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**AGENDA**  
**ENUMCLAW PLANNING COMMISSION**  
CITY OF ENUMCLAW - COUNCIL CHAMBERS

JANUARY 26, 2017

\*\*\*\*\*7:00 p.m.\*\*\*\*\*

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES – SEPTEMBER 22, 2016
- III. COMMENTS FROM THE AUDIENCE
- IV. PUBLIC HEARING
  - A. NONE
- V. NEW BUSINESS
  - A. 2017 PLANNING COMMISSION WORK PLAN
- VI. OLD BUSINESS
  - A. PROPOSED IMPACT FEE DISCUSSION
- VII. COMMUNICATIONS
  - A. FYI MATERIALS (Included in packets)
- VIII. STAFF COMMENTS
- IX. COMMISSION COMMENTS
- X. COMMENTS FROM THE AUDIENCE
- XI. ADJOURNMENT

**CALL TO ORDER:** The Planning Commission met in a regular session on September 22, 2016 in the Council Chambers.

Chairperson Hancock called the meeting to order at 7:00 p.m.

**ATTENDANCE:**

Planning Commission Members present: David Hancock, Mike Kuffler, Fred Sears, and Albert Willis (new Commissioner). Members absent: Lee Blechschmidt and Lori McDonald. Staff members present were Chris Pasinetti, Community Development Director, and Cathy Burbank, Community Development Secretary.

**APPROVAL OF MINUTES:**

Sears made a motion to approve the minutes of the May 26, 2016 meeting. Kuffler seconded the motion, and the motion carried unanimously.

**COMMENTS FROM AUDIENCE:**

None.

**PUBLIC HEARING:**

None.

**OLD BUSINESS:**

None.

**NEW BUSINESS**

**DRAFT 2016 DOCKET OF WORK PLAN FOR REMAINDER OF THIS YEAR.**

- ❖ Reason for impact fee ordinance is because The Enumclaw School District and King County Fire District 28 have requested that the City adopt an impact fee. These fees are for capacity, not maintenance. The City is currently undertaking a Transportation Impact Fee Study and staff feels the traffic impact fee will change. The School District is recommending \$8,246.00 and the Fire District is recommending \$2,383.13. Currently mitigation fees are assessed through SEPA mitigation. Discussed impact fee deferral ordinance. Developers will have the option to pay impact fees at the time of building permit issuance or at building permit final or occupancy. This is a State requirement. Establishing impact fees lets the developer know how much will be due up front. Impact fees are used to cover costs impacts related to the development. Capital Plans help calculate the approximate amounts needed for the projects. Without impact fees what are other mechanism? Taxes, bonds, and mitigation requirements. State Auditors check to make sure that the fees are being spent correctly and timely. Staff will gather impact fee information from other jurisdictions and bring it to the next meeting, and have a draft ordinance ready for the Planning Commission to make a recommendation to City Council either with or without fee amount since City Council has final decision on the amount of impact fee collected. If Transpo Group does not have the transportation impact fees ready staff may defer one more month. Chairperson Hancock would like to see and discussion whatever information staff has ready even if transportation fee is not ready at next month's meeting.

September 22, 2016

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- ❖ Our current code requires frontage improvements on projects that exceed \$50,000. With a brand new projects improvements offset impacts from the project, but something that is existing such as installing new oven or minor repairs or improvements where the cost exceed \$50,000 but does not create impacts doesn't make sense. Presented some scenarios where is wouldn't make sense, as well as a recent short plat which requires improvements on all street sides where improvements should not be required but are due to code requirements. Staff would like to draft some new language to give public works director and community development director in consultation with city attorney the ability to give exceptions to frontage improvements.
- ❖ City Council approved a new Building Permitting Program to help make issuing and tracking permits easier. Discussed adding a technology fee that would help absorb some of the annual fees associated with this new program which are currently paid for from the Community Development Budget.

**DRAFT 2017 DOCKET OF WORK PLAN.**

- ❖ Comprehensive Plan Amendments – if we receive applications. Applicants must apply by the fourth Monday in January.
- ❖ Sign Code Amendments to help simplify our current code. Discussed what can and cannot be regulated in sign code.
- ❖ Zoning Code Amendment – to allow farmers market in Public Zoning District.
- ❖ Single Family Residential Design Standards.
- ❖ Impact Fee deferral for Light Industrial and Medical uses. This is called out in Economic Development Plan.

**COMMUNICATIONS:**

Building Division Monthly Report for April 2016  
 Planning Division Monthly Report for April 2016  
 Design Review Board and City Council Minutes on City website

**COMMISSION COMMENTS:**

Chairperson Hancock mentioned the handout on the Short Course on Local Planning and that it is a good class to attend.

Sears questioned Liberty Meadows Plat and where they were in the process. Staff stated that they have their plat recorded. Builder is waiting until January 2017 to start construction.

**STAFF COMMENTS:**

Mentioned the Short Course on Local Planning scheduled for September 28, 2016.

Stated that the Comprehensive Plan was adopted by City Council.

September 22, 2016

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**COMMENTS FROM THE AUDIENCE:**

None.

**ADJOURNMENT:**

Kuffler made a motion to adjourn the meeting at 8:09 p.m. Sears seconded the motion, and the motion carried unanimously. The meeting was adjourned at 8:09 p.m.

Respectfully submitted,

Cathy Burbank, Secretary

Draft



**STAFF REPORT**

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**DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO: Planning Commission**  
**FROM: Chris Pasinetti, AICP, Community Development Director**  
**DATE: For the January 26, 2017 Meeting**  
**SUBJECT: Planning Commission Agenda Items – Impact Fees and 2017 Work Plan**

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**I. NEW BUSINESS**

**1. 2017 DRAFT Work Plan (Attachment 1)**

Attached is the draft 2017 Planning Commission Work Plan. The plan includes work for the Planning Department and the Planning Commission. The work plan is extremely ambitious. The Planning Commission will meet 12 times during the year (unless additional meetings are necessary) and will hold a public hearing on all of the amendments prior to making a recommendation to the City Council regarding the entire amendment package. The work plan also includes items specifically for the Planning Department (Quasi-judicial decisions – Final Plats, rezones, etc.). The public is invited each year to submit for privately initiated Comprehensive Plan Amendments. Those are then placed on the work plan for Planning Commission Approval. This year, the Planning Department has NOT received any amendments from the public (as of January 18, 2017). The following items are include on this years' work plan:

**Legislative Actions:**

1. Impact Fee's – these are suggested from the School and Fire Districts
2. Fee Resolution – this will need to be updated with any impact fee adoptions
3. Frontage Code Amendments – Suggested by staff to ensure that requirements are proportional and have a nexus to the impacts created by the development.
4. Zoning Code Text Amendment for Farm stands and/or farmers' markets in the Public Use District – Suggested by the CSD Committee
5. Single Family Residential Design Standards – This would incorporate design standards as requirements for permits for single family residential homes. This suggested by staff.
6. Sign Code Update – This was suggested by the ECD and an appropriation was made in the 2017 budget to hire a consultant to take on the bulk of the work. This project could take more than the year to complete.

Work plan is attached.

## II. OLD BUSINESS

### 1. PROPOSED IMPACT FEE(S) ORDINANCE

The Fire District and School District have requested that the city adopt impact fees to mitigate the effects new development has on their ability to provide service(s). Currently, the city has adopted impact fees for traffic and parks. This will ensure the adequate fee amount is collected for transportation facilities as outlined in the recently adopted Transportation plan. The City does not assess an impact fee for Fire Protection and School Facilities. The School and Fire Districts have completed their capital plans which are the impetus for requesting an impact fee (see attachments).

Existing Fees for SFR development (see hand out attached for a more detailed list):

Type of Fee	School	Fire	Transportation	Park
Fee Amount Collected per lot	\$0	\$0	\$2,937**	\$1,209

Proposed Fees for SFR development:

Type of Fee	School	Fire	Transportation	Park
Fee Amount Collected per lot	<b>\$8,246**</b>	<b>\$2,383.13*</b>	<b>\$3,239</b>	<b>\$1,209</b>

\* Fees associated with commercial developments are generally outlined in a cost per square foot of structure or amount calculated per foot of lot.

\*\* This amount is an adjusted amount, 25% less than what the actual impact fee rate is calculated at. See Appendix C of the Enumclaw School District 6-year CFP.

The School and Fire District's Capital plans are attached to this staff report and representatives from each district will be at the December 8<sup>th</sup> meeting to answer any questions the commission may have regarding the capital plans.

#### **BACKGROUND:**

Impact fee programs were adopted by the State Legislature in 1990 with the Growth Management Act ("GMA"). Impact fees provide communities with an additional mechanism for financing the rising costs of capital facilities, without instituting new revenue enhancing measures or increasing existing taxes. In contrast to the State Environmental Policy Act ("SEPA") and other sources of statutory authority for requiring mitigation, the GMA authorizes the assessment of fees for impacts that are "reasonably related" to the new development. See RCW 82.02.050(3)(a). Similarly, impact fees may be used to finance "system improvements" that will "reasonably benefit" the new development. RCW 82.02.050(3)(c). The use of GMA impact fees, therefore, is not limited to on-site project-level improvements. These statutory provisions ensure that local jurisdictions can address cumulative impacts, and/or off-site system wide impacts through the assessment of these fees. This is different from SEPA mitigation measures which are project specific.

Impact fees are allowed in a number of other states including Arizona, Arkansas, California, Colorado, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Maine, Montana, Nevada, New Hampshire, New Jersey, New Mexico, Oregon, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Attached are a list of cities in Washington that have adopted impact fee ordinances. Keep in mind, each city has a very different list of capital improvements which have a direct bearing the amount of the various fees.

The City has received requests from the School and Fire Districts to adopt impact fees to offset impacts from new development on public facilities as outlined above. The recommended impact fee amounts are derived from the School and Fire District's Capital Plans. The Capital Plans are attached.

The City's Municipal code section 19.24.200 entitled "Review" states:

"All impact fee schedules set forth in EMC 19.24.070 through 19.24.100 shall be reviewed by the council in conjunction with the updates of the capital facilities plan element of the city's comprehensive plan to adjust for inflation, or other unanticipated capital facility expenses."

The City hired Transpo Group to review the City's Traffic Impact Fee. This was necessary to ensure that the city is collecting an adequate impact fee based on the city's transportation element and six-year transportation improvement plan. The city has received a DRAFT review of the proposed impact fees and the consultant has recommended that the fee be increased from \$2,937 to \$3,239 (per SFR dwelling; the cost per trip essentially has been increased). The review by Transpo Group is attached.

**SUMMARY:**

Impact fees give the city the ability to address system improvement needs caused by new development. Transportation, Parks, School and Fire protection facilities are all needs that are necessary for new growth. Impact fees are a means to ensure that new taxes (or increased taxes) are not necessary to mitigate the impacts of new development on these core services. Many other cities within Washington (that are required to or chose to plan under the GMA) mitigate impacts from development through the implementation of impact fees. Impacts fees can be used for system improvements as opposed to direct mitigation imposed through the State Environmental Policy Act (SEPA). System improvements can benefit those projects but may also have more widespread positive system implications.

Impact fees are a policy decision made by cities. The GMA allows cities to mitigate demands from new development with impact fees and it places restrictions on what those monies can be spent on. The GMA allows cities to adopt an impact fee(s) no larger than the fee(s) outlined in the various capital plans (i.e. the School and Fire District's Capital plans and/or the city's Capital Facilities Element). Having these fees can supplement taxes (either new or raising existing ones) and give assurance to the private sector regarding mitigation for the impacts of their proposed developments.

**ATTACHMENTS:**

1. DRAFT Planning Commission Work Plan.

2. Impact Fee Comparison List.
3. Traffic Impact Fee Comparison List (2015).
4. Transportation Impact Fee Update, dated November 23, 2016.
5. DRAFT Impact fee costs per use.
6. Impact/Mitigation Fee Comparison Chart 2014 & 2015.
7. Fire District Capital Improvement Plan 2016-2035
8. School District Capital Facilities Plan 2016-2035

**DRAFT 2017 Docket of Comprehensive Plan Amendments & CD Work Plan**

<b>Comprehensive Plan Amendment No./Work Plan Item</b>	<b>Policy</b>	<b>Application No.</b>	<b>Applicant/Proponent</b>	<b>Staff Lead</b>	<b>Description</b>	<b>Site Specific/Legislative</b>	<b>Planning Commission Schedule (Tentative)</b>
CPA-1 Space Reserved					<i>Citizen Initiated Amendments – Application submittal date closes January</i>		February – Initial docket June/July – Hearing
Impact Fee Ordinance  Impact Fee Deferrals for Light Industrial and Medical Uses	5.4 Transportation Element  1.6 & 5.5 Capital Facilities Element  Policy 1.4 Economic Development Element	LUA2017-	Fire District 28, Enumclaw School District, City of Enumclaw	Chris P.	Update the city’s impact fee Ordinance to accurately reflect the recent updates to the Comp Plan (Transportation Element, School Dist CFP, Fire Dist CFP)	Legislative Action	February – Initial docket <b>March</b> - Review  June/July –PC Hearing  City Council PH - August
Fee Resolution	Above	LUA2017-	City of Enumclaw	Chris P.	Amend the fee resolution to more accurately reflect the cost of processing permits and any amendments to the Impact Fee Ordinance	Legislative	August/Sept – passage in conjunction with Impact Fee Ordinance.
Frontage Improvement Code amendment	1.4 Land Use Element	LUA2017-	City of Enumclaw	Chris P./Dan C.	This amendment would give staff the ability to measure “nexus” and “rough proportionality” on a land use/project action and the requirement for Frontage Improvements	Legislative Action	February – Initial docket <b>March</b> - Review  June/July –PC Hearing  City Council PH - August

**DRAFT 2017 Docket of Comprehensive Plan Amendments & CD Work Plan**

Zoning Code Amendment	PK-3 Parks and Recreation Element	LUA2017-	City of Enumclaw	<i>Chris P.</i>	<i>Amend the Public Use Zoning District to allow “ Farm stand, retail sales of produce and crops” or a Farmer’s Market as a Permitted Use in the Public Use District</i>	Legislative	February – Initial docket <b>April</b> - Review  June/July –PC Hearing  City Council PH - August
Single Family Residential Design Standards	Policy 7.1 Land Use Element	LUA2017-	City of Enumclaw	<i>Chris P. / Dan C.</i>	<i>Amend Chapter 19.12 to include design standards for Single Family Residential Homes in the city</i>	Legislative	February – Initial docket <b>April</b> - Review  June/July –PC Hearing  City Council PH - August
Sign Code	Reed v. Town of Gilbert (Supreme Court)	LUA2017-	City of Enumclaw	<i>Chris P.</i>	<i>Sign code amendments necessary due to Supreme Court ruling regarding signs</i>	Legislative	TBD – Initial docket TBD – Sign contract with consultant TBD –Hearing

## Attachment 2

*Buckley:*

Type of Fee	School	Fire	Transportation	Park
Fee Amount Collected per lot	\$0*	NA	\$4,153**	\$1,624.70

**Total = \$5,777**

\*Buckley assessments are for the White River SD, not Enumclaw SD.

\*\* This is as of October 2014.

*Bonney Lake:*

Type of Fee	School	Fire	Transportation	Park
Fee Amount Collected per lot	\$3,330	NA	\$3,056	\$2,974

**Total = \$9,360**

*Puyallup:*

Type of Fee	School	Fire	Transportation	Park
Fee Amount Collected per lot	\$3,005*	NA	\$4,500	\$2,300

**Total = \$9,805**

\*Said fee shall increase in an amount equal to the percentage increase in Consumer Price Index for the Seattle/Tacoma/Bremerton Standard Metropolitan Statistical Area. The most recently published index shall be used to adjust the fee obligation for the following year and each year thereafter.

*Fife:*

Type of Fee	School – 2 Districts	Fire	Transportation	Park
Fee Amount Collected per lot	<b>Fife:</b> \$2,640 <b>Puyallup:</b> \$3,588	NA	\$6,478	\$1,700

**Total = \$11,766 (highest cost)**  
**\$10,818 (Lowest Cost)**

*Auburn:*

Type of Fee	School – 4 Districts	Fire	Transportation – Downtown/Non DT	Park
Fee Amount Collected per lot	<b>Dieringer:</b> \$3,330 <b>Auburn:</b> \$5,330.88 <b>Kent:</b> \$4,990 <b>Federal Way:</b> \$2,899	\$362.66	Downtown-\$3,479.28  Non Downtown-\$4,295.41	\$3,500

**Total = \$13,126.29 (Highest cost)**  
**\$10,240.94 (Lowest cost)**

*Kent:*

Type of Fee	School – 4 Districts	Fire	Transportation – Downtown/Non downtown	Park
Fee Amount Collected per lot	<b>Kent:</b> \$4,990 <b>Federal Way:</b> \$2,899 <b>Auburn:</b> \$5,330.88 <b>Highline:</b> \$8,229	\$1741.29	\$3,702 – Non Downtown  \$2,999 – Downtown	NA

**Total = \$13,672.29 (Highest cost)**  
**\$7639.29 (Lowest cost)**

*Sumner:*

Type of Fee	School	Fire	Transportation 3 districts**	Park & trails
Fee Amount Collected per lot	\$3,330	\$80*	\$1,177	\$214/204

\*Includes Commercial/Industrial fees per employee

\*\*3 separate districts charge different fees and increase over time.

**Total = \$4,801**

*Issaquah:*

Type of Fee	School	Fire	Transportation	Park & trails
Fee Amount Collected per lot	\$ 4635	\$747.76	\$8,031.39	\$5,750.96

**Total = \$19,165.11**

*Black Diamond:*

Type of Fee	School	Fire	Transportation	Park & trails
Fee Amount Collected per lot	NA	<b>\$1,783.13</b> *	Assessed project by project	NA

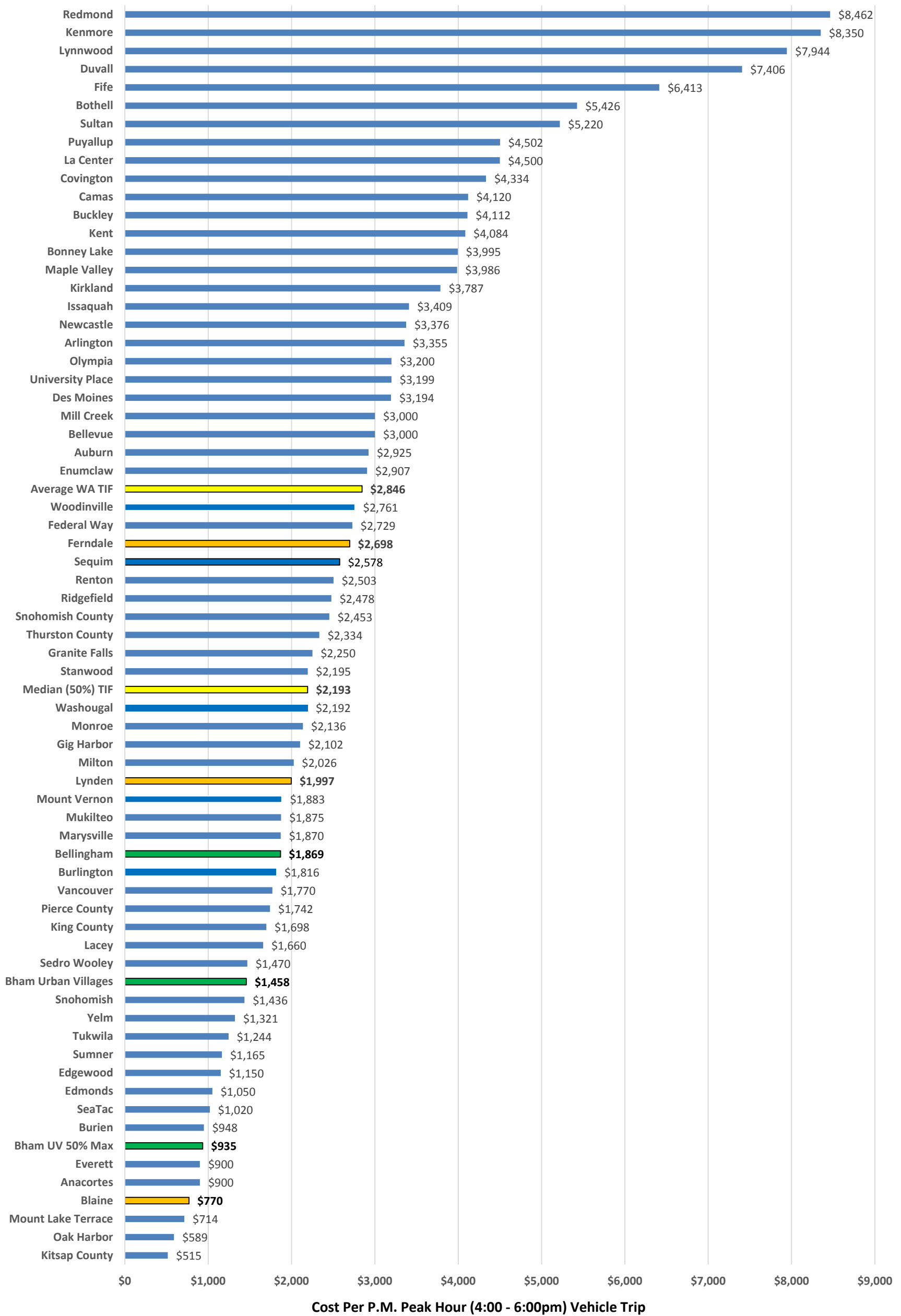
\*fee changes if the home is required to install fire sprinklers to **\$1,450.40**

## A Comparison of 2015 TIF Base Rates in 60\* Cities and 5 Counties in Western Washington With Whatcom County Cities and Bellingham's Urban Village TIF Reductions Highlighted for Emphasis

*[City of Sammamish, WA \$14,064 TIF base rate excluded from calculations and graphic]*

Data compiled by Chris Comeau, AICP-CTP, Transportation Planner, Bellingham Public Works, November 2014

South King County data updated by TranspoGroup, Inc., October 2014



## Comparison of 2015 Transportation Impact Fee Rates In 60 Cities and 5 Counties in Western Washington

Data compiled in November 2014 by Chris Comeau, AICP CTP, Transportation Planner, Bellingham Public Works Engineering  
South King County data updated by TranspoGroup, Inc., October 2014

City	2014 Population	2014 Base Rate	2014 Per SFD	2014 CBD	City	2014 Population	2014 Base Rate	2014 Per SFD	2014 CBD
Anacortes <sup>1</sup>	14,600	\$900	\$909		Mill Creek	17,770	\$3,000	\$3,030	
Arlington	17,050	\$3,355	\$3,388		Milton	825	\$2,026	\$2,046	
Auburn <sup>33</sup>	60,400	\$2,925	\$3,413	\$2,950	Monroe	16,550	\$2,136	\$2,158	
Bellevue <sup>2</sup>	119,200	\$3,000	\$2,651		Mount Vernon <sup>21</sup>	32,139	\$1,883	\$6,691	
Bellingham <sup>3</sup>	77,000	\$1,869	\$1,869	\$1,458	Mount Lake Terrace <sup>22</sup>	20,930	\$714	\$721	\$854
Blaine	4,865	\$770	\$770		Mukilteo	20,050	\$1,875	\$1,875	
Bonney Lake <sup>4</sup>	16,220	\$3,995	\$40		Newcastle	9,720	\$3,376	\$1,704	
Bothell	17,130	\$5,426	\$5,481		Oak Harbor <sup>23</sup>	22,638	\$589	\$907	
Buckley	4,560	\$4,112	\$4,153		Olympia <sup>24</sup>	46,100	\$3,200	\$3,200	\$2,560
Burien <sup>5</sup>	31,540	\$948	\$957		Puyallup	36,930	\$4,502	\$4,547	
Burlington <sup>6</sup>	6,800	\$1,816	\$1,835		Redmond <sup>25</sup>	51,320	\$8,462	\$6,916	
Camas <sup>7</sup>	17,950	\$4,120	\$4,202		Renton <sup>26</sup>	78,780	\$2,503	\$2,857	
Covington <sup>36</sup>	18,514	\$4,334	\$4,461		Ridgefield	4,409	\$2,478	\$2,478	
Des Moines <sup>8</sup>	29,180	\$3,194	\$3,656		Sammamish <sup>27</sup>	40,550	\$14,707	\$14,854	
Duvall	5,980	\$7,406	\$7,480		SeaTac <sup>34</sup>	25,720	\$1,020	\$1,020	
Edgewood <sup>9</sup>	9,595	\$1,150	\$1,162		Sedro Wooley <sup>28</sup>	11,024	\$1,470	\$1,470	
Edmonds	40,760	\$1,050	\$1,196		Sequim	5,840	\$2,578	\$2,893	
Enumclaw	11,470	\$2,907	\$2,937		Snohomish	9,020	\$1,436	\$1,450	
Everett <sup>10</sup>	102,300	\$900	\$900		Stanwood	5,445	\$2,195	\$2,216	
Federal Way <sup>11</sup>	88,040	\$2,729	\$3,112		Sultan	4,550	\$5,220	\$5,272	
Ferndale <sup>12</sup>	11,681	\$2,698	\$2,300	\$2,070	Sumner	9,060	\$1,165	\$1,165	
Fife <sup>13</sup>	7,525	\$6,413	\$6,478		Tukwila <sup>29</sup>	18,080	\$1,244	\$1,188	
Gig Harbor	6,910	\$2,102	\$2,124		University Place	31,440	\$3,199	\$3,199	
Granite Falls	3,290	\$2,250	\$2,250		Vancouver <sup>30</sup>	162,400	\$1,770	\$1,770	
Issaquah <sup>14</sup>	26,320	\$3,409	\$3,409		Washougal	13,807	\$2,192	\$2,192	
Kenmore	20,220	\$8,350	\$8,434		Woodinville <sup>31</sup>	9,200	\$2,761	\$2,761	
Kent <sup>15</sup>	85,631	\$4,006	\$3,877	\$3,141	Yelm	6,242	\$1,321	\$1,321	
Kirkland <sup>16</sup>	48,410	\$3,787	\$3,825				<b>2014</b>	<b>2014</b>	
La Center <sup>17</sup>	2,576	\$4,500	\$4,545		<b>County</b>	<b>Population</b>	<b>Base Rate</b>	<b>SFD</b>	
Lacey	42,046	\$1,660	\$1,660		King County	1,916,441	\$1,698	\$1,698	
Lynden <sup>18</sup>	12,125	\$1,997	\$2,016		Kitsap County	240,862	\$515	\$515	
Lynnwood <sup>19</sup>	34,017	\$7,944	\$8,023	\$4,341	Pierce County	796,836	\$1,742	\$1,742	
Maple Valley <sup>35</sup>	20,480	\$3,986	\$4,026		Snohomish County	694,571	\$2,453	\$2,453	
Marysville <sup>20</sup>	37,060	\$1,870	\$5,300		Thurston County <sup>32</sup>	256,591	\$2,334	\$2,334	

**Notes:**

1. Anacortes uses a very old TIF system with very low rates, which needs to be updated.
2. Bellevue TIF base rate will increased by 50% from \$2,000 in 2010 to \$3,000 in 2013 and will increase by another 66.6% to \$5,000 in 2016.
3. Bellingham allows automatic 22% to 25% TIF reduction in Urban Villages; voluntary TDM performance measures up to 50% Urban Village TIF reduction.
4. Bonney Lake voted to created TIF credits for 2 years to spur single family home building.
5. Burien limited improvement project costs to keep rates low. TIF was adopted in 2009.
6. Burlington cut TIFs by 50% (From \$3,633 to \$1,816.50) through March 2013 due to economic recession.
7. Camas charges \$4,120 in north Camas; \$1,653 in south Camas.
8. Des Moines incrementally increasing TIFs to \$5,807 per pm peak trip (plus construction cost index for Seattle) by 2017. 2014 rate is 55% of maximum
9. Edgewood Council voted to reduce TIF by 75% for a 3-year period beginning July 20, 2011.
10. Everett uses a very old TIF system with very low rates, which needs to be updated. Allows up to 50% trip reduction in CBD.
11. Federal Way charges 3% non-refundable admin. fee + base rate + 3-yr WSDOT construction cost index. SF fee = City 2015 rate schedule summary
12. Ferndale uses 3-zone TIF system. \$2,783 citywide; \$3,243 for 443-acre "Main Street" Planned Action; \$2,070 downtown Ferndale.
13. Fife uses a VMT-based TIF system adjusted from ITE ADT rates.
14. Issaquah created development incentive in which the first 10,000 SF of commercial TIF paid from other public funding sources (per WA State law).
15. Per KCC 12.14.060 Kent TIF rates are based on 30% of maximum rate from Rate Study (May 2010) and downtown Kent rate memorandum.
16. Kirkland suspended change of use TIF Jan 2011 to Dec 2013 to encourage redevelopment. \$500,000 TIF revenue loss, has NOT spurred development.
17. La Center allows TIF to be deferred to occupancy by requiring lien on property.
18. Lynden TIF allows up to 50% reduction in industrial areas where there is a significant chance that grants can be obtained.
19. Lynnwood has two TIF zones (\$5,107/trip & \$7,944/trip) and reduces TIF by 15% (per ITE) in portion of City Center.
20. Marysville has temporarily reduced TIF base rate until July 2015; Commercial = \$1,870/trip, SFD residential = \$5,300/unit
21. Mount Vernon TIF as of February 2014; Commercial = \$1,883/trip, SFD > 50 = \$6,691/unit; MFD > 50 = \$4,106/unit; SFD & MFD < 50 = \$1,723.
22. Mount Lake Terrace reduced TIF base rates 33% from Aug 2011 to Oct 2014 due to economic recession.
23. Oak Harbor uses a very old TIF system with very low rates, which needs to be updated.
24. Olympia TIF allows up to 20% reduction in downtown for accepted TDM performance measures.
25. Redmond uses "Person Trips/Mobility Units" for Concurrency and TIF
26. GMA-based TIFs phased in 2013-2016. Base rate \$2,503.19 / pm peak trip = 1/3 of calculated max. in rate study. Full rate effective January 1, 2016.
27. Sammamish has highest TIF \$14,707 in all of Washington due to exclusive residential development with little to no pass-by, diverted link trips.
28. Sedro-Woolley uses a 15-zone TIF system with a low of \$587/SFD and a high of \$3,635/SFD; Average = \$1,470/SFD
29. Tukwila = 4-zone TIF system: low = \$819/trip; high = \$1,737/trip; Avg = \$1,244/trip; SFD range = \$782 - \$1659 (Avg of 4 districts - \$1,188/ SFD)
30. Vancouver uses 5-zone ADT-based TIF system. Low of \$65/ADT, High of \$264/ADT; translates to \$1,770 per SFD. In process of TIF system revision.
31. Woodinville calculates ADT and is phasing in new TIF at \$290/ADT in 2013, increasing 51% to \$440/ADT by 2017; transates to \$2,761 per SFD in 2013.
32. Thurston County uses a 6-zone TIF system with a low of \$1,206, high of \$3,058; Average = \$2,334
33. Auburn adopted rates August 1, 2013.; adjusted annually
34. SeaTac Code 11.15.040
35. Maple Valley fee per 2013 rate schedule (R-13-909 Jan 28, 2013)
36. Covington rate for SFDU from Master Builders 2014 Summary; base rate not confirmed in October 2014.



Community  
Development  
Department



## City of Enumclaw Transportation Impact Fee Update

**DRAFT UPDATE**  
November 23, 2016

## Introduction

Impact fees are charges paid by new development to reimburse local governments for the capital cost of constructing public facilities needed to serve new development. Impact fees are only used to fund facilities directly associated with new growth, such as roads, schools, and parks. RCW 82.02.090 defines impact fees as a "payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development." Under WAC 365-195-850, counties and cities are authorized to impose impact fees on development activity that are related to constructing system improvements. Impact fees may include: Public streets and roads; publicly owned parks, open space, and recreation facilities; school facilities; and fire protection facilities.

The impact fees that are described in this study do not include any other forms of developer contributions or exactions, such as mitigation or voluntary payments authorized by SEPA (the State Environmental Policy Act, RCW 43.21C), system development charges for water and sewer authorized for utilities (RCW 35.92 for municipalities), local improvement districts or other special assessment districts, linkage fees, or land donations or fees in lieu of land.

This report provides an update to the Transportation Impact Fee Program (TIF) for the City of Enumclaw. The update was prepared for the following reasons:

- The Growth Management Act (GMA) requires regular updates to impact fee programs. The original Impact Fee Schedule was adopted by the City in 1998 and last updated in 2008.
- New projects have been added to the City's Comprehensive Plan (current edition: 2015) while other projects on the original impact fee project list have been completed or are no longer planned for or eligible to be included in the TIF.
- Changing project scope and inflation have increased the costs of projects on the impact fee project list.
- Traffic growth, land use, and redevelopment projects and patterns have changed, and/or forecast years have been extended.

The remaining sections of the report describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

## 2015 – 2035 Impact Fee Analysis

The City of Enumclaw's impact fee structure was designed to determine the fair share of improvement costs that may be charged for a new development. Passed in 1990, the GMA

allows impact fees for system improvements relating to the impacts of new development, and specifies that fees are not to exceed a proportionate share of the costs of improvements.

The following key points summarize the impact fee structure:

- The Comprehensive Plan contains a 20-year transportation facility list (2015 – 2035) focused on future growth. Not all projects are TIF eligible, and projects specifically needed to serve new growth were identified and prioritized accordingly. Projects with higher project prioritization are classified as short-range (six-year) projects, and are evaluated for inclusion into the City’s 6-year Transportation Improvement Program.
- The best resources for allocations of funds and the implementation of projects can be found the Transportation Element, Chapter 5 (recently updated 2015) tables: Table 9- *Transportation Programs*, Table 10 - *Capacity and Freight Projects*, Table 11 – *Corridor Upgrade Projects*, Table 12 – *Non-Motorized Projects*, Table 13 – *Safety Projects*, Table 14 – *Transit Projects*, and Table 15 – *Capital Project Cost Summary*. Actual cost based on providing short-range (six-year) projects and data contained in the transportation element of the comprehensive plan described in Chapter 5.

In calculating impact fees, the following components are included:

- Cost of public facilities necessitated by development; and
- Consideration of past or future payments by development (user fees, debt service payments, taxes, other).

## Methodology

The process of preparing the fee schedule began by reviewing the Transportation Element project list and identifying projects that provide capacity to accommodate growth on roadways through widening, intersection improvements, new corridors, or other treatments that enhance capacity of the transportation system. A majority of the capital projects in the Transportation Element are not eligible because they either are maintenance related or are addressing existing deficiencies, such as upgrading corridors with sidewalks.

Projects identified as being TIF eligible were then evaluated to determine how much of the total project cost could be supported by the TIF. The review found that all the TIF eligible projects were partially eligible, and none of the projects are paid fully by the TIF.

The total transportation capital costs identified in the Transportation Element are approximately \$119 million as summarized in Table 1. Of those costs, approximately \$12.17 million are attributed to TIF eligible projects, or approximately 10 percent, as listed in Table 2.

The specific TIF eligible capital projects create the basis for the City’s updated rate schedule of impact fees highlighted in Table 3.

**Table 1. Capital Project Cost Summary – Transportation Element (2015-2035)**

Improvement Category	Total Estimated Cost
Capacity and Freight Projects	\$42,090,000
Corridor Upgrade Projects	\$70,540,000
Non-Motorized Projects	\$4,590,000
Safety Projects	\$1,830,000
<b>TOTAL COSTS</b>	<b>\$119,050,000</b>
<b>TIF Eligible</b>	<b>\$8,024,000</b>

**Table 2. List of TIF Eligible Transportation Element Projects (2015-2035)**

Location	Extents	Project Description	Total Estimated Cost
Roosevelt Ave / 244th Ave SE	Intersection	Signalize intersection when warranted	\$270,000
Battersby Ave / Cole St	Intersection	Signalize intersection when warranted	\$300,000
Dickson Ave	SR 410 to Mountain Villa Drive	Improvements per SR 410 Corridor Study	\$1,810,000
Dickson Ave	Blake St to Watson St N	Complete two-lane collector connection, and reconstruct to collector street standards	\$2,340,000
Semanski St / Warner Ave	Intersection	Construct mini-roundabout	\$500,000
Washington Ave / Watson St N	Garrett St to Watson St N	Construct new two-lane collector street connection	\$2,820,000
SR 164/SR 410	Intersection	Improvements per 410 Corridor Study	\$1,240,000
Blake St/SR 410	Intersection	Improvements per SR 410 Corridor Study	\$1,060,000
SR 164 / Semanski St	Intersection	Signalize intersection when warranted	\$350,000
SR 410 / Semanski St	Intersection	Improvements per SR 410 Corridor Study	\$1,480,000
		<b>TOTAL</b>	<b>\$12,170,000</b>
		<b>Impact Fee Share (66%)</b>	<b>\$8,024,000</b>

### Cost Allocation Results

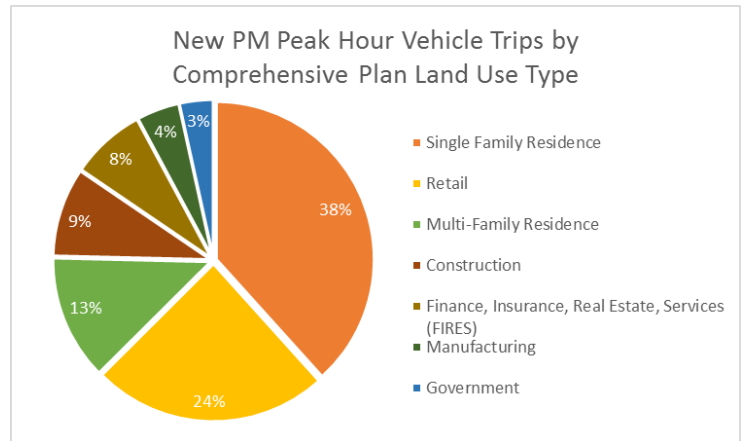
The total capital costs are estimated at \$119 million, with the TIF eligible projects totaling about \$12.17 million. New impact fees will contribute approximately 66 percent of the total costs of the TIF eligible improvements, but only represent less than 7 percent of the total capital costs. City funds, new grants, and other sources would contribute the remaining 34 percent of the total TIF eligible project costs, and the remaining \$107 million of the other capital improvements not directly constructed by developers.

The “cost per new trip end” was determined by dividing the total eligible project cost by the total number of new PM peak hour trip ends<sup>1</sup> based in Enumclaw. A total of **2,890** new PM peak hour vehicle trip ends are estimated to occur on the principal arterials, collectors, and local surface streets within the City between 2015 and 2035. PM peak hour vehicle trips according to land use type are shown in Chart 1. Education trips are not included because that particular land use type is not eligible for inclusion in growth trips, as contained in ordinance 2399.

The analysis produced the following results.

Impact fee costs:	\$ 8,024,000
<i>Divided by:</i>	
New PM peak hour trip ends	÷ 2,890
<i>Equals:</i>	
Cost per new trip ends	<b>\$ 2,776</b>

The new cost per trip end represents a \$1,221 increase over the previous 2008 trip cost, primarily due to a reduction in PM peak hour trip ends from 5,070 in 2008 to 2,890 outlined in this plan. The fee per unit for single family residences changes from \$2,199 in 2008 to \$3,239 in 2016.



**Chart 1 – Growth trips by Land Use Type**

## Trip Generation

Trip generation rates for each land use type are derived from the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition). Land use totals for 2035 and 2015 from the City’s 2015 Comprehensive Plan were used to develop the number of trips generated for both periods. The difference, or growth, in trips generated by the land uses are shown in Chart 1. The rates are expressed as vehicle trips entering and leaving a property during the PM peak hour.

The “new” trip percentages are derived partially from ITE data and from available surveys conducted around the country. For land use types that use building square feet instead of employees, those land uses were adjusted to reflect trips per employee. This was necessary given land use in the travel demand model uses number of employees as input. The total trip ends accounts for internal trips.

The average new trip length estimated for Enumclaw was **3.0 miles<sup>2</sup>** based upon the current and expected mix of land use types within the study area. The trip length is consistent with past TIF assumptions. The Trip Length Adjustment column in Table 3 represents Trip Length for

<sup>1</sup> Based on land use found in the City’s comprehensive plan and discussed in the Trip Generation section

<sup>2</sup> See appendix B, Transportation Impact Fee Map – Average Trip Length

the specific land use category divided by the average trip length (3.0 miles) within the city. The Trip Length Adjustment value is multiplied by cost per trip end to arrive at the Fee Per Unit.

### Schedule of Rates

The impact fee schedule of rates is shown in the last column in Table 3. In the fee schedule, fees are shown as dollars per unit of development for various land use categories. Table 4 provides two examples (single-family residential and general office) of the calculation.

**Table 3. Impact Fee Schedule**

Land Uses	Unit of Measure <sup>1</sup>	ITE Land USE Code	Basic Trip Rate	New Trip % <sup>2</sup>	New Trip Rate <sup>2</sup>	Trip Length (miles)	Trip Length Adjustment	Fee Per Unit
Cost per Trip End:								<b>\$ 2,776</b>
<b>Residential</b>								
Single Family (Detached)	dwelling	210	1.00	100%	1.00	3.5	1.2	\$3,239
Multi Family-Townhouse, Duplex & Accessory Dwelling	dwelling	220, 221, 230, 233	0.62	100%	0.62	3.7	0.8	\$2,123
Senior Housing	dwelling	See note 3	0.31	100%	0.31	2.8	0.3	\$803
Nursing Home	bed	620	0.22	100%	0.22	2.8	0.2	\$570
Congregate Care/ Assisted Living	dwelling	253	0.17	100%	0.17	2.8	0.2	\$440
<b>Commercial – Services</b>								
Drive-in Bank	sq ft/GFA	912	24.3	65%	15.80	1.5	7.9	\$21.92
Walk-in Bank	sq ft/GFA	911	12.13	65%	7.88	1.5	3.9	\$10.94
Day Care Center	sq ft/GFA	565	12.34	100%	12.34	2.0	8.2	\$22.84
Library	sq ft/GFA	590	7.30	100%	7.30	1.7	4.1	\$11.48
Post Office	sq ft/GFA	732	11.22	100%	11.22	1.7	6.4	\$17.65
Hotel	room	310	0.60	100%	0.60	4.0	0.8	\$2,221
All Suites Hotel	room	311	0.40	100%	0.40	4.0	0.5	\$1,481
Service Station	VFP	944	13.87	58%	8.04	1.7	4.6	\$12,655
Service Station/Minimart	VFP	945	13.51	44%	5.94	1.7	3.4	\$9,351
Service Station/ Minimart/Car Wash	VFP	946	13.86	44%	6.10	1.7	3.5	\$9,593
Self-Service Carwash	stall	947	5.54	65%	3.60	1.6	1.9	\$5,331
Movie Theater	seats	445	0.80	100%	0.80	2.3	0.6	\$1,703
Health Club	sq ft/GFA	492	3.53	75%	3.04	3.1	2.7	\$7.59
Racquet Club	sq ft/GFA	491	1.06	100%	1.06	3.1	1.1	\$3.04
<b>Commercial – Institutional</b>								
Elementary School	student	520	0.15	100%	0.15	2.0	0.1	\$278
High School	student	530	0.13	100%	0.13	2.0	0.1	\$241
University/College	student	550	0.17	90%	0.19	3.0	0.2	\$425
Church	sq ft/GFA	560	0.55	100%	0.55	3.7	0.7	\$1.88
Hospital	sq ft/GFA	610	0.93	100%	0.93	5.0	1.6	\$4.30
<b>Commercial – Restaurant</b>								
Quality Restaurant	sq ft/GFA	931	7.49	56%	4.19	3.4	4.8	\$13.20

**Table 3 cont. Impact Fee Schedule**

Land Uses	Unit of Measure	ITE Land USE Code	Basic Trip Rate	New Trip %	New Trip Rate	Trip Length (miles)	Trip Length Adjustment	Fee Per Unit
Fast Food Restaurant w/o drive thru	sq ft/GFA	933	26.15	50%	13.08	2.0	8.7	\$24.20
Fast Food Restaurant w/ drive thru	sq ft/GFA	934	32.65	50%	16.33	2.0	10.9	\$30.21
Drinking Place	sq ft/GFA	925	11.34	65%	7.37	2.7	6.6	\$18.42

**Industrial**

General Light Industrial	sq ft/GFA	110	0.97	100%	0.97	5.1	1.6	\$4.58
Industrial Park	sq ft/GFA	130	0.85	100%	0.85	5.1	1.4	\$4.01
Warehousing/Storage	sq ft/GFA	150	0.32	100%	0.32	5.1	0.5	\$1.51
Mini-Warehouse	sq ft/GFA	151	0.26	100%	0.26	5.1	0.4	\$1.23

**Commercial – Retail**

Shopping Center	sq ft/GFA	820	3.71	65%	2.44	1.7	1.4	\$3.79
Auto Parts and Service Center	sq ft/GFA	943	4.46	70%	3.12	1.7	1.8	\$4.91
Auto Care Center	sq ft/GFA	942	3.11	72%	2.24	1.7	1.3	\$3.52
Car Sales – New and Used	sq ft/GFA	841	2.62	75%	1.97	4.6	3.0	\$8.36
Convenience Market (24 hr)	sq ft/GFA	851	52.41	49%	25.68	1.3	11.1	\$30.89
Discount Club	sq ft/GFA	861	4.18	79%	3.30	4.0	4.4	\$12.22
Electronics Superstore	sq ft/GFA	863	4.50	60%	2.70	2.1	1.9	\$5.25
Free Standing Discount Store	sq ft/GFA	815	4.98	83%	4.13	2.1	2.9	\$8.03
Furniture Store	sq ft/GFA	890	0.45	47%	0.21	1.7	0.1	\$0.33
Hardware/Paint Store	Sq ft/GFA	816	4.84	74%	3.58	1.7	2.0	\$5.63
Home Improvement Superstore	sq ft/GFA	862	2.33	58%	1.35	2.1	0.9	\$2.63
Other Retail Sales	sq ft/GFA	814	6.82	66%	4.50	1.7	2.6	\$7.08
Nursery/Garden Center	sq ft/GFA	817	6.94	75%	5.21	1.7	2.9	\$8.19
Pharmacy (with Drive Through)	sq ft/GFA	881	9.91	51%	5.05	1.7	2.9	\$7.95
Quick Lubrication Vehicle Shop	Service Bay	941	5.19	72%	3.74	1.7	2.1	\$5,878
Supermarket	sq ft/GFA	850	9.48	64%	6.07	2.1	4.2	\$11.79
Tire Store	Service Bay	849	2.11	72%	1.52	1.7	0.9	\$2,390

**Commercial – Office**

General Office Building	sq ft/GFA	710	1.49	100%	1.49	5.1	2.5	\$7.03
Medical Office/Clinic	sq ft/GFA	720	3.57	100%	3.57	4.8	5.7	\$15.86

VFP = Vehicle Fueling Positions (Maximum number of vehicles that can be fueled simultaneously).

GFA = Gross Floor Area.

1. For uses with Unit of Measure in sq ft, trip rate is given as trips per 1,000 sq ft.
2. New Trip % and Trip Lengths for selected uses are based upon characteristics of similar land use types and is consistent with 2008 analysis.
3. Senior Housing rate is 1/2 of Attached and Stacked Housing rate.

Table 4 example: Single-family detached housing has an ITE new trip generation per dwelling unit of 1.0 trips during a weekday over a one-hour period between 4 and 6 PM.

**Table 4. Example Calculations of Impact Fee Rate**

	<b>PM Peak Hour Trip Generation per Unit</b>	<b>Residential: Single-Family Detached Housing (210)</b>	<b>Office: General Office (710)</b>
	<b>Source: ITE Trip Generation, 9th Edition</b>	1.00	1.49
x	Percent New Trips	100%	100%
x	Trip Length Adjustment Trip Length (unit)	3.50	5.10
÷	Average Trip Length	3.0	3.0
x	Average Cost per Trip End	\$3,239	\$7,031
÷	Divide by 1000 for rate per square foot	N/A	1,000
=	<b>Impact Fee Rate (per unit)</b>	<b>\$3,239</b>	<b>\$7.03</b>

## Conclusions

The City of Enumclaw Transportation Impact Fee Program was last updated in 2008 and impact fees were imposed under EMC Chapter 19.24 on all new development activity in the city. The proposed impact fees have increased to be consistent with the adopted long-term project list in the Comprehensive Plan, and to account for current construction and regulatory costs. The impact fee rate schedule (Table 3) lists the impact fees to be charged to a variety of land use types. The proposed City impact fee rates are anticipated to generate \$8.0 million over the next 20 years (2015 – 2035), representing approximately 7 percent of total funding needs of the capital projects identified in the Transportation Element of the Comprehensive Plan and Table 1 of this report.

## Appendix A – Land Use Definitions

The following land use definitions are derived from the ITE Trip Generation (9<sup>th</sup> Edition). They have been modified as appropriate for the City of Enumclaw.

### Residential

**Single-Family Detached Housing:** Once or more detached housing units located on an individual lot. (ITE # 210)

**Attached and Stacked Housing:** A building or buildings designed to house two or more families living independently of each other. Includes apartments, condos, attached duplexes, P.U.D.'s, and attached townhouses. Includes accessory dwelling units (separate structure) and single room occupancy, if additional parking provided. (ITE # 220, 221, 230, 233)

**Senior Housing:** Residential units similar to apartments or condominiums restricted to senior citizens. (ITE # 220, 221, 230, 233; also 251, 255)

**Nursing Home/Convalescent Center:** A facility whose primary function is to provide chronic or convalescent care for persons who by reason of illness or infirmity are unable to care for themselves. Applies to rest homes, chronic care, and convalescent centers. (ITE # 620)

**Congregate Care/Assisted Living Facility:** One or more multi-unit buildings designed for those people who are unable to live independently due to physical or mental handicap. Facilities may contain dining rooms, medical facilities, and recreational facilities. (ITE # 253, 254)

### Commercial-Services

**Drive-in Bank:** A free-standing building, with a drive-up window, for the custody or exchange of money, and for facilitating the transmission of funds. (ITE # 912)

**Walk-in Bank:** A free-standing bank building without drive-in windows. (ITE # 911)

**Day Care Center:** A facility for the care of infant and preschool age children during the daytime hours. Generally includes classrooms, offices, eating areas, and a playground. This also includes preschools. (Note: This does not apply to day care homes, family day care, mini-day care centers or mini-schools, rates for which must be separately calculated. (ITE # 565)

**Library:** A public facility for the use, but not sale, of literary, musical, artistic, or reference materials. (ITE # 590)

**Post Office:** Houses service windows for mailing packages and letters, post office boxes, offices, vehicle storage areas, and sorting and distribution facilities for mail. (ITE # 732)

**Hotel:** A place of lodging providing sleeping accommodations. May include restaurants, cocktail lounges, meeting and banquet rooms or convention facilities. (ITE # 310)

**All Suites Hotel:** Extended stay motels are places of lodging that provide sleeping accommodations, a small restaurant, and lounge and a small amount of meeting space. Each suite includes a sitting room and separate bedroom along with limited kitchen facilities provided. (ITE # 311)

**Service Station w/o Minimart:** A facility used for the sale of gasoline, oil, and lubricants. May include areas for servicing, repairing, and washing vehicles. (ITE # 944)

**Service Station w/ Minimart:** A facility, which combines elements of a convenience store and a gas station. Convenience food items are sold along with gasoline and other car products; gas pumps are primarily or completely self-service. (ITE # 945)

**Service Station w/Minimart and Car Wash:** A facility, which combines elements of a convenience store and a gas station, along with a car wash. Convenience food items are sold along with gasoline and other car products; gas pumps are primarily or completely self-service. The car wash may be purchases separately or in connection with other facility services. (ITE # 946)

**Self-Service Carwash:** Manual operations where the driver parks and washes the vehicle in a stall, or an automated facility for the same purpose. (ITE # 947)

**Movie Theater:** Consists of audience seating, one or more screens and auditoriums, and a lobby and refreshment stand. Typically includes matinee showings. (ITE # 445)

**Health Club:** Health clubs are privately owned facilities that primarily focus on individual fitness or training. They generally offer exercise or dance classes, weightlifting, fitness and gymnastics equipments, spas, massage services, locker rooms and small restaurants or snack bars. These may also include ancillary facilities, such as swimming pools, whirlpools, saunas and tennis. (ITE # 492)

**Racquet Club:** Racquet clubs are privately owned facilities primarily catering to racquet sports, tennis, racquetball, or squash – indoor or outdoor. (ITE # 491)

### Commercial-Institutional

**High School:** High Schools serve students who have completed middle or junior high school. Both public and private high schools are included in this land use. (ITE # 530)

**Elementary and Junior High School:** These are facilities of education serving students attending kindergarten through students who have not yet entered high school. These include public and private schools. Schools often provide bus services of varying length, depending upon the type of school and grade level. Elementary School and Junior high School are grouped together with common trip-making characteristics during the PM peak period. (ITE # 520)

**University/College:** Facilities of higher education including two-year, four-year and graduate-level institutions. (ITE # 550)

**Church:** A building providing public worship facilities. Generally houses as assembly hall or sanctuary, meeting rooms, classrooms, and occasionally dining facilities. (ITE # 560)

**Hospital:** A building or buildings designed for the medical, surgical diagnosis, treatment and housing of persons under the care of doctors and nurses. Rest homes, nursing homes, convalescent homes and clinics are not included. (ITE #610)

### Commercial-Restaurant

**Restaurant:** An eating establishment, which sells prepared food or beverages and generally offers accommodations for consuming the food or beverage on the premises. Usually serves breakfast, lunch, and/or dinner; generally does not have a drive-up window. (ITE # 391)

**Fast Food Restaurant:** An eating establishment that offers quick food service and a limited menu of items. Food is generally served in disposable wrappings or containers, and may be consumed inside or outside the restaurant building. May have a drive-up window. (ITE # 933, 934)

**Drinking Place:** A drinking place contains a bar where alcoholic beverages and snacks are served and possibly some type of entertainment such as music, television screens, video games, or pool tables. (ITE # 925)

### Industrial

**Light Industrial:** A facility that is free-standing and devoted to a single use such as printing, material testing, and assembly of data processing equipment. This land use typically as a small amount of offices. (ITE # 110)

**Industrial Park:** Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities, some with a large number of small businesses and others with one or two dominant industries. Research centers are facilities or groups of facilities devoted nearly exclusively to research and development activities. While they may also contain offices and some light fabrication areas, the primary function is that of research and development. (ITE # 130)

**Warehousing/Storage:** Facilities that are primarily devoted to the storage of materials, including vehicles. They may also include office and maintenance areas. (ITE # 150)

**Mini-Warehouse:** Buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. (ITE #150)

### Commercial-Retail

**Shopping Center, general Retail:** An integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. On-site parking facilities are provided, and administrative office areas are usually included. (ITE # 820)

**Automobile Parts and Service Center:** A facility that specializes in the sale of automobile parts for do-it-yourself maintenance and repair. These facilities are not equipped for on-site vehicle repair. (ITE # 943)

**Auto Care Center:** An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing, stereo installation and seat cover upholstery. (ITE # 942)

**Car Sales (New and Used):** Facilities are generally located as strip development along major arterial streets that already have a preponderance of commercial development. Generally included are auto services and parts sales along with a sometimes substantial used-car operation. Some dealerships also include leasing activities and truck sales and servicing. (ITE # 841)

**Convenience Market (24-hour):** A use which combines retail food sales with fast foods or take-out food service; generally open long hours or 24 hours a day. (ITE # 851)

**Discount Club:** A store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances; many items are sold in large quantities or bulk. (ITE # 861)

**Electronics Superstore:** A free-standing warehouse type facility with off-street parking. Generally offers a variety of customer services (televisions, compact disc and cassette tape players, compact discs and tapes, cameras, radios, videos, and general electronic accessories; possibly major home appliances) and centralized cashiering. (ITE # 863)

**Free-Standing Discount Store:** A free-standing store which offers a variety of customer services, centralized cashiering, and a wide range of products (not including groceries). They typically maintain long store hours seven days a week. (ITE # 815)

**Furniture Store:** Furniture stores specialize in the sale of furniture, and often, carpeting. The stores are generally large and include storage areas. (ITE # 890)

**Hardware/Paint Store:** A free-standing or attached store with off-street parking providing hardware and paints services. (ITE # 816)

**Home Improvement Superstore:** A free-standing ware house type facility (25,000-150,000 gsf) with off-street parking. Generally offers a variety of customer services (home improvements; lumber, tools, paint, lighting, wallpaper, kitchen and bathroom fixtures, lawn equipment, and garden equipment) and centralized cashiering. (ITE # 862)

**Other Retail Sales:** These developments are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel, hard goods, and services, such as real estate offices, dance studios, florists, salons and small restaurants. (ITE # 814)

**Nursery/Garden Center:** A free-standing building with a yard of planting or landscape stock offered to the general public (i.e. not wholesale). May have greenhouses and offer landscaping services. Most have office, storage, and shipping facilities. (ITE # 817)

**Pharmacy (with drive-through window):** A pharmacy which sells prescriptions and non-prescription drugs, cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. Contain drive-through windows. (ITE # 881)

**Quick Lubrication Vehicle Shop:** A facility where the primary activity is to perform oil change services for vehicles. Automobile repair service is generally not provided. (ITE # 941)

**Video Rental:** A business specializing in the rental of home movies and video games. Typically maintain long store hours and are usually open seven days a week. (ITE # 896)

**Supermarket:** Retail store which sells a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items. (ITE # 850)

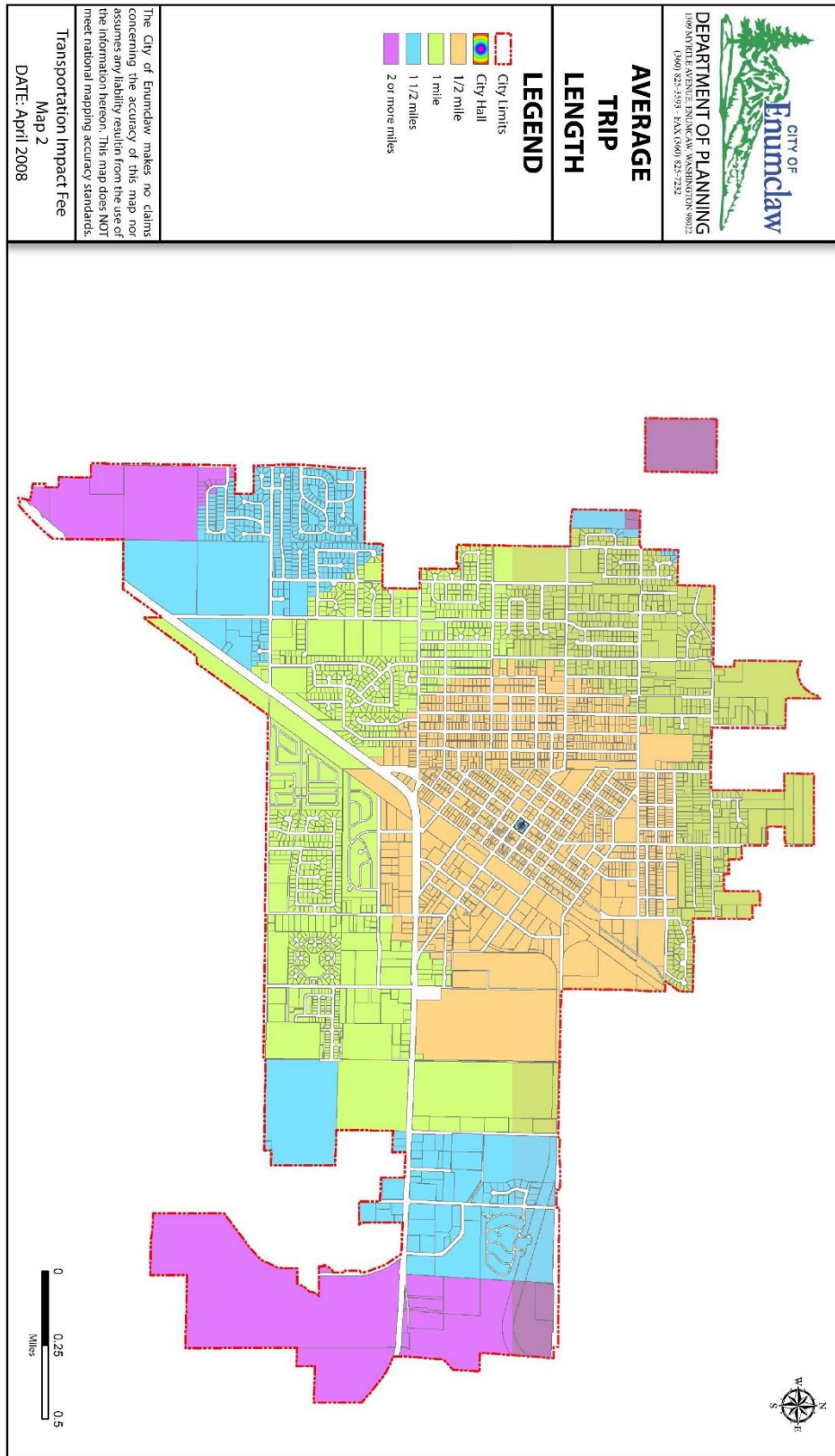
**Tire Store:** A facility that provides sales and marketing of tires for automotive vehicles. Services typically include tire installation and repair, as well as other automotive maintenance or repair services and customer assistance. These stores generally do not contain large storage or warehouse areas. (ITE # 849)

### Commercial-Office

**General Office:** An administrative office building houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included. (ITE # 710)

**Medical Office/Clinic:** A facility which provides diagnoses and outpatient care on a routine basis but which is unable to provide prolonged in-house medical/surgical care. A medical office is generally operated by either a single private physician/dentist or a group of doctors and/or dentist. (ITE # 720)

### Appendix B – Transportation Impact Fee Map 2 – Average Trip Length



City of Enumclaw								Impact fee project total		New PM peak hour trip ends	Cost per new trip end
Transportation Impact Fee 2016								\$ 8,024,000.00		2,890	\$ 2,776.00
Land Uses	Unit Of Measure	ITE Land Use Code	Basic Trip Rate	New Trip %	New Trip Rate	Trip Length (miles)	Avg Trip Rate				Fee Per Unit
							Total	3	X \$2,776	/1000 (KSF)	
<b>Residential</b>											
Detached Housing	dwelling	210	1.00	100%	1.00	3.5	3.5	1.2	\$ 3,238.67		\$ 3,239
Multifamily-townhouse, Duplex & Accessory Dwelling	dwelling	220,221,230,233	0.62	100%	0.62	3.7	2.3	0.8	\$ 2,122.71		\$ 2,123
Apartment	dwelling	220	0.67	100%	0.67	3.7	2.5	0.8	\$ 2,293.90		\$ 2,294
Low-Rise Apartment, ADU	dwelling	221	0.58	100%	0.58	3.7	2.1	0.7	\$ 1,985.77		\$ 1,986
Residential Condominium/Townhouse	dwelling	230	0.52	100%	0.52	3.7	1.9	0.6	\$ 1,780.34		\$ 1,780
Mobile Home Park	dwelling	240	0.59	100%	0.59	3.5	2.1	0.7	\$ 1,910.81		\$ 1,911
Senior Housing	dwelling	See note 4	0.31	100%	0.31	2.8	0.9	0.3	\$ 803.19		\$ 803
Nursing Home	bed	620	0.22	100%	0.22	2.8	0.6	0.2	\$ 570.01		\$ 570
Congregate Care/ Assisted Living	dwelling	253,254	0.17	100%	0.17	2.8	0.5	0.2	\$ 440.46		\$ 440
<b>Commercial – Services</b>											
Drive-in Bank	sq ft/GFA	912	24.3	65%	15.80	1.5	23.7	7.9	\$ 21,923.46	\$ 21.92	\$ 21.92
Walk-in Bank	sq ft/GFA	911	12.13	65%	7.88	1.5	11.8	3.9	\$ 10,943.69	\$ 10.94	\$ 10.94
Day Care Center	sq ft/GFA	565	12.34	100%	12.34	2	24.7	8.2	\$ 22,837.23	\$ 22.84	\$ 22.84
Library	sq ft/GFA	590	7.3	100%	7.30	1.7	12.4	4.1	\$ 11,483.39	\$ 11.48	\$ 11.48
Post Office	sq ft/GFA	732	11.22	100%	11.22	1.7	19.1	6.4	\$ 17,649.81	\$ 17.65	\$ 17.65
Hotel	room	310	0.6	100%	0.60	4	2.4	0.8	\$ 2,220.80		\$ 2,221
All Suites Hotel (Extended Stay)	room	311	0.4	100%	0.40	4	1.6	0.5	\$ 1,480.53		\$ 1,481
Service Station	VFP	944	13.87	58%	8.04	1.7	13.7	4.6	\$ 12,654.69		\$ 12,655
Service Station/Minimart	VFP	945	13.51	44%	5.94	1.7	10.1	3.4	\$ 9,350.94		\$ 9,351
Service Station/Minimart/Car Wash	VFP	946	13.86	44%	6.10	1.7	10.4	3.5	\$ 9,593.19		\$ 9,593
Carwash	stall	947	5.54	65%	3.60	1.6	5.8	1.9	\$ 5,331.40		\$ 5,331
Movie Theater	seats	445	0.8	100%	0.80	2.3	1.8	0.6	\$ 1,702.61		\$ 1,703
Health Club	sq ft/GFA	492	3.53	75%	2.65	3.1	8.2	2.7	\$ 7,594.44	\$ 7.59	\$ 7.59
Racquet Club	sq ft/GFA	491	1.06	100%	1.06	3.1	3.3	1.1	\$ 3,040.65	\$ 3.04	\$ 3.04
<b>Commercial – Institutional</b>											
Elementary School/Jr. High School	student	520	0.15	100%	0.15	2	0.3	0.1	\$ 277.60		\$ 278
High School	student	530	0.13	100%	0.13	2	0.3	0.1	\$ 240.59		\$ 241
University/College	student	550	0.17	90%	0.15	3	0.5	0.2	\$ 424.73		\$ 425
Church	sq ft/GFA	560	0.55	100%	0.55	3.7	2.0	0.7	\$ 1,883.05	\$ 1.88	\$ 1.88
Hospital	sq ft/GFA	610	0.93	100%	0.93	5	4.7	1.6	\$ 4,302.80	\$ 4.30	\$ 4.30
<b>Commercial – Restaurant</b>											
Restaurant	sq ft/GFA	931	7.49	56%	4.19	3.4	14.3	4.8	\$ 13,196.14	\$ 13.20	\$ 13.20
Fast Food Restaurant w/o drive thru	sq ft/GFA	933	26.15	50%	13.08	2	26.2	8.7	\$ 24,197.47	\$ 24.20	\$ 24.20
Fast Food Restaurant w/ drive thru	sq ft/GFA	934	32.65	50%	16.33	2	32.7	10.9	\$ 30,212.13	\$ 30.21	\$ 30.21
Fast Food Restaurant w/ drive thru and Drinking Place	sq ft/GFA	935	44.99	50%	22.50	2	45.0	15.0	\$ 41,630.75	\$ 41.63	\$ 41.63
Drinking Place	sq ft/GFA	925	11.34	65%	7.37	2.7	19.9	6.6	\$ 18,415.71	\$ 18.42	\$ 18.42
<b>Industrial</b>											
General Light Industrial	sq ft/GFA	110	0.97	100%	0.97	5.1	4.9	1.6	\$ 4,577.62	\$ 4.58	\$ 4.58
Industrial Park	sq ft/GFA	130	0.85	100%	0.85	5.1	4.3	1.4	\$ 4,011.32	\$ 4.01	\$ 4.01
Warehousing/Storage	sq ft/GFA	150	0.32	100%	0.32	5.1	1.6	0.5	\$ 1,510.14	\$ 1.51	\$ 1.51
Mini-Warehouse	sq ft/GFA	151	0.26	100%	0.26	5.1	1.3	0.4	\$ 1,226.99	\$ 1.23	\$ 1.23
<b>Commercial – Retail</b>											
Shopping Center	sq ft/GFA	820	3.71	65%	2.41	1.7	4.1	1.4	\$ 3,793.45	\$ 3.79	\$ 3.79
Auto Parts Sales	sq ft/GFA	943	4.46	70%	3.12	1.7	5.3	1.8	\$ 4,911.11	\$ 4.91	\$ 4.91
Auto Care Center	sq ft/GFA	942	3.11	72%	2.24	1.7	3.8	1.3	\$ 3,522.41	\$ 3.52	\$ 3.52
Car Sales - New/Used	sq ft/GFA	841	2.62	75%	1.97	4.6	9.0	3.0	\$ 8,364.09	\$ 8.36	\$ 8.36
Convenience Market	sq ft/GFA	851	52.41	49%	25.68	1.3	33.4	11.1	\$ 30,892.41	\$ 30.89	\$ 30.89
Discount Club	sq ft/GFA	861	4.18	79%	3.30	4	13.2	4.4	\$ 12,222.54	\$ 12.22	\$ 12.22
Electronics Superstore	sq ft/GFA	863	4.5	60%	2.70	2.1	5.7	1.9	\$ 5,246.64	\$ 5.25	\$ 5.25
Free Standing Discount Store	sq ft/GFA	815	4.98	83%	4.13	2.1	8.7	2.9	\$ 8,032.02	\$ 8.03	\$ 8.03
Furniture Store	sq ft/GFA	890	0.45	47%	0.21	1.7	0.4	0.1	\$ 332.70	\$ 0.33	\$ 0.33
Hardware/Paint Store	sq ft/GFA	816	4.84	74%	3.58	1.7	6.1	2.0	\$ 5,634.10	\$ 5.63	\$ 5.63
Home Improvement Superstore	sq ft/GFA	862	2.33	58%	1.35	2.1	2.8	0.9	\$ 2,626.04	\$ 2.63	\$ 2.63
Other Retail Sales	sq ft/GFA	814	6.82	66%	4.50	1.7	7.7	2.6	\$ 7,080.69	\$ 7.08	\$ 7.08
Nursery/Garden Center	sq ft/GFA	817	6.94	75%	5.21	1.7	8.8	2.9	\$ 8,187.81	\$ 8.19	\$ 8.19
Pharmacy (with Drive Through)	sq ft/GFA	881	9.91	51%	5.05	1.7	8.6	2.9	\$ 7,950.44	\$ 7.95	\$ 7.95
Quick Lubrication Vehicle Shop	Service Bay	941	5.19	72%	3.74	1.7	6.4	2.1	\$ 5,878.24		\$ 5,878
Video Rental	sq ft/GFA	896	13.6	65%	8.84	1.3	11.5	3.8	\$ 10,633.93	\$ 10.63	\$ 10.63
Supermarket	sq ft/GFA	850	9.48	64%	6.07	2.1	12.7	4.2	\$ 11,789.78	\$ 11.79	\$ 11.79
Tire Store	Service Bay	849	2.11	72%	1.52	1.7	2.6	0.9	\$ 2,389.80		\$ 2,390
<b>Commercial – Office</b>											
General Office Building	sq ft/GFA	710	1.49	100%	1.49	5.1	7.6	2.5	\$ 7,031.61	\$ 7.03	\$ 7.03
Medical Office/Clinic	sq ft/GFA	720	3.57	100%	3.57	4.8	17.1	5.7	\$ 15,856.51	\$ 15.86	\$ 15.86

## Attachment 6

<b>Mitigation and Impact fees collected in 2014 &amp; 2015 (SFR Only)</b>						
Type of Fee	Mitigation Fee	Impact Fee	Proposed Impact fee	% increase	Number of lots for 2014 & 2015	Fees collect 2014 & 2015
School	\$ 1,097.00	\$ 8,246.00	\$ 8,246.00	752%	57	\$ -
Traffic	\$ -	\$ 2,937.00	\$ 3,886.00	76%	57	\$ 167,409.00
Fire	\$ -	\$ -	\$ 2,383.13			
Parks	\$ -	\$ 1,209.00	\$ 1,209.00	0%	57	\$ 68,913.00

# 2016 - 2035

## Capital Improvement Plan



### King County Fire District 28

Capital Facilities & Equipment Plan

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# King County Fire District 28 Capital Facilities & Equipment Plan

*Prepared For:*

**King County Fire District 28 Board of Commissioners**

**1330 Wells Street, Enumclaw, WA 98022**

*Prepared By:*

**Fire Chief Randy Fehr**

*With assistance from **C-Shift***

**King County Fire District 28**

**August 2015**

*This plan as prepared is reflective of the economic downturn which occurred in 2008/2009 following the national real estate bubble created between 2002 and 2007. The resulting devaluation of local real estate has left public sector agencies such as King County Fire District 28 (KCFD28) who are dependent upon ad valorem taxes struggling to make ends meet. In an effort to recover from the economic downturn KCFD28 attempted to run a levy rate increase to \$1.50 per assessed thousand. This ballot measure failed and resulted in staffing reductions and major cuts to the operating budget while service demand continued to increase. The following pages of this plan reflect a strategic, responsible, and cost conscious compromise reflective of the current economy.*

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## 1. Capital Facilities & Equipment Plan

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### 1.1. Introduction & Purpose:

The purpose of this document is to identify the capital resources necessary for King County Fire Protection District #28 who does business as King County Fire District 28 (KCFD28), to transition from a rural, to urban and suburban service delivery model. KCFD28's intent is to sustain adequate levels of service consistent with their adopted service standards and the Land Use elements of the City of Enumclaw and King County Comprehensive Plans. The goal of this plan is to forecast the next twenty years of capital facilities needs and establish an achievable six year funding plan that incrementally provides the resources necessary to maintain adequate service delivery prior to or concurrently with the impacts of development.

As the Capital Facilities Plan for King County Fire District 28, this plan contains all elements required by Washington Law to comply with the Washington State Growth Management Act (GMA) as set forth in RCW 36.70A.070(3):

*“(3) A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.”*

The underlying premise of this document is that as the community continues to grow, additional resources will be required to adequately meet the growing demand for services. It is assumed that a direct relationship exists between population and demand for services which directly links to a need for resources. This plan focuses on achieving the adopted levels of service for King County Fire District 28's 20 year planning documents by utilizing a “concurrency” philosophy to service delivery; meaning fire and emergency service capacity must grow concurrently with development. To determine future resource needs, this document utilizes the 20 year growth predictions found in the City of Enumclaw and King County Comprehensive Plans. For purposes of this plan, capital improvements are defined as real estate, structures or collective equipment purchases anticipated to have a cost over \$10,000 and an expected useful life of at least 3 years.

## 1.2. Background & Organizational Overview:

---

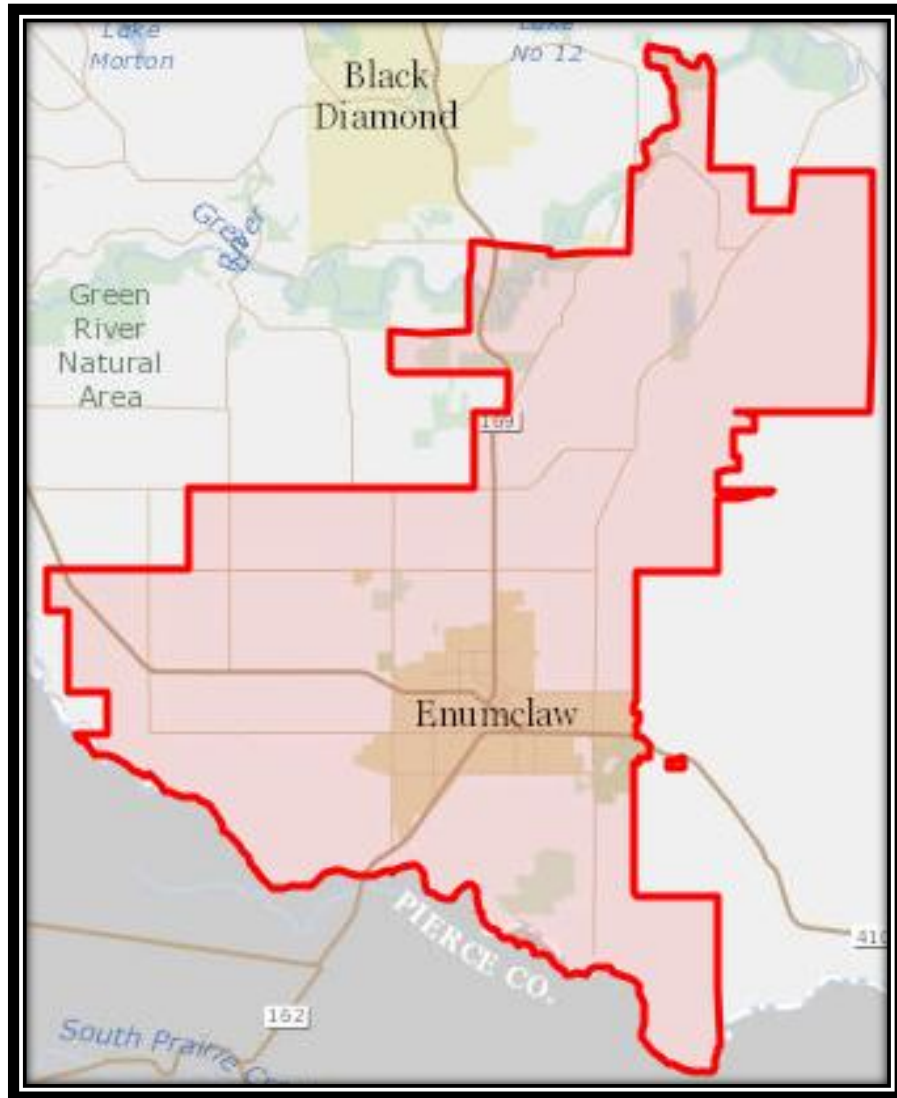
### 1.2.1. Yesterday

King County Fire District 28 is a suburban/rural fire protection district, established under Title 52 of the Revised Code of Washington. The District was created in 1946. The City of Enumclaw was annexed in to Fire District 28 in 2011 through voter referendum. The Fire District serves a population of approximately 19,000 in 56 square miles of King County, Washington. The service area includes the City of Enumclaw, and a large portion of rural south east King County. The Enumclaw Fire Department serves multiple state highways, a power generation dam, regional power lines and substations as well as high-pressure regional pipelines carrying natural gas.

### 1.2.2. Today

The Fire District operations include fire response, emergency medical services including BLS (basic life support) transport, hazardous materials response at the operations level, limited technical rescue, and fire prevention and public education activities. The Fire District is classified as a “combination” district incorporating both career (paid) personnel, resident personnel and on-call (volunteer) personal. During 2015 the district consisted of 13 full-paid firefighters, 30 volunteer firefighters and 1 office staff. The district operates out of 3 fire stations.

Exhibit 1 Service Area Map of King County Fire District 28<sup>1</sup>



<sup>1</sup> Map provided by King County Assessor's Office

### 1.2.3. Tomorrow's Growth

The City of Enumclaw is expected to grow and redevelop with higher and better uses for existing property. Higher density commercial development will include larger and taller structures that integrate mixed uses requiring additional resources and specialized equipment for the delivery of adequate fire and rescue services. The King County defined urban, and rural areas of today will likely remain much the same in the future with growth occurring mainly within the City limits of Enumclaw and the Urban Growth area (UGA) as described below.

#### 1.2.3.1. City of Enumclaw

A population projection of between 14,000 and 16,000 by 2035 is made for the city. The 14,000 figure is based on the Puget Sound Regional Council data, and the 16,000 figure is based on the City of Enumclaw's projections. For this document, the city population growth is projected on a straight line relationship from the 2010 Census data to the projection of just under 16,000 by 2035.

#### 1.2.3.2. Unincorporated Areas

King County projects a low rate of growth for the Enumclaw Plateau (outside of the City of Enumclaw). The annual growth rate of .6% found in the 2008 Master Plan may be high, considering the actual rate of the past 5 years. For this document, the unincorporated areas (outside the UGA) of the Fire District were projected at a linear rate of .5%; with the 2010 Census population of 6,918 as the base point. City growth projections were obtained from City of Enumclaw Planning Department.

**Table 1 Future population of KCFD28**

Portion of KCFD28 Service Area	Population 2015	Population 2025	Population 2035
<b>Unincorporated King County</b>	7,467	7,849	8,241
<b>City of Enumclaw</b>	11,312	13,868	15,996
<b>King County Fire District 28 Total</b>	18,779	21,717	24,237

## 2. Inventory of Current Capital Assets

Capital resources for KCFD28 consist of fire stations, fire apparatus (vehicles used for fire and rescue work), staff vehicles and the related equipment, tools and associated personal protection equipment needed to safely and legally provide fire and rescue services. Current inventories of these resources are listed below.

### 2.1. Fire Stations

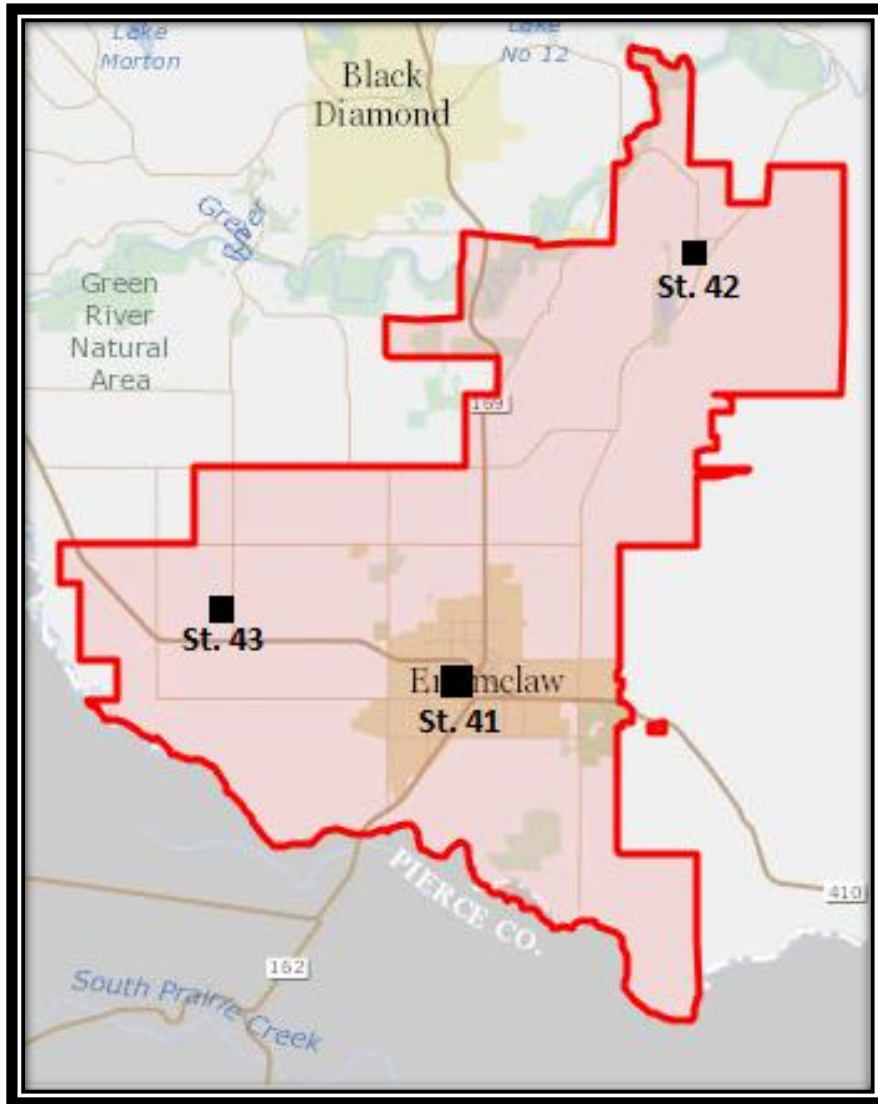
Emergency services are provided from three fire stations located throughout the service area as identified in Table 2 and shown on the map in Exhibit 2. On average the existing three fire stations in operation are 30 years old with an average square footage of 5,076.

**Table 2 Existing Fire Station Descriptions**

Fire Station	Location	Size	Purchased/ Built	Capacity	Condition	Acres
<b>Station 41<sup>2</sup></b>	1330 Wells Street	7,883	1968	6 bays	Fair	0.52
<b>Station 42</b>	35420 Veazie Cumberland Road	4,388	1928	4 bays	Poor	1.98
	Resident Quarters	1,568	2006	-	Good	-
	Auxillary Building	1,152	1993	2 bays	Fair	-
<b>Station 43</b>	43407 212 <sup>th</sup> Ave. SE	1,677	1969	1 bay	Fair	0.99
Sub-Total		16,668		11		3.49
<b>Vacant Land</b>	Parcel 2320069162		2011			5.85
<b>Total</b>		<b>16,668</b>		<b>11</b>		<b>19.90</b>

<sup>2</sup> Building actually owned by the City of Enumclaw and leased by KCFD28

Exhibit 2: Map of KCFD28 service area and station locations



## 2.2. Apparatus and Equipment

KCFD28's current fleet of emergency response vehicles is well maintained but fire engines, tenders and the aerial have an average age of 13.17 years, even with two new 2015 model year apparatus. Three aid units are maintained and have an average age of 10 years. Table 3 provides a detailed listing of existing apparatus and equipment.

**Table 3 Apparatus Inventory**

Location	Engine	Aid Car	Tender	Aerial	Brush	Command	Utility Vehicles	Light Trailer	Rescue/ Quads
<b>Station 41</b>	1	2	1	1	1	1	2	1	
<b>Station 42</b>	1	1	1						
<b>Station 43</b>	1								
<b>City Building</b>									1
<b>Total</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>

### 2.3. Special Equipment

A full complement of special equipment is necessary for the delivery of fire and rescue services. Special equipment includes all of the equipment within fire stations or carried on fire engines and other apparatus that allow firefighters to safely and effectively deliver emergency services. Table 4 provides a listing of the equipment maintained by KCFD28.

**Table 4 Existing Special Equipment Inventory**

Existing Special Equipment Inventory	
Fire Equipment	Quantity
Rescue Tools	5
Self-Contained Breathing Apparatus (SCBA)	31
IT & Office Equipment	variable
Mobile Radios 800MHz/VHF	28
Portable Radios 800MHz/VHF	60
Personal Protective Gear	65
Pt Care Reporting Tablets	5
Defibrillators	5
Breathing Air Compressor	1
Thermal Imaging Cameras	4
Misc Tools & Equipment	variable

### 3. Needed Resources

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#### 3.1. Impacts of the Growth Management Act

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The Washington State Growth Management Act (GMA) was enacted to provide local oversight of community growth with the intent for local agencies such as counties, cities and towns, to monitor and mitigate the impacts of growth. Concurrency for transportation infrastructure is mandated by the Act and local agencies were given the authority to establish concurrency guidelines for other public needs such as water, sewer and fire services.

Fire districts such as KCFD28 were originally created to provide rural fire protection. At the time the GMA was enacted in King County, more than 30 independent rural fire districts existed; all were independent municipal corporations without reporting requirements to the King County planners who were charged with developing Comprehensive Plans and implementing codes to comply with the GMA. As a result, fire officials for the most part were unaware of the looming impacts that the GMA (and its mandate to establish urban growth boundaries) would have on their ability to deliver services into the future.

The 1990s brought an almost 54 percent population increase in the City of Enumclaw 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. Despite the negative population growth and stagnant development in this time frame the demand for service has increased significantly from 1653 calls for service in 2000 to 2326 calls for service in 2014.

Community growth generates the need for additional capital facilities to support the demand for service. While population has been in a negative growth for nearly twenty years the demand for services has increased significantly with only two investments made in capital facilities within the KCFD28 service area. One investment being a remodel in 1999 to Station 41, which is not actually owned by KCFD28 but rather leased from the City Of Enumclaw. The other investment was the addition of a modular home to the Station 42 property to house resident firefighters. The 2008 KCFD28 Master Plan stated that the current facilities were sufficient for providing the adopted level of service however the calls for service in 2008 were 1848 with career staffing 12 hours per day and (6) FTEs, representing a 25% difference in call volume and 24/7 career staffing with (13) FTEs compared to 2014.

## 3.2. Indicators of Future Capital Facility Needs

---

### 3.2.1. Level of Service Measures

#### *3.2.1.1. Response Effectiveness*

Response time is a critical component of any fire service system and is measured against two major benchmarks; time to brain death in a non-breathing patient and time to the occurrence of flashover<sup>3</sup> in a structure fire.

Response effectiveness is defined as the ability for a fire department to assemble enough equipment and personnel to prevent brain death, and control fire prior to flashover. Brain death begins to occur at 4 to 6<sup>4</sup> minutes in a non-breathing patient and flashover can occur anywhere from 3 to 20 minutes depending on availability of oxygen and fuel in a fire. Most fire engineers and the National Fire Protection Association (NFPA) estimate flashover to occur most commonly between seven (7) to twelve (12) minutes.<sup>5</sup>

#### *3.2.1.2. Level of Service Components and Measures*

Washington State Law in Chapter 52.33 RCW requires substantially career fire departments to adopt level of service standards and report performance of those standards annually. Time to the onset of brain death in a non-breathing patient and time to flashover in a structure fire are the two elements required to be considered by the State when setting performance standards. The statute further recognizes the National Fire Protection Association (NFPA), the International Fire Chief's Association (IFCA) and International City/County Management Association (ICMA) for their work on establishing performance measures for fire and rescue services.

Chapter 52.33 RCW requires reporting of "fractile" performance at the 90th percentile. In simple terms, this would be the response performance of the 90th emergency response out of 100 if the response data of these incidents were stacked in order

---

<sup>3</sup> Flashover refers to the point in a structure fire when everything in a room has heated to a point that causes everything within the room to instantaneously burst into flames. Survival is no longer possible in a room that has flashed-over. Flashover is a significant killer of firefighters even with all of their protective gear.

<sup>4</sup> The American Heart Association states; Brain death and permanent death start to occur in just four to six minutes after someone experiences cardiac arrest. Cardiac arrest is reversible in most victims if it's treated within a few minutes with an electric shock to the heart to restore a normal heartbeat. This process is called defibrillation. A victim's chances of survival are reduced by 7 to 10 percent with every minute that passes without CPR and defibrillation.

<sup>5</sup> Source: Time Verses Products of Combustion, NFPA handbook, 19<sup>th</sup> Edition

of response time from fastest to slowest. Response time performance of the 90th incident in the stack would be the agency's performance at the 90th fractile. To measure emergency response performance and identify system deficiencies, KCFD28 has adopted response time standards based upon the concepts described in this section and performance is evaluated against the following four performance factors.

***3.2.1.3. Turnout Time:***

Turnout time refers to the elapsed time from when firefighters have received notification of an emergency until they are able to cease their current task, walk to the apparatus bay, don personal protective equipment, board their response vehicle, securely seatbelt themselves into the vehicle and begin driving away from their assigned fire station toward the dispatched emergency.

***3.2.1.4. First Unit Travel Time:***

First unit travel time refers to the drive time required for the first emergency response unit to travel from a fire station to the address of the emergency it was dispatched to. The fire industry often refers to first unit travel time as "Distribution Time" which references the best practice of distributing fire stations and adequate resources across a fire departments service area so that all areas of the jurisdiction can be reached within the adopted time standard for the first unit to arrive on location of an emergency event. This time measure is sometimes referred to as the speed of attack or response.

***3.2.1.5. Resource Reliability:***

Reliability refers to the probability that the required amount of resources will be available when a fire or other emergency call is received. If all response resources are available at their assigned station every time an emergency call is received, they would have a reliability of 100%. If a fire station's emergency response unit is assigned to an emergency response when a second request for emergency response is received in that fire station's service area, a substitute response unit from a fire station farther away will need to respond causing longer response times than if the original unit were able to respond. These simultaneous emergency calls are tracked to measure the effectiveness or reliability of fire station resources; as the number of emergencies in a given fire station's service area increases, the probability of that station's emergency response unit(s) being available decreases. A decrease in unit availability or "Reliability" leads to increased response times, therefore it is imperative that response units remain available or reliable at least as often as they are expected to perform their defined level of service. To achieve 90% performance, response units must be available to respond 90% of the time.

### ***3.2.1.6. Levels of Service by Community Type:***

For discussion purposes, the areas within the boundaries of King County Fire District No. 28 can be broken down into three (3) distinctive classifications:

- The urban areas within the City of Enumclaw
- The suburban areas surrounding the City of Enumclaw
- The rural areas in the remainder of the Fire District's Service Area

There are many ways that public agencies measure the level of service they provide. In many communities it is appropriate to consider variations in service levels based on population densities. This is because rural areas often present lower risks than urban area based on land use and structure types. In addition, rural area dwellers often have a different expectation of service delivery based on geographical distance from service centers and the availability of lower revenue-producing assessed values found in rural areas.

The Centers for Public Safety Excellence (CPSE) have specifically defined the various population density ranges for determination of appropriate response performance objectives. These standards are as follows:

**Urban Service Area:**

A geographically defined land area having a population density greater than 2,000 or more people per square mile.

**Suburban Service Area:**

A geographically defined land area having a population density of 1,000 to 2,000 people per square mile.

**Rural Service Area:**

A geographically defined land area defined as having a population density of less than 1,000 per square mile.

### 3.3. King County Fire District 28 Levels of Service

The CPSE classifications are not used by Fire District No. 28 for establishing Level of Service (LOS) standards and the King County Comprehensive Plan identifies “rural lands” as “all lands which are not within an urban growth area and are not designated as natural resource, lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.” For LOS purposes therefore, the areas are classified as either Urban or Rural.

An analysis of population densities in King County Fire District No. 28 reveals that the areas in and surrounding Enumclaw’s city limits should be classified as “urban” while the remainder of the District’s lands should be classified as “rural” as represented in Exhibit 3 . The Board of Fire Commissioners has previously adopted the following response time standards;

**Urban levels of service:**

Shall be a response time of 9 minutes 90% of the time when the responsible Department has a staffed station.

**Rural level of service:**

Shall be a response time of 12 minutes 80% of the time when the responsible Department has a staffed station and 14 minutes 80% of the time when the fire station is not staffed

### 3.4. Current Response Time Performance

KCFD28’s current response times, shown in Table 4, are within the current established standards as adopted in 2008. It is important to note the current standards were adopted at a time when Station 41 was not staffed 24 x 7. When the response standards were adopted, volunteers would need to respond from home prior to apparatus responding on calls during times when the station was unstaffed. Under that model, it was unrealistic for the board of commissioners to believe that a lower response standard could have been met.

While our currently adopted response times are being met, a more appropriate representation of our ability to respond to emergencies is our Unit Reliability represented in Table 5. While it may appear that A41 is the only unit in the red response condition, with KCFD28’s current staffing model, we typically only have one unit staffed between the hours of 0600-2100. Keeping that in mind if Station 41 is at minimum staffing and A41 is out of service on a response, it is safe to assume that all of the other units are unavailable for immediate response as well, as represented in the total unit availability in Table 5.

**Table 5: 2014 Response Time Performance**

Response Time Performance for 2014*				
Description	Average	90th Percentile	80th Percentile	70th Percentile
City Of Enumclaw(Urban)	7:29	8:59	7:24	6:34
District(Rural)	10:55	15:23	13:43	12:42
Out of District	15:41	25:58	24:51	19:32
*Calculations made based on a 3 month average				

Table 6 Current Unit Reliability 2014<sup>9</sup>

Time committed to responses by unit 2014				
Unit	Out of Service Time Per Year	Percentage of Time Unavailable	Unit Reliability	Response Condition
A41	63430	12.07%	87.93%	Red
A411	8674	1.65%	98.35%	Green
E41	8340	1.59%	98.41%	Green
A42	3128	0.60%	99.40%	Green
T41	813	0.15%	99.85%	Green
E43	791	0.15%	99.85%	Green
U41	460	0.09%	99.91%	Green
U411	460	0.09%	99.91%	Green
C41	355	0.07%	99.93%	Green
B41	223	0.04%	99.96%	Green
T42	179	0.03%	99.97%	Green
R41	171	0.03%	99.97%	Green
E42	82	0.02%	99.98%	Green
<b>Total Unit Out of Service Time</b>	<b>87106</b>	<b>16.57%</b>	<b>83.43%</b>	<b>Red</b>

<sup>9</sup> Performance is displayed in a stop-light approach, red equals failure to the standard, yellow is above failure but within 5 percent of the standard and green signifies that the performance expectation is being met

### 3.4.1. Conclusion of Need for Capital Resources

KCFD28 uses multiple indicators in determining the need for additional resources that will achieve and maintain their level of service standards. KCFD28 commissioned Emergency Services Consulting Inc (ESCI) to provide a Master Plan in 2008, the study evaluated deployment of resources and various indicators of need to arrive at recommendations for future deployment. The 2008 Fire Master Plan and this Capital Facilities Plan have evaluated multiple variables of both KCFD28's service delivery model and their service area demographics to develop a rationale for the need of future resources. The variables considered regarding the KCFD28 service area include:

- The nature of fire and life safety risks
- Types of incidents occurring (fire, rescue, emergency medical services, etc.)
- The magnitude of incident types and their need for resources
- Types and sizes of properties and their specific risks (existing and future)
- The ability of existing resources to match demand of incident types and property risks
- Historic and predicted population and geographic growth
  - Urban growth
  - Suburban growth
  - Rural growth
- Historic and predicted land development
- Emergency call growth (historic and predicted)
- Travel times from fire stations to emergency scenes (historic and predicted)
- Availability of fire resources to demand for service (work load related, capacity of fire resources is limited)
- Responding unit types (career or volunteer staffing)
- Transportation networks (existing and future), and their influence on emergency response
- Geographic Information System (GIS) modeling of fire station coverage areas (provides for best placement of resources)
- Historic and predicted response times (current and future deployment)

Additionally, KCFD28 strives to provide our community with an adequate Protection Class based on the Washington State Surveys and Ratings Bureau (WSRB). By providing a lower protection class based upon the WSRB KCFD28 can provide our taxpayers with a significant cost savings in their insurance premiums. To determine a community's Protection Class the WSRB objectively evaluate the four major areas listed below:

**Fire Department:**

WSRB reviews such items as engine companies, ladder companies, distribution of fire stations and fire companies, automatic aid received, response to alarms, equipment carried on apparatus, apparatus maintenance, pumping capacity, reserve apparatus, department personnel and training.

**Water Supply:**

Water supplies used are reviewed to determine their adequacy for fire suppression purposes. Major tasks include calculating required fire flows (GPM) for buildings and conducting flow tests to measure water pressures (PSI) and volume (GPM). They also consider hydrant size, type, and installation, as well as the inspection frequency and condition of fire hydrants.

**Emergency Communications Systems:**

Our communities 911 system is evaluated including facilities, handling and dispatching fire alarms, dispatch personnel and training.

**Fire Safety Control:**

Fire prevention activities such as fire code enforcement, public education and building code enforcement are reviewed.

Currently two of the four evaluated areas, Water supply and Emergency Communications are out of KCFD28's control. However, the other two areas, Fire Department and Fire Safety Control, have significant impact on the projected Capital needs of KCFD28 in the future.

### 3.5. Capital Projects and Purchases

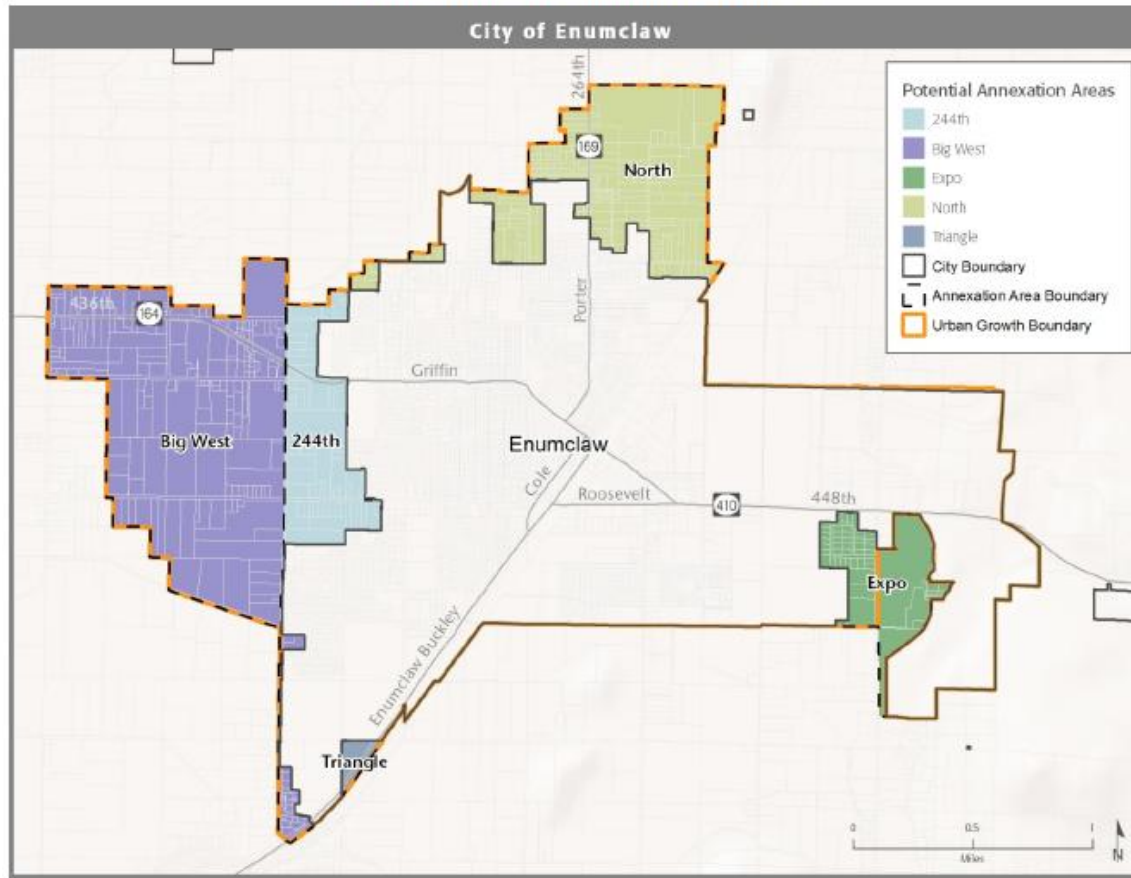
According to the 2008 Fire Master Plan produced by ESCI the current fire station locations provided adequate coverage to KCFD28 based upon the adopted levels of service and call volume of that time. However, over the past seven years there has been a nearly 25% in call volume and the City of Enumclaw comprehensive plan calls for significant annexation of the Urban Growth Area(UGA). These issue of annexation significantly affects KCFD28's ability to deliver its adopted levels of service and is discussed below.

According to a Fiscal Impacts of Annexation Study authored by Berk & Associates (2009) any annexation that includes the "Big West" annexation area, as seen in Exhibit 3, may have implications for the City of Enumclaw's patterns of commerce. As the only annexation area with significant potential to support a new commercial center it is imperative that KCFD28 be proactive in addressing the projected future needs of this annexation.

In order to provide for the needs of the "Big West" annexation KCFD28 needs to consider the current layout of it three fire stations and their ability to cover a commercial center within the established response standards. As shown in Exhibit 4 you can see that a relocated Station 43 would provide better coverage to the "Big West" annexation area in conjunction with a relocated Station 41 providing better coverage to any growth to the eastern half of the district.

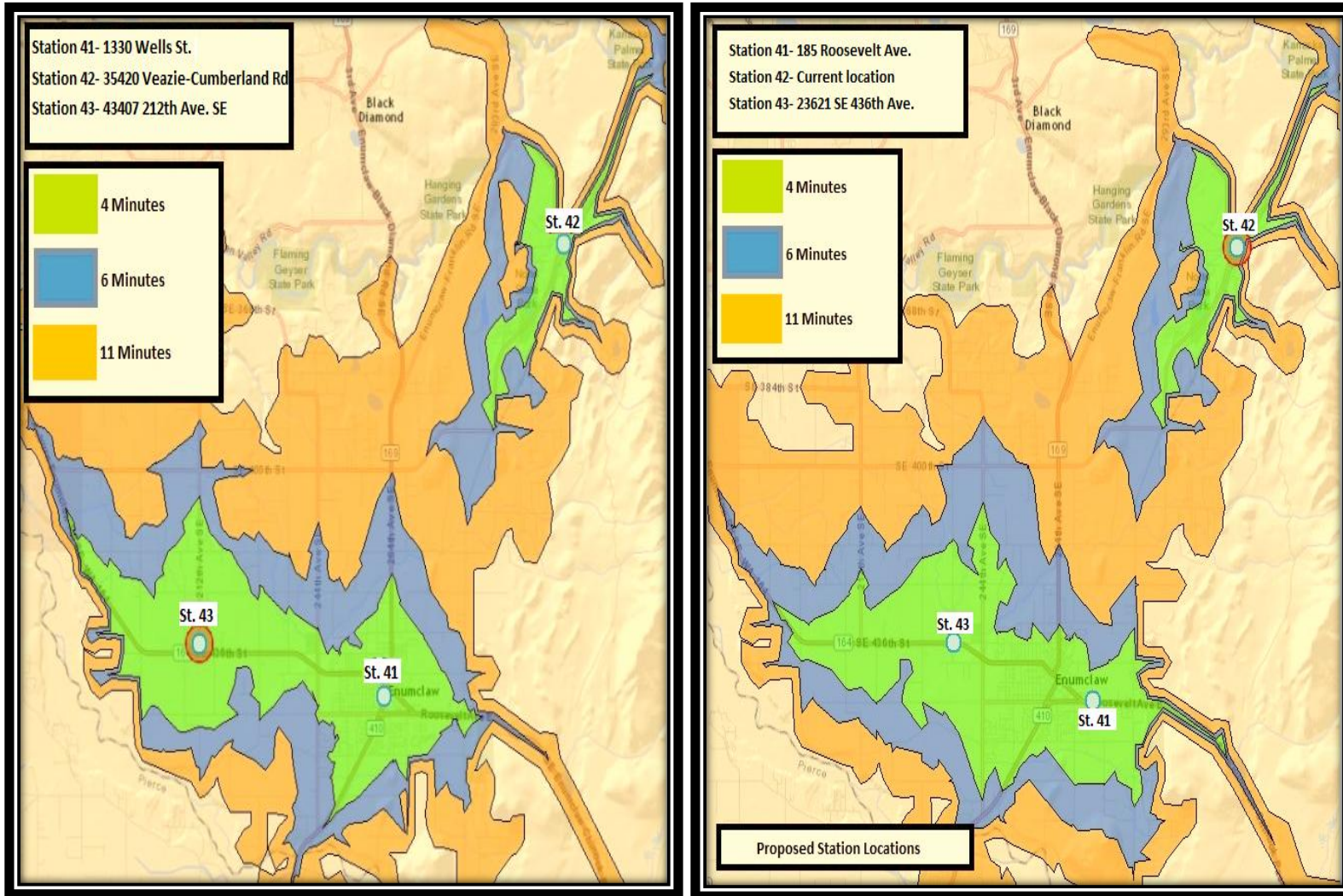
Exhibit 3: City of Enumclaw Annexation Map

**City of Enumclaw Annexation Areas**



Source: Berk & Associates, 2008

Exhibit 4: Map of Existing and Proposed Fire Stations with Travel Time Coverage Comparison



### **3.5.1. Cost of New Fire Stations**

The following costs are based on the General Services Administration's estimates for size requirements of fire stations capable of meeting the National Fire Protections Associations standards for safe and effective fire stations. Cost of construction is based upon recent construction costs of fire station construction experienced by the Kent and Graham Fire Departments.

### **3.5.2. Proposed Station 41**

Station 41 shown in Exhibit 4 is proposed to be relocated near the area of 185 Roosevelt Avenue East, a location that can provide service to the areas currently served by existing Stations 41 and better coverage to the eastern borders of the fire district. This new station in conjunction with a proposed relocation of Station 43 near 23621 SE 436<sup>th</sup> Avenue SE will provide better concentration of resources and quicker response times to existing and future development. Proposed Station 41 will serve as a 20,000 sq. ft. Headquarters, providing office and other space for all administrative and training functions, training grounds, emergency response apparatus and living quarters for on duty personnel. The estimated costs of the proposed Station 41 are shown in Exhibit 5.

## Exhibit 5: Estimated Cost of Proposed Station 41

<b>Land and Construction Costs</b>	
Land (3 acres x 43,560 per acre = 130,680)	\$653,400
New Construction @ \$310 sq. ft.	\$6,200,000
Site Development @ \$12 sq. ft.	\$1,568,160
<b>Subtotal Land and Construction Costs</b>	<b>\$8,421,560</b>
<b>Project Soft Costs</b>	
Furnishing and Equipment @ 7%	\$589,512
Washington Sales Tax @ 9.5%	\$808,474
Architect and Engineering Fees @ 10%	\$842,160
Project Management @ 8%	\$673,728
Permits/Fees/Inspections @ 3%	\$252,648
Printing/Reimbursables @1%	\$84,216
Contingency funds @ 12%	\$1,010,592
<b>Subtotal Soft Costs</b>	<b>\$4,261,330</b>
<b>Total Station 41 Project Costs (2015 Dollars)</b>	<b>\$12,682,890</b>
<b>Cost with 3% inflator per year</b>	
2020	\$14,702,522
2025	\$17,044,743
2030	\$19,759,529
2035	\$22,906,710

### 3.5.3. Proposed Station 43

Station 43 shown in Exhibit 4 is proposed to be relocated near the area of 23621 SE 436th Avenue SE, a location that can better provide service to some of the areas currently served by existing Stations 41 and better coverage to the “Big West” annexation area. This new station in conjunction with a proposed relocation of Station 43 near will provide better concentration of resources and quicker response times to existing and future development. If it is determined that the relocation of the current Station 41 is not feasible the proposed Station 43 will still have significant impact upon service delivery. KCFD28’s ability to provide service to newly developed areas to the West of the City Of Enumclaw is greatly enhanced without significant coverage overlap with the current Station 41. Proposed Station 43 will serve as an 8,000 sq. ft. satellite station providing office space and living quarters for on duty personnel and (2) emergency response apparatus.

**Exhibit 6: Estimated Cost of Proposed Station 43**

<b>Land and Construction Costs</b>	
Land (1 acre x 43,560 per acre)	\$217,800
New Construction @ \$310 sq. ft.	\$2,480,000
Site Development @ \$12 sq. ft.	\$522,720
<b><i>Subtotal Land and Construction Costs</i></b>	<b><i>\$3,220,520</i></b>
<b>Project Soft Costs</b>	
Furnishing and Equipment @ 7%	\$225,436
Washington Sales Tax @ 9.5%	\$305,949
Architect and Engineering Fees @ 10%	\$322,052
Project Management @ 8%	\$257,642
Permits/Fees/Inspections @ 3%	\$96,616
Printing/Reimbursables @1%	\$32,205
Contingency funds @ 12%	\$386,462
<b><i>Subtotal Soft Costs</i></b>	<b><i>\$1,626,362</i></b>
<b>Total Station 43 Project Costs (2015 Dollars)</b>	<b>\$4,846,882</b>
<b>Cost with 3% inflator per year</b>	
2020	\$5,618,865
2025	\$6,539,237
2030	\$7,551,248
2035	\$8,754,008

### 3.5.4. Cost of Special Equipment Required, 2016-2035

Identifies total revenue needed between 2016 and 2035 to fund KCFD28's equipment purchase and replacement plan.

**Table 7: Special Equipment costs 2016-2035**

Special Equipment Cost in 2015 Dollars				
Description	Replacement Quantity	Cost	Cycles in 20 Year Plan	Subtotal
Rescue Tools	3	\$34,441	2	\$206,646
SCBA	31	\$6,500	1	\$201,500
IT & Office Equipment	1	\$10,000	20	\$200,000
Mobile Radios 800MHz/VHF*	28	\$2,100	2	\$117,600
Portable Radios 800MHz/VHF*	60	\$1,750	2	\$210,000
Bunker Gear	65	\$2,100	2	\$273,000
Defibrillators	6	\$4,656	2	\$55,872
Breathing Air Compressors	1	\$70,232	1	\$70,232
Thermal Imaging Cameras	4	\$20,303	2	\$162,424
Pt Care Reporting Tablets	4	\$7,070	3	\$84,840
Emergency Operations Center	1	\$20,000	1	\$20,000
Station 41 Generator	1	\$50,000	1	\$50,000
Station 42 Generator	1	\$20,000	1	\$20,000
Misc. Tools & Equipment**	1	\$25,000	20	\$500,000
<b>TOTAL (in 2015 Dollars)</b>				<b>\$2,172,114</b>
*Puget Sound Emergency Radio Network implementation will affect future radio expenses				
**Includes hoses, nozzles, hand tools, saws, fans, etc				

### 3.5.5. Apparatus Replacement

Identifies the life cycle of apparatus and the total revenue needed between 2016 and 2035 to fund KCFD28’s apparatus purchase and replacement plan.

Table 8: Apparatus Replacement Summary

Apparatus Replacement Schedule with 3% Annual Inflation						
Year	Fire Engine	Aid Car	Command or Utility	Tender	Brush/Rescue Other	Projected Cost for Year
2016						\$0
2017						\$0
2018						\$0
2019						\$0
2020						\$0
2021	1	1				\$821,137
2022						\$0
2023						\$0
2024						\$0
2025						\$0
2026						\$0
2027		1		1		\$1,262,792
2028				1		\$1,005,064
2029						\$0
2030						\$0
2031	1	1	1		1	\$1,515,628
2032						\$0
2033						\$0
2034					1	\$261,272
2035					1	\$32,707
2036					1	\$40,435
<b>Total 20 year apparatus costs</b>						<b>\$4,939,036</b>

#### 4. 20 Year Capital Cost Summary

The cost of resources itemized in Table 9, are based upon an interim plan to achieve and maintain fire service concurrency over the next 20 years. Capital needs include the construction of two new fire stations and all of the apparatus (fire engines, ladders etc), and equipment required to deliver fire and life safety services.

Timing of fire station and other capital expenditures is consistent with the capital projects detailed in section 3.5, found on pages 18 through 26 of this document. Fire station construction costs are shown in a single budget year but in reality will be spread out over four years for each proposed station project. Generally the four year plan follows a first year of design and engineering, a second year of design approval and includes expenses for permitting and site infrastructure improvements. The third year expenses represent hard construction costs, and the fourth year ends with the completion of construction, acceptance by KCFD28 from the contractor and installation of final furnishings and firefighting equipment.

Phasing of construction and corresponding expenditures is equal to 30 percent of the projects estimated costs in the first two years. Third year expenses are estimated at 60% of the overall project cost and 10 percent is budgeted in the fourth and final year of the construction process.

**Table 9: 20 Year Cost of Capital Resource Needed to Preserve LOS, 2016 – 2035**

20 Year Capital Needs																						
Costs in thousands based with 3% Annual Inflation																						
Expense Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	Total
Station Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,083	\$7,118	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,201
Apparatus	\$0	\$0	\$0	\$0	\$0	\$821	\$0	\$0	\$0	\$0	\$0	\$1,263	\$1,005	\$0	\$0	\$1,516	\$0	\$0	\$261	\$33	\$40	\$4,939
Equipment	\$124	\$119	\$62	\$51	\$52	\$294	\$257	\$188	\$238	\$60	\$62	\$64	\$169	\$68	\$70	\$118	\$345	\$262	\$260	\$81	\$84	\$3,030
<b>Total</b>	<b>\$124</b>	<b>\$119</b>	<b>\$62</b>	<b>\$51</b>	<b>\$52</b>	<b>\$1,115</b>	<b>\$257</b>	<b>\$188</b>	<b>\$238</b>	<b>\$60</b>	<b>\$62</b>	<b>\$19,410</b>	<b>\$8,292</b>	<b>\$68</b>	<b>\$70</b>	<b>\$1,633</b>	<b>\$345</b>	<b>\$262</b>	<b>\$521</b>	<b>\$114</b>	<b>\$124</b>	<b>\$33,170</b>

## 5. Capital Resource Costs, 2016 – 2021

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Table 10: Six (6) Year Capital Needs

Six (6) Year Capital Needs							
All Costs in thousands based on 3% inflation							
Year	2016	2017	2018	2019	2020	2021	6 Year Total
Station Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Apparatus	\$0	\$0	\$0	\$0	\$0	\$821	\$821
Equipment	\$124	\$119	\$62	\$51	\$52	\$294	\$702
Asset Preservation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total in Thousands</b>	<b>\$124</b>	<b>\$119</b>	<b>\$62</b>	<b>\$51</b>	<b>\$52</b>	<b>\$1,115</b>	<b>\$1,523</b>

## 6. Financing Plan

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Full funding of this capital plan depends on KCFD28 annual levy being increased to \$1.50 per assessed \$1,000, impact fees and additional capital bond measures. Through annual tax levies and bonds, the tax payers of KCFD28 will fund 59 percent of the 20 year capital needs with impact fees estimated to provide 41 percent of the funding required. Impact and level of service fees to be assessed on new development have been estimated to produce \$2,383 per residential dwelling unit and \$.35 per square foot of commercial space making up \$10.2 million of the \$33.1 million required to fund the plan.

## 6.1. Financial Feasibility of Capital Facilities Plan

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The revenue resources identified in Table 7, “20 Year Cost/Funding Sources for Capital Needs” indicate that it is financially feasible to maintain KCFD28’s current response capabilities while keeping pace with the future growth of the district. The financial feasibility is dependent upon several items to include the following.

- A voter approved increase and maintenance of the levy rate to \$1.50 per assessed \$1,000.
- A voter approved capital bond for the building of proposed stations.
- Implementation of impact fees on new development.

Within the financial plan, impact fees account for approximately \$10.2 million in the 20 year funding plan.

## 6.2. Methodology for Impact Fee Calculation

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KCFD28 has \$33.1 million in capital needs in the next 20 years. An evaluation was done by staff which indicates that 75 percent of our workload occurs within the city limits of Enumclaw; the other 25 percent occurs within the unincorporated areas of KCFD28. Based upon this, the complete amount of capital costs cannot be assessed to the residents and businesses of the City of Enumclaw. In addition, KCFD28 cannot assess the entirety of the City of Enumclaw’s 75 percent (\$24,877,500) of capital needs to new growth. Over the next 20 years the population of the City of Enumclaw is projected to increase 41 percent. If zoning remains consistent with the existing use the life expectancy of our capital equipment is expected to be compressed by 41% due to the additional workload. The current residents and businesses of the City of Enumclaw will be expected to bear 59 percent(\$23 Million) of the future capital costs over the next 20 years. New residents and new commercial occupancies will bear the remaining 41 percent(\$10.2 Million)) based upon the expected growth and resulting compression of capital equipment. The mathematical formula shown in Table 11 will be used to calculate the impact fees for future residential and commercial occupancies within the City of Enumclaw.

Table 11 Impact Fee Formula

Impact Fee Formula For City of Enumclaw (COE)		
Projected Capital Cost		\$33,170,000
Workload in COE	x	75%
Projected Capital Cost COE		\$24,877,500
Projected Growth in COE	x	41%
Projected Capital Cost due to Growth in COE		\$10,199,775
50% Split Between Commercial and Residential	x	50%
<b>Projected Capital Cost for Residential/Commercial</b>		<b>\$5,099,887.50</b>
Commercial Impact Fee Formula for City of Enumclaw(COE)		
Projected Capital Cost For Commercial		\$5,099,887.50
Feet <sup>2</sup> of Vacant and Redevelopable Land Zoned Commercial in COE*	÷	14,679,720
<b>Impact Fee Per Foot<sup>2</sup> of Commercial Land</b>		<b>\$0.35</b>
Residential Impact Fee Formula for City of Enumclaw(COE)		
Projected Capital Cost For Residential		\$5,099,887.50
Number of Projected Dwelling Units*	÷	2,140
<b>Impact Fee Per Dwelling Unit</b>		<b>\$2,383.13</b>
*According to 2015 City of Enumclaw Comprehensive Plan		

### 6.3. GMA Policy

Washington’s Growth Management Act in RCW 36.70A.070 (3) (e) contains a requirement to reassess the land use element of applicable Comprehensive Plans if probable funding falls short of meeting existing needs. This requirement applies to either City of Enumclaw or King County, not directly to KCFD28. Both the City of Enumclaw and King County have responsibility for Comprehensive Land Use Plans that apply to areas within KCFD28’s response area. KCFD28’s policy is to annually assess probable funding for consistency with this Plan. When funding is likely to fall short, KCFD28 may make adjustments to; levels of service performance standards, timelines for implementation of the Plan, sources of revenue, or a combination of the previous to achieve a balance between available revenue,

needed capital facilities and adequate levels of service. In addition, KCFD28 will provide annual updates to the City of Enumclaw and King County that address KCFD28's ability to fund this plan. This policy constitutes KCFD28's response to RCW 36.70A.070 (3) (e).

Appendix-A

Exhibit 7: Appendix-A Vehicle Replacement Costs

Existing Apparatus and Equipment Inventory and Valuation Summary with 3% Annual Inflation									
Year	Assignment	Make	QTY	Vehicle Type	Replacement Cost In Replacement Year	Equipment Cost In Replacement Year	Replacement Year	Replacement Cycle (Years)	Total
1991	Engine 43	Seagrave	1	Type I Engine	\$480,000.00	\$100,778.01	2021	30	\$580,778.01
2001	Aid 411	Braun	1	Aid Unit	\$200,000.00	\$40,358.97	2021	20	\$240,358.97
1997	Tender 42	H&W	1	Tender	\$855,456.53	\$120,334.22	2027	30	\$975,790.75
2006	Aid 42	Braun	1	Aid Unit	\$238,810.46	\$48,190.72	2027	21	\$287,001.18
1998	Tender 41	Seagrave	1	Tender	\$881,120.23	\$123,944.25	2028	30	\$1,005,064.47
2001	Engine 42	H&W	1	Type I Engine	\$645,079.86	\$135,437.22	2031	30	\$780,517.08
2001	Brush 41	H&W	1	Type VI Engine	\$288,847.16	\$44,931.78	2031	30	\$333,778.94
2010	Aid 41	Braun	1	Aid Unit	\$268,783.27	\$54,239.08	2031	21	\$323,022.35
2001	Utility 41	Ford F-350	1	Utility Truck	\$60,176.49	\$18,133.18	2031	30	\$78,309.67
2004	Rescue 41	Ford F-550	1	Rescue	\$191,132.16	\$70,140.24	2034	30	\$261,272.40
2005	Tower 41	Allmand	1	Light Tower	\$32,706.87	\$0.00	2035	30	\$32,706.87
2006	Quad 41 & 411	Polaris	2	ATV	\$18,357.39	\$1,860.29	2036	30	\$40,435.36
<b>Cost to Replace Apparatus and Equipment 2016-2035</b>									\$4,939,036.05
Existing Apparatus and Equipment Inventory and Valuation Summary with 3% Annual Inflation									
2007	Utility 411	Ford F-350	1	Utility Truck	\$71,853.88	\$21,651.97	2037	30	\$93,505.85
2008	Pt Trailer	All Terrain Res-Q	1	ATV Trailer	\$17,000.47	\$0.00	2038	30	\$17,000.47
2010	Chief 41	Ford F-150	1	Command	\$78,516.67	\$23,659.69	2040	30	\$102,176.36
2015	Ladder 41	Rosenbauer	1	Quint	\$1,820,446.85	\$204,860.95	2045	30	\$2,025,307.81
2015	Engine 41	Rosenbauer	1	Type I Engine	\$975,741.16	\$204,860.95	2045	30	\$1,180,602.12
<b>Cost to Replace Remaining Apparatus and Equipment</b>									<b>\$3,418,592.61</b>

# Capital Facilities Plan

*2016-2021*



## Enumclaw School District No. 216

*2929 McDougall Avenue  
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*Board Adopted:*

*July 18, 2016*

# Six-Year Capital Facilities Plan

2016-2021

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**Enumclaw School District No. 216**  
Enumclaw, Washington 98022

## CAPITAL FACILITIES PLAN

Approved by Board of Directors  
Resolution No. \_\_\_\_

The Enumclaw School District No. 216 hereby provides to the King County Council, City of Enumclaw and City of Black Diamond, this Capital Facilities Plan documenting present and future school facility requirements of the District. The plan contains all elements required by the Growth Management Act and King Code 21A, including a six (6) year financing plan component.

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## Executive Summary

In accordance with King County Code 21A.43, this update has been prepared by the Enumclaw School District No. 216 to reflect current conditions in facility usage and needs.

The District's service area includes areas of unincorporated King County, the City of Black Diamond, and the City of Enumclaw. Currently, the District serves a student population of about 3,963 (Oct. 2015) students in kindergarten through grade 12. Enrollment projections presented herein, indicate that the enrollment growth will occur over the next six years.

Following a period of little to no growth, the District anticipates healthy enrollment gains as a result of growth projected to begin within the six-year planning period (and continue beyond the six year planning period). The City of Black Diamond is planning for development of two approved Master Planned Developments (the "MPDs"), the Villages and Lawson Hills, over the next fifteen plus years. Together, the MPDs include 6,050 dwelling units. It is anticipated that construction of residential dwelling units in Phase IA of the Villages MPD will begin in 2017 with the construction of 250 single family housing units. It is further anticipated that during the six year period of this Capital Facilities Plan, over 1,505 housing units will be constructed in the two MPDs. Using current student generation rates, this could mean an increase in the District's enrollment by approximately 776 students from these units in a six year period. The City of Enumclaw is in receipt of a preliminary plat proposal to subdivide land within the city limits. This project, known as Suntop Planned Unit Development "Division 1," includes 116 single family residential lots. It is anticipated that the project will be constructed beginning in 2016, with full occupancy occurring in 2017. Using current student generation rates, this could result in an additional increase of approximately 64 students within this six year period. Additionally, there are six other developments at various stages of approval within the city limits of Enumclaw. A total of 215 single family dwelling units will be built as result, likely within the six year period of this plan. Finally, there is ongoing, though limited, development in the unincorporated area of King County that is located within the District. With this cumulative potential new development, the District will likely need to add student capacity at the elementary level during the six-year planning period and begin to plan for capacity additions all three grade levels. Section IV of this Plan identifies the District's anticipated long term planning with regard to the development within the City of Black Diamond.

This Plan includes the capacity projects planned by the District during this planning period. The District has identified a need during this six-year planning period for additional elementary capacity in the Black Diamond area. As noted above, the District will also need substantial capacity additions in the long-term planning period in response to development activity throughout the District and particularly within the City of Black Diamond. Future updates to this Plan will reflect planning needs in response to growth.

## Section I: Six-Year Enrollment Projection

This plan update is based on the anticipated number of students expected to be enrolled through 2021. The six-year projection (2016-2021) will assist in determining short term needs and form the basis for assessing the need for impact fees.

Enrollment projections are most accurate for the initial years of the forecast period. Moving further into the future, more assumptions about economic conditions and demographic trends in the area affect the projection. In the event that enrollment growth slows, plans for new facilities can be delayed. It is much more difficult, however, to initiate new projects or speed projects up in the event enrollment growth exceeds the projections. Regular updates of both the enrollment projections and the Capital Facilities Plan (CFP) are essential to good facility planning.

The District relies on two population forecasts for purposes of projecting student enrollment. The first is an estimate by the Superintendent of Public Instruction (OSPI). OSPI estimates future enrollment through 2019 using the cohort survival method. This method estimates how many students in one year will attend the next grade in the following year. Due to the fact that the cohort survival method does not incorporate in-migration, particularly from anticipated new development within the District, these projections are considered highly conservative. See [Appendix A](#).

The second forecast is a modified cohort analysis, which uses the cohort projections as a base, incorporates King County live birth data and the District's historic percentage of those births to determine the number of kindergartners entering the system, and further incorporates assumptions based on known new residential development proposals within the District. See [Appendix B](#). Because this analysis incorporates the expected in-migration to the District from new development, the District uses this analysis for purposes of determining capacity needs throughout the six years of this planning period. Using the modified enrollment projections, the District's enrollment is expected to increase over the six years of this Plan.

With regard to the expected enrollment from the anticipated 6,000 dwelling units in Black Diamond, the District anticipates, using best known information to date, that building of residential units will commence in 2017, with the first units anticipated to be occupied in 2018 (with building and occupancy to continue for a period of fifteen years or more thereafter). As such, the enrollment impacts from the start of these two developments begin to show during the last years of this Plan period. Future updates to this Plan will provide additional and updated information regarding these projects and the impacts on District enrollment.<sup>1</sup>

Note that the District uses a headcount enrollment figure because full-day kindergarten has, for several years, been uniform across the District. Full-day Kindergarten is now being fully funded by the State of Washington, and it is anticipated this will continue in the future. As a result, there will be an on-going need for Kindergarten classroom space.

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<sup>1</sup> Similarly, the District intends to closely monitor development in the City of Enumclaw in order to further assess the potential and real impacts to student enrollment. Future updates to this Plan will reflect new enrollment information.

Using the modified cohort survival projections, a total enrollment of 5,107 (HC) is expected in 2021 with most of the growth occur in the latter half of the planning period when the first portion of homes in the MPDs in Black Diamond are expected to be occupied. In other words, the District expects the enrollment of 1,144 additional students between 2015-2021. See Table 1.

**Table 1: Projected Student Enrollment  
2013-2019**

<i>Projection</i>	<i>2015*</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>Actual Change</i>	<i>Percent Change</i>
Modified Cohort (HC)	3,963	3,905	4,094	4,247	4,483	4,748	5,107	1,144	22.40%

\* Actual enrollment (October 1, 2015)

## **Section II: Current Enumclaw School District “Standard of Service”**

In order to determine the capacity of the District’s facilities, the King County Code 21A refers to a “standard of service” that each school district must establish in order to ascertain its overall capacity. The standard of service is based upon the number of classrooms available at each school and the desired average class load district-wide. A favorable class size is used to promote the standard and quality of educational programs the residents of the Enumclaw School District expect and support through the passage of levies and bonds.

Rooms designed for special use are not counted as classrooms. Portables used for classrooms are employed on an interim basis only. When additional permanent classrooms are available portables are removed from service, transferred to other locations, or used for non-classroom purposes.

The District’s standard of service is based on current standards. Future updates to the Capital Facilities Plan will incorporate any funded implementation of K-3 class size reduction and Initiative 1351 (which requires reduced class sizes across all grades K-12).

### **Current Standards of Service for Elementary Students:**

Average district wide class size for grades K-4 should not exceed 23 students.

Average district wide class size for grades 5 should not exceed 26 students.

Elementary school permanent capacity should be between 400 and 500 students.

Class size may vary from building to building based upon different influencing factors at each school.

Students may be provided music instruction, physical education, and lunch in a separate classroom or facility.

Students may have scheduled time in a special computer lab.

Special Education for student with disabilities may be provided in a self-contained classroom with a maximum capacity of 10-12 depending on the program.

Identified students will also be provided other educational opportunities in classrooms and/or special spaces for programs designated as follows:

- English Language Development (ELD)
- Integrated Programs & Resource Rooms (for special remedial assistance)
- Education for Disadvantage Students (Title 1)
- Highly Capable Program
- Other Remediation Programs
- Learning Assisted Program (LAP)
- School Adjustment Programs for severely behavior-disordered students
- Hearing Impaired
- Mild, Moderate and Severe Developmental Disabilities
- Developmental Kindergarten
- Preschool Handicapped
- Early Childhood Education Assistance Programs (ECEAP)

All of the above special programs require specialized classroom space; thus, the full-time student capacity of buildings housing these programs is reduced. Students leave their regular classroom for a period of time to receive instruction in these special programs. When programs change, program capacity fluctuates and the plan is updated annually to reflect the change in program and capacity.

**Current Standards of Service for Secondary Students:**

The standards of service outlined below reflect only those programs and educational opportunities provided to secondary students which directly affect the capacity of the school buildings.

Average district wide class size for grades 6-8 should not exceed 28 students.

Middle school permanent capacity should be between 500 and 550 students.

Average district wide class size for grades 9-12 should not exceed 28 students.

High school permanent capacity should not exceed 1,344 students.

Special Education for students with disabilities may be provided in a classroom with a capacity of 10-15 depending on program.

Identified students will also be provided other educational opportunities in classrooms and/or special spaces for programs designated as follows:

- Instrumental and Vocal Music
- Integrated Programs & Resource Rooms (for special remedial assistance)
- Computer Labs
- Advanced Placement Programs
- Basic Skills Programs
- Variety of Career and Education Programs

Many of these programs require specialized classroom space and can reduce the permanent capacity of the school buildings.

Each school's available capacity will vary with the type of programs and space utilization in the building. When a large number of portables are added to site to add capacity, other support facilities, such as gymnasiums, lunch areas, halls, etc. become inadequate.

### Section III: Inventory and Projected Six-Year Enrollment Capacity of Schools

Currently, the District has permanent program capacity to house 4,352 students based on the District’s Standard of Service as set forth in Section II. Portable classroom capacity for 440 students brings the total capacity to 4,792.<sup>2</sup> A summary of the current enrollment and proposed capacity, and the breakdown at each grade span, is as follows:

*Table 2: Summary of Capacity*

	<b>Permanent Capacity</b>	<b>Portable Capacity</b>	<b>Total Capacity</b>	<b>Oct. 2015 Enrollment (HC)</b>	<b>Surplus Capacity w/o Portables</b>	<b>Surplus Capacity w/ Portables</b>
<b>2015-16 Current</b>						
Elementary	1,916	220	2,136	1,752	164	384
Middle School	1,092	0	1,092	887	205	205
Senior High	1,344	220	1,564	1,324	20	240
<b>District Total</b>	<b>4,352</b>	<b>440</b>	<b>4,792</b>	<b>3,963</b>	<b>389</b>	<b>829</b>

Included in this Plan is an inventory of the District’s schools by type, address and current capacity. See Table 3.

In the fall of 2005, the District closed J.J. Smith Elementary due to the age and condition of the building. The building is now being upgraded to meet current educational instruction requirements in order to temporarily house students from Black Diamond Elementary during the reconstruction of that school. Thereafter, J.J. Smith will be used to house the District’s Birth-to-K program and for special education pre-school and ECEAP programs. Other potential uses include before and after school programs.

Black Diamond Elementary is scheduled to be demolished during the summer 2016. Reconstruction of the school will begin summer 2016 and is scheduled to open fall 2017. The new Black Diamond will have a capacity of 450 students in permanent housing.

Based on the enrollment forecasts, current inventory and program capacity, current standard of service, portable capacity, and construction of new classroom spaces, the District anticipates having sufficient capacity to house students during the next three to four years. However, with the planned new development commencing in the City of Black Diamond and potential development in the City of Enumclaw and King County during the six year planning period, the District anticipates needing to add additional student capacity in the short term. In addition, any funded implementation of class size reduction measures will further impact available and needed capacity. Future updates to this Capital Facilities Plan will address any such implementation.

<sup>2</sup> The District’s intent is for all students to be served in permanent classroom facilities. As such, portables are intended to be a temporary capacity solution. The District currently has four classrooms in portables at Kibler Elementary, five classrooms in portables at Black Diamond Elementary, and nine classrooms in portables at Enumclaw High School.

**TABLE 3: Inventory Summary**

An inventory of existing permanent school facilities including the locations and capacities of those facilities is provided below.

<b>Existing Facility</b>	<b>Location</b>	<b>Capacity<sup>1</sup></b>
Black Diamond Elementary	25314 Baker Street Black Diamond, WA 98010	193
Byron Kibler Elementary	2057 Kibler Avenue Enumclaw, WA 98022	461
Southwood Elementary	3240 McDougall Avenue Enumclaw, WA 98022	364.5
Sunrise Elementary	899 Osceola Street Enumclaw, WA 98022	461
Westwood Elementary	21200 SE 416th Enumclaw, WA 98022	436.5
Enumclaw Middle School	550 Semanski Street S. Enumclaw, WA 98022	560
Thunder Mountain Middle School	42018 264th Avenue E. Enumclaw, WA. 98022	532
Enumclaw High School	226 Semanski Street S. Enumclaw, WA 98022	1344

<sup>1</sup>=Exclusive of portable classrooms and based upon District standards (see Section II).

**Table 4 – Projected Enrollment & Capacity\***

<b>K-5 Elementary</b>							
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Permanent Capacity	1,916	1,723	1,723	2,173	2,173	2,173	2,173
New Construction: Elementary		**	450***				
Portable Capacity Available	220	96	96	96	96	96	96
Portable/Purchase, Relocate							
<b>Total Capacity</b>	<b>2,136</b>	<b>1,819</b>	<b>2,269</b>	<b>2,269</b>	<b>2,269</b>	<b>2,269</b>	<b>2,269</b>
Projected Enrollment*	1,752	1,748	1,873	1,972	2,120	2,205	2,235
Surplus/(Deficit) of Perm. Capacity	164	(25)	300	201	53	32	(62)
Surplus/(Deficit) with Portables	220	71	396	297	149	64	34
<b>6-8 Middle School</b>							
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Permanent Capacity	1,092	1,092	1,092	1,092	1,092	1,092	1,092
New Construction: Middle School							
Portable Capacity Available	0	0	0	0	0	0	0
Portable/Purchase, Relocate							
<b>Total Capacity</b>		<b>1,092</b>	<b>1,092</b>	<b>1,092</b>	<b>1,092</b>	<b>1,092</b>	<b>1,092</b>
Projected Enrollment*	887	875	928	975	1,079	1,151	1,319
Surplus/(Deficit) of Perm. Capacity		217	164	117	13	(59)	(227)
Surplus/(Deficit) with Portables	-	-	-	-	-	-	-
<b>9-12 High School</b>							
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Permanent Capacity	1,344	1,344	1,344	1,344	1,344	1,344	1,500
New Construction: H.S. Completed						156****	
Portable Capacity Available	220	220	220	220	220	-	-
Portable/Purchase, Relocate****							
<b>Total Capacity</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,500</b>	<b>1,500</b>
Projected Enrollment*	1,324	1,282	1,293	1,300	1,284	1,392	1,513
Surplus/(Deficit) of Perm. Capacity	240	62	51	44	60	108	(13)
Surplus/(Deficit) with Portables		282	271	264	280	108	(13)

\*2015 reflects actual October enrollment.

\*\*The existing Black Diamond Elementary School will be closed for reconstruction and addition of capacity. Students will be temporarily housed at the J.J. Smith site.

\*\*\*The new Black Diamond Elementary School, with expanded capacity, is scheduled to open.

\*\*\*\*The renovated and expanded Enumclaw High School is scheduled to open.

## **Section IV: The District's Planning and Construction Plan**

### **Trigger of Construction**

Planning for new schools and additions to existing schools is triggered by comparing the enrollment forecasts with District capacity. Projected available student capacity was derived by subtracting projected student enrollment from existing school capacity for each of the six years in the forecast period (2015-2021). Capacity needs are expressed in terms of "Surplus/(Deficit) of Permanent Capacity." A "(Deficit)" in permanent capacity means that there will be unhoused students (who will likely be served in portable classrooms, in classrooms where class size exceeds State standards, Board expectations and/or contractually negotiated agreements within the local school district). The unhoused student levels are shown in Table 5. Note: for purposes of assessing capacity, the District has included the capacity improvements that are planned over the six year planning period. As previously discussed in this Plan, the District intends to monitor development and enrollment growth and will continue to assess the need for any capacity additions in future updates to this Plan.

### **Facility Needs 2015-2021)**

The voters in the District approved a Bond in April 2015 that includes replacement and expansion of the current Black Diamond Elementary School and renovation/expansion of Enumclaw High School. Notably, creating new capacity at Black Diamond Elementary will help to ensure that elementary schools in other areas of the District are not overcrowded and that capacity is available in those schools to serve new development. The projects listed in Table 5 are anticipated based upon information available at the present time. Due in part to potential anticipated growth within the City of Enumclaw, the District may also purchase additional portables during the six years of this planning period.

### **Facility Needs (Long Term)**

Based upon present information regarding the development activity within the City of Black Diamond, the District is planning for long term needs in the Black Diamond area. The District anticipates that, based upon service standards and enrollment projections, the two approved master planned development projects may necessitate the future need for four new elementary schools, two new middle schools, and one new high school. The District is uncertain at this time regarding long term additional capacity needs that may result from additional development in Black Diamond and development within the City of Enumclaw and unincorporated King County. The District will continue to monitor development activity and related capacity needs. In addition, funded implementation of class size reduction measures may also require additional capacity. Future updates to this Plan will reflect the planning needs in response to long term growth impacts.

### **General Considerations**

The decision and ability to actually construct a new school facility involve multiple factors not wholly within the control of the District. The availability of funds is the biggest consideration; whether those funds are generated from locally approved bonds, state construction funds, impact fees, or mitigation payments, or a combination of the above.

**Table 5 - Planned Projects  
2015-2021**

**Projects Planned and Sites Acquisitions**

School/Facility/Site	Location	Type	Status	Projected Comp Date	Added Capacity	% for new Growth
					Approx	Approx
<b>Elementary</b> Black Diamond Elem	Black Diamond	New*	Planning	2017	257**	100%
<b>Middle School</b>						
<b>Senior High</b>	Enumclaw	Renovation/Addition	Planning	2018	156	100%
Portable Facilities	Enumclaw		Planning	2018-2021	23-28	100%
<b>Other Sites</b>						
South West Enumclaw (18A)	1009 SE 244th, Enumclaw	New	Exist.	Site Bank	0	0
North East Enumclaw (20A)	East of Highway 169	New	Exist.	Site Bank	0	0%
Black Diamond (various pending)		New	Planning		varying	100%

\*Replacement and expansion of capacity

\*\*The existing capacity of 193 will be increased to 450

**Table 6 – Finance Plan**

Estimated Project Cost by Year - in \$millions							Total	Secured	Secured	Unsecured	
2016	2017	2018	2019	2020	2021	Cost	Bond/Levy (1)	Other (2)	Other (3)		
<b>Improvements Adding Student Capacity</b>								(All Amounts in \$000)			
<b>Elementary School</b>											
Property Acquisition											
New Construction*							\$21.65	\$21.65	\$16.155	\$5.05	\$3.150
<b>High School</b>											
Renovation and Addition*							\$64.15	\$64.15	\$52.395	\$9.05	
<b>Other</b>											
Property Acquisition											
New Construction											
Portables							\$0.168	\$0.168		\$0.168	
<b>Total</b>							\$21.65	\$85.97	\$68.55	\$14.10	\$3.318

(1) Secured Bond/Levy- Bond and levy funding already approved by voters.

(2) Secured Other - Funds currently available to the District including proceeds from property sales, school mitigation and impact fees, and State Match Funds remaining from prior construction projects.

(3) Unsecured future - School mitigation and impact fees not yet collected, bonds and levies not yet approved, state match dollars not yet allocated.

\*Replacement of existing Black Diamond Elementary and related new capacity; Partial renovation of existing Enumclaw High school and related new capacity. Projected construction costs are updated annually.

## **Section V: Capital Facilities Financing Plan**

The Six-Year Finance Plan shown on Table 6 demonstrates how the District intends to fund new construction and improvements to school facilities for the years of 2016-2021. The financing plan and impact fee calculation formula also differentiate between capacity and noncapacity projects.

The District's ability to accomplish its building program is based on the following funding sources:

- Passage of general obligation bonds by District voters, which was done in the April 2015 election
- Collection of school mitigation and impact fees
- State School Construction Assistance Program funds

### **General Obligation Bonds**

Bonds are typically used to fund construction of new schools and other capital improvement projects. A 60% voter approval is required to pass a bond. Bonds are then retired through collection of property taxes. The District's voters recently approved a \$68.5 million bond to fund the replacement and expansion of the existing Black Diamond Elementary School and the partial renovation and expansion of Enumclaw High School.

### **State School Construction Funding Assistance**

State School Construction Funding Assistance comes from the Common School Construction Fund. Bonds are sold on behalf of the fund then retired from revenues accruing predominantly from the sale of renewable resources (i.e. timber) from State school lands set aside by the Enabling Act of 1889. If these sources are insufficient to meet needs, the Legislature can appropriate funds or the State Board of Education can establish a moratorium on certain projects.

School districts may qualify for School Construction Funding Assistance for specific capital projects. To qualify, a project must first meet a State established criteria of need. This is determined by a formula that specifies the amount of square footage the State will help finance to provide permanent structures for the unhoused enrollment projected for the district. If a project qualifies, it can become part of a State prioritization system. This system prioritizes allocation of available funding resources to school districts statewide based on seven prioritization categories. Funds are then disbursed to the districts based on a formula which calculates district assessed valuation per pupil relative to the whole State assessed valuation per pupil to establish the percent of the total project cost to be paid by the State. The State contribution can range from less than half to more than 70% of the project's cost.

State School Construction Funding Assistance can only be applied to major school construction projects. Site acquisition and minor improvements are not eligible to receive School Construction Funding Assistance dollars. School Construction Funding

Assistance funds are not received by a school district until after a school has been constructed. In such cases, the District must “front fund” a project. That is, the District must finance the complete project with local funds (the future State’s share coming from funds allocated to future District projects). When the State share is finally disbursed (without accounting for escalation) the future District project is partially reimbursed.

Because of the method of computing State School Construction Funding Assistance, the official percentage of funds calculated by the State does not typically equal the actual percentage of total facility cost. The State Funding Assistance Percentage for the Enumclaw School District is approximately 54.48%. Notably, this only applies to costs that the State considers eligible for State Funding. Land costs and other development costs are not considered eligible for State School Construction Funding Assistance. Furthermore, the State only allows 90 square feet per elementary student while the District’s service standard requires more square feet per student. This additional space must be funded with local dollars. For a typical project that has maximum State funding, less than 50% of the total project costs will be covered by School Construction Funding Assistance dollars.

### **Mitigation Payments and School Impact Fees**

For development in those jurisdictions that have not adopted a school impact fee ordinance, the District relies on mitigation required under the State Environmental Policy Act and related statutes.

In those jurisdictions where a school impact fee ordinance is in place, the District requests that an impact fee be collected by the permitting agency for the construction of any new residential dwelling unit.

Fees assessed are based on the new enrollment growth in the District. By law, new development cannot be assessed impact fees to correct existing deficiencies.

Impact fees have been calculated utilizing the formula in the King County Ordinance 11621. The resulting figures are based on the District’s cost per dwelling unit to purchase land for school sites, make site improvements, construct schools and purchase, install or relocate temporary facilities (Portables). Credits have also been applied in the formula to account for State School Construction Funding Assistance expected to be reimbursed to the District and projected future property taxes to be paid by the owner of a dwelling unit.

The District’s cost per dwelling unit is derived by multiplying the cost per student by the applicable student generation rate per dwelling unit. King County Ordinance 11621 defines “Student Factor” as “the number derived by a school district to describe how many students of each grade span are expected to be generated by a dwelling unit. Student factors shall be based on district records of average actual student generation rates for new developments constructed over a period of not more than five (5) years prior to the date of the fee calculation; provided that, if such information is not available in the district, the data from adjacent districts, districts with similar demographics, or county wide averages may be used.”

Enumclaw School District's student generation factors are based on the 2014 average of student factors from surrounding districts in King County. See Table 7. The surrounding districts include Auburn, Issaquah, Kent, and Lake Washington.

**Table 7 - Summary of Student Generation Rate (SGR)**

**Single Family Dwelling Units:**

	<b>Auburn</b>	<b>Issaquah</b>	<b>Kent</b>	<b>Lk. Wash</b>	<b>Average</b>
<b>Elementary</b>	0.226	0.481	0.257	0.437	<b>0.350</b>
<b>Middle</b>	0.082	0.203	0.070	0.155	<b>0.128</b>
<b>High</b>	0.094	0.183	0.138	0.108	<b>0.131</b>
<b>Total</b>	0.402	0.867	0.465	0.700	<b>0.609</b>

**Multi-Family Dwelling Units:**

	<b>Auburn</b>	<b>Issaquah</b>	<b>Kent</b>	<b>Lk. Wash</b>	<b>Average</b>
<b>Elementary</b>	0.072	0.153	0.111	0.071	<b>0.102</b>
<b>Middle</b>	0.022	0.057	0.022	0.014	<b>0.029</b>
<b>High</b>	0.044	0.051	0.039	0.017	<b>0.038</b>
<b>Total</b>	0.138	0.261	0.172	0.102	<b>0.169</b>

## Section VI: Impact Fee Variables and Impact Fees

### Student Factors-Single/Multi-Family

Elementary	0.350/0.102
Middle School	0.128/0.029
High School	0.131/0.038

### Student Capacity Per Facility

Elementary	400-500
Middle School	500-550
High School	1.500

### Site Acreage Site

Elementary	15 a
Middle School	25 a
High School	40 a

### Site Cost per Acre

Elementary	
Middle School	
High School	

### New Facility Construction Cost

Elementary	\$21,656,109
High School	\$62,917,512

### SPI Square Footage per Student

Elementary (K-5)	90
Middle School (6-8)	108
High School (9-12)	130
Special Education	144

### Temporary Classroom Capacity

Elementary	24
Middle School	26
High School	28

### Developer Provided Sites/Facilities

None

### Temporary Facilities Costs

Elementary	
Middle School	
High School	

### Permanent Square Footage

Elementary	244,960
Middle School	87,334
High School	<u>157,519</u>
Total	489,813

### Temporary Square Footage

Elementary	15,645
Middle School	
High School	<u>10,638</u>
Total	26,283

### Total Facilities Square Footage

Elementary	260,605
Middle School	87,334
High School	<u>168,157</u>
Total	516,096

### State Construction Funding

District Match % 54.48%  
 Current Construction Cost  
 Allocation \$213.23

### District Average Assessed Value

Single Family Res. \$298,184  
 K.C. Assessor, 2/16

### Bond Interest Rate

Current Bond Buyer Index 3.27%

### District Average Assessed Value

Multi-Family Res. \$89,991  
 K.C. Assessor, 2/16  
 Avg. of Condos and Apts.

### District Debt Service Tax Rate

Current \$1.36/\$1,000

Using the variables and formula described above, impact fees proposed for the District are summarized in Table 8. See also Appendix C.

**Table 8 - School Impact Fees**

Housing Type	Impact Fee Per Dwelling Unit City of Black Diamond*
Single Family	\$8,246
Multi-Family	\$2,393

\*To be proposed to the City of Black Diamond

Housing Type	Impact Fee Per Dwelling Unit City of Enumclaw*
Single Family	\$8,246
Multi-Family	\$2,393

\*To be proposed to the City of Enumclaw

Housing Type	Impact Fee Per Dwelling Unit King County**
Single Family	\$5,497
Multi-Family	\$1,595

\*\*Per Chapter 21A.43 KCC and Ordinance No. 10162

## Appendix A OSPI Cohort Enrollment Projections



School Facilities and Organization  
 INFORMATION AND CONDITION OF SCHOOLS  
 Enrollment Projections (Report 1049)

King/Enumclaw(17216)

Grade	--- ACTUAL ENROLLMENTS ON OCTOBER 1st ---						AVERAGE % SURVIVAL	--- PROJECTED ENROLLMENTS ---					
	2010	2011	2012	2013	2014	2015		2016	2017	2018	2019	2020	2021
Kindergarten	288	310	311	316	298	264		283	278	274	270	265	261
Grade 1	309	298	321	319	296	300	100.78%	266	285	280	276	272	267
Grade 2	298	307	314	313	287	304	98.97%	297	263	282	277	273	269
Grade 3	302	295	317	305	286	285	98.00%	298	291	258	276	271	268
Grade 4	347	307	303	318	285	302	100.74%	287	300	293	260	278	273
Grade 5	369	337	314	308	301	297	99.98%	302	287	300	293	260	278
<b>K-5 Sub-Total</b>	<b>1,913</b>	<b>1,854</b>	<b>1,880</b>	<b>1,879</b>	<b>1,753</b>	<b>1,752</b>		<b>1,733</b>	<b>1,704</b>	<b>1,687</b>	<b>1,652</b>	<b>1,619</b>	<b>1,616</b>
Grade 6	333	358	341	320	288	295	98.32%	292	297	282	295	288	256
Grade 7	373	331	362	337	293	293	98.52%	291	288	293	278	291	284
Grade 8	368	368	339	360	325	299	99.79%	292	290	287	292	277	290
<b>6-8 Sub-Total</b>	<b>1,074</b>	<b>1,057</b>	<b>1,042</b>	<b>1,017</b>	<b>906</b>	<b>887</b>		<b>875</b>	<b>875</b>	<b>862</b>	<b>865</b>	<b>856</b>	<b>830</b>
Grade 9	374	380	388	343	342	343	102.07%	305	298	296	293	298	283
Grade 10	402	377	366	387	320	354	98.72%	339	301	294	292	289	294
Grade 11	353	366	358	339	325	295	90.95%	322	308	274	267	266	263
Grade 12	356	353	356	372	318	332	99.42%	293	320	306	272	265	264
<b>9-12 Sub-Total</b>	<b>1,485</b>	<b>1,476</b>	<b>1,468</b>	<b>1,441</b>	<b>1,305</b>	<b>1,324</b>		<b>1,259</b>	<b>1,227</b>	<b>1,170</b>	<b>1,124</b>	<b>1,118</b>	<b>1,104</b>
<b>DISTRICT K-12 TOTAL</b>	<b>4,472</b>	<b>4,387</b>	<b>4,390</b>	<b>4,337</b>	<b>3,964</b>	<b>3,963</b>		<b>3,867</b>	<b>3,806</b>	<b>3,719</b>	<b>3,641</b>	<b>3,593</b>	<b>3,550</b>

Notes: Specific subtotalling on this report will be driven by District Grade spans.

Appendix B  
Modified Cohort Enrollment Projections

## MODIFIED COHORT SURVIVAL PROJECTIONS

### PROJECTED ENROLLMENTS

	2016	2017	2018	2019	2020	2021
Kindergarten	270	314	314	327	326	321
Grade 1	270	299	345	347	359	354
Grade 2	300	293	313	359	375	354
Grade 3	298	309	301	363	384	379
Grade 4	295	331	334	359	383	408
Grade 5	315	327	365	365	379	449
<b>K-5 Headcount</b>	<b>1748</b>	<b>1873</b>	<b>1888</b>	<b>2120</b>	<b>2205</b>	<b>2265</b>
Grade 6	297	334	332	356	363	461
Grade 7	291	300	341	343	433	435
Grade 8	287	294	302	380	355	429
<b>6-8 Headcount</b>	<b>875</b>	<b>928</b>	<b>975</b>	<b>1079</b>	<b>1151</b>	<b>1325</b>
Grade 9	298	295	302	299	386	419
Grade 10	351	313	345	338	307	402
Grade 11	336	340	304	343	345	341
Grade 12	297	346	349	304	354	355
<b>9-12 Headcount*</b>	<b>1282</b>	<b>1293</b>	<b>1300</b>	<b>1284</b>	<b>1392</b>	<b>1517</b>
<b>K-12 Headcount</b>	<b>3905</b>	<b>4094</b>	<b>4247</b>	<b>4483</b>	<b>4748</b>	<b>5107</b>

\*The District uses headcount enrollment due to the fact that all-day kindergarten is uniform across the District

# Appendix C

## School Impact Fee Calculations

**APPENDIX C  
SCHOOL IMPACT FEE CALCULATIONS**

<b>SCHOOL IMPACT FEE CALCULATIONS</b>							
DISTRICT	Enumclaw School District						
YEAR	2016 - King County						
<b>School Site Acquisition Cost:</b>							
				Student	Student		
	Facility	Cost/	Facility	Factor	Factor	Cost/	Cost/
	Acreage	Acre	Capacity	SFR	MFR	SFR	MFR
Elementary	0.00	\$ -	450	0.350	0.102	\$0	\$0
Middle	0.00	\$ -	600	0.128	0.029	\$0	\$0
High	0.00	\$ -	1,500	0.131	0.038	\$0	\$0
						<b>\$0</b>	<b>\$0</b>
<b>School Construction Cost:</b>							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)							
				Student	Student		
	%Perm/	Facility	Facility	Factor	Factor	Cost/	Cost/
	Total Sq.Ft.	Cost	Capacity	SFR	MFR	SFR	MFR
Elementary	94.90%	\$ 21,650,000	450	0.350	0.102	\$15,980	\$4,657
Middle	94.90%	\$ -	600	0.128	0.029	\$0	\$0
High	94.90%	\$ -	1500	0.131	0.038	\$0	\$0
						<b>\$15,980</b>	<b>\$4,657</b>
<b>Temporary Facility Cost:</b>							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)							
				Student	Student		
	%Temp/	Facility	Facility	Factor	Factor	Cost/	Cost/
	Total Sq.Ft.	Cost	Size	SFR	MFR	SFR	MFR
Elementary	5.10%	\$0.00	20.00	0.350	0.102	\$0	\$0
Middle	5.10%	\$0.00	25.00	0.128	0.029	\$0	\$0
High	5.10%	\$0.00	30.00	0.131	0.038	\$0	\$0
					<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>
<b>State Matching Credit:</b>							
CCA X OSPI Square Footage X District SCAP % X Student Generation Factor							
				Student	Student		
	Boeckh	SPI	District	Factor	Factor	Cost/	Cost/
	Index	Footage	Match %	SFR	MFR	SFR	MFR
Elementary	213.23	90.00	54.48%	0.350	0.102	\$3,659	\$1,066
Middle	213.23	108.00	0.00%	0.128	0.029	\$0	\$0
Sr. High	213.23	130.00	0.00%	0.131	0.038	\$0	\$0
					<b>TOTAL</b>	<b>\$3,659</b>	<b>\$1,066</b>
<b>Tax Payment Credit:</b>							
						SFR	MFR
Average Assessed Value						\$298,184	\$89,991
Capital Bond Interest Rate						3.27	3.27
Net Present Value of Average Dwelling						\$975,062	\$294,271
Years Amortized						10.00	10.00
Property Tax Levy Rate						1.36	1.36
	Tax Payment Credit:					<b>\$1,326</b>	<b>\$400</b>
<b>Fee Summary:</b>							
				Single	Multi-		
				Family	Family		
Site Acquisition Costs				\$0	\$0		
Permanent Facility Cost				\$15,980	\$4,657		
Temporary Facility Cost				\$0	\$0		
State Match Credit				(\$3,659)	(\$1,066)		
Tax Payment Credit				(\$1,326)	(\$400)		
FEE (AS CALCULATED)				\$10,995	\$3,190		
<b>FEE (Adjusted - 50%)</b>				<b>\$5,497</b>	<b>\$1,595</b>		

**APPENDIX C  
SCHOOL IMPACT FEE CALCULATIONS**

<b>SCHOOL IMPACT FEE CALCULATIONS</b>							
DISTRICT	Enumclaw School District						
YEAR	2016- Cities of Black Diamond and Enumclaw						
<b>School Site Acquisition Cost:</b>							
				Student	Student		
	Facility	Cost/	Facility	Factor	Factor	Cost/	Cost/
	Acreage	Acre	Capacity	SFR	MFR	SFR	MFR
Elementary	0.00	\$ -	450	0.350	0.102	\$0	\$0
Middle	0.00	\$ -	600	0.128	0.029	\$0	\$0
High	0.00	\$ -	1,500	0.131	0.038	\$0	\$0
						<b>\$0</b>	<b>\$0</b>
<b>School Construction Cost:</b>							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)							
				Student	Student		
	%Perm/	Facility	Facility	Factor	Factor	Cost/	Cost/
	Total Sq.Ft.	Cost	Capacity	SFR	MFR	SFR	MFR
Elementary	94.90%	\$ 21,650,000	450	0.350	0.102	\$15,980	\$4,657
Middle	94.90%	\$ -	600	0.128	0.029	\$0	\$0
High	94.90%	\$ -	1500	0.131	0.038	\$0	\$0
						<b>\$15,980</b>	<b>\$4,657</b>
<b>Temporary Facility Cost:</b>							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)							
				Student	Student		
	%Temp/	Facility	Facility	Factor	Factor	Cost/	Cost/
	Total Sq.Ft.	Cost	Size	SFR	MFR	SFR	MFR
Elementary	5.10%	\$0.00	20.00	0.350	0.102	\$0	\$0
Middle	5.10%	\$0.00	25.00	0.128	0.029	\$0	\$0
High	5.10%	\$0.00	30.00	0.131	0.038	\$0	\$0
					<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>
<b>State Matching Credit:</b>							
CCA X OSPI Square Footage X District SCAP % X Student Generation Factor							
				Student	Student		
	CCA	OSPI	District	Factor	Factor	Cost/	Cost/
		Footage	SCAP %	SFR	MFR	SFR	MFR
Elementary	213.23	90.00	54.48%	0.350	0.102	\$3,659	\$1,066
Middle	213.23	108.00	0.00%	0.128	0.029	\$0	\$0
Sr. High	213.23	130.00	0.00%	0.131	0.038	\$0	\$0
					<b>TOTAL</b>	<b>\$3,659</b>	<b>\$1,066</b>
<b>Tax Payment Credit:</b>							
					SFR	MFR	
Average Assessed Value					\$298,184	\$89,991	
Capital Bond Interest Rate					3.27	3.27	
Net Present Value of Average Dwelling					\$975,062	\$294,271	
Years Amortized					10.00	10.00	
Property Tax Levy Rate					1.36	1.36	
	Tax Payment Credit:				<b>\$1,326</b>	<b>\$400</b>	
<b>Fee Summary:</b>							
				Single	Multi-		
				Family	Family		
Site Acquisition Costs				\$0	\$0		
Permanent Facility Cost				\$15,980	\$4,657		
Temporary Facility Cost				\$0	\$0		
State Match Credit				(\$3,659)	(\$1,066)		
Tax Payment Credit				(\$1,326)	(\$400)		
	FEE (AS CALCULATED)			\$10,995	\$3,190		
	<b>FEE (Adjusted - 25%)</b>			<b>\$8,246</b>	<b>\$2,393</b>		



Planning Commission  
Communications listed on Agenda  
FYI Material included  
September 2016

FYI


Items

Date Sent

1. Building Division Monthly Report for October 2016 12-1-2016
2. Planning Division Monthly Report for October 2016 12-1-2016
3. Design Review Board Minutes – October 6, 2016 City's website
4. City Council Minutes – October 10, 2016 City's website
5. City Council Minutes – October 24, 2016 City's website
6. And a lot of City Council Budget workshops City's website

Minutes to all meetings are posted on the City's website now after they have been approved. Instead of copying them for you as FYI's I will let you look at them on the website, unless that that does not work for you. In that case you can let me know and I will continue to copy them for your packet. Thank you.

City's website: [cityofenumclaw.net](http://cityofenumclaw.net)  
Go to Government  
Agenda & Minutes

[Click on the minutes you want to review.](#) 

# CITY OF ENUMCLAW

## CITY COUNCIL MONTHLY REPORT DEPARTMENT OF COMMUNITY DEVELOPMENT

October 2016

Building Division

FYI

Permit No	Date Issued	Owner	Site Address	Permit Type
"B16-0003	10/10/2016	John & Cynthia Grimm	424 Randall Pl	Mechanical
"B16-0004	10/10/2016	Bridgeport Properties LLC	1236 Louis Ct	Dwelling Addn/Alt
"B16-0005	10/28/2016	Comm Reroof	2532 Warner Ave W	Comm Addn/Alt
"B16-0006	10/12/2016	Paul & Wendy Campbell	2367 McHugh Ave	Plumbing
"B16-0009	10/13/2016	Ruben & Maria Hernandez	1928 Cole St	Plumbing
"B16-0011	10/19/2016	RJH Family Trust	1670 Hillcrest Ave	Dwelling Addn/Alt
"B16-0012	10/20/2016	Charles & Maya Landon	1905 Hillcrest Ave	Dwelling Addn/Alt
16326	10/18/2016	LDS Church	246 Semanski St	Comm Addn/Alt
16376	10/07/2016	Mike Stenhouse	1735 McHugh Ave	Dwelling Garage/Carpo
16379	10/19/2016	Cornerstone III Joint Ventures	252 Roosevelt Ave	Comm Addn/Alt
16381	10/10/2016	John & Kristan Faust	1402 First St	Fire
16418/B16-	10/05/2016	Radio Hill LLC	702 Battersby Ave	Comm Addn/Alt
16419	10/03/2016	Dave Whitemarsh	102 Chinook Ave	Mechanical
"B16-0013	10/19/2016	Robert & Ashley Campbell	233 Blake St	Plumbing
"B16-0014	10/21/2016	Craig & Teresa Crone	3030 Christianson Ave	Mechanical
B16-0017	10/25/2016	Jeffrey & Christine Stevens	3355 Wynalda Dr	Mechanical
B16-0022	10/25/2016	Henry Lains	2063 Roosevelt Ave	Dwelling Addn/Alt
B16-0026	10/28/2016	David & Evelyn Bjornson	1372 Marion St	Mechanical

18 Permits

# CITY OF ENUMCLAW

CITY COUNCIL MONTHLY REPORT

DEPARTMENT OF COMMUNITY DEVELOPMENT

October 2016

Building Division

FYI

Permit No	Project Value:	Permit Fee:	Plan Check Fees:	Plumbing:	Mechanical:	Fire:
"B16-0003	0	0.00	\$0.00	0.00	43.00	0.00
"B16-0004	0	80.00	\$0.00	0.00	0.00	0.00
"B16-0005	55,000	843.45	\$548.24	0.00	0.00	0.00
"B16-0006	0	0.00	\$0.00	37.00	0.00	0.00
"B16-0009	0	0.00	\$0.00	46.00	0.00	0.00
"B16-0011	0	223.36	\$0.00	0.00	0.00	0.00
"B16-0012	0	110.46	\$0.00	32.50	0.00	0.00
16326	15,000	303.45	\$197.24	0.00	0.00	54.00
16376	107,000	1,342.45	\$872.59	0.00	0.00	0.00
16379	100,000	1,293.45	\$840.74	260.70	0.00	108.00
16381	0	0.00	\$0.00	0.00	0.00	208.00
6418/B16-000	3,500	121.95	\$79.26	0.00	0.00	0.00
16419	0	0.00	\$0.00	0.00	74.00	0.00
'B16-0013	0	0.00	\$0.00	46.00	0.00	0.00
'B16-0014	0	0.00	\$0.00	0.00	48.00	0.00
B16-0017	0	0.00	\$0.00	46.00	48.00	0.00
B16-0022	0	160.00	\$0.00	0.00	0.00	0.00
B16-0026	0	0.00	\$0.00	0.00	48.00	0.00
<b>TOTALS:</b>	<b>\$280,500</b>	<b>\$4,478.57</b>	<b>\$2,538.07</b>	<b>\$468.20</b>	<b>\$261.00</b>	<b>\$370.00</b>

18 Permits

City of Enumclaw

2016 Monthly Report

October-16

Department of Community Development  
Building Division

MONTH	PERMITS	ISSUED	TOTAL COST OF CONSTRUCTION	TOTAL COST OF CONSTRUCTION	TOTAL PERMIT FEES	TOTAL PERMIT FEES	BUILDING PERMIT FEE	PLAN CHECK FEE	PLUMBING FEE	MECHANICAL FEES
	2015	2016	\$2,015	\$2,016	2015	2016	2016	2016	2016	2016
JANUARY	29	23	\$928,775	\$1,520,000	\$16,702.86	\$16,156.16	\$8,677.95	\$5,232.31	\$862.70	\$1,383.20
FEBRUARY	29	42	\$1,682,040	\$1,152,695	\$30,737.67	\$26,515.08	\$14,589.29	\$9,118.98	\$1,876.81	\$930.00
MARCH	23	21	\$407,020	\$775,000	\$9,191.14	\$16,457.27	\$9,304.10	\$5,423.67	\$742.70	\$986.80
APRIL	30	42	\$1,413,250	\$1,621,120	\$26,929.93	\$31,517.26	\$17,166.94	\$11,001.67	\$1,216.30	\$2,132.35
MAY	30	31	\$1,045,400	\$546,700	\$17,763.13	\$15,518.47	\$8,141.15	\$4,862.72	\$1,244.47	\$1,270.13
JUNE	36	43	\$2,177,000	\$1,017,500	\$34,585.30	\$21,587.41	\$11,588.25	\$7,074.56	\$1,497.95	\$1,426.65
JULY	34	19	\$1,395,400	\$278,000	\$27,260.50	\$8,220.56	\$3,957.20	\$2,416.16	\$541.40	\$1,305.80
AUGUST	46	30	\$1,731,900	\$1,456,000	\$34,832.09	\$46,858.00	\$25,521.63	\$16,173.02	\$2,126.35	\$3,037.00
SEPTEMBER	46	32	\$4,325,300	\$758,577	\$60,360.61	\$14,904.85	\$8,666.10	\$5,067.65	\$475.00	\$696.10
OCTOBER	32	18	\$2,791,050	\$280,500	\$45,707.35	\$7,745.84	\$4,478.57	\$2,538.07	\$468.20	\$261.00
NOVEMBER						\$0.00				
DECEMBER						\$0.00				
TOTALS	335	301	\$17,897,135	\$9,406,092	\$304,070.58	\$205,480.90	\$112,091.18	\$68,908.81	\$11,051.88	\$13,429.03

January - Voided permits: none  
 February - Voided permits: none  
 March - Voided permits: none  
 April - Voided permits: none  
 May - Voided permits: none  
 June - Voided permits: none  
 July - Voided permits: none  
 August - Voided permits: none  
 September - Voided permits: none  
 October - Voided permits: none  
 November - Voided permits: none  
 December - Voided permits: none





**CITY OF ENUMCLAW**

**MONTHLY REPORT**

**DEPARTMENT OF COMMUNITY DEVELOPMENT**

October 2016

*Long Range Planning*

- **Junk Vehicle Ordinance:** Discussed at the CSD.
- **Community Development Work Program for 2016 & DRAFT work program for 2017:** Discussed with the Planning Commission.

**Current Development Status**

**Preliminary Subdivisions**

**SUB #16025** – Meadow Park Phase 2 has been submitted. The preliminary plat would approve an additional 20 lots adjacent to the previously approved Meadow Park. Preliminary Plat application determined complete on June 13, 2016. Open Record Public Hearing Scheduled for August 11.

**SUB #16314** – Suntop PUD Division 4 & 5. Preliminary plan would approve additional 175 single family residential lots. Open Record Public Hearing Scheduled for December 1, 2016.

**Pre-Application Meetings:**

PRE16-0001 – Proposed 4 lot short plat of APN 232006-9178 - Plat & Site Civil Design representing Wendy Walker. 10-12-16.

**Building Permit Applications (New Construction):**

- #15253 42806 268<sup>th</sup> Ave SE - New Single Family – final
- #15350 2223 Kibler Ave – New Single Family – final
- #15390 2021 Initial Ave – New Single Family – issued
- #16010 441 Sigrist Dr E – New Single Family – final
- #16093 475 Bondgard Ave E – New Single Family – issued
- #16120 2034 McHugh Ave – Demo old/ build new – issued
- #16148 488 Riley Ct E – New Single Family – final
- #16150 450 Asmundson Ln N – New Single Family - final
- #16151 212 Bondgard Ave E – New Single Family – issued
- #16152 385 Bruhn Ln N – New Single Family – issued
- #16153 419 Bruhn Ln N – New Single Family – issued
- #16248 429 Bondgard Ave E – New Single Family – issued
- #16351 2063 Roosevelt Ave – Demo of old & New SF – issued
- #16374 462 Bondgard Ave E – New Single Family – issued
- #16422 lot 24 – 244<sup>th</sup> Ave SE – Meadows Park – New SF (model home) – applied
- B16-0015 407 Bruhn Ln N - New Single Family - applied
- B16-0016 351 Bruhn Ln N - New Single Family - applied
- B16-0020 361 Bondgard Ave E - New Single Family - applied
- B16-0023 lot 3 – Meadows Park – New Single Family - applied
- B16-0024 lot 2 – Meadows Park – New Single Family - applied

**MONTHLY REPORT DEPARTMENT OF COMMUNITY DEVELOPMENT**

**Commercial Permits:**

**FYI**

#16071 – 1835 Roosevelt Avenue E – New City Reservoir. Permits have been issued and work is in progress.

#16174 & #16219 – 226 Semanski St S – High School Project – Site Plan for New Construction. Site Plan was approved and building permit was issued for remodel and portables late August. Work in underway.

#16251& 16386 – 1777 Highpoint St – Demolition, remodel, and new construction on Highpoint Village. Demolition has been issued in September. Remodel and new construction application still under review. Demolition has been issued. Remodel and New construction is ready to issue.

#16330 – 1402 First Street – remodel for new tenant. Permits have been issued, work is in process. Received final.

#16272 – 1005 Stevenson Avenue – remodel for new tenant. Permits have been issued, work is in process. Received final.

#16363 & 16379 – 252 Roosevelt Avenue – demolition in process for interior work. Commercial Tenant Improvement is under review for new Tenant. Commercial TI permit has been issued.

#16402 – 501 Roosevelt Avenue – Columbia Bank has applied for Commercial Tenant Improvement, still under review.

#16415 – 1110 Marshall Avenue – John & Wendy Santamaria – have applied for Tenant Improvement, still under review. Have been working under Right-of- way and Fire Sprinkler Permit 16184.

B16-0040 – 747 Watson St N – AFM Auto / Tim Osborne – Commercial Addition/Alteration – applied for Building Permit.

<b><i>Environmental Compliance Program</i></b>
<b>SEPA (EMC15.14): Applications/Determinations</b>
None
<b><i>Meetings and Hearings</i></b>
<b>Design Review Board – October 6, 2016</b>
Project #16294 – Wall Signs and Awning in Highway And Community Business (HCB) Zoning District – Melissa Sanders for Express-O-Yourself– 330 Griffin Avenue (242006-9098)
Project #16394 – Addition to Existing Building in Highway and Community Business Zoning District (HCB) –Tim Osborne – 747 Watson Street N (252006-9095)
<b>Design Review Board – October 20, 2016</b>
No Meeting
<b>Planning Commission – October 27, 2016</b>
No Meeting – No quorum
<b>Hearing Examiner – October 13, 2016</b>
No Meeting

**Business License Monthly Report for October 2016**

<b>Business Licenses</b>	<b>General Businesses</b>	<b>Home Occupations</b>	<b>Outside City Limits</b>	<b>Total Businesses</b>
<b>New for the Month</b>	6	3	16	25
<b>Active Year to Date</b>	460	239	722	1421

**Code Enforcement:**

FYI

- #16119 – 1251 Alpine Pl - compound area behind the home looks like an auto wrecking junk yard along with a trailer park. It may be possible that her son living in the trailer, the smoke stack has been active with smoke. Very trashy making entrance to other homes look like trash. Site visit completed. Investigation continuing. Site looks terrible checking with building code to see if there is something there. Investigation continuing.
- #16166 – Mt View Dr & Farman St – tall grass & weeds. Sent letter 5/5/16. Needs follow up.
- #16169 – 403 Bangert Pl – Junk and junk vehicles. Investigation continues.
- #16189 – Behind 637 Blake Street - acre lot overgrown. Same as 16199. Someone mowed interior of lot without owner permission, letter sent was to mow perimeter 6-10-2016.
- #16199 – behind 637 Blake St – tall grass. Same as 16189. Received a second complaint. Work not completed. Someone mowed interior of lot without owner permission, letter sent was to mow perimeter 6-10-2016.162
- #16221 - 1414 Loraine St – blocked sidewalk. Letter Sent.
- #16222 – 833 Semanski St – tall grass. Letter Sent twice.
- #16230 – APN 262006-9041 – tall grass.
- #16243 – APN 142006-9110 - vacant lot overgrown.
- #16254 – 1010 Garfield St – tall grass.
- #16256 – 1955 Kibler Ave – tall grass.
- #16257 – 1945 Kibler Ave – tall grass.
- #16273 – 1205 Washington Ave – Bush blocking vision at corner of Washington & Cole.
- #16279 – 2930 Porter St – Garbage in the alley including refrigerator, etc. Also storing garbage in back yard. Have seen rats.
- #16287 - Petersen Dr and Mt Peak. Street tree in right of way blocking stop sign. People are not stopping at stop sign, someone will get hit. Tree needs to be cut down.
- #16289 – 3387 McHugh Pl. Garbage overflowing and left out.
- #16291 – 1214 Harding St. Garbage and weeds and tall grass. Has seen rats.
- #16293 – 1623 Cole. Sign in way on sidewalk in front of Rainier.
- #16296 – 1508 Garfield St.
- #16297 – Tract M & N of Suntop. Needs maintenance from weeds and tall grass. Per Engineering Drainage District 6 has responsibility of it.
- #16298 – 1343 Semanski St. Motor coach in front yard setback.
- #16299 – 1416 Marion St. - camper in front yard setback.
- #16310 – Warner / Berninger – tall grass.
- #16321 – 741 Stevenson Ave #A – possible illegal signs.
- #16331 – 2063 Roosevelt Ave – overgrown lawn, house needs repairs and tarp.
- #16338 – 2030 Fell St – bush in alley.
- #16344 – APN 132006-9127- vacant lot with tall grass
- #16345 – APN 132006-9186 - vacant lot with tall grass
- #16346 - APN 132006-9110 - vacant lot with tall grass
- #16347 – APN 132006-9125 - vacant lot with tall grass
- #16348 –1608 Cole St – 4 foot minimum sidewalk access per ADA Code – outside dining appears to be encroaching. Letters Sent.
- #16355 – behind 637 Blake St – tall grass on vacant lot.
- #16357 – 1555 Garfield St – vacant house with doors wide open. Yard a mess.
- #16358 – 1807 Marion St- appears to be a lot of activity in the morning like they are running home occupation operation out of their home. Letter sent.
- #16362 – 1719 Wilson Ave – RV parked on the street in the right of way. People are living in the RV,
- #16375 – corner of Initial and Cole – tree blocking site vision at corner.
- #16383 – 42908 257<sup>th</sup> Pl SE – vacant property with old shed and old foundation. Has seen coyotes, worried about his children. Lot needs to be mowed.
- #16398 – 3482 Wynalda Dr – Hedge overgrown on the corner. Letter was sent 9-14-2016