

AGENDA
ENUMCLAW PLANNING COMMISSION
CITY OF ENUMCLAW – Virtual attendance available upon request

March 26, 2026

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

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES
 - A. February 26, 2026
- III. COMMENTS FROM THE AUDIENCE
- IV. NEW BUSINESS
 - A. Municipal Code Amendments regarding Co-living requirements.
 - B. Municipal Code Amendments regarding side yard setbacks for the Airport Zoning District.
 - C. Municipal Code Amendments regarding Dancing, music, art, drama and instructional/vocational schools, gymnasiums, etc.
- V. COMMUNICATIONS
 - A. CD MONTHLY REPORT
 - B. MINUTES ON CITY WEBSITE
- VI. COMMISSION COMMENTS
- VII. STAFF COMMENTS
- VIII. COMMENTS FROM THE AUDIENCE
- IX. ADJOURNMENT

February 26, 2026

- I. **CALL TO ORDER:** The Planning Commission met in a special session February 26, 2026, in person in the Council Chambers. Chairperson Sears called the meeting to order at 7:00 p.m.

ATTENDANCE:

Planning Commission Members in attendance: Paul Adams, Lee Blechschmidt, Paul Carter, Julie Holbrook, Shelby Matlock, Fred Sears, and Leandra Usborne. Members Absent: None. Staff members present were Chris Pasinetti (Community Development Director), Wynstan Larsen on Teams, (Senior Planner), and Cathy Burbank, (Permit Specialist/Planning Commission Clerk).

II. **APPROVAL OF MINUTES:**

7:00 December 18, 2025: Holbrook moved to approve minutes. Blechschmidt seconded the motion, and the motion carried unanimously.

7:01 January 22, 2026: Blechschmidt moved to approve minutes. Usborne seconded the motion, and the motion carried unanimously.

III. **COMMENTS FROM THE AUDIENCE**

None.

IV. **OLD BUSINESS**

A. **2026 Planning Commission/Planning Department Work Plan (7:02-7:24)**

Staff reviewed work plan docket.

- ❖ Battery Energy Storage System (BESS) review
- ❖ Co-living regulations
- ❖ Zoning regulations for dancing, music art drama
- ❖ HB5290- consolidating permit process
- ❖ Zoning regulations to least restrictive alternative housing
- ❖ Development Regulations amendment in airport zone (setback change)
- ❖ Building heights in R4 and HCB
- ❖ Zoning code to permit solar array installation
- ❖ Annual Six-year TIP amendments
- ❖ Sewer plan amendments
- ❖ Amendments to Parks Capital Facilities Plan
- ❖ Annual School District Capital Facilities Plan

7:11-7:24 Commission discussed priority of work plan items. Moved building height and airport application up on the list.

7:24 Blechschmidt made a motion to move the 2006 Work Plan as recommended by Commissioners to City Council. Matlock seconded the motion and the motion passed unanimously.

V. **NEW BUSINESS**

None

VI. COMMUNICATIONS:

Minutes on City Website
Monthly reports

VII. COMMISSION COMMENTS:

7:26 Holbrook summarized BESS subcommittee meeting. Blechschmidt was excused from committee due to school commitments, no other commissioner assigned.

7:30-7:52 Usborne commented on airport information in packet, discussion took place. Neighborhood impacts include height, noise, and traffic.

VIII. STAFF COMMENTS:

None

IX. AUDIENCE COMMENTS:

7:52 JC on zoom, supports the current airport good neighbor policy that does not allow practicing airplane take offs or landings in Enumclaw to help mitigate noise.

X. ADJOURNMENT:

Blechschmidt made a motion to adjourn the meeting at 7:54 p.m. Holbrook seconded the motion, and the motion carried unanimously. The meeting was adjourned at 7:54 p.m.

Respectfully submitted,

Cathy Burbank
Planning Commission Clerk/ Permit Specialist



Staff Report

Department of Community Development

TO: Planning Commission
FROM: Chris Pasinetti, Community Development Director
DATE: March 26, 2026
SUBJECT: Co-living Housing Development Regulations

Background: On December 8, 2025, City Council adopted Ordinance No. 2830 waiving first and second reading to adopt an ordinance establishing co-living housing interim development regulations immediately. As required by RCW 36.70A.390, the City Council shall conduct a duly noticed public hearing within sixty (60) days of adoption to consider public comment and determine whether the interim regulations should be continued, modified, or replaced with permanent regulations. February 9, 2026, the City Council adopted Ordinance No. 2832 which was passed as amended (after a public hearing) continuing the interim development regulations passed in December 2025.

The co-living housing development regulations allow co-living housing in accordance with RCW 36.70A.535 (HB 1998) which requires cities planning under the Growth Management Act to adopt development regulations allowing co-living as a permitted use on any lot located within an urban growth area that allows at least six multifamily residential units, including on a lots zoned for mixed-use development. HB 1998 requires jurisdictions to adopt co-living regulations no later than December 31, 2025.

The regulations amended the land use matrix in EMC 18.05.020, definitions in EMC 15.04, and adopted a new section EMC 19.32.180. The new section establishes standards for unit size, parking, density, and other development regulations. See Exhibit A to this staff report.

Comments: Comments were received during the public hearing. The first comment was regarding the definition of a kitchenette to be included within the regulations. The second comment was specific to requiring the use be conditional use within the General Office Zoning District.

Analysis: The City of Enumclaw encourages an adopted 2024 Comprehensive Plan Housing Element Goal H-3 to “Allow various densities and diverse housing types so the City can accommodate its projected housing targets and provide for households in all economic segment and for its senior [residents].”

As stated in the findings in RCW 36.70A.535, co-living housing is a type of housing that can provide options for people who wish to lower their housing expenses by paying less for a smaller home, those who prefer a living arrangement with shared community spaces that facilitate social connections, those who wish to trade off location for space and, by living in a small home, also get to live in a high opportunity neighborhood they could not otherwise afford, or those who want

a low-cost, more private alternative to having a roommate in a traditional rental. Additionally, co-living housing provides a good option for seniors, especially those who want to downsize, or those who desire a living arrangement that is more social than a standard apartment.

As proposed in the definitions, “Co-living housing” means a residential development with sleeping units that are independently rented and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building. Local governments may use other names to refer to co-living housing including congregate living facilities, single room occupancy, rooming house, boarding house, lodging house and residential suites.

Public comment had mentioned including a definition and requirement that all sleeping units include a kitchenette and further define it. This was added to the Ordinance and is included in the Exhibit A. Staff also suggested including a definition of commercial kitchen, which is included within the DRAFT regulations.

Additional public comment requested to change the co-living use from permitted within the General Office to conditional. The state law does require co-living as a permitted use on any lot located within an urban growth area that allows at least six multifamily residential units, including on lots zoned for mixed-use development, the General Office zone is nearly entirely within the Mixed-Use Overlay. There are 3 properties within the city that are in the GO zone and not within the Mixed-Use Overlay, as well as multifamily uses with a nightwatchman’s quarters as an accessory to the permitted use; therefore, co-living by law must be included in the zone as well as the areas where mixed-use is permitted.

Recommendation: Planning Commission review the proposed development regulations. If there are no amendments, city staff will schedule the public hearing with the planning commission for April, and after the close of that public hearing request that the Planning Commission make a recommendation to the City Council.

Attachments:

Exhibit A – DRAFT Regulations

Exhibit B – Comments

Exhibit C – DRAFT Findings and Conclusions

Exhibit A

**Chapter 18.05
LAND USE MATRIX**

Sections:

- 18.05.010 Interpretation of land use matrix.**
- 18.05.020 Residential land use matrix.**
- 18.05.030 Accommodation, food services, finance, insurance, medical and professional offices land use matrix.**
- 18.05.040 Educational and government land use matrix.**
- 18.05.050 Cultural, religious, recreational, and entertainment land use matrix.**
- 18.05.060 Retail sales, service uses and similar uses land use matrix.**
- 18.05.070 Agriculture, mining and forestry land use matrix.**
- 18.05.080 Manufacturing and construction land use matrix.**
- 18.05.090 Wholesale, transportation, communication, and utilities land use matrix.**

18.05.020 Residential land use matrix.

A. Residential Land Use Matrix.

KEY	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES								
	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office-Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital
P – Permitted Use C – Conditional Use S – Special Use	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H
Co-living housing, subject to EMC 19.32.180				<u>P</u>		<u>P</u>			<u>P</u>	<u>P</u>	<u>P</u>			

KEY	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES								
P – Permitted Use C – Conditional Use S – Special Use	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office-Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital
SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H
(one unit per structure), subject to Chapter 19.46 EM C														
<i>Dwelling unit, live-work</i>				p ⁴				P ⁵ /C	P ⁶ /C	P ⁶ /C	P ⁶ /C			
<i>Multifamily development (3+ units per structure), subject to Chapter 19.40 EM C</i>				P		p ²			P ⁵ /C	p ^{5,6} /C	p ^{5,6} /C			
Group quarters, dormitories, fraternal houses, <i>boardinghouse</i> , not including <i>secure community transition</i>				C			P		P ⁵ /C					

KEY	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES								
P – Permitted Use C – Conditional Use S – Special Use	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office-Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital
SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H
<i>facilities or halfway house</i>														
GENERAL CROSS REFERENCES:					Land use table instructions, see EMC 18.05.010 ; Development standards, see EMC Titles 18 and 19 ; Application and review procedures, see Chapters 15.16 through 15.36 EMC; General provisions, see Chapter 15.06 EMC; Italicized uses are defined in Chapter 15.04 EMC.									

B. Residential Land Use Footnotes.

1. Subject to Chapter [19.46](#) EMC.
2. A nightwatchman’s quarters are allowed as an accessory use to a use permitted in the zone.
3. New construction of a one-story duplex with a maximum building size of 2,500 gross square feet including garage, or conversion of an existing single-family dwelling to a duplex are permitted, otherwise conditional use.
4. Allowed as part of a live-work project. The work space must clearly constitute an accessory use of the building and property, and the use shall not result in a conversion of the property or building from primarily multifamily to primarily nonresidential use.
5. Dwellings or living quarters must be located above primary use. Parking is provided in private parking areas or garages on the basis of one parking space for each dwelling unit within 400 feet.
6. Multifamily residential and live-work uses shall be permitted only in the mixed use overlay when included within a mixed use development.

7. The number of transitional housing units allowed on any given property shall be no more than the number of standard dwelling units that would be allowed under the zoning of the property; provided, that in no case shall the number of transitional housing units allowed on any given property exceed 10. No transitional housing unit may be located within a quarter mile of another transitional housing property, as measured by the nearest point on one such property to the nearest point on the other, that contains permanent supportive housing or transitional housing. Each unit of transitional housing shall be limited to occupancy by one family as that term is defined in the EMC. Transitional housing shall not be located within a quarter mile of emergency housing and emergency shelters as measured by the nearest point on one such property to the nearest point on another.

8. The number of permanent supportive housing units allowed on any given property shall be no more than the number of standard dwelling units that would be allowed under the zoning of the property; provided, that in no case shall the number of permanent supportive housing units allowed on any given property exceed 10. No permanent supportive housing unit may be located within a quarter mile of another property that contains permanent supportive housing or transitional housing, as measured by the nearest point on one such property to the nearest point on another. Each unit of permanent supportive housing shall be limited to occupancy by one family as that term is defined in the EMC. Permanent supportive housing shall not be located within a quarter mile of emergency housing and emergency shelters as measured by the nearest point on one such property to the nearest point on another.

9. The occupancy of an indoor emergency shelter shall be limited to no more than 10 families or 40 people, whichever is fewer. "Continuously operating" is intended to exclude indoor emergency shelter facilities that are needed to respond temporarily to a natural disaster or other similarly acute emergency (e.g., unusually hot or cold temperatures of short duration) that has caused unexpected homelessness within the city. No continuously operating indoor emergency shelter may be located within a quarter mile of a continuously operating indoor emergency housing facility as measured by the nearest point on one such property to the nearest point on the other. Indoor emergency shelters shall not be located within a quarter mile of permanent supportive housing or transitional housing units as measured by the nearest point on one such property to the nearest point on another.

10. The occupancy of an indoor emergency housing facility shall be limited to no more than 10 families or 40 people, whichever is fewer. "Continuously operating" is intended to exclude indoor emergency housing facilities that are needed to respond temporarily to a natural disaster or other similarly acute emergency (e.g., unusually hot or cold temperatures of short duration) that has caused unexpected homelessness within the city. No continuously operating indoor emergency housing facility may be located within a quarter mile of a continuously operating indoor emergency shelter as measured by the nearest point on one such property to the nearest point on the other. Indoor emergency housing facilities shall not be located within a quarter mile of permanent supportive housing or transitional housing units, as measured by the nearest point on one such property to the nearest point on another.

19.32.180 Co-living housing.

Co-living housing shall comply with the following:

- A. Review process. A co-living housing shall be reviewed the same as the required review process for the permitted multifamily use for the underlying zone.
- B. Development standards. As required by RCW 36.70A.535(4), development standards for co-living housing shall not be any more restrictive than the development standards applied to other multifamily uses in the same underlying zone.
 - 1. A sleeping unit in a co-living housing shall not exceed a maximum size of 600 square feet or be less than 300 square feet in size.
 - 2. Shared kitchens shall be provided in the development to be classified as co-living housing. At least one shared kitchen shall be provided for every thirty sleeping units. Each sleeping unit shall be required a kitchenette.
 - 3. Open space shall be provided at a minimum of 10 square feet for each 100 square feet of sleeping unit. Open space may be provided through shared indoor common areas, outdoor open space, or private open spaces, or a combination thereof.
 - a. Required open space may include common areas which are shared indoor spaces and amenity areas separate from required shared kitchen. Other shared indoor spaces may include but not limited to multi-purpose entertainment space, fitness center, movie theater, library, and similar amenities that promote share use and a sense of community.
 - b. Required open space may be provided in outdoor open space or as private open spaces such as patios, rooftop gardens, and balconies.
 - c. See EMC 19.40.050(D) for Open Space Types and Standards.
 - 4. A minimum of one off-street parking space per four sleeping units shall be required. No off-street parking is required within one-half mile walking distance of a major transit stop.
 - 5. In zones with established maximum and/or minimum density requirements, each co-living housing sleeping unit shall be counted as one-quarter of a dwelling unit for the purpose of calculating density.
 - 6. Each sleeping unit in a co-living housing shall be calculated at one-half of a dwelling unit for the purposes of calculating fees for sewer connections.
- C. All other development standards, including, but not limited to, setbacks, lot coverage, maximum height, landscape buffer, mixed-use requirements, and design standards, shall be those established for multifamily uses in the underlying zone.
 - a. In addition to exceptions listed under EMC 19.40.030, co-living housing conversion of an existing building shall be exempt from design standards.

D. Co-living housing developments are exempt from any affordable housing requirements, however, voluntary affordable housing provisions outlined in EMC Chapter 19.38 Article IV Affordable Housing Incentive remain available to co-living housing developments, at sole discretion of the property owner. In addition, affordable housing incentives outlined under RCW 36.70A.540 are available to co-living housing developments that include on-site affordable housing.

15.04.020 Definitions.

~~“Boardinghouse” means a dwelling in which not more than four roomers, lodgers and/or boarders are housed and fed.~~

“Co-living housing” means a residential development with sleeping units that are independently rented and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building. Local governments may use other names to refer to co-living housing including congregate living facilities, single room occupancy, rooming house, boarding house, lodging house and residential suites.

“Major transit stop” means: (1) a stop on a high capacity transportation system funded or expanded under the provisions of Chapter 81.104 RCW; (2) commuter rail stops; (3) stops on rail or fixed guideway systems, including transitways; (4) stops on bus rapid transit routes or routes that run on high occupancy vehicle lanes; or (5) stops for a bus or other transit mode providing actual fixed route service at intervals of at least 15 minutes for at least five hours during the peak hours of operation on weekdays.

“Kitchen” means a room or part of a room which is used, intended, or designed to be used for cooking or the preparation of food. The kitchen includes facilities, or utility hookups for facilities, sufficient to prepare, cook, and store food, and wash dishes, including, at a minimum, any room having countertops, a kitchen-style sink, space and utilities sufficient for gas or 220/240v electric stove and oven, and a refrigerator.

“Kitchenette” means limited cooking facilities such as a small sink, 1 or 2 burner electric stove, microwave and mini fridge. A kitchenette does not meet the definition of a kitchen.

~~“Rooming house” means a boardinghouse.~~

I would like to recommend that the council slightly amend the interim co- living housing codes as follows:

1. 19.32.80 B 2

- a. Shared full kitchens shall be provided in the development to be classified as co-living housing. At least one shared full kitchen shall be provided for every 30 sleeping units which include a kitchenette. A kitchenette has limited cooking facilities such as a small sink, 1 or 2 burner electric stove, microwave and a mini-fridge. A kitchenette does not meet the definition of a kitchen.

“Co-living housing” means a residential development with sleeping units that are independently rented and lockable and provide living and sleeping space with a kitchenette, and residents share full kitchen facilities with other sleeping units in the building.

Recommendations taken from the Washington State Department of Commerce, Co-Living Housing Guidance – February 2025, page 11.

Chris Pasinetti

From: David Grampa <davidgrampa@gmail.com>
Sent: Monday, February 9, 2026 3:35 PM
To: Corrie Koopman; Jan Martinell; Chance LaFleur; Chris Pasinetti
Subject: Fwd: Ordinance 2832 Comments
Attachments: 2755 ROOSEVELT AVENUE EXAMPLE.pdf

CAUTION: This email originated from outside the City of Enumclaw network. Do not click links, open attachments or follow guidance unless you recognize the sender and know the content is safe.

Hello Everyone,

I plan to attend tonight's CED meeting and wanted to share the comments below, which I submitted to Jessica Rose for distribution to all city council members.

Thanks,
David

----- Forwarded message -----

From: David Grampa <davidgrampa@gmail.com>
Date: Mon, Feb 9, 2026 at 3:33 PM
Subject: Ordinance 2832 Comments
To: Jessica Rose <jrose@ci.enumclaw.wa.us>
Cc: Anthony Wright <awright@ci.enumclaw.wa.us>, Chris Searcy <csearcy@ci.enumclaw.wa.us>, Chris Pasinetti <cpasinetti@ci.enumclaw.wa.us>

Hi Jessica,

Please distribute our written comments to the city council.

Thanks,
David

City Council,

The state mandates co-living in all multi-family and mixed-use zones, effectively quadrupling allowed density with the "quarter density" rule. Further, according to RCW 36.70A.535(4): "A city or county may not require through development regulations, standards for co-living housing that are more restrictive than those that are required for other types of multifamily residential uses in the same zone."

This should prompt a careful review of the relationship between co-living regulations, underlying zoning designations, and the associated development regulations for both mixed-use and multi-family housing. **Additionally, the community must carefully consider the relationship between permanent supportive housing and co-living, as they have only functional, not structural, differences.**

Using the Spirit Meadow Condominiums at Roosevelt and Semanski as an example:

This is a 68,285 square foot (approximately 1.57 acres) parcel located at the northeast corner of Semanski and Roosevelt across from the historic Semanski house. This lot is zoned for multi-family residential use and currently contains ten residential units across five duplexes. Thankfully, these condo units are individually owned. This makes it difficult for a developer to gain interest in this particular property, even if the improved value to land value ratio attracts redevelopment interest.

More than 150+ multi-family parcels are zoned throughout the city, some are vacant, and many more are subject to redevelopment. Using this parcel as an example:

- The maximum number of co-living units allowed on the parcel is 94 units.
- A 94 unit, co-living development would conform to design standards including height, setbacks, open space, and maximum building coverage, etc.
- Each of the 94 co-living units would meet the maximum size requirement of 600 sqft.
- This 94-unit, co-living development is permitted by right and requires no public participation in its administrative approval.

Below is the back of the napkin math supporting the above assertions:

- The lot measures approximately 164ft by 414ft. The required setbacks result in 16,762 square feet. An additional 13,657 square feet of open space is required and an additional ~8,000 square feet can accommodate 25 parking stalls. Of the remaining 29,866 square feet, buildings can only occupy up to 27,158 square feet.
- The maximum density in R-4 is 15 dwelling units per acre. Multiply that by 1.57 acres and divide by 0.25 co-living units per dwelling unit results in 94 units. This meets both the density and parking requirements.
- Three story buildings occupying 27,158 square feet result in 81,474 gross square feet. Assuming a 30% loss ratio for common space including hallways, bathrooms, kitchens and amenities, each co-living unit would average approximately 600 square feet.

Please see the attached Google Earth screenshots demonstrating the potential scale of this hypothetical development.

While it may be convenient to say "that will never happen," it most certainly can as demonstrated by the Arete "congregate housing" apartments in Kirkland: a 290 unit apartment complex built on less than 1.2 acres which "featured" 237 co-living units averaging just 225 square feet, resulting in a density nearly four times the maximum density allowed by the underlying zoning.

Finally, with King County's apparent push to encourage permanent supportive housing in rural areas, the unintended consequences of a rushed ordinance are likely significant. Again, co-living and permanent supportive housing differ only functionally, not structurally; with on-site supportive services being the key functional difference.

Irrespective of the mixed-use overlay extending to nearly all parcels zoned General Office, the city council should modify the interim zoning ordinance 2832 to remove co-living as a permitted use in

the General Office zone. Additionally, the city council should also prioritize co-living regulations in the 2026 work plan.

Sincerely,
David and Allie Grampa

2755 ROOSEVELT AVENUE



EXAMPLE PERMITTED CO-LIVING



FINDINGS AND CONCLUSIONS:

Co-living Housing Development Regulations

Title 15 outlines the findings required to approve comprehensive plan amendments/code amendments. EMC section 15.32.038 outlines three general requirements and six consistency statements to be used when evaluating the merits of the proposals.

The code states (in part) under EMC 15.32.038 that the planning commission may recommend, and the city council may approve, the proposed amendment[s] to the comprehensive plan only if the following general criteria are met:

1. The amendment will not result in development that will adversely affect the public health, safety and general welfare.

Staff response: Staff and the Planning Commission find amendments to the city's development regulations regarding co-living will not adversely affect the public health, safety and general welfare. Co-living housing is similarly allowed as boarding homes within the municipal code and these amendments expand on that.

2. The amendment is based upon new information that was not available at the time of adoption of the comprehensive plan, or that circumstances have changed since the adoption of the plan that warrant an amendment to the plan.

Staff response: Staff and the Planning Commission find that there has been a change in circumstances that warrant the amendment which was the change in state law requiring cities to amend their codes to allow co-living housing in any zone that allows multifamily housing, including mixes-use zones under HB 1998.

3. The amendment is consistent with other goals and policies of the comprehensive plan, and that the amendment will maintain concurrency between the land use, transportation, and capital facilities elements of the plan.

Staff response: Staff and the Planning Commission find that the zoning and development regulation amendments are consistent with the following goals and policies within the 2024 Comprehensive Plan:

Housing Element Goal H-3: Allow various densities and diverse housing types to the City can accommodate its project housing targets and provide for households in all economic segment and for its senior [residents].

The code states (in part) under EMC 15.32.038 that the planning commission shall use the following detailed criteria in evaluating the merit of a proposal:

1. The amendment should address an existing, significant need for a public necessity or convenience.

Staff response: Staff and the Planning Commission find that the proposed amendments will address the need as required by state law. The amendments will provide optional housing types for lower income individuals and seniors.

2. The amendment[s] should be in the public's best interest.

Staff response: Staff and the Planning Commission find that the amendments are in the public best interest as it is in the public's interest to be compliant with state law. The amendments

also allow for different housing types as supported by the Comprehensive Plan.

3. The amendment should be compatible with all adjacent comprehensive plan and zoning map designations.

Staff response: Staff and the Planning Commission find that the amendments are compatible with the comprehensive plan and zoning map designations. The amendment is supported by policy H-2, H-3, LU-5 and LU-6.

4. The amendment should be compatible with all elements of the comprehensive plan and zoning code.

Staff response: Staff and the Planning Commission find that the proposed amendments should be compatible with all elements of the comprehensive plan and zoning code. The Comprehensive Plan includes policies for diverse housing types and these amendments support that goal.

5. The amendment[s] should be compatible with and should not adversely impact related ordinances, regulations and development standards.

Staff response: Staff and the Planning Commission find that the proposed amendments should not adversely impact related ordinances, regulations and development standards.

6. The amendment should not adversely impact the health, safety and general welfare of the public; the city design; development interests; neighborhoods; environmentally sensitive areas; and historic areas.

Staff response: Staff and the Planning Commission find that the proposed amendments should not adversely impact the health, safety and general welfare of the public, the city design, development interests; neighborhood; environmentally sensitive areas; and historic areas. The proposed amendments include provisions for health, safety and general welfare by allowing for more affordable housing types, requiring them to meet building codes for safety. The amendments do not change the design requirements within the municipal code. The amendments are only in areas that already allow for higher density housing and does not change the existing building heights. Environmentally sensitive areas will continue to be protected by the city's Critical Areas Ordinance as well as historic areas will be protected by existing regulations.

7. If a comprehensive map/zoning map amendment is proposed, the criteria of EMC 15.32.010 must also be used in evaluating the proposal.

Staff response: Staff and the Planning Commission find that the proposal is not a comprehensive plan future land use or zoning map amendment and this criterion is not applicable.



Department of Community Development

TO: Planning Commission

FROM: Chris Pasinetti, Community Development Director
Wynstan Larsen, Senior Planner

DATE: March 26, 2026

SUBJECT: Municipal Code Amendments regarding side yard setbacks for the Airport Zoning District

Background: On February 25, 2025, the City Council adopted Ordinance No. 2802 which approved Airport District development regulations including densities and dimension requirements such as setbacks, maximum building heights, etc. These regulations allowed the existing airport to be considered as a conforming use within the code and adopted specific development standards applicable to this zoning district.

On January 23, 2026, the city received a request to include the proposed municipal code amendments regarding side yard setbacks to the Airport Zoning District to be part of the 2026 Planning Commission and Community Development Workplan (Workplan). On February 26, 2026, the Planning Commission recommended including this item as part of the Workplan which was approved by the City Council on March 9, 2026.

Proposed amendment:

The applicant has requested to amend the minimum side yard setback requirements under Enumclaw Municipal Code (EMC) Section 18.06.040 from 20 ft to 10 ft.

Analysis: The City of Enumclaw encourages the following adopted 2024 Comprehensive Plan goals and policies:

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

Policy LU-14.1: Limit residential densities to R1 or R2 within ¼ mile of the airport to minimize conflicts between residential and airport operations (noise, safety).

Policy LU-14.2: Notice regarding airport noise and operations should be placed on the title of new residential development within the airport overlay.

Goal TR-4: Support the local and regional economy with timely transportation system investments.

Policy TR-4.2: Recognize the key transportation connections to regional inter-modal transportation hubs and facilities, such as airports, seaports, railroads, etc.

The existing Enumclaw Airport is currently surrounded by properties zoned R-1 Low Density Single-Family Residential District and R-2 Moderate Density Single-Family Residential District. In addition, the Enumclaw Municipal Code (EMC) Section 18.48.070 requires that “a notice regarding airport noise and operations shall be placed on the title of new residential development within the airport overlay district.”

The proposed request is consistent with the general requirements and consistency statements under EMC Section 15.32.038. See Exhibit B Finding and Conclusions for additional information.

Recommendation: Staff recommend that the Planning Commission review the DRAFT regulations and Findings and Conclusions and give staff direction regarding the amendments. If the proposal is complete, staff will schedule a public hearing for this item in April.

Attachments:

1. Draft Amendments to EMC Section 18.06.040 Densities and dimensions – Public and commercial/industrial zones.
2. Findings and Conclusions

EXHIBIT A

18.06.040 Densities and dimensions – Public and commercial/industrial zones.

A. Density and Dimensions Table.

STANDARDS	GO/GO-H	NB	HCB	CB-1/CB-2	LI	A	P
Minimum Lot Area	10,000 sf	10,000 sf	10,000 sf	None	10,000 sf	None	Requirements found in Chapter 18.30 EMC
Maximum Density	15 du/acre ¹	1 du/10,000 sf	None	None	1 du/10,000 sf	None	
Minimum Lot Width (At Street Line)	30 ft	None	None	None	None	140 ft	
Minimum Lot Width (At Building Line)	70 ft	None	None	None	None	None	
Minimum Front Yard Setback	20 ft	20/30 ft ²	15 ft	None	10 ft ³	20 ft ⁹	
Minimum Side Yard Setback ⁸	7.5 ft	0/10/25 ft ⁴	0/10/25 ft ⁴	None	0/10/25 ft ⁴	20-10 ft ⁹	
Rear Yard	25 ft	0/10/25 ft ⁴	0/10/25 ft ⁴	None	0/10/25 ft ⁴	25 ft ⁹	
Maximum Lot Coverage	45%	40%	40%	None	None	None	
Maximum Building Height	30 ft ⁵	30 ft ⁵	35 ft ⁶	40/50 ^{6,7}	35 ft ⁶	30-40 ft ⁹	
Maximum Height of Accessory Building	18 ft	18 ft ⁵	35 ft ⁶	40/50 ^{6,7}	35 ft ⁶	30 ft ⁹	

B. Development Conditions.

1. Maximum density within the mixed use overlay when included within a mixed use development approved pursuant to Chapter 19.38 EMC.
2. Corner lots shall observe a 30-foot setback on both streets.
3. The minimum front yard setback shall be increased one foot for every additional foot in building height above 35 feet.
4. Side and rear setbacks determined as follows:
 - a. All lots or development sites shall have no rear and side yards required where said lots or development sites abut property lines of commercially or industrially zoned property, except a street side yard shall have a setback of 10 feet;
 - b. When parcels directly abut a residential-zoned property, the setback along the abutting residential property shall adhere to the residential setback standards.
5. Except for pitched-roof buildings, which shall have a maximum peak not to exceed 35 feet subject to the following conditions:

- a. The average roof height shall not exceed 30 feet (defined as the midpoint between the roof peak and roof eave for a single pitch); and
 - b. The minimum side yard setbacks shall be increased two feet for every additional foot in building height above 30 feet.
6. When the district abuts upon a residential district the maximum permitted building height shall not exceed the maximum building height permitted in the abutting residential district for a distance of 120 feet from the abutting boundary.
 7. Maximum building height may be increased within a mixed use development approved pursuant to Chapter 19.38 EMC.
 8. Where a utility easement is recorded adjacent to a side lot line, there shall be a side yard no less than the width of the easement.
 9. When the district abuts upon a residential district, the maximum permitted building height shall not exceed 24 feet within the maximum building height permitted in the abutting residential district for a distance of 90 feet from the property line.

FINDINGS AND CONCLUSIONS:

Airport Setbacks Development Regulations

Title 15 outlines the findings required to approve comprehensive plan amendments/code amendments. EMC section 15.32.038 outlines three general requirements and six consistency statements to be used when evaluating the merits of the proposals.

The code states (in part) under EMC 15.32.038 that the planning commission may recommend, and the city council may approve, the proposed amendment[s] to the comprehensive plan only if the following general criteria are met:

1. The amendment will not result in development that will adversely affect the public health, safety and general welfare.

Applicant Response: No adverse impacts are anticipated. The amendment will enhance public health, safety, and welfare in several ways:

Code Compliance: The proposed hangars will be designed and constructed in accordance with current aircraft hangar standards, and applicable building and fire safety codes, incorporating compliant structural systems, fire protection measures, and modern mechanical and electrical infrastructure.

Enhanced Buffering: Hangars located between the north property line and the taxiway will establish an effective visual and acoustic buffer for the adjacent residential subdivision under development.

Operational Safety: The setback reduction will preserve required taxiway width and clearances between existing and proposed hangars to maintain safe aircraft circulation.

Aircraft Protection: Without the setback reduction, hangar construction along the north property line is infeasible, forcing aircraft to park outside and increase their exposure to damage and deterioration.

Emergency Response Capability: WA77 serves as an operational base for several first-responder agencies. Maintaining a viable, well-equipped airport with adequate hangar space supports emergency preparedness and coordinated response for the Plateau community.

Staff response: The proposed amendment will not likely adversely affect public health, safety, and general welfare. There are existing buildings along the northern property line which are currently located between 3.1 to 7.3 feet from the property line and within the current 20 ft setback requirement.

Staff find that the proposed reduction to 10 ft exceeds the setback requirements by the surrounding properties. In comparison, properties currently zoned as R-1 or R-2, such as those in the vicinity, may build an accessory structure ≤ 120 sq ft at 3 ft or >120 sq ft at 7.5 ft from the side and rear property line. Staff also notes that any proposed new development within the surrounding area and within the Airport Overlay District are required to put "a notice regarding airport noise and operations shall be placed on the title of new residential development" per EMC 18.48.070.

2. The amendment is based upon new information that was not available at the time of adoption of the comprehensive plan, or that circumstances have changed since the adoption of the plan that warrant an amendment to the plan.

Applicant Response: Yes. The Airport Zone and its associated 20-foot setback requirement was adopted in February 2025 as part of the Comprehensive Plan update. The practical implications of this setback standard for WA77's specific property configuration and proposed improvements became apparent as the airport began detailed design work for its modernization project.

The airport appreciates the city's inclusion of Goal LU-14 in the Comprehensive Plan; however, the side setback change from 10 feet to 20 feet during the 2024 Comprehensive Plan update was not known to the airport until after adoption, during design. The impact of the 20-foot standard on WA77's narrow property, which differs significantly from the larger airports whose codes may have informed the drafting, was not evaluated during the code development process.

Now that detailed site planning is underway, it has become clear that the 20-foot setback consumes a disproportionate percentage of the limited buildable area on this narrow airstrip, effectively preventing hangar construction and enhanced noise abatement, that would otherwise be consistent with the Airport Zone's purpose.

Staff response: Prior to adoption of the Airport Zoning District, the subject property was previously zoned as R-2 Moderate Single-Family Residential District. The R-2 zoning district has a side yard setback of 9 ft for primary structures and 7.5 ft for accessory structures >120 sq ft. The use and structures that were built prior to adoption of the code were considered non-conforming. So, the proposed reduction from 20 ft to 10 ft would still exceed the previous setback allowances.

Since then, the applicant has provided new information which was not available at the time of the code adoption in February 2025. As explained in the applicant response above, the applicant has since then prepared a master plan for the proposed future development of the property which appears to be limited by the existing 20 ft setback.

3. The amendment is consistent with other goals and policies of the comprehensive plan, and that the amendment will maintain concurrency between the land use, transportation, and capital facilities elements of the plan.

Applicant Response: Yes. The amendment directly supports the Comprehensive Plan's goals and maintains concurrency across the plan's key elements.

Concurrency with Plan Elements:

Land Use: The Comprehensive Plan, adopted February 24, 2025, explicitly recognizes Enumclaw Airport as a long-term land use asset. Goal LU-14 states:

"Maintain the viability of the Enumclaw Airport by reducing conflicts with incompatible land uses and allowing for appropriate airport related development such as parking areas, terminal, [hangars], and accessory uses." The setback reduction enables appropriate airport-related development on a constrained site without expanding the airport's footprint or intensifying its use, precisely what Goal LU-14 contemplates.

Transportation: The 10-foot setback provides safe aircraft circulation between existing and proposed hangars which maintains the airport's functionality as a transportation facility serving general aviation.

Capital Facilities: The amendment allows existing and planned airport improvements to be

implemented efficiently within the Airport zoning district through private investment, without requiring additional public infrastructure, roadway capacity, or utility extensions. This advances the Plan's capital facilities objectives by facilitating beneficial development at no public cost.

Alignment with Comprehensive Plan Vision:

Beyond concurrency, the amendment supports several goals articulated in the Comprehensive Plan's Vision Statement:

Foster a sense of community: The Airport provides more to the community than aircraft storage; it serves as a community gathering space, provides an entry point for aspiring pilots, supports emergency response efforts and recreation in Rainier National Park, and offers diversity which the Plateau is uniquely treasured for.

Provide diverse housing choices for all ages and incomes: By offering accessible aviation services and affordable aircraft storage, Enumclaw Airport attracts individuals and families of varied ages and backgrounds who choose to establish long-term roots in Enumclaw, strengthening the diversity and stability of the housing community.

Treasure its agricultural heritage and historic downtown: Adjacent to Enumclaw's historic downtown, the airport is a part of the city's rich history.

The Airport was established in 1938 and, with the modernization proposed for its facilities, seeks to contribute towards preserving the city's special heritage and culture.

Reducing Conflicts: Ensuring safe aircraft movement on the ground, with adequate taxiway clearances between existing and proposed structures, directly supports the specific land use element goal LU-14 described above. The 10-foot setback provides the operational room necessary for safe aircraft circulation.

Prioritize Safety: The Airport is seeking the setback reduction to allow for modernization of the Airport, which directly aligns with the city's goal of prioritizing safety in building design and site layout.

Staff response: Staff concur with the applicant response. The proposed amendment will likely contribute to meeting the goals and policies identified in the 2024 Comprehensive Plan such as Goal LU-14 as stated above and in addition to the following goal and policies:

Goal TR-4: Support the local and regional economy with timely transportation system investments.

Policy TR-4.2: Recognize the key transportation connections to regional inter-modal transportation hubs and facilities, such as airports, seaports, railroads, etc.

The code states (in part) under EMC 15.32.038 that the planning commission shall use the following detailed criteria in evaluating the merit of a proposal:

1. The amendment should address an existing, significant need for a public necessity or convenience.

Applicant Response: Yes. The amendment addresses an existing and significant public need for accessible general aviation facilities in the Enumclaw area.

Documented Demand Exceeds Current Capacity:

Enumclaw Airport has historically served an ongoing public convenience by providing access to general aviation and its related services to the community. Current demand for hangar space exceeds the airport's existing capacity, and prospective tenants face extended wait times for available space. The proposed setback adjustment is necessary to allow the airport to address this demand while maintaining safe and efficient operations within the site's physical constraints.

Unique Public Role:

WA77 serves a role that no other facility in the region provides:

Accessible Aviation: Unlike other private airports in the Plateau area—such as Frontier Airpark, Evergreen Sky Ranch, and Flying H Ranch—which solely serve owners of hangar homes, Enumclaw Airport provides a focused hangar rental facility and community for families and young professionals to participate in general aviation. Regional public airports such as Auburn Municipal and Pierce County–Thun Field have hangar waitlists extending for years; WA77 helps meet this otherwise unmet demand.

Community Gathering Space: The Airport constantly volunteers its spaces beyond aviation for hosting nonprofit organization meetings, school field trips, support groups, and similar events.

Flight Instruction: The Airport has historically supported flight training, preparing aspiring pilots for entry into the aviation profession and contributing to the long-term regional aviation workforce. Accessible flight instruction provides an essential educational service to the community comparable to that of a technical school.

Emergency Response Capability: WA77 provides hangars, helipad, and office spaces for the National Park Service's helicopter rescue and wildland fire unit, Washington DNR's wildland fire unit, life-flight medivac services, King County Sheriff's aviation division, and the Mount Rainier National Park's law enforcement team.

Economic Contribution: Airport operations, including future café facilities, generate economic activity and tax revenue for the city.

Aviation Heritage: WA77 has operated continuously since 1938, predating both SeaTac Airport and the FAA, and continues a tradition of making general aviation accessible to the community.

Consequence of Inaction:

Without the setback amendment, the airport cannot construct the hangars needed to meet existing demand. This would perpetuate a shortage of accessible aviation facilities in the region and risk the long-term viability of the only affordable hangar rental option available to working-class aviators on the Plateau.

The update to the side yard setback is important to allow effective expansion of the Airport, improve safety to the current layout and maintain its viability.

Staff response: Staff concur with the applicant response. The proposed amendment provides more options for the existing use to have flexibility in project design while maintaining privacy between adjacent uses as well as pilot safety through design.

2. The amendment[s] should be in the public's best interest.

Applicant Response: Yes. The city's own Comprehensive Plan establishes that the airport's

viability is in the public interest by including Goal LU-14. The setback reduction is necessary to preserve that viability.

If the Airport cannot construct needed hangars due to dimensional constraints, several negative outcomes become more likely: unable to modernize, the airport may become economically unviable and eventually close; aircraft must be stored in outdoor tie-downs rather than protected hangars, thereby reducing safety (environmental wear and tear is a major concern on these delicate aircraft) and creating visual clutter; the property could eventually be redeveloped as residential lots, eliminating recreational and emergency response aviation capability and reducing the community's diversity of land uses.

Conversely, a viable and well-organized airport creates opportunities for compatible future development. The Comprehensive Plan contemplates residential airpark development within the Airport Overlay District, with taxiway access connecting homes to the airfield. The proposed setback adjustment supports this vision by enabling organized hangar development along the property edge, which establishes the infrastructure pattern necessary for future through-the-fence residential development land use that would further enhance the community's character and tax base.

WA77 represents something increasingly rare: an affordable, accessible general aviation airport that welcomes the broader community. Losing it would harm the Plateau's position as an aviation-friendly region in Washington State.

Staff response: Staff concur with applicant response. The proposed amendment will likely contribute to meeting the goals and policies identified in the 2024 Comprehensive Plan including Goal LU-14, Goal TR-4, and Policy TR-4.2 and serve the public's best interest.

3. The amendment should be compatible with all adjacent comprehensive plan and zoning map designations.

Applicant Response: Yes. The amendment would affect only the Airport Zone setback requirements and would not alter the underlying comprehensive plan designations or zoning map. The hangars constructed with a 10-foot setback would provide improved compatibility with adjacent residential development by serving as more effective visual and noise barriers and contribute to reducing conflicts.

The adjacent residential subdivision, specifically the 14 lots proposed to be constructed on our shared north property line, under development will benefit from having organized, code-compliant hangar structures along the shared boundary rather than outdoor aircraft storage or deteriorating existing facilities.

Staff response: The proposed amendment should be compatible with all adjacent comprehensive plan and zoning map designations. The surrounding properties are zoned R-1 and R-2 and designated as Low Density Residential for Future Land Use (FLU). These zones currently have a maximum side yard setback requirement of 9 ft, and the proposed amendment of the setback reduction from 20 ft to 10 ft is above this requirement.

4. The amendment should be compatible with all elements of the comprehensive plan and zoning code.

Applicant Response: Yes. The amendment reinforces rather than conflicts with the comprehensive plan's goals. It specifically enables implementation of Goal LU-14's objective of allowing "appropriate airport-related development." No other comprehensive plan elements or

zoning code provisions would be undermined by this targeted setback modification.

Staff response: Staff and the Planning Commission find that the amendment should be compatible with all elements of the comprehensive plan and zoning code and agree with the applicant that no elements or zoning code provisions would be undermined by the amendment. The comprehensive plan includes policies which highlight the importance of the airport as part of the community and as part of key transportation connections.

5. The amendment[s] should be compatible with and should not adversely impact related ordinances, regulations and development standards.

Applicant Response: Yes. The proposed hangars will comply with applicable building codes and will allow the design of taxiway object free area to meet FAA guidance. The setback amendment addresses only the yard dimension; all other development standards remain applicable and will be met. The reduction to 10 feet still provides meaningful separation from property lines while enabling functional airport development.

Staff response: EMC Chapter 18.46 states that the purpose of the airport district is “intended to recognize and protect the area as devoted to private use aviation, reduce conflicts with incompatible land uses, and allow for airport related development in the vicinity, as designated in the comprehensive plan”. Staff and the Planning Commission find that the proposed amendment meets the intent of this section and does not adversely impact related ordinances, regulations, and development standards.

6. The amendment should not adversely impact the health, safety and general welfare of the public; the city design; development interests; neighborhoods; environmentally sensitive areas; and historic areas.

Applicant Response: Potential impacts for the proposed change are positive, with no negative impacts anticipated. The setback reduction would allow for airport modernization, which would contribute to fostering a sense of community, improve diversity, preserve historical heritage, reduce conflicts between the airport and adjacent land uses, and prioritize safety through building improvements and safety improvements for aircraft improvement.

City Design: No negative impacts are anticipated. The hangars will be constructed consistent with the Airport Zone's purpose and will be located within the established airport property.

Development Interests and Neighborhoods: Impacts would be positive. The proposed hangars will provide better visual and acoustic screening for adjacent residential properties than outdoor aircraft storage or deteriorating older structures. Additionally, organized hangar development along the property edge may enhance opportunities for future residential airpark development which Goal LU-14 contemplates as a compatible land use.

Environmentally Sensitive Areas: No environmentally sensitive areas are known to be within or immediately adjacent to the airport property. The master plan includes stormwater improvements that will enhance drainage management on the site.

Historic Areas: No known historic areas are anticipated to be affected. However, the airport itself represents over 85 years of aviation history on the Plateau, having operated continuously since 1938, and preservation of the airport is a key element in Enumclaw's rich heritage.

Staff response: Staff and the Planning Commission concur with applicant response. New buildings/development would be required to meet applicable design standards in addition to

current regulations related to environmental review and site planning to ensure compatibility with surrounding uses.

7. If a comprehensive map/zoning map amendment is proposed, the criteria of EMC 15.32.010 must also be used in evaluating the proposal.

Staff response: Not applicable. No comprehensive map/zoning map amendment is proposed.

DRAFT



Department of Community Development

TO: Planning Commission

FROM: Chris Pasinetti, Community Development Director
Wynstan Larsen, Senior Planner

DATE: March 26, 2026

SUBJECT: Municipal code amendments regarding dancing, music, art, drama and instructional/vocational schools, gymnasiums, etc.

Background: On August 25, 2025, the City Council adopted Ordinance No. 2817 waiving first and second reading to adopt Interim Development Regulations (IDR) to allow miscellaneous uses in the commercial and light industrial zoning districts including arts/vocational schools, gyms/fitness centers, and health studios. This is in response to various inquiries and growing demands by the community to expand use options in the commercial and industrial zones.

At the same time, a proposal to establish new standards for animal daycare and boarding facilities in order to address concerns regarding the compatibility of animal daycare/boarding uses near residential areas. City Council has opted to remove this section from the IDR and instead bring it to the Planning Commission for discussion.

Proposed amendments include the following:

- **Arts/Vocational Schools:** Permitted in NB and LI zones.
- **Gyms/Fitness Centers:** Permitted in GOH, NB, CB-1, CB-2.
- **Health Studios:** Permitted in LI and PU zones.
- **Animal Shelters:** Changed from conditional use to permitted in LI.
- **Animal Daycare/Boarding:** New use permitted in LI subject to EMC 19.32.190.

Additional performance standards in EMC 19.32.190 include:

- Indoor enclosure of kennels.
- 100-foot minimum setback from residential zones.
- Limited outdoor exercise hours (8:00 AM – 6:00 PM).
- Air conditioning required.
- Sanitation and disposal standards for waste and runoff.

This proposal is to amend the municipal code to allow the abovementioned regulations.

Interim Development Regulations for drama and instructional/vocational schools, gymnasiums and health studios within the CB and LI zones. This was passed last year by the city council to address zoning inconsistencies and to encourage those uses through the downtown and industrial areas due to their compatibility with the type of structures and locations within the city. Ordinance No. 2817 passed August 25, 2025, and has since expired.

Recommendation: Staff recommend that the Planning Commission review the items provided and give staff direction regarding Land Use Matrix amendments.

Attachments:

1. Draft EMC Chapter 18.05 Land Use Matrix Amendments and New Standards for Animal Daycare/Boarding Facilities

**Chapter 18.05
LAND USE MATRIX**

Sections:

- 18.05.010** Interpretation of land use matrix.
- 18.05.020** Residential land use matrix.
- 18.05.030** Accommodation, food services, finance, insurance, medical and professional offices land use matrix.
- 18.05.040** Educational and government land use matrix.
- 18.05.050** Cultural, religious, recreational, and entertainment land use matrix.
- 18.05.060** Retail sales, service uses and similar uses land use matrix.
- 18.05.070** Agriculture, mining and forestry land use matrix.
- 18.05.080** Manufacturing and construction land use matrix.
- 18.05.090** Wholesale, transportation, communication, and utilities land use matrix.

18.05.040 Educational and government land use matrix.

A. Educational and Government Land Use Matrix (NAICS 61 and 92).

KEY	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES								
	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office - Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital
SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H
Colleges and universities or extension classrooms, private and public	C	C	C	C					P	P	P		P	
Dancing, music, art, drama and instructional/vocational schools						P		P	P	P	P	P	P	
Day care center (13+ children or not in provider's home)	C	C	C	C	C	P	P	P	P	C	C		P	
Day care home (0 - 12 children in provider's home)	P ¹	P ¹	P ¹	P ¹	C									
Essential public facilities not otherwise listed, including <i>halfway house</i> , subject to Chapter 19.31 EM C												C		
Government buildings and facilities						P			P			P	P	
Libraries						P			P	P	P		P	
Public and semipublic buildings essential to the	P ²	P ²	P ²	P ²		P ³		P	P	P	P	P	P	

KEY	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES								
	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office - Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital
SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H
physical and economic welfare of an area, such as fire stations and pump stations														
<i>Secure community transition facility</i> , subject to EMC 19.32.160												C		
<i>School</i> , elementary, public or private	C	C	C	C		P							P	
<i>School</i> , junior high, middle or high schools, public or private	C	C	C	C		P							P	
GENERAL CROSS REFERENCES:	Land use table instructions, see EMC 18.05.010; Development standards, see EMC Titles 18 and 19; Application and review procedures, see Chapters 15.16 through 15.36 EMC; General provisions, see Chapter 15.06 EMC; Italicized uses are defined in Chapter 15.04 EMC.													

B. Educational and Government Land Use Footnotes.

1. Copy of Washington State child day care license is submitted to the administrator.
2. Rear and side yards for these uses shall be a minimum of 25 feet in width. No stockpiling or storage of materials shall be allowed.
3. Rear and side yards for these uses shall be a minimum of 10 feet in width. No stockpiling or storage of materials shall be allowed.

18.05.050 Cultural, religious, recreational, and entertainment land use matrix.

A. Cultural, Religious, Recreational, and Entertainment Land Use Matrix (NAICS 71 and 813).

KEY	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES								
	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office-Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital
SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H
<i>Adult-oriented business</i>									C ¹					
Amusement parks									C			C		
Auditoriums and theaters, walk-in									C	C	C	C		
Carnivals and circuses									P ² /C			P ² /C		
Churches, subject to EMC 19.32.130	C	C	C	C		P		P	P	P	C	P		
Clubs, lodges and meeting halls									P	C	C	C	C	
Community center	C	C	C	C					P	P	P		P	
Dance halls									C	C	C	C		
Golf courses	C												P	
Golf courses, miniature								P	C					
Golf driving range	C	C											P	
Gymnasiums and fitness centers						P		P	P	P	P	P	P	
Health studio						P		P	P	P	P	P	P	
Museums									P	P	P	C	P	
Parks and playgrounds, open space and trails, private and public	C	C	C	C	P	P			P	P	P	P	P	
Pool hall and billiards									P	P	P			
<i>Recreation facilities, outdoor commercial such as paintball, archery or gun range</i>									C			P	P	
<i>Recreation facilities, indoor</i>									C	C	C	P	P	

KEY	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES								
P – Permitted Use C – Conditional Use S – Special Use	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office-Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital
SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H
commercial such as bowling alley, skating rink, paintball, archery or gun range														
Theaters, drive-in and outdoor/amphitheater									C			C	P	
GENERAL CROSS REFERENCES:					Land use table instructions, see EMC 18.05.010; Development standards, see EMC Titles 18 and 19; Application and review procedures, see Chapters 15.16 through 15.36 EMC; General provisions, see Chapter 15.06 EMC; Italicized uses are defined in Chapter 15.04 EMC.									

B. Cultural, Religious, Recreational, and Entertainment Land Use Footnotes.

1. Subject to the requirements of EMC 18.22.100.

2. Permitted if established for less than two weeks or in conjunction with a fair or other governmentally sponsored event, otherwise conditional use.

18.05.060 Retail sales, service uses and similar uses land use matrix.

A. Retail Sales, Service Uses and Other Uses Land Use Matrix (NAICS 44, 45, 812, and 8114).

KEY	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES									
	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office - Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital	Airport
SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H	A
Adult oriented business, subject to Chapter 5.28 EMC									C						
Cemeteries	C	C	C									C			
Crematorium												C			
Marijuana retailer															
Pawnshops									P	P	P				
Personal services including barber shops, spa, beauty and nail salons, hair care, dry cleaners, laundromat and similar services						P		P	P	P	P			P	
Photographic processing, photoengraving, photocopying, photostating, printing, copying and mailing services, and supply									P	P	P				
Post offices, public or private						P		P	P	P	P				
Animal shelters												EP	C		
Animal daycare and boarding subject to EMC 7.01.050												P			

KEY	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES									
	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office - Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital	Airport
P – Permitted Use C – Conditional Use S – Special Use	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H	A
<i>Retail sales: convenience goods, food, beverages and groceries</i>						P ^{1/C}		P	P	P	P				
<i>Retail sales: all other not specifically addressed</i>									P	P	P				
Solicitors and mobile vendors, subject to Chapter 5.60 EMC	p ^{2,3}	p ^{2,3}	p ^{2,3}			p ²	p ²	p ²	p ²	p ²	p ²	p ²			
Upholstery, automobile and furniture									P	P	P	P			
GENERAL CROSS REFERENCES:					Land use table instructions, see EMC 18.05.010; Development standards, see EMC Titles 18 and 19; Application and review procedures, see Chapters 15.16 through 15.36 EMC; General provisions, see Chapter 15.06 EMC; Italicized uses are defined in Chapter 15.04 EMC.										

B. Retail Sales, Service Uses and Other Uses Land Use Footnotes.

1. Permitted as accessory to a primary use permitted in GO.
2. Mobile vending permitted only from vehicles under the following conditions:
 - a. Vehicle used must be drivable and licensed in the state of Washington;
 - b. The mobile vendor may not be located within the public right-of-way for more than 18 hours in any one 24-hour period; and
 - c. There may be no site furnishings, tents, tables or other similar appurtenances associated with the mobile vendor within the public rights-of-way.
3. Mobile vending (excluding solicitors) within R-1, R-2 and R-3 zones is only permitted under the following conditions:
 - a. The lot size shall be a minimum of three-quarters of an acre; and
 - b. Shall be located adjacent to a major arterial; and
 - c. Shall not be permitted in the rights-of-way within residential zones; and
 - d. Shall not be permitted on lots with an existing residential use; and
 - e. Shall be paved; and
 - f. Shall have no more than five mobile vendors at the site in total.

7.01.050 Animal daycare and boarding.

A. Animal daycare, and boarding shall comply with the following:

1. All pens or kennels shall be enclosed inside a building.
2. The property on which the facility is to be located shall be no closer than one hundred (100) feet to any residential zone.
3. Limited outdoor exercise runs or facilities shall be permitted so long as hours of use are restricted to the hours between 8:00am and 6:00pm.
4. The facility shall be air conditioned.
5. Exercise runs or facilities shall be a minimum of four (4) feet by ten (10) feet.
6. The facility shall maintain a minimum total of twenty-five (25) square feet of kennel area per animal. This area may be comprised of cage area, runs, or exercise facilities.
7. Any outdoor areas used for animal containment or exercise shall be maintained by removing animal waste on a daily basis for proper disposal as solid waste.
8. Any runoff, wash-down water, or waste from any animal pen, kennel, containment, or exercise area shall be collected and disposed of in the sanitary sewer after straining of solids and hair and shall not be allowed to enter the stormwater drainage or surface water disposal system.
9. Strained solids and hair shall be properly disposed of as solid waste.

15.04.020 Definitions.

“Animal daycare or boarding” means any premises wherein a person/business engages in the business of temporary care or boarding of animals for private pet owners, for all or part of a day. Animal daycare or boarding does not include the business of breeding, letting for hire, selling, bartering, or giving away any animals (e.g., commercial kennel or cattery).

“Animal Shelter” means a facility that is used to temporarily house or contain stray, homeless, abandoned or unwanted animals. The facility must be owned, operated, or maintained by one or more of the following: an animal care and control agency; humane society, or society for the prevention of cruelty to animals registered under Chapter 16.52 RCW, or another nonprofit organization devoted to the welfare, protection, and humane treatment of animals, when such society or organization is then under contract with an animal care and control agency. An animal shelter, public may provide supporting services, including medical care.

FINDINGS AND CONCLUSIONS:

Miscellaneous Uses Development Regulations Amendments

Title 15 outlines the findings required to approve comprehensive plan amendments/code amendments. EMC section 15.32.038 outlines three general requirements and six consistency statements to be used when evaluating the merits of the proposals.

The code states (in part) under EMC 15.32.038 that the planning commission may recommend, and the city council may approve, the proposed amendment[s] to the comprehensive plan only if the following general criteria are met:

1. The amendment will not result in development that will adversely affect the public health, safety and general welfare.

Staff response: Staff and the Planning Commission find the proposed amendments to the city's development regulations regarding arts/vocational schools, gyms/fitness centers, health studios, and animal shelters will not adversely affect the public health, safety and general welfare of the community. The proposed amendments will help ensure that the municipal codes remain responsive to community needs while providing certainty to applicants and ensuring compatibility with surrounding neighborhoods.

2. The amendment is based upon new information that was not available at the time of adoption of the comprehensive plan, or that circumstances have changed since the adoption of the plan that warrant an amendment to the plan.

Staff response: Staff and the Planning Commission find that there have been community inquiries and demand for expanded use options within the commercial and industrial zones that warrant the proposed amendment since current zoning code does not adequately address certain uses.

3. The amendment is consistent with other goals and policies of the comprehensive plan, and that the amendment will maintain concurrency between the land use, transportation, and capital facilities elements of the plan.

Staff response: Staff and the Planning Commission find that the zoning and development regulation amendments are consistent with the following goals and policies within the 2024 Comprehensive Plan:

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

Land Use Element Policy LU-11.1: Commercial uses should be located within existing commercial zoning.

Land Use Element Policy LU-11.2: Provide a variety of land uses for the commercial land use designations including retail, office, social recreation, local services, and mixed uses as appropriate within commercial designations.

Economic Development Element Policy ED-7.8: Study and employ incentives which would make developing central industrial land attractive to new businesses.

The code states (in part) under EMC 15.32.038 that the planning commission shall use the following detailed criteria in evaluating the merit of a proposal:

1. The amendment should address an existing, significant need for a public necessity or convenience.

Staff response: Staff and the Planning Commission find that the proposed amendments will address the existing need by the public. Allowing the proposed uses in additional zoning districts will provide applicants and business owners with the option to locate in more areas in the city.

2. The amendment[s] should be in the public's best interest.

Staff response: Staff and the Planning Commission find that the proposed amendments act as an appropriate response to the various inquiries and demand for expanded use options in the commercial and industrial district.

3. The amendment should be compatible with all adjacent comprehensive plan and zoning map designations.

Staff response: Staff and the Planning Commission that the proposed amendments are compatible with the comprehensive plan and zoning map designations. The proposed amendments support the implementation of comprehensive plan goal LU-11 and policies LU-11.1, LU-11.2, and ED-7.8.

4. The amendment should be compatible with all elements of the comprehensive plan and zoning code.

Staff response: Staff and the Planning Commission find that the proposed amendments should be compatible with all elements of the comprehensive plan and zoning code. The comprehensive plan includes policies for a variety of land uses within the commercial land use designations and promoting development in the central industrial areas.

5. The amendment[s] should be compatible with and should not adversely impact related ordinances, regulations and development standards.

Staff response: Staff and the Planning Commission find that the proposed amendments should not adversely impact related ordinances, regulations, and development standards. In the event of a conflict between the proposed amendments and any existing codes, the most stringent provision shall apply.

6. The amendment should not adversely impact the health, safety and general welfare of the public; the city design; development interests; neighborhoods; environmentally sensitive areas; and historic areas.

Staff response: Staff and the Planning Commission find that find that the proposed amendments should not adversely impact the health, safety and general welfare of the public, the city design, development interests; neighborhood; environmentally sensitive areas; and historic areas. The City current includes regulations for new developments to meet applicable design regulations, environmental review, and site planning requirements to ensure that new development is compatible with surrounding uses.

7. If a comprehensive map/zoning map amendment is proposed, the criteria of

EMC 15.32.010 must also be used in evaluating the proposal.

Staff response: Not applicable. No comprehensive map/zoning map amendment is proposed.

DRAFT



Status Report

City of Enumclaw Community Development - February 2026

ID #	SUB TYPE	CONTACT	ADDRESS	APPLIED	ISSUED	EXPIRES	FINALED
APPROVED							
BUS2018-0049	HOME OCCUPATION	LAUREN LILLY PHOTOGRAPHY	1426 MARION ST, ENUMCLAW	10/11/2017	02/26/2026		
BUS2023-0126	BUSINESS LICENSE	NLFINK CORP	1128 WELLS ST, ENUMCLAW	04/03/2023	02/19/2026		
BUS2023-0191	BUSINESS LICENSE	LAKESIDE INDUSTRIES INC		05/16/2023	02/27/2026		
BUS2023-0344	HOME OCCUPATION	DBA ALIYAH DRUGGE PHOTGRAPH	820 MOUNTAIN VILLA DR, ENUMCLA	10/18/2023	02/26/2026		
BUS2023-0404	BUSINESS LICENSE	DBA NAVCO		12/14/2023	02/24/2026		
BUS2024-0082	BUSINESS LICENSE	ARCHITECTURAL METAL SOLUTION	702 BATTERSBY AVE #101, ENUMCL	02/27/2024	02/26/2026		
BUS2025-0164	HOME OCCUPATION	HAIR BY GRACIE WRIGHT LLC	3079 CHELSEA LN, ENUMCLAW	04/17/2025	02/26/2026		
BUS2025-0211	BUSINESS LICENSE	ALLIANT SYSTEMS LLC		05/09/2025	02/27/2026		
BUS2025-0260	BUSINESS LICENSE	DBA SASSY SWEETNESS		06/20/2025	02/18/2026		
BUS2025-0355	BUSINESS LICENSE	DBA AS YOU WISH ELECTRIC		08/22/2025	02/18/2026		
BUS2025-0386	BUSINESS LICENSE	COLLEENS COORDINATING LLC		09/29/2025	02/24/2026		
BUS2025-0400	HOME OCCUPATION	MOUNT PEAK FITNESS LLC	319 JEWELL ST, ENUMCLAW	10/14/2025	02/26/2026		
BUS2025-0444	BUSINESS LICENSE	XTREME HOTRODS LLC		11/03/2025	02/27/2026		
BUS2026-0021	BUSINESS LICENSE	CASCADIA COLLECTION	1920 GARRETT ST, ENUMCLAW	01/27/2026	02/03/2026		
BUS2026-0036	BUSINESS LICENSE	MCGEHEE PHOTOGRAPHY		01/26/2026	02/03/2026		
BUS2026-0037	BUSINESS LICENSE	SAGAREUS REAL ESTATE		01/30/2026	02/03/2026		
BUS2026-0038	HOME OCCUPATION	NORTHWEST LEGACY ADVISORS LI	861 MELODY LN, ENUMCLAW	01/30/2026	02/17/2026		
BUS2026-0039	BUSINESS LICENSE	PRECISION EXHAUST LLC	246 RAINIER AVE, ENUMCLAW	02/03/2026	02/17/2026		
BUS2026-0040	BUSINESS LICENSE	CHIPOLTE MEXICAN GRILL	1040 STEVENSON AVE, ENUMCLAW	02/03/2026	02/17/2026		
BUS2026-0041	BUSINESS LICENSE	CARRIE MYERS LMT	2820 GRIFFIN AVE #100, ENUMCLAW	02/04/2026	02/17/2026		
BUS2026-0042	BUSINESS LICENSE	J.H. KELLY LLC		01/28/2026	02/05/2026		
BUS2026-0043	BUSINESS LICENSE	LOZANO PAINTING AND REMODELII		01/29/2026	02/05/2026		
BUS2026-0044	BUSINESS LICENSE	A MERRY PLACE		01/29/2026	02/05/2026		
BUS2026-0045	BUSINESS LICENSE	ACTION PATCH & REPAIR LLC		02/03/2026	02/05/2026		

ID #	SUB TYPE	CONTACT	ADDRESS	APPLIED	ISSUED	EXPIRES	FINALED
BUS2026-0046	HOME OCCUPATION	VELVET SHADES OF GREEN	303 SCHMID ST, ENUMCLAW	02/02/2026	02/17/2026		
BUS2026-0047	HOME OCCUPATION	KENMARK PRODUCTIONS LLC	613 CARRIE DR E, ENUMCLAW	02/05/2026	02/09/2026		
BUS2026-0048	BUSINESS LICENSE	KINGS MOTEL	1334 ROOSEVELT AVE E, ENUMCLAW	02/05/2026	02/17/2026		
BUS2026-0049	BUSINESS LICENSE	DBA SPACE FOODS		02/02/2026	02/09/2026		
BUS2026-0050	BUSINESS LICENSE	DBA ACCION LABS US INC		02/06/2026	02/10/2026		
BUS2026-0051	BUSINESS LICENSE	DBA CRAWL PROS, PEST PROS, DU		01/30/2026	02/10/2026		
BUS2026-0052	HOME OCCUPATION	SUNNYSIDE SERVICES LLC	1809 SHANON LN, ENUMCLAW	01/05/2026	02/17/2026		
BUS2026-0053	HOME OCCUPATION	JESSE PUAOKALANI	216 SMITH DR, ENUMCLAW	02/10/2026	02/26/2026		
BUS2026-0054	HOME OCCUPATION	LOCAL GUYS CREATIONS	213 MICHAEL AVE, ENUMCLAW	02/10/2026	02/26/2026		
BUS2026-0055	BUSINESS LICENSE	DBA GARSIA PAINTING		02/06/2026	02/18/2026		
BUS2026-0056	BUSINESS LICENSE	DEEP CREEK INK LLC		02/13/2026	02/18/2026		
BUS2026-0057	BUSINESS LICENSE	NORTHWEST BUILDERS & RENOCA		02/17/2026	02/18/2026		
BUS2026-0058	BUSINESS LICENSE	FROST HEATING AND COOLING LLC		02/17/2026	02/18/2026		
BUS2026-0059	BUSINESS LICENSE	SECURITY SOLUTIONS NORTHWES		02/11/2026	02/26/2026		
BUS2026-0060	BUSINESS LICENSE	JULIA IUNKER WEALTH MANAGEME	2949 GRIFFIN AVE, ENUMCLAW	02/18/2026	02/26/2026		
BUS2026-0061	HOME OCCUPATION	DBA SPRING RAINE SKIN THERAPY	2655 OLIE ANN PL, ENUMCLAW	02/18/2026	02/26/2026		
BUS2026-0064	BUSINESS LICENSE	RAINIER ROOFING & EXTERIORS LI		02/20/2026	02/23/2026		
BUS2026-0065	HOME OCCUPATION	ELIZABETH TORRES	820 MOUNTAIN VILLA DR #A205, ENI	02/19/2026	02/26/2026		

Total: 42

FINAL

BLD2026-0023	COMM-PLUM-ALTE	PERMIT PLACE	1343 GARRETT ST, ENUMCLAW	01/23/2026	02/17/2026	08/23/2026	02/24/2026
BLD2026-0034	RESI-PLUM-ALTE	PACIFIC AIR SYSTEMS	3389 PHILLIPS AVE, ENUMCLAW	02/02/2026	02/04/2026	08/30/2026	03/03/2026
BLD2026-0036	RESI-PLUM-ADDI	LEO DONDLINGER	1109 OKERLUND DR, ENUMCLAW	02/03/2026	02/26/2026	08/26/2026	02/27/2026
BLD2026-0039	RESI-MECH-REPA	CODE MECHANICAL INC.	27121 SE MUD MOUNTAIN RD, ENUM	02/10/2026	02/12/2026	08/25/2026	02/26/2026
BLD2026-0051	RESI-RE-R-REPA	RAINIER ROOFING AND EXTERIORS	1916 WILSON AVE, ENUMCLAW	02/20/2026	02/20/2026	08/29/2026	03/03/2026
BLD2026-0052	RESI-MECH-ALTE	DAVID TREAT	3435 GARLAND PL, ENUMCLAW	02/20/2026	02/23/2026	08/30/2026	03/03/2026

Total: 6

ISSUED

ARU2024-0013	RIGHT-OF-WAY ANNUAL USE	DBA GRIFFIN BREWING PILOT HOU	1214 GRIFFIN AVE, ENUMCLAW	10/18/2021	02/02/2026	12/30/2026	
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ID #	SUB TYPE	CONTACT	ADDRESS	APPLIED	ISSUED	EXPIRES	FINALED
BLD2025-0297	ONLINE-RESI-MOBI-NEW	INDIGO ENTERPRISES, LLC	2073 TIMBER ST, ENUMCLAW	09/09/2025	02/18/2026	08/19/2026	
BLD2025-0306	ONLINE-RESI-BUIL-ADDI	INDIGO ENTERPRISES, LLC	2126 GLACIER ST, ENUMCLAW	09/15/2025	02/02/2026	08/01/2026	
BLD2025-0324	ONLINE-RESI-MOBI-NEW	INDIGO ENTERPRISES, LLC	1967 LIBERTY RIDGE AVE, ENUMCLAW	09/30/2025	02/19/2026	08/18/2026	
BLD2025-0325	ONLINE-RESI-MOBI-NEW	INDIGO ENTERPRISES, LLC	1955 LIBERTY RIDGE AVE, ENUMCLAW	09/30/2025	02/20/2026	08/19/2026	
BLD2025-0379	ONLINE-RESI-BUIL-ADDI	SCHEUER BUILDING AND DESIGN LLC	2246 LINCOLN AVE, ENUMCLAW	12/01/2025	02/17/2026	08/16/2026	
BLD2025-0391	ONLINE-COMM-BUIL-ALTE	LUCKY'S IRISH SPORTS BAR LLC	1113 GRIFFIN AVE, ENUMCLAW	12/16/2025	02/06/2026	08/05/2026	
BLD2025-0394	ONLINE-RESI-BUIL-NEW	TAYLOR MORRISON	858 WEAVER DRIVE E, ENUMCLAW	12/23/2025	02/17/2026	09/06/2026	
BLD2026-0001	ONLINE-COMM-BUIL-ALTE	JLKS CONSTRUCTION LLC	1539 BLAKE ST, ENUMCLAW	01/01/2026	02/12/2026	08/16/2026	
BLD2026-0014	ONLINE-RESI-MECH-NEW	HOME COMFORT ALLIANCE	840 SIGRIST DR E, ENUMCLAW	01/16/2026	02/09/2026	08/08/2026	
BLD2026-0019	RESI-MOBI-NEW	JORGE CERVANTES-VARGAS	233 BIRCH DR, ENUMCLAW	01/21/2026	02/20/2026	08/19/2026	
BLD2026-0021	RESI-BUIL-ADDI	BLAKE GALVIN	2880 INITIAL AVE, ENUMCLAW	01/21/2026	02/12/2026	08/31/2026	
BLD2026-0024	ONLINE-COMM-BUIL-ALTE	INSIGHT HEALTHCARE ARCHITECTURE	1455 BATTERSBY AVE, ENUMCLAW	01/23/2026	02/06/2026	08/05/2026	
BLD2026-0031	COMM-BUIL-ALTE	CITY OF ENUMCLAW	45224 284TH AVE SE, ENUMCLAW	01/30/2026	02/04/2026	08/03/2026	
BLD2026-0033	ONLINE-RESI-BUIL-ADDI	INDIGO ENTERPRISES, LLC	2091 TIMBER ST, ENUMCLAW	02/02/2026	02/11/2026	08/24/2026	
BLD2026-0035	RESI-MECH-REPA	MARCIE BELFIELD	1528 COLE ST, ENUMCLAW	02/03/2026	02/03/2026	08/02/2026	
BLD2026-0037	ONLINE-RESI-MECH-ADDI	DAVID TREAT	569 STEVENSON AVE, ENUMCLAW	02/06/2026	02/06/2026	08/05/2026	
BLD2026-0038	COMM-BUIL-ALTE	CITY OF ENUMCLAW	1350 COLE ST, ENUMCLAW	02/09/2026	02/12/2026	08/11/2026	
BLD2026-0041	ONLINE-RESI-MECH-REPA	NORTHWEST EXPERT HEATING LLC	1308 DAVIS AVE, ENUMCLAW	02/11/2026	02/17/2026	08/16/2026	
BLD2026-0042	ONLINE-RESI-MECH-ADDI	ALLRED HEATING COOLING ELECTRIC	1550 MOUNTAIN VIEW DR #G, ENUMCLAW	02/12/2026	02/25/2026	08/29/2026	
BLD2026-0049	ONLINE-COMM-MECH-NEW	FROSTHVAC	202 ROOSEVELT AVE E, ENUMCLAW	02/19/2026	02/25/2026	08/25/2026	
BLD2026-0050	ONLINE-RESI-MECH-ALTE	DAVID TREAT	1163 GARFIELD ST, ENUMCLAW	02/20/2026	02/20/2026	08/19/2026	
BLD2026-0055	ONLINE-RESI-MECH-REPA	CHRISTIAN OTTOSEN	1736 WASHINGTON AVE, ENUMCLAW	02/23/2026	02/23/2026	08/22/2026	
FIR2025-0024	COMMERCIAL FIRE	MERIDIAN SECURITY & ELECTRIC INC	731 WATSON ST N, ENUMCLAW	12/02/2025	02/26/2026	08/25/2026	
PWD2026-0004	RIGHT-OF-WAY CONSTRUCTION PI	PUGET SOUND ENERGY	1700 FIRST ST, ENUMCLAW	02/02/2026	02/10/2026	02/10/2028	
PWD2026-0005	RIGHT-OF-WAY CONSTRUCTION PI	PUGET SOUND ENERGY	1982 WILSON AVE, ENUMCLAW	02/02/2026	02/11/2026	02/11/2028	
PWD2026-0006	RIGHT-OF-WAY CONSTRUCTION PI	PUGET SOUND ENERGY	2255 VENTURA AVE, ENUMCLAW	02/02/2026	02/25/2026	02/25/2028	
PWD2026-0011	RIGHT-OF-WAY CONSTRUCTION PI	PUGET SOUND ENERGY	44807 244TH AVE SE, ENUMCLAW	02/20/2026	02/25/2026	02/25/2028	

Total: 28

Grand Total: 76