990. While the percentage of family households has remained stable, the percentage of households with children under 18 has dropped significantly from 39.6% to 32.9%. In the past, Enumclaw had a higher percentage of households with children as compared to King County or statewide. Enumclaw is now more similar to King County and Washington State as a whole. This is a result of declining birthrates and an aging population that are national trends. Enumclaw also is home to a significant proportion of seniors over 65 years of age, who are either living alone or as a part of a larger household. In 1990, 2000 and 2010 approximately 14% of Enumclaw's population was made up of senior households. In 2002 and 2010 a quarter of all households had an individual over 65 years of age as part of the family.

In King County there are 789,232 households. Of these, 58.5% are families, an insignificant change since 1990. King County's overall proportion of seniors as a complete household is only 7.9%; and 19.5% of all households has a senior household member.

Table 7.9 Household Composition

	2000 Census				2010 Census					
	Enumclaw		King County		Enumclaw		King County		Washington State	
	number	percent	number	percent	number	percent	number	percent	number	percent
HOUSEHOLDS BY TYPE										
Total households	4,317	100	710,916	100	**4,420**	**100**	**789,232**	**100**	**2,620,076**	**100**
Family households (families)	2,839	65.8	419,959	59.1	2,793	63.2	461,510	58.5	1,687,455	64.4
With own children under 18 years	1,617	37.5	201,897	28.4	1,362	30.8	213,507	27.1	762,444	29.1
Married-couple family	2,158	50	329,768	46.4	2,030	45.9	357,491	45.3	1,288,849	49.2
With own children under 18 years	1,149	26.6	150,574	21.2	892	20.2	158,646	20.1	534,541	29.1
Male householder, no wife present					214	4.8	32,055	4.1	124,402	4.7
With own children under 18 years					133	3	14,798	1.9	65,903	2.5
Female householder, no husband present	482	11.2	64,184	9	549	12.4	71,964	9.1	274,204	10.5
With own children under 18 years	336	7.8	38,571	5.4	337	7.6	40,063	5.1	162,000	6.2
Nonfamily households	1,478	34.2	290,957	40.9	1,627	36.8	327,722	41.5	932,621	35.6
Householder living alone	1,263	29.3	217,163	30.5	1,361	30.8	244,699	31	711,619	27.2
Householder 65 years and over	604	14	53,120	7.5	618	14	62,367	7.9	227,797	8.7
Households with individuals under 18 years	1,709	39.6	216,321	30.4	1,455	32.9	230,187	29.2	836,791	31.9
Households with individuals 65 years and over	1,105	25.6	128,171	18	1,187	26.9	154,215	19.5	597,620	22.8
Average household size	2.52	(X)	2.39	(X)	2.39	(X)	2.4	(X)	2.51	(X)
Average family size	3.13	(X)	3.03	(X)	3	(X)	3.05	(X)	3.06	(X)

Household Income

The 2010 median income in Enumclaw is significantly lower than in the County, $58,000 and $71,811, respectively. Since 2000, King County median income has climbed 35% to $71,811 in 2010. A significant difference is that King County boasts a ratio of 17.4% of all families earning more than $150,000. Enumclaw contributes 10.2% of its families commanding these high earnings.

Yet, Enumclaw has seen a portion of population in the higher earning income brackets. In 1990, for example, less than 5% of its citizens earned $100,000 or more. In 2000, that proportion shifted to 10%, and in 2010 that proportion shifted to 12.9%.

The proportion of very low-income households (earning less than 30% of median income) remained stable but significant. The poverty rate in Enumclaw is slightly higher than King County: for individuals,

that rate in 2013 was 13.4% in the City and 11.5% in the County. In both King County and Enumclaw, the percentage of population below the poverty level increased from 8.4% and 8.2%, respectively. Poverty level income is roughly 25% of median income for a family of four. In 2000, for King County poverty level income for a family of four was $17,952 and in Enumclaw, $14,500.

Table 7.10

	2000				2013 ACS					
	Enumclaw		King County		Enumclaw		King County		Washington State	
	number	percent	number	percent	number	percent	number	percent	number	percent
INCOME IN 1989/1999										
Households	4,319	100	711,235	100	4,420	100	789,232	100	2,629,126	100
Less than $10,000	394	9.1	45,534	6.4	171	3.9	44,986	5.7	163,006	6.2
$10,000 to $14,999	275	6.4	30,146	4.2	252	5.7	26,045	3.3	110,423	4.2
$15,000 to $24,999	460	10.7	66,414	9.3	469	10.6	56,825	7.2	239,250	9.1
$25,000 to $34,999	554	12.8	77,320	10.9	503	11.4	59,982	7.6	244,509	9.3
$35,000 to $49,999	726	16.8	111,224	15.6	579	13.1	90,762	11.5	349,674	13.3
$50,000 to $74,999	945	21.9	150,548	21.2	809	18.3	131,013	16.6	491,647	18.7
$75,000 to $99,999	512	11.9	96,885	13.6	622	14.1	103,389	13.1	354,932	13.5
$100,000 to $149,999	346	8	81,613	11.5	570	12.9	138,905	17.6	394,369	15
$150,000 to $199,999 (2013 is 150,000 or more)	91	2.1	24,479	3.4	445	10.1	137,326	17.4	147,231	5.6
$200,000 or more	16	0.4	27,072	3.8	(X)	(X)	(X)	(X)	128,827	4.9
Median household income (dollars)	43,820	(X)	53,157	(X)	58,000	(X)	71,811	(X)	59,478	(X)

Income Devoted to Housing

Enumclaw has a large portion of its population spending more than 30% of household income on housing related expenses. This is seen both with households paying a mortgage and those renting an apartment.

In 1990 14.8% of the community spent more than 30% of household income on mortgage payments. In 2000 these figures increased to 27.6% of all households in Enumclaw paying more than 30% of income on housing. In 2010, 48.7% of all households paid 30% or more of household income on housing. This percentage was 36% of households in King county.

The rental picture appears very similar. In 2000, 43.4% of Enumclaw renters were paying 30% or more of household income on rent and housing expenses. In 2010, this percentage increased to 47.2%. In King County, the figure is also very high but less than Enumclaw, at 45% of total renters paying more than

30% of income on housing.

Housing Affordability

Enumclaw is more affordable place to own or rent when compared to most areas in King County, and is similar to Pierce County. The median home price in Enumclaw in 2012 was $251,600 (2012 American Community Survey), as compared to $388,700 for King County overall. The median condominium price in South King County is $119,000. Median household income of $58,440 will allow the purchase of a home of $246,000, which is very close to the median home price of $251,600. This still means that a family that earns the median income is likely to be able to purchase a home in Enumclaw, although there is an affordability gap of approximately $5,600. In 2000, the affordability gap was $9,350. It should be noted that median income of homeowners is $73,081 and the median income of renters is $35,172, so it is unlikely that most renters would be able to purchase a single family home but could potentially purchase a condominium if opportunities exist. Average rents are affordable for the median income of renters in Enumclaw.

Affordable Housing Targets

Under the Countywide Planning Policies, Cities within King County are required to have housing policies and strategies that will result in 23.6% of all housing units being affordable to those making 50% of the King County area median income (AMI). Currently, the City more than meets this requirement. Depending on means of estimating, approximately 28.3% to 31% of the City's occupied housing units are affordable to those earning 50% or more of the AMI. This means that policies should ensure that existing affordable housing stock is maintained and monitored, but special policies to encourage the development of additional affordable housing are not necessary (reference Technical Appendix to King County's 2012 Comprehensive Plan).

Table 7.11 Housing Affordability

Income Level	Enumclaw		King County	
	Affordable Monthly Rent	Percent Affordable Units	Affordable Monthly Rent	Percent Units Affordable
Very Low Income (30% MI)	$438	11%	$534	11%
Low Income (50% MI)	$731	16%	$890	20%
Moderate Income (80%) MI	$1,169	14%	$1,424	22.40%
Median Income (100 % MI)	$1,461	19%	$1,779	21.00%
More than Median	$1,461+	40%	$1,779+	18.80%

This chapter identifies Enumclaw's environmental conditions and issues and describes the link between the natural environment and the community's future. The Washington State Growth Management Act (GMA) requires all towns, cities, and counties adopt development regulations to protect critical areas (aquifer recharge areas, sensitive fish and wildlife habitat, frequently flooded areas, geologically hazardous areas, and wetlands) and resource lands of long-term significance (agricultural, forest, and mineral lands) and that they incorporate "best available science" in those regulations. The City believes these areas are valuable assets for the ecological balance they provide and also for the aesthetics and quality of life expected by community residents. The intent is to provide (but not exceed) solid policy foundation for the Critical Area Ordinance (CAO). This chapter illustrates previously-identified critical areas and resource lands. Continuing inventory will clarify critical area boundaries and provide additional information on the application of policy and regulations.

Issues, Goals, Policies, and Programs

Enumclaw's residents perceive their community as set in a rural place with immediate access to the surrounding fields and undeveloped forest areas. Preservation and continued support of the surrounding natural environmental system is a vital aspect of the community. A healthy natural environment offers aesthetics, the community's natural beauty and less obvious intrinsic benefits through community health, economics, and safety. Quality of life is enhanced through environmental stewardship by providing:

- Opportunities for recreational activities
- Increased air and water quality
- Preserved open spaces
- Important wildlife habitat
- Unmeasured social and ecological benefits
- A sense of community pride and well-being

Goal NE – 1: To maintain networks of open space within the City including wildlife habitat corridors, stormwater management, trails, and critical areas.

Policies

1.1 Increase public awareness of the City's open space system.

a. Create a program for education of natural systems and the open spaces of the city.

b. Standardize signing and other visual components typical in park development for critical areas.

1.2 Encourage corridor development for pedestrian and wildlife routes.

a. Keep the City's Parks and Recreation Plan comprehensive and updated, outlining current and future requirements for open space.

b. Provide incentives for encouraging habitat with new development.

Goal NE – 2: To use the community's existing and future natural open space in a manner that preserves the ecological processes of the natural environment, as well as preserving the rural character of the City.

Policies

2.1 Enhance all City parks and recreational facilities and programs with ecological process education.

a. Consider as necessary municipal ordinances and development regulations to allow and encourage private and/or public-private partnerships where critical areas are protected.

b. Maintain land use regulations that include provisions for setting aside land for park and recreation and natural/critical areas with new development.

Goal NE – 3: Protect people, property and environment in areas of natural hazards.

Policies

3.1 Protect existing flood storage and conveyance functions and ecological values of frequently flooded areas (100 – year floodplain).
3.2 Development within the 100-year floodplain should be designed to minimize risk to people, property and the environment.
3.3 Avoid or minimize impacts from new development to erosion hazard areas.
3.4 Avoid potential impacts to life and property by limiting land disturbance and development in landslide hazard and steep slope areas.

Goal NE – 4: To maximize natural open spaces and critical areas for their recreational benefit to the residents of the community.

Policies

4.1 Provide multiple-uses of land in critical area planning.

a. Conduct an inventory of the shorelines and critical areas in the City to determine what uses currently exist and what uses may potentially exist.

b. Develop a shorelines and critical areas master plan emphasizing storm water management, wildlife habitat corridors, and recreational opportunities appropriate for shorelines and critical areas such as trails and ball fields.

Goal NE – 5: Protect wetlands, water resources and fish and wildlife habitat resources from encroachment and degradation for minimized environmental impacts and protection of community health, safety, and general welfare.

Policies

5.1 Regularly evaluate and update the Critical Area Ordinance (CAO) to incorporate best available science.
5.2 To the extend feasible maintain the quantity and quality of wetlands and riparian areas within the jurisdiction.
5.3 To the extent feasible, avoid wetland impacts, preserving and maintaining wetlands in their natural state.
5.4 To the extent feasible ensure that development adjacent to wetlands is sited such that wetland functions are protected, an adequate buffer around the wetlands is provided and significant adverse impacts to wetlands are prevented.
5.5 When avoiding wetland impacts is not feasible, safeguard the long-term biological function and value of the wetland through effective mitigation or wetland mitigation banking.
5.6 In cases of small isolated, low-quality wetlands, consider opportunities for development flexibility, provided that mitigation can be provided to ensure no cumulative impacts to wetland quality and function
5.7 Encourage provision for critical areas and resource land opportunities in new development.

a. Re-evaluate land use regulations to ensure adequate protection of critical areas.

b. Consider incentives for encouraging the provision of resource land protection and retention of natural areas, open space, and critical areas with new development.

5.8 Consider allowing alterations to wetlands or buffers as needed to allow public agency or utility development projects that avoid, minimize and mitigate impacts to wetland functions to the maximum extent feasible

5.9 Allow reasonable use of private property that reflects appropriate avoidance and minimization measures and that provides mitigation that enhances and protects wetland functions.

6.0 Consider a hazard tree program.

Goal NE – 6: Maintain and protect surface water and groundwater resources that serve the community and enhance the quality of life.

Policies

6.1 Use incentives, regulations and programs to manage all water resources and to protect and enhance their multiple beneficial uses – including fish and wildlife habitat, flood and erosion control, water quality control and sediment transport, water supply, scenic beauty and recreational opportunities.
6.2 Control stormwater run-off rates, volumes and water quality from all new development and redevelopment to protect water quality, wetlands, natural drainage features and as necessary to protect against community hazard.
6.3 Support enhancement of water quality through corrective and preventative methods including best management practices (BMPs), education, planning, regulation, enforcement, incentives.
6.4 Enhance the treatment of storm retention and detention ponds.

a. Grade pond slopes no steeper than 5:1.

b. Introduce native wetland plants and wildlife to enhance function and value.

6.5 Maintain natural and man-made wetlands for public safety and environmental function to extent feasible.

NE-7 Ensure that land use and development within shoreline areas is consistent with and implement the City's adopted Shoreline Master Program.

Policies

7.1 Review all development within shoreline jurisdiction for compliance with the City's adopted Shoreline Master Program.
7.2 Evaluate and update the City's Shoreline Master Program consistent with state mandated review cycles.

NE-8 Preserve and protect artifacts, historic and culturally significant sites within the city.

Policies

8.1 The City will coordinate with local tribes and the State Office of Archaeology and Historic Preservation on development issues related to potential archaeological sites.

NE-9 Encourage low-impact development techniques that can reduce the consumption of resources and improve public health and safety.

Policies

9.1 Encourage green building techniques such as "LEED", "Built Green" and "Energy Star" for all construction.
9.2 Encourage, where feasible, low impact development techniques that include pervious paving, bioretention swales and other green building techniques.
9.3 Continue to implement the city's Green House Gas

emission policy in Resolution No. 1399 or here after amended (see appendices).

EXISTING ENVIRONMENTAL CHARACTERISTICS

The City of Enumclaw, on the elevated (640-750 feet) Enumclaw Plateau, is interested in expanding and preserving its rural community. This situation requires enhancing and increasing access to the existing assets, especially the natural setting. The City has Mt. Rainier and the Cascades as an eastern backdrop and the White River defining the community's southern edge.

Newaukum Creek lies on the northwesterly boundary of the UGA, while Boise Creek follows the southwesterly boundary of the UGA. There are also several wetlands within the planning area. Enumclaw lies within the Buckley-Alderwood soil association, which consists of poorly drained and moderately well drained soils. These soils are nearly level to rolling and have dense, slowly permeable and very slowly permeable glacial till. Soils in the area include: Alderwood gravelly sandy loam; Buckley silt loam; Alderwood-Kitsap soil; Beausite gravelly, sandy loam; Ovall gravelly loam; and Pilchuck loamy fine sand (U.S. Department of Agriculture Soil Conservation Service, King County Soil Survey, 1973). These soils may experience severe to very severe erosion hazard. In the White River Basin, soils formed on mudflow deposits (Mount Rainier Osceola Mudflow) are poorly drained and have a slow permeability. Ecology (1995) reports that these mudflow deposits create an aquitard that confines the underlying aquifer and perches water tables in the overlying aquifers. Water moves laterally along the top of the contact until it intercepts a stream channel after initial infiltration.

These unusual geological attributes define Enumclaw's natural environment aspects. The community's topography and surface water behavior increase its environmental susceptibility. It is important to identify and recognize those critical areas that exist in the community for preservation and protection.

SHORELINES

Since the early 1970s, the Washington State Shoreline Management Act (SMA) has required jurisdictions to development shoreline master programs (SMP) for areas with significant shorelines. Washington state, in partnership with the Department of Ecology requires cities with areas designated as "Shorelines of the State" to update their SMPs in accordance with the SMA. Under the Growth Management Act (GMA) a community's shoreline master program goals an policies is considered part of the Comprehensive Plan.

The City of Enumclaw adopted its first Shoreline Master Program (SMP) via Ordinance 2509 in June of 2012. The SMP implements the requirements of the Washington State Shoreline Management Act (SMA) (RCW 90.58) within the City of Enumclaw. The SMP contains goals, policies and regulations that address shoreline use, environmental protection of shoreline areas and public access to areas within shoreline jurisdiction. Shoreline jurisdiction is mapped on Figure 8.1. The goals and policies in the City's SMP as adopted by Ordinance 2509, or as subsequently amended, are hereby incorporated by reference as an element of this Comprehensive Plan.

CRITICAL AREAS

Critical areas need special consideration during the comprehensive planning process because of their distinctive environmental characteristics.

These areas are considered critical because their natural state often has unique, fragile, and valuable environmental and ecological processes or resources that are vulnerable to development and other human influences. The State of Washington identifies five primary types of critical areas requiring consideration and protection including:

- Aquifer Recharge Areas
- Fish and Wildlife Habitat Conservation Areas
- Frequently Flooded Areas
- Geologically Hazardous Areas
- Wetlands.

Preserving and protecting critical areas from negative impacts of development enhances the public health, safety, and welfare and protects private property from natural disasters, such as flooding and landslides. Enumclaw has development regulations requiring that certain precautions be followed during development adjacent or within critical areas. The regulations require special review before any critical area can be altered, requiring that there be no net loss to the critical area's ecological function. Site-specific situations may not permit alteration or development to occur at all.

Aquifer Recharge Areas

Aquifers are areas below the earth's surface storing and/or with the potential to store ground water. Aquifers occur as either confined or unconfined sources of ground water. As water works its way down from the land surface it is unable to enter a confined aquifer because an impermeable material, such as clay or rock, blocks it. Aquifer recharge occurs when water enters confined aquifers through breaks or cracks in the impermeable cover. Generally, shallow unconfined aquifers, usually overlying confined aquifers, are recharged as unobstructed water moves downward from the surface. Much of the Enumclaw area has an unconfined aquifer over another confined aquifer because the Osceola mudflow is impervious. This creates a high water table (unconfined aquifer) near the surface.

Water infiltrates the soil and percolates through it and surficial rocks to the water table recharging the water system. Under the influence of gravity and pressure, ground water moves down a hydraulic gradient toward an area where the water table either coincides with or lies above the land surface, its discharge area. Recharge areas (hills and uplands) generally are broad and lie at greater elevations than the usually smaller discharge areas (rivers, lakes, swamps, and oceans). The distinction between recharge and discharge is not always clear.

Aquifer recharge areas have a critical recharging effect on aquifers used as a source of potable drinking water. They are particularly vulnerable to contamination because of the rapid infiltration of water in these areas. Aquifer protection is essential to community, public health, and safety. Once groundwater is contaminated it becomes very difficult and costly, if not impossible, to clean up. Figure 8.2 identifies King County's designated soils that have high surficial permeability in the Enumclaw region.

Fish and Wildlife Habitat Areas

Sensitive fish and wildlife habitat areas are necessary for the survival of endangered, threatened, rare, or sensitive species. These habitats contain basic elements of the ecological function of the physical landscape. To protect this habitat, efforts must preserve existing habitat corridors, establish new ones, minimize fragmentation to habitat patches, and minimize edge effects where development adjoins habitat areas. The Washington Department of Fish

and Wildlife Priority Habitats and Species Program identified areas of particular concern (Figure 8.3) within the river corridors or near wetlands.

Wildlife habitat is the geographic area containing the food, water, and cover needed for survival and propagation of a species. Species differ in needed habitat but often relate to specific plant communities. Past resource activity and residential expansion altered variety, number, and distribution of wildlife. Chinook, Chum, Coho, and Pink Salmon; and Steelhead, Dolly Varden, and Cutthroat Trout are some fish found in the Enumclaw planning area. Unsuitable water quality and low stream flow are the most damaging habitat degradation for fish kills and fry mortality. Erosion from upstream building can cause siltation of breeding areas. Poorly applied herbicide and insecticides can kill needed food and shade plants and building can clear riparian vegetation needed for shade.

Wetland Areas

Wetlands are those areas inundated or saturated by ground or surface water at a frequency and duration sufficient to support (and during normal conditions do support) a prevalence of vegetation typically adapted for life in saturated soil conditions. Where the vegetation was removed or altered, a wetland can be determined by presence or evidence of hydric or organic soil, or by documentation of previous wetland vegetation. Wetlands typically include swamps, marshes, bogs, and similar areas.

Figure 8.4 identifies potential wetlands surrounding and within the City. Wetlands may be discovered beyond the mapped inventory. All wetlands are regulated by the Enumclaw CAO or the SMP which also include development standards.

Frequently Flooded Areas

Frequently flooded areas are found within the 100-year flood plain (Figure 8.5), which are subject to a one percent or greater chance of flooding in any given year. Frequently flooded areas perform important hydrologic functions and may present a risk to persons and property. Streams, lakes, wetlands, and closed depressions may qualify as frequently flooded areas; shorelines based on the mapped Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the Enumclaw area are catalogued by King County GIS.

Geologically Hazardous Areas

Geologically hazardous areas (Figure 8.6) may not be suited for development, consistent with public health, safety, or environmental standards, because of their susceptibility to erosion, landslide, seismic, volcanic, mine collapse, or other geological events.

All soils and bare rock surfaces are subject to the natural erosive forces of chemical weathering, and physical erosion. Erosion is the natural process of wearing away the land as a result of water and wind. Wind erosion occurs when the wind blows exposed soils, resulting from excavation and construction activities, farming activities, and any other activities where vegetative cover has been removed, leaving the soil exposed. Severe and very severe erosion hazard in Enumclaw are identified through soil types including: Alderwood gravelly, Sandy loam; Alderwood-Kitsap soil; Beausite gravelly, Sandy loam; Ovall Gravelly loam; and Pilchuck loamy fine sand.

Slope stability is dependent on the interaction of many factors, including soils, climate, slope of underlying geologic material, vegetative cover,

proximity to surface water, ground water content, and proximity to earthquake fault activity. When one or more of these factors is altered, unstable slope conditions may occur, and when these factors are altered by development activity, landslide potential is increased, even in historically stable areas. Soils listed in the King County soil survey that have severe building limitations are also included.

Certain soils lose their ability to support structures when shaken by an earthquake, flowing like a fluid after a seismic event (liquefaction). Shaking can cause ground surface failure including surface settlement, cracking, and landslides. The Puget Sound region is seismically active and with its soils of unconsolidated glacial and alluvial deposits, is highly susceptible to earthquake damage. The U.S. Geological Survey (USGS) identifies four seismic risk zones in the U.S. with the Puget Sound Basin classified in Zone 3 (major earthquake frequency and damage). Enumclaw is in a local subzone of the USGS Zone 3.

Enumclaw's risk from volcanic activity is not high, according to the USGS Preliminary Assessment of Potential Hazards from Future Volcanic Eruptions in Washington map. The community is near a zone of "Low Risk" lahar (clay-rich mudflow) from Mt. Rainier running along the White river. The City is also in the "Low to High" tephra- hazard zone for Mt. St. Helens of 5-35 centimeters. There are no mapped volcanic hazards within the city planning area.

Natural Resource Lands

Natural resource lands play a vital role in the region. Resource lands are distributed among three categories; agricultural lands, forest lands, and mineral resource lands. The State requires lands with commercial significance be protected and conserved.

Agricultural Resource Lands

Agricultural resource lands are those lands not already characterized by urban growth and are of long-term significance for the commercial production of horticultural, viticulture, floricultural, dairy, apiary, vegetable, and animal products, or the food and fiber for the consumption of livestock, or other products and processes normally associated with farming.

Agricultural activity near Enumclaw is distributed on the land to the west, north, and south. Land within the city limits and the UGA is fertile but has given way to urban or suburban use. The agricultural lands surrounding the UGA are socially and culturally important to the community, and should be preserved for their long-term economic and cultural significance.

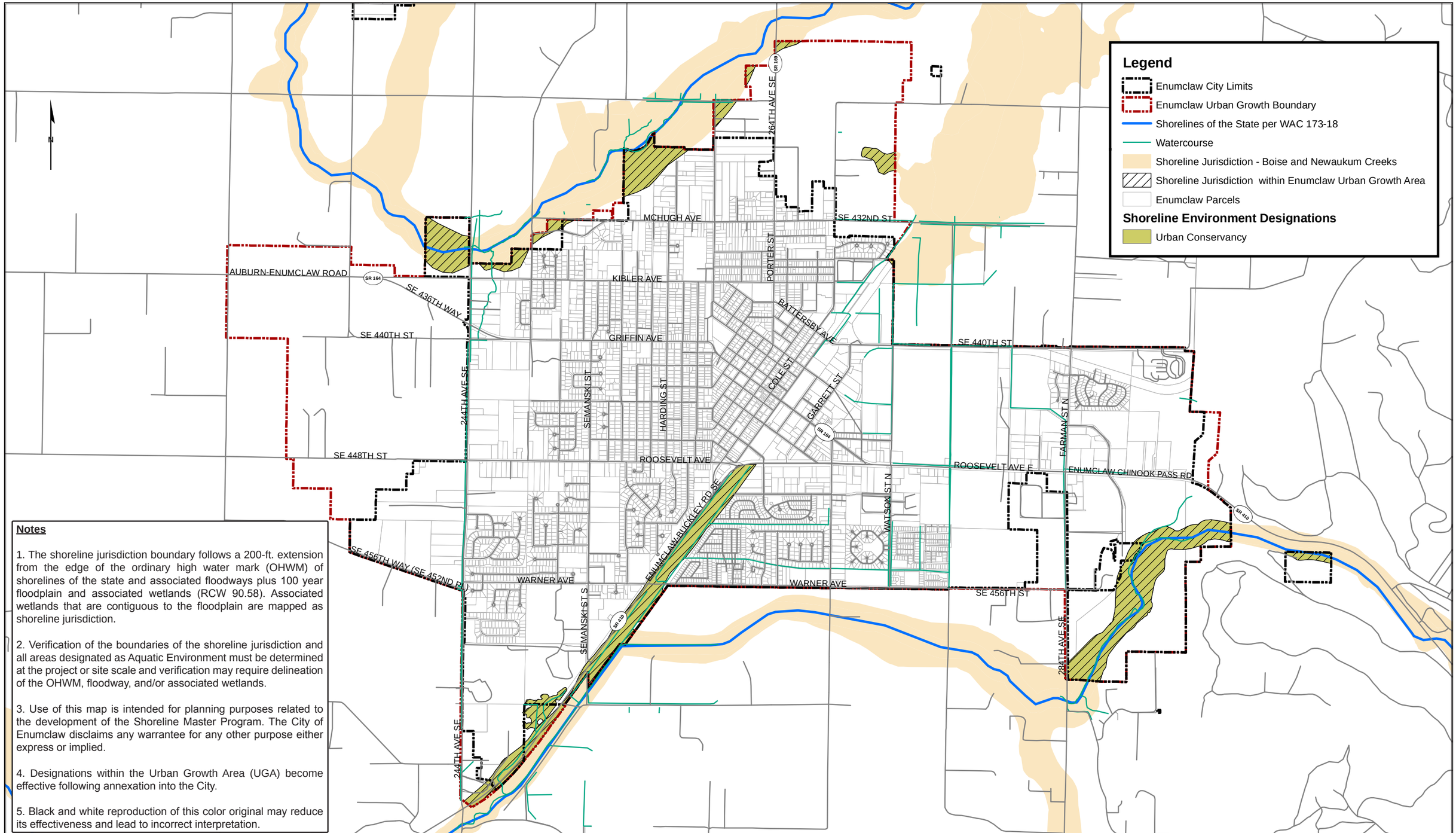
Forest Resource Lands

Forest resource lands are those lands not already characterized by urban growth and are of long-term significance for the commercial production of timber and other wood fiber normally associated with forestry practices. The City of Enumclaw does not have commercially viable forestlands within its boundaries, but to the east are vast tracts of timber lands.

Mineral Resource Lands

Mineral resource lands are those lands not already characterized by urban growth and are of long-term significance for the production or extraction of aggregate and other mineral substances, including sand, gravel, and other valuable metals. Careful consideration in addressing mining operations is needed so that adjacent land uses are not severely impacted. It is also important to consider the value

of new mineral extraction, as well as alternative land uses in and adjacent to mining areas. There are no mining activities with long-term commercial significance in Enumclaw.



Notes

1. The shoreline jurisdiction boundary follows a 200-ft. extension from the edge of the ordinary high water mark (OHWM) of shorelines of the state and associated floodways plus 100 year floodplain and associated wetlands (RCW 90.58). Associated wetlands that are contiguous to the floodplain are mapped as shoreline jurisdiction.

2. Verification of the boundaries of the shoreline jurisdiction and all areas designated as Aquatic Environment must be determined at the project or site scale and verification may require delineation of the OHWM, floodway, and/or associated wetlands.

3. Use of this map is intended for planning purposes related to the development of the Shoreline Master Program. The City of Enumclaw disclaims any warrantee for any other purpose either express or implied.

4. Designations within the Urban Growth Area (UGA) become effective following annexation into the City.

5. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

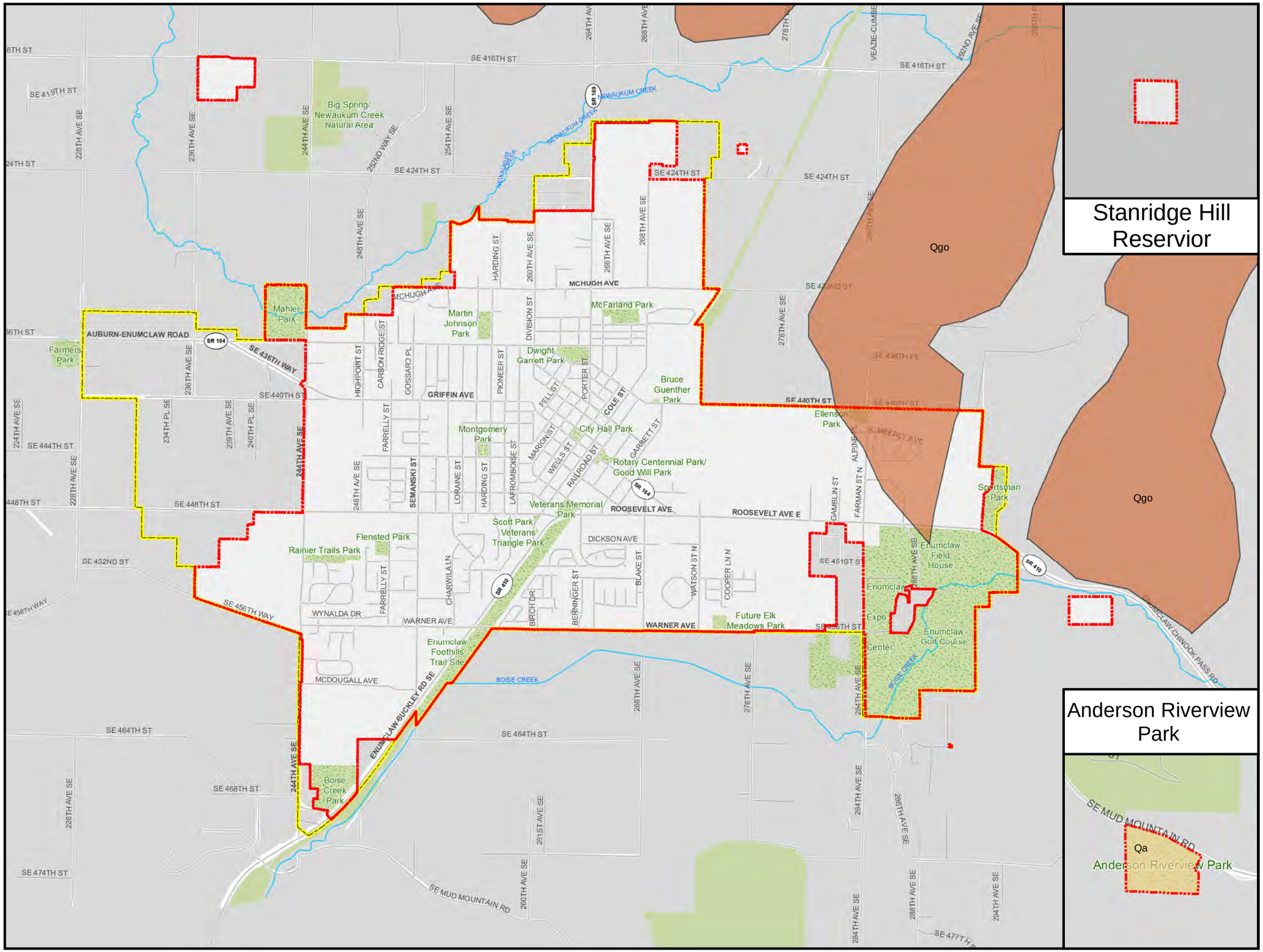
0 1,000 2,000 4,000 6,000 8,000
Feet
1:24,000 SCALE 1 inch = 2,000 feet

City of Enumclaw
Shoreline Master Program
Enumclaw, WA

Shoreline Environment Designations

Figure 1A

Figire 8.1 Shoreline Jurisdiction



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AQUIFER RECHARGE AREA MAP

LEGEND

High Permeable Units

- Qa
- Qgo
- Enumclaw City Boundary
- Urban Growth Boundary
- Roads
- Creeks
- City Owned Parks
- Other Parks
- King County

N W E S

0 0.15 0.3 0.6
Miles

The City of Enumclaw makes every effort to provide correct information, but makes no representation as to the completeness or accuracy of this map.

2015 Comprehensive Plan
CJP 7-27-2015 - used for illustrative purposes only
G:\TBD

Figure 8.2 Enumclaw's Aquifer Susceptibility

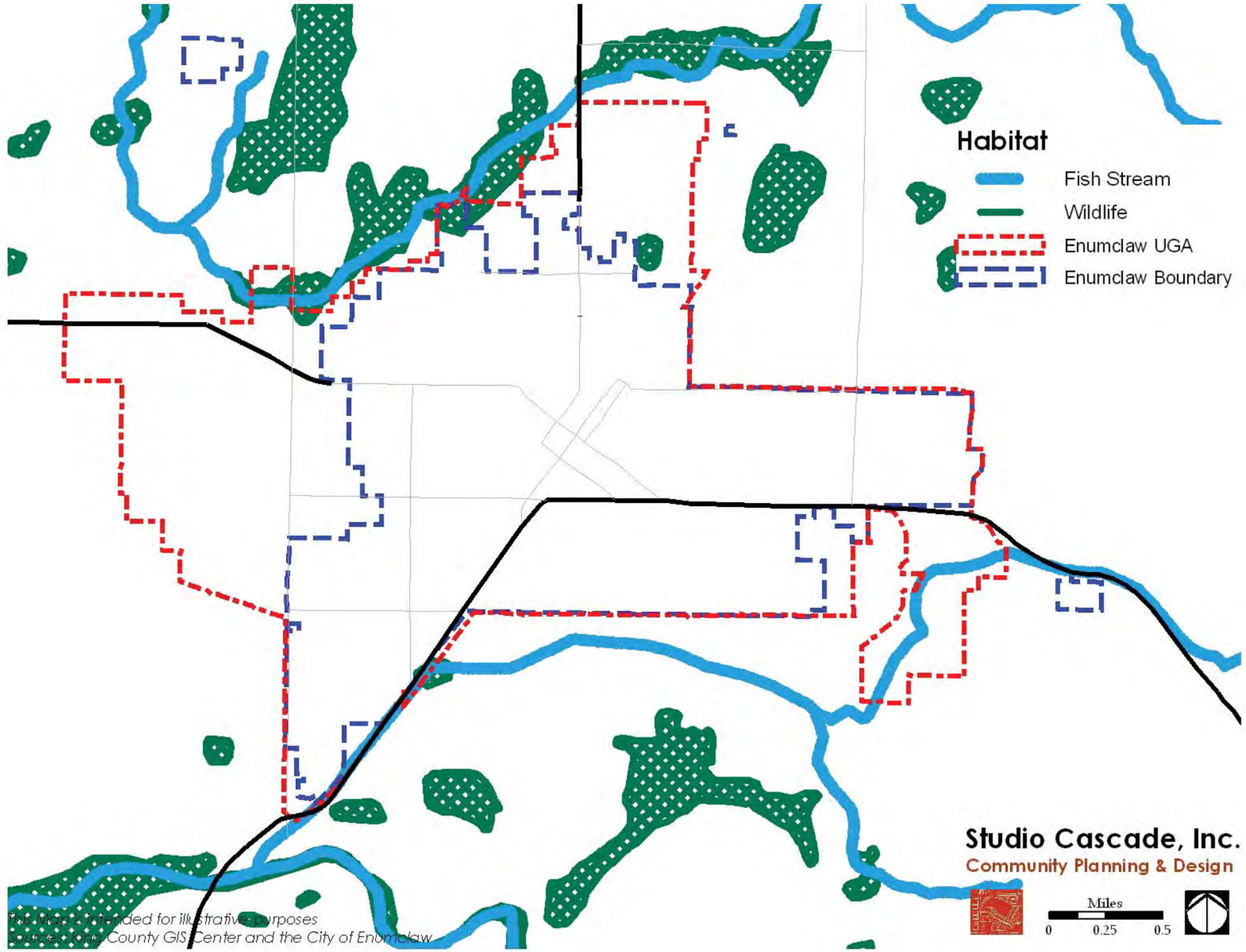
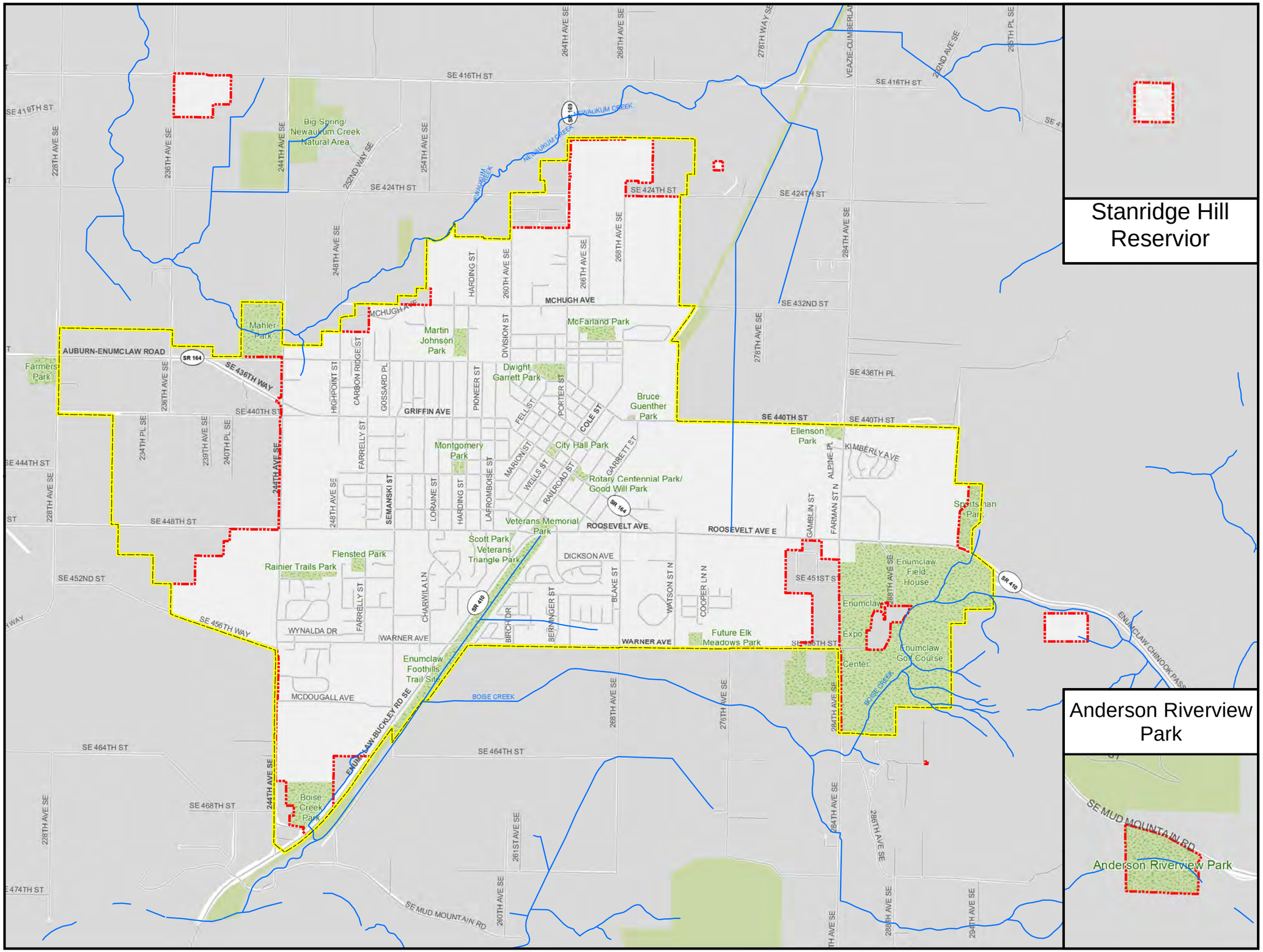


Figure 11.2 Enumclaw's Habitat

Figure 8.3 Enumclaw's Habitat & Streams



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STREAMS & CREEKS

LEGEND

- Streams
- Urban Growth Boundary
- Enumclaw City Boundary
- Roads
- City Owned Parks
- Other Parks

N W E S

0 0.15 0.3 0.6
Miles

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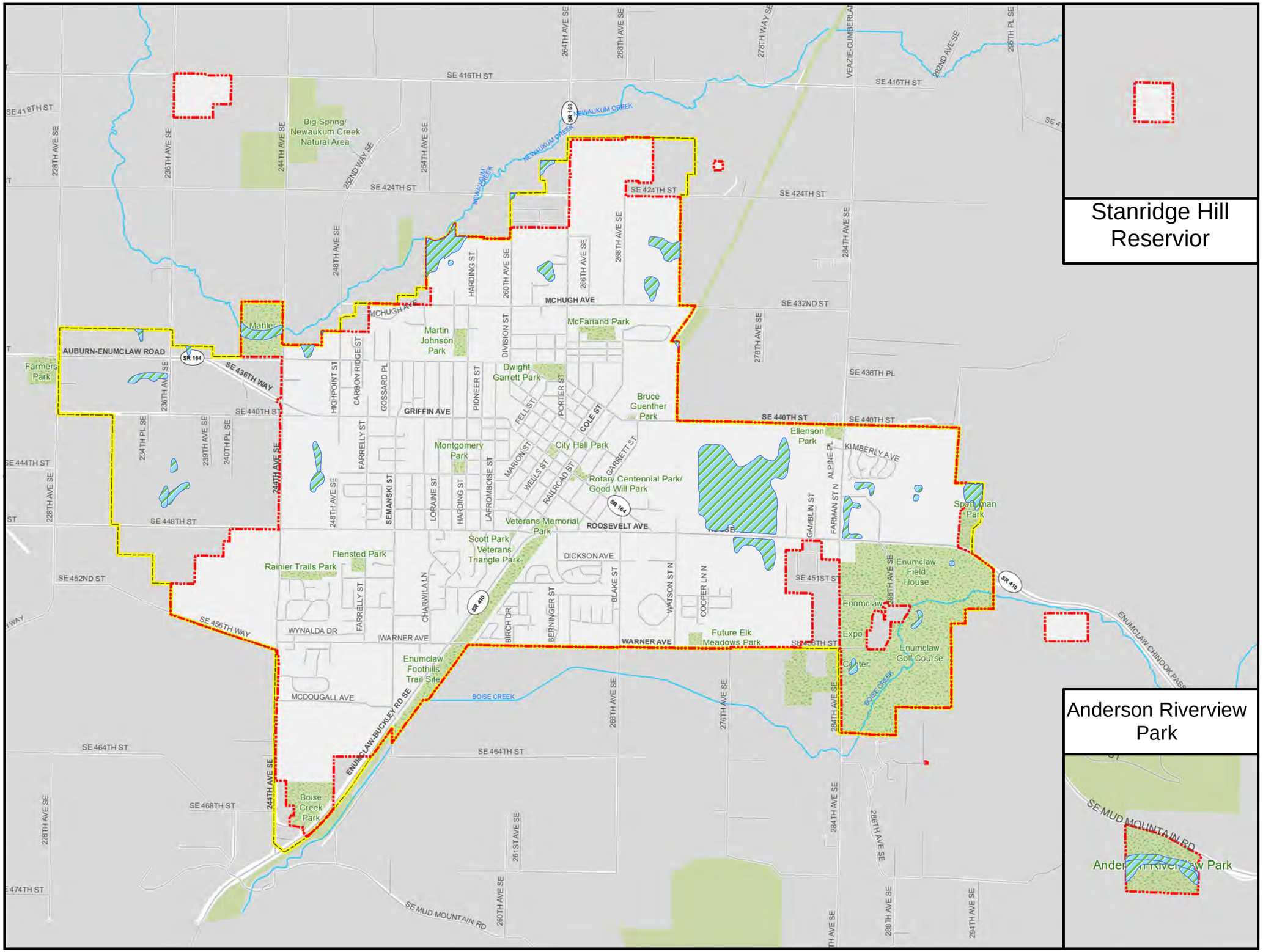
CP 9-25-2015 - used for illustrative purposes only
G:\TBD

Figure 8.3 Enumclaw's Habitat & Streams



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NATIONAL WETLANDS INVENTORY MAP

LEGEND

- National Wetlands Inventory
- Enumclaw City Boundary
- Urban Growth Boundary
- Roads
- Creeks
- City Owned Parks
- Other Parks

N W E S

0 0.15 0.3 0.6
Miles

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CJP 6-10-2015 - used for illustrative purposes only
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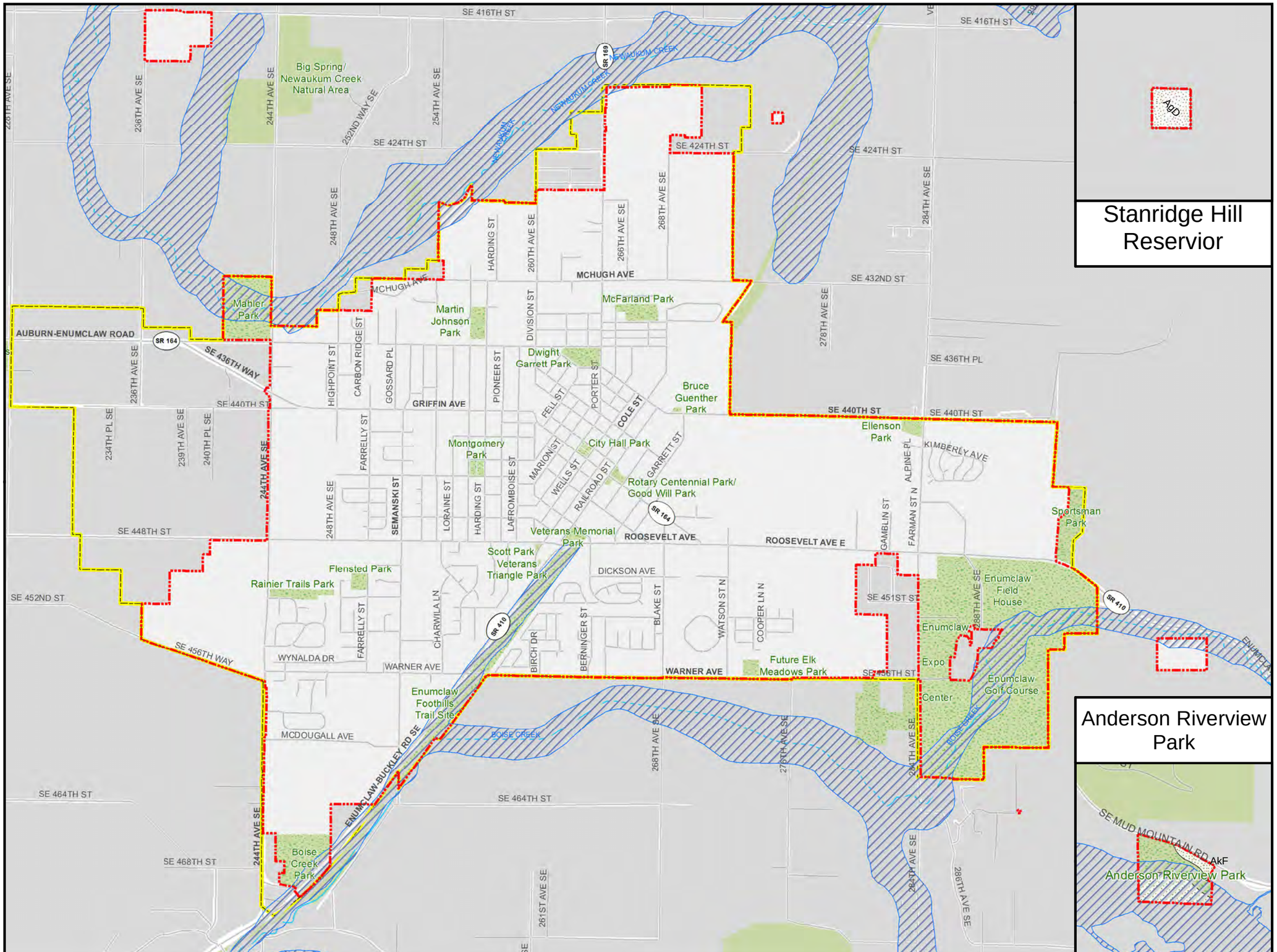
Figure 8.4 Enumclaw's Wetlands



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100- Year Floodplain

LEGEND

- Enumclaw City Boundary
- Floodplain
- Urban Growth Boundary
- Roads
- Creeks
- City Owned Parks
- Other Parks

N W E S

0 0.125 0.25 0.5
Miles

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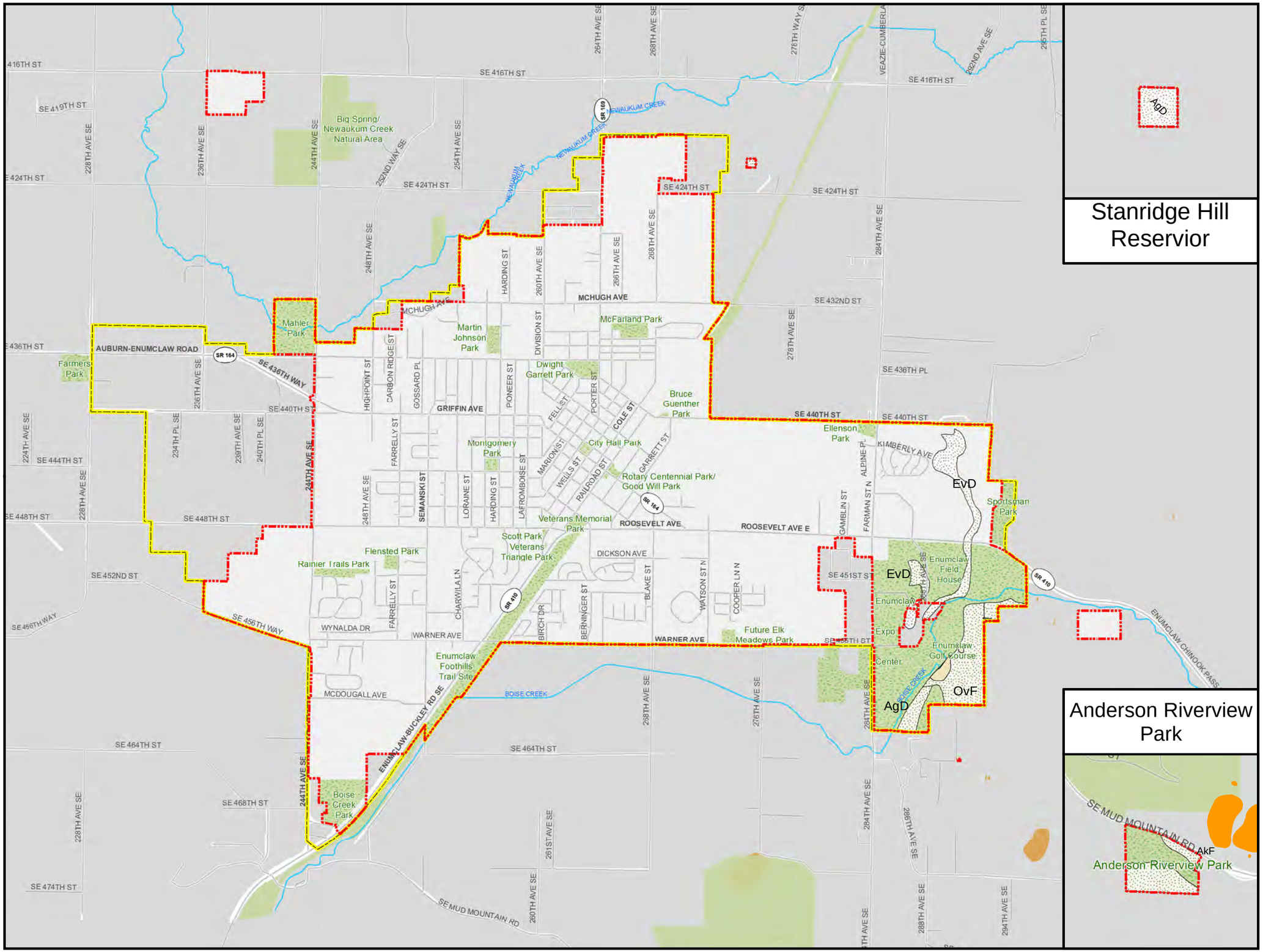
Figure 8.5 Enumclaw's Frequently Flooded Areas



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EROSION AND LANDSLIDE HAZARD AREA MAP

LEGEND

- Enumclaw City Boundary
- Urban Growth Boundary
- Roads
- Landslide Area
- Soils with erosion per EMC 19.02
- Creeks
- City Owned Parks
- Other Parks
- Watershed Analysis Landslides

N W E S

0 0.15 0.3 0.6
Miles

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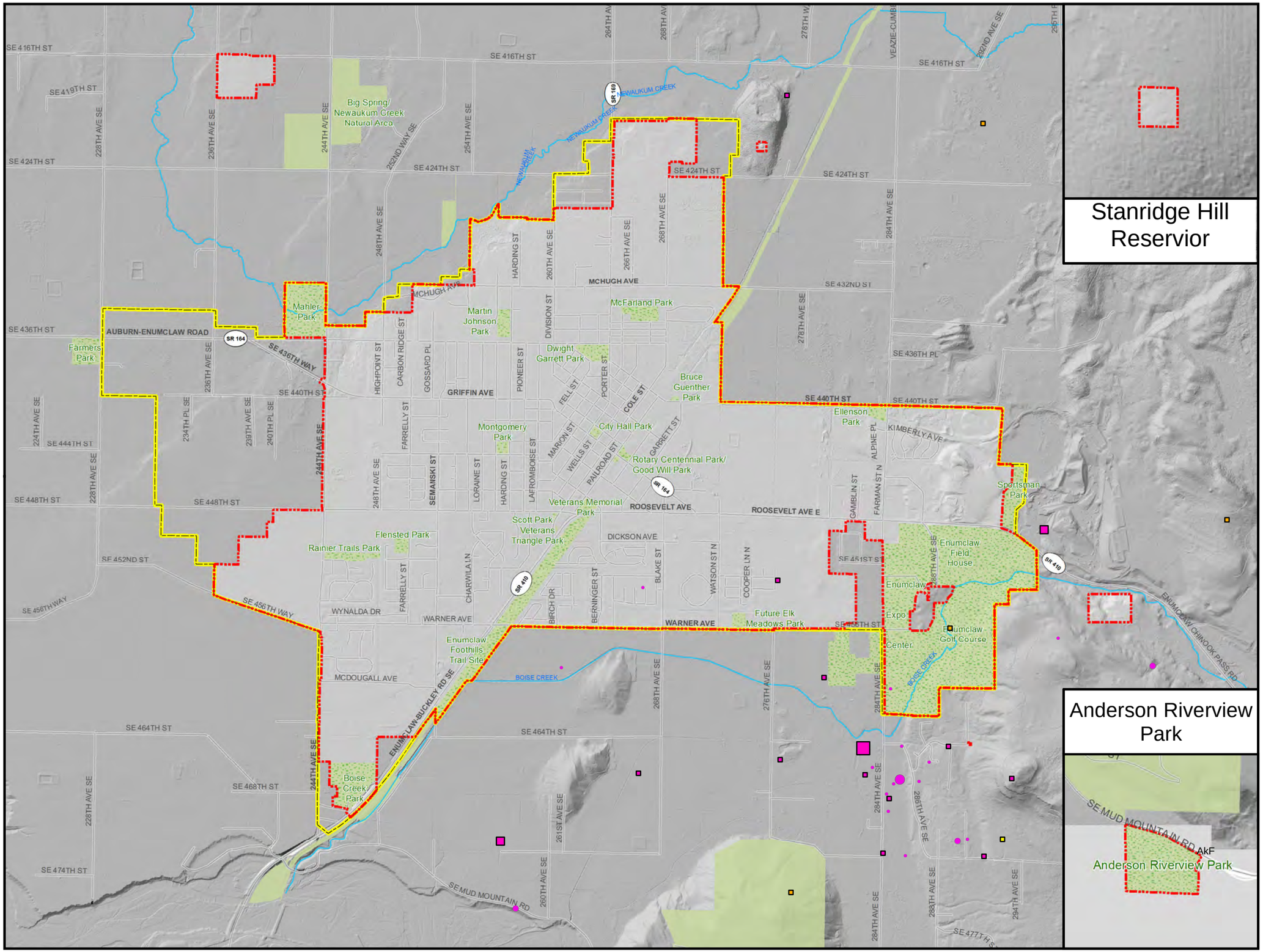
CJP 5-21-2015
G:\TBD

Figure 8.6 Geologically Hazardous Areas



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EARTHQUAKE & SEISMIC HAZARD AREA MAP

LEGEND

Earthquakes gt 1M depth

Earthquake Depth (km)

- 0.1 - 5.5
- 5.5 - 13.0
- 13.0 - 22.0
- 22.0 - 30.0
- 30.0 - 98.5
- Enumclaw City Boundary
- Urban Growth Boundary
- Roads
- Creeks
- City Owned Parks
- Other Parks

N W E S

0 0.15 0.3 0.6
Miles

The City of Enumclaw makes every effort to provide correct information, but makes no representation as to the completeness or accuracy of this map.

2015 Comprehensive Plan
CJP 5-21-2015
G:\TBD

Figure 8.6 Geologically Hazardous Areas

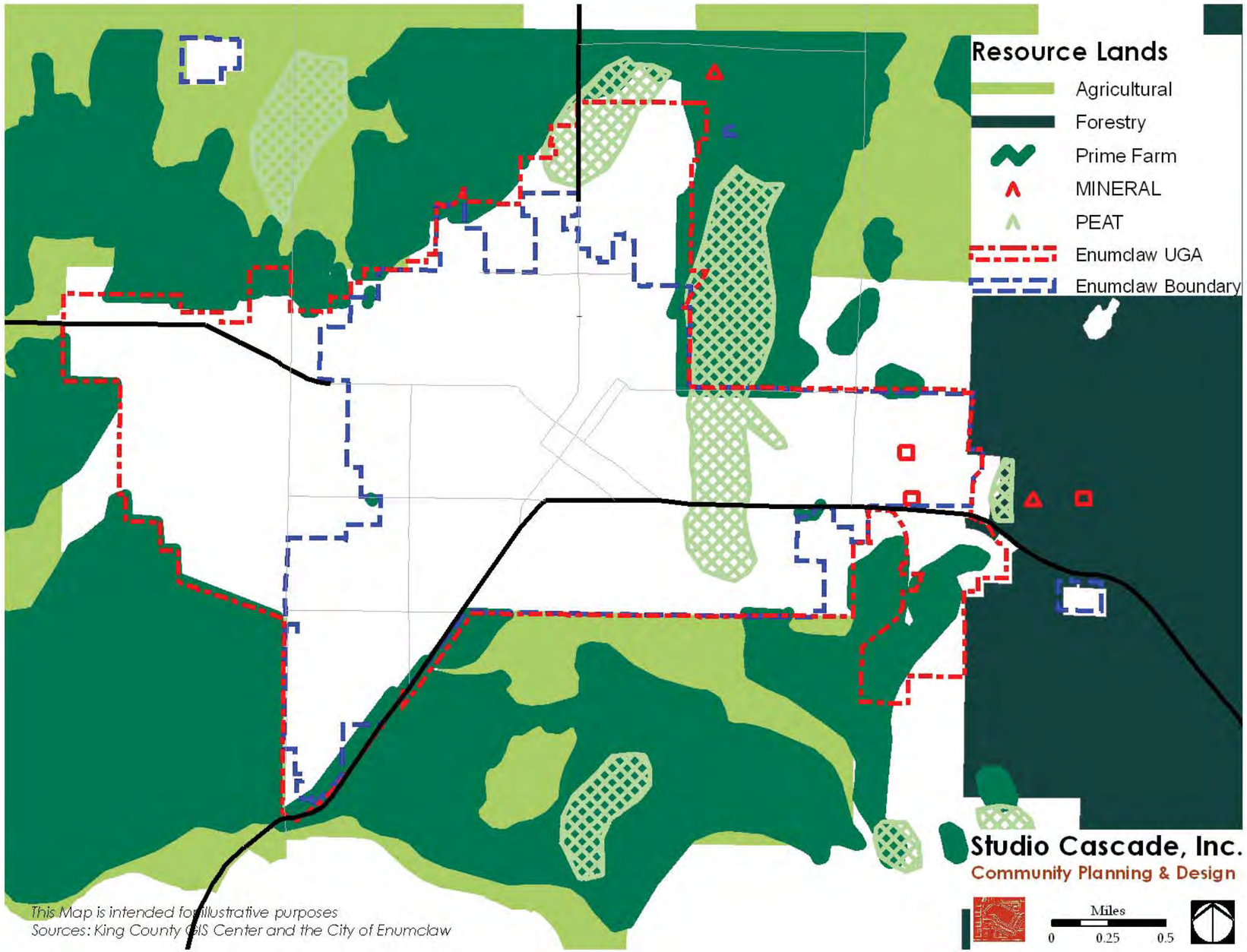

Figure 11.6 Enumclaw Natural Resource Lands

Figure 8.7 Enumclaw Natural Resource Lands

People are attracted to Enumclaw's rural character and natural setting. The community's integrated parks and open spaces link the community's strollers, walkers, joggers, bikers, swimmers, picnickers, music listeners, and organized sports teams to the outdoors. This linkage celebrates Enumclaw's setting and recognizes the community's accessibility to other outdoor activities available nearby. Fishing, camping, horseback riding, and car touring are a few of the activities that residents enjoy in the surrounding rural, State, and federal lands.

This chapter enhances and strengthens the City's parks and recreation opportunities. An attractive and functional parks, natural areas, and community services network is vital to maintaining and improving the community's overall quality of life. The opportunity for multiple forms of passive and active recreation creates community connections and healthier residents. It also attracts regional visitors.

This chapter identifies goals and objectives for meeting the City's open space and recreational requirements based on identified needs, desires, and issues. The chapter guides the services, programs, and future preservation and enhancement of recreational and community facilities, including parks, ball fields, trails, the community center, and library.

The City conducted an inventory of existing facilities and programs, determined levels of service standards, and identified expected development of parks, trails, open spaces and recreation facilities for the Urban Growth Area (UGA) as part of the 2014 Parks and Open Space Plan. This chapter summarizes the 2014 Parks and Open Space Plan which includes the inventory, needs analysis, level of service and improvements to meet GMA requirements.

RCW 36.70A.030 and RCW 82.02.050 defines parks and recreation as public facilities where impact fees can be charged. A rate study supports an impact fee for parks and community-service facilities charged on new private development proposals to assist in funding specific projects.

Goals and Policies

As adopted in the 2014 Parks and Opens Space Plan. The department's focus is on four primary goals, all of which encompass a variety of aspects that help attain that goal:

- Acquisition and Development. Acquire and develop a system of parks, recreational facilities, and open spaces that are safe, attractive, functional, and available to diverse populations.

- Maintenance. Maintain, protect, preserve, and restore existing parks and recreational facilities that furnish quality active and passive experiences for the community.

- Quality of Life. Enhance the quality of life in the community by providing services and programs that offer positive opportunities for citizens to lead healthy and productive lives.

- Citizen involvement. Provide an open and continuing opportunity to participate, comment and offer direction in the development of park and recreational facilities, space and activities.

PK-1 Acquisition and Development. Acquire and develop a system of parks, recreational facilities, and open spaces that are safe, attractive, functional, and available to diverse populations.

Policies

1.1 The priorities for acquisition of park land are as follows in order of priority:

a) Land in developing areas as necessary to meet minimum adopted levels of service for neighborhood and community park land;

b) Trail corridors identified in the Park Plan; and

c) Open space areas, wildlife corridors, historic structures or areas and view corridors that contribute to or enhance the unique character of Enumclaw.

1.2 Neighborhood parks provided by individual developments to meet minimum levels of service should be owned and maintained by the applicable homeowner's association.

1.3 During development review, if consistent with parks target outcomes or other needs identified in the Park Plan, pursue dedication of land for future parks, open space, and recreation facilities.

1.4 Partner with other agencies and organizations (local School District, King County, Pierce County, local tribes etc.) to acquire/develop community and regional park land/trails.

1.5 Priorities for development of existing parks and recreational facilities are as follows:

a) Redevelopment or rehabilitation of parks and/or facilities that are
outdated and/or in need of major repair;

b) Development of undeveloped park land in developing areas;

c) Continue expansion/linkage of the Foothills Trail and other trails as identified in the plan; and

d) Development of a Community Center.

1.6 Design of park signs, benches, trash receptacles, drinking fountains, and other amenities should be standardized and consistent throughout the park system.

1.7 In accordance with the Americans with Disabilities Act (ADA), ensure that park facilities are designed to be safe and accessible for use by the physically disabled.

1.8 Solicit public input during the park design process and incorporate public desires and needs into the design of parks where appropriate.

1.9 Layout and design of parks should maximize unique mountain views, scenic vistas and natural features for the benefit of park users.

1.10 Park design and programming should include features and facilities that address identified needs, and should balance active and passive recreation opportunities.

1.11 Encourage private interests to assist in the provision of recreational facilities and space through donations, sponsorship and dedication of land.

PK-2 Maintenance. Maintain, protect, preserve, and restore existing parks and recreational facilities that furnish quality active and passive experiences for the community.

Policies

2.1 Utilize maintenance best practices, preventative maintenance, and NPSI standards to improve park safety, operational efficiency, and usage.

2.2 Continue to utilize volunteer organizations and

private sector services for repetitive, seasonal, and specialized maintenance activity.
2.3 Consider funding to maintain the City's public art collection.
2.4 Balance City, private, and volunteer efforts to provide an effective and economical mix of cooperative effort in developing and/or maintaining the public park system.

PK-3 Quality of Life. Enhance the quality of life in the community by providing services and programs that offer positive opportunities for citizens to lead healthy and productive lives.

Policies

3.1 Provide recreational programs and opportunities that address the needs of all segments of the population.
3.2 Coordinate with outside organizations, the school district, and other partners to maximize recreational opportunities and minimize duplication.
3.3 Strive to keep programs updated to reflect changing public needs and desires.
3.4 Arts, community events and other cultural activities all encourage a sense of place and cultural identity. The City has limited funds for these activities, but recognizes that it can provide technical or organizational support.
3.5 Reflect community identity using public art to create unique community places, define or redefine public spaces, or create a strong sense of place.
3.6 Provide opportunities that highlight the talents of local artists.
3.7 Support community events such as the Wine Walk, Street Fair and 4th of July Celebration, that are provided by non-profit organizations.
3.8 Support arts organizations that provide quality programs and services that benefit the greater community.

PK-5 Provide a continuous, multi-use, safe and enjoyable trail system throughout the City

Policies

5.1 Development of and connections to the regional trail system of Pierce and King County (Foothills Trail) is a priority for trail funding.
5.2 Trail systems should be separated from vehicle travel lanes by a planter strip to improve the user experience.
5.3 Trail linkages should be planned to connect neighborhoods to public facilities including parks, schools, and library; and to the central business district.
5.4 The City trail system should provide connections to the regional trail system of Pierce and King Counties.
5.5 Encourage a trail network in developing subdivisions via right-of-way dedication and developer participation.
5.6 Incorporate existing public lands and rights-of-way into a linked network of trails and other non-vehicle corridors.
5.7 Coordinate school routes and the proposed trail system where possible.

Park Classification Types and Definitions

Based on past planning efforts, the city has adopted several types of parks for the community: mini-park, neighborhood park, community park, and open space. Table 9.1 describes the size, purpose and use of these park types.

Table 9.1 Park Classifications

Park	Size	Purpose	Service Zone	Use
Mini-Parks	0 - 1.6 acres	Decorative open spaces, & monuments	Several blocks	Active or Passive
Neighborhood Parks	0 - 4.9 acres	Serving residential neighborhoods	¾ mile	Generally active
Community Parks	5 + acres	Serving community at large	Entire Community	Active or Passive
Open Space	5 + acres	Serving community at large, typically contains a significant natural or cultural feature	Entire Community	Passive

Park types and sizes serve as a planning tool to classify park usage and gauge neighborhood access to park and recreation facilities. Actual park usage may vary from the classification standard.

Service zones refer to the primary population that is served by the park facility. In general, the greater the size of the park and the more amenities it offers, correlates to the size of the service zone that is served by the facility. Boise Creek Park is classified as a community park, however as an athletic complex, Boise Creek Park serves a significant regional population base.

INVENTORY OF EXISTING CITY PARKS, OPEN SPACE AND RECREATIONAL FACILITIES

Table 9.2 identifies the existing parks in Enumclaw by type, size, and generally how they are used. The term “active” implies that the park includes such facilities as baseball, softball or soccer fields, tennis, or basketball courts. The term “passive” implies that the park is developed for quiet activities including walking, picnicking, nature study, and contemplation. Some elements may include small play structures and minor equipment.

Table 9.2 Existing Parks

Site	Type	Acres	Use
Anderson Riverview Park	Open Space	20	Undeveloped
Boise Creek Park	Community	19.3	Active
Bruce Guenther Park	Mini-park	0.4	Passive
City Hall Park	Mini-park	1	Passive
Dwight Garrett Park	Community	5.4	Active
Elk Meadows – Tract P	Neighborhood	2.32	Active
Ellenson Park	Neighborhood	2.6	Active
Farmer's Park	Community	10	Undeveloped
Fell Hill Park	Open Space	14	Open Space
Flensted Park	Neighborhood	2.5	Active
Goodwill Park	Mini-park	0.52	Passive
MacFarland Park	Neighborhood	6.5	Active
Mahler Park	Community	30	Passive
Martin Johnson Park	Neighborhood	4.5	Active
Montgomery Park	Neighborhood	1.6	Active
Rainier Trails Park	Neighborhood	3.6	Active
Rotary Park	Mini-park	0.25	Passive
Scott Park	Mini-park	0.7	Passive
Triangle Park	Mini-park	0.4	Passive
Veterans Memorial Park	Mini-park	1.6	Passive
*Berilla Estates II dedicated open space	Mini-park	0.1	Undeveloped
**Chinook Winds dedicated open spaces	Mini-park	0.22	Undeveloped
TOTAL		**127.51**	

Table 9.3: Existing City Recreational Facilities and Trails (In or Near Enumclaw UGA)

Site	Acres	Status or Use
Recreational Facilities		
Aquatic Center	Pool 4,956 sf	
Facility - 13,540 sf	Active	
Golf Course	193 acres	Active
Library (KCLS since 2012)	10,500 sf	Active
Senior Center	6,388 sf	Active
Youth Center	3,150 sf	Active
Enumclaw Park (Pete's Pool)	40.4	1 lighted softball/baseball, 1 lighted football stadium, 2 tennis, picnic, children's play area, restroom
Enumclaw Expo Center	63.6	Active
Trails		
Enumclaw Foothills Trail	1 mile	Paved
BNSF Rail Corridor	30 acres	Undeveloped

Table 9.4: Existing Non-City Recreational Facilities (In or Near Enumclaw UGA)

Site	Acres	Status
Private Community Open Space		
Mountain Villa Open Space	1	Dedicated to community
Mt. Peak Village Open Space	2	Dedicated to community
Crystalaire Open Space	2	Dedicated to community
Mt. Meadows Open Space	1	Old BNSF right-of-way, leased to Mt. Meadows
Old BNSF right-of-way, leased out community assoc.		
Enumclaw School District Facilities		
High School Auditorium	NA	Used for performing arts
Sunrise Elementary School	2	Playground, fields covered play area
Jr. High / High School Site	20	2 playgrounds 2 football 5 baseball / softball 4 tennis 2 turf soccer 2 all weather soccer 2 practice soccer
Kibler Elementary School	2.8	Playground, field, covered play area
J.J. Smith Elementary School	2.2	Playground, field, covered play area, track
King County Recreational Facilities (other)		
Mount Peak (King County owns 16 acres at the north tip of Mount Peak. Washington DNR owns 200 acres, extending south 2 miles from County land.)	216	Steep, informal, user-maintained trail, no off-road parking.
State Parks: Nolte State Park, Flaming Geyser State Park, and Kanaskat-Palmer State Park	1,100	Regional Recreation
Mud Mountain Dam Day Use Area (US Corps of Engineers)	21	Playground, restrooms, picnic shelters, 130 parking spaces, overlooks, tower

Adopted Level of Service and Demand Analysis

The City of Enumclaw has adopted levels of service (LOS) that are easy to measure, feasible and relevant to the unique needs of Enumclaw residents. The LOS for park land determines that amount of land needed while the LOS for facilities determines the types of facilities needed in the park system. Park and trail land are determined using acres per 1,000 population as well as locational criteria. Need for park and trail land is based on the adopted level-of-service and the future population of nearly 16,000 people, as described below.

LEVEL OF SERVICE FOR PARK LAND

The City of Enumclaw has adopted the following level-of-service standards for park and recreation land:

Neighborhood Park: 2.26 acres / 1000 population and all residences located within ¾ mile. Approximately seven (7) acres of additional park land will be acquired primarily through dedications during the development process. Neighborhood parks one (1) acre in size or larger are publically owned and maintained. Neighborhood parks less than one (1) acre in size are privately owned and maintained as "Tot Lots" within subdivisions. A new neighborhood park in the southeast portion of the City and a new neighborhood park in the Big West Subarea (located within the City of Enumclaw's urban growth area, west of Enumclaw's 2013 city limits) would be needed to satisfy the requirement that all residents be within ¾ mile of a neighborhood park.

Community Park: 3.59 acres / 1,000 population. Existing community park land is sufficient for anticipated growth, so no new community park land is needed.

Trails: 1/4 mile of trail / 1,000 population. Approximately 1.6 additional miles of useable trails

will be needed by 2030. Useable trails means that right-of-way has been acquired and the trail is level, cleared and has a useable surface such as gravel or chips.

LEVEL-OF-SERVICE FOR PARK FACILITIES

Neighborhood Parks

Every neighborhood park should have facilities to serve a broad range of the population and should include one or more play structures (5-12), one or more adult fitness structures or activity features (fitness equipment, bocce, horseshoes, etc), a sport court or a multi-purpose playfield.

*Trails, fitness equipment and/or bocce/horseshoe fields should be added to existing parks as appropriate to the park to increase the range of age of users.

*Playgrounds, tennis courts, volleyball courts and baseball fields, benches and restrooms should be maintained or added to parks as appropriate.

Enumclaw Aquatic Center

Currently the pool is not at capacity and can accommodate additional growth. The City should maintain the pool and make improvements (such as improving locker rooms) as needed to increase capacity to keep up with population growth.

Regional Programs and Facilities

Enumclaw operates several recreation facilities that serve a regional customer base as their primarily market. The majority of patrons who use the Enumclaw Aquatic Center, Enumclaw Golf Course, and Boise Creek Athletic Complex do not reside in Enumclaw. While the Enumclaw Golf Course recovers it operating costs through user fees, the operations of the remaining facilities are subsidized by the City, and non-resident fees have been established to recover a portion of the additional expense.

Table 9.5: Park Land Level-of-Service (Based on a future population of 15,996)

Park Category	2013 Existing Acreage	Adopted LOS (acres or miles per thousand residents)	2035	
			Future Acreage-Adopted LOS	Additional Land Needed
Mini-Park	5.19	None	N/A	N/A
Neighborhood Park	29.02	2.62	36.15	7.13
Community Park	59.3	3.59	57.43	0
Open Space	34	None	N/A	N/A
Trail	1.6 miles	0.25 mi	4	2
TOTAL	127.51			

Parks Improvement Program

The details for making park improvements, costs and timing are covered in detail in the 2014 Parks and Open Space Plan. The major future project needs are summarized below.

Facilities Outside the UGA

The City has developed a policy to operate recreational facilities only at locations inside the Urban Growth Area (UGA). The Fell Hill and Anderson Riverview sites are well outside Enumclaw's UGA but were acquired through donation. The City intends to hold the Fell Hill and Anderson Riverview sites in reserve, until further review of development plans or potential uses.

Neighborhood Parks

A few areas still will not be within ¾ mile of an active-use park (Neighborhood Park or Boise Creek Park) after the Elk Meadows, Future Southeast Park, and Future Big West Park are built. The areas, not within ¾ mile, are located at the edge of the UGA. The area to the extreme north is now covered by Thunder Mountain Middle School, with its own ball fields. Developing the following facilities will satisfy substantially the proximity standard included in this chapter.

Future Southeast Park

In order to satisfy LOS requirements that all residents are within ¾ mile of a neighborhood park, a new Southeast Park (not necessarily the final name) will be developed in conjunction with the Holdener Farm property, and will probably be about five acres in size. The exact location, cost, negotiations, and timing cannot be known until the Holdener property develops.

Possible Future Big West Park

This plan anticipates a new park north of SE 448th Street and west of 244th Avenue SE. This area is currently very rural and undeveloped. It is also located outside of current City limits. If the entire Big West urban growth area is annexed and develops, this park would be necessary to meet the LOS standard that no residential part of the City should be more than ¾ mile from a neighborhood park. However, that park will only be built if residential development expands beyond 244th Avenue. For the purpose of this Chapter, it is assumed that this park would be acquired through the land development process.

Improvements to other Parks

All of the existing serviceable parks are slated for some improvements. Some of these improvements, such as installation of off-street parking, will increase the parks' usage capacity. Other improvements, such as replacement outdated play equipment, will not increase capacity. With the Boise Creek Park, plus the school ballfields, Enumclaw currently has adequate playfields, however, improvements are necessary to keep up with high demand and facilitate maintenance.

The following additional facilities should be considered on a City-wide basis in either neighborhood or community parks:

*1 Climbing Wall
*1 Outdoor Environmental Learning Center
*1 Dog Park
*1 BMX Park
*2 Gathering Space/Outdoor Theater
*2 Covered Play Areas
*3 Picnic Shelters
*1 Outdoor Fitness/Park or facility
*1 Community Center with multi-purpose gymnasium
*1 Spray Park

Mahler Park, Community Park

The projected deficit of 30 acres of community park land will be met by providing access and environmental education improvements to the 30 acres at Mahler Park. This park is not now serviceable, but with the improvements identified, it will be added to the inventory of developed parks. It will be Enumclaw's first passive-use community park. Mahler Park will not provide active recreation because of deed restrictions and because of Newaukum Creek and forested wetlands. The Cedar River Academy conducted a study and developed a draft master plan

which has been incorporated into this plan.

Trails

According to the 1998 Community Survey, and the 2011 Park Survey, trails are the highest outdoor recreation facility priority citywide. To realize its full potential, the City's trail system must connect to King County's regional trail system. The level of service standard requires 3.4 miles of trails by the Year 2031. To satisfy this standard the City plans to complete the Foothills Trail and the Battersby Loop portions of the trail system. These trails provide approximately 3.5 miles of trail.

Community Center

The City has planned for a community center since the early 1990s to accommodate seniors, youths, families, performances, and arts programs and provide dedicated display, work studio, and storage for the visual arts. The existing Senior and Youth sites can be "surplused" to help offset the cost of this new facility. An updated feasibility study is needed for this project.

Spray Park

The City plans to investigate the feasibility of building a spray park in the City. A feasibility study that reviews locations, program, design and cost is needed.

Enumclaw Aquatic Center

Since the preparation of the Parks and Recreation Plan, the City has received the Forward Thrust Pool from King County. The City is neutral on who operates the facility so long as the citizens' needs are met. Maintenance and locker room improvements are primary pool projects.

ADA Accessibility

The projects in this plan have been designed to comply with Americans with Disabilities Act (ADA) accessibility requirements. As construction drawings for the projects are prepared, ADA compliance will be ensured. Law requires that ADA accessibility deficiencies be rectified whenever a facility is substantially upgraded. If suitable funding becomes available sooner, any existing ADA deficiencies will be rectified sooner.

Additional details can be found in the City of Enumclaw Parks & Open Space Plan 2014 in the Appendices.

This chapter illustrates Enumclaw's existing economic patterns and potential economic opportunities. An assessment of today's business environment reveals where Enumclaw is hitting and missing in its industrial and service sectors. Identifying the gaps is an important first step in solidifying the community's economic foundation, and this plan provides policies and programs to help Enumclaw build a promising economic future. Economic development strategies can strengthen the community's position as a unique, established, and attractive place to reside and visit.

Enumclaw was settled at the turn of the century as a point of trade, collecting resources from the surrounding fields, mountains and forests and shipping them off to other locations for packing, processing or milling. A secondary, or "service," sector of financial institutions, retail, housing and professional offices grew and diversified to serve the primary, or "basic," sector geared for resource export.

Things are different today. Enumclaw's economy is less dependent on the natural and agricultural resources surrounding it. Many of Enumclaw's residents work in professional office environments, for service sector business, medical services or for the government sector. Many also leave Enumclaw for their jobs, making regular commutes to larger metropolitan centers to the west. Enumclaw's business make-up has also evolved, relying less on industrial production and more on retail and service commercial trade to support the community's residents. The days of Enumclaw's classical export-based economy are gone.

Enumclaw remains a center for trade on the plateau, however, offering services for local residents and the financial, religious and educational institutions that serve an area much larger than just what is within city limits. It remains a "central place", retaining a diversity of activities that serve more people than those who reside in Enumclaw. Understanding that role is an initial step to crafting economic development policy.

Statutory and Growth Management Act Requirements

The Growth Management Act (GMA) requires an economic development element be included in the Comprehensive Plan. The GMA requires it to include the following:

- Summary of the local economy
- Summary of the strengths and weaknesses of the local economy as defined as the commercial and industrial sectors
- Identification of policies, programs, and projects to foster economic growth and development

The Enumclaw Strategic Plan for Economic Development 2014-2018, Appendix, includes analysis and recommendations consistent with the requirements of the GMA.

Strategic Plan for Economic Development 2014-2018

Past efforts assembled the values of the community for an inviting economic atmosphere in Enumclaw. Over 12 efforts in the past 30 years worked on various aspects of economic development resulted in the detailed updated 1999 comprehensive plan chapter. Extensive economic planning are major efforts of the City and Enumclaw businesses. The efforts continued with the year 2000 Strategies for Enumclaw's Future (A Strategic Action Plan) and the commissioned Economic Base Study and Development Opportunities Analysis. This was followed by the Downtown Enumclaw Enhancement Plan (2000). These past

efforts resulted in the following efforts:

- A Main Street Program (now defunct)
- Construction of the downtown streetscape improvements
- Reconstruction of Garrett Street
- Installation of Wayfinding signs and a Gateway Monument Sign
- Foothills Trail development

In 2012, The Mayor appointed an Economic Development Task Force consisting of local business owners and industry representatives to provide advice, strategies and a vision for economic development within the City. The Task Force spent two years working hard to create the 2014 – 2018 Enumclaw Strategic Plan for Economic Development. The Task Force was very thorough and is to be commended for its work. Members reviewed economic data and trends for the City and the Expo Center; interviewed stakeholders; took public comment; developed a vision and mission statement and formulated a series of recommendations. The result was the following vision and mission statement and a series of strategies and tactics.

VISION: *Our Enumclaw: Small town. Active Community. A place where families and businesses thrive.*

MISSION: *Enhancing Enumclaw's quality of life by fostering economic development activities that preserve and create jobs, create sustainable business and enhance the well-being of our rural community.*

This plan was adopted in June of 2014 by Resolution 1510 and is hereby incorporated by reference to this document. It includes a detailed summary of the local economy, analysis of economic conditions, strengths and weaknesses and recommended policies, programs and project to foster economic growth. To date, the following initiatives have resulted from the latest plan:

- Formation of a "Buy Local"group – LiveLocal98022;
- Revisions to the zoning code to make it easier to establish Bed and Breakfasts, Breweries, Wineries, Distilleries, Bakeries and other value added agricultural products;
- Initial research for a senior community zoning code amendment;
- Development of downtown design concepts to create a downtown gathering area with an outdoor performance area, covered event space and park area to attract tourists and residents;
- Establishment of a Food, Beverage and Agricultural Tourism Committee.

Issues

Economic growth is closely linked to land use. It is nearly impossible to predict what specific businesses will develop in the community, but it is possible to create an environment that encourages the types of enterprises the community would like to see. The following Goals, Policies and Policies are summarized from the adopted Enumclaw Strategy for Economic Development 2014-2018.

As export-based economies shrink, the service sector established to serve them also shrinks, sometimes losing its diversity as the market gets smaller. Enumclaw has been able to retain its service sector's diversity despite the downturn in basic industry. There is no single-source directory, however, to encourage a "buy local" program, nor is there a large hospitality sector in town. As Enumclaw seeks to enrich its commerce sector, it may wish to

promote local merchants more actively and provide accommodations for its visitors. Enumclaw may also wish to create a more entrepreneurial culture, supporting start-up businesses as they explore new market niches.

Though the traditional resource-based industry has declined, Enumclaw is still positioned to benefit from what remains. It has a heritage worth celebrating and an active agricultural sector that has potential to explore and succeed in niche markets.

Enumclaw can continue to strengthen its position as the central place on the plateau, offering an ever widening circle of retail, institutional and employment activities as it grows. It will need to build on its central place position, however, continuing to monitor changes in the economic and social needs of the plateau population and striving to meet those needs. Some of that work will involve a strategic and comprehensive assessment to determine how the regional highways that lead into and divide the community can be used to Enumclaw's best advantage.

Enumclaw's downtown is the heart of the community and will continue to be the intuitive seat of its economic development. Maintaining the downtown's economic viability and heritage character will help the entire community prosper, even if more intense commercial or industrial businesses develop along the community's highway corridors.

Tourism is an important component of Enumclaw's economy. The Enumclaw Expo Center, Crystal Mountain Resort and the Mt. Rainier National Park are prominent tourist destinations, and Enumclaw sits in close proximity to each. These regional tourist amenities draw thousands of people though Enumclaw.

Goals and Policies

The following goals and policies are those adopted in the Enumclaw Strategic Plan for Economic Development 2014-2018. The plan recognizes that a successful effort requires partnerships and collaboration with the private sector, the Chamber of Commerce, educational providers and other local organizations. The City will work with partners to implement these strategies. Some strategies will be implemented with City resources and it is expected that others will be led by other community organizations with City participation. This is intended to be a living document that the City will revisit and update annually to ensure that it continues to reflect the preferences of the citizens.

Goal ED-1. Promote Employment Growth in Retail/ Services, Medical and Light Industrial Sectors

Policies

1.1 "Buy Local Campaign" Develop and Implement a Buy Local Campaign. The City will provide initial support, but ultimately this effort will be a community organized effort.
1.2 "Business Mentor List" Develop and maintain a contact list of willing business mentors that City staff and the Chamber of Commerce can provide to prospective business owners. An independent local organization should provide and maintain this list.
1.3 "Small Business Counseling" Continue to fund Small Business Counseling through Green River Community College. This has traditionally been funded by the City through its outside agency process.
1.4 Consider "Impact Fee Deferral" Implement an Impact Fee deferral program for Light Industrial and Medical developments. Impact fees would be deferred until Certificate of Occupancy or until the

property is sold, whichever happens first. This would be a City developed and led program.

1.5 "Construction Sales Tax Refund program" Implement a Construction Sales Tax Refund program for the construction of Residential development downtown, and Light Industrial and Medical buildings that bring 10 or more full time employees to the City. This would be a City developed and led program.

1.6 "Commercial Real Estate Marketing" Create a brochure and organize a Lunch and Learn Tour of Enumclaw for commercial Real Estate Companies. This effort should be organized by a local real estate organization with support from the City.

1.7 "Economic Development Website" that includes the following: Demographic information; market research; links to permits, business licenses and business counseling; available property for lease or sale; business mentor list. The City and Chamber should collaborate on a website that both entities can link or reference.

1.8 "Commercial and Industrial Zoning Code Amendments" to broaden the types of uses allowed in Commercial and Light Industrial zones without conditional use permits, and update uses for new trends. The City completed this project in 2013. The City will continue to monitor and adjust as necessary.

1.9 "Agricultural Food Product Incubator" Conduct a feasibility study for the development of an Agricultural Food Product Incubator for Artisan Cheese, Wine and Distilled Spirits. Model the facility on Walla Walla Community College's Vintner program. Include training plus facilities. This is would be collaborative effort led by the City.

Goal ED-2 Attract one or more senior communities with high quality housing and amenities to locate in Enumclaw

Policies

2.1 "Construction Sales Tax Refund" Implement a Construction Tax Refund program for Senior Communities, once defined. This would be a City developed and led program.

2.2 "Impact Fee Deferral Program" for Senior Communities, once defined. Impact fees would be deferred until Certificate of Occupancy or until the property is sold, whichever happens first. This would be a City developed and led program.

2.3 "Senior Community Zoning Code Amendment" Interview development companies and define the necessary elements of a Senior Community with high quality housing, open space and other amenities for ages 55+. Develop special zoning and subdivision code provisions to define and allow for those elements identified as necessary for development of a Senior Community. This would be a City developed and led effort.

2.4 "Marketing to Senior Community Developers" Develop and implement a marketing plan to market Enumclaw to development companies that specialize in senior communities. This effort could be a City led effort or a collaborative effort.

Goal ED-3 Encourage/attract upper middle income residential development

Policies

3.1 "Upper Middle Income Housing" Develop incentives to encourage development of large homes on large lots attractive to upper middle income families. Incentives such as reduction in building fees, construction sales taxes and other incentives should be developed for homes.

Goal ED- 4 Increase Tourist Visits

Policies

4.1 "Marketing to Hotel/Motel Developers" Develop and implement a marketing plan targeted at Hotel/ Motel developers to attract one or more mid range franchised quality hospitality establishments. This effort would be led by the City via a marketing firm.

4.2 "Bed and Breakfast Zoning Code Amendment" to make Bed and Breakfasts easier to establish which will increase availability and diversity of hospitality. This project was completed in 2013, but the parking requirement may need to be revisited.

4.3 "Expo Center Events" Maintain and expand events and activities at the Enumclaw Expo Center. This effort will be led by the Expo Advisory Committee.

4.4 "Agricultural Food Product Incubator" Conduct a feasibility study for the development of an Agricultural Food Product Incubator for Artisan Cheese, Wine and Distilled Spirits. Model the facility on Walla Walla Community College's Vintner program. Include training plus facilities. This will be a collaborative effort led by the City.

4.5 "Art and Cultural Events" include arts and cultural advocates on the economic development task force and explore opportunities to increase arts and cultural events that will have measurable results. This should be a community effort supported by the City.

4.6 "Downtown Revitalization" explore opportunities to improve the attractiveness of downtown to visitors. This could include storefront improvement programs, vacant storefront art programs or other efforts that will have measurable results. The City should explore opportunities to redevelop underutilized City owned property in the downtown. Consider developing an attractive downtown gathering space, additional retail and high quality residential on underutilized public properties.

4.7 "Mt Rainier/Enumclaw Visitor Signage". Work with Washington Department of Transportation (WSDOT) to change signage along SR 167, SR 18 and I-5 to direct traffic to add Enumclaw to signs and to direct visitors to Mt. Rainier/Sunrise through Enumclaw. This would be a City Council led effort.

4.8 "Food and Beverage Committee". Develop a citizen committee to develop and conduct a campaign to market to and recruit wineries, breweries, distilleries and restaurants to locate in Enumclaw. This effort would led by a citizen committee of three recommended by the CED committee and appointed by City Council.

4.9 "Mt Rainier National Park Schedule", Lobby for year-round opening of Sunrise and Mt.Rainier National Park. This would be a City Council led effort.

4.10 "Chinook Pass Schedule". Lobby WSDOT and the State Legislature to keep Chinook Pass open year-round. This would be a city led effort.

4.11 "Welcome Center" Locate a joint City/National Park/Forest Service Welcome Center in Enumclaw. This would be a city led effort.

4.12 "SR 410 Aesthetics" Improve attractiveness of SR 410 corridor, specifically landscaping at key intersections. This would be a City led effort.

4.13 "Tourism Marketing and Branding" Create a five-year tourism marketing and branding program. This effort should be led by the business community with the support from the City.

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Human services are an essential part of the fabric of a community. The City of Enumclaw is no exception. The dedication and commitment of the city is shown by creation of a Human Services Advisory Board (HSAB) that makes recommendations (when necessary) based on their knowledge of community needs and their desire to create a better way of life.

Mission Statement of the Human Services Advisory Board:

The Human Services Advisory Board will assist and advise elected officials of the city in identifying the local service needs and recommending priorities to meet those needs including, but not restricted to, proposing programs, revising and evaluating existing programs, encouraging citizen participation, and performing other assignments referred to the board by the Mayor or Council as deemed appropriate.

The creation of this plan was through efforts by current and past HSAB members. In 2003 the HSAB determined priorities for review, research and discussion. In the "Perception of Human Services Survey" most participants liked the priorities the HSAB set. The priorities are as follows:

- Basic Needs -- Food, Clothing, Shelter and Employment
- High Priority Needs -- Youth, Elderly, and Mental Health Services, Substance Abuse and Domestic Violence.

Goals, Policies, and Strategies

The goals and policies provide a framework for making recommendations and decisions regarding human services. This plan is intended for use today and also as a future working-document. The Strategies for Implementation should also be updated regularly, either yearly or every other year. Goals and Policies may also need updating periodically.

Goal HS- 1: The City of Enumclaw will seek to strengthen community approaches to human services.

1.1 Consider providing funding to human service organizations throughout the community, when funds are available.
1.2 Encourage human service organizations to offer services needed in the community which are not currently available.
1.3 Advocate for new and existing human services programs on the national, state, and regional level.
1.4 Seek to broaden the resource base through funding options available on national, state, regional and local levels, and consider developing collaborative public/private partnerships.
1.5 Become a voice for human services. Promote education on many different levels regarding the full range of human services.
1.6 Involve those who provide human services in the development of human service policies, funding strategies, and educational programs.
1.7 Promote volunteerism for human service providers.

Goal HS- 2: Promote an effective and efficient system of human services that addresses and anticipates needs within the community.

2.1 Support the HSAB in successfully determining and addressing human services problems.
2.2 Maintain strong partnerships with nearby community human services providers to secure services that cannot be offered in Enumclaw.
2.3 Maintain a strong HSAB that is dedicated to the mission of the Board.
2.4 Maintain strong partnerships with the Enumclaw School District and local service

organizations to identify human services problems in the community.

2.5 Regularly update the Human Services Strategies to address needs within the community.

2.6 In an effort to track progress and emerging trends in human services, update the Human Services Plan as data from each Census or additional data sources becomes available.

Implementation Strategies

Human Service Strategies for implementation of Human Services Goals and Policies our outlined below:

I. Work closely with community organizations that may be able to provide needed services where gaps exist. Consistent with Policy HS 1.2

- *Seek partnerships with regional, local governmental and non-governmental agencies and organizations to provide mental health services in our community.*
- *Consider joining regional efforts to address homelessness and the goal of making it rare, temporary, and a one time problem in our community.*
- *Seek partnerships with governmental and private organizations to address the issue of substance abuse use in our community.*

II. Seek and identify creative funding options for human services. Consistent with Policy HS 1.3

- *Work with corporations and local/regional businesses to explore funding options.*
- *Partner with local, state, regional, and national non-profit and social service organizations to secure funding for human services.*
- *Seek funding from regional, state and federal governmental agencies for local human services.*

III. The HSAB shall advise the City Council on budget distribution for all human service related programs. Consistent with Policy HS 2.3

- *The HSAB takes great care in advising distribution for CDBG funds. As part of this Human Services Plan, the Board had identified needs and stated priorities. The Board will use this plan as a foundation for advising council on budgetary items and will engage in additional research when necessary to make valid recommendations.*

Perception of Human Services Survey

In 2003 the HSAB conducted a survey and developed community human service priorities. The results of that work are below and have been a part of this chapter since then. The HSBC should consider engaging the community and consider revising and updating their work moving forward.

Perception of Human Services

A "Perception of Human Services Survey" was given to forty-seven community leaders, activists, and service providers in the Enumclaw community. Twenty-five of these surveys were returned. In this survey, most people felt that a human services definition should include providing referral services and helping people help themselves. Many of the survey participants also felt that providing for basic needs and emergency assistance should be included.

According to the survey, the most pressing or major human service concern is emergency assistance for basic needs. Affordable healthcare and dental care was also expressed as a major problem. Rating

close behind that was substance abuse (adult and youth), and transitional and affordable housing. Unemployment, crime (including youth crime and violence), poverty, child abuse, domestic violence and affordable housing were expressed as moderate problems.

When asked how survey participants heard about human services in Enumclaw, most participants said by word of mouth (76%). The Guide to Human Services for the Enumclaw Plateau Area developed by the HSAB is a commonly used tool to look for human services. Many of the participants also get human services information from the telephone book.

The greatest barrier, according to the survey, for getting human service assistance is not knowing how to access the service. Additional barriers were limited English speaking skills, no service to assist with the problem and reluctance to ask for assistance.

Available Human Services

The Human Services section of the Resource Volume provides a matrix of the human services that are available within the City of Enumclaw. This data is used in the matrixes to determine what services are available in the city, in neighboring cities, and which are not available. This also helps to determine which services are duplicated and to what extent they may be duplicated.

Needs Analysis -- Basic Needs

The Human Services section of the Resource Volume also provides a needs analysis of basic needs: food, clothing and shelter. This Appendix also includes employment, since employment is necessary for self-sufficiency. Many times, a person that has difficulty meeting one basic need will experience difficulty meeting other basic needs as well.

Basic Need: Food

Services within Enumclaw are adequate for obtaining food. In most instances, those seeking food had a several organizations to choose from. POM offers food to all groups: families, single mothers, seniors and individuals. WIC (Women, Infants and Children) offers food to families and single mothers. The Kiwanis Food Bank gives food to seniors, individuals, single mothers and families. Seniors also have an additional resource offered by the Enumclaw Senior Center.

Basic Need: Clothing

Some families may not have enough income to cover the cost of food and shelter, much less clothing. POM has a limited supply of clothing available at no cost. They also have a thrift store, More Pennies From Heaven, which has low cost used clothing. The Enumclaw School District also provides a clothing bank, however, it is small and has limited hours of operation. The Buckley Clothing Bank, which is available to Enumclaw residents, is nearby and has more clothing available, but their hours are also limited (Wednesday 1:00 to 3:00 and Saturday 10:00 to 1:00). Although these services are available, there is a need to expand this service because of the clothing banks extremely limited hours and inadequate choices of clothing.

Basic Need: Shelter

Research done by the Enumclaw Housing Task Force indicates subsidized rental housing is inadequate evidenced by of the long waiting lists. Affordable permanent housing is also an issue. Housing is considered affordable if it does not exceed 30% of total household income. According to the 2000 Census, 43.4% of Enumclaw residents paid more than 30% of their income to housing. In addition, there are no services available for the homeless and emergency shelters are not available in Enumclaw.

POM offers referrals to these services in other communities such as Seattle and Auburn. There are also no services currently available in Enumclaw for transitional housing. Emergency financial assistance is available from POM and the Kiwanis' Helping Hand Fund.

Basic Need: Employment

There are limited services available in Enumclaw to assist the unemployed. Services are available through POM and consist of resume assistance, providing newspapers with job listings as well as fax and mailing assistance. Green River Community College at Enumclaw offers GED preparation and testing, and job training. There is a Financial Aid office at Green River Community College to assist with payment options. There are no employment services specifically for minorities or disabled persons in the city.

Needs Analysis: High Priority Needs

The high priority needs determined by the HSAB are services for Youth, Elderly, Mental Health, Substance Abuse and Domestic Violence (analyzed in a matrix of services in the Human Services section of Resource Volume 2).

Youth Services

Youth Services involves a large spectrum of issues. There are many opportunities available to youth in Enumclaw such as CPR training, first aid, safe sitting, computer training and AIDS, drug, alcohol, and tobacco education. The Enumclaw Pool offers public swimming with a sliding scale for low-income users. A wide array of clubs and organizations, as well as the city's Parks and Recreation Department has programs that are available to youth. In addition, area churches offer a variety of programs.

There are some programs targeted towards youth with special concerns. In addition to counseling and case management for youth, EYFS offers an after school drop-in center for youth ages 12-18. The school district offers special education for preschool ages 3-4 and Early Childhood Educational Assistance Program (ECEAP), a program that offers free preschool for low-income children. Enumclaw Community Hospital, EYFS and the local Young Life chapter offers programs for teen parents.

Senior Services

Food services, low-income housing referrals, volunteer opportunities, chore assistance and health education are available through the local Senior Center, which also offers classes and a drop-in center for socializing. Transportation, which is of concern for many seniors, is limited to the Enumclaw Community Hospital Care Van and the Senior Center Van Service. While there are several senior-housing options, there is a lack of low-income housing for seniors. Mental Health Services are limited as well; services specifically for seniors are available in Auburn and other surrounding communities. As compared to other population groups, seniors have more options available to them; this may be due to community focus and dedication to the senior population.

Mental Health Services

There are limited services available for mental health in Enumclaw. Valley Cities Counseling provides some services to youth through the Enumclaw School District and to older adults through select nursing facilities, but they do not currently have a facility in Enumclaw making it difficult to serve adults. EYFS provides counseling for youth and their families. The mental health services in Enumclaw are inadequate, particularly for adults, and need to have a deeper analysis.

Substance Abuse

There is assistance available for substance abuse through Recovery Centers of King County -- Enumclaw Branch, which accepts Medicaid and has a sliding scale fee. There are also a variety of Alcoholics Anonymous (AA) meetings held in Enumclaw. Support for those who have loved ones with an alcohol or drug problems is available through Al-Anon. Very limited referral services were found to be available in the city. Additional inpatient and outpatient services available outside the city can be reached on the Public Health - Seattle & King County website.

Domestic Violence

The Domestic Violence Task Force has done a tremendous job of helping to close gaps in services. They offer assistance through "court watch", created a support group, and make information available through resource packets that have been distributed throughout the city. They were a driving force in having the Police Department provide cell phones, emergency kits and motel vouchers for victims. Domestic violence assistance is available outside the city, where some victims may feel safer. Referrals for counseling and support groups are available through the Police Department, EYFS and the Domestic Violence Task Force. Tremendous progress has been made for prevention of domestic violence in Enumclaw along with support for victims.

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3. http://www.metrokc.gov/health/index.htm

Appendices adopted by reference:

-2014 Community Visioning Results
-City of Enumclaw Parks & Open Space Plan 2014
-Natural Gas System Plan and Long Range Investment Plan 2016-2035
-Enumclaw Strategic Plan for Economic Development 2014-2018
-City of Enumclaw Comprehensive Water Systems Plan 2014
-Attachment C to King County Ordinance 17487, Technical Appendix B to 2012 Comprehensive Plan
-King County Fire District 28, 2016-2035 Capital Improvement Plan
-Capital Facilities Plan, Enumclaw School District 2016-2021
-City of Enumclaw General Sewer Plan
-Resolution No. 1535 - Public Participation Program
-Resolution No. 1399- Green House Gas Emmission Reduction Policy