
CED Committee Members:

Chair – Chance La Fleur
Chris Gruner
Thomas Sauvageau

Support Staff:

Chris Pasinetti, CD Director
Chris Searcy, City Administrator

AGENDA

COMMUNITY & ECONOMIC DEVELOPMENT (CED) COMMITTEE

CITY OF ENUMCLAW – STEVENSON-YERXA

Monday, July 8, 2024

*******4:30PM*******

I. NEW BUSINESS

- A. Monday, May 28, 2024 CED Meeting Summary.
- B. RV Occupancies and Use Regulations, Ordinance No. 2783
- C. Transportation Impact Fee Calculation and project list
- D. Battery Energy Storage Systems

II. ADJOURNMENT

Next Scheduled Meeting: July 22, 2024 --- 4:30 p.m

CED Committee Members:
Chair – Chance La Fleur
Chris Gruner
Thomas Sauvageau

Support Staff:
Chris Pasinetti, CD Director
Chris Searcy, City Administrator

CED SUMMARY

COMMUNITY & ECONOMIC DEVELOPMENT (CED) COMMITTEE

CITY OF ENUMCLAW – STEVENSON-YERXA

Monday, May 28, 2024

******* 4:30 p.m. *******

THE MEETING BEGAN AT 4:35 PM AND ENDED AT 5:00 PM COUNCILMEMBERS SAUVAGEAU, GRUNNER AND LA FLEUR AS WELL AS STAFF MEMBER CHRIS PASINETTI AND BRETT VINSON.

I. NEW BUSINESS

- A. Meeting summary from May 13, 2024 was approved.
- B. Ordinance No. 2777, 2021 Washington State Building Code. Pasinetti gave an overview of the Ordinance and the minor changes that were made between first reading at the public hearing and second reading and adoption. Committee reviewed the Ordinance and vote to recommend to pass Ordinance No. 2777.
- C. Container requirements. Pasinetti gave an overview of an Ordinance that was approved by the city council that allowed the installation of storage containers as a permanent accessory structure. Discussion regarding the requirements as outlined in the code specific to the building permit and requirements for permanent foundation or structure to secure the container to the ground and the cost associated with those. CED discussed and indicated that they did not want to amend the municipal code to remove any of the requirements previous adopted and maintain the requirement for a building permit for the permanent installation of a storage container.

II. AJOURNMENT

5:36 pm



**City Council
AGENDA BILL**

Meeting Date: 07/08/2024

Subject: Public Hearing regarding RV Occupancy and temporary uses. Ordinance No. 2783

Category: OTHER

BUDGET IMPACT:

Expenditure Budget: \$

Revenue Budget: \$

Proposed Budget Amendment: \$

Related Ordinance or Resolution No. 2783

Attachments: Agenda Bill, Staff report, DRAFT Ordinance with Exhibit A

Staff Contact: Chris Pasinetti, Community Development Director

Summary/Background: As part of the 2024 Planning Commission work plan the city council included an additional item for the commission and staff to review regarding the parking and use of RV's for temporary living situations.

The amendments would permit an individual to receive a permit to live in a recreational vehicle ("RV") for a maximum of 60 days with certain circumstances. The regulations would also allow individuals to occupy an RV as living space for longer than 60 days during a public emergency or when caring for an ill family member. These would require a permit.

Recommendations:

Date Sent to Committee: 06/24/2024 Date Returned:

Council Committee:

Staff: Approve

(BELOW TO BE COMPLETED BY CITY CLERKS OFFICE)

COUNCIL ACTION:

APPROVED

DENIED

TABLED / DEFERRED / NO ACTION

MOVED TO SECOND READING (Ordinances only)

1ST reading

Enactment reading

ORDINANCE #

RESOLUTION #



Department of Community Development

TO: Planning Commission
FROM: Chris Pasinetti, Community Development Director
DATE: May 23, 2024
SUBJECT: Public Hearing regarding RV Occupancy and temporary uses. Ordinance No. 2783

V. RECREATIONAL VEHICLE PARKING AND TEMPORARY USE

Background: As part of the 2024 Planning Commission work plan the city council included an additional item for the commission and staff to review regarding the parking and use of RV's for temporary living situations.

The City's Comprehensive Plan Community Development and Design Element, Policy 1.2 states:

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

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

The city recently and during the pandemic there were a number of homeowners who had family members living on their properties within RV's. This was especially true for hospital workers. Many nurses and/or doctors lived with members of their family who may have been considered high risk and chose to segregate themselves from their family members by living within RV's on their properties. Additionally, homeowners often have family members visiting that utilize recreational vehicles for a temporary period.

Recreational Vehicles are only permitted to be lived in if the Recreational Vehicle is located within an approved RV park (see EMC 19.30.130)

RV's are also not allowed to be parked in the front yard for more than 48 consecutive hours, see EMC 19.14.040(A)(2): In any residential district, public or private parking areas and parking spaces are not permitted in any required yard except as provided herein: a. Recreational vehicles, boat trailers, and all other vehicles not in daily use may be parked in the required front yard for no more than 48 consecutive hours, and may be parked in the required rear yard without time limit.

The Planning Commission met on March 28 and discussed the proposal. The commission discussed allowing RV's for occupancy for someone who may be constructing a home. Also, the commission had concerns regarding RV's encroaching onto the public right-of-way or public sidewalk. Those items have been added below to the proposal. The commission met April 25 and discussed the amendments further. The commission requested a few minor amendments, those amendments have been incorporated into the Exhibit attached to the DRAFT Ordinance.

Analysis: The amendments would permit an individual to receive a permit to live in a recreational vehicle ("RV") for a maximum of 60 days with certain circumstances. The regulations would also allow individuals to occupy an RV as living space for longer than 60 days during a public emergency or when caring for an ill family member. These would require a permit.

Recommendation: Recommends the City Council open the public hearing, after all of the testimony has been received, close the public hearing.

Staff also recommends that City Council give first reading of Ordinance No. 2783

FINDINGS AND CONCLUSIONS:

LUA2024-0014 – RV Occupancies and uses

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.

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 that the proposed municipal code amendment will not adversely affect the public health, safety and general welfare. The amendment will allow very limited occupancies within recreational vehicles within residential zones within the city as well as allow for a process for these to be used in conjunction with special events within the city.

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 circumstances have changed over time. The COVID-19 pandemic encouraged the city to implement a number of economic development techniques that increased the number of tourists visits within the city. These events many times include individuals who participate within these events and utilize RV's as a place to stay during the event. Also, during the pandemic there were health workers that stayed within RV's to avoid spreading the virus to family members within their own home. These changes warrant the need for the municipal code amendment to allow RV's to be occupied outside of RV parks within the city for a specified period of time.

3. The amendment[s] 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 element of the plan.

Staff response: Staff and the Planning Commission find that the amendment is consistent with the goals and policies within the Comprehensive Plan. The Comprehensive Plan states:

Goal CF- 2 Ensure that public facilities and services are high quality, fully maintained, and cost effective. The City's Comprehensive Plan Community Development and Design Element, Policy 1.2 states:

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

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

B. The administrator, planning commission and council shall use the following detailed criteria in evaluating the merit of a proposal.

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

Staff response: Staff and the Planning Commission find that the amendment is necessary to address the need to address the need to balance temporary occupancies during special events within the city and the need for families to have those temporary uses during times of emergency.

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

Staff response: Staff and the Planning Commission find the amendment is in the public's best interest as these regulations would reduce the number of code enforcement cases regarding RV occupancies as well as allow them to be used for living quarters under certain circumstances for short periods of time.

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 amendment is not a land use or zoning map amendment and is therefore not applicable.

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 amendment is compatible with the city's comprehensive plan and zoning code.

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 amendment will not adversely impact any existing ordinances, regulations or conflict with existing 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 amendment should not adversely impact the health, safety and general welfare of the public; the city design; development interests; neighborhoods; environmentally sensitive or historic areas. The amendment will have a minimal impact as the allowances are time limited in most cases and also permitted under other specific circumstances.

ORDINANCE NO. 2783

AN ORDINANCE OF THE CITY OF ENUMCLAW, KING COUNTY, WASHINGTON AMENDING DEVELOPMENT REGULATIONS EMC CHAPTERS 19.14, 19.30 AND 19.32, PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

Whereas, the City of Enumclaw has adopted a comprehensive plan for the purpose of guiding and informing future growth, development, and infrastructure planning pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A which covers the incorporated city limits as well as adjacent unincorporated lands within the Urban Growth Area; and

Whereas, the City Council adopted the City's Comprehensive Plan in July 2016 via Ordinance No. 2589; and

Whereas, the City Council desires to allow Recreational Vehicles to be used for occupancy for limited locations and durations within the city; and

Whereas, an environmental review of the proposed Comprehensive Plan amendments has been conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), and a SEPA threshold determination of nonsignificance (DNS) was issued on May 22, 2024 and sent to state agencies and interested parties; and

Whereas, after holding public hearings and considering public testimony on May 23, 2024 the Planning Commission issued a recommendation to the City Council to adopt the revisions to the city's municipal code; and

Whereas, the City Council held its own public hearing on July 8, 2024 and has considered all recommendations and reports submitted to it and all comments made at the public hearing; and

Whereas, the City Council has carefully considered, and the amendments set forth in this ordinance satisfy all applicable state laws and the City's review criteria as set forth in EMC 15.32.038.

Now, therefore, the City Council of the City of Enumclaw, King County, Washington do ordain as follows:

Section 1: Adopts the Findings as set forth above.

Section 2: Adopts Exhibit "A", attached and incorporated by reference amending the Development Regulations.

Section 3: Severability. If any section, sentence, clause or phrase of this ordinance and/or the attached exhibit should be held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance and/or the attached exhibit.

Section 4: Effective Date. This ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as required by law.

Mayor Jan Molinaro

INTRODUCED _____

PASSED _____

APPROVED _____

PUBLISHED _____

Attested:

Jessica Rose
City Clerk

Approved as to form:

Brett C. Vinson
City Attorney

19.14.040 Area design.

a. Recreational vehicles, boat trailers, and all other vehicles not in daily use may be parked in the required front yard for no more than 48 consecutive hours, and may be parked in the required rear yard without time limit, except as permitted in EMC section 19.30.130.

19.30.130 RV occupancy.

A. No person shall occupy an RV except in an approved RV park. A recreational vehicle may be permitted subject to the following:

1. A recreational vehicle may be permitted for occupancy on a residentially zoned property for a limited period of time for no more than sixty (60) consecutive days per calendar year.
2. Recreational vehicles shall not be permitted on public zoned properties, unless incidental to a special event.
3. Recreational vehicles shall not be permitted on vacant property or public parks.
4. Recreational vehicles shall not encroach on the public sidewalk or public right-of-way.
5. A recreational vehicle may be permitted for occupancy on a residentially zoned property for longer than 60 days per calendar year under the following conditions:
 - a. During a public emergency issued by the mayor; or
 - b. Caring for an ill family member for no more than one (1) calendar year.
6. Recreation vehicles shall be setback from the front property lines a minimum of ten (10) lineal feet.

B. Permit required. A recreational vehicle occupancy permit application and fee shall be submitted to the Community Development Department.

19.32.140 Parking recreational vehicles or mobile homes.

No person shall park, locate or use any recreational vehicle or mobile home for human occupancy on any lot, tract or parcel of land in the city, except in an approved RV park or mobile home park, or as permitted through a temporary use permit set forth in EMC 19.30.130, and except as provided in other sections.

Table 10. Transportation System Improvements Project List (2024-2044)

10.a. City of Enumclaw Primary Sidewalk Improvements

Network Map ID	Street Name	Improvement Type	Current Status	Project From	Project to	Cost Estimate
T1	244th Avenue SE	Construct Major arterial standard; Trail per Parks Plan	Missing Sidewalks	Hamilton Place	SE 448th Street	\$ 1,650,000
T2	244th Avenue SE	Construct Major arterial standard; Trail per Parks Plan	Missing Sidewalks	SE 448th Street	SR 164	\$ 9,000,000
T3	McHugh Avenue - SE 432nd Street	Improve to Collector arterial standard - sidewalk both sides	Missing Sidewalks	SR 169	268th Avenue SE	\$ 3,300,000
T4	Cole Street	Construct Trail Connection	Unconnected	SE 432nd St	Michael Ave	\$ 250,000
T5	Roosevelt Avenue	Complete Sidewalk Gaps	One Side Only	SR 410	Cole St	\$ 100,000
T6	Semanski Street	Complete Sidewalk Gaps	One Side Only	Roosevelt Ave	Terry Lane	\$ 125,000
T7	Blake Street	Complete Sidewalk Gaps	Intermittent	SR 164	SR 410	\$ 950,000
T8	Blake Street	Complete Sidewalk Gaps	Intermittent	SR 410	SE 456th Street	\$ 2,250,000
T9	SE 448th Street	Complete Sidewalk Gaps	Missing Sidewalks	3005 Roosevelt St	City Boundary	\$ 3,900,000
T10	Dickson Avenue	Improve to Collector arterial standard - sidewalk both sides	Missing Sidewalks	Mountain Villa Drive	Blake Street	\$ 1,200,000
T11	Elmont Avenue	Reconstruct to Local Street Std	Intermittent	Semanski Street	Laframboise Street	\$ 4,000,000
T12	Nielsen Avenue	Reconstruct to Local Street Std	Complete Sidewalks	Laframboise Street	Monroe Avenue	\$ 1,375,000
T13	Warner Avenue - SE 456th Street	Construct Collector arterial std; Trail per Parks Plan	Missing Sidewalks	SR 410	284th Avenue SE	\$ 4,500,000
T14	Division Street	Improve to Collector arterial standard - sidewalk both sides	Missing Sidewalks	Kibler Avenue	McHugh Avenue	\$ 1,000,000
T15	Farman Street North	Construct shared use path (West Side) per Parks Plan	Missing Sidewalks	SR 410	Battersby Avenue	\$ 500,000
T16	Farman Street North	Complete Sidewalk Gaps	Missing Sidewalks	SR 410	Battersby Avenue	\$ 1,325,000
T17	Kibler Avenue	Complete Sidewalk Gaps	Missing Sidewalks	Highpoint Street	SR 169	\$ 2,750,000
T18	Roosevelt Avenue	Improve to Minor arterial standard - sidewalk both sides	Missing Sidewalks	244th Avenue SE	Semanski Street	\$ 4,900,000
T19	Farman Street North	Construct shared use path (East Side) per Parks Plan	Missing Sidewalks	SR 410	Warner Avenue East	\$ 400,000
City Improvement Total						\$ 43,475,000

10. b. WSDOT State Highway Projects within Enumclaw City Limits

Network Map ID	Street Name	Improvement Type	Current Status	Project From	Project to	Cost Estimate
W1	SR 169	Construct 10-foot Shared Use Pathway East side	Missing Sidewalks & Bikeways	McHugh Avenue	Under Mountain Middle School	\$ 1,500,000
W2	SR 169	Sidewalks	Missing Sidewalks	SE 416th St	41826 SR 169	\$ 1,200,000
W3	SR 169	Sidewalks	Missing Sidewalks	SE 432nd St	SE 424th St	\$ 2,050,000
W4	SR 164	Sidewalks	Missing Sidewalks	244th Ave SE	24631 SR 164	\$ 850,000
W5	SR 164	Sidewalks	Missing Sidewalks	228th Ave SE	244th Ave SE	\$ 4,700,000
W6	SR 164	Sidewalks	One Side Only	24631 SR 164	Highpoint St	\$ 175,000
W7	SR 410	Sidewalks	Missing Sidewalks	202 Roosevelt Ave E	964 Roosevelt Ave E	\$ 2,000,000
W8	SR 410	Sidewalks	Missing Sidewalks	284th Ave SE	1860 Roosevelt Ave E	\$ 1,700,000
W9	SR 410	Sidewalks	One Side Only	1861 Roosevelt Ave E	City Boundary	\$ 400,000
W10	SR 410	Sidewalks	One Side Only	964 Roosevelt Ave E	Brown Bear Car Wash	\$ 300,000
W11	SR 410	Sidewalks	One Side Only	Watson St N	202 Roosevelt Ave E	\$ 125,000
W12	SR 410	Roundabout	T-intersection	Suntop Plat	SR 410 access management	Pvt Mitigation
W13	SR 410/Monroe	Signal or Roundabout	TWSC	WSDOT	ICE Required	Unknown
W14	SR 169/McHugh	Signal or Roundabout	TWSC	WSDOT	ICE Required	Unknown
W15	SR 169/Kibler	Signal or Roundabout	TWSC	WSDOT	ICE Required	Unknown
W16	SR 169/Battersby	Signal or Roundabout	TWSC	WSDOT	ICE Required	Unknown
W17	SR 410	Transport Demand Management		Change travel behavior; Reduce		\$ 1,000,000
W18	SR 410	Roundabout & Access Mgmt	Roundabout	244th Ave SE/SR 410	Access at SR 410/241st Ave	\$ 3,000,000
W19	SR 410	Roundabout & Alignment	Roundabout	Semanski St/SR 410	Ign intersection at Semanski	\$ 3,000,000
W20	SR 410 corridor	Widen State highway; add lanes		White River Bridge	Downtown Enumclaw	\$ 37,500,000

						WSDOT Improvement To	\$ 59,500,000
10. c. City Secondary Sidewalk Improvements							
Network Map ID	Street Name	Improvement Type	Current Status	Project From	Project to	Cost Estimate	
S1	Commerce Street	Improve to Collector arterial standard - sidewalk both sides	Missing Sidewalks	SR 410	Battersby Avenue	\$ 1,375,000	
S2	Lincoln Avenue	Reconstruct to Local Street Std	Missing Sidewalks	Semanski Street	Laframboise Street	\$ 1,450,000	
S3	SE 424th St	Sidewalks	Missing	268th Ave SE	City Boundary	\$ 1,070,000	
S4	SE 424th St	Sidewalks	Missing	260th Ave SE	SR 169	\$ 1,110,000	
S5	SE 432nd St	Sidewalks	Missing	268th Ave SE	27202 SE 432nd St	\$ 1,450,000	
S6	SE 440th St	Sidewalks	Missing	244th Ave SE	228th Ave SE	\$ 3,230,000	
S7	SE 456th St	Sidewalks	Missing	1009 SE 456th St	284th Ave SE	\$ 850,000	
S8	244th Ave SE UGA	Sidewalks	Missing	SR 164	SE 436th St	\$ 730,000	
S9	260th Ave SE	Sidewalks	Missing	McHugh Ave	3355 260th Ave SE	\$ 110,000	
S10	260th Ave SE	Sidewalks	One Side Only	3355 260th Ave SE	42905 260th Ave SE	\$ 300,000	
S11	260th Ave SE	Sidewalks	Missing	42905 260th Ave SE	SE 424th St	\$ 1,560,000	
S12	268th Ave SE	Sidewalks	Missing	43110 268th Ave SE	SE 424th St	\$ 2,040,000	
S13	284th Ave SE	Sidewalks	Missing	449th Ave SE	City Boundary	\$ 3,400,000	
S14	284th Ave SE	Sidewalks	One Side Only	Roosevelt Ave E	SE 449th St	\$ 90,000	
S15	Dickson Ave	Sidewalks	One Side Only	Dudley Ave	Aspen Glade Apartments	\$ 270,000	
S16	Florence St	Sidewalks	Missing	1945 Florence St	Kibler Ave	\$ 320,000	
S17	Florence St	Sidewalks	One Side Only	SR 164	1945 Florence St	\$ 300,000	
S18	Florence St	Sidewalks	One Side Only	Elmont Ave	SR 164	\$ 340,000	
S19	Harding St	Sidewalks	One Side Only	Kibler Ave	Lowell Pl	\$ 340,000	
S20	Harding St	Sidewalks	One Side Only	Elmont St	1217 Harding St	\$ 90,000	
S21	Mountain Villa Dr	Sidewalks	One Side Only	Foothills Trail	Dickson Ave	\$ 260,000	
S22	Railroad St	Sidewalks	One Side Only	Battersby Ave	Marshall Ave	\$ 200,000	
S23	Railroad St	Sidewalks	One Side Only	Roosevelt Ave	1297 Railroad St	\$ 150,000	
S24	Semanski St S	Sidewalks	One Side Only	McDougall Ave	SR 410	\$ 110,000	
S25	SE 436th Street (UGA)	Complete Sidewalk Gaps	Missing Sidewalks	Highpoint Street	244th Avenue SE	\$ 1,125,000	
City Sidewalk Option Tot						\$ 22,270,000	

**Community
Development
Department**



**City of Enumclaw
Transportation
Impact Fee Update**

DRAFT UPDATE

June 21, 2024

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 the impacts that new growth creates in a community, such as transportation (streets, sidewalks, bikeways), 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, including sidewalks, bikeways, and multiuse pathways used for commuting purposes; publicly owned parks, open space, and recreation facilities; school facilities; and fire protection facilities.

The impact fees (TIFs) 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 updated in 2008 and 2016.
- New projects have been added to the City's Comprehensive Plan (current edition: 2024) 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 scopes and high inflation rates, as well as permit review delays and WSDOT requirements have increased the costs of projects on the impact fee project list.

- Regional traffic growth, an emphasis on infill land use and redevelopment, and development patterns have changed, and/or forecast years have been extended.
- The GMA and RCW's were amended in 2023 by House Bill 1181 to require Multimodal Level of Service (MMLOS) standards for active transportation facilities and Senate Bill 5452 to explicitly allow bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use as TIF-eligible public facilities.
- In an effort to reduce vehicle miles traveled and greenhouse gas emissions from vehicle travel, multiple House and Senate Bills amended the GMA and RCW's to significantly increase residential densities in cities by allowing ADUs and multifamily forms of housing in single family zoned areas. More people living closer to work, shopping, services, entertainment, and recreation will create more demand for sidewalks, bikeways, and multiuse pathways.

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

2024-2044 Transportation Impact Fee (TIF) Analysis

The City of Enumclaw's TIF 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 TIF program structure:

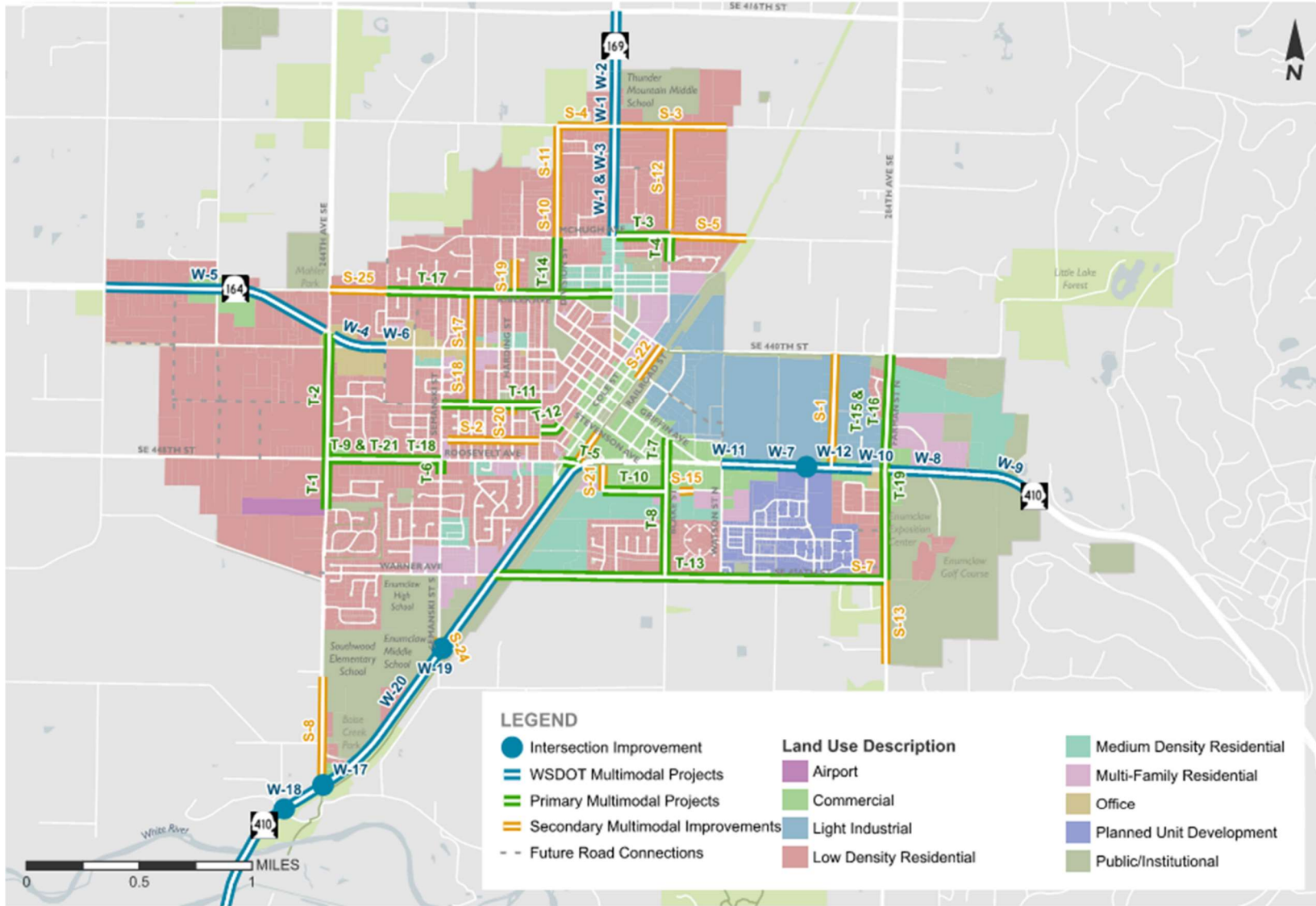
- The Comprehensive Plan Transportation Element contains a 20-year (2024-2044) multimodal transportation system improvement project list (Table 1) focused on accommodating the amount of planned growth in the Land Use Element (Figure 1).
- Not all projects are TIF-eligible, and projects specifically needed to serve new growth were identified and prioritized accordingly. The expectations are that the City will program these projects into the Six-year Transportation Improvement Program (TIP), as needed, or as grant funding opportunities arise.
- Growth and development create transportation impacts (Table 2) and is expected to contribute a proportionate share of the cost to construct the projects needed to serve growth. The amount that development must contribute to the funding for TIF-eligible projects varies according to land use type, scope, scale, and intensity of development, location within the City, and the demand for walking, biking, and driving facilities created by these factors.

In calculating site-specific TIF assessments, the following components are included:

- Cost of transportation system improvements necessitated by development
- Consideration of past or future payments by development (user fees, debt service payments, taxes, other)
- Trip credits awarded for documented previous uses on site; and
- TIF credit for the value of any dedication of right-of-way needed for improvements on the TIF-eligible project list

Table 1. Enumclaw Transportation System Improvements (2024-2044)

Map ID	State Highway - Active Transportation	Project	Total Cost	% Eligible	TIF Cost
W1	SR 169 - McHugh Avenue to Thunder Mountain Middle School	Construct 10-foot Shared Use Pathway East side	\$ 1,500,000	40%	\$600,000
W2	SR 169 - SE 416th Street to 41826 SR 169	Sidewalks			
W3	SR 169 - SE 432nd Street to SE 424th St	Sidewalks	\$ 1,500,000	40%	\$600,000
W4	SR 164 - 244th Avenue SE to 24631 SR 164	Sidewalks	\$ 850,000	50%	\$425,000
W5	SR 164 - 228th Avenue SE to 244th Avenue SE	Sidewalks	\$ 1,000,000	40%	\$400,000
W6	SR 164 - 24631 SR 164 to Highpoint Street	Sidewalks	\$ 175,000	50%	\$87,500
W7	SR 410 - 202 Roosevelt Ave E to 964 Roosevelt Ave E	Sidewalks	\$ 2,000,000	70%	\$1,400,000
W8	SR 410 - 284th Avenue SE to 1860 Roosevelt Ave E	Sidewalks	\$ 1,700,000	70%	\$1,190,000
W9	SR 410 - 1861 Roosevelt Ave E to City boundary	Sidewalks	\$ 400,000	70%	\$280,000
W10	SR 410 - 964 Roosevelt Ave E to Brown Bear Car Wash	Sidewalks	\$ 300,000	70%	\$210,000
W11	SR 410 - Watson Street N to 202 Roosevelt Ave E	Sidewalks	\$ 125,000	70%	\$87,500
State Hwy Active Transportation Improvements Subtotal			\$9,550,000		\$5,280,000
Map ID	State Highway - Intersection and Roadway Improvements	Project	Total Cost	% Eligible	TIF Cost
W12	SR 410/Suntop	Roundabout constructed as private mitigation	\$ -	0%	\$0
W13	SR 410/Monroe	Signal or Roundabout when warranted (WSDOT ICE required)	\$ 2,500,000	20%	\$500,000
W14	SR 169/McHugh	Signal or Roundabout when warranted (WSDOT ICE required)	\$ 2,500,000	20%	\$500,000
W15	SR 169/Kibler	Signal or Roundabout when warranted (WSDOT ICE required)	\$ 2,500,000	20%	\$500,000
W16	SR 169/Battersby	Signal or Roundabout when warranted (WSDOT ICE required)	\$ 2,500,000	20%	\$500,000
W17	SR 410/244th Ave SE	Roundabout recommended			
W18	SR 410/241st Avenue SE	Reconstruct intersection to restrict access for SR 410 safety	\$ 500,000	20%	\$100,000
W19	SR 410/Semanski St	Roundabout & intersection realignment recommended	\$ 3,000,000	20%	\$600,000
W20	SR 410 from 244th to Roosevelt in downtown Enumclaw	Roadway widening to add vehicle capacity recommended	\$ 35,000,000	0%	\$0
State Hwy Intersection/Roadway Improvements Subtotal			\$48,500,000		\$2,700,000
Map ID	City Street Active Transportation - Primary	Project	Total Cost	% Eligible	TIF Cost
T1	244th Avenue SE - Hamilton Place to SE448th Street	Construct Major arterial standard; Trail per Parks Plan	\$ 1,650,000	40%	\$660,000
T2	244th Avenue SE - SE 448th Street to SR 164	Construct Major arterial standard; Trail per Parks Plan	\$ 9,000,000	40%	\$3,600,000
T3	McHugh Avenue - SE 432nd Street - SR 169 to 268th Avenue SE	Improve to Collector arterial standard - sidewalk both sides	\$ 3,300,000	60%	\$1,980,000
T4	Cole Street - SE 432nd Street to Michael Avenue	Construct Trail Connection			
T5	Roosevelt Avenue - SR 410 to Cole Street	Complete Sidewalk Gaps - one side	\$ 100,000	50%	\$50,000
T6	Semanski Street - Roosevelt Avenue to Terry Lane	Complete Sidewalk Gaps - one side	\$ 125,000	40%	\$50,000
T7	Blake Street - SR 164 to SR 410	Complete Sidewalk Gaps	\$ 250,000	70%	\$175,000
T8	Blake Street - SR 410 to SE 456th Street	Complete Sidewalk Gaps	\$ 2,250,000	60%	\$1,350,000
T9	SE 448th Street - 3005 Roosevelt Avenue to City boundary	Complete Sidewalk Gaps	\$ 1,500,000	50%	\$750,000
T10	Dickson Avenue - Mountain Villa Drive to Blake Street	Improve to Collector arterial standard - sidewalk both sides	\$ 1,200,000	70%	\$840,000
T11	Elmont Avenue - Semanski Street to Laframboise Street	Reconstruct to Local Street Std	\$ 4,000,000	40%	\$1,600,000
T12	Nielsen Avenue - Laframboise Street to Monroe Avenue	Reconstruct to Local Street Std	\$ 1,375,000	40%	\$550,000
T13	Warner Avenue - SE 456th Street - SR 410 to 284th Avenue SE (N side)	Construct Collector arterial std; Trail per Parks Plan	\$ 2,000,000	40%	\$800,000
T14	Division Street - Kibler Avenue to McHugh Avenue	Improve to Collector arterial standard - sidewalk both sides	\$ 1,500,000	60%	\$900,000
T15	Farman Street North - SR 410 to Battersby Avenue	Construct shared use path (West Side) per Parks Plan	\$ 1,500,000	70%	\$1,050,000
T16	Farman Street North - SR 410 to Battersby Avenue	Complete Sidewalk Gaps	\$ 1,325,000	70%	\$927,500
T17	Kibler Avenue - Highpoint Street to SR 169	Complete Sidewalk Gaps	\$ 2,750,000	60%	\$1,650,000
T18	Roosevelt Avenue - 244th Avenue SE to Semanski Street	Improve to Minor arterial standard - sidewalk both sides			
T19	Farman Street North - SR 410 to Warner Avenue East	Construct shared use path (East Side) per Parks Plan			
City Primary Active Transportation Improvements Subtotal			\$33,825,000		\$16,932,500
Map ID	City Street Active Transportation - Secondary	Project	Total Cost	% Eligible	TIF Cost
S1	Commerce Street - SR 410 to Battersby Avenue	Sidewalks	\$ 1,375,000	50%	\$687,500
S2	Lincoln Avenue - Semanski Street to Laframboise Street	Sidewalks	\$ 1,450,000	40%	\$580,000
S3	SE 424th Street - 268th Avenue SE to City boundary	Sidewalks			
S4	SE 424th Street - 260th Avenue to SR 169	Sidewalks			
S5	SE 432nd Street - 268th Avenue SE to 27202 SE 432nd Street	Sidewalks			
S6	SE 440th Street - 244th Avenue to 228th Avenue SE	Sidewalks			
S7	SE 456th Street - 1009 SE 456th Street to 284th Avenue SE	Sidewalks			
S8	244th Avenue SE UGA - SR 164 to SE 436th Street	Sidewalks	\$ 730,000	70%	\$511,000
S9	260th Avenue SE - McHugh Avenue to 3355 260th Ave SE	Sidewalks	\$ 110,000	40%	\$44,000
S10	260th Avenue SE - 3355 260th Ave SE to 42905 260th Ave SE	Sidewalk - one side only	\$ 300,000	70%	\$210,000
S11	260th Avenue SE - 42905 260th Ave SE to SE 424th Street	Sidewalks	\$ 1,560,000	70%	\$1,092,000
S12	268th Avenue SE - 43110 268th Ave SE to SE 424th Street	Sidewalks	\$ 2,040,000	70%	\$1,428,000
S13	284th Avenue SE - 449th Ave SE to City boundary	Sidewalks			
S14	284th Avenue SE - Roosevelt Avenue to SE 449th Street	Sidewalk - one side only	\$ 90,000	50%	\$45,000
S15	Dickson Avenue - Dudley Avenue to Aspen Glade Apartments	Sidewalk - one side only	\$ 270,000	70%	\$189,000
S16	Florence Street - 1945 Florence Street to Kibler Avenue	Sidewalks	\$ 320,000	70%	\$224,000
S17	Florence Street - SR 164 to 1945 Florence Street	Sidewalk - one side only	\$ 300,000	70%	\$210,000
S18	Florence Street - Elmont Avenue to SR 164	Sidewalk - one side only	\$ 340,000	70%	\$238,000
S19	Harding Street - Kibler Avenue to Lowell Place	Sidewalk - one side only	\$ 750,000	50%	\$375,000
S20	Harding Street - Elmont Street to 1217 Harding Street	Sidewalk - one side only	\$ 90,000	50%	\$45,000
S21	Mountain Villa Drive - Foothills Trail to Dickson Avenue	Sidewalk - one side only	\$ 260,000	70%	\$182,000
S22	Railroad Street - Battersby Avenue to Marshall Avenue	Sidewalk - one side only			
S23	Railroad Street - Roosevelt Avenue to 1297 Railroad Street	Sidewalk - one side only	\$ 150,000	70%	\$105,000
S24	Semanski Street S - McDougall Avenue to SR 410	Sidewalk - one side only	\$ 110,000	25%	\$27,500
S25	SE 436th Street (UGA) - Highpoint Street to 244th Avenue SE	Complete Sidewalk Gaps	\$ 1,125,000	40%	\$450,000
City Secondary Active Transportation Improvements Subtotal			\$11,370,000		\$6,643,000
Cumulative Total			\$103,245,000		\$31,555,500



City Multimodal Improvements and Future Land Use

City of Enumclaw Transportation Element Update

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FIGURE

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Table 2. PM Peak Trips Forecast in City of Enumclaw (2024-2044)

Region		PM Peak Hour Trips							Total Trips
		Single Family	Multi-Family	Manufacturing	Retail	FIRE	Government / Higher Ed	Education (K-12)	
2020	Downtown/Center	545	37	232	5,826	2,294	469	390	9,793
	East Side	372	8	60	721	33	247	-	1,441
	North Side	850	16	-	183	120	16	718	1,903
	South Side	648	20	32	2,538	190	-	-	3,428
	Southwest Side	1,001	70	33	274	443	-	1,207	3,028
	West Side	1,031	26	-	548	969	29	210	2,813
	Sum	4,447	177	357	10,090	4,049	761	2,525	22,406
2044	Downtown/Center	555	97	330	13,418	107	458	312	15,277
	East Side	441	104	124	690	33	352	-	1,744
	North Side	1,137	13	-	51	-	59	832	2,092
	South Side	740	29	-	2,801	-	110	-	3,680
	Southwest Side	1,052	93	-	325	37	131	1,469	3,107
	West Side	1,402	26	-	244	969	138	188	2,967
	Sum	5,327	362	454	17,529	1,146	1,248	2,801	28,867
Annual Rate of Change		0.76%	3.03%	1.01%	2.33%	-5.12%	2.08%	0.43%	1.06%

Methodology

The process of preparing the TIF schedule began by reviewing the Transportation Element project list and identifying projects that:

- 1.) Provide vehicular capacity to accommodate growth on roadways through widening, intersection improvements, new corridors, or other treatments that enhance the vehicle capacity of the transportation system.
- 2.) Provide active transportation connections to accommodate infill growth through construction of sidewalks, bikeways, and multiuse pathways that allow and promote people walking, biking, and rolling to improve safety for the City's most vulnerable users and to reduce vehicle miles traveled.

Some projects in the Transportation Element are not TIF-eligible because they are either maintenance-related (resurfacing or rechannalization) or are addressing existing deficiencies, such as insufficient right-of-way. However, most of the projects in the Transportation Element, including sidewalks, bikeways, and multiuse pathways, are considered needed to accommodate new infill growth, redevelopment, and higher residential densities, which is expected to create higher demand for walking, biking, and rolling throughout the community.

Projects identified as being TIF-eligible were then evaluated to determine how much of the total project cost could be supported by the TIF. This evaluation 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 for 2024-2044 are approximately \$103,245,000 as summarized in Table 1 above, but approximately \$68,245,000 (66%) is attributed to TIF-eligible capital projects.

The City's updated TIF rate schedule is provided in Table 4. **NOTE: This will be produced *only after* decisions on TIF base rate per trip are made by City.**

Cost Allocation Results

The total capital costs are estimated at \$103,245,000, with the TIF eligible projects totaling about \$68,245,000. TIF assessments set at the **legal maximum (Table 3)** would be expected to contribute approximately \$31,550,500 or 46 percent of the total costs of the TIF eligible improvements, but only represent less than 31 percent of the total capital costs. City funds, new grants, agency partnerships, and other sources will need to contribute the remaining 54 percent of the total TIF-eligible project costs, and the remaining \$71,694,500 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 ends¹ based in Enumclaw. A total of **6,461** new PM peak hour vehicle trip ends are estimated to occur on the City of Enumclaw multimodal transportation system between 2024 and 2044. It should be noted that education trips associated with new schools are not included because that particular land use type is not eligible for inclusion in growth trips, as contained in Enumclaw Ordinance 2399.

Table 3. TIF Legal Maximum	
\$31,555,500	Total TIF costs for all projects
6,461	Growth Trips 2020-2044
\$4,884	2025 Impact Fee per Growth Trip
\$3,239	Existing (2024) Impact Fee per Trip
\$1,645	Net Increase Per Trip = 51%
-\$833	(15%) below average TIF rate in western WA

The analysis produced the following results.

Impact fee costs: \$ 31,555,500
Divided by:
 New PM peak hour trip ends ÷ 6,461
Equals:
 Cost per new trip ends **\$ 4,884**

The new cost per trip end represents a \$1,645 (51%) increase over the previous 2016 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 \$3,239 in 2016 to \$4,884 in 2025.

Trip Generation

Trip generation rates for each land use type are derived from the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition). Land use totals for 2024 and 2044 from the City’s 2024 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 Table 3.

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

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.

Schedule of Rates

The impact fee schedule of rates is shown in the last column in Table 4. 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 4. Impact Fee Schedule

To be inserted here after TIF base rate decision is made by City

Conclusions

The City of Enumclaw TIF Program was last updated in 2016 and impact fees were imposed under EMC Chapter 19.24 on all new development activity in the city. The proposed TIF rates have been updated to be consistent with the adopted long-term project list in the Comprehensive Plan, and to account for updated construction and regulatory costs, as well as amendments to the GMA and RCWs regarding transportation, land use, and housing. The TIF rate schedule (Table 4) lists the TIF base rate to be assessed to a variety of land use types listed in the ITE Trip Generation Manual (11th Ed.). The proposed City TIF rates are anticipated to generate \$1,577,776 over the next 20 years (2024 – 2044), representing approximately 31 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

Recommend replacement with a reference to ITE Trip Generation Manual (11th Edition) instead of this lengthy list of definitions? ITE TGM 11 Ed. has over 180 land use definitions. The City should subscribe to ITE Trip Gen. Manual online version, which allows planners to print land use category definitions, as well as average trip generation rates and charts.

The following land use definitions are derived from the ITE Trip Generation Manual (11th 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)

19.46.010 Purpose:

- A. The general purpose of these regulations is to establish infill overlay districts and to prescribe procedures whereby the development of lands within overlay district can occur in a manner that will encourage infill development while protecting surrounding neighborhoods. The specific purposes of this chapter are to:
1. Enable creation of infill lots for smaller housing units that, due to limited floor area, lot size, and/or development restrictions, are likely to be more affordable than typical single family dwelling units; and
 2. Increase the diversity of single-family housing types available to a variety of household incomes, types and sizes.

19.46.020 Intent:

A. Intent of this chapter is to allow for a variety of lot and home sizes that are typically more affordable than homes and lots developed under the standard zoning code requirements within EMC Title 18.

19.46.030 Applicability:

The cottage infill overlay applies to the R2, R3 and R4 zones. The cottage infill overlay supplements and modifies the underlying zone district and constitutes optional development regulations. Where there is a conflict between the requirements in this overlay and other sections of the development regulations, this chapter applies.

19.46.040 Definitions:

Cottage lot: A lot created pursuant to the requirements of this chapter with permanent development restrictions that ensure that development on the lot complies with this chapter.

Cottage, Tier 1: A tier 1 cottage is a one-story single-family dwelling unit that is not larger than 1,350 square feet of gross floor area excluding covered car parking and unheated covered porches.

Cottage, Tier 2: A one-story single-family unit that is not larger than 2,000 square feet of gross floor area excluding covered car parking and unheated covered porches.

Gross floor area: The total square footage of all floors in a structure as measured from either the interior surface of each exterior wall of the structure or, if the structure does not have walls, from each outer edge of the roof.

Story: As defined by the most recent adopted version of the International Residential Code.

Maximum building coverage: The maximum percentage of the surface of the subject property that may be covered with buildings. Sum of gross floor area of all buildings on a lot divided by lot size.

19.46.050 Development Standards:

- A. Cottage lots and development on cottage lots shall comply with all applicable sections of Enumclaw Municipal Code, except as modified herein:
1. **Permitted Uses .** A cottage lot may have one cottage (Tier 1 or Tier 2) and one attached or detached covered car parking structure. Accessory dwelling units are permitted pursuant to EMC Chapter 19.34.
 2. **Dimensional standards:**
 - a. Minimum lot size for a cottage lot is 3,000 square feet.

- b. Minimum setbacks for all structures: Front –15 feet, parking structure 23 feet, side setbacks 5 feet, rear 15 feet.
- c. Minimum Street Frontage: 40 feet.
- d. Maximum height for all structures: one story or 18 feet; whichever is taller.

Zone	R-2	R-3	R-4
Lot Size ranges	3000 to 8,399	3000 to 6199	3000 to 6199

3. **Maximum cottage size:**

- i. Tier 1 cottages are allowed on all cottage lots.
- ii. Tier 2 cottages are allowed on cottage lots equal to or larger than 6,200 square feet in area.

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18.06.030 Densities and dimensions – Residential zones. 

A. Density and Dimension Table.

STANDARDS	R-1	R-2 ¹⁵	R-3 ¹⁵	R-4 ¹⁵	RMHP	PUD
Minimum Lot Area	15,000 sf	8,400 sf ¹	6,200 sf	6,200 sf	5 acres	Requirements found in Chapter <u>18.34</u> EMC, Planned Unit Development (PUD)
Maximum Density	N/A	N/A	1 DU per 6,200 sf ³	1 DU per 2,900 sf ⁴	1 DU per 6,200 sf	
Maximum Lot Area	N/A	18,000 sf	12,500 sf	N/A	N/A	
Minimum Street Frontage	50 ft	50 ft	50 ft	50 ft ²	Requirements found in Chapter <u>18.16</u> EMC, Residential Manufactured Home Park District (RHMP)	
Minimum Front Yard Setback	20 ft	20 ft	20 ft	20 ft		
Minimum Side Yard Setback ^{6,7}	9 ft	9 ft	9 ft	9 ft ^{2,8,9}		
Rear Yard	25 ft	25 ft	25 ft	25 ft		
Maximum Building Coverage ¹⁰	30%	40%	40%	40% ^{11,12}		
Maximum Building Height	30 ft	30 ft	30 ft	30 ft ¹³		
Maximum Height of Accessory Building	≤ 120 sf 10 ft > 120 sf 18 ft	≤ 120 sf 10 ft > 120 sf 18 ft	≤ 120 sf 10 ft > 120 sf 18 ft	≤ 120 sf 10 ft > 120 sf 18 ft		
Detached Accessory Building ≤ 120 sf Minimum Side and Rear Setbacks	3 ft	3 ft	3 ft	3 ft		
Detached Accessory Building >120 sf Minimum Side and Rear Setbacks	7.5 ft	7.5 ft	7.5 ft	7.5 ft		
Maximum Detached	50%	50%	50%	50%		

STANDARDS	R-1	R-2 ¹⁵	R-3 ¹⁵	R-4 ¹⁵	RMHP	PUD
Accessory Building Coverage ¹⁴						

B. Residential Density and Dimension Development Conditions.

1. When a short plat provides for one or more lots with a minimum square footage of 8,400 square feet, one lot of not less than 7,500 square feet may be included in the short plat if approved by the administrator; provided, that all lots surrounding the parcel to be short platted are substantially greater than the minimum 8,400 square feet and it is compatible with the area surrounding the proposed short plat. The substandard area lot, when recorded, shall be restricted from applying for a variance which is related to lot area, yard setbacks and lot coverage. This restriction shall be placed on the face of the short plat when so recorded. This provision shall not apply to a short plat in which maximum lot size is exceeded per subsection (B)(5) of this section.
2. Lot size, minimum street frontage and minimum side yard setback may be modified for single-family, duplex, townhouse, cottage and zero lot line developments, subject to EMC 18.06.130.
3. Duplexes and cottage developments may be permitted at a density of 3,100 square feet per dwelling unit by conditional use permit.
4. Densities of up to 1,452 square feet per dwelling unit (30 units per acre) may be permitted for retirement homes and assisted care living facilities by conditional use permit.
5. Maximum lot size does not apply in the following circumstances:
 - a. Creation of a lot that is developed with an existing house located such that compliance with the maximum lot size would require removal of the house or unusual lot configuration in order to subdivide the property.
 - b. Creation of a lot through a lot line adjustment where one or more of the existing lots are larger than the maximum lot size; provided, that a lot that conforms to the maximum lot size may not be made nonconforming.
 - c. Creation of an open space, critical area or future development tract.
6. Side yard setback for public and semipublic buildings shall be a minimum of 25 feet in width.
7. 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.
8. There shall not be less than 15 feet between each multifamily building on a single lot.
9. Optional Aggregate Setback Allowance. The city may reduce the individual required setbacks for lots with unusual geometry, flag lots with undesignated setbacks, or lots with special site conditions such as an existing cluster of significant trees or other unique natural, cultural, or historic features that should be preserved without disturbance. However, the total of the setbacks shall be no less

than the sum of the minimum front, rear and side yard setbacks for that zone. In order to exercise this option the city must determine that a public benefit is gained by relaxing any setback standard.

10. On any lot over one acre in area, an additional five percent may be used for buildings related to agricultural or forestry practices.

11. Maximum parking area coverage: 30 percent.

12. Combined maximum lot and parking area coverage: 60 percent.

13. 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.

14. Combined area of the rear and side yards.

15. Reference EMC 19.46 for minimum lot size, setbacks, lot frontage, maximum lot coverage and maximum lot height for cottage lots.

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