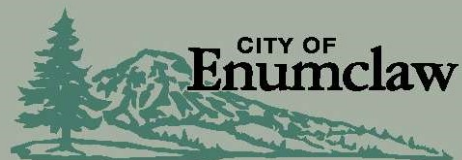
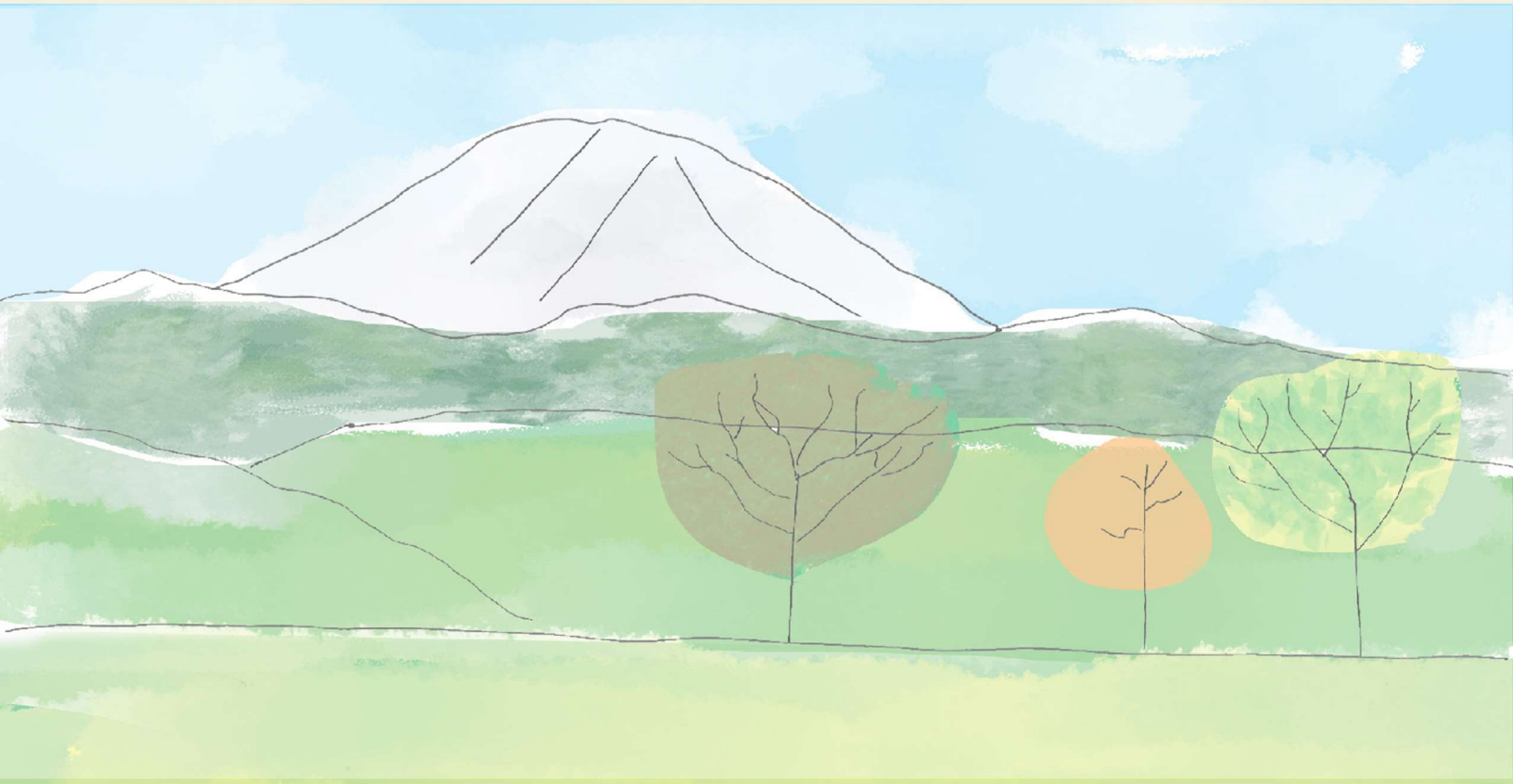


# Enumclaw Comprehensive Plan

## INTRODUCTION

**DRAFT**



# ACKNOWLEDGEMENTS

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## City of Enumclaw Council

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- Councilmember Kerry Flothe
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- Councilmember Chance La Fleur
- Councilmember Thomas Sauvageau
- Councilmember Anthony Wright
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Appendix B – Land Capacity Analysis and Adequate Provision to Accommodate All Housing Needs

## GLOSSARY AND DEFINITIONS

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ACS	American Community Survey
AMI	Area Median Income
BAS	Best Available Science
CAO	Critical Area Ordinance
CDBG	Community Development Block Grant
CF	Capital Facilities
CP	Community Profile
CPP	Countywide Planning Policies
ECEAP	Early Childhood Education Assistance Program
ED	Economic Development
EYFS	Enumclaw Youth and Family Services
GHG	Greenhouse gas
GMA	Growth Management Act
HAMFI	Household Area Median Family Income
HS	Human Services
HSAB	Human Services Advisory Board
HUD	Housing and Urban Development
KCCPP	King County Countywide Planning Policies
LU	Land Use
MHI	Median Household Income
MPP	Multicounty Planning Policies
NE	Natural Environment
NRCS	Natural Resources Conservation Service
PK	Parks
PROS	Parks, recreation, and open space
PSRC	Puget Sound Regional Council
SMA	Shoreline Management Act
SMP	Shoreline Management Program
TR	Transportation
UGA	Urban Growth Area
	ho

# 1. INTRODUCTION

## Purpose

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

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

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

## Vision Statement

The following vision statement was written following the public Visioning Workshop and refined by City staff, the Planning Commission, and City Council.

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*Enumclaw brings people together with a sense of community that values all ages and incomes. Our vision is to grow with the intention to provide services and institutions for the well-being of our residents and businesses. We plan diverse housing choices that allow new families to flourish, and longtime residents to remain.*

*Enumclaw treasures its agricultural heritage and historic downtown. We imagine a streetscape, vibrant with public art, that accommodates all types of transportation including pedestrians which will connect residents to services, schools, the downtown, and city and regional recreation facilities. To raise families and to do business, the community must keep safety a priority.*

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## *HOW TO USE THIS COMPREHENSIVE PLAN*

Several themes from the vision statement are enacted in and guide this Comprehensive Plan, as outlined below. Guided by the vision statement, Enumclaw strives to:

### *Foster a sense of community*

Cultivating a strong sense of community, where people come together and feel a connection to a place and its residents, requires a commitment to the community's shared vision and towards a clear, consistent, and transparent dialogue between the City and its residents. Enumclaw values the community's well-being and quality of life and aims to create a thriving place where people feel welcome to visit, live, and work in, without losing the individuality of the community.

The goals and policies that support this theme can be found here: Goals LU-4, LU-6, NE-2, NE-10, HS-1, and ED-7 and their corresponding policies, and Policy ED-4.4.

### *Provide diverse housing choices for all ages and incomes*

Finding more ways to be innovative and creative in tackling the problems of today and future generations. Providing diverse housing options and alternative housing styles that can expand opportunities for all ages and incomes to stay in their communities and allow new families to flourish.

The goals and policies that support this theme can be found here: Goals LU-5, LU-6, H-2, H-3, and their corresponding policies, and Policies H-1.1 and TR-3.1.

The goals and policies that support this theme can be found here: Goals LU-5, LU-6, H-2, H-3, and their corresponding policies, and Policies H-1.1 and TR-3.1.

### *Treasure its agricultural heritage and historic downtown*

Promoting agricultural uses that lead to job creation and agritourism preserves and highlights the city's agricultural heritage. Enumclaw continues to work hard to maintain its agricultural history while finding ways to maximize opportunities for economic development that can lead to an enhanced quality of life for its residents. The community's downtown and its surrounding neighborhoods are the center of arts and culture, where local business can grow and is founded by a strong network of local economy.

The goals and policies that support this theme can be found here: Policies ED-1.8 and ED-4.2.

### *Efficiently connect residents to downtown and other services*

Proximity, connectivity, and walkability are highly encouraged which requires interconnected transportation and land use decisions in order to efficiently connect residents to services and amenities. Enumclaw prioritizes design for people and considers people of all ages and abilities at the forefront, not an afterthought.

The goals and policies that support this theme can be found here: Goal LU-8 and Policies LU-1.11, LU-9.4, LU-9.5, LU-11.8, TR-2.1, TR-2.3, TR-2.4 and Goals NE-1, HS-1, HS-2, ED-6, TR-4, and their corresponding policies.

### *Prioritize safety*

Prioritizing safety and health require protecting the environment, better design and form standards in the built-environment, and adequate city services. Enumclaw aspires to treat safety as the most important factor that can result in a healthier and more equitable community for all.

The goals and policies that support this theme can be found here: Goals NE-3, NE-6, NE-9, HS-1, HS-2, and LU-7 and their corresponding policies, and Policies TR-1.2, TR-2.4, TR-2.5, and TR-4.1.

## Plan Overview

The Comprehensive Plan has been previously updated in the following years:

- 1969** First Enumclaw Comprehensive Plan
- 1980** Updated Enumclaw Comprehensive Plan
- 1995** First GMA Comprehensive Plan
- 2005** GMA Update
- 2015** GMA Update

## What is in a Comprehensive Plan?

Under the Washington State Growth Management Act (GMA), jurisdictions are required to draft and update their Comprehensive Plans periodically. The intent of the GMA is to prevent urban sprawl and protect the state's natural resources and farmlands from urbanization. The Comprehensive Plan achieves this by setting a community vision, goals, and policies for the next 20 years. This Comprehensive Plan includes the following elements:

- Land Use
- Housing
- Capital Facilities
- Utilities
- Transportation
- Economic Development
- Natural Environment
- Human Services

## State Planning Context

Washington State passed the Growth management Act (GMA) in 1990. The initial intent of GMA is to prevent urban sprawl and protect the state's natural resources and farmlands. It achieves this by requiring jurisdictions to create strategies to plan for growth given land available within mapped Urban Growth Areas (UGAs). Other states without growth restrictions are at greater risk of sprawling development, resulting in fewer farm and natural resource lands, and resulting in more expensive infrastructure needs, both at a local and regional level.

Since its initial adoption, GMA has been amended to better respond to statewide planning issues and demands.

## Regional Planning Context and Consistency and Coordination

In addition to the GMA, the Puget Sound Regional Council (PSRC), in partnership and involvement with jurisdictions, provides the VISION 2050 Plan and sets multi-county planning policies (MPPs). These policies set a planning framework to guide the region's growth and to inform jurisdictions' Comprehensive Plan updates. By providing a common framework, local Comprehensive Plans can account for regional trends.

Similarly, King County establishes Countywide Planning Policies (CPPs) who amended their Countywide Planning Policies in 2021. This update included a comprehensive review of Enumclaw's Comprehensive Plan's goals policies and identified gaps across both VISION 2050 and King County's. These gaps have been addressed in this update.

## Implementation and Monitoring

This plan is intended as a forward-looking document to guide the next generation of growth in Enumclaw. However, it must also be nimble enough to accommodate unforeseen changes to local, regional, and state market forces and development patterns. Each year, the City can make minor changes to this plan through the annual docketing process. The next substantial periodic update will take place in 2034. At the midway point, in 2029, this City should perform a look-back analysis to see how actual growth of housing and jobs have tracked projections and to monitor the progress of the plan's implementation. During that year, the annual docket should include any changes needed to address deficiencies, such as to land use designations, zoning, goal, policies, or development codes.

## Tribal Coordination and Participation

In 2022, Washington State passed HB-1717 which requires Tribal Participation under GMA. The 2024 update has incorporated this by:

- Providing early notification to Muckleshoot Tribal leadership that the City is updating its comprehensive plan.
- Sending a draft of the comprehensive plan directly to tribal liaison(s) at the start of public review.

- Adding policy LU-1.7 requiring coordination.

## Community Participation

City Staff and the Consultant Team prepared a Public Participation Strategy (PPS) to conduct outreach to the public throughout the process of updating the Comprehensive Plan. A summary of key points in Enumclaw's PPS includes:

- Clear delineation of responsibilities for Planning Commissioners and City Council Members
- Selections of public methods of participation from the City's adopted participation program including:
  - Six open house events, and notifications through the City website, email distribution lists, press releases, and identification of key stakeholders and agencies for direct email with project updates
- Coordination with the City on the results of their concurrent housing survey

## Summary of Visioning Workshop

On April 25, 2023, the City held a visioning workshop from at City Council Chambers.

- The workshop was advertised in the local paper, on the City's webpage, with flyers around town, and via Social Media
- Meeting Facilitators were: Chris Pasinetti, Isaac Anzlovar (City of Enumclaw); Robin McClelland, Talia Tittelfitz (BHC Consultants)
- The purpose of the meeting was to introduce the public to the 2024 Comprehensive Plan Update and to refine Enumclaw's Vision Statement.
- The meeting was attended by around 20 people of a variety of ages and backgrounds who engaged in collaborative discussions to reduce the City's existing Vision Statement from 2 pages to 4-6 sentences.
- Supplemental materials provided include:
  - Meeting Agendas (both public facing and annotated for facilitators)
  - Meeting handouts
  - Visioning exercise handouts
  - PowerPoint presentation
  - Speakers notes for Visioning exercise
  - Draft Vision Statement that resulted by the end of the evening

## Summary of Housing Needs Workshop

On May 23, 2023, the City held a Housing Needs Workshop at the Enumclaw Senior Center.

- The workshop was advertised in the local paper, on the City's webpage, with flyers around town, via Social Media, via emails to previous meeting participants and interested parties, and via word of mouth.
- Meeting Facilitators were: Chris Pasinetti, Isaac Anzlovar (City of Enumclaw); Robin McClelland, Talia Tittelfitz, Eli Mulberry (BHC Consultants); Annie Sieger (Sieger Consulting)

- The purpose of the meeting was to provide an overview of housing needs in Enumclaw, engage participants in an exercise to match people with housing choices considering income and cost of housing, and to have participants become better informed about housing needs over the coming years.
- The meeting was attended by around 40 people, some of whom had attended the Visioning Workshop, some of whom were new. They represented a variety of ages and viewpoints, and all participated in good faith in the discussions about what they saw as housing needs in Enumclaw.
- The meeting had a presentation of housing data and a break-out session, during which participants played a game called: The Hand You Are Dealt.
- The Hand You Are Dealt was crafted by the Consultant Team as series of housing scenarios which participants were asked to consider and also to propose housing solutions for in Enumclaw, using a neighborhood map and pre-printed cards with a variety of housing options.
- Supplemental materials provided include:
  - Meeting handouts
  - Meeting Agendas (both public facing and annotated for facilitators)
  - PowerPoint presentation
  - Tabletop instructions for The Hand You Are Dealt game and discussion.
  - Housing Cards, utilizing photos primarily of housing in Enumclaw as examples
  - 10 scenarios for participants to consider and discuss.
  - Notes from the tabletop discussions as well as from the final report-out session

## Summary of Land Use Workshop

On June 13, 2023, the City held a Land Use Workshop at the Enumclaw Senior Center.

- The workshop was advertised in the local paper, on the City's webpage, with flyers around town, via Social Media, via emails to previous meeting participants and interested parties, and via word of mouth.
- Meeting Facilitators were: Chris Pasinetti, Isaac Anzlovar (City of Enumclaw); Robin McClelland, Talia Tittelfitz, Eli Mulberry (BHC Consultants); Annie Sieger (Sieger Consulting)
- The purpose of the meeting was to acknowledge and review what participants had contributed in the first two meetings, explore options for achieving the Vision statement, and consider Citywide land use options.
- The meeting was attended by around 50 people, some of whom had attended the Visioning and Housing Workshops, some of whom were new. They represented a variety of ages and viewpoints, and all participated in good faith in the discussions about options for land use scenarios in Enumclaw.
- The workshop started with an Open House event
  - Posters were available for participants to explore the community responses from the previous Housing Workshop as well as the Vision Statement
  - Participants were invited to check the work, to place stickers next to statements they agreed with or supported, and to edit or add things on the posters they felt had been left out.

- The workshop proceeded with a short PowerPoint presentation followed by 6 breakout tabletop discussions on land use options focused on 4 topic areas: Services & Connectivity, Commercial, Residential, and Capital Facilities. Facilitators at each table elicited conversation and dialogue on options people thought could help Enumclaw reach its Vision Statement. After half an hour, participants were invited to switch to new tables. Each table reported highlights from their discussions to the entire group at the conclusion of the workshop.
- Supplemental materials provided include:
  - Meeting Agendas (both public facing and annotated for facilitators)
  - Meeting handouts
  - Tabletop facilitation questions which were posed during the breakout session
  - Four posters which were on display during the Open House portion of the meeting
  - PowerPoint presentation
  - Notes from the tabletop report-out sessions
  - Participant modifications to the open house posters
  - Transcription of tabletop discussion notes
  - Raw facilitator notes from tabletop discussions
  - Photographs of audience members during the presentation.

## Community Issues

### *AFFORDABLE HOUSING*

Participants of the community meetings and open house events expressed a desire to see an increased diversity of housing types throughout Enumclaw, including smaller, more affordable housing provided to accommodate young families, multigenerational housing options, and more affordable apartments, while maintaining the small-town feel of Enumclaw through appropriate design standards.

### *AGING IN PLACE*

Community members expressed wanting to see additional senior housing near community services, increased shuttle service, and additional community services and medical facilities so that residents don't have to leave the city to access these services.

### *ONGOING FUNDING FOR CITY SERVICES AND POLICE SERVICES*

Community members want to see additional services in Enumclaw to help them get basic necessities in the city, additional bike lanes and sidewalks along with sidewalk improvements especially in the downtown area, and a community center that provides multigenerational services. Community members also expressed a desire to maintain funding for police services in the city.

### *MAINTENANCE AND COSTS FOR PARKS AND RECREATION*

Community members expressed interest in additional parks within walking distance of residential neighborhoods to increase safety for children and provide greater accessibility to parks.

### *SUPPORT FOR LOCAL BUSINESSES*

Community members value local small businesses and would like to see greater city support or incentives to help small businesses thrive in their community, including the prioritization of small businesses over larger corporations in the city, to help keep the downtown core vibrant.

## 2. COMMUNITY PROFILE

### Community Context and History

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

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

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

The town quickly grew with a two-story hotel, and a saloon and a general store following close behind. Land was donated for Calvary Presbyterian Church (and for other churches), a school, and the White River Lumber Company. The town incorporated on January 27, 1913. Since incorporation, the City of Enumclaw continued to grow and expand as a rural center and distribution point for the resource-rich area. Brick buildings replaced the original wooden structures along Cole Street in the 1920s.

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

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

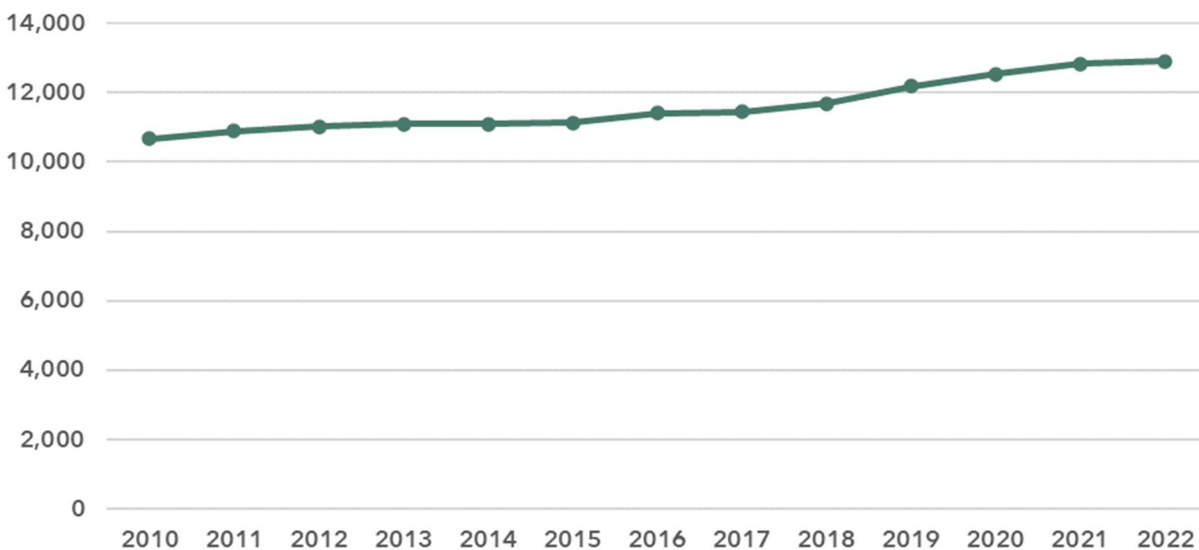
Today, the majority Enumclaw’s land falls within King County. A portion of Enumclaw falls within Pierce County, however, this land area does not have any population or employment. Enumclaw’s total incorporated lands amount to just over five square miles.

## Population Demographics and Forecast

This section describes Enumclaw’s current population and its characteristics, including age, race and ethnicity, educational attainment, school enrollment and employment, as well as relevant historical trends in population growth and characteristics over time. In some cases, comparison of Enumclaw’s population and its characteristics are made to King County and Washington state overall to provide context.

As of 2022, the Washington State Office of Financial Management (OFM) estimates the City of Enumclaw to have a population of 12,910.

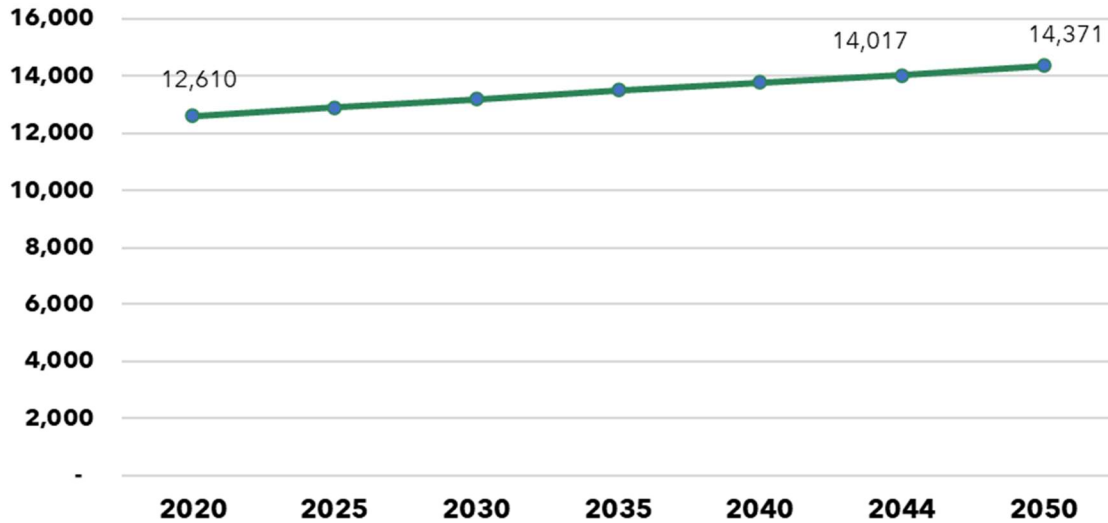
**Exhibit CP-1 Population Trend, 2010 to 2022**



Source: Washington State Office of Financial Management, Intercensal Estimates, 2010 to 2020 and April 1<sup>st</sup> Population Estimates, 2022; Sieger Consulting SPC, 2023.

For 2044, Enumclaw’s adopted housing growth target from the County is 1,057 additional units (King County Ordinance 19660). Assuming an average household size of 2.44 persons per household, this translates to an additional 2,579 people added between 2019 and 2044. This target is higher than the Puget Sound Regional Council (PSRC) forecast estimate, which anticipates 1,407 additional people between 2020 and 2044.

**Exhibit CP-2 Forecasted Population 2020-2050**



Source: PSRC LUV-it Forecast

Between 2010 and 2022, the City of Enumclaw’s population has grown at a compound annual growth rate (CAGR) of 1.6%, higher than slightly above the growth rates for King County and Washington State overall, as shown below.

**Exhibit CP-3 Comparison of Population Compound Annual Growth Rate to King County and Washington State Overall, 2010 to 2022**

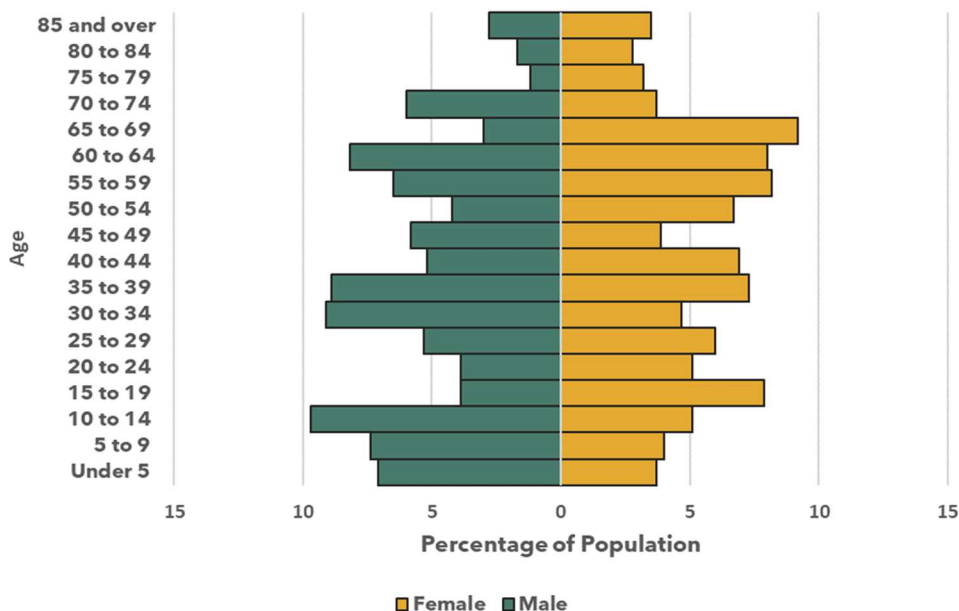
	City of Enumclaw	King County	Washington State
Population Compound Annual Growth Rate	1.60%	1.53%	1.38%

Source: Washington State Office of Financial Management, Intercensal Estimates, 2010 to 2020 and April 1<sup>st</sup> Population Estimates, 2022; Sieger Consulting SPC, 2023,

**Age Demographics**

The median age of residents in the City of Enumclaw is 40 years according to the 2021 ACS, this is slightly higher than the median age in King County (37) and the median age in Washington State 38.2. Exhibit CP-4 shows the population pyramid for the City.

### Exhibit CP-4 Population Distribution by Age



Source: 2021 ACS, Age and Sex.

Ages 30 to 40 account for the greatest share of the residents, accounting for 18% of the local population.

It can be useful to compare the population between 15 to 64, which is largely the working-age population to the size of the population under 15 (children) and the population 65 and older (older adults) to understand the ratio of dependents compared to the working age population. Generally, the higher this dependency ratio is, the greater the burden of support on working-age people. The results for the City of Enumclaw, and a comparison to King County and Washington State overall are provided in Exhibit CP-5.

### Exhibit CP-5 Age Dependency Ratios Compared to King County and Washington State Overall, 2021

Group	City of Enumclaw	King County	Washington State
Child Dependency Ratio	35.9	29.8	34.8
Old-age Dependency Ratio	30.9	20.7	26.0
Overall Age Dependency Ratio	66.7	50.4	60.8

Source: 2017 to 2021 ACS Five-year Estimates, Age and Sex, and Sieger Consulting SPC, 2023.

Enumclaw has a significantly higher overall age dependency ratio than both King County and Washington State overall, with higher child and old-age dependency ratios. This means that City residents bear a greater burden in supporting age-dependent populations there. It's likely then, that Enumclaw needs more support and resources for children, households with children, older adults, and households with older adults than the county and state overall.

In addition, a slightly larger percentage of children and working age adults in Enumclaw are living with a disability than those in King County and Washington state overall. 14% of Enumclaw’s population reports living with one or more disabilities, as shown in Exhibit CP-6, below.

**Exhibit CP-6 Population with One or More Disabilities Compared to King County and Washington State, 2021**

Age Group	City of Enumclaw	King County	Washington State
Under 18 years old	9%	3%	5%
Ages 18-65	10%	8%	11%
Ages 65+	35%	29%	33%
Total Residents with a Disability	14%	10%	13%

Source: 2021 ACS, Age by Number of Disabilities.

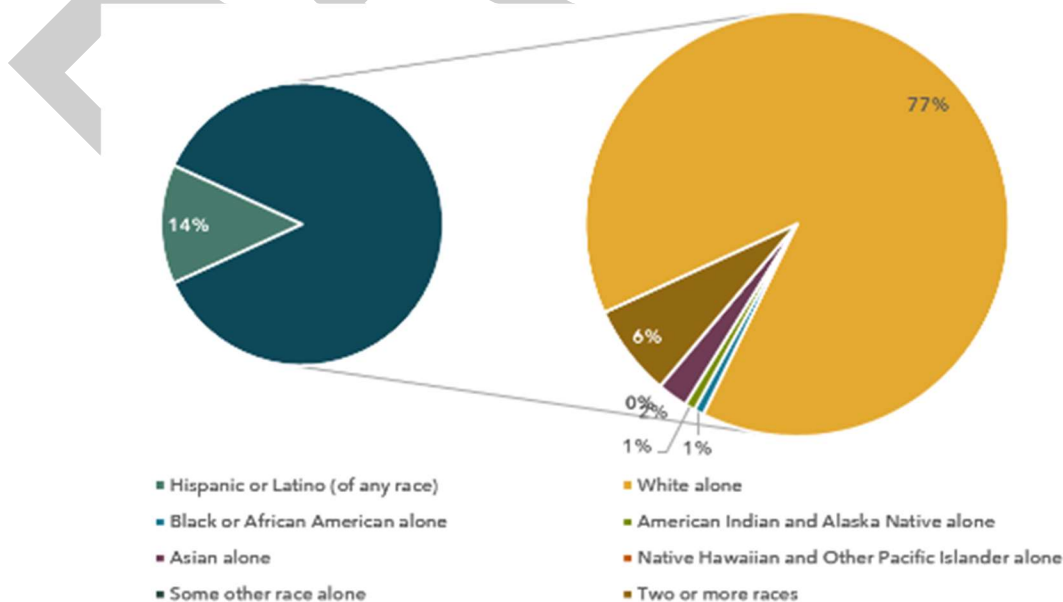
The largest share of the population living with disabilities are those 65 years of age and older.

**Race and Ethnicity**

Over the past 10 years Enumclaw’s race and ethnicity has seen a slight increase in those identifying as black or African American (1%) or two or more races (7%). The largest share of the population (89%) identifies as white. One percent of the population identifies as American Indian/Alaska Native, 1% identifies as Asian, and 1% identifies as “Other.”

Around 9% of the overall population identifies as Hispanic or Latino. See Exhibit CP-7 below.

**Exhibit CP-7 Race and Ethnicity**

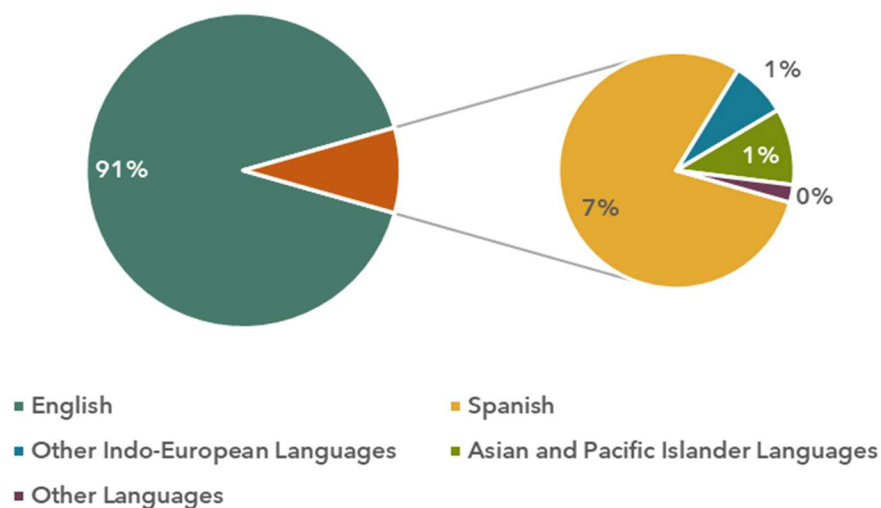


Source: 2017 to 2021 ACS One-year Estimates, Race and Hispanic or Latino; 2017 to 2021 ACS Five-year Estimates, Race and Hispanic or Latino; and Sieger Consulting SPC, 2023.

## Languages

Most the City’s community members speak only English at home, as seen in Exhibit CP-8; 7% of households speak Spanish. Indo-European and Asian and Pacific Island languages each accounted for 1% of households respectively (2021 ACS).

**Exhibit CP-8 Languages Spoken at Home**



Source: 2017 to 2021 ACS Five-year Estimates, Language Spoken at Home; and Sieger Consulting SPC, 2023.

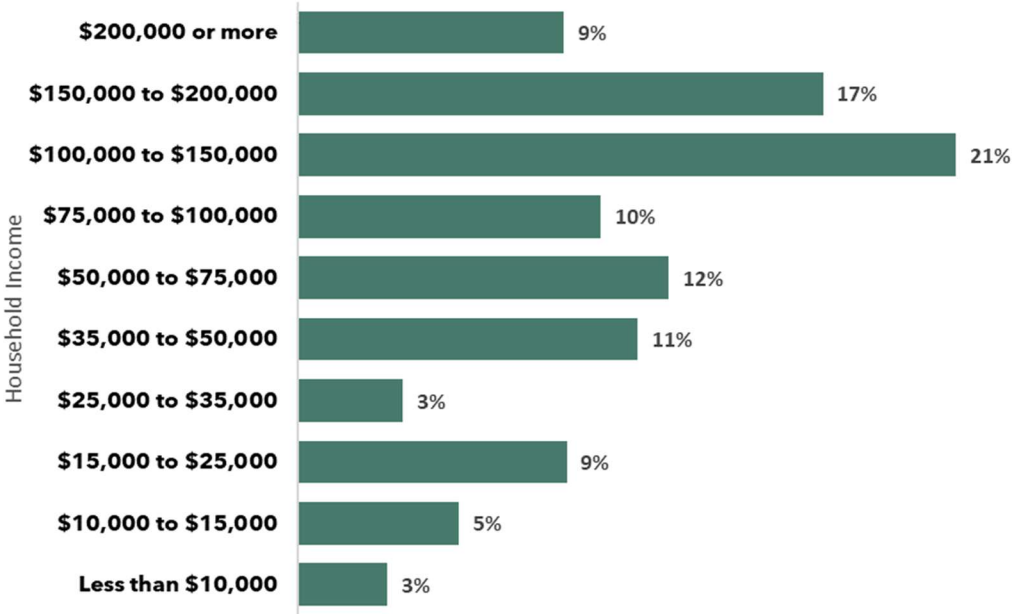
## Educational Attainment

Based on U.S. Census 2020 data, the share of Enumclaw’s population over the age of 25 years with a high school degree or higher is 95.3%, which is on-par with the King County figure of 93.7%. However, the percentage of persons over the age of 25 with a bachelor’s degree or higher is just 25.7%, which is less than half of the County-wide figure of 54%.

## Household Income and Community Economic Context

The median household income for the City was \$91,855 in 2021, with an average household income of \$108,237. According to the 2021 ACS, 8% of Enumclaw’s population fell below the poverty level. 10% of children under 18 were considered in poverty compared to 7% of adults. The distribution of household incomes is shown below in Exhibit CP-9.

### Exhibit CP-9 Household Income Distribution



Source: 2021 ACS, Income.

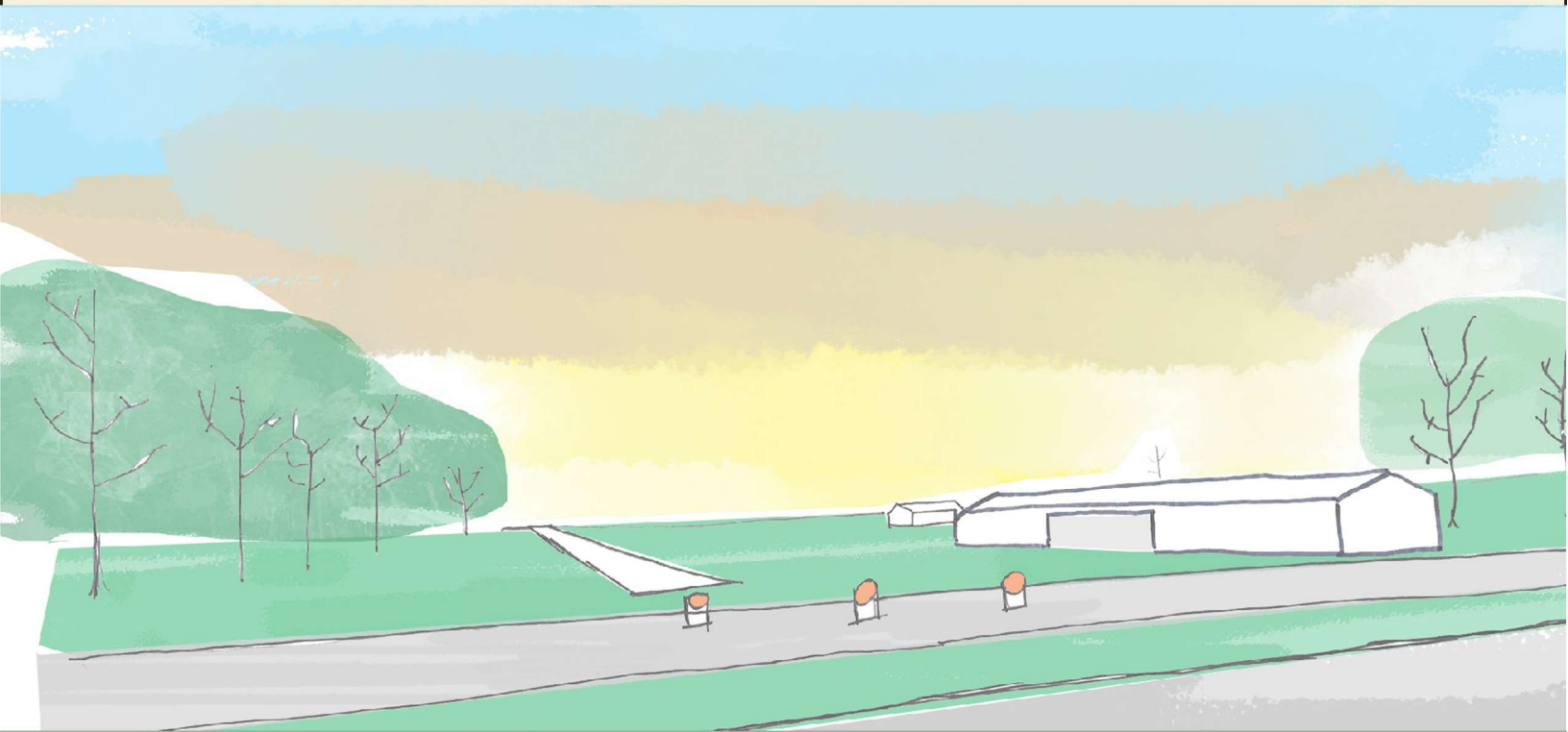
### Addressing Changes in Community Needs

This Comprehensive Plan addresses several changes in community needs as identified in the “[Community Issues](#)” section of the Introduction chapter. Goals and policies throughout the plan provide flexibility for diverse types of housing to increase the amount of affordable housing and provide housing that fits the needs of all residents, including young families, those living alone, and seniors, among other specific housing needs. Other goals and policies throughout the plan include ones that address the expansion and maintenance of city services, such as parks, utilities, police, and providing additional community services and basic needs within walking distance of recreational neighborhoods. Furthermore, community needs are addressed through goals and policies outlining improvements to the transportation system, enhancing the walkability and safety of all users, increasing support for local businesses, increasing the city’s resilience to climate change, and ensuring adequate utility and facilities to accommodate future growth. Overall, this Comprehensive Plan intends to provide a framework for addressing the community’s needs that is clear, actionable, and responsive to current and future needs.

# Enumclaw Comprehensive Plan

LAND USE

**DRAFT**



# 3. LAND USE

## Introduction

The Land Use Element of the Comprehensive Plan guides growth in the City. It establishes Future Land Use Designations and Goals and Policies that encourage and allow uses that meet the intent and objectives of the Vision. It also ensures compliance with the Growth Management Act (GMA) by planning for land uses to reasonably accommodate population, employment, and housing growth over the next 20 years. The purpose of this chapter is to:

- Implement the community's vision when it comes to future land uses.
- Ensuring sufficient capacity and space for future population and employment.
- Ensure consistency with Countywide Planning Policies (CPPs).
- Meet the requirements in Growth Management Act (GMA) to prevent the pressures of urban sprawl and preserve natural and rural lands outside the city.

## Inventory of Existing Land Use

Single Family Residential (SFR) accounts for half the City's land use. The Use Designation with the second largest share of land is Public and Institutional Land, accounting for 21% of the total land.

**Exhibit LU-1 Existing Land Use Inventory**

Existing Land Use Designation	Acres	Percentage of Total UGA + City Land
Commercial	180	5%
Light Industrial	293	8%
Mixed Density Residential	220	6%
Multi-Family Residential	152	4%
Office	48	1%
Public/ Institutional	715	21%
Planned Unit Development	114	3%
Right of Way	4	0%
Single Family Residential	1,744	50%
<b>Total</b>	<b>3,471</b>	<b>100%</b>

Notes: percentages may not add up to 100% due to rounding.

## Land Capacity and Anticipated Need

The 2021 King County Urban Growth Capacity Report Enumclaw's land capacity for residential units and jobs. In addition to this study, The City conducted a Land Capacity Analysis to assess residential land capacity against projected housing needs. The results of this are discussed in the Housing Element of the Comprehensive Plan. The residential land

capacity study found that there are 213 acres of residential land available. The King County Report finds that at existing zoned densities, the City has capacity for an additional 1,308 housing units and 1,152 jobs. This exceeds the King County target of 989 new jobs by 2044.

### Exhibit LU-2 Summary of Residential Land Capacity

Zone	Net Acres		
	<i>Vacant</i>	<i>Re-developable</i>	<i>Subtotal</i>
CB1 – Central Business 1	1.2	3.5	4.7
CB2 – Central Business 2	0.9	1.1	2.0
GO – General Office	10.3	10.0	20.3
GO-H – General Office Hospital	0.0	0.0	0.0
HCB – Highway and Community Business	13.4	26.1	39.5
NB – Neighborhood Business	0.1	2.6	2.7
PUD – Planned Unit Development	0.1	4.6	4.6
R-1 – Residential 1 (15,000 sq. ft.)	2.1	10.0	12.1
R-2 – Residential 2 (8,400 sq. ft.)	16.7	88.9	105.6
R-3 – Residential 3 (6,200 sq. ft.)	0.1	2.8	2.9
R-4 – Residential 4 (6,200 sq. ft.)	13.5	5.0	18.4
RMHP – Residential Mobile Home Park	0.7	0.0	0.7
<b>Total</b>	<b>59</b>	<b>154.5</b>	<b>213.5</b>

Source: Assumes market and infrastructure deduction factors of 15% for vacant and 25% for re-developable lands.

### Exhibit LU-3 Summary of Commercial/Industrial Land Capacity

Land Use	Acres			Net Capacity (additional jobs)
	Vacant	Re-developable	Subtotal	
Commercial	22.3	38.3	60.6	657
Mixed-Use	1.4	3.2	4.4	106
Industrial	26.4	7.8	34.2	308
<b>Total</b>	50.0	49.4	99.2	<b>1,152*</b>

\*Includes 81 additional job capacity in the pipeline.

Source: King County. "2021 King County Urban Growth Capacity Report," June 2021. Ord. 19369.

## Future Land Uses

### DESIGNATIONS

**RENAMED Low Density Residential (LDR)** – The SFR land use designation is intended to provide for the development of housing at approximately 4 to 8 dwelling units per gross acre. This density range anticipates development of homes on individual lots or the development of duplexes or detached second units in specific areas. This designation is applied to areas developed into single-family neighborhoods and to areas expected to develop in lower-density residential patterns.

**RENAMED Moderate Density Residential (MDR)** – This designation allows housing with a target density of 4 to 15 units per gross acre by accommodating duplex homes, small lot single-family units, cottage developments, senior communities and detached second units. This designation applies to areas already developed with duplex housing, existing residential manufactured home parks and areas specified for medium density residential patterns.

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

**Planned Unit Development (PUD)** – This designation allows for master planning of larger projects (single or multiple parcels totaling more than 10 acres) under a single development proposal with a target density of 4 to 15 dwelling units per gross acre. The PUD may include higher density housing choices such as mixed use, townhomes, cottages, and duplexes, and/or senior communities combined with lower density single family homes provided that the overall density throughout the PUD does not exceed the target density for the designation. This is intended to allow for the creation of closely-knitted neighborhoods featuring a variety of housing styles and walkable links to service commercial and institutional land uses, and parks and open space areas that preserve views, create transitions between parcels, preserve critical areas or provide recreational opportunities. The

PUD designation is implemented by the PUD zone or alternatively can be implemented by a combination of the Highway and Community Business (HCB), Neighborhood Business (NB), Residential R-4, R-3 and R-2 zones that achieve the goal of a walkable mixed-use neighborhood consisting of residential, commercial, office and open space uses.

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

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

**Light Industrial (LI)** – The industrial designation is intended to provide for the creation of local jobs. Light Industrial uses would provide employment in a non-polluting manner and minimizing traffic, noise, air quality and light impacts on nearby properties and the local circulation system. Areas within the designation are within the King County Farmland Preservation Program and will be eligible for agricultural uses that propose job creation and agritourism that preserves and highlights the City's agricultural heritage.

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

**NEW Airport (A)** – The Airport land use designation is intended allow small-scale, privately owned airport facilities in the City.

## OVERLAYS

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

**Old Town Overlay District** – This overlay district seeks to preserve historic architectural designs and urban form in Enumclaw's downtown area. To achieve this, this overlay requires a SEPA threshold determination for demolition permits within the overlay.

**Mixed-Use Overlay** – The Mixed-Use overlay applies to land most suitable for development as a combination of commercial and residential uses. Such combinations can be found in or near the central business district and along the Griffin corridor. Mixed-use development may also occur in planned communities when a developer chooses to emphasize development as a neighborhood center. Allowable uses in this designation include neighborhood commercial, service commercial and multi-family residential, catering to compatible vertical (where an apartment is located above a retail use) or horizontal (where housing occupies a portion of a parcel that also hosts a non-residential use) mixing.

**Airport Overlay** - This overlay district identifies areas within 1/4 mile of the airport where conflict might arise with the airport. This overlay designates the area subject to Policy LU-14.

**Urban/Rural Transition Area Overlay** - This overlay district identifies areas subject to Policy LU-3 which are intended to have lower densities that create a transition from urban densities to rural densities along the urban growth boundary where sewer service is not currently located or will likely not be located.

**Exhibit LU-4 Future Land Use Designations and Implementing Zones**

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

**Exhibit LU-5 Overlays and Implementing Designations**

Land Use Overlay	Land Use Designations
Downtown Commercial Overlay	Commercial (C)
Old Town Overlay	Public/Institutional (P/I) Commercial (C) Multi-Family Residential (MFR) Low Density Residential (LDR)

Land Use Overlay	Land Use Designations
	Medium Density Residential (MDR) Office (O)
Mixed-Use Overlay	Office (O) Commercial (C)
Airport Overlay	Airport (A) Low Density Residential (LDR) Public/Institutional (P/I)
Urban/Rural Transition Area Overlay	Low Density Residential (LDR)

## Goals and Policies

### PLANNING FOR GROWTH

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

*Policy LU-1.1 Development regulations should include minimum densities or consider maximum lot sizes to ensure that development meets minimum overall urban density and compact urban growth requirements of the GMA.*

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

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

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

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

**NEW** *Policy LU-1.6 Encourage and consider seeking funding for rehabilitating and cleaning up underused or contaminated sites to revitalize and repurpose these lands.*

**NEW** *Policy LU-1.7 When applicable, coordinate planning efforts with adjacent jurisdictions, facilities, and Tribal governments to mitigate and avoid cross-border impacts.*

**Moved from CD** *Policy LU-1.8 Encourage high quality building design in all new construction, renovations, and rehabilitation.*

*A. Review, update, and continue as needed to enforce design guidelines for commercial, professional office, industrial and housing development proposals.*

- B. Review and update design guidelines as needed for single-family housing as the community evolves.
- C. Consider pre-development conferences prior to submittal of permit applications and staff-level design review as one component of such conferences.

**Moved from CD** Policy LU-1.9 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.

**Moved from CD** Policy LU-1.10 Avoid the proliferation of telecommunications towers and reduce the visual impact of telecommunications equipment.

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

**Moved from CD** Policy LU-1.11 Consider development regulations that encourage walking.

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

## ANNEXATIONS

**Goal LU-2 Only expand into areas that will not result in development beyond the City's financial and physical service capabilities and that will create manageable service areas.**

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

**Revised** Policy LU-2.2 Seek to expand the area of annexation proposals only when expansion would serve to make city boundaries more regular or where urban services have been made available to the proposed annexation area.

Policy LU-2.3 Require landowners annexing into the City to be subject to their proportionate share of the city's existing bonded indebtedness.

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

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

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

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

**NEW** Policy LU-2.8 *Ensure active coordination with the County regarding timing and phasing of any potential annexations.*

### **TRANSITION TO ADJACENT RURAL AND RESOURCE LANDS**

**REVISED** Goal LU-3 **Ensure adequate infrastructure and services by establishing an urban/rural transition overlay area that preserves a rural scale to buffer the urban growth area from designated rural and resource lands with insufficient infrastructure for urban growth.**

Policy LU-3.1 *Develop zoning standards for the transition area with lower residential densities, larger setbacks, and different street standards that evoke a more rural development pattern while maintaining overall urban densities within the urban growth area.*

**NEW** Policy LU-3.2 *Ensure that residential densities do not exceed infrastructure capacities in the Urban Rural Transition overlay area by maintaining appropriately zoned densities.*

### **PUBLIC PARTICIPATION**

**Goal LU-4 Encourage the involvement of citizens in the planning process and ensure coordination between communities, jurisdictions, and Tribal governments to reconcile conflicts.**

Policy LU-4.1 *Provide information to assist the public and stakeholders in understanding issues and the planning process.*

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

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

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

Policy LU-4.5 *Promote community-wide responsibility for governance by encouraging and supporting citizen participation on Boards and Commissions.*

**NEW** Policy LU-4.6 *Provide opportunities for meaningful collaboration with interested Tribal governments on land use planning processes.*

**NEW** Policy LU-4.7 *Prioritize inclusive outreach, with special emphasis on engaging communities that are vulnerable to the impacts of land use decisions and to increasing regional housing cost trends.*

**RESIDENTIAL LAND USE**

**Goal LU–5: Provide sufficient land in appropriate residential land use designations to encourage a variety of housing choices and densities for all stages of life, income levels, and household compositions.**

- Policy LU-5.1 Provide adequate land in all residential zones to ensure that there is the opportunity for the market to provide a variety of housing choices, densities, and lot sizes for all income levels.*
- Policy LU-5.2 Consider allowing cottage developments designed to be compatible with existing established neighborhoods.*
- Policy LU-5.3 Encourage a variety of housing sizes, densities and types and innovation in site design using flexible development standards. Examples include Planned Unit Development (PUD), cottage developments, zero lot line developments, duplexes, triplexes, and accessory dwelling units to be identified as appropriate in the City’s development regulations.*
- Policy LU-5.4 Encourage preservation of RMHP zoned areas to reduce risk of displacement.*
- Policy LU-5.5 Define and create development standards and siting criteria for master planned senior communities, that may include:*
- A. Located within walking distance of commercial shopping areas, transit, public services, and medical services.*
  - B. Well-designed open space and recreation areas such as clubhouses, pools, trails, and landscaped areas.*
  - C. ADA and universal design principles to accommodate different abilities and needs.*
  - D. Smaller lots and reduced rear yard setback requirements.*
  - E. High quality construction with design features such as front porches, pitched roofs, variety of siding materials, window and door trim, masonry accents, corbels, and thoughtfully landscaped yards.*
  - F. Secure RV parking and storage.*
  - G. A variety of housing choices such as detached units,, middle housing, zero lot line, retirement apartments, and assisted living to allow for residents to “age in place”.*

**Goal LU–6: Promote diverse, equitable and inclusive neighborhoods.**

- Policy LU-6.1 Ensure that zoning and development regulations promote equitable distribution of affordable housing opportunities, such as middle housing, in all residential areas.*
- Policy LU-6.2 Promote development of middle housing that appeals to a variety of age groups and income levels.*
- Policy LU-6.3 Facilitate development of affordable housing, such as middle housing, by simplifying or eliminating design standards and providing incentives such as increased densities or fee reductions.*
- Policy LU-6.4 Evaluate proposed policies, zoning amendments and development regulations for disparate impacts, displacement, segregation, and exclusion prior to adoption using the following evaluation criteria. The policy or regulation should ensure:*
- H. Housing types or locations are not limited based on income, tenure or race*
  - I. Affordable housing types are not concentrated in or limited to discrete geographic areas*

- J. Affordable housing types are not replaced by non-residential development (rezone) or higher priced housing types; and
- K. Potentially affected communities are consulted during the public review process.

**Revised Goal LU-7 Preserve, protect, and strengthen the livability and human-scale of existing neighborhoods through design and form standards.**

- Policy LU-7.1 *Review design standards to promote housing affordability and ensure that it is well-integrated with existing neighborhoods in terms of scale, density, and design.*
- Policy LU-7.2 *Develop incentives to promote high-quality design and construction.*
- Policy LU-7.3 *New multi-family, commercial, and industrial zones should be located where they will not disrupt existing established neighborhoods or be incompatible with existing land uses in terms of traffic, noise, or air quality.*
- Policy LU-7.4 *Development regulations should require a transition between single family development and commercial, industrial, and multi-family development.*
- Policy LU-7.5 *Strengthen development regulations to ensure that buildings and properties are properly maintained and free of nuisances and hazards.*
- Policy LU-7.6 *R-1 zoning is appropriate in the Urban Rural Transition Overlay and in existing neighborhoods developed with single family residences at R-1 densities that are unlikely to redevelop.*

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

- Policy LU-8.1 *Encourage housing as part of mixed-use development with retail, employment, and housing in existing commercial and office areas with incentives such as additional height.*
- Policy LU-8.2 *Higher density housing should be located within walking distance (1/4 mile) of existing and planned shopping areas, jobs, and multi-modal forms of transportation.*
- Policy LU-8.3 *Residential neighborhoods should be served by neighborhood shops and parks that are within walking distance.*
- Policy LU-8.4 *Encourage live-work units in multi-family residential areas. Appropriate size and type of businesses compatible with residential areas shall be identified in the City's development regulations.*

### **DOWNTOWN COMMERCIAL OVERLAY**

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

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

- Policy LU-9.2 *Develop incentives to promote the development of housing within mixed use developments in and around the Downtown core to provide a larger customer base to support additional activities, retail, and restaurant uses Downtown.*
- Policy LU-9.3 *Development regulations should ensure a balanced mix of downtown businesses that provide support services necessary for current and future demands.*
- Policy LU-9.4 *Promote a walkable tourist friendly environment in the Downtown by including, but not limited to, locating retail and restaurant uses at the street level of buildings and employment and housing on upper stories.*
- Policy LU-9.5 *Maintain the walkable scale and orientation of Downtown through the Design Review regulations and Design Review process and by encouraging buildings to be built to the street line.*
- Policy LU-9.6 *Redevelop underutilized City-owned downtown properties with mixed uses that may including housing, employment, retail, educational, and public amenities such as a downtown park and event space to create a synergy of activity and fill the gaps created by empty blocks.*
- Policy LU-9.7 *Develop educational materials and incentives to assist property owners with conversion of historic buildings to new fiscally sustainable uses that maintain the historic character of Downtown.*
- Policy LU-9.8 *Maintain the historic scale and architectural design of Downtown through the Design Review process and Design standards identified in the City's zoning ordinance.*
- NEW** Policy LU 9.9 *Support local businesses that meet Enumclaw residents' daily service and retail needs.*

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

- Policy LU-10.1 *Encourage downtown expansion to take place adjacent to the existing downtown, in the triangle formed by Cole Street, State Route 410, and Griffin Street.*
- Policy LU-10.2 *Direct new small business, retail, service commercial, and office developments to the downtown area.*
- Policy LU-10.3 *Provide development incentives such as increases in height or floor area ratio to encourage mixed-use development that balances residential, public, entertainment, and business uses in the Downtown/CBD.*

**COMMERCIAL/MIXED USE OVERLAY**

**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.**

- Policy LU-11.1 *Commercial uses should be located in areas with existing commercial zoning.*
- 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.*

- Policy LU-11.3 *Design review and development standards should include provisions for height, setbacks, landscaping, signage, building and parking design to ensure an attractive commercial setting.*
- Policy LU-11.4 *Live/work units should be encouraged in commercial designations to facilitate the potential for viable mixed-use projects.*
- Policy LU-11.5 *Promote the development of clustered commercial facilities with shared access that will accommodate high traffic-generating uses and prevent sprawl along highways.*
- Policy LU-11.6 *Commercial zoning at the intersection of Farman and Roosevelt Avenue East (SR 410) is important to provide goods and services near residential neighborhoods on the east side of the City, to enhance walking and bicycling options and reduce vehicular trips.*
- Policy LU-11.7 *Provide design review and development standards that ensure development along Griffin Avenue is compatible in scale and design with Downtown.*
- Policy LU-11.8 *New commercial areas should be designated to serve the neighborhoods that are not within walking distance of existing convenience commercial, to enhance walking and bicycling options and to reduce vehicular trips:*
- A. *A neighborhood commercial area should be designated to provide services to neighborhoods in the vicinity of the intersection of 244th and Roosevelt.*
  - B. *A commercial area (HCB zone) should be designated to recognize the existing Yella Beak Tavern, Feed Store, and the corners of the intersection of 236th and SR 164 to serve neighborhoods in the Big West Planning Area and nearby unincorporated areas.*
  - C. *Additional neighborhood commercial should be designated at the intersection of McHugh and Porter.*
- Policy LU-11.9 *Provide for a new Mixed Use Overlay designation on both sides of Griffin Avenue (SR 164) west of 236th Ave SE that expands Home Occupations to allow:*
- A. *A greater range of uses, including restaurants and bakeries, to be conducted as Home Occupations, and*
  - B. *Up to four non-resident employees, and*
  - C. *Encourage new access to SR 164 to be limited to shared interior streets where possible.*
- Moved from CD** Policy LU-11.10 *Review the quality of transitions between land uses, particularly between commercial or industrial areas and adjoining residential neighborhoods and consider update of code or other requirements to enhance quality.*
- A. *Consider orientation regulations to screen truck loading docks and service areas to minimize impacts on adjoining residential areas.*
  - B. *Consider locating parking lots to encourage pedestrian access to commercial uses from adjoining neighborhoods.*
  - C. *Consider location regulations to screen solid waste bins and recyclable materials to minimize impacts on adjoining residential areas.*
  - D. *Consider the installation of lighting that is more pedestrian in scale and screen it to minimize impacts on adjoining residential areas.*
  - E. *Make land use transitions along alleys and at rear property lines where possible.*

### **GENERAL OFFICE/MIXED USE OVERLAY**

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

- Policy LU-12.1 Provide design review and development standards for height, setbacks, landscaping, signage, building, and parking design to ensure an attractive setting compatible with adjacent established neighborhoods.*
- Policy LU-12.2 Allow a variety of professional employment uses such as professional office, research, and medical that will not result in traffic congestion. Accessory uses should be limited to retail, food services or convenience goods intended to serve workers or surrounding neighborhoods.*
- Policy LU-12.3 Encourage live/work and mixed used projects in the Office designation to facilitate the potential for alternative transportation methods and compact urban development.*
- Policy LU-12.4 Where appropriate and feasible, locate office and mixed uses on parcels that are adjacent to Griffin Avenue, at the intersection of 440th east of 244th.*
- Policy LU-12.5 The smaller undeveloped lots at the corners of the intersection are a logical extension of the General Office/Mixed Use Overlay. The General Office/Mixed Use Overlay along Griffin should be extended west to include the northeast, southeast, and southwest corners of the intersection.*

### **INDUSTRIAL LAND USE**

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

- Policy LU-13.1 Encourage industrial development to locate in areas currently zoned light industrial and to areas with good highway access.*
- Policy LU-13.2 Industrial areas should provide mitigation for aesthetic, traffic, noise, and air quality impacts on surrounding non-industrial areas. Mitigation may range from operational requirements, site layout, architectural design, and/or landscape buffers, depending on the nature of the impact.*
- Policy LU-13.3 Regularly update light industrial zoning to reflect clean industries, new and emerging technology, and community needs.*
- Policy LU-13.4 Development regulations should require landscaping along highway frontage and public rights-of-ways and screening of outdoor storage lots.*
- Policy LU-13.5 Provide industrial zoning of large parcels with adequate access to ensure balance between employment and housing.*

***AIRPORT/AIRPORT OVERLAY***

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

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

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

*Policy LU-14.3 Limit places of assembly such as churches, schools; or those with vulnerable communities, such as day care and adult family homes; within ¼ mile of the airport.*

- A. Consider developing a specific airport zone addressing parking areas, terminal hangers, and other accessory uses.*
- B. Consider development standards allowing residential airport development with taxi ways to individual residences.*

**Exhibit LU-6 Future Land Use Map**

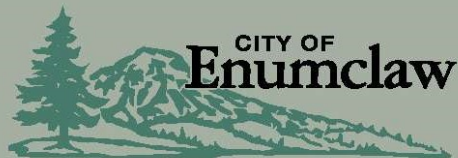
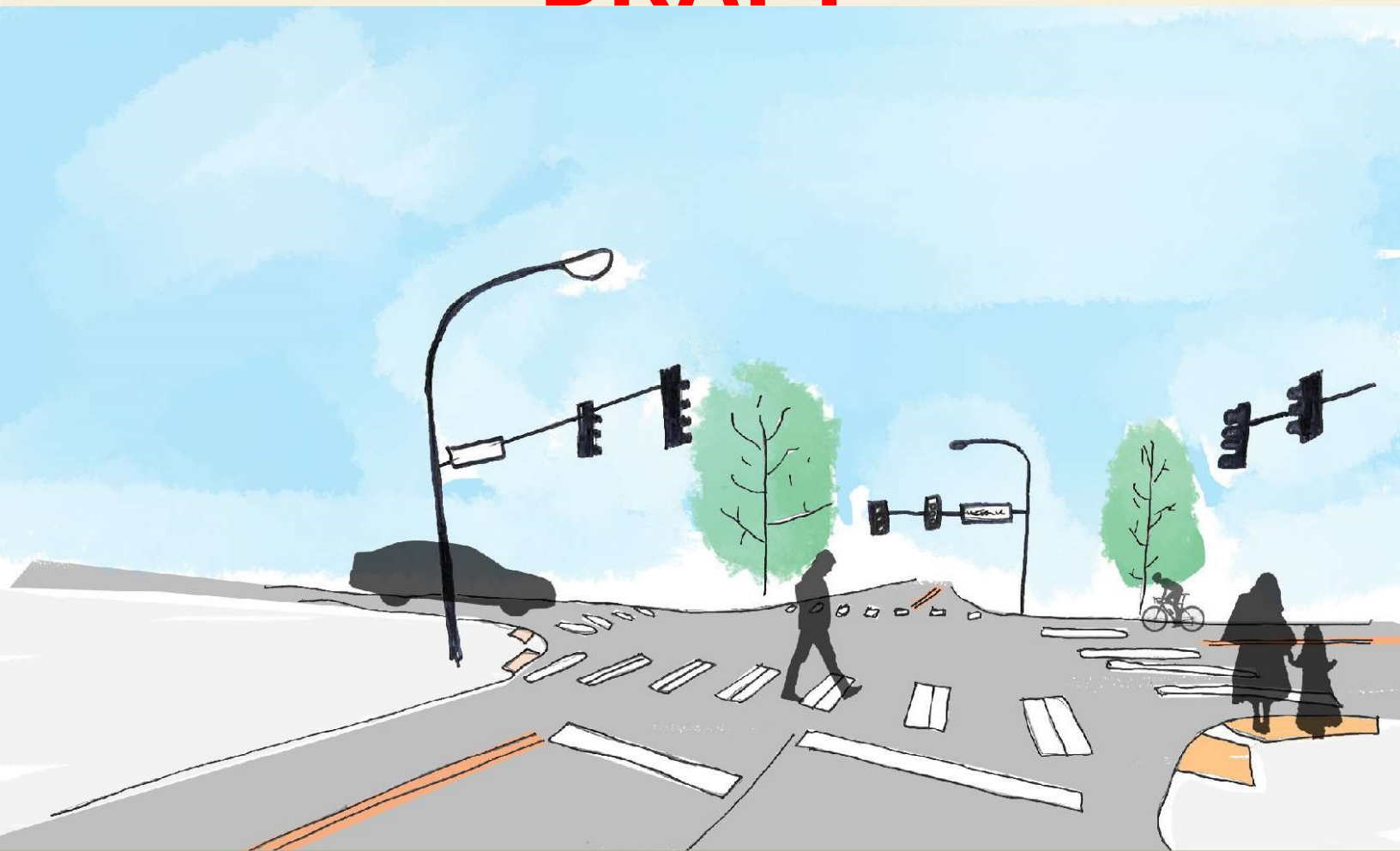
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DRAFT

# Enumclaw Comprehensive Plan

TRANSPORTATION

**DRAFT**



# 4. TRANSPORTATION

## Purpose

The Transportation element specifically considers the operations and condition of the existing transportation network; the cause, scope, and nature of transportation problems based on the adopted Land Use Plan; projected transportation needs; and a funding and implementation plan to ensure that the City's adopted level of service (LOS) is maintained.

Many transportation systems emphasize automotive travel, and Enumclaw, with three state highways traversing the community, is no exception. The Transportation Element, however, strives to emphasize the importance of pedestrians and bicycles, creating a network of transportation related improvements and policies to ensure that vehicle traffic can coexist with the community's need for a safe and comfortable active transportation environment.

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

The framework goal of the Transportation Element of the Comprehensive Plan is to:

***Provide an efficient and safe multi-modal transportation system for residents, employees, businesses, and visitors while maintaining a small-town quality of life.***

This element contains updates and revisions to the 2014 Comprehensive Plan and subsequent Amendments. Those included policies for the City to coordinate with county and regional transit agencies to provide better service to Enumclaw residents and link the city to multi-modal transit stations.

The City of Enumclaw is located in King County therefore its Transportation Element has been developed in accordance with King Countywide Planning Policies. The Transportation Element has also been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA), to address citywide motorized and non-motorized transportation needs, and represents the community's policy plan for the next 20 years.

## State Planning Context

- The Growth Management Act provides a framework for addressing land/use transportation linkages and a mechanism for assessing the impacts of planned growth. Although the GMA has very specific requirements, flexibility is written into the law so that each city can tailor its plan to its unique long range community vision

and goals. The GMA requires development of a transportation element within the City's Comprehensive Plan that contains these basic components: Land use assumptions used in estimating travel demand.

- Facility and service needs, including an inventory of air, water, and ground transportation facilities and services, transit alignments, general aviation/ airport facilities, and state-owned transportation facilities within the city's jurisdictional boundaries.
- Multimodal LOS standards to gauge the performance of the system.
- Identification of actions and requirements needed to bring existing facilities and services up to standard.
- Forecasts of future traffic based on the land use plan.
- Identification of improvements and programs needed to address current and future transportation system deficiencies, including Transportation Demand Management strategies.
- A realistic multi-year financing plan that is balanced with the adopted level of service standards and the land use element.
- An explanation of intergovernmental coordination strategies and regional consistency.

Local transportation elements must also include the following:

- Estimated traffic impacts to State-owned transportation facilities resulting from land-use assumptions.
- The LOS for state-owned transportation facilities.
- Identification and assessment of GMA concurrency and the applicability to highways of statewide significance.
- A pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

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

## Goals and Policies

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

### *IMPLEMENT THE REGIONAL TRANSPORTATION PLAN*

#### **Goal TR-1: Make transportation system decisions and investments in a manner consistent with local and regional transportation and land use plans.**

- Policy TR-1.1 Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, operations, and maintenance of the City's transportation system, consistent with the Regional Growth Strategy.*
- Policy TR-1.2 Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.*
- Policy TR-1.3 Protect the investment in the existing and future street system and associated facilities (e.g., sidewalks, transit stops, landscaping) through an ongoing street maintenance and preservation program.*
- Policy TR-1.4 Provide development incentives for the installation of elements that encourage transit, pedestrian, and bicycle usage.*
- Policy TR-1.5 Coordinate with federal, state, regional, and other local agencies to increase resilience and protect the operation of the transportation system in time of emergency, disaster, or security events.*
- Policy TR-1.6 Coordinate with PSRC, King County, and transportation service providers to consider emerging changes in transportation technologies, services, and regional mobility patterns.*

### *SUPPORT THE REGIONAL GROWTH STRATEGY*

#### **Goal TR-2: Future growth in Enumclaw will be accommodated and served consistent with the PSRC Regional Growth Strategy.**

- Policy TR-2.1 Encourage effective public transportation links with regional public transportation providers to serve commuters into metropolitan centers in King and Pierce counties.*
- Policy TR-2.2 The following Transportation investments should have the highest funding priority:*

- *Facilities and services necessary to keep local Levels of Service from falling below established minimum standards.*
- *Facilities and services necessary to serve growth centers and areas experiencing significant development activity.*
- *Multimodal Improvements that complete gaps, increase safety and the mobility of both freight and people, and those which are unlikely to occur as a result of new development.*
- *Pedestrian improvements indicated on the safe walking route/ priority pedestrian route map/ active transportation network.*

- Policy TR-2.3 Design transportation facilities to serve growth centers and to fit within the context of the built or natural environments in which they are located, with special emphasis on preserving local neighborhood character.*
- Policy TR-2.4 Provide and promote a safe and well-connected system of pedestrian and bicycle facilities throughout the community.*
- Policy TR-2.5 Prepare a map illustrating desired safe walking routes to assist in prioritizing on- and off-street improvements to the pedestrian system and develop a combined comprehensive trails and bicycle master plan.*
- Policy TR-2.6 Maintain, enhance, and promote improved access and circulation on the City street grid to promote improved access and circulation for active transportation by minimizing cul-de-sacs and dead-end streets and considering the use of traffic calming measures to discourage diversion of highway and arterial street traffic onto local neighborhood streets.*
- Policy TR-2.7 Encourage transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options.*
- Policy TR-2.8 Explore the feasibility of revising the downtown street design for Cole Street and Railroad Street to include more physical space and amenities for pedestrians while also accommodating vehicle travel and on-street parking.*

## **SUPPORT PEOPLE**

**Goal TR-3: Develop transportation solutions that align with local land uses, enhance the environment, provide options for people with special needs, and support transportation options.**

- Policy TR-3.1 Racial and social equity, as well as environmental justice, will be included as key criteria in the planning, funding, and construction of transportation system improvements, programs, and services.*
- Policy TR-3.2 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.*
- Policy TR-3.3 Support and enforce vulnerable user laws that are designed to provide safety for pedestrians, bicyclists and people with physical mobility disabilities challenges.*

*Policy TR-3.4 Minimize the negative impacts of transportation improvement projects on low-income, minority, and special needs populations.*

## ***SUPPORT THE ECONOMY***

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

*Policy TR-4.1 Work to provide safe, convenient, reliable, and efficient movement of people, goods, and freight to maintain and grow the local and regional economies.*

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

*Policy TR-4.3 Coordinate transportation system planning with organizations and agencies that provide major regional inter-modal transportation hubs and facilities.*

## ***PROTECT THE ENVIRONMENT***

**Goal TR-5: Minimize environmental impacts while maximizing financial and environmental sustainability.**

*Policy TR-5.1 Consider the negative effects of transportation infrastructure and operations on the climate and natural environment consistent with the City's most recent adopted greenhouse gas policy.*

*Policy TR-5.2 Minimize stormwater runoff from impervious surfaces by incorporating best practices for low-impact development and fish passage improvements in the construction of transportation facilities.*

*Policy TR-5.3 Support the development and implementation of a transportation system that protects the natural environment, is energy efficient, and improves public health and safety, as well as system performance.*

## ***INVENTORY FACILITIES AND IDENTIFY SERVICE NEEDS***

**Goal TR-6: Provide and maintain an inventory of locally owned multimodal transportation facilities and identify regional transportation service needs.**

*Policy TR-6.1 Maintain mapped inventories for each element of the transportation system, including roadways, transit, cycling, walking, freight.*

*Policy TR-6.2 Maintain WSDOT, PSRC, and King County adopted vehicular LOS standards for intersections or roadways, listed below, for the urban and rural area in and around the City of Enumclaw.*

- *LOS D for Highways of Statewide Significance in urban areas (SR 164 and SR 169)*

- LOS C for Highways of Statewide Significance in rural areas (SR 164 and SR 169)
- LOS D for Tier 2 Highways of Regional Significance (SR 410)
- LOS E (roadway v/c) for King County roads in the UGA

## FINANCE TRANSPORTATION INVESTMENTS

**Goal TR-7: Invest in transportation systems to meet current and future capital, maintenance, and operational needs.**

- Policy TR-7.1* Annually prepare the Transportation Improvement Program (TIP) to demonstrate project costs, available local revenues, state and federal grants, partnerships, Transportation Impact Fees (TIF), and other mitigation funds for transportation improvements scheduled for construction to support growth.
- Policy TR-7.2* Consider new partnerships and innovative financing methods to fund and construct citywide transportation system improvements.
- Policy TR-7.3* Balance the 20-year financing plan of for transportation improvements deemed necessary to serve planned growth between stable and reliable funding sources, as well as existing and future users based on the principle of proportional benefit.
- Policy TR-7.4* Periodically update the TIF project list and program to ensure that new development is funding a proportionate share of transportation improvements deemed necessary to serve growth that the City is planning for.
- Policy TR-7.5* Monitor the operation of the transportation system to determine whether the multimodal level of service standards and concurrency requirements are being met. If concurrency cannot be demonstrated, the City shall reassess the Land Use and Transportation Elements and make modifications as necessary.
- Policy TR-7.6* Actively pursue grants individually or in partnerships with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system.
- Policy TR-7.7* Actively lobby the Washington State Department of Transportation (WSDOT) to partner with Enumclaw and secure funding from the legislature for transportation improvements on SR 169, SR 164 and SR 410 to stimulate economic development, improve safety and enhance the quality of life in the community.

## Existing Transportation System Inventory

The City's transportation system (**Figure 1**) consists of various facilities including streets and highways, pedestrian and bicycle facilities, and transit service. The existing transportation system was inventoried in conjunction with the update to the Transportation Element.

## *STREET AND HIGHWAY SYSTEM*

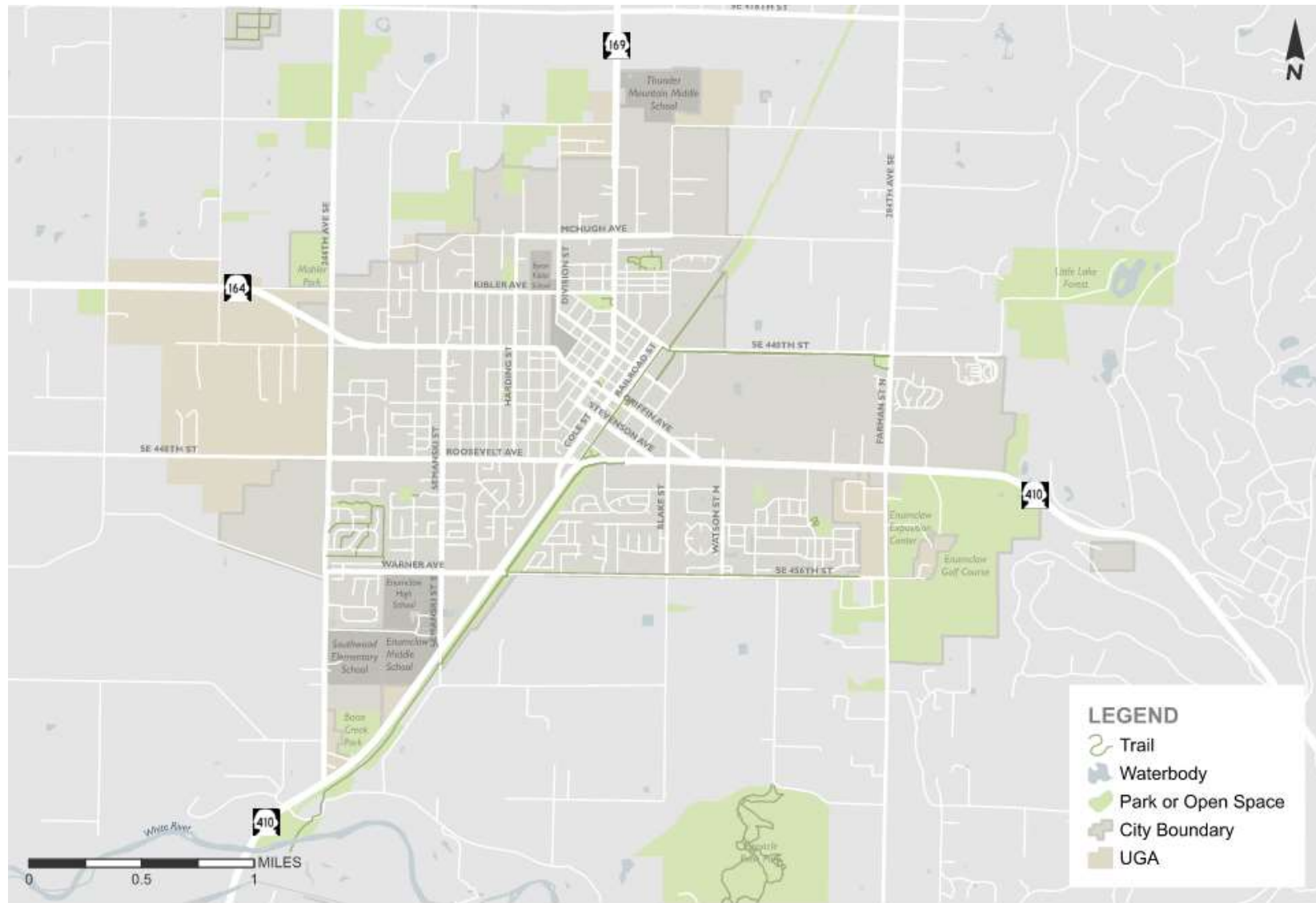
The street system within the older section of Enumclaw aligns in a grid paralleling the old railroad line that once ran through the City. Streets extending from the downtown core change orientation to parallel existing township and section lines. As a result, the downtown street grid is skewed from the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

The Enumclaw street system has four functional classes of streets: Major Arterials, Minor Arterials, Collector Streets, and Local Streets. The functional classification of a street designates the planning, design, maintenance, and operational standard for that roadway. A map of the Functional Classifications of Enumclaw's roadways is shown in **Figure 2**.

### Major Arterials

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

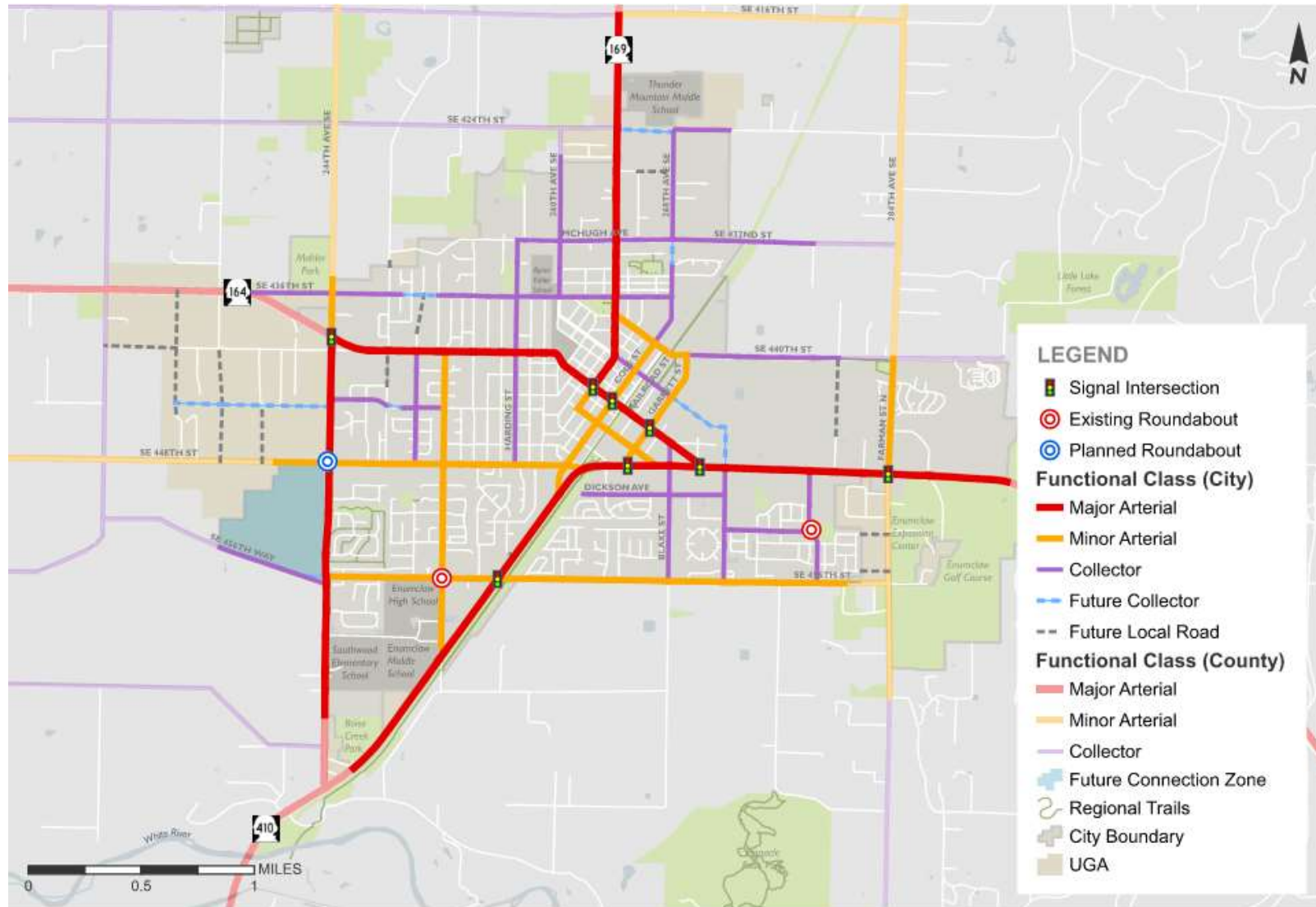
SR 164, SR 169 and SR 410 connect the City to the regional transportation network and adjacent cities of Black Diamond, Auburn and Buckley. These routes are owned and maintained by the Washington State Department of Transportation (WSDOT) but operations are coordinated with the City. Both SR 164 and SR 169 have been identified by WSDOT as Highways of Statewide Significance (HSS). Highways of Statewide Significance include interstate highways and other principal arterials that are needed to connect major communities in the state. SR 410 is a National Highway System (NHS) route and the Puget Sound Regional Council (PSRC) has identified SR 410 as a Highway of Regional Significance. Highways of Regional Significance are state transportation facilities that are not designated as being of statewide significance.



**Street System**  
City of Enumclaw Transportation Element Update



FIGURE  
**01**



### Arterial Functional Classification System

City of Enumclaw Transportation Element Update



FIGURE  
02

244th Avenue SE is a major arterial running north-south along the west side of the City with a posted speed limit of 35 and 40 mph. It serves as a connection to State Highways SR 164 and SR 410 and as a de facto bypass along the west side of the City. The road is generally two lanes wide with a center turn lane provided at key intersections. All roadways intersecting with the 244th Avenue SE are two-way stop controlled, with the exception of 244th/448th, which has recently been reconstructed as a roundabout.

### State Highways

SR 410 is a major arterial running east-west through the southern portion of the City. In the summer months, SR 410 is a route to Yakima and eastern Washington via Cayuse and Chinook passes and provides recreational access to Mt. Rainier National Park. In the winter months Cayuse and Chinook Passes are closed to through traffic and SR 410 primarily serves as a recreational access to Crystal Mountain ski resort and Sno-Park trailheads. It connects the cities of Buckley, Bonney Lake, Sumner, and Puyallup, and serves commuter traffic to employment centers in Tacoma.

There are traffic signals at the intersections with Warner Avenue, Garrett Street, Griffin Avenue (SR 164), Watson Street N, and Farman Street N. The speed limit is 40 mph from Buckley Bridge over the White River to the east City limits and is two to four lanes wide with left-turn pockets at major intersections. East of Farman Road, the speed limit is increased to 50 mph.

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

SR 169, also known as Porter Street within City limits and 264th Avenue SE adjacent to the city limits, is a major arterial running north-south from SR 164 to the communities of Black Diamond, Maple Valley, and Renton. It serves commuter traffic to Renton and employment centers along the I-405 corridor. It is a two-lane arterial with a traffic signal where it intersects with SR 164. The speed limits along SR 169 are 25 mph in the city to the north of the intersection with Chinook Avenue where it increases to 35 mph. At Newaukum Creek, south of SE 416th Street, the speed limit rises again to 40 mph. There are two school zones on SR 169, with posted speed limits of 20 mph, between Battersby Avenue and Wilson Avenue, and north of SE 426th Street to the north of the Thunder Mountain Middle School driveway. The 20 mph speed limits are enforceable when school children are present.

## Minor Arterials

Minor arterials are roadways that connect traffic from collector streets and augment major arterials. They provide easy access to major arterials and provide a greater level of access to abutting properties. Less concentrated traffic-generating areas, such as neighborhood shopping centers and schools are served by minor arterials. These roadways are good candidates for improvements to active mode or transit facilities.

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

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

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

### Collector Streets

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

Collector streets within the study area include Harding Street, McHugh Avenue/SE 432nd Street, Cole Street/268th Avenue SE (North of McHugh), Kibler Avenue, Battersby Avenue/SE 440th Street, Blake Street, Watson Street N, SE 456th Street west of 244th, Garrett Street, Washington Street, Division Street, and Dickson Avenue. Most of the collector streets are two-lane undivided streets with stop control along abutting streets. Existing Pavement widths vary from 10 to 13 feet per lane. Parking is allowed along most sections of collector streets.

### Local Streets

The remaining streets are local access streets. They provide access between residential or business areas and the arterials. They generally have two travel lanes and 25 mph speed limits. Street widths vary from 18 feet in more rural areas to 32 feet in built- up sections of the City. Curb and gutter sections exist in the City and are bordered by planting strips and sidewalks. Where a local access street joins an arterial, there is usually stop-sign control. Traffic control signs are generally not needed on low- volume intersections of local streets.

## **TRAFFIC OPERATIONS**

### Traffic Volumes

PM peak hour traffic volumes were collected in 2023 at key locations throughout the City. Average daily traffic volumes on SR 410 range from 2,800 vehicles per day (VPD) near the east city limits to approximately 15,000 VPD near the south city limits. Traffic volumes vary during the day, with peaks occurring in the AM period (generally between 7 and 8 a.m.) and

the PM period (generally between 4 and 6 p.m.). Changes in PM Peak Hour traffic volumes from 2014 to 2023 are shown in **Table 1.** and 2023 traffic volumes are shown in **Figure 3.**

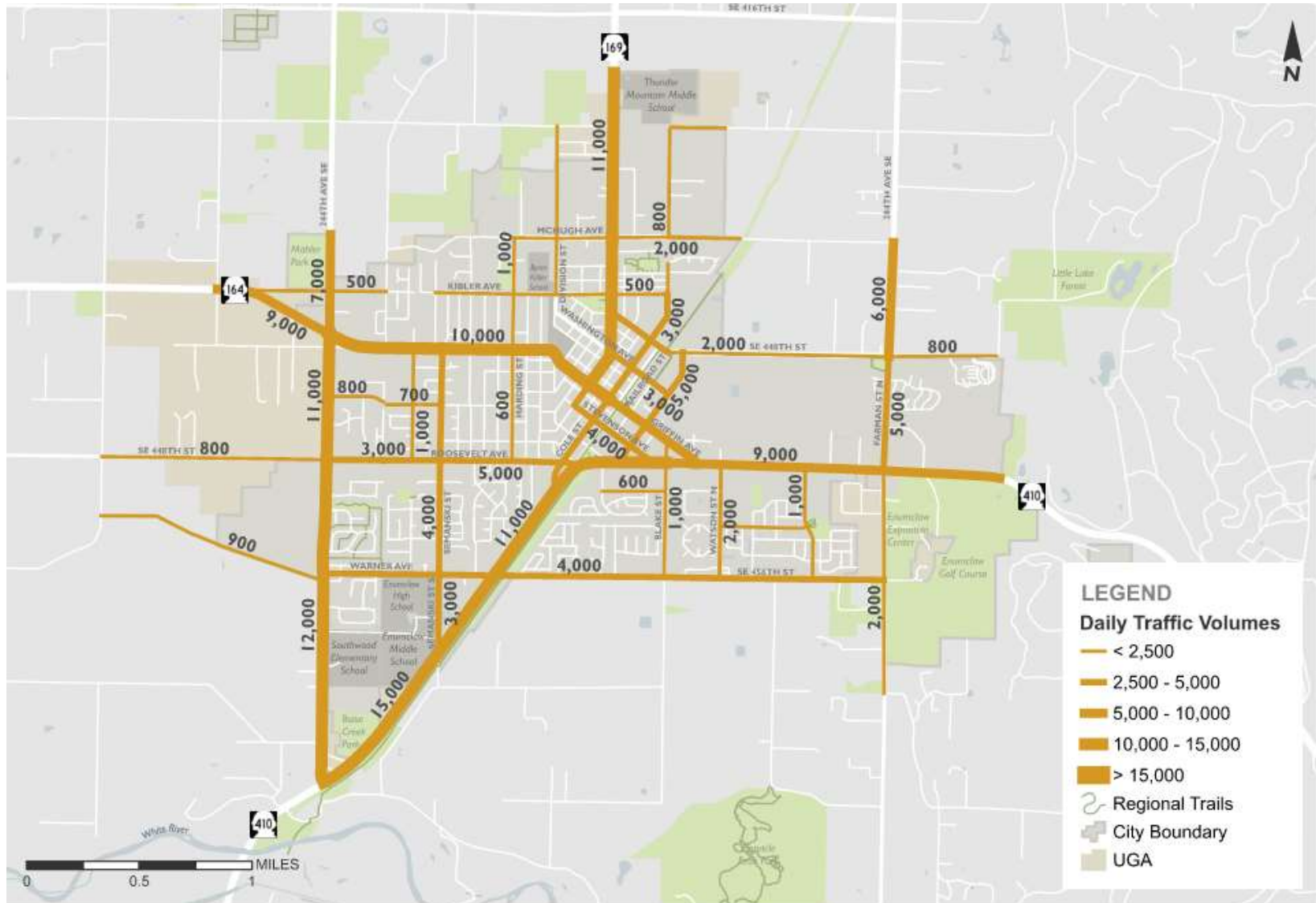
<b>Table 1. Average PM Peak Hour Roadway Volumes*</b>			
<b><u>Road Location</u></b>	<b><u>2014 Average PM Peak Hour Volume</u></b>	<b><u>2023 Average PM Peak Hour Volume</u></b>	<b><u>Annual Average Growth Rate</u></b>
<u>SR 164 W/o 244th Ave SE</u>	<u>1005</u>	<u>820</u>	<u>-2.2%</u>
<u>SR 164 E/o 244th Ave SE</u>	<u>910</u>	<u>865</u>	<u>-0.5%</u>
<u>SR 164 W/o SR 169</u>	<u>890</u>	<u>1005</u>	<u>1.4%</u>
<u>SR 164 E/o SR 169</u>	<u>825</u>	<u>905</u>	<u>1.0%</u>
<u>SR 164 W/o SR 410</u>	<u>725</u>	<u>630</u>	<u>-1.6%</u>
<u>SR 169 N/o SR 164</u>	<u>710</u>	<u>735</u>	<u>0.4%</u>
<u>SR 410 E/o Farman St</u>	<u>225</u>	<u>290</u>	<u>2.8%</u>
<u>SR 410 W/o Farman St</u>	<u>570</u>	<u>625</u>	<u>1.0%</u>
<u>SR 410 E/o SR 164</u>	<u>905</u>	<u>1015</u>	<u>1.3%</u>
<u>SR 410 W/o SR 164</u>	<u>725</u>	<u>630</u>	<u>-1.6%</u>
<u>*Counts collected by IDAX in April 2023.</u>			

Since 2014, overall PM peak hour traffic volumes on SR 410 have slightly increased, with one segment adjacent to Downtown experiencing approximately a 3 percent rise in volumes. The only segment of SR 410 with a decrease in traffic volumes is the segment on the western edge of the city.

PM peak hour volumes increased and decreased on SR 164 depending on location. The single count location located west of 244th Avenue SE had the largest decrease in traffic volumes, dropping by just over 2 percent from 2014. The greatest increase on SR 164 occurred west of SR 169.

Traffic volumes were used to evaluate traffic operations in and around Enumclaw at major intersections. These intersections and count locations were selected in consultation with City staff after reviewing available data and recent studies. It should be noted that traffic

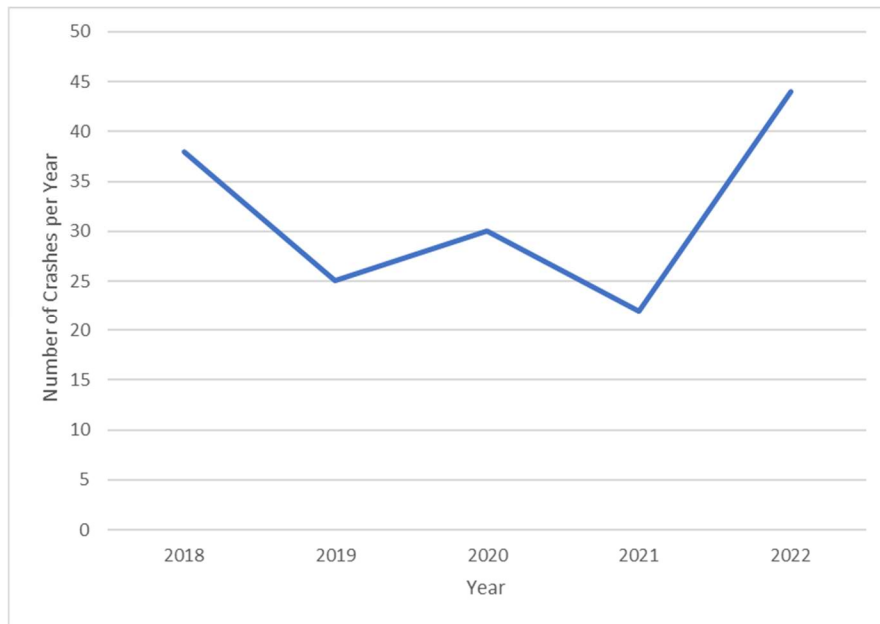
counts on roadways and at intersections can vary from weekday to weekend and from season to season, depending on a wide variety of variables and the circumstances of a city. For example, in winter and summer months, traffic counts on weekends may exceed those reported above due to the influx and pass-through of traffic to and from nearby regional attractions, such as Crystal Mountain Ski Resort and Mt. Ranier National Park.



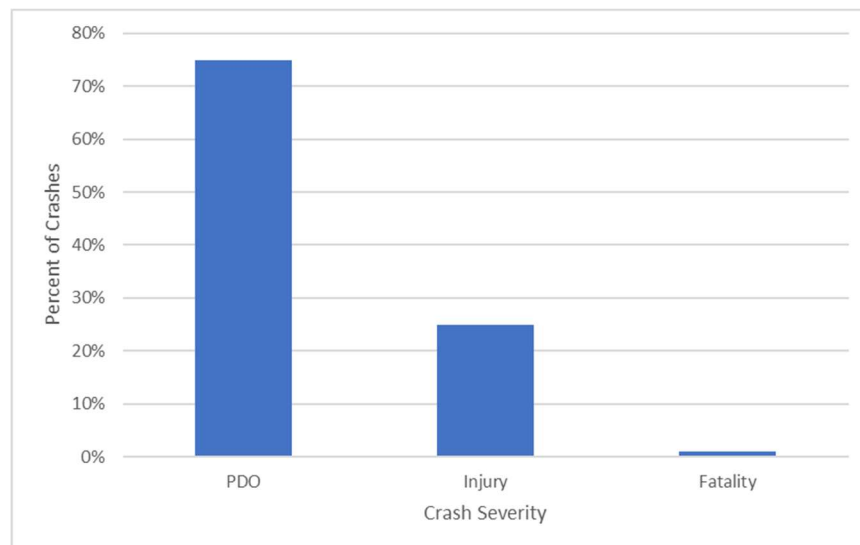
**Existing Traffic Volumes (2023)**  
 City of Enumclaw Transportation Element Update

**TRAFFIC SAFETY**

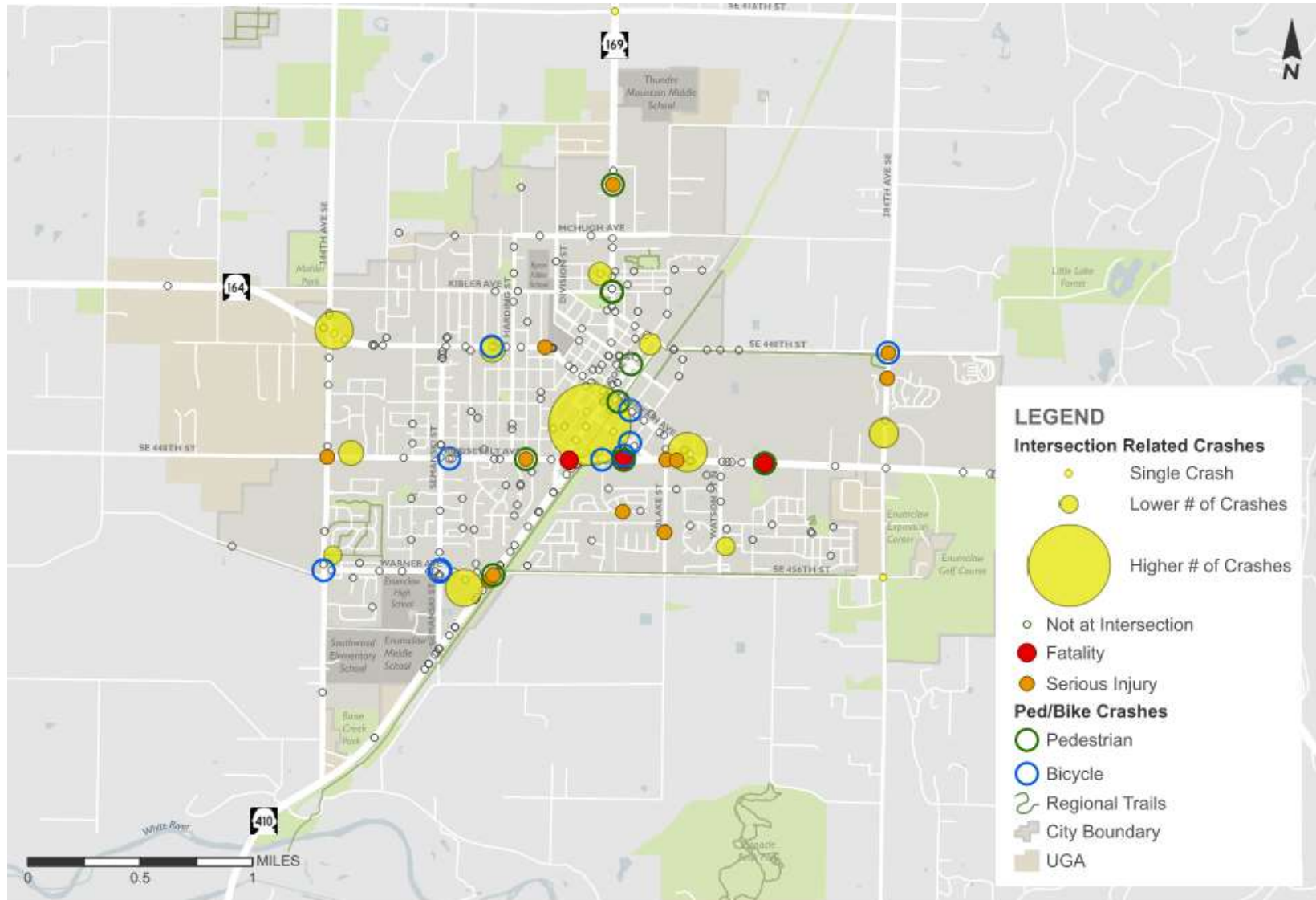
From 2018 through 2022, approximately 159 crashes were reported at study intersections, with an annual average of about 32 crashes per year. Analysis of crash rates and trends show that the number of collisions per year on City streets is increasing despite a slight down trend from 2019 to 2021, with crash rates nearly doubled between 2021 and 2022. Figure 4 shows a graph of the collision trend over the analysis period. Of these crashes, 39 of them, or 25% resulted in injury. Figure 5 displays the ratio of crashes by severity. As shown in Figure 6, there were three fatal crashes reported in Enumclaw for this duration, two of which occurred on SR 410 and one of which occurred just west of the Roosevelt/SR 410 intersection.



**Figure 4. Crash Trend in Enumclaw from 2018 to 2022.**



**Figure 5. Enumclaw Crash Severity Distribution**



**Collision History (2018 - 2022)**  
City of Enumclaw Transportation Element Update

FIGURE  
**06**

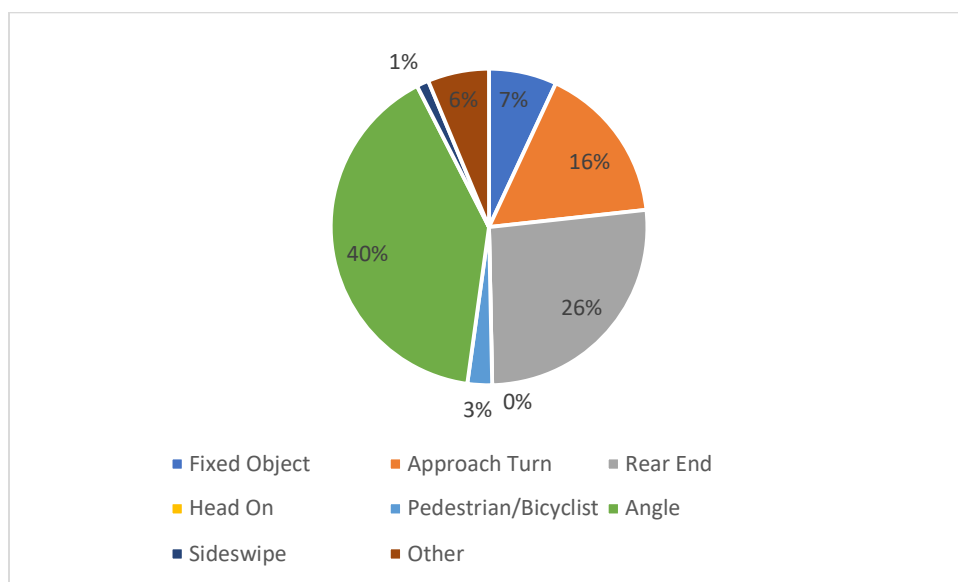


Roadway Safety Analysis

Analysis of citywide crashes showed that two of the City’s downtown core roads, Cole Street and Stevenson Avenue had significantly higher crash rates, as well as being the location of several fatal and serious injury crashes, and crashes involving pedestrians or bicyclists.

**Figure 6** shows a map of the location of crashes across the City of Enumclaw which involved pedestrians or bicyclists and those which resulted in serious injury over the past five years (from 2018 to 2022).

The type of collisions most frequently reported in Enumclaw during the analysis period were angle crashes which accounted for 64 or approximately 40%. Angle crashes are frequently associated with fatalities and are often the result of drivers not yielding the right of way and or disregarding traffic signals and other traffic control devices. The second most often reported crash type was rear end collisions, which frequently occur as a result of speeding, following too closely, and inattention. **Figure 7.** displays the distribution of crashes by type.



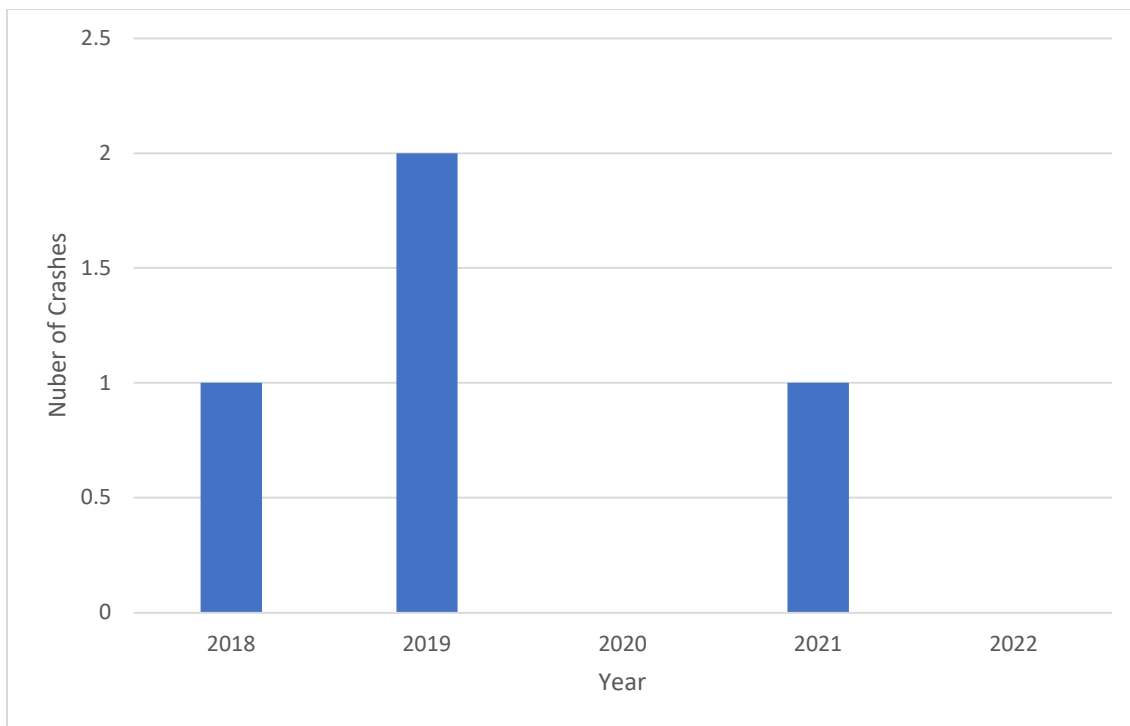
**Figure 7. Crashes in Enumclaw between 2018- 2022 by Type.**

Intersection Safety Analysis

The intersections with the highest overall crash rates were primarily at locations where city streets intersect with State Routes. 244th Avenue SE and SR 164 had the highest annual crash rate with about 5 crashes occurring per year at the intersection. Other intersections which had higher than the city average rate of 1.45 crashes per year included SR 169 and SR 164, Garrett Street and SR 164, SR 410 and Warner Avenue, Monroe Avenue and SR 410, Blake Street and SR 410, Farman Street and SR 410, and 244th Ave SE and SE 448th Street.

Pedestrian and Bike Safety

Between 2018 and 2022, 4 pedestrian or bicyclist collisions were reported at study intersections. The highest number of crashes involving pedestrians or cyclists occurred in 2019, since then crashes of this type have been declining. The majority of pedestrian/bicycle collisions occurred at intersections with State Routes, 1 of which resulted in a pedestrian fatality at SR 410 and Garrett Street. Pedestrian and bicycle crashes per year at study intersections are shown in **Figure 8.**



**Figure 8. Pedestrian & Bicycle Crashes (2018 – 2022)**

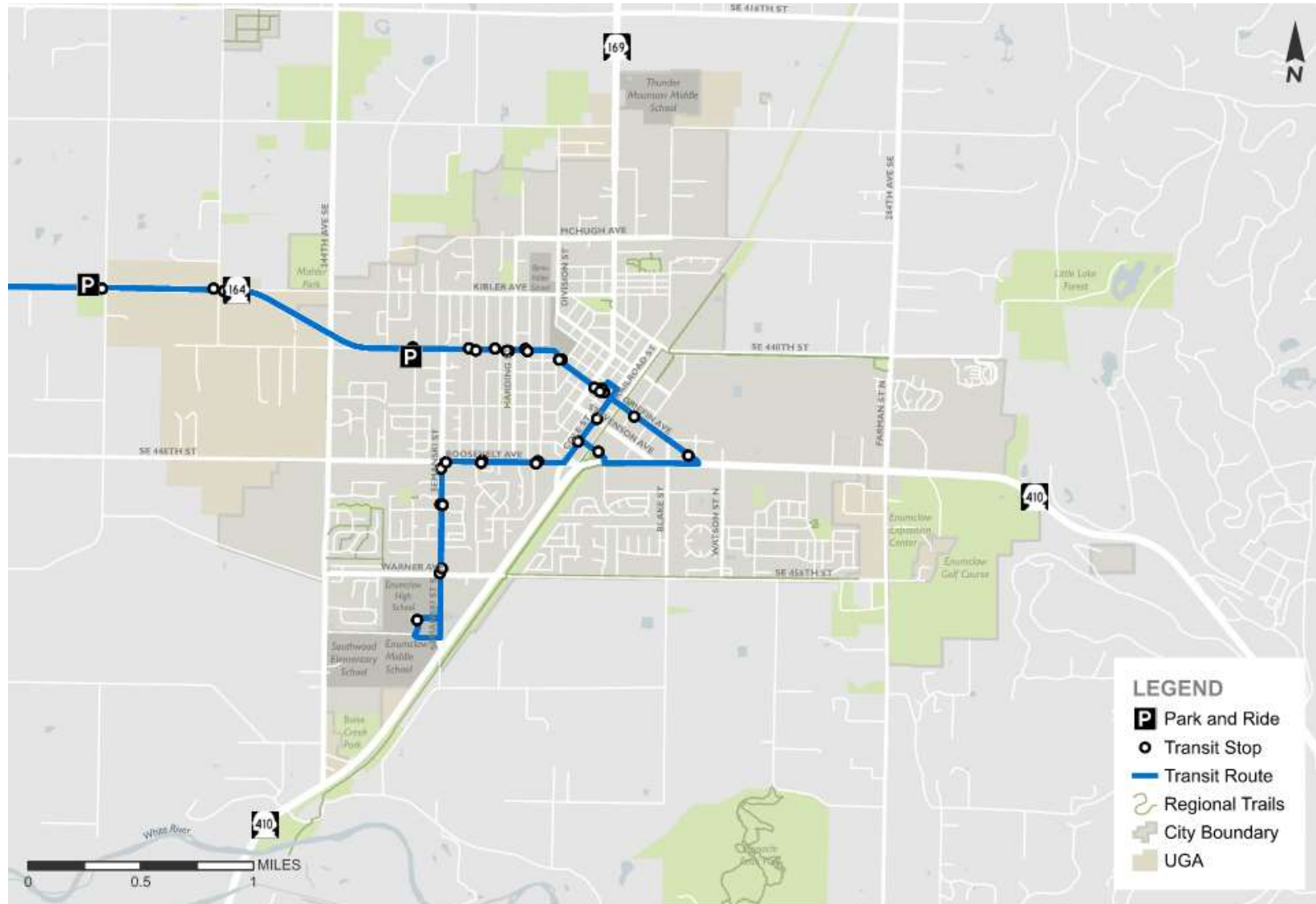
*TRANSIT SERVICE AND PUBLIC TRANSPORTATION*

Transit is an important alternative to automobile travel for either regional or local trips. Transit is not only useful in reducing traffic volumes and pollution but is often the only means of transportation available to some members of the community.

Enumclaw’s greatest public transportation gap is for improved mobility between urban areas. King County Metro provides local and regional bus service within Enumclaw and to the north, via DART route 915 which has designated stops in both directions along SR 164 (Auburn-Enumclaw Road) and at the park and ride lot at Farmer’s Park, before completing a circuitous path with several stops downtown along Griffin Avenue, Cole Street and Cedar Street. This route and its stops are shown in **Figure 9**.



Typical transit facilities in Enumclaw include marked Metro Transit route signage and may be improved with additional seating, shelters, schedule information, trash receptacles, and pedestrian scale lighting.



**Transit Routes and Stops**  
City of Enumclaw Transportation Element Update



FIGURE  
**09**

### Active Transportation Facilities

The City of Enumclaw is poised to benefit from its well-established street grid in the city center, wide street sections in many places, and a community that is interested in active transportation. In addition, the city's roads are relatively flat and lacking in changes to elevation that would discourage active mode choice given the presence of a robust infrastructure. The opportunities to implement a fully realized complete street system lie in increasing the number of inviting and safe routes for cyclists into and throughout Enumclaw and in providing a continuous and ADA-compliant sidewalk network that improves conditions for pedestrians. The City's existing active transportation facilities are shown on **Figure 10**. Enumclaw provides access for people on foot, bike, or other modes primarily with sidewalks, paved shoulders, and off-street multi-use trails.

### Sidewalks

Existing sidewalks are located throughout the City, mostly adjacent to commercial developments downtown and in newer neighborhood developments. Many of the city's older residential areas lack continuous sidewalks.

### Multi-use Trails

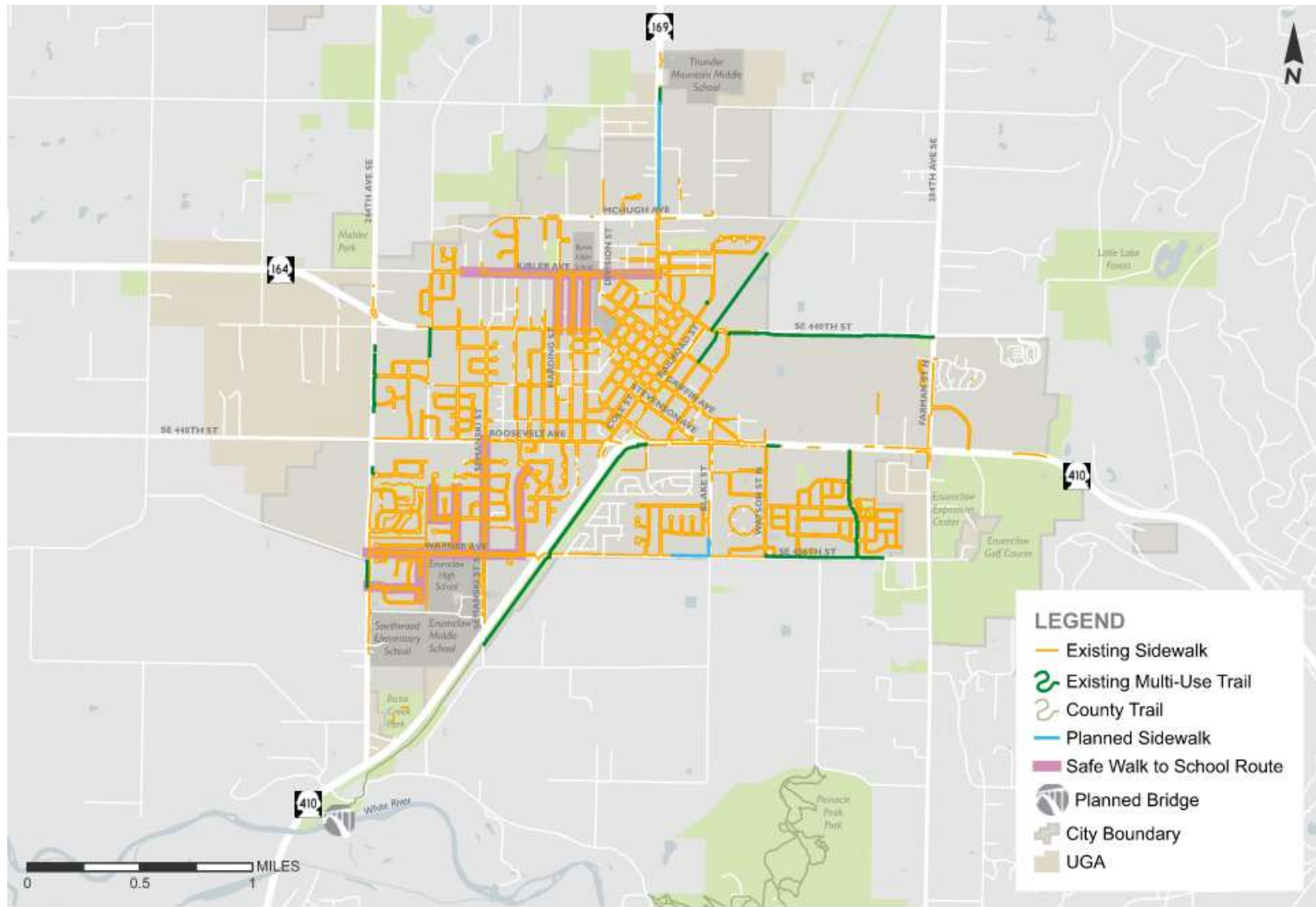
The Foothills Trail provides an off-street active transportation facility that extends beyond the city limits and connects Enumclaw to the City of Buckley to the south and to SE 416th Street to the north. Within the city it extends from McHugh Avenue in the northeast to Enumclaw High School in the southwest. Additionally, there are several shorter paved shared-use pathways at civic buildings and parks, as illustrated in **Figure 10**.

### Bicycle Facilities

While there are no dedicated on-street bicycle facilities within the city, it is currently possible for cyclists in Enumclaw to utilize the city's numerous sidewalks, paved shoulders, and multiuse pathways. Safety and comfort could be improved by addressing key gaps in Enumclaw's bicycle connectivity primarily through completion of additional sidewalks and shared-use pathways.

Many of the city's minor arterial and collector streets already have wide paved shoulders or abundant on-street parking that could be converted to bike facilities. By providing multiple routes through the City, along with wayfinding signs that promote a sense of place and guide cyclists to destinations where they can expect robust cycling infrastructure, bicycle travel can become a sustainable transportation option for residents.

Continuity in pedestrian and bicycle access within the City provides for increased safety, comfort, and ease for residents and recreational users. The City is striving to create a fully integrated system for these modes of transportation and recognizes the need to prioritize locations where it expects heavy use, such as routes connecting residential areas to recreational facilities, employment opportunities, government services, and schools.



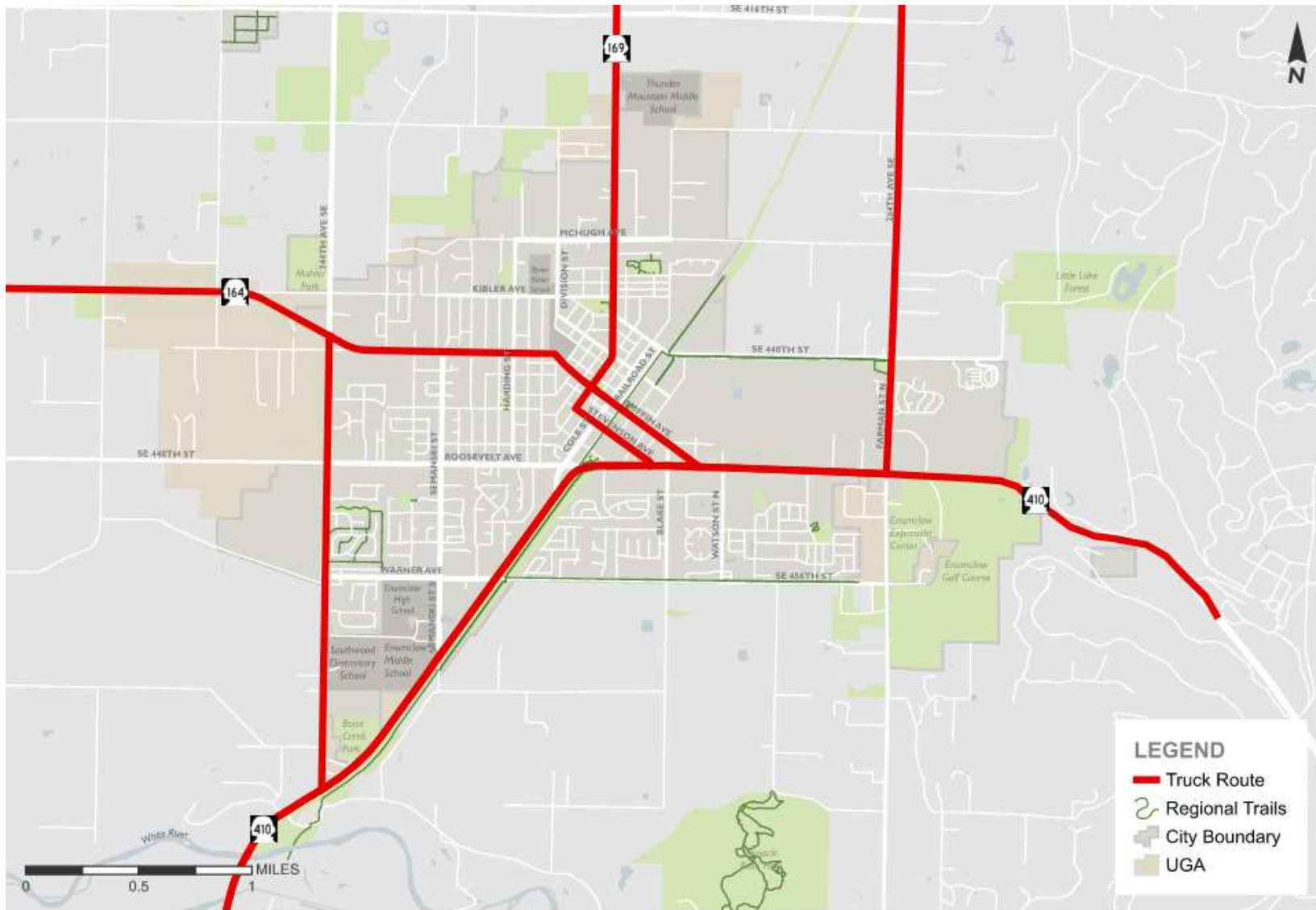
**Existing Sidewalk and Trail Network**  
City of Enumclaw Transportation Element Update



FIGURE  
**10**

### Freight and Goods Mobility

Truck traffic is vitally important to Enumclaw's industrial and commercial growth, as it is the primary mode of transportation between most of these enterprises and their suppliers and customers. The only roadway within the City classified as a designated freight route (T-2) in the Washington State Freight and Goods Transportation System (FGTS) is SR 410. Regional trucking activity is limited on this route due to the annual winter closure of SR 410 at Chinook Pass and the moratorium on commercial trucking activities within Mount Rainier National Park. All classified and informal truck routes are shown in **Figure 11**. SR 169 connects rural communities in southeast King County between SR 900/Interstate 405 in Renton and SR 164/SR 410 in downtown Enumclaw. This corridor also serves as a primary distribution route for the agricultural goods produced between Enumclaw and Black Diamond. While this section of SR 169 is not designated as a freight economic corridor, there is still a significant amount of truck traffic that uses the corridor. Truck traffic predominantly consists of gravel trucks accessing several quarries located near the corridor and agricultural traffic.



 **Existing Freight Trucking Routes**  
City of Enumclaw Transportation Element Update

## Consistency with Other Agencies

Enumclaw's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall state-wide transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Element needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC's Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Element is primarily a bottoms-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. A schematic of this approach is shown below.



**Figure 12. Relationship of Local Plan to Regional and State Plans**

The Enumclaw Transportation Element considers the impacts of planned improvements, along with the priorities and policies of the WSDOT, PSRC, King County, City of Buckley, and the City of Black Diamond. The following summarizes how the Transportation Element relates and is consistent to these other state, regional, and neighboring agency plans.

### ***WSDOT***

The Washington Transportation Plan (WTP) 2040 and Beyond, and the associated Highway System Plan (HSP), updated in 2023, provide the umbrella for all metropolitan and regional transportation plans. The updated WTP focuses on key policies and strategies for the State, while the HSP still maintains the most recent long-term statewide project list.

The Highway System Plan is an element of the WTP. The HSP identifies highway system improvement projects and programs consistent with the WTP priorities. The HSP is constrained by available funding forecast for the next 20 years. Policies and improvement projects listed in the WTP and HSP were reviewed for consistency with the strategies and projects recommended in the Transportation Element.

As required by the GMA, the Transportation Element addresses the existing and future conditions of SR 169, SR 164, and SR 410 serving the City. The transportation inventory

describes existing traffic volumes, levels of service, and safety along these three highways. The Transportation Element also identifies forecast conditions and improvement needs to resolve capacity, operations, safety, complete street, and multimodal transportation needs along these corridors. Within the City limits, both SR 164 and SR 169 are classified as Highways of Statewide Significance (HSS). According to the HSP, the LOS standards are set forth by State law, which sets LOS D for HSS facilities in urban areas. Since the City is a designated urban area, the LOS D standard applies for the segments of SR 169 and SR 164 within the City. GMA concurrency requirements do not apply to HSS facilities. While the City will monitor these corridors as part of its concurrency program, any conditions of development approval will be established through SEPA and projects would not be denied based on concurrency, thereby maintaining consistency with the state statutes and regional plans.

SR 410 is classified as a Tier 2 State Highway of Regional Significance (HRS). PSRC and the local agencies have adopted an LOS D standard for SR 410 within Enumclaw. Concurrency will be applied along this corridor based on the standards summarized previously in the Transportation Element. The City's LOS D standard for arterials and collectors is consistent with state and regional LOS standards for SR 164, SR 169, and SR 410.

The City has worked with WSDOT in past years to coordinate and implement roadway and intersection improvements along SR 164, SR 169, and SR 410.

### ***PSRC***

The Puget Sound Regional Council (PSRC) adopted VISION 2050 and Transportation 2040 and Beyond to guide transportation policies, priorities and investments for the Puget Sound region. The update of the Enumclaw Transportation Element included a review of the policies and projects that were important to consider and build from to provide regional and local consistency. The appropriate policy and project updates were incorporated into the City's Transportation Element so that it is consistent and supportive of both VISION 2050 and Transportation 2040 and Beyond (the Region's Metropolitan Transportation Plan). Several policies were added to the City's Transportation Element to address important regional priorities such as multimodal connectivity, complete streets, green streets, low impact design, sustainability, electric vehicles, alternative fuel, environmental impacts, air quality, and travel demand management.

The travel forecasts for areas outside the City's immediate study area were directly integrated from the PSRC model. Therefore, the travel forecasts and subsequent operations and safety analysis for the City considered and incorporated regional growth, consistent with PSRC land use and travel forecasts.

### ***King County***

King County transportation and capital improvement plans were reviewed as part of the Enumclaw Transportation Element update. County road classifications were also reviewed and determined to be compatible. The City's functional classification map notes the classification of County roadways. Roadway construction projects were obtained from King County's Transportation Needs Report 2020 (TNR). Several major capital improvements are identified within the unincorporated areas of King County that could impact or influence specific outcomes of the Enumclaw Transportation Element including [X projects if applicable].

Overall, the Transportation Element is consistent with and accounts for travel forecasts from the unincorporated areas of King County.

### ***King County Metro Transit***

King County Metro Transit provides limited transit service for Enumclaw. The Enumclaw Transportation Element acknowledges the need for coordination between the City and King County Metro to work together to identify service improvements and strategies to serve Enumclaw. The City has also developed policies and road standards to provide adequate streets and active mode facilities to support transit service. King County Metro's six-year development plan and long-range Metro Connects Plan were reviewed as part of the Transportation Element update. Currently, no service changes in the City are included in the Metro Connects Long-Range plan. The Transportation Element supports the desired transit service enhancements identified in Metro Connects to provide alternative mobility options and support growth identified in the Land Use Element.

### **Surrounding Cities**

*Enumclaw connects to three incorporated cities via state highways. The growth and development expected in each of these communities, as well as corridor planning for state highways, has been taken into consideration in the future forecasts, needs analysis, and identification of future transportation improvements in Enumclaw's Transportation Element.*

- *The City of Auburn connects to Enumclaw via SR164, which passes through the Muckleshoot Reservation and Osceola prior to reaching Auburn.*
- *The City of Buckley connects to Enumclaw via SR 410 and the White River Bridge.*
- The City of Black Diamond connects to Enumclaw via SR 169.

*The "Buckley Backup" on SR 410 is of particular concern for Enumclaw residents and in 2018, WSDOT and the City of Enumclaw identified future improvements in the **2018 SR 410 234th Avenue E to Garrett Street Congestion Study**. Several improvements were identified in Buckley to reduce back-ups over the White River bridge, but several improvements on SR 410 in Enumclaw were also identified. Costs listed below are in 2018 dollars, but have increased significantly, and funding for these SR 410 improvements has not been identified.*

### **Short-Term (2019-2023)**

- Transportation Demand Management (TDM) strategies to change travel behavior and potentially reduce demand (\$500,000).
- Intelligent Transportation Systems (ITS) to inform drivers of roadway conditions and alternate route options (\$500,000).

- WSDOT coordination and funding assistance for local agency Active Transportation improvements (\$500,000).

**Mid-Term (2024-2029)**

- Roundabout at 244th Avenue SE; close access at SR 410/241st Avenue SE (\$2,100,000).
- Re-align SR 410/Semanski St (S 252nd Street); construct roundabout (\$2,100,000).

**Long-Term (2030-2040)**

- Replace or expand the White River Bridge (\$13,000,000 to \$23,000,000)
- Widen SR 410 through Buckley and Enumclaw (234th to Roosevelt) (\$67,580,000)

Level of Service Standards

Multimodal level of service standards are required for active transportation facilities, locally owned arterials, and transit routes that serve urban growth areas, to serve as a gauge to judge system performance, and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA, while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to “adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development” (RCW 36.70A.070(6)(b)). Therefore, setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Element.

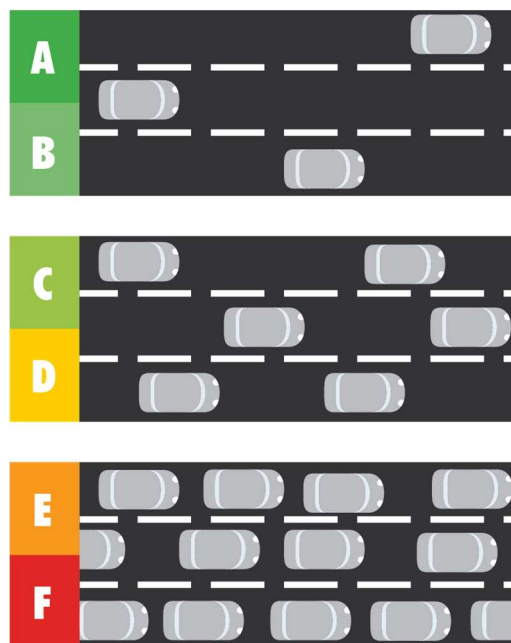
Vehicle Level of Service Methodology

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an “A” to “F” scale to define the operation of roadways and intersections as follows:

**LOS A:** Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.

**LOS B:** Reasonably unimpeded traffic flow operations at average travel speeds.

**LOS C:** Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues may contribute to lower-than-average travel speeds.



**LOS D:** Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.

**LOS E:** Significant delays in traffic flow operations and lower operating speeds.

**LOS F:** Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

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

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

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

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is used because major street through vehicles are assumed to experience zero delay. **Table 3** shows LOS criteria for unsignalized intersections.

**Table 3 - Level of Service Criteria for Unsignalized Intersections**

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

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

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

- **City of Enumclaw<sup>1</sup>**
  - LOS D for signalized intersections
  - LOS E for unsignalized intersections
- **King County<sup>2</sup>**
  - LOS E for roadways in unincorporated areas surrounding the City
- **WSDOT/PSRC<sup>3</sup>**
  - LOS D for Highways of Statewide Significance in urban areas
  - LOS C for Highways of Statewide Significance in rural areas
  - LOS D for Highways of Regional Significance, Tier 2

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

### City of Enumclaw Vehicle LOS Standards

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

<sup>1</sup> *Comprehensive Plan*, City of Enumclaw (2014).

<sup>2</sup> *Comprehensive Plan*, King County (2012), p7-16.

<sup>3</sup> *Level of Service Standards for Washington State Highways*, WSDOT (2010).

## State Highway Vehicle LOS Standards

The City of Enumclaw is served by SR 164, SR 169 and SR 410. SR 164, and SR 169 are classified as a Highways of Statewide Significance (HSS) within the city limits. Per WSDOT's Highway Systems Plan, the LOS standards for HSS facilities are set forth by State law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Since SR 164 and SR 169 are located within the Enumclaw urban area, the LOS D standard applies within the city limits. GMA concurrency requirements do not apply to HSS facilities, per State legislation. North of the city boundaries, SR 169 becomes a Tier 3 Highway of Regional Significance and is classified as LOS C .

SR 410 is classified as a State Highway of Regional Significance, Tier 2. The level of service standard for regionally significant state highways in the central Puget Sound region is set by PSRC in consultation with WSDOT and the region's cities and counties. PSRC has established LOS D for SR 410 within and to the eastern city boundary, at which point it becomes a Tier 3 Highway of Regional Significance and its classification changes to LOS C. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to state highways of regional significance.

### Vehicular LOS Results

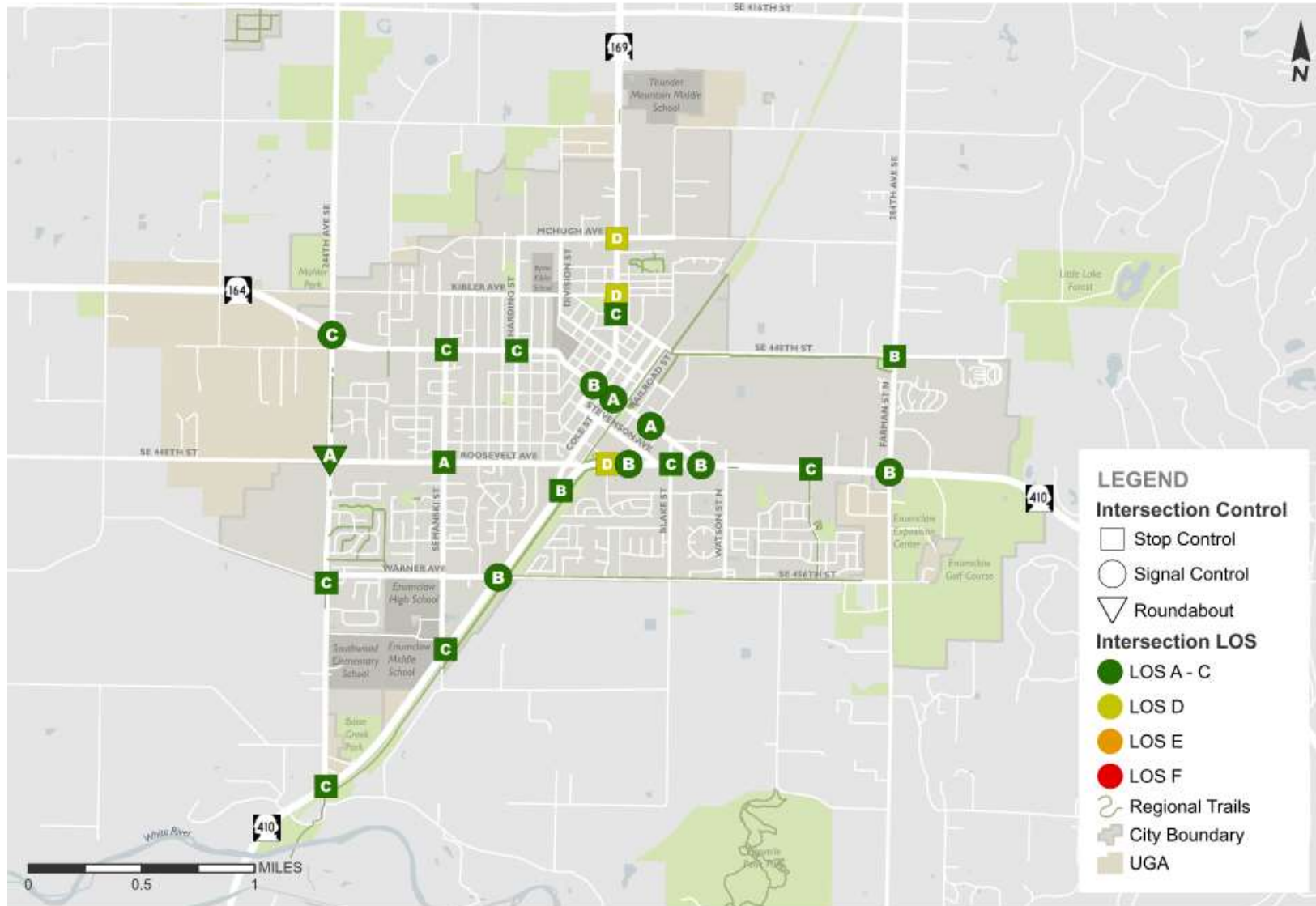
Weekday PM peak-hour traffic operations were evaluated at the study intersections using Synchro software. The weekday PM peak hour intersection operations were selected due to the higher traffic volumes that occur during that time period for a single hour between 4 and 6 p.m. The existing level of service for signalized and unsignalized intersections in the study area is shown in **Table 4.** and on **Figure 13.** This represents the 2023 existing conditions and provides a basis to compare with the future forecast traffic operations in 2044.

#### **Table 4. Existing (2023) Intersection Level of Service (LOS)**

Table 4. Previous (2015) and Existing (2023) Intersection LOS							
ID	Intersection	Prior 2015 LOS	Prior 2015 Delay	Existing 2023 LOS	Existing 2023 Delay	Intersection Control <sup>1</sup>	Worst Movement <sup>2</sup>
1	SR 169/McHugh Ave			D	31	TWSC	WB
2	SR 169/Kibler Ave <sup>3</sup>			D	26	TWSC	EB
3	SR 169/Battersby Ave	C	18	C	20	TWSC	EB
4	244th Ave SE/SR 164			C	29	Signal	
5	Semanski St/SR 164	C	17	C	19	TWSC	NB
6	Harding St/SR 164			C	22	TWSC	NB
7	SR 164/Griffin Ave	B	14	B	12	Signal	
8	Cole St/Griffin Ave	B	13	B	10	Signal	
9	Garrett St/Griffin Ave	B	11	A	10	Signal	
10	244th Ave SE/SR 410	F	>50	C	15	TWSC	SB
11	Semanski St/SR 410			C	21	TWSC	SB
12	Warner Ave/SR 410	B	16	B	19	Signal	
13	Cole St/SR 410	C	19	B	13	TWSC	SB
14	Monroe Ave/SR 410			D	32	TWSC	SBL
15	Garrett St/SR 410	B	10	B	12	Signal	
16	Blake St/SR 410	C	21	C	16	TWSC	NB
17	Griffin Ave/SR 410	C	21	B	17	Signal	
18	Suntop/SR 410 <sup>4</sup>			C <sup>4</sup>		RAB <sup>4</sup>	NB
19	Farman St/SR 410	B	10	B	13	Signal	
20	244th Ave SE/SE 448th St			F	59	TWSC	WB
21	Semanski St/Roosevelt Ave	A	9	A	10	AWSC	
22	244th Ave SE/SE 456th Way			C	18	TWSC	EB
23	Farman St/Battersby Ave E			B	13	TWSC	EB

1. AWSC = all-way stop-controlled, TWSC = two-way stop-controlled  
 2. Worst movement reported for two-way stop-controlled intersections where SB = southbound, SBL = southbound left, and SBTL = southbound through-left  
 3. City installed conduit for signal; Developer mitigation; Now subject of WSDOT ICE for roundabout  
 4. Widened SR 410 w TWLT lane & Suntop Stop Control; Phase 5 = Roundabout per Enumclaw 2016 Comprehensive Plan; Hearing Examiner Decision January 2017; WSDOT Intersection Control Evaluation 2019

Generally, the traffic operations of all intersections have remained consistent over the last 10 years. Several intersections downtown saw a slight improvement in LOS (decreased delay). Most notably, the intersection of 244th Avenue SE and SR 410 has improved from LOS F to LOS C. This suggests that overall traffic is not increasing or decreasing, but that the changing LOS may be due to shifting travel patterns.



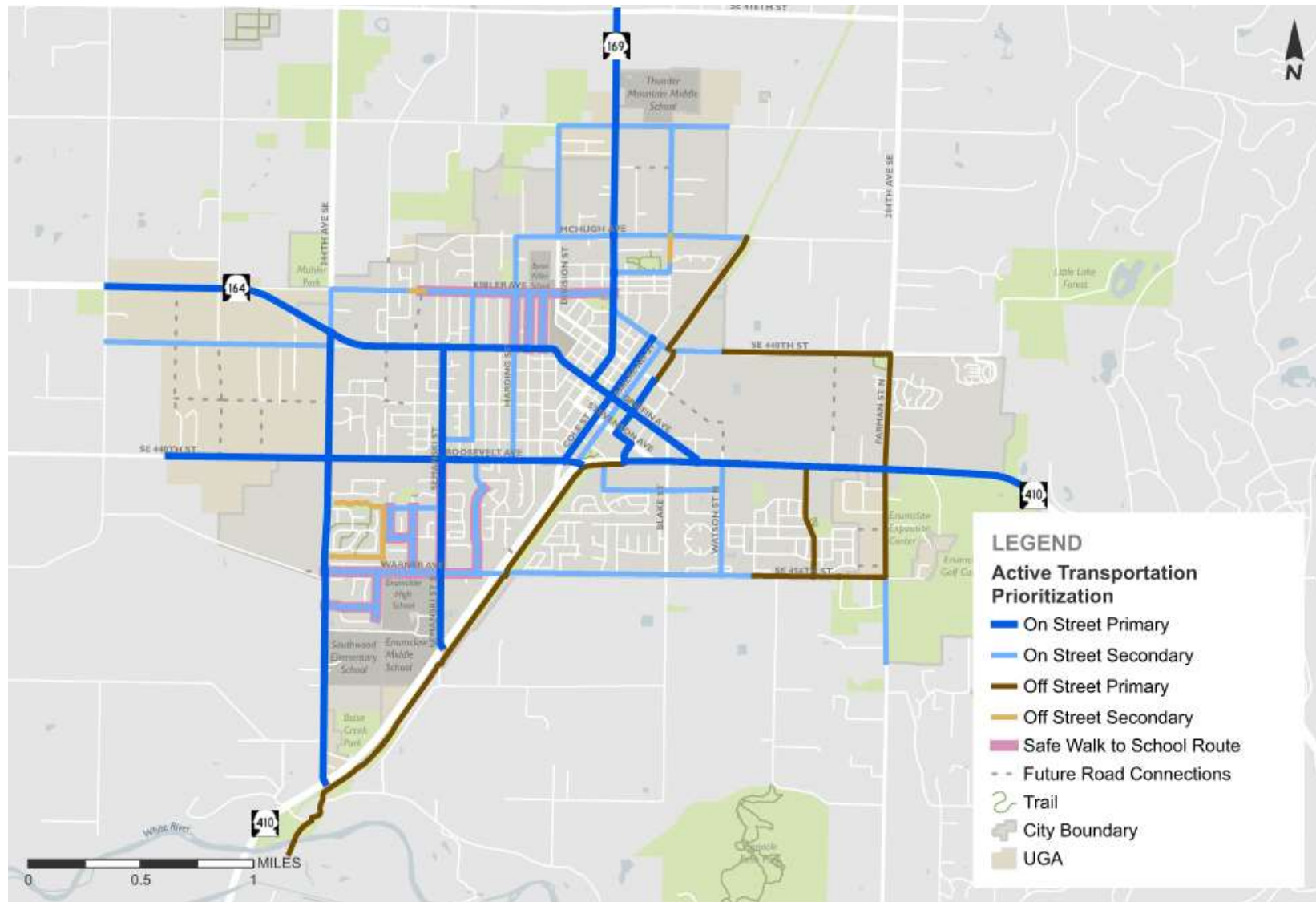
**Existing (2023) PM Peak Hour Intersection LOS**

City of Enumclaw Transportation Element Update



FIGURE

**13**



 **Active Transportation Network**  
City of Enumclaw Transportation Element Update



FIGURE  
**14**




### Active Transportation LOS Standards

Active Transportation LOS standards were developed based on the future primary and secondary on- sidewalk, pathway, and trail system as shown in **Figure 14**.

The active transportation network has been identified through a series of Primary or Secondary Routes. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy for future active transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

The LOS standards shown in **Figure 15**. emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

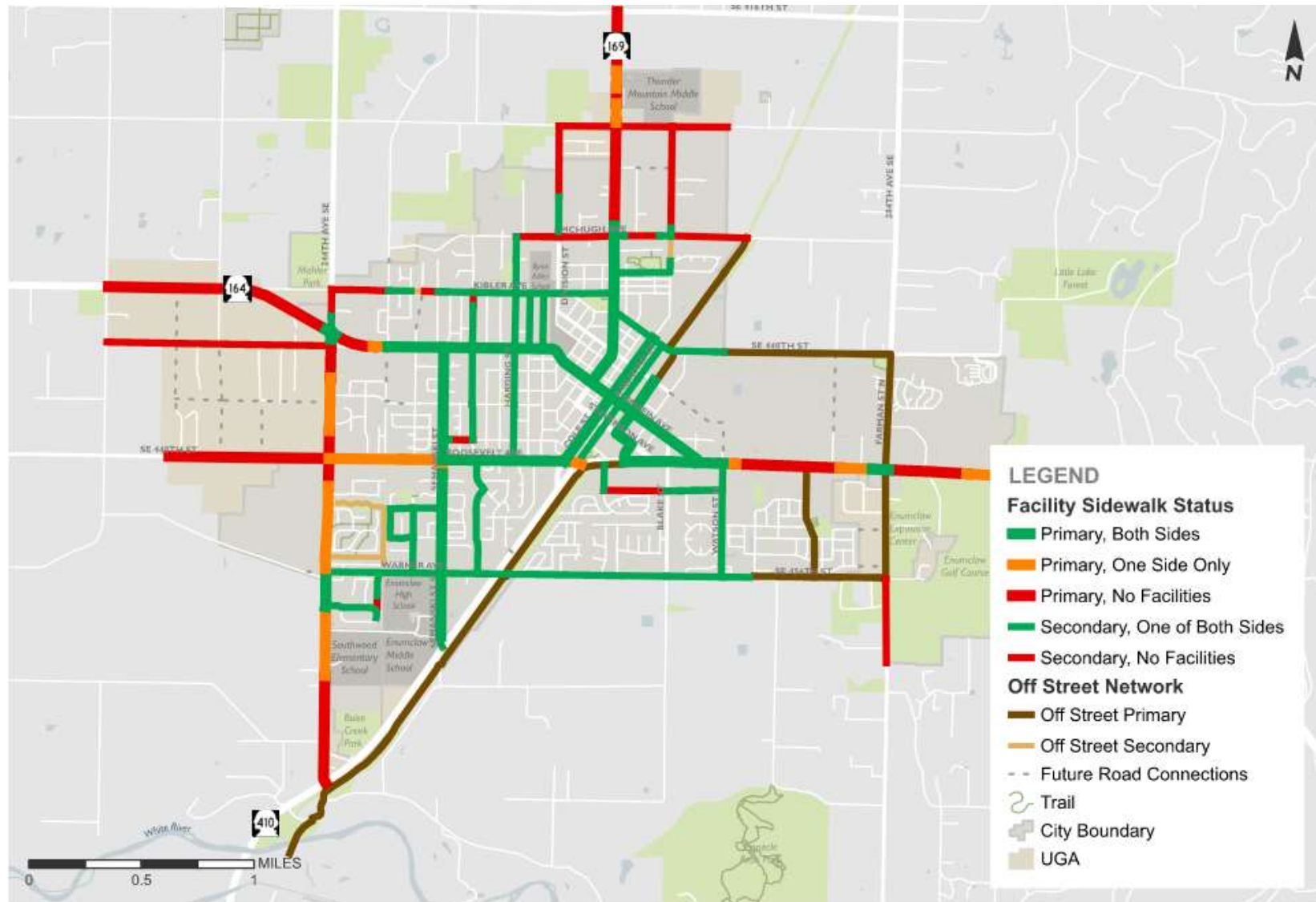
- A green LOS indicates a primary facility meets adopted roadway standards and has facilities on both sides of the street or a two-way multiuse pathway on one side of the street, while a secondary facility may only have facilities on one side of the street.
- An orange LOS indicates a primary facility has facilities on only one side of the roadway, when both sides would be preferred.
- A red LOS indicates no designated facilities are provided for active transportation users and is considered unacceptable.

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

• **Figure 15 - Active Transportation Levels of Service Overview**

The current status of the active transportation LOS is shown in **Figure 16**.

The City utilizes these LOS standards to prioritize investments in the active transportation network and identify where significant gaps in the system need to be addressed to serve the City’s land use plan. The long-term project list identified in the Transportation Element represents the improvements needed to implement the orange LOS for primary routes and green LOS for secondary routes.



### Existing Active Transportation Network LOS

City of Enumclaw Transportation Element Update



FIGURE  
**16**

## Transit LOS Standards




### **Methodology**

While Transit service is not under the City’s control, it is an important component of the overall transportation system. As required by GMA, the City has developed transit level of service standards that define the type of local amenities that the City can help to provide within the public right-of-way, such as ADA-compliant sidewalks, curb ramps, and crosswalks, to allow for safe and convenient access to transit stops, as well as comfortable facilities, such as covered shelters, when transit riders reach a transit stop.

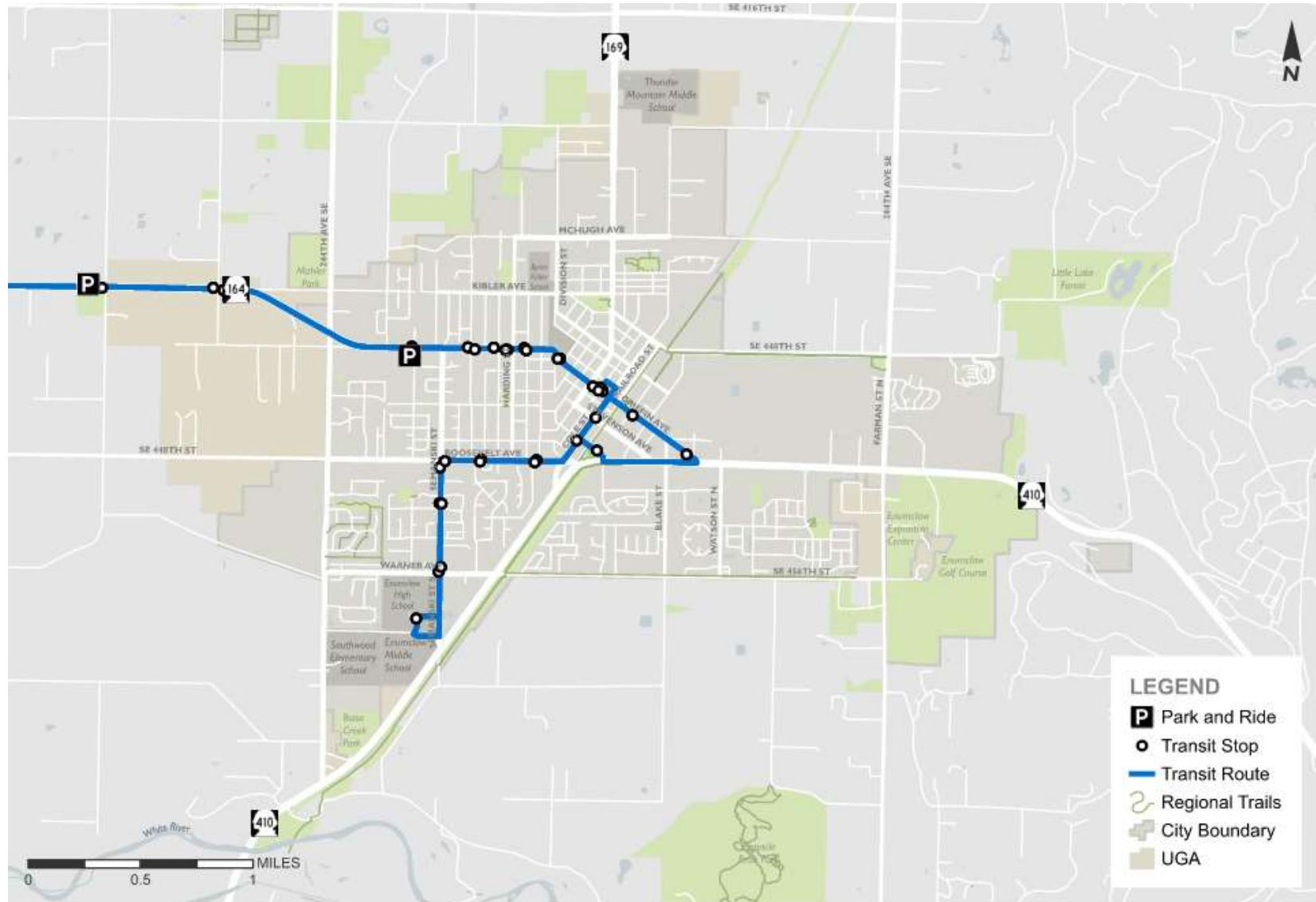
The existing transit network shown in **Figure 18** is a baseline for the City to focus transit-supportive investments on while working with King County to advocate for more service through the Metro Connects Long-range Transit Plan. Currently no routes have been identified to serve Enumclaw in King County’s Metro Connects 2040 RapidRide candidates.

The transit LOS standards shown in **Figure 17** emphasize improved access to transit stops, along with improved amenities. The LOS designations are shown in green, orange, and red.

A green LOS indicates a transit stop that has high quality amenities, and sidewalks and crosswalks serving it. An orange LOS indicates a transit stop that has some amenities, and sidewalks and crosswalks that exist, if feasible. Transit riders might have to go out of direction to utilize a crosswalk or walk for a short distance along a shoulder or gravel pathway. A red LOS indicates no designated facilities are provided around transit stops and is considered unacceptable.

LOS	Standard	Amenities	Access
	For Frequent Services	High quality stop amenities	Sidewalks and marked crosswalks serving all stops
	For Express and Local Services	Stop amenities, where feasible	Sidewalks and marked crosswalks serving stops, where feasible
	N/A	No amenities	No designated pedestrian facilities serving stops

• **Figure 17 - Transit Levels of Service**



**CITY OF ENUMCLAW** **Transit Routes and Stops**  
City of Enumclaw Transportation Element Update



FIGURE  
**18**

## Travel Forecasting and Alternatives Analysis

Forecasting travel demand helps to define the future needs of the transportation system to support the land use plan which is based on a 2044 horizon year. Forecast travel demand is based on the forecast land use allocated to planning districts. The planning districts are defined geographies that contain a mix of land uses and generate trip estimates based on population and employment forecasts. The aggregation of those trips provides planners with an estimate of total travel demand on the City's transportation system.

### FORECAST TRAVEL CONDITIONS

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

Travel demands external to the City are based on regional population and employment forecasts. PSRC maintains land use targets for large geographies, called Forecast Analysis Zones (FAZs), which were used to estimate regional travel demand. Total 2044 housing and employment forecasts were based on and are consistent with those adopted for the City in the King County Countywide Planning Policies . These housing and employment forecasts are also consistent with the City's land use plan.

#### Land Use Assumptions

The land use growth expected to occur in the nearby Cities of Black Diamond and Buckley are important considerations in developing the travel forecasts for Enumclaw. Both cities are expected to experience continued growth, which will generate trips to and from Enumclaw. Growth factors based on PSRC-provided data for population, households, and employment were applied to 2023 traffic counts to "forecast" future vehicle travel demand.

#### Baseline Analysis

The future baseline traffic analysis identified the need for multimodal transportation improvements throughout Enumclaw. Due to the residential and employment growth assumed to occur in the City, and the growth that is expected in Black Diamond, traffic volumes are estimated to increase on the major corridors in the City such as SR 164, SR 169 and SR 410. While the baseline improvement projects were assumed to be in place by 2044, the traffic forecasting and operations analysis highlighted the need to consider additional multimodal transportation investments throughout the City.

To address the issues identified in the baseline analysis, improvement alternatives were identified. The improvement alternatives were evaluated to determine whether the projects addressed the future deficiencies identified in the baseline analysis. The results of the alternatives analyses were used in developing a recommended 2044 transportation network with improvements.

#### 2044 Traffic Operations Forecasts

As forecast land use growth occurs, traffic volumes are expected to increase and may shift from current travel patterns. The connection between land use and transportation generally

means the amount of vehicle travel tends to increase as community population and employment opportunities expand. Traffic volumes in the City of Enumclaw have historically experienced low growth, suggesting that traffic volumes in the City have remained relatively steady, but travel patterns have changed to some extent.

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

The 2044 future forecast intersection LOS for two transportation network conditions were analyzed for future baseline LOS conditions without improvements and future LOS conditions with planned improvements completed. The baseline analysis was used to identify vehicle capacity and mobility improvements summarized in Section 5. A comparison of 2023 existing intersection LOS to 2044 baseline intersection LOS findings are shown in **Table 8**.

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

Four State highway intersections inside the city limits would degrade below the current LOS D standard. All of these intersections are currently two-way stop sign control. Projects that would bring these intersections up to standard are described in detail in Section 5.

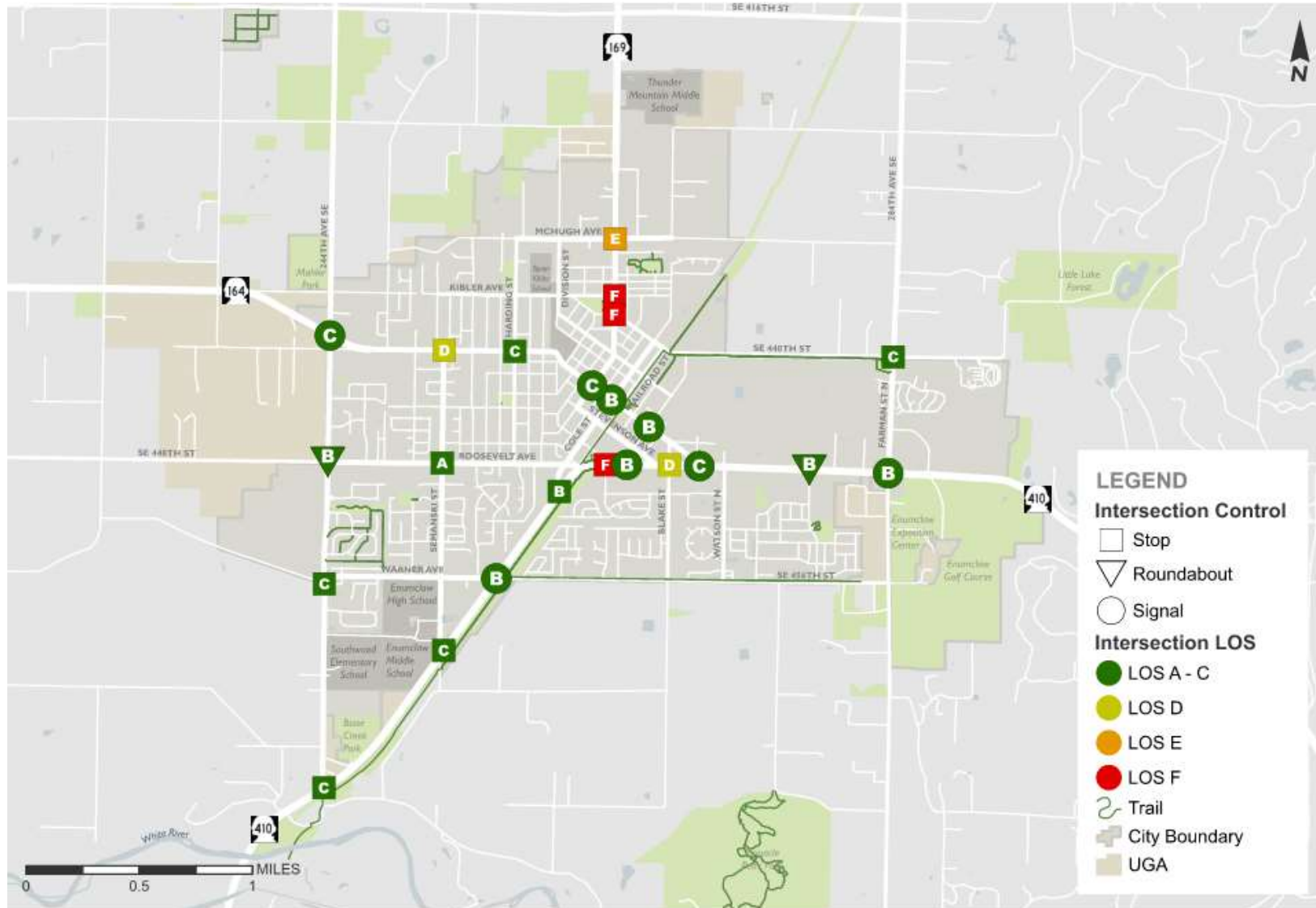
It should be noted that the Suntop/SR 410 intersection was initially constructed as a stop-controlled T-intersection at SR 410. As documented in a Transportation Impact Analysis (Health, 2013) and an Intersection Control Evaluation (SCJ, 2019), this intersection may initially operate safely with northbound stop-control on Suntop under the condition that the SR 410 center two-way left turn (TWLT) lane is extended through the project site with an eastbound drop-right-turn lane to southbound Suntop. As detailed in the January 2017 City of Enumclaw Hearing Examiner decision, however, prior to any City of Enumclaw permit issuance for Phase 5 of the Suntop development, this Suntop/SR 410 intersection shall be reconstructed to a full-standard “modern American roundabout.”

ID	Intersection	Prior 2015 LOS	Prior 2015 Delay	Existing 2023 LOS	Existing 2023 Delay	Intersection Control <sup>1</sup>	Worst Movement <sup>2</sup>	Future 2044 LOS
1	SR 169/McHugh Ave			D	31	TWSC	WB	E
2	SR 169/Kibler Ave <sup>3</sup>			D	26	TWSC	EB	F <sup>3</sup>
3	SR 169/Battersby Ave	C	18	C	20	TWSC	EB	F
4	244th Ave SE/SR 164			C	29	Signal		C
5	Semanski St/SR 164	C	17	C	19	TWSC	NB	D
6	Harding St/SR 164			C	22	TWSC	NB	C
7	SR 164/Griffin Ave	B	14	B	12	Signal		C
8	Cole St/Griffin Ave	B	13	B	10	Signal		B
9	Garrett St/Griffin Ave	B	11	A	10	Signal		B
10	244th Ave SE/SR 410	F	>50	C	15	TWSC	SB	C
11	Semanski St/SR 410			C	21	TWSC	SB	C
12	Warner Ave/SR 410	B	16	B	19	Signal		B
13	Cole St/SR 410	C	19	B	13	TWSC	SB	B
14	Monroe Ave/SR 410			D	32	TWSC	SBL	F
15	Garrett St/SR 410	B	10	B	12	Signal		B
16	Blake St/SR 410	C	21	C	16	TWSC	NB	D
17	Griffin Ave/SR 410	C	21	B	17	Signal		C
18	Suntop/SR 410 <sup>4</sup>			C <sup>4</sup>		RAB <sup>4</sup>	NB	B
19	Farman St/SR 410	B	10	B	13	Signal		B
20	244th Ave SE/SE 448th St			B		RAB		C
21	Semanski St/Roosevelt Ave	A	9	A	10	AWSC		A
22	244th Ave SE/SE 456th Way			C	18	TWSC	EB	C
23	Farman St/Battersby Ave E			B	13	TWSC	EB	C

1. AWSC = all-way stop-controlled, TWSC = two-way stop-controlled  
 2. Worst movement reported for two-way stop-controlled intersections where SB = southbound, SBL = southbound left, and SBTL = southbound through-left  
 3. City installed conduit for traffic signal; Developer mitigation; Now subject of WSDOT ICE for roundabout  
 4. Widened SR 410 w TWLT lane & Suntop Stop Control; Phase 5 = Roundabout per Enumclaw 2016 Comprehensive Plan; Hearing Examiner Decision January 2017; WSDOT Intersection Control Evaluation 2019

As shown in Table 8., under baseline conditions, City street intersections are forecast to maintain adopted LOS standards for operations in 2044, but four State highway intersections are not.

Where the baseline future forecast analysis identified an LOS deficiency in 2044, improvements were identified and a subsequent “with improvements” LOS analysis was conducted for that specific intersection to confirm that the intersection LOS deficiency could be resolved. The resulting “with improvements” 2044 LOS for all study intersections is shown in Figure 19 and Table 9.



**Future (2044) Intersection LOS (Without Improvements)**

City of Enumclaw Transportation Element Update



FIGURE

**19**

There are four intersections inside the City limits that are forecast to not meet adopted LOS D standards in 2044. Four of the intersections described below are two-way stop-controlled intersections at which side streets intersect State highway corridors with heavy traffic volumes. This causes the minor movements to experience a greater amount of delay due to a lack of gaps in traffic. It should be noted that current WSDOT process will require Intersection Control Evaluation (ICE) for each state highway intersection where new traffic control is proposed and may result in recommendation for a roundabout, which may require additional right-of-way and could increase project costs significantly.

Both SR 169 and SR 410 are designated Highways of Statewide Significance (HSS) and WSDOT has adopted LOS D for HSS in Enumclaw, but State law exempts HSS facilities from local Transportation Concurrency ordinance requirements. WSDOT has not identified funding sources for any improvements that would improve LOS operations on these state highways.

**NOTE:** Vehicular LOS and intersection delay are measured at the PM peak hour, which is the heaviest demand period of the day, and the intersections listed below function within adopted LOS standards at non-peak hours. Adopting a lower LOS for the PM peak hour is an option under GMA and would save millions of dollars that could be invested in ADA upgrades, sidewalks, and bikeways for residents to walk, bike, and roll to local destinations.

- **SR 410 (Roosevelt Avenue)/Monroe Avenue/Mountain Villa Drive** – This intersection with stop control on Monroe Avenue and Mountain Villa Drive operates at LOS D under existing (2024) conditions, but is forecast to operate at LOS F in 2044. The stop-controlled southbound minor leg experiences increased delays, with the majority of the traffic turning left onto SR 410. The additional traffic volume on SR 410 reduces the number of gaps for vehicles on Monroe Avenue to turn onto the highway. Projects to improve intersections on SR 410 were reviewed as part of the SR 410 Corridor Study and again as part of this analysis, but absent additional widening to the highway, are not able to address the LOS issue.
- **SR 169/McHugh Avenue/SE 432nd Street** – This intersection operates at LOS D/E under existing (2024) conditions and is forecast to operate at LOS E in 2044. The north-south through traffic on SR 169 provides limited gaps to allow the westbound traffic to enter the intersection, creating increased delays and long vehicle queues.
- **SR 169/Kibler Avenue** – This intersection operates at LOS D under existing (2024) conditions and is forecast to operate at LOS F in 2044. The north-south through traffic on SR 169 provides limited gaps to allow the eastbound traffic to enter the intersection, creating increased delays and long vehicle queues. The City installed electrical conduit for a traffic signal and a developer is required to provide mitigation funding, but a WSDOT Intersection Control Evaluation is underway, which may recommend construction of a roundabout. No funding is identified. The City of Enumclaw has plans to install a flashing crosswalk on SR 169 near Kibler Avenue as a safety improvement.
- **SR 169/Battersby Avenue/Hillcrest Avenue** – This intersection operates at LOS C under existing (2024) conditions and is forecast to operate at LOS F in 2044. The north-south through traffic on SR 169 provides limited gaps to allow the eastbound traffic to enter the intersection, creating increased delays and long vehicle queues.

## Transportation Systems Plan

### Streets and Highways

Streets and highways serving Enumclaw provide for the general movement of people and goods. They also serve other travel modes, including pedestrians, bicyclists, and transit. The street and highway section identifies the functional roadway system, roadway design standards, designated truck routes, and general needs and strategies related to local streets and street maintenance.

### **CORRIDOR IMPROVEMENT PLANS**

From 2006 to 2010, WSDOT and the City of Enumclaw completed corridor studies for the three state highways in the City – SR 164, SR 169, and SR 410. The studies evaluated each of the corridors in detail to identify short- and long-term capital investments to address safety, active transportation, and capacity needs to serve the local communities and the demands of entire region. The recommended projects identified in those studies have been integrated into the transportation systems plan and comprise a large portion of unfunded future infrastructure needs within the City. The following provides a brief overview of each study effort.

The **SR 164 Corridor Planning Study** was completed in 2009 by WSDOT and provides recommendations to address identified existing and emerging safety, mobility, and preservation needs on a 15-mile stretch of the highway from Auburn to Enumclaw. The preliminary project costs for the improvements identified in the study totaled more than \$148 million in 2005 dollars, which would be closer to \$200 million in 2023 dollars. A Corridor Working Group, which the City of Enumclaw participated in, developed the vision and overall project goals for the study that led to the final project recommendations. The improvements identified for the Enumclaw portion of the corridor have been integrated into the City's long-term transportation project list as unfunded projects.

The **SR 169 Route Development Plan (RDP)** was completed in 2007 by WSDOT and identified a set of recommended improvements that should be implemented over the next 20 years along the 25-mile corridor between Renton and Enumclaw. The RDP and the list of projects was developed through the work of a Corridor Working Group (CWG). The CWG was made up of local city, county, regional, and state partner agencies responsible for guiding the study effort, including representatives from the City of Enumclaw. The project list identifies over \$210 million worth of investments in 2005 dollars, which would be closer to \$270 million in 2023 dollars. The responsibility for funding and implementing the improvements could fall to WSDOT, or the local, or regional governments, and in some instances, private developers. The improvements identified for the Enumclaw portion of the corridor have been integrated into the City's long-term transportation project list, but remain unfunded.

The **SR 410 Corridor Study** was initiated by the City of Enumclaw and examined the existing and future conditions of the corridor through the City and its Urban Growth Area. The study recommended improvements for both vehicle and active transportation users, and prepared several preliminary design concepts for the various segments of SR 410 and its major intersections. The study is a guidebook for future growth, possible improvements, streetscaping elements, and design standards along the SR 410 corridor. The study began in 2005 and was finalized, published and adopted by the Enumclaw City Council on June 28th, 2010 by Resolution No. 1388. Costs in 2009 dollars have increased by at least one-third, or more.

As discussed above (page TR-25), the **2018 SR 410 234th Avenue E to Garrett Street Congestion Study** essentially updated the previous SR 410 Corridor Study. Several improvements are needed in Buckley to reduce back-ups over the White River bridge, but several improvements on SR 410 in Enumclaw were also identified. Funding for future SR 410 improvements has not been identified.

Functional Classification

Roadway functional classification establishes a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. Arterial streets serve higher traffic volumes and may have few access points. Local streets provide neighborhood circulation and access to individual parcels. Collector streets link arterials and local streets and may provide access to individual parcels. A well-connected system of streets enhances overall mobility and facilitates greater opportunities for pedestrian and bicycle travel. The roadway classifications shown in **Figure 2**, include principal arterials, minor arterials, collector streets, and local and business access streets. The roadway functional classification descriptions are summarized in **Table 9**. Federal functional classification is one determinant of eligibility for federal transportation funding. All roadway projects using federal funds must be approved on the federally classified roadway system. Local access roadway projects are not eligible to use federal transportation funds unless they are a pedestrian or bicycle project, or a safety project using State transportation safety funds.

• **Table 9 - Functional Classification Definitions**

Functional Classification	Description
Principal Arterials	Regionally significant streets that link communities and connect important locations within a City. Principal arterials most often facilitate the system’s largest traffic volumes. Access to local streets and driveways is discouraged.
Minor Arterials	Major streets that provide important intra-city, as well as regional connections. Access to local streets is encouraged while driveway access is discouraged.
Collector Streets	Intra-community streets connecting residential neighborhoods with commercial and activity centers or principal and minor arterials. Driveway access is often provided along these routes.
Local and Business Access Streets	Streets providing circulation within neighborhoods or commercial areas and direct access to abutting properties.

•

Roadway Design Standards

The City of Enumclaw adopted Roadway Standards in 2006 which sets specific and consistent road design elements. The standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities, and roadway and intersection radii. The standards also provide requirements for the location and installation of utilities within the right-of-way. The standards support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community, as well as complying with storm water management, sensitive areas, and other regulations. The standards are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City.

### Street Maintenance Program

Transportation maintenance programs include ongoing annual investments necessary to maintain and sustain the transportation system. These investments are planned on a programmatic level with many improvement projects combined into a single program, with improvements implemented over a multi-year period. Examples of annual programmatic transportation investments include street resurfacing, maintenance, and repair. The City should combine annual Transportation Improvement Program (TIP) investments with annual water, sewer, and storm water utility program investments to gain efficiencies, reduce costs, and maximize benefit to the public. As an example, if there is a known sewer main repair that needs to happen in the next two years on a transportation corridor where sidewalks and bikeways are planned, the transportation improvements should be timed with the sewer main repair project.

### Freight Routes and Projects

Capacity and freight projects include improvements that increase the capacity of the roadway network and bring roadways up to design standards that improve the movement of freight. Intersection improvements include upgrading intersections through added turn lanes or modifications to traffic controls. The best type of traffic control depends on a variety of conditions including vehicles volumes, turning movements, intersection layout, right-of-way constraints, active transportation users, and other factors. Where applicable, improvements may also include upgrading traffic signals and implementing Intelligent Transportation Systems (ITS), which could encompass modifications to vehicle detection and coordinated signal timing.

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

The projects were generally identified through a review of the previous Transportation Element, the SR 164, SR 169 and SR 410 corridor study documents, and the identification of several active transportation improvements to improve walking, biking, and rolling for people of all ages and abilities. High priority projects include those needed to address existing or future vehicular LOS issues. As mentioned previously, current WSDOT process would require Intersection Control Evaluation (ICE) for each state highway intersection where new traffic control is proposed and would likely result in recommendation for a roundabout, which may require additional right-of-way and would increase project costs.

Planning level cost estimates were prepared for each project based on typical per unit costs, by type of roadway and scope of the improvement. Where costs had been calculated as part of past or ongoing studies or design projects, they were used instead. The cost estimate does not include potential right-of-way acquisition needs. The scope for any state highway project with a cost estimate of \$500,000 or more may increase due to the requirements of [RCW 47.04.035](#) for WSDOT to consider the needs of all users by applying the principles of Complete Streets, which may also increase the construction cost of the project.

### Corridor Upgrade Projects

Corridor Upgrades include modifying roadways to current City roadway design standards and incorporating multimodal improvements to serve high traffic volumes and active transportation travel more safely. A number of roadways in the City have been identified for upgrades and prioritized based on those projects required to meet future travel needs. Corridor upgrades are primarily targeted major arterials, minor arterials, and collector streets where vehicle speeds and volumes are larger and heavy vehicles are more likely to use.

### Active Transportation Projects

Active Transportation improvements add pedestrian and bicycle facilities to roadways or construct off-street multiuse pathways to complete gaps in the existing active transportation network. These projects provide non-auto travel options to destinations and recreational opportunities. Projects were compiled from the previous Transportation Element, corridor master plans, and the City's *Parks and Open Space Plan* (2014).

### Transportation Safety Projects

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

The City of Enumclaw has programmed funding for several safety improvements, including a flashing crosswalk at SR 169/Kibler Avenue and the Warner Avenue/Trail Crossing near the high school. The City is also working with WSDOT to rechannelize the SR 169/Washington Avenue intersection. All the projects listed in **Table 10** were included primarily for the purpose of improving transportation safety.

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
					<b>City Improvement Total</b>	<b>\$ 43,475,000</b>
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	Thunder 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
					<b>WSDOT Improvement Total</b>	<b>\$ 15,000,000</b>

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
<b>City Sidewalk Option Total</b>						<b>\$ 22,270,000</b>

The location of the transportation improvements listed in Tables 10.a. and 10.b. are shown in **Figure 20a.** and are labeled as City (T) or State (W) to indicate which agency is primarily responsible for funding and implementing the project.

**Figure 20b** shows secondary sidewalks that would be desirable. These sidewalks may be constructed as street frontage improvements required with new development or, if unanticipated funding becomes available, by the City as future capital improvements. The location of the sidewalk improvement options listed in Table 9.c. are shown in **Figure 21.**



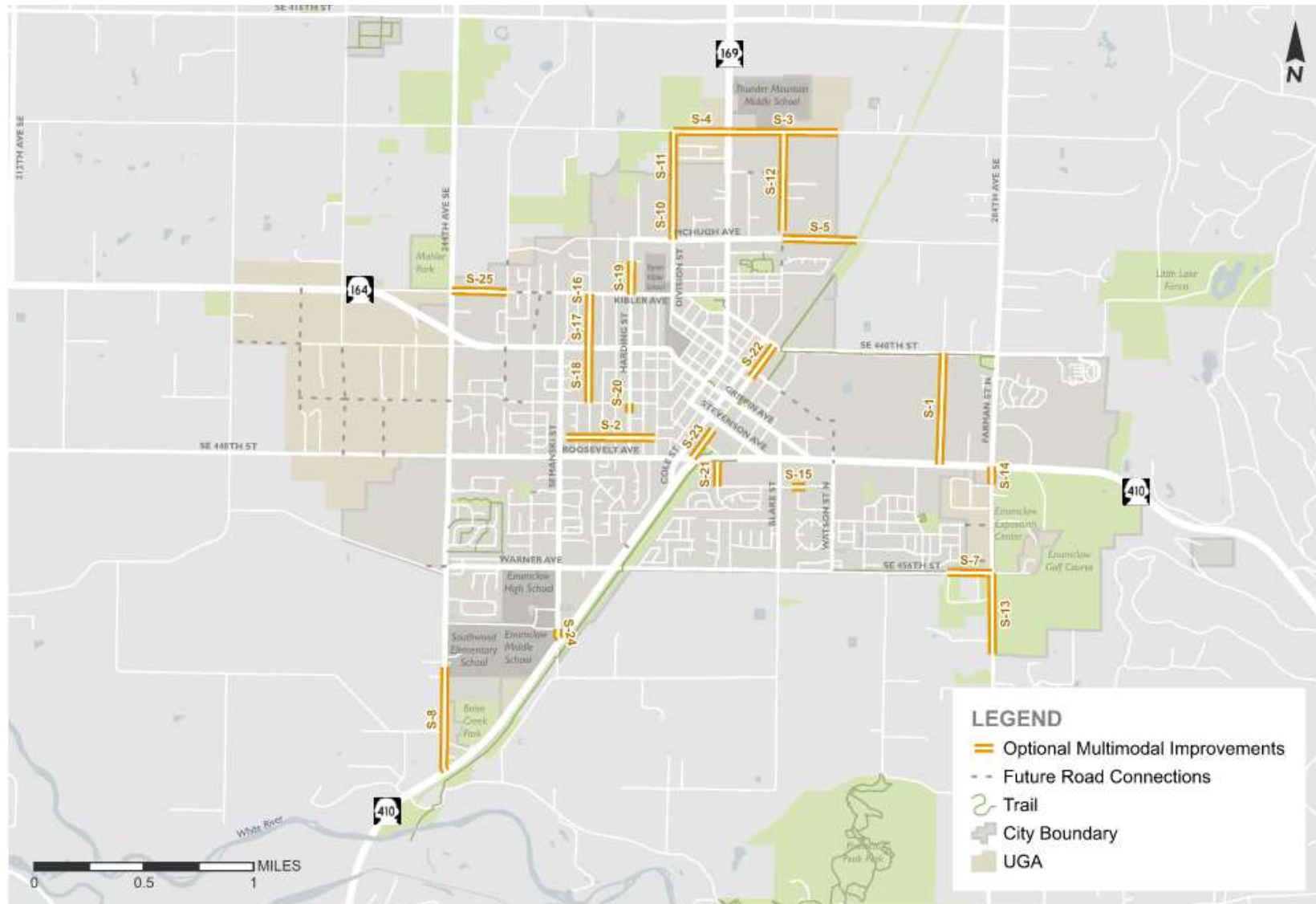
### Primary City Multimodal Improvements

City of Enumclaw Transportation Element Update



FIGURE

20a

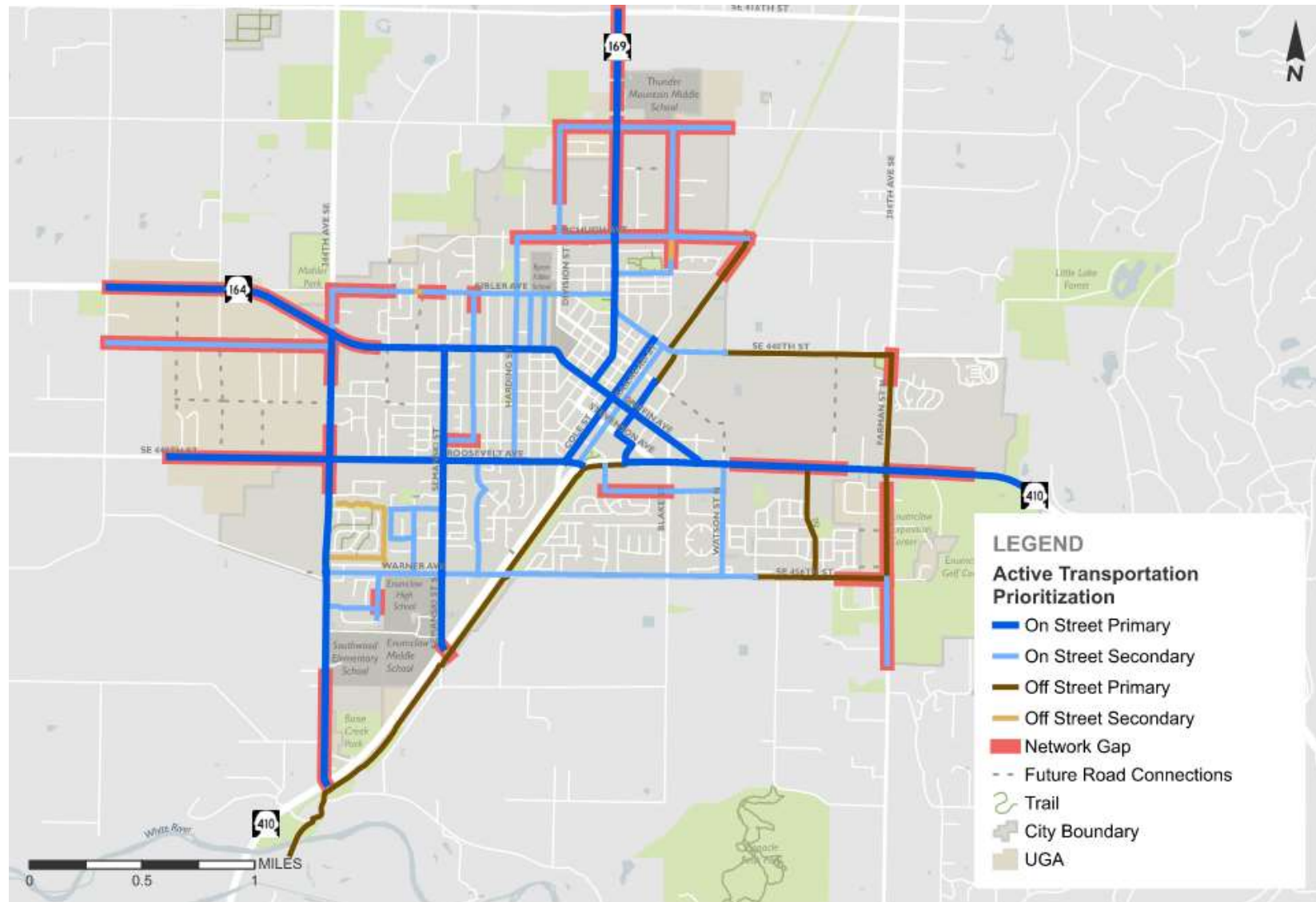


## Secondary City Multimodal Improvements

City of Enumclaw Transportation Element Update



FIGURE  
**20b**



### Active Transportation Network Gaps - to be Completed by 2044

City of Enumclaw Transportation Element Update



FIGURE

21

## Public Transit

Public Transit provides a wide range of benefits and as the Puget Sound region continues to grow the value of investments and the public benefits from increased transit service will also grow. Vehicle traffic congestion into and out of Puget Sound regional employment centers has grown significantly, increasing travel times and reducing reliability. Public Transit provides an alternative to some commuters with shorter travel times, cheaper travel, and a more pleasant and productive commute.

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

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

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

In order to provide viable transportation alternatives, the City of Enumclaw recognizes the importance of public transit service. In general, these programs build on regional programs and plans with some refinements to reflect the specific needs of the City.

### ***Metro Connects Long-range Plan***

Metro Connects is King County Metro's vision for providing more service, more choices, and one easy-to-use system over the next 30 years. As Metro's long-range service and capital vision, Metro Connects describes how Metro will work toward a regional, innovative, and integrated mobility network that is safe, equitable, and sustainable. This system will support healthy communities, a thriving economy, and will protect environmental integrity. Metro envisions more than a 70 percent increase in its bus service by 2050, dramatically expanding the number of places people can go and decreasing the time it will take to get there. Metro Connects includes two networks: an interim network and a long-range 2050 network. Both networks are ambitious, integrated with the services of other agencies, and not yet fully funded.

***Currently, Metro Connects does not list either interim or long-term service expansions in Enumclaw.*** The City of Enumclaw can support existing transit service by

funding investments in the public right-of-way, such as ADA ramps, sidewalks, crosswalks, and bus stop amenities, such as covered shelters.

## Transportation Demand Management

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

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

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

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

- Ridesharing - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles;
- Flexible Work Schedules – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion;
- Transit Incentives – Employers can provide free or reduced-rate transit passes to all employees;
- Telecommuting – The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some workdays. The COVID-19 global pandemic resulted in many employees working from home or remotely; and
- Secured Bicycle Parking and Showers – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably under cover or weather-protection in a highly-visible area. Shower facilities at employment sites are also desirable to encourage commuting to work by bicycle.

## Waterborne, Rail, and Air Transportation

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

## Interjurisdictional Coordination

The 1998 legislation House Bill 1487 known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)” HB 1487 recognized the importance of these transportation facilities from a state planning and programming perspective and required that local jurisdictions reflect these facilities and services within their comprehensive plan.

Over the past 12 years, Washington has passed several other legislative amendments and policy mandates that require a focus on multimodal transportation, as listed below.

- 2011 [RCW 47.04.320 - .340](#) established a Complete Streets grant program (funded later), which requires local jurisdictions to adopt Complete Streets ordinances to be eligible to apply for state grant funding.
- 2016 Washington legislature approved funding for the [Transportation Investment Board \(TIB\) Complete Streets grant program](#).
- 2021 WSDOT adopted an [Active Transportation Plan](#) for state highways, which requires WSDOT to work with local jurisdictions to provide safe and well-connected pedestrian and bicycle network improvements along and across state highways.
- 2022 [RCW 47.04.035](#) requires WSDOT to apply Complete Streets principles to all state highway projects with a total project cost of \$500,000 or more.
- 2023 [ESSHB 1181](#) Requires Multimodal LOS in Comprehensive Plans and encourages multimodal transportation systems that reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT). The bill also requires an agency to prepare an ADA Transition Plan to identify physical obstacles that limit accessibility to individuals with disabilities and identify methods to make the facilities fully accessible.
- 2023 [SB 5452](#) Allows Transportation Impact Fee revenue to be used for pedestrian and bicycle projects as part of citywide transportation system improvements needed to accommodate growth and development.

## **GMA and RCW Transportation Amendments**

The following provides more information on these amendments.

### ***Washington Growth Management Act (GMA)***

The GMA - RCW 36.70A.070 (6) - requires “A transportation element that implements, and is consistent with, the land use element.” If a city plans for growth and development, then the city is required to demonstrate how it will fund and provide a transportation system to accommodate that land use growth and development. This can be through construction of capital facilities, through investment in multimodal transportation demand management strategies, or both.

### ***Complete Streets***

Washington’s legislative requirement for [Complete Streets](#) has resulted in the adoption of ordinances by hundreds of towns, cities, and counties that commit to providing transportation facilities for people of all ages and abilities when improvements are made to the transportation system. The [TIB Complete Streets grant program](#) requires jurisdictions to adopt an ordinance before they are considered eligible to apply for state funds.

### ***WSDOT Complete Streets Policy***

As of July 1, 2022 state law [RCW 47.24.060](#) requires WSDOT projects over \$500,000 to incorporate the principals of [Complete Streets](#) into facilities that provide street access on state highway projects routed over city streets where the design phase of the project began on or after July 1, 2022. For reference, the reconstruction of an intersection on a state highway to install or upgrade a traffic signal or a roundabout would be expected to exceed this \$500,000 threshold. This means that the project would be required to include multimodal transportation features, which could include ADA ramps, crosswalks, sidewalk, bikeways, transit shelters, and transit pull-outs linking to similar features on the local street network of the City or County.

### ***WSDOT Active Transportation Plan***

In 2021, just prior to the WSDOT Complete Streets policy described above, WSDOT adopted a statewide [Active Transportation Plan](#), which requires WSDOT to work with local jurisdictions to provide safe and well-connected pedestrian and bicycle network improvements. All state highways that serve “**census designated places**,” as depicted on this [WSDOT map](#), are subject to the requirements of the WSDOT Active Transportation Plan and the Complete Streets policy.

### ***Multimodal Level of Service (LOS) Standards***

In July 2023, [House Bill 1181](#) became effective, which amended the GMA to require that local jurisdictions include and adopt a Climate and Resiliency Element, including adoption of measures to reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) in the local Comprehensive Plan. HB 1181 also requires local jurisdictions to adopt **Multimodal Level of Service (LOS) Standards** in addition to traditional vehicular LOS.

For jurisdictions that had already begun working on 2024 Comprehensive Plan updates, Section 15 (10) provides a grace period for adoption by December 31, 2027. However, jurisdictions within the planning authority of the [Puget Sound Regional Council \(PSRC\)](#) are required to meet the goals and policies of PSRC's adopted [Vision 2050 Regional Plan](#). The Vision 2050 minimum expectations are listed on pages 13 and 14 of [PSRC's 2023 Transportation Element Guidance](#).

### ***Multimodal Transportation Impact Fees (TIF)***

In addition to HB 1181 requirements for multimodal LOS, [Senate Bill 5452](#) became effective in July 2023, amended RCW 82.02, and allows local **Transportation Impact Fee** revenue to be used for pedestrian and bicycle improvement projects that are part of citywide transportation system improvements. This compliments the land use element requirements for infill to reduce sprawl as well as the new climate planning requirements to reduce GHG and VMT.

### **What is the Significance of these Amendments?**

Each of these Washington legislative amendments are significant in their own right, but cumulatively, they represent the culmination of a paradigm shift in transportation law. Safety has always been the paramount concern and focus, but the transportation industry has slowly been evolving over the past 20 years to a more inclusive multimodal and people-oriented focus. Federal, state, and regional grant funding agencies have also changed their focus to awarding grant funding to multimodal and people-oriented projects that include active transportation in addition to vehicle needs.

### **Finance and Implementation Program**

The State of Washington's Growth Management Act (GMA) requires that a jurisdiction's transportation element contain a funding analysis of the transportation projects that are needed to support the land use element. The purpose of the funding and implementation plan is to confirm that the transportation improvement projects can be funded and implemented to meet existing and future multimodal travel demands in and around the City of Enumclaw. **If a funding plan reveals that the long-term transportation projects are not able to be funded, the plan must provide a reassessment strategy to identify how additional funds will be raised, or how land use plans or LOS standards may be modified.**

A summary of project costs and a strategy for funding the projects over the life of the plan are presented below. Often a variety of local, regional, state, and federal funding sources are used to finance transportation improvement projects.

### **Project Cost Summary**

The total cost of the transportation improvement projects is summarized in **Table 11** (below) based on planning level cost estimates. A total of \$44,900,000 (2023 dollars) would be needed to fully fund the capital improvements. Citywide programs that address roadway preservation and sidewalk repair, are maintenance related and not considered a capital expense. Citywide programs are funded with revenue sources not utilized to develop the funding strategy for the capital projects.

<b>Table 11 Transportation Capital Improvement Project Cost Summary</b>	
<b>Transportation Improvement Category</b>	<b>Costs<sup>1</sup></b>
<b>City of Enumclaw Primary Transportation System Improvements</b>	<b>\$43,475,000</b>
<b>Unfunded State Highway Improvements</b>	
	<b>(\$15,000,000)<sup>2</sup></b>
<b>Optional Local Sidewalk Projects</b>	
	<b>(\$22,270,000)<sup>3</sup></b>
<b>City Capital Improvements Funded in the Transportation Element</b>	
(Needed to support the Land Use Element)	<b>\$43,475,000</b>
<b>Notes:</b>	
1.) Planning level costs in 2023 dollars.	
2.) WSDOT studies; Undefined project cost estimates.	
3.) TBD, State & federal grants, & Transportation Impact Fees (TIF).	

The section below outlines a variety of funding strategies which can be used to finance transportation investments. Often a variety of local, regional, state, and federal funding sources are used to finance transportation improvement projects. The funding strategy showing revenue forecasts and the six-year TIP is contained in the Capital Facilities Element. Implementation of the Transportation Element involves several strategies. One strategy includes coordinating with other agencies to build support and construct transportation improvement projects, such as improvements to state highways, the regional trail system and commuter transit service. Another strategy includes the pursuit of grant funding, which will be especially critical in the implementation of safety and operational improvements along SR 410, SR 164, and SR 169 and completion of active transportation projects.

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

**LOCAL FUNDING**

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

## TRANSPORTATION IMPACT FEE PROGRAM

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

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

Traditionally, TIFs were only used to help fund improvements that are needed to serve new growth, but SB 5452 amended the GMA in 2023 to allow TIF revenue to be used for active transportation projects as well as vehicle capacity projects. A significant portion of Enumclaw's long-range project list includes active transportation projects, which can be added to the TIF program project list. TIFs are assessed on new development activity and are currently based upon the number of new vehicle trips a development generates<sup>4</sup>, but as discussed above, amendments to RCWs now allow stand-alone pedestrian and bicycle improvements to be included in the project list, which determines the annual base rate for each TIF program. Vehicle trip rates are based upon the Institute of Transportation Engineers (ITE) Trip Generation Manual. In some circumstances, such as dedication of right-of-way or completion of capital improvement projects, developers can construct improvements concurrent with development activity and earn credits to offset TIF.

The City can apply an annual cost escalation factor, or update project cost estimates, to ensure that the TIF base rates cover the expected cost of project construction. A full evaluation and update of the TIF rates is typically conducted after the Transportation Element is updated to reflect changes in land use plans, the project list, funding, or multimodal LOS standards. The City of Enumclaw should consider adding active transportation improvements listed in Table 10 to the TIF project list as the TIF program is updated.

## TRANSPORTATION BENEFIT DISTRICT

In 2013 the City established a Transportation Benefit District (TBD) to provide a dedicated funding stream for road maintenance<sup>5</sup>. The TBD is funded through a \$20 vehicle license fee and 0.1% sales tax with funds directed towards the City's pavement management program. The TBD boundaries are identical to the city limits and TBD revenue is listed under the Annual Pavement Maintenance Program. The TBD is required to issue an annual report indicating the status of projects and finances. State law allows the City of Enumclaw to increase vehicle license fees according to timing thresholds, as well as increase the sales tax portion of the TBD if approved by the public in a general election.

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<sup>4</sup> <http://www.cityofenumclaw.net/documentcenter/view/341>

<sup>5</sup> <http://www.cityofenumclaw.net/257/TBD>

## REGIONAL COORDINATION

Enumclaw's transportation system serves both local and regional travel needs, with a significant amount of the capital program focusing on improvements to the state highways. The City will closely coordinate with WSDOT to implement improvements identified along SR 410, SR 164 and SR 169. RCW 47.04.035 became effective in July 2022 and requires any WSDOT project over \$500,000 to apply the principles of Complete Streets with facilities for users of all ages and abilities to State highways, which may significantly increase the project scope and construction cost of improvements along SR 410, SR 164 and SR 169.

Improvements to each corridor have been identified through past studies completed by WSDOT and the City. Without WSDOT as a partner in assisting the City in funding improvements to the state highways, the City is unable to put a high priority on improvements along the highways since the projects also serve significant levels of regional traffic and the project's cost more than the City can reasonably fund on its own.

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

## GRANTS

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

Some grant funding programs require the City to pass ordinances and develop safety plans in order to be eligible for project funding. The state TIB Complete Streets grant requires cities to adopt Complete Streets ordinances for eligibility. The WSDOT-administered Highway Safety Improvement Program (HSIP) requires cities to develop Local Road Safety Plans (LRSP) to be eligible to apply for construction funding. The federal USDOT Safe Streets and Roads for All (SS4A) grant requires cities to develop a Comprehensive Safety Action Plan and adopt an ordinance with a Vision Zero goal to be eligible for implementation grants. The City of Enumclaw should commit to adopting ordinances and developing safety plans to be eligible for millions of dollars in state and federal grant funding.

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

The potential funding sources for transportation improvement projects were identified to estimate needed revenues by category. For example, grants or other agency funding were generally assumed to be a greater share of the revenues for funding improvements on regional arterials than on neighborhood streets, which are typically ineligible for grants due to federal classification requirements. While it is unlikely that implementation of the Transportation Element projects will match the City's funding assumptions at a project-by-project level, the funding strategy does provide for a reasonable estimate of anticipated revenues needed for the overall capital improvement program. It also establishes a level of funding needed through transportation impact fees and other developer mitigation. **Table 12** summarizes the anticipated sources of revenues needed to fund the identified capital improvements.

### **City Revenue Forecast**

The total cost of the transportation improvement projects is summarized in **Table 11** based on planning level cost estimates. A total of \$43,475,000 million (2023 dollars) would be needed to fully fund the capital improvements needed to accommodate the growth planned in the Land Use Element. Citywide programs that address roadway preservation and sidewalk repair are maintenance related and not considered a capital expense. Citywide programs are funded with local revenue sources not utilized to develop the funding strategy for the capital projects.

<b>Table 12 Summary of Transportation Funding Available for Capital Projects</b>		
<b>Revenue Source<sup>1</sup></b>	<b>2013-2022</b>	<b>2024-2044</b>
<b>City Funding</b>		
<b>Real Estate Excise Tax (REET)</b>	\$6,340,000	\$7,350,000
<b>Transportation Benefit District (TBD) Sales Tax 0.1%<sup>2</sup></b>	\$0	
<b>TBD Motor Vehicle Excise Tax (MVET) \$20/vehicle license<sup>2</sup></b>	\$0	
<b>General Fund<sup>3</sup></b>		\$0
<b>Subtotal</b>		<b>\$7,350,000</b>
<b>Grants and Other Agency Funding<sup>4</sup></b>		
<b>Federal Grants (More aggressive pursuit; STBG; LRSP; SS4A; BIL, etc.)</b>	\$7,010,000	\$11,000,000
<b>State Grants (More aggressive pursuit; SRTS; PBS; TIB; etc.)</b>	\$10,200,000	\$15,000,000
<b>Subtotal</b>		<b>\$26,000,000</b>
<b>Development-Generated Funding</b>		
<b>Transportation Impact Fees<sup>5</sup>; Street Frontage<sup>6</sup>; SEPA Mitigation<sup>7</sup></b>	\$5,220,000	\$10,125,000
<i>(Include active transportation projects in TIF list; Increase TIF base rate)</i>		
<b>Subtotal</b>		<b>\$10,125,000</b>
<b>Total Estimated Capital Revenue Available</b>		<b>\$43,475,000</b>
<b>Notes:</b>		
1.) Planning level costs in 2023 dollars; Rounded to nearest \$50,000; Based on historic trends (2013-2022).		
2.) Funds approved are restricted to pavement resurfacing applications.		
3.) Assumes that no general fund dollars are allocated for use as street funding for capital projects		
4.) Assumes City will more aggressively pursue grants by completing plans for grant-eligibility, including a Complete Streets ordinance, a WSDOT Local Road Safety Plan, a federal Safety Action Plan with a Vision Zero commitment, etc.		
5.) Assumes City will update TIF project list with active transportation projects and will increase the TIF base rate assessed for new development to help fund multimodal transportation improvements needed to accommodate growth.		
6.) Assumes new development shall be required to fund and construct property frontage on public streets to the applicable City of Enumclaw street standard, including curb, gutter, sidewalk, and bikeways for arterial streets.		
7.) Assumes TIA shall be required for development with significant transportation impacts and SEPA shall be used to require proportionate share off-site mitigation at intersections planned as capital improvements in 6-Year TIP.		

**CONCURRENCY MANAGEMENT AND DEVELOPMENT REVIEW**

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

Development Review Process

Transportation Concurrency determinations for the citywide multimodal transportation network are closely linked with development review decisions. In addition, the City reviews development applications pursuant to the State Environmental Policy Act (SEPA).

Transportation Concurrency and SEPA are primarily focused on a shorter-term time frame than the Transportation Element of the Comprehensive Plan.

#### Transportation Impact Fees (TIF)

New development projects that create transportation impact are required to fund or implement mitigation measures that reduce the impact below a level of significance (safety) and/or meet the adopted LOS standard. The City requires payment of TIFs to help fund growth-related multimodal transportation improvements identified in the Transportation Element, including the Active Transportation Network. After adoption of the Transportation Element, the City should update the TIF program to include the growth-related portion of active transportation projects listed in Table 10. This may significantly increase the TIF base rate that is assessed for new development.

#### Determination of Concurrency

If the City of Enumclaw includes all active transportation projects in the transportation system project list of the TIF program, then developer payment of the TIF will also constitute the establishment of concurrency because the developer will have paid their proportionate share of the transportation system deemed adequate by the City in establishment of its MMLOS standards. The TIF program will provide credits where developers are required to dedicate right-of-way or to construct improvements that are programmed for funding in the current adopted six-year TIP.

#### Annual Reporting Mechanism

The City will regularly monitor the operations and multimodal LOS of its transportation system. The City will use the information in developing its Six-Year Transportation Improvement Program (TIP), pursuit of grants, and coordination with WSDOT and other agencies. The City will apply SEPA and the City's Roadway Design Standards to evaluate and identify appropriate improvements for mitigating impacts of new developments in the city. Maximum transparency and current status of the multimodal transportation system can best be accounted for with the publication of an annual report during the first quarter of the year in advance of the City six-year TIP process. The annual report will allow the City to consider MMLOS, gaps in the active transportation network, transportation investments in close proximity to and timed with new developments, and upcoming grant funding opportunities.

### **REASSESSMENT STRATEGY**

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

In order to maintain the vitality of the City's multimodal transportation system, the City should adhere to the following principles as it implements a prioritized project list:

- The City will balance improvement costs with available revenues when developing the annual Six-Year TIP;
- Review project design during the development review process to determine whether costs could be reduced through reasonable changes in scope or deviations from roadway design standards;
- Adopt Complete Street and Vision Zero ordinances and develop Local Road Safety Plans and Comprehensive Safety Action Plans to be eligible for select state and federal grant programs.
- Coordinate and partner with WSDOT and other agencies to aggressively pursue grants from state, federal, and regional agencies to help fund and implement improvements in compliance with RCW 47.04.035 at interchanges along SR 164, SR 169, and SR 410;
- Work with regional and local agencies to develop multi-agency grant applications for projects that serve regional travel;
- Review TIF revenues on a regular basis to determine whether the impact fees should be adjusted to account for project cost increases and/or decreases in grants or cost sharing; and
- If the actions above are not sufficient, consider changes to the multimodal LOS standards and/or limit the rate of growth planned in the Land Use Element.

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# Enumclaw Comprehensive Plan

## HOUSING **DRAFT**



# 5. HOUSING

## Purpose

The purpose of this Housing element is to provide goals and policies that will direct the City on how to reach its housing targets, while preserving the existing character of established neighborhoods. The Element will also review the existing condition of the City's housing supply and identify gaps that need to be addressed to ensure that the City can supply housing that is affordable to its current and future residents.

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

## State Planning Context

The Washington State Growth Management Act (GMA) requires that all fully planning cities and counties to include a Housing Element in their Comprehensive Plan. RCW 36.70A.070(2) requires that housing elements include:

- An analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce;
- A statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary (UGA), moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes;
- Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes;
- Makes adequate provisions for existing and projected needs of all economic segments of the community;
- Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing;
- Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and
- Establishes anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

## Regional Planning Context

The Puget Sound Regional Council published (PSRC) Vision 2050 which includes multi-county planning policies (MPP) for housing in the King, Snohomish, Pierce, and Kitsap counties. The goal that the housing MPPs seek to implement is: “The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.”

King County has published Countywide Planning Policies (CPP), which include housing policies that are intended to guide housing development throughout the County. The GMA requires that King County’s CPPs be consistent with and implement PSRC’s Vision 2050. In addition, King County is required to distribute its projected population growth throughout the cities and unincorporated areas within its boundaries. To do this, King County converts its projected population growth into new housing units and sets housing targets for cities and unincorporated areas within its boundaries.

## Local Planning Context

The GMA requires that the City’s Housing Element include the minimum requirements for a Housing Element and to be consistent with PSRC’s Vision 2050 and King County’s CPPs. The City’s Housing Element shall also include goals and policies that encourage multiple housing options so that the city can meet its housing targets and ensure that the city is making adequate provisions for its existing and projected housing needs for households in all economic segments, including housing for moderate, low, very low, and extremely low-income households.

While drafting this housing element the City relied on information gathered through public outreach to guide the element’s goals and policies and to ensure that the element is implementing the Comprehensive Plan’s vision statement. Through community workshops and a housing survey it was determined that the community values its existing architectural character, and the housing element should preserve the scale of the city’s established neighborhoods. Housing that is affordable to for all walks of life is important to the community members. To meet the City’s growth targets for households in all economic segments, the community was also in support of the housing policies that encouraging the construction of middle housing types (duplexes, triplexes, fourplexes, townhomes, cottages, and ADUs), however they preferred that those housing types to be distributed throughout the city and not concentrated in one area.

## Introduction

The Housing Element is split into two sections. The first section includes goals and policies that are intended to direct the City’s housing growth so the city can meet its housing targets. The second section includes a review of the city’s current housing stock and identifies gaps in the housing that is available to the city’s current and future residents. The Element includes two Appendices:

- *Appendix A – Racially Disparate Impact Analysis.* As required by the GMA, the included Racially Disparate Impact Analysis has an in-depth review of the city’s

current demographic and housing stock and determines if there are any current or past policies, regulations, and/or plans that impact someone from obtaining the housing that they need based on their race, religion, ethnic origin, age, household composition or size, disability, marital status, sexual orientation or economic circumstances.

- *Appendix B – Land Capacity Analysis and Adequate Provisions to Accommodate All Housing Needs.* This report includes two parts: Part one, is a Land Capacity Analysis, which determines if the City has sufficient capacity of land to accommodate its projected housing targets for households in all economic segments. The second part is an adequate provisions review, which determines if the City has development standards, permit processes, and other constructs that create barriers for the construction of housing types that are affordable to households making less than 120% of the City's annual median income (AMI) and then identifies options which would remove the identified barriers.

## Goals and Policies

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

- Policy H-1.1 Promote opportunities for affordable homeownership through appropriate zoning code provisions and incentives.*
- Policy H-1.2 Reduce the appearance and noise problems in residential areas through the separation of incompatible uses.*
- Policy H-1.3 Encourage active neighborhood associations within the city's existing and future neighborhoods.*
- Policy H-1.4 Ensure that housing is compatible in quality, design, and intensity with surrounding land uses, traffic patterns, public facilities and environmentally sensitive features through specific site and building design measures.*
- Policy H-1.5 Review the City's development regulations to ensure that they promote neighborhood quality by protecting residential areas from undesirable activities through enforcement of adopted City codes.*
- Policy H-1.6 Enhance the appearance of and maintain public spaces in residential areas.*
- Policy H-1.7 Support CDBG and other programs effort to maintain and repair existing housing within the City.*

### **Goal H-2: Create and preserve affordable housing opportunities locally and with a regional perspective, and to strive to meet the City's housing targets for households in all economic segments.**

- Policy H-2.1 Encourage preservation of affordable housing by educating residents about available low-income loans and grants available through housing repair programs including the King County Housing Repair Program.*
- Policy H-2.2 Blend housing types that are affordable to households in all economic segments as needed throughout the community to avoid over-concentration of one housing type.*
- Policy H-2.3 Coordinate with State and regional health care and housing programs while planning for special housing types and needs like permanent supportive housing, transitional housing, indoor emergency shelters, and indoor emergency housing.*

- Policy H-2.4 Encourage and support social and health service organizations which offer support programs and housing for those with special needs, particularly those programs that help people remain in the community.*
- Policy H-2.5 Work collaboratively with various interest groups including adjacent jurisdictions, King County, private developers, service and non-profit housing providers, and community residents to address housing affordability for housing units that are affordable to households that make less than 120% of the City's AMI. Special coordination and consideration with these interest groups should be taken so the City can meet its housing target for housing units that are affordable to households making less than 30% of the City's AMI.*
- Policy H-2.6 Consider an incentive program in which developers would be allowed to deviate from the underlying zoning district's development standards if a portion of the units that are provided in the project are affordable to households making less than 80% of the City's AMI. The incentive program should not result in projects that consist primarily of affordable units. Possible incentive including but not limited to:*
- Reduce building lot sizes along with structure size limitations.*
  - Additional dwelling units.*
  - Increase in building height.*
  - Reduced parking requirements.*
  - Reduced open space requirements.*
  - Increase in building lot coverage.*
- Policy H-2.7 Consider senior community zoning code provisions to encourage housing specifically designed for the City's elderly population.*
- Policy H-2.8 Consider participating in the creation of a regional funding entity, much like A Regional Coalition for Housing (ARCH) that would assist with preserving and creating housing units that are affordable to households making less than 80% of the City's AMI.*
- Policy H-2.9 As directed by King County, monitor the City's progress towards meeting its housing growth targets for all economic segments.*
- Policy H-2.10 Consider reducing fees for new housing project's that include a portion of housing units are affordable to households making less than 80% of the City's AMI. This could include reducing permit fees, impact fees, and utility connections fees.*
- Policy H-2.11 Consider updating the City's development standards to streamline the permitting process. This could include:*
- Adopting greater SEPA minor new construction threshold exemptions for detached single-family and multi-family, and mixed-use projects.*
  - Making final plats approval an administrative approval.*
  - Creating an administrative conditional use process.*
  - Making preliminary plats approvals by the hearing examiner as allowed by law.*
- Policy H-2.12 Encourage new multifamily housing developments to take advantage of the City's Multifamily Tax Exemption program and provide at least 20% of the housing units in the development as units that are affordable to households making less than 80% the city's AMI.*
- Policy H-2.14 Ensure an appropriate supply and mix of housing and affordability levels to meet the needs of people who work and desire to live in the City.*

**Goal H-3: Allow various densities and diverse housing types so the City can accommodate its projected housing targets and provide housing for households in all economic segment and for its senior, disabled, and younger residents.**

- Policy H-3.1 Encourage new development in the Comprehensive Plan's Mixed-Use Overlay and the HCB Highway Community Business Mixed Use Overlay District (EMC 18.44) zones to utilize the City's Mixed-Use Development and Design Standards (EMC 19.38) and provide housing units above retail space within a building.*
- Policy H-3.2 Ensure that development regulations continue to allow for accessory units as a method of addressing affordable housing.*
- Policy H-3.3 Encourage duplexes, triplexes, and fourplexes within areas designated for such use as a preferred method of providing for increased densities and affordable housing.*
- Policy H-3.4 Encourage the use of smaller lot sizes and/or multifamily housing in areas designated for such uses that will promote opportunities for affordable homeownership.*
- Policy H-3.5 Consider allowing duplexes, triplexes, fourplexes, townhomes and cottages housing types and zero lot line developments as a permitted use in the R-3 and R-2 zoning districts.*
- Policy H-3.6 Consider adopting a zoning overlay district and corresponding design standard, which would allow for new detached housing units in existing neighborhoods that would be affordable households making less than 80% of the City's AML.*
- Policy H-3.7 Encourage the construction of both rental and for purchase multifamily units to promote home ownership, while still meeting the city's housing target for all economic segments.*
- Policy H-3.8 Consider adopting zoning code regulations that allow for smaller homes on smaller lots to allow for affordable households making less than 80% of the City's AML. Commonly referred to as starter homes, cottage homes, ramblers, etc.*

**Goal H-4: Minimize displacement risk and correct past disparities based on race, religion, ethnic origin, age, household composition or size, disability, marital status, sexual orientation, or economic circumstances.**

- Policy H-4.1 Prevent discrimination and encourage fair and equitable access to housing for all persons in accordance with state and federal law.*
- Policy H-4.2 Initiate and encourage equitable and inclusive community involvement that fosters civic pride and a positive neighborhood image.*
- Policy H-4.3 Adopt incentives, strategies, actions, and regulations that encourage equitable development and mitigate displacement.*
- Policy H-4.4 Review and Revise as necessary city processes and regulations to ensure equitable outcomes for all.*

## Housing Inventory

RCW 36.70A.070(2)(a) requires that all housing elements include an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage the city’s projected growth. Provided in this section is a summary of the city’s current housing stock. *Appendix A – Racially Disparate Impact Analysis*, includes a detailed analysis of the City’s demographics and housing stock. *Appendix B – Land Capacity Analysis and Adequate Provisions to Accommodate All Housing Needs*, includes a land capacity analysis that identifies if the City has sufficient capacity of land to accommodate its projected housing targets.

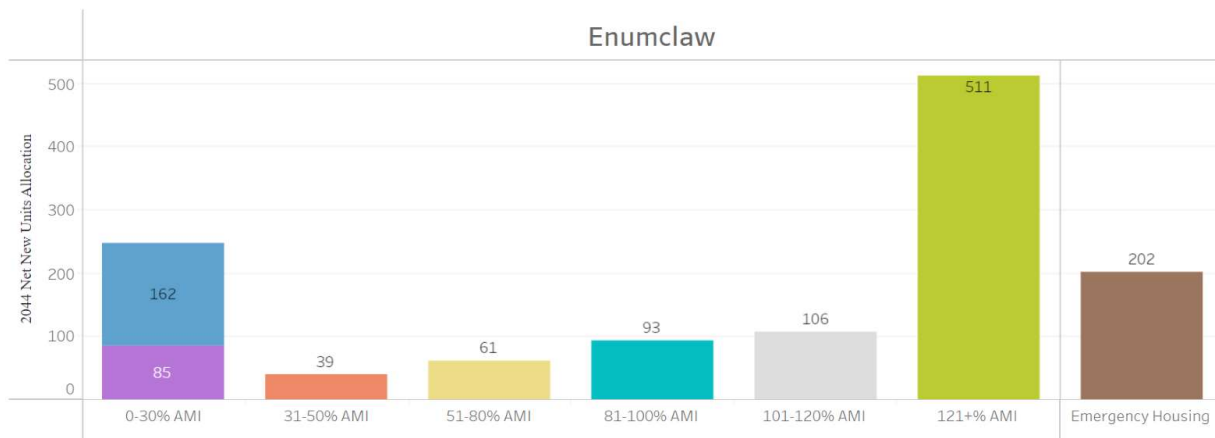
### CURRENT POPULATION AND HOUSEHOLDS

To determine if the City has an adequate supply of housing for its existing and projected housing needs, it is important to first review the City’s current population and household characteristics. As of 2020, the City had an estimated population of 12,602 people, which was an 11.6% increase in population since 2010 (ACS, 2020). Also, in 2020, the City had 4,948 households with an average household size of 2.41 persons per household (ACS, 2020). The city’s average household size is like King County’s which was 2.43 persons per household in 2020.

### HOUSING TARGETS

King County is required to distribute its projected population between the cities and unincorporated areas within its boundaries. King County chose to distribute its projected population growth by new housing units, also known as housing targets. To ensure that the cities are adequately planning for housing units that are affordable to households in all economic segments and emergency housing, the County split up the housing targets into income buckets based on a percentage of the City’s median household income. As shown in Exhibit H-1, the City’s overall housing target for 2044 is 1,057 new housing units.

**Exhibit H-1 2019 – 2044 Housing Targets**



Source: King County Jurisdictional Housing Needs Allocations, 2023

Assuming that the average household size is 2.41 people per household this would mean by 2044, the city's population will be approximately 15,375 people.

### Exhibit H-2 Population Estimates

A	2018 Housing Units	5,326
B	2044 Housing Target	1,054
C	2044 Total Housing Units (Columns A+ B)	6,380
D	2044 Population Estimate (Columns C + 2.41)	15,375

The City completed a housing land capacity analysis, looking at housing capacity by zone and density (See Appendix B). The analysis found that there is sufficient land capacity for units that support each income level (Exhibit H-3). However, to ensure that housing production meets the housing targets for lower income levels, the City should consider expanding incentives and relaxing regulations to make this a reality. This may include incentives, like adjusting fees, or development regulations updates. For example, for incentives, the City may consider adjusting permit fees or seeking funding opportunities that support housing development. For streamlining regulations, the City may consider allowing smaller houses on smaller lots to reduce purchasing costs that then turn into savings for renters and home buyers and builders. Or reducing the regulations required for cottage housing developments and attached single-family home types to allow more flexible housing types.

### Exhibit H-3 Housing Capacity and Production Barriers

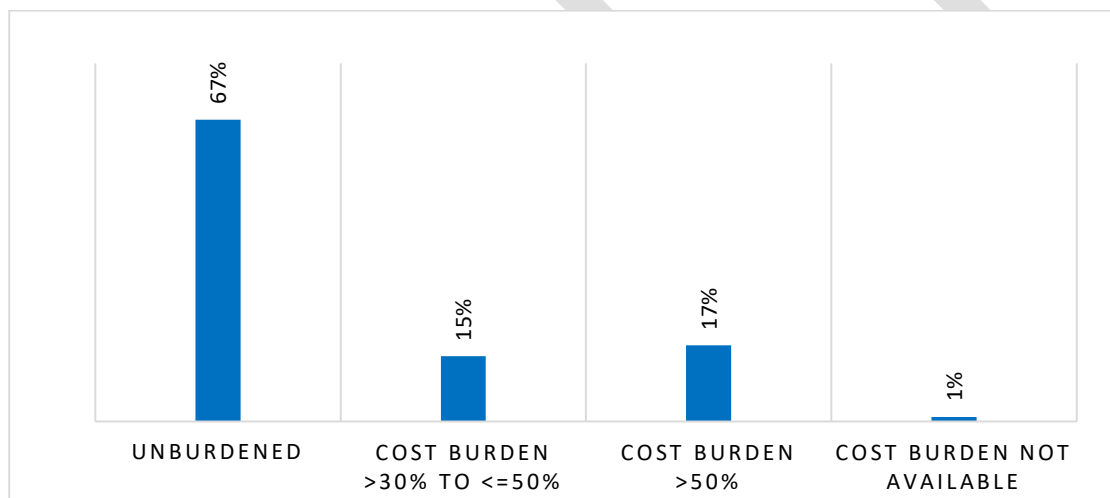
Income Level	Housing Type Category	Housing Need (units)	Capacity (units)	Surplus / (Deficit)	Production Barrier
0-30% AMI	Low rise/ Manufactured Home park	347	559	212	Yes
31-50% AMI					
51-80% AMI					
81-100% AMI	Moderate density	199	313	114	Yes
101-120% AMI					
>121% AMI	Low Density	511	1,144	633	No
<b>Total</b>		<b>1,057</b>	<b>2,016</b>	<b>959</b>	-

### HOUSEHOLD INCOME

The number of households that can comfortably afford the house that they currently live in can be an indicator of the City’s current housing stock is properly serving its residents. The two most used data sources to review household income is median household income (MHI), and household area median family income (HAMFI), which are estimates produced by the United States Census Bureau and the United States Department of Housing and Urban Development (HUD), respectively. The difference between the two data sources is the MHI reports the median household income for the city and HAMFI reports the median household income for King County. HAMFI will be used in this section because HUD calculates household cost burden for the city using HAMFI.

In 2021, the HAMFI for King County was \$115,700, and the MHI was \$103,793. In comparison, MHI in the City reported by ACS Table S1903 for 2020 was \$91,855.

#### Exhibit H-4 Cost Burdened Households as a Percentage of Total Households



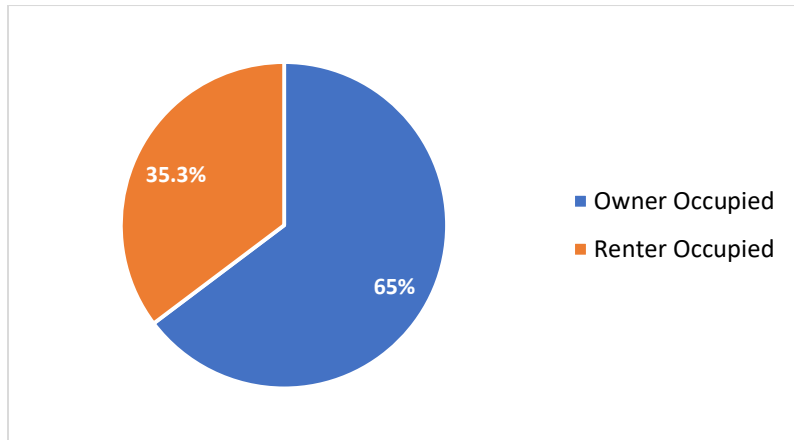
Source: HUD/CHAS data 2015-2019 estimates

To determine if the City’s current housing stock provides housing that is affordable to households in all economic segments, housing cost burdened is used. A household is considered cost burdened if it spends more than 30% of its annual income to pay for housing, including housing related bills. In 2021, HUD estimates that approximately 32% or 1,550 households in the city were cost burdened by the cost of their housing.

### HOMEOWNERSHIP AND TENURE

Housing tenure is the split between the number of housing units that are owner and renter occupied. As shown in Exhibit H-5, approximately 65% of housing units in the City are owner occupied and 35% of housing units are renter occupied.

### Exhibit H-5 Housing Tenure in Enumclaw



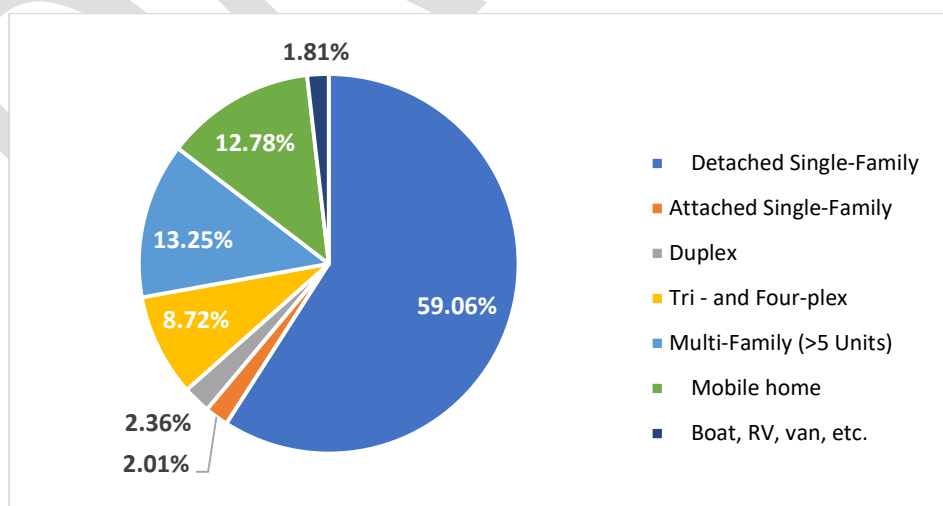
Source: 2020: ACS 5-year estimate Table S2502

Vacancy rates provide insight into the city’s supply of housing for both renters and homeowners. . A vacancy rate of more than 5% is considered healthy for a City. In 2020, it was estimated that the City had a vacancy rate of 3.5%, which indicates the city has insufficient supply of housing and it would be challenging for households to find a housing unit.

### HOUSING TYPES

As of 2020, there were approximately 5,125 housing units in the City. The housing stock is 59% detached single-family units (Exhibit H-6). The other 41 percent of housing is evenly distributed between multi-family, manufactured homes, and tri- and fourplexes. Middle housing types (duplexes, triplexes, fourplexes, townhomes, cottages) make up approximately 13% of the housing stock.

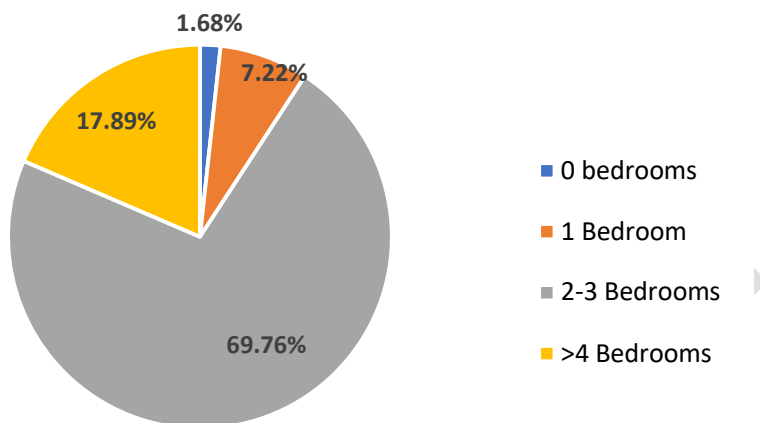
### Exhibit H-6 City of Enumclaw Housing Types, 2020



Source: 2020: ACS 5-year estimate Table S2504

Another attribute to consider when reviewing the city’s existing housing stock is the number of rooms in each housing unit. It is important to have a diverse range of housing units with different amounts of rooms because households in different stages of their lives demand different housing sizes and to ensure that overcrowding is not occurring. For example, younger households with no children and senior households place a demand on housing units that have 1 to 2 bedrooms. However, households with children or multigeneration households will place a demand on housing units that have more than 2 bedrooms.

**Exhibit H-7 Housing Units by Number of Bedrooms**



Source: 2020: ACS 5-year estimate Table S2504

As shown in Exhibit H-7, in 2020, approximately 70% of the City’s housing units had two to three bedrooms. Households with 0-1 bedrooms represent the least number of dwellings within the city, and are commonly associated with multifamily dwelling units. Dwellings with more than one bedroom are most associated with single family homes which account for most of the city’s housing stock.

**SUBSIDIZED HOUSING**

In the City, there are two forms of housing assistance available to low-income households making 80 percent or less of the area median income: publicly owned subsidized housing and the U.S. Department of Housing and Urban Development (HUD) Housing Choice Voucher Program. The King County Housing Authority operates both programs.

King County Housing Authority owns and operates two affordable rental housing complexes in the City near the intersection of Warner and Semanski. Rainier View I consists of 48 two-bedroom units for families, people 55 years of age and older, and people with disabilities. Rainier View II consists of 36 one-bedroom units for people 62 years of age and older and people with disabilities. These units make up about 1.64 percent of housing units in the City.

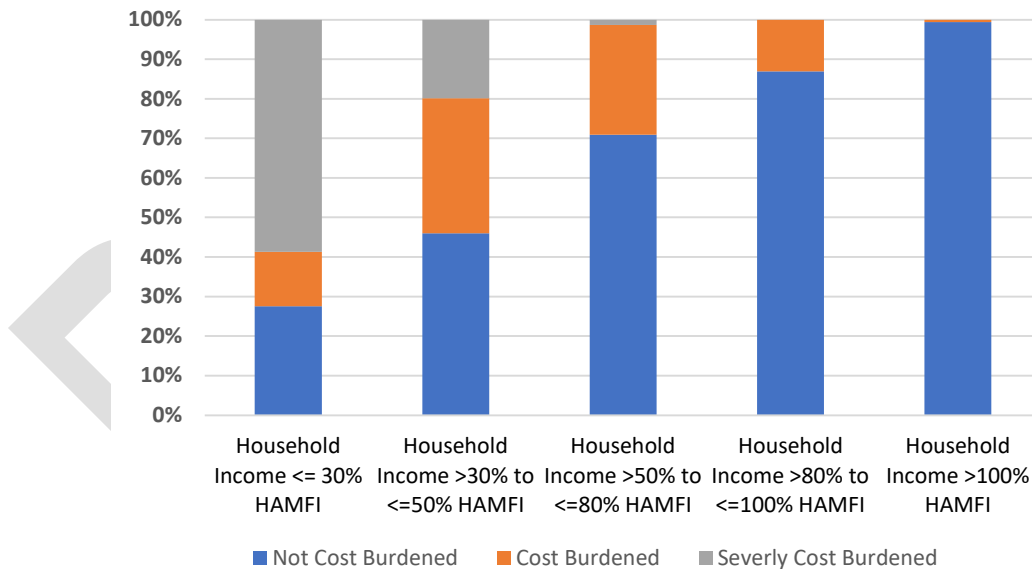
**GROUP HOMES AND CARE FACILITIES**

Group homes can be for institutionalized people, like correction facilities for juveniles and adults, and nursing homes. They can also be for non- institutionalized populations, like housing for college students and military personnel. The City has three group homes and care facilities offering assisted living and memory care facilities. In 2020 the American Community Survey estimated that there were approximately 89 residents in the city living in group homes and care facilities, with 58 resident living in nursing facilities.

**GAP ANALYSIS**

When reviewing the City’s housing stock and determining a planning framework for how the City will meet its housing targets over the next 20-years, it is important to review the quantity of housing units that are available to various income brackets and identify gaps. To determine the various number of units currently available to households in different income brackets this analysis will use the household cost burdened numbers for the City. The assumption of this analysis is that if a household is cost burdened by their housing, then there is a gap in units available for that household.

**Exhibit H-8 Cost Burdened by Household Income**



Source: HUD/CHAS data 2015-2019 estimates

As shown in Exhibit H-8, the City has a gap in housing types that are affordable to people making less than the HAMFI. For instance, in 2019, approximately 1,535 households out of 3,205 households making less than the HAMFI were cost burdened by their housing costs. The City’s largest gap in housing units is housing units for households making less than 30% of the HAMFI, with approximately 815 households being cost burdened by their housing cost. Less than 1% of households making more than HAMFI are cost burdened, which indicates

that there are no gaps in the housing choices for people making more than the HAMFI.

To ensure that the city can provide housing choices for households in all economic segments, the City will need to have policies that encourage the development of housing units that would serve the households making less than the HAMFI. It is not possible for the city to encourage market rate housing that would be affordable to households making less than 30% the HAMFI so the city should consider adopting policies that assist with reducing housing cost and encourage housing payment assistance.

# Enumclaw Comprehensive Plan

## NATURAL ENVIRONMENT

**DRAFT**



# 6. NATURAL ENVIRONMENT + CLIMATE RESILIENCE

## Purpose

This chapter identifies Enumclaw's environmental conditions and describes the link between the natural environment, climate resilience and the community's future. This element addresses protection of critical areas (wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas) and resources of long-term significance (agricultural, forest, and mineral lands). The City believes these areas are valuable assets for the ecological balance they provide and for the aesthetics and quality of life expected by community residents.

The climate resilience sub-element is designed to help Enumclaw achieve its vision for a city that is resilient to climate hazards and to meet the planning goals of the Growth Management Act. Increasing resiliency involves strengthening the community and governance systems so that they can respond to and recover from disruption caused by climate hazard events.

## State Planning Context

The Washington State Growth Management Act (GMA) requires all towns, cities, and counties adopt a comprehensive plan that includes goals and policies to protect and enhance the environment and to retain and enhance open space and recreational opportunities. These requirements are incorporated into the GMA as goal "(9) Open space and recreation. Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities" and goal "(10) Environment. Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water." In addition to goals and policies, the GMA requires cities to develop policies and regulations consistent with "Best Available Science" (BAS) to protect critical areas, which are defined as wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. Cities must also conserve natural resource lands (i.e., agricultural, forest, and mineral lands) of long-term commercial significance.

*Resilience: The ability of a community, business or natural environment to adapt to changing conditions, such as those driven by a changing climate. Adaptation may include strategies to prevent, withstand, respond to and recover from a disruption or challenge.*

Climate resiliency and greenhouse gas (GHG) mitigation are newly required components for comprehensive plans incorporated into the Growth Management Act (GMA) as Goal 14 and a new climate change and resiliency element under RCW 36.70A.070(9). Climate mitigation focuses on reducing emissions of greenhouse gases, and resiliency focuses on increasing a community's ability to adapt to the anticipated changes. RCW 36.70A.070(9) requires the climate change and resiliency element to include a greenhouse gas emissions reduction and a resiliency sub-element. The greenhouse gas reduction sub-element should include policies to reduce overall greenhouse gas emissions generated by transportation and

land use, result in reductions in per capita vehicle miles traveled and prioritize reductions that benefit overburdened communities. The resiliency sub-element must include goals and policies to identify, protect and enhance natural areas to increase resiliency, and address natural hazards created or aggravated by climate changes. Many GMA requirements indirectly address climate mitigation and resiliency, for example requirements that focus growth into urban growth areas and limit sprawl mitigate greenhouse gas emissions by reducing vehicle miles traveled.

## Regional Planning Context

The City's comprehensive plan is required to be consistent with the King County Countywide Planning Policies (KCCPP) and Puget Sound Regional Council (PSRC) Vision 2050 and Regional Transportation Plan. Both contain policies addressing the natural environment, climate resilience and climate mitigation.

### *KING COUNTY COUNTYWIDE PLANNING POLICIES*

The KCCPP include 32 natural environment policies focused on preservation and restoration of critical areas and ecosystems; flood hazard reduction; preserving open space and habitat corridors; equitable provision of parks, trails and open space; environmental justice; climate resilience and mitigation. Many policies focus on pollution prevention and protection and restoration of ecosystems, habitat, and open space.

The KCCPP include climate mitigation policies that promote development patterns that minimize air pollution and greenhouse gas emissions, support mass transit, and facilitate modes of travel other than single occupancy vehicles by directing growth into urban centers. Additionally, the KCCPP encourages energy saving practices in infrastructure and construction, as well as carbon sequestration, through the protection of natural resource lands and sustainable energy sources. It is King County's policy to implement policies and programs to reduce countywide sources of greenhouse gas emissions by 95% below 2007 levels by the year 2050.

### *VISION 2050 MULTICOUNTY PLANNING POLICIES*

The Vision 2050 Multicounty Planning Policies (MPP) include 22 environment policies to protect and restore air and water quality, soils, and natural systems to ensure the health and wellbeing of people, wildlife, and plants. Policies support use of BAS, protection of critical areas and ecosystems, pollution reductions, environmental equity, identification and protection of open space and habitat corridors, and preservation and enhancement of the native vegetation and the urban forest canopy.

Vision 2050 also includes 12 climate change policies (MPP-CC-1 through 12) with mitigation and adaptation measures to reduce greenhouse gas emissions and promote climate adaptation. Mitigation policies include energy use reduction via conservation, building retrofit, alternative energy sources, energy management technology; and reducing vehicle miles traveled by prioritizing transportation investments and increasing alternatives to driving alone. Adaptation policies include advancing state, regional and local actions to support resilience and adaptation,

*Adaptation: The process of adjusting to new (climate) conditions in order to reduce risks to valued assets.*

addressing impacts to vulnerable populations and areas disproportionately affected by climate change, identifying and addressing the impact of climate change on the region's hydrological systems, and addressing rising seawater. The MPCC mitigation goal is to implement the Puget Sound Clean Air Agency greenhouse gas reduction goal of 80% reduction below 1990 levels by 2050).

## Local Planning Context

Enumclaw is located on the relatively flat Enumclaw Plateau between the Green and White Rivers in the shadow of Mount Rainier and the Cascade Mountains. The City has an agricultural past and is surrounded by agricultural resource lands to the north, west and south, and bounded by forest resource lands to the east. [Newaukum and Boise Creek riparian areas and their tributaries, floodplains, wetlands, and habitat are the primary critical areas present within the City.](#) These resources within the City provide habitat for fish and wildlife, including elk, Chinook, steelhead, Pink salmon, Coho and bull trout. The rural, agricultural, and natural environment surrounding the City is a valued community asset.

City efforts to plan for the natural environment include a critical area ordinance (CAO) which identifies and protects critical areas and includes a climate vulnerability assessment to inform climate resilience policies and strategies. The climate vulnerability assessment identified priority climate hazards likely to impact community assets, the extent to which assets are likely to be impacted and identified policies to increase community resilience to the expected hazards. The City's planning efforts are focused on adaptation and resilience at the local level since greenhouse gas mitigation has been extensively addressed by state, county and regional transportation and land use policies which require land use patterns that reduce greenhouse gas emissions and by the Washington State Energy Code (WAC 51-11C and -11R) which requires energy conservation measures to be incorporated into new buildings.

## Introduction

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

- Improved air and water quality
- Protection from naturally occurring events such as flooding and landslides
- Opportunities for recreational activities
- Preserved open spaces
- Critical fish and wildlife habitat
- Enhanced community resilience
- Unmeasured social and ecological benefits
- A sense of community pride and well-being

## Goals and Policies

## NATURAL ENVIRONMENT

### Goal NE-1: Maintain open space networks within the City including wildlife habitat corridors, stormwater management, trails, and critical areas.

*Policy NE-1.1 Increase public awareness of the City's open space system.*

- A. Consider a program for education of natural systems and the open spaces of the City.
- B. Standardize signing and other visual components typical in park development for critical areas.
- C. **New** Ensure that signage and other educational components are designed to be accessible to vulnerable, historically underserved, or marginalized members of the community.

*Policy NE-1.2 Encourage corridor development for pedestrian and wildlife routes.*

- A. Keep the City's Parks and Recreation Plan comprehensive and updated, outlining current and future requirements for open space.
- B. Provide incentives for encouraging habitat restoration and corridors with new development as practicable.

*Policy NE-1.3 **New** Evaluate proposed open space corridors and improvements to ensure that they are equitably distributed throughout the community and prioritize new improvements and corridors in areas that are underserved.*

### Goal NE-2: Use the community's existing and future natural open space in a manner that preserves the ecological processes of the natural environment, preserves the rural character of the City, and maximizes recreational benefits

*Policy NE-2.1 Enhance all City parks and recreational facilities and programs with ecological process education.*

- A. Consider as necessary municipal ordinances and development regulations to allow and encourage private and/or public-private partnerships where critical areas are protected.
- B. Maintain land use regulations that include provisions for setting aside land for park and recreation and natural/critical areas with new development.

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

*Policy NE-3.1 Protect existing flood storage and conveyance functions and ecological values of frequently flooded areas (100-year floodplain).*

*Policy NE-3.2 Development within the 100-year floodplain should be designed to minimize risk to people, property, and the environment.*

*Policy NE-3.3 Avoid placing hazardous land uses and essential public facilities in the 500 year flood plain to increase their climate resiliency.*

**Revised** *Policy NE-3.4 Avoid potential impacts to life and property by limiting land disturbance and development in landslide hazard and steep slope areas.*

**New** Policy NE-3.5 *Plan for buildings, facilities, utilities, and infrastructure to avoid or withstand natural hazards resulting from future climate conditions.*

**New goals and policies** Goal NE-5: **In accordance with the GMA, designate and protect critical areas including wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas to protect community health, safety and general welfare.**

Policy NE-5.1 *Use Best Available Science (BAS) to preserve and enhance the functions and values of critical areas through policies, regulations, programs and incentives.*

Policy NE- 5.2 *Regularly evaluate and update the Critical Area Ordinance (CAO) to incorporate BAS as necessary.*

Policy NE- 5.3 *Allow reasonable use of private property that reflects appropriate avoidance and minimization measures and provides mitigation that protects people, property, and ecosystems.*

Policy NE-5.4 *Consider allowing alterations to critical areas as needed to allow public agency or utility development projects that avoid, minimize, and mitigate impacts to the maximum extent feasible.*

**Revised** Goal NE - 6 **Protect ecosystems and maintain the ecological functions of wetlands, riparian areas and fish and wildlife habitat.**

Policy NE-6.1 *Maintain and preserve the quantity and quality of wetlands, riparian areas and fish and wildlife habitat within the City by avoiding impacts and requiring mitigation when avoidance is not feasible.*

Policy NE-6.2 *To the extent feasible ensure that development adjacent to wetlands, riparian areas and fish and wildlife habitat is sited and designed to protect ecosystem functions and avoid impacts.*

Policy NE-6.3 *When avoiding impacts is not feasible, safeguard the ecosystem function and value of the wetlands and riparian areas through effective mitigation or wetland mitigation banking.*

Policy NE-6.4 *In cases of small isolated, low-quality wetlands, consider opportunities for development flexibility, provided that mitigation can be provided to ensure no cumulative impacts to wetland quality and function.*

Policy NE-6.5 *Consider adopting incentives to encourage the restoration of wetlands, riparian areas and fish and wildlife habitat.*

**New** Policy NE-6.6 *Protect and restore riparian vegetation to reduce erosion and flooding, provide shade and support other functions that improve the resilience of fish and wildlife, wetlands and riparian areas to climate change.*

**New** Policy NE-6.7 *Prevent the spread and establishment of invasive plant species to enhance the climate resilience of native plant communities.*

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

*Policy NE-6.1 Use incentives, regulations, and programs to manage all water resources and to protect and enhance their multiple beneficial uses – including fish and wildlife habitat, flood and erosion control, water quality control and sediment transport, water supply, scenic beauty, and recreational opportunities.*

*Policy NE-6.2 Control stormwater run-off rates, volumes, and water quality from all new development and redevelopment to protect water quality, wetlands, natural drainage features, and as necessary to protect against community hazard.*

*Policy NE-6.3 Support enhancement of water quality through corrective and preventative methods including best management practices (BMPs), education, planning, regulation, enforcement, incentives.*

**Revised** *Policy NE-6.4 Consider development regulations that incentivize the enhancement of habitat function and appearance of storm retention and detention ponds.*

*Policy NE-6.5 Maintain stormwater ponds and other man-made surface water features for public safety and environmental function to the extent feasible.*

**New** *Policy NE 6.6 Minimize, and where feasible, eliminate the release of substances into the water, soil and groundwater that degrade the quality of these resources.*

**Goal NE-7: Ensure that land use and development within shoreline areas is consistent with and implements the City’s adopted Shoreline Master Program.**

*Policy NE-7.1 Review all development within shoreline jurisdiction for compliance with the City’s adopted Shoreline Master Program.*

*Policy NE-7.2 Evaluate and update the City’s Shoreline Master Program consistent with State mandated review cycles.*

**Goal NE-8: Preserve and protect artifacts, historic, and culturally significant sites within the City.**

*Policy NE-8.1 The City will coordinate with local tribes and the State Department of Archaeology and Historic Preservation (DAHP) on development issues related to potential archaeological sites.*

**New** *Policy NE-8.2 Coordinate with DAHP and tribal partners during the pre-application process to determine if cultural resource report is necessary.*

**New** *Policy NE-8.3 The City will require a cultural resource report for development proposed in or near a known or suspected archaeological sites and for sites with a high probability for containing archaeological resources based on information provided by tribal partners or DAHP.*

**New** *Policy NE-8.4 Require cultural resource reports to be prepared by a professional archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards and State Law.*

**New** *Policy NE-8.5 Cultural resource reports, when required should be prepared in accordance with Washington State Standards for Cultural Resource Reporting.*

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

*Policy NE-9.1 Encourage green building techniques, such as LEED, Built Green, and Energy Star for all construction.*

*Policy NE-9.2 Encourage, where feasible, low impact development techniques that include pervious paving, bioretention swales and other green building techniques.*

## **ALL NEW** CLIMATE RESILIENCE AND GREENHOUSE GAS REDUCTION

### **Goal NE-10: Foster community-wide resilience by promoting disaster preparedness, public awareness and supporting vulnerable community members.**

*Policy NE-10.1 Promote development of a community-wide emergency management plan that addresses hazards to support a sustainable recovery after a disaster.*

*Policy NE-10.2 Develop resilience hubs - community serving facilities augmented to support residents and coordinate resource distribution and services before, during and after a hazard event.*

*Policy NE-10.3 Coordinate with emergency management providers to develop notification alerts within the community to reduce risk of exposure to hazards such as wildfire smoke and particulate matter.*

*Policy NE-10.4 Continue support for vulnerable community members through the Human Services Advisory Board.*

*Policy NE-10.5 Ensure that emergency management and disaster recovery efforts are equitable and inclusive by developing outreach methods and notification materials designed to assist vulnerable, historically underserved, or marginalized community members.*

*Policy NE-10.6 Support Puget Sound Energy maintenance and operational improvements to the power grid serving the City that increase resilience of the system to hazards and ensure sufficient service capacity to address hazard events.*

### **Goal NE-11: Promote climate resilient site and building design.**

*Policy NE-11.1 Promote fire prevention practices such as use of fire resistive building materials and controlling flammable brush and debris.*

*Policy NE-11.2 Promote use of native drought and pest-resistant trees, shrubs and grasses in landscape areas, parks and riparian areas by updating tree species selection and planting guidance.*

*Policy NE-11.3 Encourage efforts to generate and store renewable electricity on site, which can provide backup power during emergencies and help ensure continuity of operations.*

*Policy NE-11.4 Encourage exterior building features such as awnings and cool roofs that reduce the impacts of heat events and increase resilience.*

*Policy NE-11.5 Evaluate adequacy of stormwater system design requirements to handle hydrologic effects of climate impacts.*

### **Goal NE-12: Update the urban forestry program to promote carbon storage, moderate temperature, improve air quality and increase forest resiliency.**

*Policy NE-12.1 Manage tree canopy in streets, parks and to reduce risks from severe wildfires, protect residents, and improve ecosystem health and habitat.*

*Policy NE-12.2 Promote preservation and increase of tree canopy cover, especially in parking lots, to increase summer cooling and improve air quality.*

*Policy NE-12.3 Consider developing an urban forestry program to address drought resistant species, preservation of significant trees and increase canopy.*

*Policy NE-12.4 Consider conducting a tree inventory and canopy assessment to better manage street and park trees and evaluate equitable distribution of tree canopy throughout the community.*

*Policy NE-12.5 Prioritize new or added canopy and street trees in areas that are underserved.*

**Goal NE-13: Promote the reduction of greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.**

*Policy NE-13.1 Ensure that City facilities and operations contribute to emission reductions by continuing to implement the city's Green House Gas emission policy in Resolution No. 1399 or here after amended (see appendices).*

*Policy NE- 13.2 Evaluate the feasibility of including electric vehicle (EV) support infrastructure when city facilities are constructed, upgraded or remodeled.*

*Policy NE- 13.3 Evaluate development regulations to ensure that they allow for on-site generation of energy from alternative energy such as solar.*

*Policy NE- 13.4 Evaluate city capital projects for the feasibility of including elements supporting non-motorized transportation. Supporting elements may range from sidewalks and bicycle lanes on streets to support facilities such as bicycle racks, showers and changing rooms at city facilities.*

*Policy NE- 13.5 Encourage and facilitate, where possible, installation of energy efficient appliances and retrofit of older homes to conserve energy.*

*Policy NE- 13.6 Evaluate and consider the feasibility of designating carpool parking areas, including possible park and rides, within city owned parking lots to encourage carpooling as an alternative to driving alone.*

*Policy NE- 13.7 Increase public awareness of the availability of food waste composting services provided by the Public Works solid waste division.*

*Policy NE- 13.8 Encourage city operations to implement commute trip reduction measures such as alternative work schedules and remote work options where feasible.*

## Existing Natural Environmental Characteristics

The City of Enumclaw is located within the Puget Lowlands and Cascades ecoregions which means its geomorphology includes floodplains and terraces as well as rolling moraines and foothills. The City sits on the Enumclaw Plateau (approximately 750 feet above sea level) which was formed by a volcanic mudflow from Mount Rainier around 5,700 years ago. Enumclaw maintains a pastoral setting located between the plateau farmlands and the Cascade Mountains and Mount Rainier to the east and southeast. The White River defines Enumclaw's southern boundary. Newaukum Creek and Boise Creek (both considered "Shorelines of the State") flow along the City's northwesterly and southwesterly Urban Growth Area (UGA) boundary, respectively. Both waterbodies originate in the Cascade foothills above the Enumclaw plateau.

Enumclaw is underlain by the Buckley-Alderwood soil association, which consists of poorly drained and moderately well drained soils. These soils are nearly level to rolling and have dense, slowly permeable, and very slowly permeable glacial till. Soils this association include: Alderwood gravelly sandy loam; Buckley silt loam; Alderwood-Kitsap soil; Beausite gravelly, sandy loam; Ovall gravelly loam; and Pilchuck loamy fine sand (NRCS 1973). These soils may experience severe to very severe erosion hazard. In the White River Basin, soils formed on mudflow deposits (Mount Rainier Osceola Mudflow) are poorly drained and have a slow permeability. Per Washington's Department of Ecology (Ecology), these mudflow deposits have created an aquitard that confines the underlying aquifer and perches water tables in the overlying aquifers. Water moves laterally along the top of the contact until it intercepts a stream channel after initial infiltration.

These attributes generally represent Enumclaw's natural environment. The combination of the community's topography and surface water behavior increases its environmental susceptibility, which is why it is important to identify and designate critical areas; for both preservation and protection.

### *SHORELINES*

The Washington State Shoreline Management Act (SMA) was adopted in 1972 to "prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines. The SMA required jurisdictions to develop shoreline master programs (SMP) for areas with significant shorelines. Washington state, in partnership with Ecology requires cities with areas designated as "Shorelines of the State" to update their SMPs in accordance with the SMA. Under the Growth Management Act (GMA) a community's shoreline master program goals and policies are considered part of the Comprehensive Plan.

The City of Enumclaw adopted its first Shoreline Master Program (SMP) via Ordinance 2509 in June of 2012 and updated in August 2019 (Ordinance No. 2665). The SMP implements the requirements of the Washington State Shoreline Management Act (SMA) (RCW 90.58) within the City of Enumclaw. The SMP contains goals, policies and regulations that address shoreline use, environmental protection of shoreline areas and public access to areas within shoreline jurisdiction. Shoreline jurisdiction is mapped in the SMP. The goals and policies in the City's SMP as adopted by Ordinance No. 2665, or as subsequently amended, are hereby incorporated by reference as an element of this Comprehensive Plan.

## *CRITICAL AREAS*

In 1995, an amendment to the Washington State Growth Management Act (GMA) (as detailed in Revised Code of Washington (RCW) 30.70A.172) mandated that cities shall utilize “Best Available Science” when developing policies and regulations to protect critical areas and give “special consideration” to “measures necessary to preserve or enhance anadromous fisheries.” Critical areas need special consideration during the comprehensive planning process because of their distinctive environmental characteristics. These areas are considered critical because their natural state often has unique, fragile, and valuable environmental and ecological processes or resources that are vulnerable to development and other human influences.

The GMA identifies five critical areas:

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

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

## *WETLANDS*

Wetlands are those areas inundated or saturated by ground or surface water at a frequency and duration sufficient to support (and during normal conditions do support) a prevalence of vegetation typically adapted for life in saturated soil conditions. Where the vegetation was removed or altered, a wetland can be determined by presence or evidence of hydric or organic soil, or by documentation of previous wetland vegetation. Wetlands function at both a landscape and site scale to improve water quality, flood storage, and serve as valuable habitat for plants and animals (Shelton et al 2005). These functions are particularly valuable in urban settings, though urbanization has the potential to stress and degrade wetland systems.

Wetland buffers are vegetated areas directly adjacent to wetlands. These buffers can reduce the impacts to wetlands from adjacent land uses through physical, chemical, and/or biological processes (Hruby 2013). Buffers also offer terrestrial habitat for species that are primarily aquatic but require terrestrial environments for their survival, such as amphibians. Requiring specific buffer widths is one of the methods employed by local jurisdictions to preserve the functions and values of wetlands.

Exhibit NE-1 identifies potential wetlands surrounding and within the City. Wetlands may be identified and delineated beyond the mapped inventory. All wetlands are regulated by the Enumclaw CAO or the SMP which also include development standards.

### *CRITICAL AQUIFER RECHARGE AREAS*

Aquifers are areas below the earth's surface that store and/or have the potential to store ground water. Critical aquifer recharge areas are intended to protect groundwater that serves as a supply for drinking water and freshwater for streams, lakes, estuaries, wetlands, and springs, as well as the ecosystems that these resources support.

Aquifers occur as either confined or unconfined sources of ground water. An unconfined aquifer is able to receive water that infiltrates the ground surface, while a confined aquifer is located deeper underground and is separated from the surface by an aquitard or aquiclude. This separation, often the result of impermeable materials such as clay or bedrock, inhibits the infiltration of groundwater into the aquifer. Much of the Enumclaw area has an unconfined aquifer over another confined aquifer because the Osceola mudflow is impervious. This creates a high-water table (i.e., unconfined aquifer) near the surface.

Aquifer recharge occurs when precipitation, infiltration from water bodies (such as lakes, wetlands, streams, irrigation, etc.), and/or snowmelt seeps into the ground. Generally, shallow unconfined aquifers (usually overlying confined aquifers) are recharged as unobstructed water moves downward from the surface. Contrastingly, discharge areas are locations where groundwater intersects the ground surface and flows out through sources such as wetlands, streams, lakes, estuaries, or ocean shores. Wells, particularly those employed by municipalities to extract larger volumes of water, can function as discharge areas.

The vulnerability of an aquifer is based on its susceptibility to contamination and the quantity of contaminants present. An aquifer's susceptibility relates to the ease of which water can infiltrate from the surface into the aquifer. Aquifer protection is essential to community, public health, and safety. Once groundwater is contaminated it becomes difficult and costly, if not impossible, to clean up. Exhibit NE-2 shows Wellhead protection zones and identifies potential aquifer recharge areas.

### *FREQUENTLY FLOODED AREAS*

Frequently flooded are floodplains and flood prone areas which are subject to a one percent or greater chance of flooding in any given year. Frequently flooded areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands, and areas where high groundwater forms ponds on the ground surface.

Flooding is a naturally occurring process that leads to the formation of floodplains. Floodplains provide numerous valuable functions including flood storage, flood conveyance, reduction of excessive erosion, reduction of sediment deposition into waterbodies, groundwater recharge and discharge, interception and treatment pollutants, fish, wildlife, and plant habitat, carbon sequestration, micro-climate modification, and they can provide recreational and educational opportunities. While frequently flooded areas benefit the community, as well fish and wildlife in terms of habitat, they can also pose a potential risk to

public safety. Frequently flooded areas are based on the mapped Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), catalogued by King County GIS.

### *GEOLOGICALLY HAZARDOUS AREAS*

Geologically hazardous areas are areas where the potential for erosion, landslides, earthquakes, or other geological events make them unsuitable for locating development in alignment with public health and safety considerations. Three of the geologically hazardous areas listed in WAC 365-190-120 are present within the City of Enumclaw: erosion hazard areas, landslide hazard areas and seismic hazard areas. See Exhibit NE-3. Volcanic hazard areas and mine hazard areas are not present within the City boundary or urban growth area.

#### EROSION HAZARD AREAS

All soils and bare rock surfaces are subject to the natural erosive forces of chemical weathering, and physical erosion. Erosion is the natural process of wearing away the land as a result of water and wind. Wind erosion occurs when the wind blows exposed soils, resulting from excavation and construction activities, farming activities, and any other activities where vegetative cover has been removed, leaving the soil exposed. Severe and very severe erosion hazard in Enumclaw are correlated to certain soil types including: Alderwood gravelly, Sandy loam; Alderwood-Kitsap soil; Beausite gravelly, Sandy loam; Ovall Gravelly loam; and Pilchuck loamy fine sand. Within the City of Enumclaw, erosion hazard areas are most likely to occur within riverine environments, where erosion is usually related to the channel migration zone. Channel migration zones are where a stream or river is expected to move naturally over time, within the floodplain.

#### LANDSLIDE HAZARD AREAS

Landslides encompass a variety of processes that involve the downward and outward movement (i.e., sliding, toppling, falling, or spreading) of materials that compose slopes. Three landslide types are common within the Puget Sound region and include rapid-shallow landslides, block fall landslides, and deep-seated landslides. The most common type of landslide in this region is the rapid-shallow landslide, which usually occur in response to heavy rainfall. Slope stability is dependent on the interaction of many factors, including soils, climate, slope of underlying geologic material, vegetative cover, proximity to surface water, ground water content, and proximity to earthquake fault activity. When one or more of these factors is altered, unstable slope conditions may occur, and when these factors are altered by development activity, landslide potential is increased, even in historically stable areas. Soils listed in the King County soil survey that have severe building limitations are also considered landslide hazard areas.

#### SEISMIC HAZARD AREAS

Seismic hazard areas as those areas “subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement or subsidence, soil liquefaction, surface faulting, debris flows, lahars, or tsunamis” per WAC 365-190-030(18) and 190-120(7). Areas with the greatest risks associated with seismic activity (including

settlement and soil liquefaction) are underlain by low density, cohesionless soils, and usually associated with a shallow groundwater table. Seismic activity can cause direct and indirect damage through ground shaking, surface faulting, subsidence and uplift, ground failure, landslides, liquefaction, differential compaction, and water waves. The Puget Sound region is seismically active and with its soils of unconsolidated glacial and alluvial deposits, is highly susceptible to earthquake damage. The U.S. Geological Survey (USGS) identifies four seismic risk zones in the U.S. with the Puget Sound Basin classified in Zone 3 (major earthquake frequency and damage). Enumclaw is in a local subzone of the USGS Zone 3.

### VOLCANIC AND MINE HAZARD AREAS

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

There are no mapped mine hazard areas within the City of Enumclaw.

### FISH AND WILDLIFE HABITAT CONSERVATION AREAS

Fish and wildlife habitat conservation areas (FWHCAs) include both terrestrial and aquatic habitats that support the survival of specific fish and wildlife. FWHCAs include areas that endangered, threatened and sensitive species primary association areas, Washington Department of Fish and Wildlife (WDFW) priority habitats and species association areas, naturally occurring ponds under 20 acres with submerged aquatic beds that provide fish or wildlife habitat, waters planted with game fish, and riparian areas and buffers.

As habitat loss poses the greatest threat to many endangered, threatened, rare, and sensitive species, the protection of FWHCAs is critical. To protect this habitat, efforts must be taken to preserve existing habitat corridors, establish new ones, minimize fragmentation to habitat patches, and minimize edge effects where development adjoins habitat areas. Habitat quality, including water quality necessary to support salmonids, must also be preserved and enhanced.

Habitats and species mapped in and around the City include:

- Priority species Rocky Mountain elk (*Cervus elaphus nelson*) and elk (*Cervus elaphus*) (identified as Green/Cedar river winter elk range and White River elk range, respectively) (WDFW n.d.).
- Salmonid species including bull trout, steelhead, Chinook, Coho, chum and pink;
- Waterfowl (including dabbling ducks, geese, and swans); and
- Endangered, threatened, and sensitive species including the gray wolf, Marbled Murrelet, Streaked Horned Lark, Yellow-billed cuckoo, bull trout, steelhead, Chinook, Coho, and monarch butterfly.

## *NATURAL RESOURCE LANDS*

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

### AGRICULTURAL RESOURCE LANDS

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

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

### FOREST RESOURCE LANDS

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

### MINERAL RESOURCE LANDS

Mineral resource lands are those lands not already characterized by urban growth and are of long-term significance for the production or extraction of aggregate and other mineral substances, including sand, gravel, and other valuable metals. Careful consideration in addressing mining operations is needed so that adjacent land uses are not severely impacted. It is also important to consider the value of new mineral extraction, as well as alternative land uses in and adjacent to mining areas. There are no mining activities with long-term commercial significance in Enumclaw.

**Exhibit NE-1 Floodplain, Streams, and Wetlands Map**

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**Exhibit NE-2 Critical Aquifer Recharge Areas and Wellhead Protection Areas Map**

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**Exhibit NE-3 Geologic Hazards Map**

**INSERT MAP IN PDF**

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**Exhibit NE-4 Fish and Wildlife Habitat Conservation Areas Map**

**INSERT MAP IN PDF**

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## Climate Resilience

*Climate is the usual weather patterns of a place established over long time periods.*

Projected changes to climate as a result of changes in precipitation and temperature are making it increasingly important for local comprehensive planning to prioritize climate resilience policies and measures to increase the community's resilience – its capacity to adapt to hazards magnified by a changing climate. Adaptation may include strategies to prevent, withstand, respond and recover from a disruption or challenge. The City of Enumclaw conducted a climate vulnerability analysis (Jacobs 2023) to understand expected climate hazards and vulnerabilities and explore potential adaptation strategies.

### REGIONAL CLIMATE TRENDS

Enumclaw is in the Puget Sound region, a coastal area of the Pacific Northwest including Puget Sound, the Puget Sound lowlands, and the surrounding region roughly west of the Cascade Range and east of the Olympic Mountains.

The Puget sound region is projected to warm rapidly during the 21st century. Annual temperatures are projected to rise between 4.2 degrees F and 5.5 degrees Fahrenheit (F) by the year 2050 and between 5.5 and 9.1 degrees F by the year 2080. Changes in annual and fall, winter, and spring precipitation will continue to be primarily driven by year-to-year variations rather than long-term trends. All models project a decline in summer precipitation for the Puget Sound region.

### PRIORITY CLIMATE HAZARDS

Warming trends for temperature and increases in heavy precipitation magnitude and frequency are projected to result in climate hazards that may impact community assets like streets, bridges, buildings, water resources and air quality. The vulnerability assessment identified the following priority climate hazards for Enumclaw that are likely to result from warming temperatures and changing precipitation patterns:

*Hazard: An event or condition that may cause injury, illness, or death to people or damage to assets.*

- Extreme precipitation events;
- Flood events;
- Wildfire smoke events
- Wildfire; and
- Extreme heat events.

Enumclaw's location in an area with few natural hazards means that it has few vulnerabilities. It is not located adjacent to saltwater shorelines subject to sea level rise and has limited exposure to floodplains and geologically hazardous areas. Its location in western Washington means that extreme heat events and wildfire, while increasing, are not expected to become frequent events.

Vulnerable assets are summarized below. Overall, extreme precipitation is the hazard that is projected to have the largest future impact due to Enumclaw's relatively flat topography, poorly draining Osceola mudflow soils, and reliance on bridge crossings of rivers and streams. Wildfire smoke is also a concern, as it is the largest source of particle pollution in Washington state and wildfire smoke events are projected to increase due to increasing temperatures and drier summers.

*Asset: People, resources, ecosystems, infrastructure and the services they provide. Assets are tangible and intangible things people or communities value.*

## VULNERABILITY ASSESSMENT

The planning study area for the vulnerability assessment was defined by the City's urban growth area (UGA) limits established in the Comprehensive Plan. Since critical components of the City's transportation and water systems extend beyond the UGA, the evaluation included assets such as the water system spring sources and bridges (Green River and White River) serving emergency evacuation routes that are located outside of the UGA.

Assessed were 111 site specific and community-wide assets in 11 asset sectors of these, approximately 28% of assets were found to be moderately vulnerable and 20% were found to be highly vulnerable. Assets found to be highly vulnerable include those that are highly sensitive to hazard exposure and have limited capacity to adapt. Possible hazard events and vulnerable assets are described below.

*Adaptive capacity: The ability of a person, asset or system to adjust to a hazard, take advantage of new opportunities or cope with changes.*

## EXTREME PRECIPITATION EVENTS

Extreme precipitation events are expected to exceed the range of variability shortly after mid-century. Precipitation events are projected to be larger, more intense, and more frequent (USGCRP 2023).<sup>6</sup> More intense and frequent events may increase landslide hazards and erosion damage to transportation infrastructure, overwhelm the storm and wastewater systems, and scour stream channels. The assets vulnerable to extreme precipitation events include ecosystems supporting aquatic habitat, city ballfields, the stormwater system, transportation infrastructure including the SR 169/Green River Bridge, and the wastewater system.

## MAJOR FLOOD EVENTS

Flooding can be influenced by changes in snowpack and streamflow, which are driven by changes in temperature, heavy rainfall, and seasonal precipitation. Streamflows are projected to have larger, earlier peak flows in response to warming and more intense heavy rain events, resulting in flooding that may impact assets in the 100-year and 500-year FEMA

<sup>6</sup> USGCRP, 2023: Fifth National Climate Assessment. Crimmins, A.R., C.W. Avery, D.R. Easterling, K.E. Kunkel, B.C. Stewart, and T.K. Maycock, Eds. U.S. Global Change Research Program, Washington, DC, USA. <https://doi.org/10.7930/NCA5.2023>

floodplains. Assets vulnerable to flooding include some residential zoned areas, transportation infrastructure, including roads and crossings adjacent to Newaukum and Boise Creeks, and some components of the City water and wastewater systems.

## WILDFIRE

In the Puget sound lowland, including Enumclaw, there is low, but increasing, probability of direct exposure to wildfires. The wildfire probability and the number of fire danger days are both predicted to increase with rising temperatures. Wildfire is included as a priority hazard due to the proximity of the City to forested areas in the Cascade foothills, which have higher risk of wildfire than the Puget Sound lowlands, and recent local history of wildfires. Assets vulnerable to wildfire include water system components that are located in the forested foothills east of the City.

## WILDFIRE SMOKE EVENTS

Wildfire smoke events are an indirect effect of wildfires that can occur hundreds or thousands of miles away from the source of the wildfire. The frequency of smoke events is expected to increase as regional wildfire risk grows and temperatures rise. Assets vulnerable to wildfire smoke events include the emergency management system, Enumclaw senior center, schools, and aging support services.

## EXTREME HEAT EVENTS

Extreme heat events are predicted to occur more often and last longer. Extreme heat is defined above average number of hot days per year with a maximum temperature greater than 90° Fahrenheit (F). Extreme heat events are record setting heat waves consisting of a period with temperatures above 100° F for three or more days. While not frequent or lengthy in western Washington, local communities are typically not accustomed to or prepared for such extremes. When combined with expected drier summer conditions, heat events cause stream temperatures to rise increasing mortality of aquatic species, stress street trees and native vegetation and increase demand for emergency services and shelters. Assets found vulnerable to extreme heat events include ecosystems, the emergency response system and emergency shelters.

## Climate Mitigation

The GMA requires the City to adopt climate mitigation goals and policies to reduce greenhouse gas (GHG) emissions and Vehicle Miles Travelled. The largest sources of emissions will yield the largest potential reductions, so understanding the sources of GHG emissions is an important step to craft an effective policy framework.

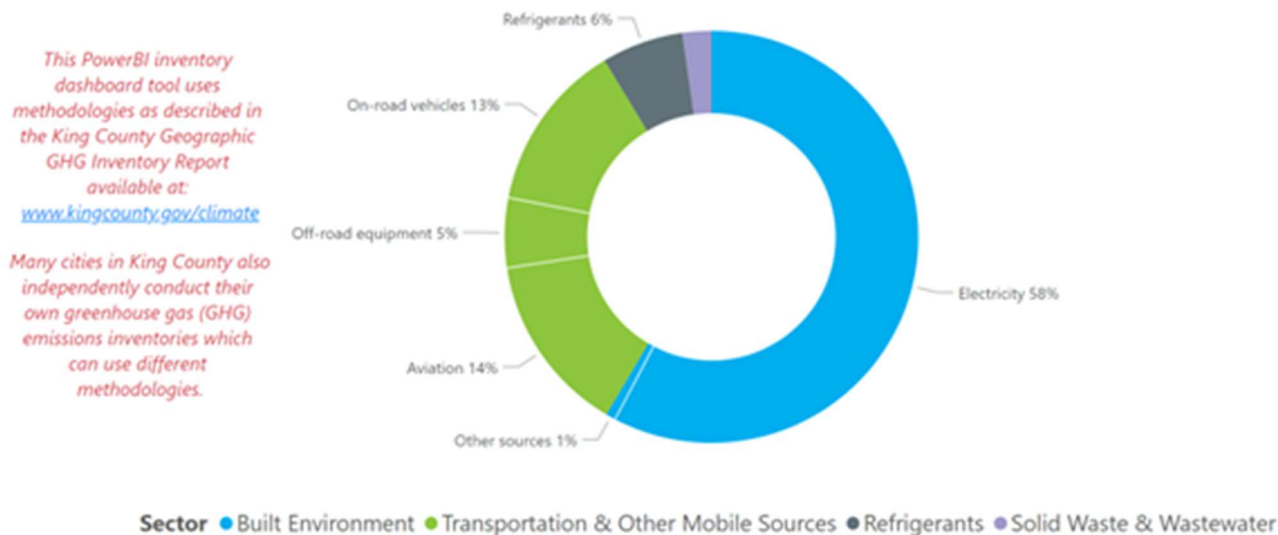
### *SOURCES OF GREENHOUSE GAS (GHG) EMISSIONS*

King County led the “Puget Sound Regional Emissions Analysis Project” completed in 2022 that provides comprehensive GHG emission data for central Puget Sound cities and King, Kitsap, Pierce and Snohomish Counties. Data for Enumclaw is included in the Geographic GHG Emissions Inventory Database for the year 2019. Based on this database, total GHG

emissions in Enumclaw in 2019 were estimated to be 101,619 million tons of carbon dioxide (MTCO<sub>2e</sub>). The majority of emissions (58%) result from energy use in commercial, residential and industrial buildings, followed by transportation (32%) from vehicles and air travel, with refrigerants (6%) and solid waste and wastewater and other sources making up the remainder.

**Exhibit NE-5 GHG emissions by Sector, 2019.**

**Total Emissions, by Sector**



*This PowerBI inventory dashboard tool uses methodologies as described in the King County Geographic GHG Inventory Report available at: [www.kingcounty.gov/climate](http://www.kingcounty.gov/climate)*

*Many cities in King County also independently conduct their own greenhouse gas (GHG) emissions inventories which can use different methodologies.*

**Total GHG Emissions for Enumclaw in 2019:  
101,619 MTCO<sub>2e</sub>**

Source: Puget Sound Regional Emissions Analysis Project Geographic GHG inventory database.

**EFFECTIVE REDUCTION MEASURES**

Since most GHG emissions in Enumclaw are a result of energy use in buildings and air and vehicle transportation, goals and policies intended to promote energy conservation and reduce vehicle miles traveled will result in the largest reductions in GHG emissions.

Measures of emission reduction for common strategies are published in the California Air Pollution Control Officers Association “Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.” This handbook includes measurable and estimated reduction measures. Measures which are estimated are described as small, moderate, or large reductions. Potential reduction strategies applicable to Enumclaw and included in the policy framework are summarized below:

Transportation measures:

- Increase residential densities to 15 units per acre (up to 30% reduction)
- Integrate affordable and below market rate housing (up to 28.6% reduction)
- Improve street connectivity to more than 36 intersections per square mile (up to 30% reduction)
- Implement commute trip reduction programs (up to 4% reduction)
- Provide end-of-trip bicycle facilities (up to 4.4% reduction)
- Rideshare programs (up to 8% reduction)
- Provide electrical vehicle charging infrastructure (up to 11.9% reduction)
- Provide pedestrian network improvement (up to 6.4% reduction)
- Construct or improve bicycle facilities (up to 0.8% reduction on adjacent road)
- Extend transit network coverage (up to 4.6% reduction)
- Increase transit service frequency (up to 11.3% reduction)

Energy conservation measures:

- Exceed state building envelope energy efficiency standards (up to 99% reduction)
- Require installation of energy efficient (energy star) appliances (up to 15% reduction)
- Require higher efficacy public street and area lighting (moderate reduction)
- Establish onsite renewable energy systems (variable)

Solid Waste

- Institute recycling and organics diversion services (small reduction)

# Enumclaw Comprehensive Plan

## PARKS AND RECREATION

**DRAFT**



# 7. PARKS, RECREATION, AND OPEN SPACE

## Purpose

The purpose of the Park and Recreation Element is to establish goals, policies, and identify strategic capital projects that will direct the City in planning for, developing, operating, and maintaining parks, recreation, and open space facilities in Enumclaw. Attractive and functional parks, natural areas, and community services network are vital to maintaining and improving the community's overall quality of life.

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

Parks, recreation, and open space play a huge part in defining a community. Enumclaw is a unique piece of King County, abundant in beautiful parks and open spaces. Parks and open spaces are important to establishing communities' distinctive character, defining community identity, and contributing to a high quality of life for residents, employees, and others. High quality parks, recreation facilities, and open spaces improve the health and well-being of the residents by providing recreation opportunities and by protecting resources that improve water quality, clean the air, and protect wildlife. Quality parks also support communities' employment base and economic development making them a desirable place to live and work.

## Planning Context and Framework

### *STATE PLANNING CONTEXT*

The Washington State Growth Management Act (GMA) requires that all fully planning cities and counties to include a Parks and Recreation Element in their Comprehensive Plan. RCW 36.70A.070 requires that the parks and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities and includes:

- Estimates of park and recreation demand for at least a ten-year period
- an evaluation of facilities and service needs
- an evaluation of tree canopy coverage within the urban growth area
- an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

WAC 365-196-440 requires that the parks and recreation element include:

- Consistency with the capital facilities element as it relates to park and recreation facilities;
- Estimates of park and recreation demand for at least a ten-year period;
- An evaluation of facilities and service needs; and
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

The Washington State Recreation and Conservation Office administers grants for the Recreation and Conservation Funding Board which requires an adopted master plan, self-certified and reviewed by the RCO to be eligible for state grant funding. Once an adopted master plan is approved by the RCO, the agency is eligible to apply for grant funding for six years.

### *REGIONAL PLANNING CONTEXT*

The Puget Sound Regional Council (PSRC) published Vision 2050 which includes multi-county planning policies (MPP) for the environment including parks and recreation. Specifically, "Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments." Vision 2050 also discusses the promotion of healthy communities by creating more access to parks services and amenities.

King County has published Countywide Planning Policies (CPP) which include the following Open Space Policies:

- Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:
  1. Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;
  2. Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;
  3. Active and passive outdoor recreation opportunities;
  4. Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;
  5. Preservation of ecologically sensitive, scenic, or cultural resources;
  6. Urban green space, habitats, and ecosystems;
  7. Forest resources; and
  8. Food production potential.
- Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.

- Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.

### *LOCAL PLANNING CONTEXT*

The GMA requires that the Park and Recreation Element include the minimum requirements and to be consistent with PSRC's Vision 2050 and King County's CPPs. The Park and Recreation Element relied on information gathered through a public survey and open comment period. It was determined that the community's highest priorities are improving and upgrading existing city parks and facilities. Also important to the community was the lack of desired park amenities and features, such as a splash park, turf fields, and age-appropriate play equipment, particularly for toddlers. Development and maintenance of trail Corridors and athletic oriented community parks were also of high importance to the community. The community identified communication and dissemination of information as a barrier to both participating in programs offered by the Parks, Recreation, and Cultural Services department and visitation of city parks.

The City's provision of parks, recreation, and open space facilities is guided by its Parks and Open Space Plan (PROS Plan). The most recent plan was completed in 2019. The City is in the process of updating the 2019 Plan, to be completed in 2025.

## **Introduction**

The City of Enumclaw's Parks, Recreation, and Open Space Element is split into two sections. The first section Goals and Policies, includes the goals and policies that are intended to direct the City's planning and provision of parks, recreation, and open space facilities in alignment with facilities delivered by others, as well as the operation and programming of active facilities. The second section, the This chapter identifies goals and objectives for meeting the City's open space and recreational requirements based on identified needs, desires, and issues. The chapter guides the services, programs, and future preservation and enhancement of recreational and community facilities, including parks, ball fields, trails, the community center, and library.

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

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

## **Goals and Policies**

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

- **Acquisition and Development.** Acquire and develop a system of parks, recreational facilities, and open spaces that are safe, attractive, functional, and available to diverse populations.
- **Resiliency (Maintenance, operations, funding).** Build a sustainable Parks system. Focus on the key elements (maintenance, operations, funding), that provide to the community needs within a sustainable budget. Maintain, protect, preserve, and restore existing parks and recreational facilities that furnish quality active and passive experiences for the community.
- **Quality of Life.** Enhance the quality of life in the community by providing services and programs that offer positive opportunities for citizens to lead healthy and productive lives. Transparency, Communication, Participation. Create easily accessible information about the park system and programs offered, build constituent trust, and be transparent in the decision-making process. Providing an open and continuing opportunity to participate, comment and offer direction in the development and maintenance of our park and recreational facilities, space, and activities.

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

*Policy PK-1.1 The priorities for acquisition of park land are as follows in order of priority:*

- A. *Land in developing areas as necessary to meet minimum adopted levels of service for neighborhood and community park land;*
- B. *Trail corridors identified in the Park Plan; and,*
- C. *Open space areas, wildlife corridors, historic structures or areas and view corridors that contribute to or enhance the unique character of Enumclaw.*

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

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

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

*Policy PK-1.5 Priorities for development of existing parks and recreational facilities are as follows:*

- A. *Redevelopment or rehabilitation of parks and/or facilities that are outdated and/or in need of major repair;*
- B. *Development of undeveloped park land in developing areas;*
- C. *Continue expansion/linkage of the Foothills Trail and other trails as identified in the plan; and,*

*D. Updating existing Senior and Youth Facilities to meet needs for a multigenerational Community Center.*

- Policy PK-1.6 Design of park signs, benches, trash receptacles, drinking fountains, and other amenities should be standardized and consistent throughout the park system.*
- Policy PK-1.7 In accordance with the Americans with Disabilities Act (ADA), ensure that park facilities are designed to be safe and accessible for use by the physically disabled.*
- Policy PK-1.8 Solicit public input during the park design process and incorporate public desires and needs into the design of parks where appropriate.*
- Policy PK-1.9 Layout and design of parks should maximize unique mountain views, scenic vistas and natural features for the benefit of park users.*
- Policy PK-1.10 Park design and programming should include features and facilities that address identified needs and should balance active and passive recreation opportunities.*
- Policy PK-1.11 Encourage private interests to assist in the provision of recreational facilities and space through donations, sponsorship and dedication of land.*

**PK-2 Resiliency (Maintenance, operations, funding). Build a sustainable Parks system. Focus on the key elements (maintenance, operations, funding) to ensure that community needs are met within a sustainable budget. Maintain, protect, preserve, and restore existing parks and recreational facilities that furnish quality active and passive experiences for the community.**

- Policy PK-2.1 Utilize maintenance best practices, preventative maintenance, and NPSI standards to improve park safety, operational efficiency, and usage. Focusing on sustainable operations and maintenance funding existing and new park development.*
- Policy PK-2.2 Continue to utilize volunteer organizations and private sector services for repetitive, seasonal, and specialized maintenance activity.*
- Policy PK-2.3 Consider funding to maintain the City's public art collection.*
- Policy PK-2.4 Balance City, private, and volunteer efforts to provide an effective and economical mix of cooperative effort in developing and/or maintaining the public park system.*

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

- Policy PK-3.1 Provide recreational programs and opportunities that address the needs of all segments of the population.*
- Policy PK-3.2 Coordinate with outside organizations, the school district, and other partners to maximize recreational opportunities and minimize duplication.*
- Policy PK-3.3 Strive to keep programs updated to reflect changing public needs and desires.*

- Policy PK-3.4 Arts, community events and other cultural activities all encourage a sense of place and cultural identity. The City has limited funds for these activities but recognizes that it can provide technical or organizational support.*
- Policy PK-3.5 Reflect community identity using public art to create unique community places, define or redefine public spaces, or create a strong sense of place.*
- Policy PK-3.6 Provide opportunities that highlight the talents of local artists.*
- Policy PK-3.7 Support community events such as the Wine Walk, Street Fair and 4th of July Celebration, that are provided by the Chamber of Commerce and other non-profit organizations.*
- Policy PK-3.8 Support organizations that provide quality programs and services that benefit the greater community.*
- Policy PK-3.9 Provide services for all ages to encourage community members to try new activities and build a habit of healthy living.*

**PK-4 Transparency, Communication, Participation. Create easily accessible information about the park system, build constituent trust, and be transparent in the decision-making process. Providing an open and continuing opportunity to participate, comment and offer direction in the development and maintenance of our park and recreational facilities, space, and activities.**

- Policy PK-4.1 Increase access to information about parks and recreation, including the trail system, using virtual and physical platforms.*
- Policy PK-4.2 Engage the public in current and future parks and recreation planning efforts.*
- Policy PK-4.3 Continue to promote and create awareness of department updates (activities, development, acquisition, maintenance, etc.) through use of an activity guide, website, and social media.*
- Policy PK-4.4 Expand participation options through enhanced partnerships with businesses and organizations, and through volunteerism.*
- Policy PK-4.5 Increase the sense of public ownership by involving community partners and volunteers in the design, construction, and maintenance of parks and programs.*

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

- Policy PK-5.1 Development of and connections to the regional trail system of Pierce and King County (Foothills Trail) is a priority for trail funding.*
- Policy PK-5.2 Trail systems should be separated from vehicle travel lanes by a planter strip to improve the user experience.*
- Policy PK-5.3 Trail linkages should be planned to connect neighborhoods to public facilities, including parks, schools, and library, and to the central business district.*
- Policy PK-5.4 The City trail system should provide connections to the regional trail system of Pierce and King Counties.*

*Policy PK-5.5 Encourage a trail network in developing subdivisions via right-of-way dedication and developer participation.*

*Policy PK-5.6 Incorporate existing public lands and rights-of-way into a linked network of trails and other non-vehicle corridors.*

*Policy PK-5.7 Coordinate school routes and the proposed trail system where possible.*

**PK-6 Implement capital funding policies to support parks, recreation, and open space capital investments.**

*Policy PK-6.1 Develop a volunteer program that supports residents’ desires for volunteer opportunities while reducing costs, where possible.*

*Policy PK-6.2 Index Parks Impact Fees to inflation to ensure they cover the appropriate share of project costs.*

*Policy PK-6.3 Develop new cost-recovery and/or revenue-generating policies that support scholarships for recreation programming and charging non-residents a higher fee to prevent residents from subsidizing non-residents.*

**Parks, Recreation, and Open Space Services and Facilities Inventory**

**PARK CLASSIFICATION TYPES AND DEFINITIONS**

Based on past planning efforts, the City has developed a parks classification scheme that, along with its level of service standards, helps to set expectations around the types of parks and amenities available to residents and the appropriate amenities to be developed in any given park. The parks classification schema includes four types of parks: mini-parks, neighborhood parks, community parks, and open space, which, along with their size, purpose, and use are described in Exhibit PK-1, following.

**Exhibit PK-1 Park Classifications**

Park	Size	Purpose	Service Zone	Use
Mini Park	0-1.6 Acres	Decorative open spaces and monuments	Several Blocks	Passive
Neighborhood Parks	0-4.9 Acres	Serving Residential Neighborhoods	3/4 Mile	Active
Community Parks	5+ Acres	Serving the community at large	Entire Community	Active and/or Passive

Park	Size	Purpose	Service Zone	Use
Open Space	5+ Acres	Serving community at large, typically contains a significant natural or cultural feature	Entire Community	Passive

Park classification is largely a planning tool to classify park usage and gauge neighborhood access to park and open space facilities. These park classifications are general guidelines rather than strict rules. For example, parks may be slightly out of the acreage range but still be classed in that category. Within the park classification schema, “service zones” refer to the primary population that is served by the park facility. In general, the greater the size of the park and the more amenities it offers, the greater the size of its “service zone”.

A key differentiator among these park classifications is park use; that is, whether they are intended to for “active” or “passive” use. “Active” uses include sports, recreation, and other recreational activities and implies that the park includes facilities such as baseball, softball or soccer fields; tennis, basketball, or other sport courts; and/or playgrounds and other play equipment. courts. “Passive” uses include walking, picnicking, nature enjoyment and study, and contemplation, although small play structures and minor play equipment may be provided. Other passive park amenities may include benches, picnic shelters, and walking trails, as well as interpretative signage. In general, parks that support active uses do not preclude passive uses, while passive parks are exclusive to those uses. However, residents and park users may ultimately use parks in ways that vary from the classification standard.

**INVENTORY AND NICHE ASSESSMENT**

As an important first step to understanding the City of Enumclaw’s current parks and recreation system and its needs, we evaluated the current availability of parks, recreation, and open space facilities in Enumclaw. This included both city-owned and non-city owned public facilities, as residents and park users have access to both.

**CITY-OWNED FACILITIES**

Exhibit PK-2 identifies the existing parks and open space facilities in Enumclaw by classification and size, and identifies their general amenities.

**Exhibit PK-2 City-owned Parks Inventory**

Site	Acres	Use	Amenities
Mini-Park			
Bruce Guenther Park	0.4	Passive	1 picnic table
City Hall Park	1	Passive	
Goodwill Park	0.52	Passive	Garden and Public Art

Site	Acres	Use	Amenities
Rotary Centennial Park	0.25	Passive	1 Picnic Shelter, 1 Picnic Table
Scott Park	0.7	Passive	
Triangle Park	0.4	Passive	
Veterans Memorial Park	1.6	Passive	Memorial Tributes
** Chinook Winds	0.22	Undeveloped	
Neighborhood Park			
Elk Meadows	2.32	Active	
Ellenson Park	2.6	Active	# Picnic tables, Playground, Soccer Field
Flensted Park	2.5	Active	Basketball Court, # Picnic Tables, Playground, Soccer Field
MacFarland Park	6.5	Active	Baseball / Softball, Basketball Court, Picnic Shelters, Picnic Tables, Playground, Soccer Field
Martin Holdener Park	5.01	Active	
Martin Johnson Park	4.5	Active	Baseball / Softball, Open Field, Soccer
Montgomery Park	1.6	Active	Baseball/Softball Fields, Basketball Courts, # Picnic Tables, Playground
Rainier Trails Park	3.6	Active	
Community Park			
Boise Creek Park	19.3	Active	
Dwight Garrett Park	5.4	Active	Baseball/Softball Fields, Basketball Courts, # Picnic Tables, Skate Park, Tennis Court
Enumclaw Park	5.6	Active	1 lighted softball/baseball field, children's play area, picnic area
Farmers Park	9.7	Active	Disc Golf Course, # Picnic Tables
Mahler Park	30	Passive	Undeveloped
Sportsman Park	12.86	Active	
<b>TOTAL</b>	<b>150.58</b>		

In addition to this inventory, the City has two undeveloped open spaces: Anderson Riverview (20 acres) and Fell Hill Open Space (14 acres) which were donated to the City but are outside of its urban growth area. The city has a policy of only operating parks and open space facilities within its urban growth area (UGA). Both Anderson Riverview and Fell Hill Open Space are well outside Enumclaw's UGA, so at this time these properties are undeveloped and remain in reserve. It is likely that these properties will be surplus rather than developed, as they do not meet the City's policies for parks and open space facility development.

Beyond parks and open space facilities, the City also has several City-owned recreational facilities (inventory shown Exhibit PK-3) and trails (inventory shown in Exhibit PK-4).

**Exhibit PK-3 City-owned Recreational Facilities Inventory Existing City Recreational Facilities and Trails (In or Near Enumclaw UGA)**

Site	Size	Status/Use
Enumclaw Aquatic Center	Pool-4,956 SF	Active
	Facility- 13,540 SF	
Enumclaw Golf Course	188 Acres	Active
Senior Center	6,388 SF	Active

The City has three major recreational facilities: the Enumclaw Aquatic Center, Enumclaw Golf Course, and the Senior Center. The City is also currently evaluating the futures of all three of these facilities, to ensure that they are appropriately maintained and sustainably operated moving forward.

- Enumclaw Aquatic Center.** The Enumclaw Aquatic Center was transferred to the City of Enumclaw by King County in 2005. The Pool was originally built by King County in the early 1970's as part of the "Forward Thrust" initiative, and as such, King County and now the City of Enumclaw are obligated to voters to maintain the pool or a replacement for the next 30 years. The City currently operates and maintains the pool, independently.

A Citizen's advisory committee was formed in 2018 to research and recommend alternative funding sources to operate and maintain the pool, which up until 2, 2020 as heavily subsidized by the general fund. In August 2019, King County voters approved a replacement for the King County Parks Levy which substantially increased levy proceeds, and with it, the annual disbursement of levy proceeds to King County cities. Enumclaw expected to receive an additional \$125,000 annual disbursement from this levy and elected to dedicate these proceeds to the Aquatics Center, as the City considers the Aquatics Center a regional facility. These proceeds have offset general fund subsidization.
- Currently, the pool is not at capacity and can accommodate additional growth. In 2019, the City commissioned a feasibility study which

established that the City should maintain the pool (including making necessary condition-related and ADA improvements) and make phased improvements to increase capacity to keep up with population growth. The pool is currently under construction (expected to last from January to August 2024, with a twelve-week closure from April 2024 to June 2024) for necessary maintenance and improvements, including ADA upgrades, locker room upgrades (including lighting and showers), entryway and external façade improvements, and the addition of a 1500 square foot community/party room.

- **Enumclaw Golf Course.** The Enumclaw Golf Course is an 18-hole regulation length course, spanning 188 acres. The golf course was transferred to the City in 2003 by Enumclaw Golf Club, Inc. It has 18 holes, a putting green, parking lot and clubhouse. Developed between the 1930s and the 1980s, the course was accepted in outdated and poor condition. Drainage is a constant issue due to its location and environmental features on the site.

The Golf Course is currently leased to and operated by a private outside organization. This decision was made to reduce subsidization of the golf course enterprise by the general fund. The golf course continues to recover its operating costs through user fees. Like the Aquatics Center, the City considers the Golf Course as a regional facility. However, while this may be adequate to fund operating costs, it has not been sufficient to build reserves for needed, long-term maintenance and capital improvements. Lease negotiations were ongoing in 2024, with the intent to find a cost-share or -responsibility mechanism to cover the course's expenses.

- **Enumclaw Senior Center/Community Center.** The current Enumclaw Senior Center was built in 1928 and, before becoming the City's senior center, was a garment factory, grocery store, and automotive dealership. The facility was not built with use as a community center in mind and cannot accommodate the growing needs of the Enumclaw community. In addition, the current building needs significant repairs, and the estimated cost to renovate the building exceeds its total value; a 2021 feasibility study, identified that the existing Senior and Youth sites have several structural and seismic issues.

Instead, the City gave voters the choice whether to update the existing building or to, alternatively, surplus the existing senior center and develop a new community center which would accommodate seniors, children and youth, and families and include a senior center, commercial kitchen, common/dining room, classrooms, exercise room, full high school size gym as well as various offices housing ArtsAlive!, the Chamber of Commerce, City Parks and Recreation, and meeting spaces for the community, based on a conceptual design completed in 2018.

To give voters this choice, the City developed a capital bond initiative (Proposition

No. 1<sup>7</sup>) that was included in an April 2024 special election. The Community Center Bond Initiative did not pass, receiving 47.93% approval, far short of the 60% super majority needed to pass. The City has interpreted this as Enumclaw residents' preference to refurbish the existing building and/or rent space to address senior and community needs.

The City has a limited trails system, however, that is partially because the City is working to improve its multi-modal transportation system and is surrounded by King County trails, such that the park, recreation, and cultural services department trails are largely those in City-owned parks.

**Exhibit PK-4 City-owned Trails Inventory**

Trail	Size	Status/Use
Foothills Trail	1.00 Mile	Paved
BNSF Rail Corridor	0.42 Miles	Paved
Battersby Loop Trail	3.60 Miles	Paved (not complete)
Trail above Golf Course	Unmeasured	Undeveloped

To be considered a “trail,” right-of-way must have been acquired and the trail must be level and cleared and have a useable surface such as gravel or chips.

**NON-CITY-OWNED FACILITIES**

It is important to remember that, while the City of Enumclaw is responsible for delivering parks and open space facilities and parks, recreation, and cultural services to its residents, residents also have access to a suite of non-City owned facilities. Understanding this inventory is important to understanding the true need for parks and open space facilities in Enumclaw and the City's niche is delivering those facilities, discussed later in this Element.

**Exhibit PK-5 Existing Non-City Parks and Open Space Facilities (In or Near Enumclaw UGA)**

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<sup>7</sup> In April 2024, Enumclaw put Proposition No. 1 on the April 23, 2024 special election ballot. This initiative asked voters for a capital bond a bond projected at \$0.30 per \$1,000 of assessed property value on the April 23, 2024, special election ballot. If passed, this capital bond would also allow the City to pursue \$3.35 million in grants and city funds for the project and to pursue other grants and private donations to further reduce the amount of funding needed by taxpayers. However, these alternative funding sources were contingent on the bond passing.

Existing Non-City Recreational Facilities (In or Near Enumclaw UGA)		
Site	Acres	Status/Use
<b>Private Community Open Space</b>		
Mountain Villa	0.4	Dedicated to community. Play area, picnic tables.
Mountain Villa Open Space	1.3	Old BNSF right-of-way leased to Mountain Villa
Mt. Peak Village Open Space	2	Dedicated to community
Crystalaire Open Space	2	Dedicated to community
Mt. Meadows	0.4	Dedicated to Community. Play area, basketball court.
Mt. Meadows Open Space	1	Old BNSF right-of-way leased to Mt. Meadows
<b>Enumclaw School District Facilities</b>		
EHS Auditorium	NA	Performing arts, theater
Sunrise Elementary	16	Playground, 5 multiuse fields, covered play area
EMS and EHS Site	28	2 Playgrounds, 2 Multiuse Fields, 5 Baseball/Softball Fields, 2 Tracks, 5 Tennis Courts, 1 Pickleball Court,
Southwood Elementary	9.7	Playground, 2 Baseball/Softball Fields, Natural Area
Kibler Elementary School	3.6	Multiuse Field Play Area, Covered Play Area, Playground
JJ Smith Birth to 5 Center	2.2	Playground, Baseball/Softball Field, Covered Play Area, Sport Court
<b>King County Recreational Facilities and Trails</b>		
Pinnacle Peak Park	256	
Big Spring/Newaukum Creek Natural Area		
Little Lake Forest	151	
Foothills Trail	4.3 Miles	1.3 Miles Paved Along HWY 410, 1.3 Miles Grave, 1.6 Miles Undeveloped
<b>Other Facilities</b>		
Enumclaw Expo Center	55 Acres	Active
Library (KCLS)	10,500 SF	Active

**NICHE ANALYSIS**

The City of Enumclaw is the primary provider of parks and recreation facilities in Enumclaw, delivering neighborhood and community parks and major regional facilities like the aquatic center, golf course, and community center. Because the latter are regional facilities, the City

should consider opportunities to distribute the responsibility for those facilities regionally, as well. However, the City benefits from King County's regional role in providing open space and trails.

### *LEVEL OF SERVICE STANDARDS*

The City of Enumclaw has adopted levels of service (LOS) that are easy to measure, feasible and relevant to the unique needs of Enumclaw residents. The LOS for park land determines that amount of land needed while the LOS for facilities determines the types of facilities needed in the park system. Park and trail land are determined using acres per 1,000 population as well as locational criteria. The need for park and trail land is based on the adopted level-of-service and the future population of nearly 15,000 people, as described below.

The City of Enumclaw updated its Parks and Open Space Plan in 2019 and, at that time, adopted the following level- of-service standards for park and recreation land:

- Neighborhood Parks: 2.26 acres per 1,000 residents and all residences located within  $\frac{3}{4}$  mile. Neighborhood parks one acre in size or larger should be publicly-owned and maintained. Neighborhood parks less than one acre in size should be privately-owned and maintained as "Tot Lots" within subdivisions. Every neighborhood park should have facilities to serve a broad range of the population and should include one or more play components (five to 12), one or more adult fitness structures or activity features (fitness equipment, bocce, horseshoes, etc.), a sport court or a multi-purpose playfield. Trails, fitness equipment, and/or multiuse courts/fields should be added to existing parks as appropriate to the park to increase the range of age of users. Playgrounds, sport courts, multiuse fields, benches and restrooms should be maintained or added to parks as appropriate.
- Community Park: 3.59 acres per 1,000 residents.
- Trails: 1/4 mile of trail per 1,000 residents.

It is notable that no level of service standard has been set for miniparks or open space. In the case of miniparks, these facilities are specifically sited to accommodate the decorative elements and monuments they house. While they are highly valued amenities downtown, they are not necessarily needed in neighborhoods, where neighborhood parks would be more appropriate, however this does not preclude miniparks from being developed in neighborhoods should need arise. In the case of open space, as discussed previously, the City's open space needs are largely served by King County's robust regional open space facilities, which, although largely outside of City boundaries, are adjacent and extremely accessible to residents.

In the past, the National Recreation and Park and Association (NRPA), has recommended these level of service standards around minimum acreage and facilities based on population. However, the NRPA no longer recommends a standard for facility and park land based on

population ratios. Rather, because every community is different, the NRPA recommends that standards should be developed by the community and used as a guide in planning. In the case of Enumclaw, as growth and urbanization occur, increased density may favor more developed parks and additional amenities per park, rather than simply adding additional park acreage. In the future, it may make sense to consider opportunities to add additional considerations around geographic access and walking distance, amenities and recreational value, and total investment to the City's' parks level of service standards.

*NEEDS ASSESSMENT*

To prioritize the City of Enumclaw's future parks and open space capital investments, the City must understand the inventory of facilities already available and the desires of its community for additional facilities. The facility inventory was established previously. Following, we discuss community desires for additional facilities. Data supporting this analysis came from several sources including a 2023 community survey, general community engagement related to the Comprehensive Plan this Parks Element is part of, and previous long-range parks planning efforts.

COMMUNITY SURVEY

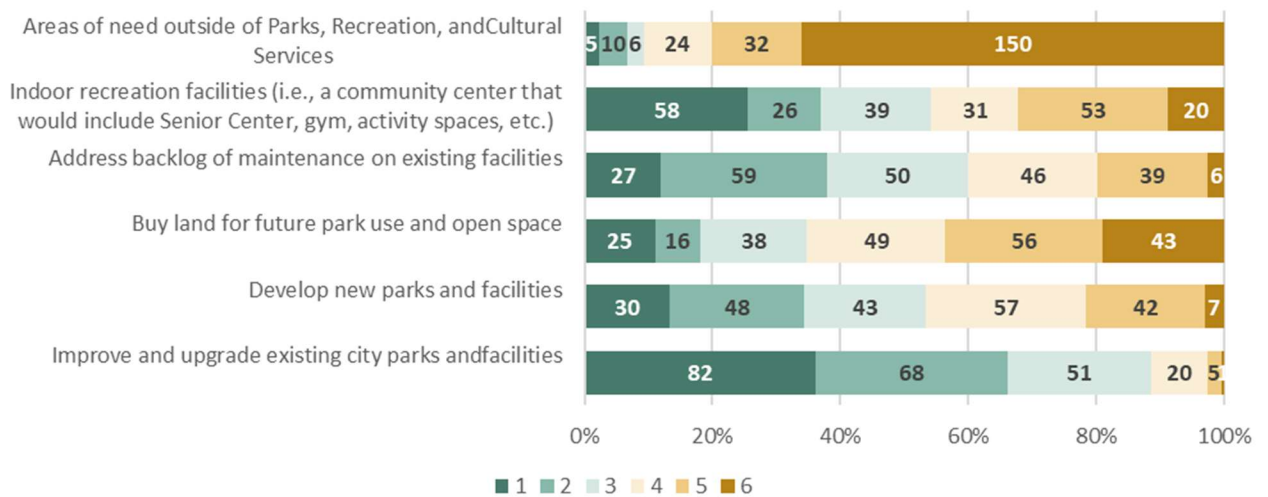
To support the development of this Parks Element, the City of Enumclaw held an online survey around resident and park users' satisfaction and desires for the Enumclaw parks and open space system. The survey was 21 questions, which included five optional demographic questions, to help the City understand how representative results were.

Approximately 61% of the respondents (116 of n=189 respondents for this question) were City residents, while majority of remaining respondents were from the 98022 zip code (which includes Enumclaw) but not within City limits. Demographic data from the survey suggests that a larger share of respondents than representative was from higher income brackets (with incomes greater than \$130,000 per year) and were women. It also suggests that additional outreach to communities of color may be desired, as no respondents self-reported their race as Asian or Asian-Indian; Black or African-American; American Indian or Alaska Native; Middle Eastern or North African; or Native Hawaiian or Other Pacific Islander.

Most survey respondents are frequent park and open space system users, using one or more facilities at least a few times each month and identifying themselves as at least moderately familiar with what the City's park and open space system has to offer. However, despite being park and open space system users, respondents were also for reasons why they don't use parks and open space facilities and amenities, and barriers to accessing them. 198 respondents answered this question. Many of the barriers that were identified most strongly had to do with a lack of knowledge of facilities, their locations, and programming (actual survey selections were: "not aware of park or trail locations," "lack of information on programs/parks/facilities," and "not aware of programs"). However, there were some responses about the system itself including that the system lacks facilities and amenities that respondents want to use ("lack of features we want to use") and that programs were too full.

One of the purposes of the survey was intended to understand resident and park users' current impressions of the current park and open space system, and their priorities for its improvement. As a starting place, respondents identified that the current park and open space system meets the community's needs. They were then asked what their priorities for future investments would be, as shown in Exhibit PK-6, following.

**Exhibit PK-6 Respondents Priorities for the City of Enumclaw Parks, Recreation, and Cultural Services Department, Ranked for 1 (highest priority) to 6 (lowest priority) (n=227)**



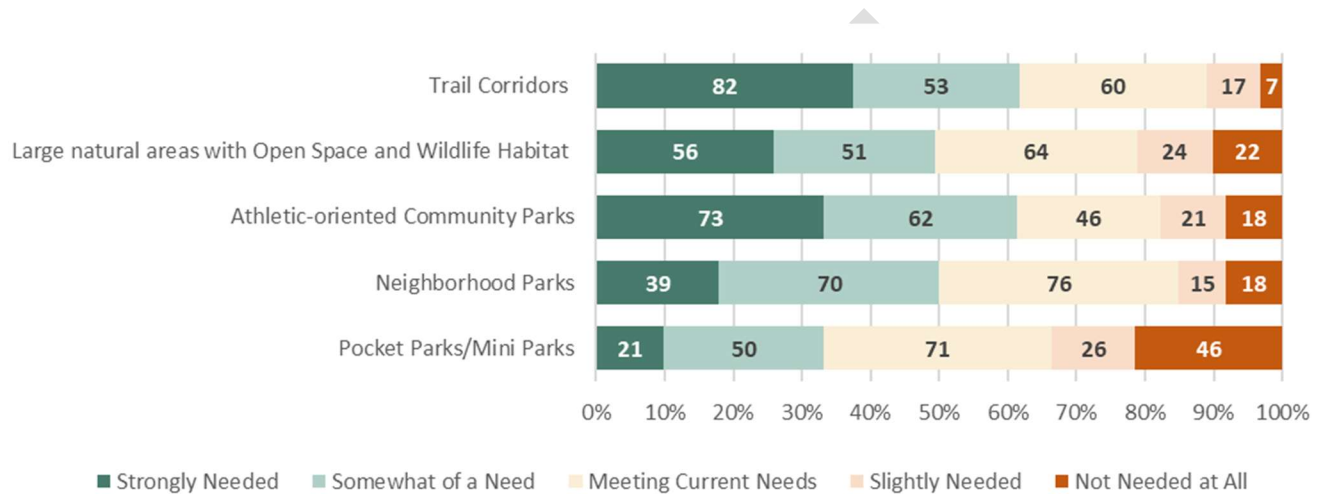
Note: Question text: “Indicate your priorities for the Parks, Recreation, and Cultural Services Department by ranking the following with 1 being your most important priority and 6 being your least important priority.”

Based on this survey question, survey respondents' most important priorities for the park and open space system are to improve and upgrade existing facilities, including addressing a backlog of maintenance on those facilities. Respondents also clearly prioritized indoor space (specifically a community center) over land acquisition and developing new parks and facilities.

To better understand maintenance needs, the survey asked respondents, “How would you rate the maintenance of the following City of Enumclaw Park features?” When responses of “I don't know” were excluded, respondents rated maintenance of all amenities other than restrooms (fields, parking areas, picnic areas, playgrounds, and trails) as fair to good. This suggests that a higher level of maintenance for these amenities may be desired. This is especially true for restrooms and parking areas, which the majority of respondents rated as poor to fair, however, there may be some challenges to maintaining restrooms, in particular, that a higher level of maintenance won't improve., however, unsanctioned use of restrooms may make it so that a higher level of maintenance is not enough to improve the experience of park restrooms for park users.

Although respondents are most interested in improving and maintaining the current park and open space system, when asked about the level of need for different types of parks and open space facilities, the majority of respondents indicated the system needs additional trail corridors and athletic-oriented community parks, as shown in Exhibit PK-7.

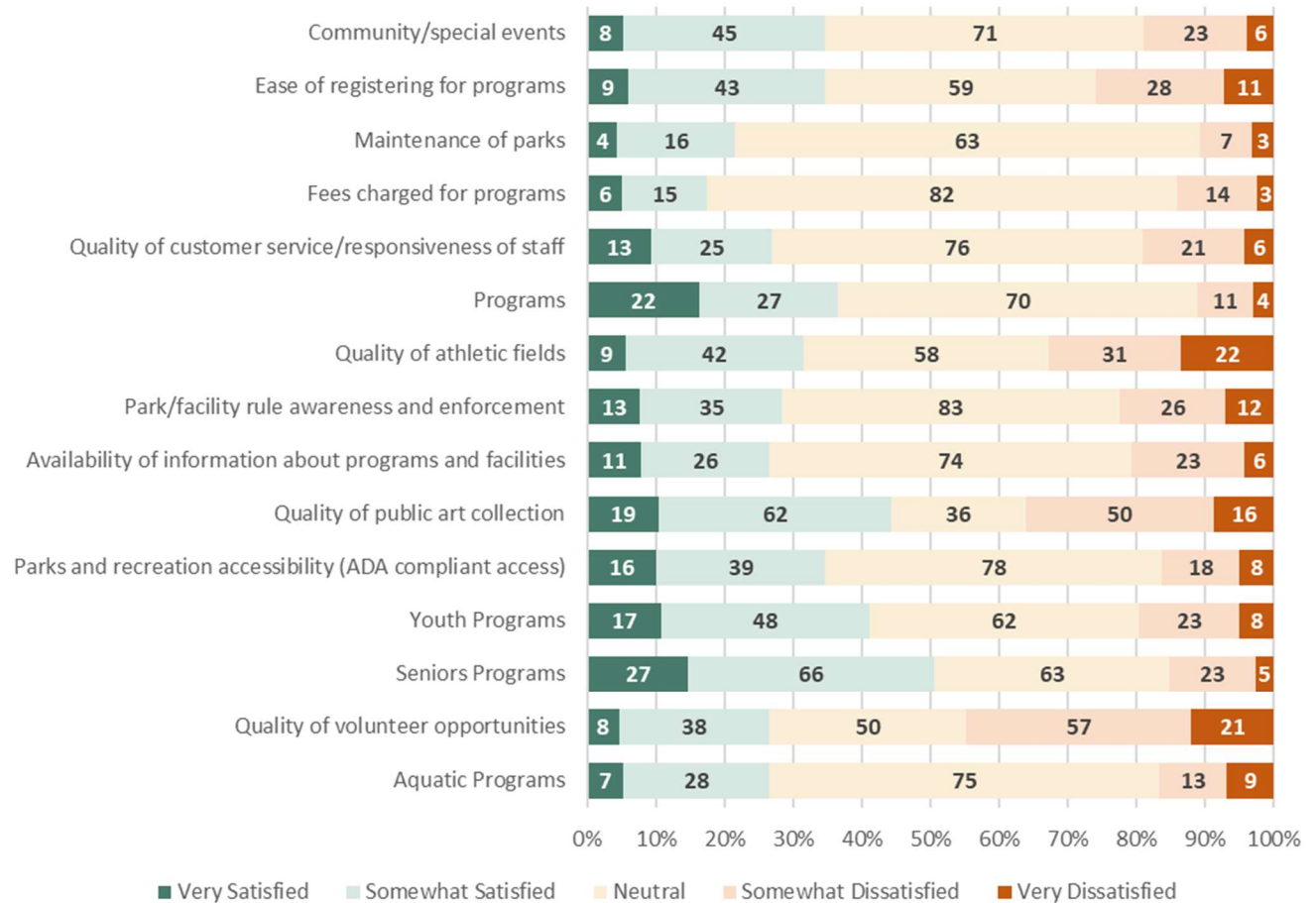
**Exhibit PK-7 Survey Respondents' Beliefs Around Park and Open Space Facility Needs, (n=220)**



Respondents were split on whether the City's current large natural areas with open space and wildlife habitat meet its needs, or whether additional facilities from that category are also needed. Most respondents believe the City's neighborhood parks and pocket parks/mini parks are sufficient to meet its needs.

Respondents were also asked about the level of need for different kinds of recreation activities and other programming. While many respondents were neutral about the current availability of recreation programs, the survey results, shown in Exhibit PK-8.

### Exhibit PK-8 Survey Respondents' Satisfaction with Parks, Recreation, and Cultural Services Department Activities and Programs, (n=220)

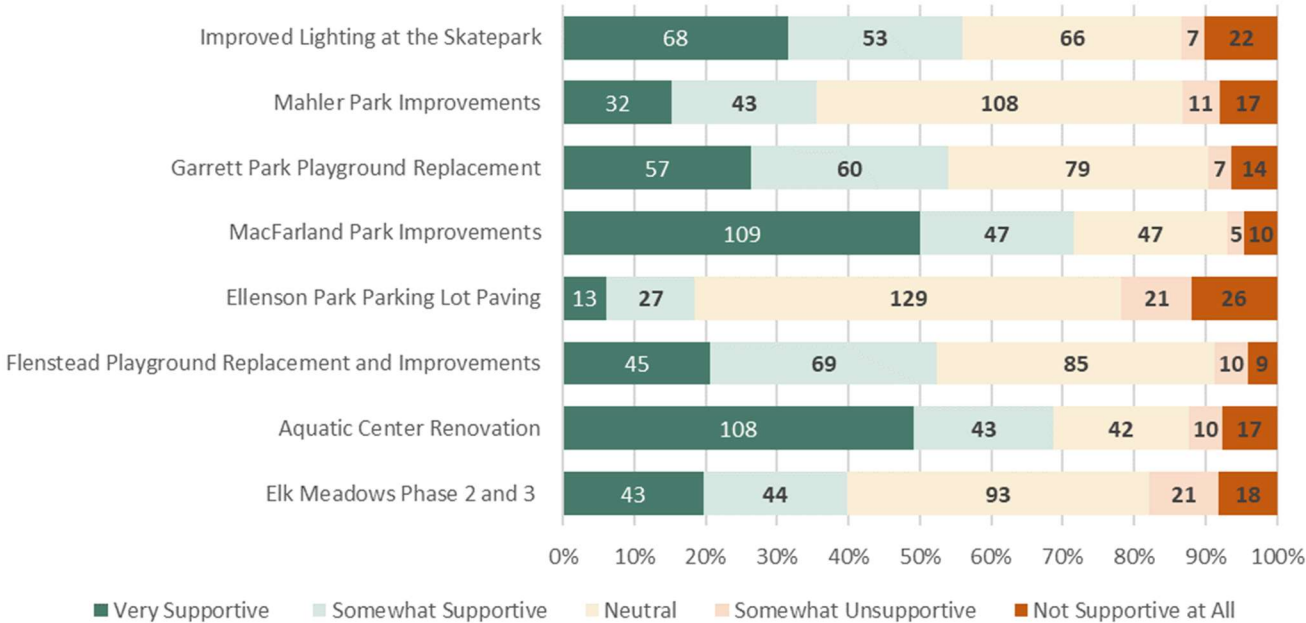


Note: Question text: "Please rate your satisfaction with the following areas within the City of Enumclaw Parks, Recreation, and Cultural Services Department."

There are a few areas that stand out as areas of need, including volunteer opportunities, public art, and athletic fields.

Survey respondents were also asked whether and the degree to which they support current parks and open space capital projects from the City's 2022-2027 parks capital improvement program, as shown in Exhibit CP-9.

**Exhibit PK-9 Survey Respondents' Support to Current Park and Open Space Capital Projects, (n=219)**



Respondents were largely supportive of the City’s capital improvements projects, except for the Ellenson Park Parking Lot Paving and Mahler Park Improvements, which most respondents were neutral about. This may reflect indifference to the projects, rather than lack of support.

**DESIRED AMENITIES**

Like in the case of this Parks Element, the City has completed one-time and ongoing community engagement activities to support all its previous PROS Plans and Elements, including its most recent PROS plan updated in 2019. One of the findings of that PROS Plan was a list of additional parks and open space facilities and amenities to be included in neighborhood or community parks that should be considered for development on a citywide basis. These facilities and amenities include:

- Parks and Open Space Facilities
  - Climbing Wall
  - Outdoor Environmental Learning Center
  - Dog Park
  - BMX Park
  - Updated Community Center
- Amenities
  - 2 Gathering Space/Outdoor Theater
  - 2 Covered Play Areas
  - 3 Picnic Shelters

- 1 Spray Park

Since this list was last revised, the City has moved forward with renovations to the Enumclaw Aquatic Center which may The City has also opened an off-leash dog park at Ellenson Park.

In the next section, gaps in services according to the City's level of service standards and role in providing parks, recreation, and open space facilities, and how these desires may align with the City's identified gaps.

**GAP ASSESSMENT**

Following in Exhibit PK-10, we consider parks acreage and trail mileage needs based on the City's current level-of-service for parks, recreation, and open space facilities.

**Exhibit PK-10 Park Land Level-of-Service (Based on a future population of 14,017)**

Population	Inventory	LOS Standard	Current		2044	
			Required LOS 12,543	Surplus/ (Deficit)	Required LOS 14,017	Surplus/ (Deficit)
Neighborhood Park	28.63 acres	2.26 acres / 1,000 residents	28.35	0.28	31.68	(-3.05)
Community Park	82.86 acres	3.59 acres / 1,000 residents	45.03	37.83	50.321	32.54
Trails	5.02 miles	¼ mile / 1,000 residents	3.14	1.88	3.5043	1.52

As shown in Table 9.5 above, approximately 3 acres of additional neighborhood park land will be needed by 2044 to meet the needs of Enumclaw's projected population based on the City's current level of service standards. The City's current community park acreage and trail mileage is sufficient to meet the needs of anticipated growth based on the City's projected population and current level of service standards. However, current community parks may need additional amenities to support growth or be good locations for some of the more major amenities desired by Enumclaw residents and park users.

Similarly, while no additional trail mileage is needed to meet level of service standards based on the anticipated growth additional trails may be considered to improve the existing trail network or increase connectivity. In particular, the City seeks to complete the Battersby Loop Trail.

GEOGRAPHIC CONSIDERATIONS

In addition to level of service acreage considerations, we must consider geographic level of service. The City of Enumclaw’s level of service standard for neighborhood parks establishes that all residences should be within 3/4 mile of one or more neighborhood parks. Based on this level of service standard, a neighborhood park is needed in the Big West Subarea (located within the City of Enumclaw’s urban growth area, west of Enumclaw’s 2023 city limits).

CAPITAL IMPROVEMENT PROGRAM

The details for making park improvements, costs and timing are covered in detail in the 2025 Parks and Open Space Plan, however, the major future project priorities are summarized, following.

UPDATE THE SENIOR CENTER AND MEET BROADER COMMUNITY CENTER NEEDS

As discussed previously, Voters rejected an April 2024 capital bond initiative (Proposition No. 1) intended to support replacement the current Enumclaw Senior Center with a new multigenerational community center. This initiative did not pass, which the City has interpreted as Enumclaw residents’ preference to refurbish the existing building and/or rent space to address senior and community needs. The current Senior and Youth facilities need significant reimagining to address all community center needs and have significant seismic issues, as well as needing substantial repairs.

AQUATIC CENTER IMPROVEMENTS AND SPRAY PARK

The City had a consultant complete a feasibility study in 2019 for the renovations and additions to the aquatic center, including the development of an additional outdoor spray park on the east side of the building. Currently, the City has moved forward with several necessary improvements to the Aquatic Center to be completed in 2024, including ADA upgrades, locker room upgrades (including lighting and showers), entryway and external façade improvements, and the addition of a 1500 square foot community/party room. After this phase of improvements, the City will need to review design and costs to decide whether to move forward with future phases of this plan.

MAINTAIN AND IMPROVE EXISTING PARKS IMPROVEMENTS TO OTHER PARKS

All the existing serviceable parks are slated for some improvements. Some of these improvements, such as installation of off-street parking, will increase the parks’ usage capacity. Other improvements, such as the replacement of outdated play equipment, will not increase capacity. With the Boise Creek Park, plus the school ballfields, Enumclaw currently has adequate playfields, however, improvements are necessary to keep up with high demand and facilitate maintenance.

### DEVELOP ADDITIONAL NEIGHBORHOOD PARKS

- A few areas still will not be within  $\frac{3}{4}$  mile of an active-use park (Neighborhood Park or Boise Creek Park) after the Elk Meadows, Future Southeast Park, and Future Big West Park are built. The areas, not within  $\frac{3}{4}$  mile, are located at the edge of the UGA. The area to the extreme north is now covered by Thunder Mountain Middle School, with its own ball fields. Developing the following facilities will satisfy substantially the proximity standard included in this chapter. A neighborhood park in the Big West Subarea (located within the City of Enumclaw's urban growth area, west of Enumclaw's 2023 city limits) would be needed to satisfy the requirement that all residents be within  $\frac{3}{4}$  mile of a neighborhood park.

To satisfy LOS requirements that all residents are within  $\frac{3}{4}$  mile of a neighborhood park, a new Southeast Park (not necessarily the final name) will be developed in conjunction with the Holdener Farm property and will probably be about five acres in size. The exact location, cost, negotiations, and timing cannot be known until the Holdener property develops.

### ACQUIRE LAND FOR A FUTURE BIG WEST PARK

This plan anticipates a new park north of SE 448th Street and west of 244th Avenue SE. This area is currently very rural and undeveloped. It is also located outside of current City limits. If the entire Big West urban growth area is annexed and develops, this park would be necessary to meet the LOS standard that no residential part of the City should be more than  $\frac{3}{4}$  mile from a neighborhood park. However, that park will only be built if residential development expands beyond 244th Avenue. This Chapter assumes that this park would be acquired through the land development process.

### DEVELOP MAHLER PARK

Mahler Park is currently undeveloped but does offer trail access to Newaukum Creek. Due to deed restrictions and environmental considerations related to Newaukum Creek and surrounding forested wetlands, this community park will be developed for passive use. The Cedar River Academy conducted an environmental study and developed a Master Plan for Mahler Park which has been incorporated by reference into this Parks Element. Future improvements will include an interpretative area, trails, parking, picnic tables and a restroom facility, while keeping the park as a natural area.

### COMPLETE BATTERSBY LOOP TRAIL

The City seeks to complete the Battersby Loop Trail.

**FUNDING STRATEGY**

The City of Enumclaw has limited dedicated funding sources for Parks, Recreation, and Open Space Capital improvements, with much of the historical funding for these improvements coming from general, fungible City sources or shared capital reserve sources. Much of the dedicated funding for Parks, Recreation, and Open Space Capital Improvements are from competitive sources like local, state, and federal grants. Following, we describe the primary funding sources available for Parks, Recreation, and Open Space capital improvements, moving forward.

**DEDICATED FUNDING SOURCES FOR CAPITAL IMPROVEMENTS**

- **King County Parks Levy Disbursements.** The King County Parks Levy which substantially increased levy proceeds, and with it, the annual disbursement of levy proceeds to King County cities. Enumclaw expected to receive an additional \$125,000 annual disbursement from this levy and elected to dedicate these proceeds to the Aquatics Center, as the City considers the Aquatics Center a regional facility.
- **Park Impact Fees.** The City of Enumclaw levies parks impact fees (EMC 19.24.080) to developers to recover identifiable infrastructure costs associated with growth. The fees are based on the existing level of service, the level-of-service standard, and the cost of improvements needed to maintain the LOS standard.

**COMPETITIVE FUNDING SOURCES FOR CAPITAL IMPROVEMENTS**

- **King County Conservation Futures Tax.** Conservation Futures tax levy funds are a dedicated portion of property taxes in King County and are available, by statute, only for acquisition of open space, agricultural and timber lands. The King County Council approves funding for projects based on submittals from cities and the County.
- **Local, State, and Federal Grants.** Federal, State, and County agencies offer a variety of grants to local governments. Grants for funding park projects typically require a local match to remain eligible. Grants have enabled the City to leverage its limited resources in the past. Grants allow federal, state and county taxes to return to benefit the local community.
  - Interagency Committee for Outdoor Recreation
  - Land and Water Conservation Fund
  - National Recreation Trails Trust
  - Surface Transportation Efficiency Act
  - Washington Wildlife and Recreation Program
  - King County Youth Sport and Facilities Grants

**FUNGIBLE SOURCES FOR CAPITAL IMPROVEMENTS**

- **Real Estate Excise Tax (REET).** Restricted funds for sales of real estate. Parks and recreation projects are eligible if included in the City’s six-year capital plan. This is a tax levied on the sale of real property within the City of Enumclaw. It is legally

restricted for capital purposes. Consequently, this source can be used to fund park acquisition, renovation and development. The Growth Management Act stipulates the REET funds be used primarily for projects identified in the Capital Facilities Plan.

#### OTHER SOURCES OF FUNDING FOR CAPITAL IMPROVEMENTS

- **Partnerships.** Partnerships are joint development funding sources or operational funding sources between two separate agencies, such as two government entities, a nonprofit and a City department, or a private business and a City agency. Two partners jointly develop revenue producing park and recreation facilities and share risk, operational costs, responsibilities, and asset management based on the strengths and weaknesses of each partner.
- **Volunteerism.** The revenue source is an indirect revenue source in that persons donate time to assist the department in providing a product or service on an hourly basis. This reduces the City's cost in providing the service, plus it builds advocacy into the system.
- **Corporate Sponsorships.** This revenue-funding source allows corporations to invest in the development or enhancement of new or existing facilities in park systems. Sponsorships are also highly used for programs and events.

# Enumclaw Comprehensive Plan

## ECONOMIC DEVELOPMENT

**DRAFT**



# 8. ECONOMIC DEVELOPMENT

## Purpose

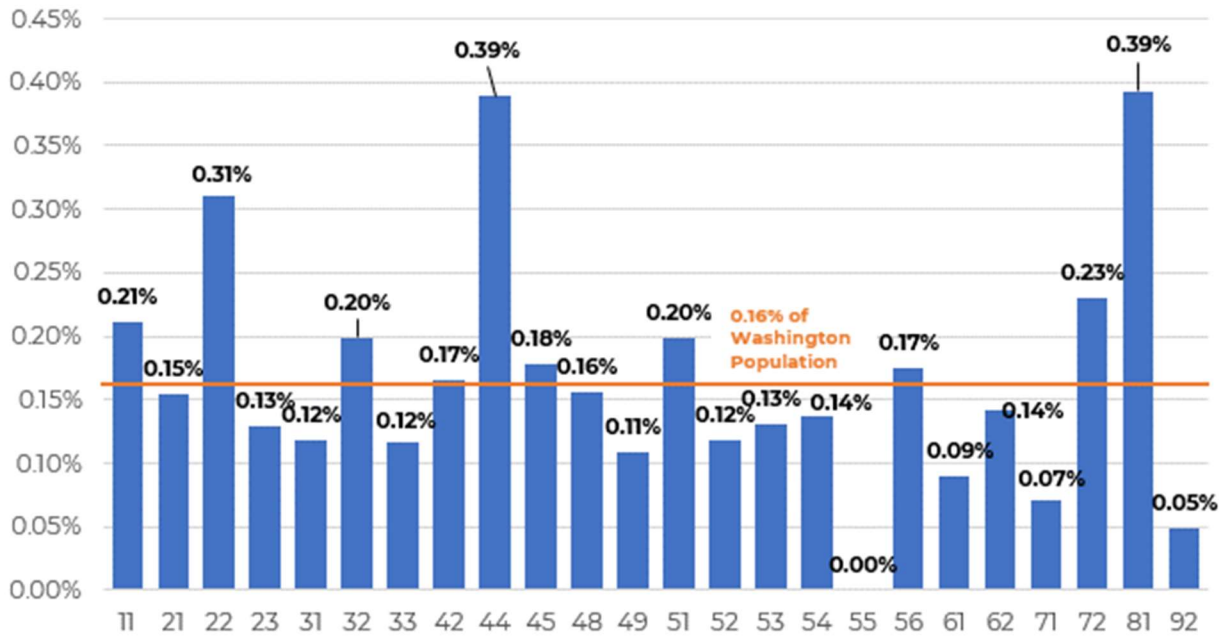
The purpose of the Economic Development element is to provide goals and policies that will direct the City in addressing its existing economic patterns (for example, by supporting areas of weakness or investment in its strengths) and fostering future economic activities and growth. To inform these goals, we must consider the City's historical context and assess its economic environment, today, to reveal Enumclaw's strengths and opportunities, related to its commercial and industrial sectors.

Enumclaw was settled at the turn of the century as a point of trade, due to its lush environment and fruitful resources available from its natural environment of fields, forests, and mountains and through agriculture, due to the Enumclaw Plateau's naturally fertile lands. To support this "point-of-trade," residential housing as well as a secondary, or "service," sector of financial institutions, retail, and professional offices grew and diversified to serve the primary, or "basic," resource export sector.

Over time, Enumclaw's economy has become less dependent on the natural and agricultural resources surrounding it. Today, many of Enumclaw's jobs are in professional environments, related to service-sector businesses, healthcare, and public administration. Many residents work outside of Enumclaw, making regular commutes to larger metropolitan centers to the west. Enumclaw's business make-up has also evolved, relying less on industrial production and more on retail and service commercial trade to support the community's residents. The days of Enumclaw's classical export- based economy are gone.

To understand Enumclaw's current economy, we considered whether Enumclaw is meeting the demand for retail sales and use in its community (or "trade area"). Retail leakage is extremely complex and generally done at a very detailed level as part of retail analysis, so as a proxy we have considered whether Enumclaw has its "fair share" of taxable retail sales and use activities, based on its population, occurring in the City. That is, are Enumclaw's per capita retail sales and use at or above its total share of the population. We completed this analysis for both Washington State and King County.

**Exhibit ED-1 City of Enumclaw’s Per Capita Taxable Retail Sales Activity in Comparison to Statewide Per Capita Taxable Retail Sales Activity, 2022**

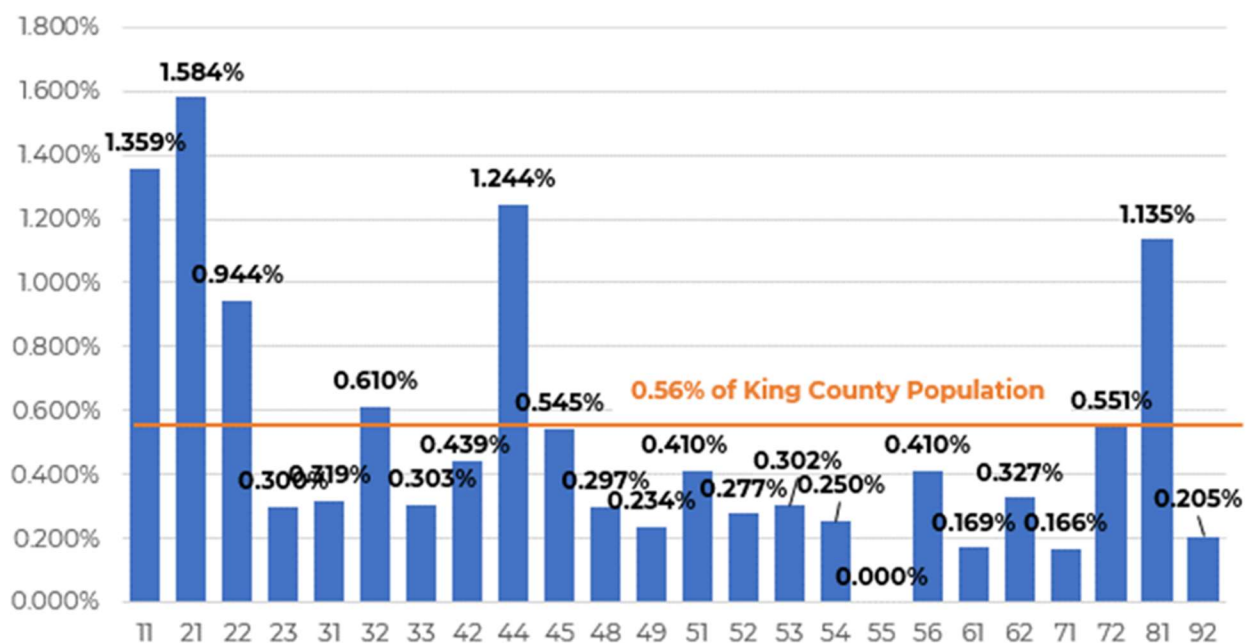


- 11: Agriculture, Forestry, Fishing and Hunting
- 21: Mining, Quarrying, and Oil and Gas Extraction
- 22: Utilities
- 23: Construction
- 31-33: Manufacturing
- 42: Wholesale Trade
- 44-45: Retail Trade
- 48-49: Transportation and Warehousing
- 51: Information
- 52: Finance and Insurance
- 53: Real Estate and Rental and Leasing

- 54: Professional, Scientific, and Technical Services
- 55: Management of Companies and Enterprises
- 56: Administrative and Support and Waste Management and Remediation Services
- 61: Educational Services
- 62: Health Care and Social Assistance
- 71: Arts, Entertainment, and Recreation
- 72: Accommodation and Food Services
- 81: Other Services (except Public Administration)
- 92: Public Administration

While we don’t expect all cities to have the same mix of commercial and industrial activity, we can use this analysis to identify relative strengths and challenges for Cities. The comparison of Enumclaw to Washington State overall, shows some areas of strength: for example, the City is capturing more than it’s expected share of activity in agriculture, forestry, fishing, and hunting; utilities; manufacturing, retail trade; information; administrative and support and waste management and remediation services; accommodation and food service; and other service (except public administration). Drilling down to the County level, we can see where the City’s particular areas of strength relative to its neighbors are.

### Exhibit ED-2 City of Enumclaw’s Per Capita Taxable Retail Sales Activity in Comparison to Countywide Per Capita Taxable Retail Sales Activity, 2022



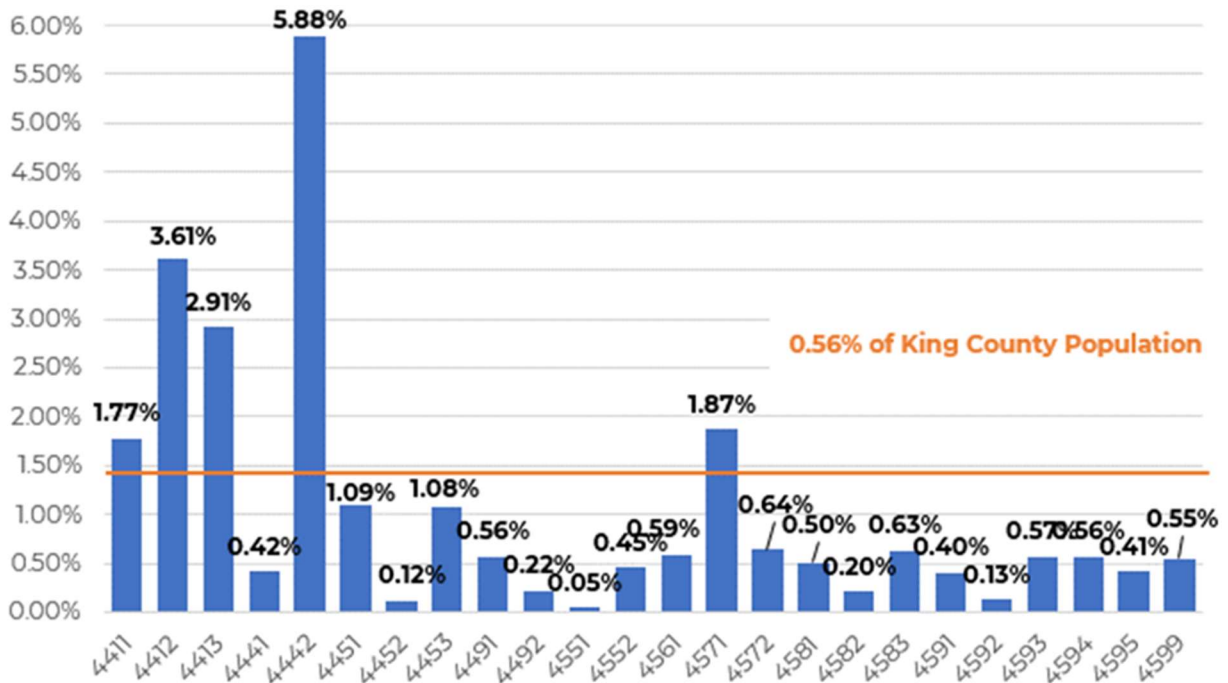
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- 81: Other Services (except Public Administration)
- 92: Public Administration

Again, we see agriculture, forestry, fishing, and hunting; utilities; , manufacturing; retail trade; and other service (except public administration) are areas of strength. We also identify some sectors where Enumclaw has limited activity. The City’s long-range economic development goals should consider whether to address these areas as opportunities, recognizing, that the City may not have competitive position to grow some of these industries.

Enumclaw remains a center for trade on the plateau, however, offering services for local residents and the financial, religious and educational institutions that serve an area much larger than just what is within city limits. It remains a “central place”, retaining a diversity of activities that serve more people than those who reside in Enumclaw. Understanding that role is an initial step to crafting economic development policy.

### Exhibit ED-3 City of Enumclaw's Per Capita Taxable Retail Sales Activity for Retail Industries in Comparison to Countywide Per Capita Taxable Retail Sales Activity, 2022



- 4411: Automobile Dealers
- 4412: Other Motor Vehicle Dealers
- 4413: Automotive Parts, Accessories, and Tire Retailers
- 4441: Building Material and Supplies Dealers
- 4442: Lawn and Garden Equipment and Supplies Retailers
- 4451: Grocery and Convenience Retailers
- 4452: Specialty Food Retailers
- 4453: Beer, Wine, and Liquor Retailers
- 4491: Furniture and Home Furnishings Retailers
- 4492: Electronics and Appliance Retailers
- 4551: Department Stores
- 4552: Warehouse Clubs, Supercenters, and Other General Merchandise Retailers

- 4561: Health and Personal Care Retailers
- 4571: Gasoline Stations
- 4572: Fuel Dealers
- 4581: Clothing and Clothing Accessories Retailers
- 4582: Shoe Retailers
- 4583: Jewelry, Luggage, and Leather Goods Retailers
- 4591: Sporting Goods, Hobby, and Musical Instrument Retailers
- 4592: Book Retailers and News Dealers
- 4593: Florists
- 4594: Office Supplies, Stationery, and Gift Retailers
- 4595: Used Merchandise Retailers
- 4599: Other Miscellaneous Retailer

Source: Washington State Department of Revenue, 2023 and Sieger Consulting, SPC, 2024.

Enumclaw is outperforming expectations based on population overall (at 0.882% of taxable retail sales versus .557% of the population) in many retail categories, as well. This is primarily attributable to retail sales of lawn and garden equipment and supplies, which is probably not unexpected. In particular, the City seems to have a stronghold related to the sales of non-automobile motor vehicles, automotive parts, accessories, and tires; and laws and garden equipment and supplies.

## Planning Context and Framework

### STATE PLANNING CONTEXT

The Growth Management Act (GMA) requires an economic development element be included in the Comprehensive Plan. The GMA requires it to include the following:

- Summary of the local economy
- Summary of the strengths and weaknesses of the local economy as defined as the commercial and industrial sectors
- Identification of policies, programs, and projects to foster economic growth and development
- The Enumclaw Strategic Plan for Economic Development 2014-2018, **Appendix**, includes analysis and recommendations consistent with the requirements of the GMA. These conditions have not been updated as part of the 2024 Comprehensive Plan Update.

### REGIONAL PLANNING CONTEXT

#### LOCAL PLANNING CONTEXT

In 2012, the Mayor appointed an Economic Development Task Force consisting of local business owners and industry representatives to provide advice, strategies and a vision for economic development within the City. The Task Force spent two years working hard to create the 2014 – 2018 Enumclaw Strategic Plan for Economic Development. The Task Force was very thorough and is to be commended for its work. Members reviewed economic data and trends related to the City and the Enumclaw Expo Center; interviewed stakeholders; took public comment; developed a Vision and Mission statement and formulated a series of recommendations. The result was the following vision and mission statement as well as a series of strategies and tactics, not duplicated here.

**VISION:** Our Enumclaw: Small town. Active Community. A place where families and businesses thrive.

**MISSION:** Enhancing Enumclaw's quality of life by fostering economic development activities that preserve and create jobs, create sustainable business and enhance the well-being of our rural community.

This plan was adopted in June of 2014 by Resolution 1510 and is hereby incorporated by reference to this document. It includes a detailed summary of the local economy, analysis of economic conditions, strengths and weaknesses and recommended policies, programs and project to foster economic growth. To date, the following initiatives have resulted from the latest plan:

- Formation of a “Buy Local” group – LiveLocal98022;
- Revisions to the zoning code to make it easier to establish specific businesses, including bed and breakfasts, breweries, wineries, distilleries, bakeries, and value-added agricultural product;
- Initial research for a senior community zoning code amendment;
- Development of downtown design concepts to create a downtown gathering area with an outdoor performance area, covered event space and park area to attract tourists and residents;
- Establishment of a Food, Beverage and Agricultural Tourism Committee.

Revisions to the zoning code have been made to allow for short term rentals, breweries, wineries, distilleries, etc. within the city. The city now has a number of local wine tasting rooms as well as 16 newly licensed short term rental properties. The city also is actively working towards a bond measure for a new community center located in downtown. The new community center would include amenities such as an outdoor gathering area, a gym and other amenities to attract residents and tourists. The Food, Beverage and Agricultural Tourism Committee was formed and transitioned into the Tourism Advisory Board.

Economic growth is closely linked to land use. It is nearly impossible to predict what specific businesses will develop in the community, but it is possible to create an environment that encourages the types of enterprises the community would like to see. The following Goals, Policies and Policies are summarized from the adopted Enumclaw Strategy for Economic Development 2014-2018. The goals and policies are updated as part of the 2024 Comprehensive Plan periodic review.

Though the traditional resource-based industry has declined, Enumclaw is still positioned to benefit from what remains. It has a heritage worth celebrating and an active agricultural sector that has potential to explore and succeed in niche markets. As Enumclaw seeks to enrich its commerce sector, it may wish to promote local merchants more actively and provide accommodations for its visitors. Enumclaw may also wish to create a more entrepreneurial culture, supporting start-up businesses as they explore new market niches.

Enumclaw’s downtown is the heart of the community and will continue to be the intuitive seat of its economic development. Maintaining the downtown’s economic viability and heritage character will help the entire community prosper, even if more intense commercial or industrial businesses develop along the community’s highway corridors.

Tourism is an important component of Enumclaw’s economy. The Enumclaw Expo Center, Crystal Mountain Resort and the Mt. Rainier National Park are prominent tourist destinations, and Enumclaw sits in close proximity to each. These regional tourist amenities draw thousands of people through Enumclaw.

## Introduction

The following goals and policies are those adopted in the Enumclaw Strategic Plan for Economic Development 2014-2018 and updates as part of the 2024 Comprehensive Plan Update. The plan recognizes that a successful effort requires partnerships and collaboration with the private sector, the Chamber of Commerce, educational providers and other local

organizations. The City will work with partners to implement these strategies. Some strategies will be implemented with City resources, and it is expected that others will be led by other community organizations with City participation. This is intended to be a living document that the City will revisit and update annually to ensure that it continues to reflect the preferences of the citizens.

A vibrant and sustainable economy depends on having sufficient housing that is affordable to the work force. Workers in retail, restaurants, tourism and critical occupations such as teachers, nurses and police officers are critical to sustaining the economic well being of the community, but they often have lower wages and are the first to be impacted by rising housing costs. Workforce housing supports the local economy by ensuring that these workers can afford to live and work in the community. Workforce housing is defined as housing affordable to households earning between 60 and 120 percent of area median income. Middle housing types such as duplexes, triplexes and accessory dwelling units are a type of workforce housing.

## Goals and Policies

### Goal ED-1 Promote Employment Growth in Retail/Services, Medical and Light Industrial Sectors.

- Policy ED-1.1* “Buy Local Campaign” Develop and Implement Consider implementing a Buy Local Campaign. The City will provide initial support, but ultimately this effort will be a community organized effort.
- Policy ED-1.2* “Business Mentor List” Develop and maintain a contact list of willing business mentors that City staff and the Chamber of Commerce can provide to prospective business owners. An independent local organization should provide and maintain this list.
- Policy ED-1.3* “Small Business Counseling” Continue to fund Small Business Counseling through Green River Community College when budget is available. This has traditionally been funded by the City through its outside agency process.
- Policy ED-1.4* Consider Impact Fee Discount Program for Light Industrial, Medical developments, Lodging Facilities and other uses as appropriate.
- Policy ED-1.5* “Construction Sales Tax Refund program” Consider implementing Implement a Construction Sales Tax Refund program for the construction of Residential development downtown, and Light Industrial and Medical buildings that bring 10 or more full time employees to the City. This would be a City developed and led program.
- Policy ED-1.6* “Commercial Real Estate Marketing” Create a brochure and organize a Lunch and Learn Tour of Enumclaw for commercial Real Estate Companies. This effort should be organized by a local real estate organization with support from the City.
- Policy ED-1.7* “Economic Development Website” that includes the following: Demographic information; market research; links to permits, business licenses and business counseling; available property for lease or sale; business mentor list. The City and Chamber should collaborate on a website that both entities can link or reference.
- Policy ED-1.8* “Agricultural Food Product Incubator” Conduct a feasibility study for the development of an Agricultural Food Product Incubator for Artisan Cheese, Wine and Distilled Spirits. Model the

facility on Walla Walla Community College's Vintner program. Include training plus facilities. This is would be collaborative effort led by the City.

Policy ED-1.9 "Business Support" Encourage efforts for retention and expansion of existing businesses.

**Goal ED-2 Expand the local economy by building on existing strengths.**

Policy ED-2.1 Partner with regional and state organizations for economic development initiatives of mutual interest, Coordinate local and countywide economic policies and strategies with the Puget Sound Regional Council's Regional Economic Strategy, King County initiatives, and other agencies.

Policy ED-2.2 Identify industries with higher-wage jobs, where the City has a competitive advantage, and pursue opportunities to encourage growth of those industries in the City.

Policy ED 2.3 Consider amendments to the zoning code and business license regulations for mobile vendors for outdoor seating, hours of operation, etc.

Policy ED 2.4 Continue working with the local businesses and the chamber of commerce for downtown events. Consider amendments to the municipal code for event permits.

**Goal ED-3 Promote workforce housing opportunities.**

Policy ED-3.1 Promote the development of workforce housing. Develop incentives to encourage development of workforce housing throughout the City, including middle housing. Incentives such as reduction in building fees, construction sales taxes and other incentives should be developed to facilitate the construction of workforce housing.

**Goal ED-4 Foster a balanced, diversified local economy to increase economic resilience.**

Policy ED-4.1 Promote economic resilience by encouraging diversity of businesses not reliant on a single business sector or large employer.

**Goal ED-5 Increase Tourist Visits**

Policy ED-5. "Expo Center Events" Maintain and expand events and activities at the Enumclaw Expo Center. This effort will be led by the Expo Advisory Committee.

Policy ED-5.2 "Agricultural Food Product Incubator" Conduct a feasibility study for the development of an Agricultural Food Product Incubator for Artisan Cheese, Wine and Distilled Spirits. Model the facility on Walla Walla Community College's Vintner program. Include training plus facilities. This will be a collaborative effort led by the City.

Policy ED-5.3 "Art and Cultural Events" include arts and cultural advocates on the Tourism Advisory Committee and explore opportunities to increase arts and cultural events that will have measurable results. This should be a community effort supported by the City.

Policy ED-5.4 "Downtown Revitalization" explore opportunities to improve the attractiveness of downtown to visitors. This could include storefront improvement programs, vacant storefront art programs or other efforts that will have measurable results. The City should explore opportunities to redevelop underutilized City owned property in the downtown. Consider developing an attractive downtown gathering space, additional retail and high quality

*residential on underutilized public properties. This could include a community center, senior center or similar type of public improvements.*

*Policy ED-5.5 “Mt Rainier National Park Schedule”, Lobby for year-round opening of Sunrise and Mt. Rainier National Park. This would be a City Council led effort.*

*Policy ED-5.6 “SR 410 Aesthetics” Improve attractiveness of SR 410 corridor, specifically landscaping at key intersections. This would be a City led effort.*

*Policy ED-5.7 “Tourism Marketing and Branding” Create a five- year tourism marketing and branding program. This effort should be led by the business community with the support from the City.*

**Goal ED-6 Continue to strengthen the central business district.**

*Policy ED-6.1 Encourage retail development within the central business district.*

*Policy ED-6.2 Support the continued operation of the local business collective.*

*Policy ED-6.3 Representatives from City Staff and/or City Council should attend Chamber of Commerce Meetings as available.*

*Policy ED-6.4 Provide information to builders and local business owners on meeting requirements in historic structure renovations.*

*Policy ED-6.5 Consider a design assistance program to help business owners, builders and contractors create new construction and renovation plans that enhance the central business district’s character.*

**Goal ED-7 Seek to enhance the central business district's walk-ability.**

*Policy ED-7.1 Consider revising development regulations, as appropriate to allow mixing commercial and/or Institutional uses with apartment of condominiums in the CBD.*

*Policy ED-7.2 Identify links to neighborhoods and make sidewalk Improvements when funding Is available.*

*Policy ED-7.3 Consider new street design for Cole Street and Railroad Street to a more pedestrian friendly design that maintains vehicular access as well as promote local businesses and events.*

*Policy ED-7.4 Identify links to industrial land and Institutions near the CBD and make sidewalk improvements when funding is available.*

*Policy ED-7.5 Consider a master plan the area between the CBD and SR 410, identifying opportunity sites and creating a walkable community linked directly to the CBD.*

*Policy ED-7.6 Consider improved visual connections to CBD from SR 410 by installing effective directional or wayfinding signs at logical CBD access points as well as maintain existing entry statements along the state highways.*

*Policy ED-7.7 Prioritize developing the industrial land near the city center.*

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

**Goal ED-8 Welcome visitors, encouraging them to enjoy Enumclaw amenities and return.**

*Policy ED-8.1 Provide convenient parking for travelers accessible from SR 410 and other highways.*

*Policy ED-8.2 Consider jitney or shuttle service programs from parking sites to CBD or other commercial activity areas.*

*Policy ED-8.3 Employ strategies to create a business environment that entices people to stop and linger.*

*Policy ED-8.4 Consider studying seasonal differences in traveling public and target business advertising strategies to match.*

*Policy ED-8.5 Consider amending zoning and other regulations as needed for Bed & Breakfast and short-term rentals establishments near the CBD and within the city.*

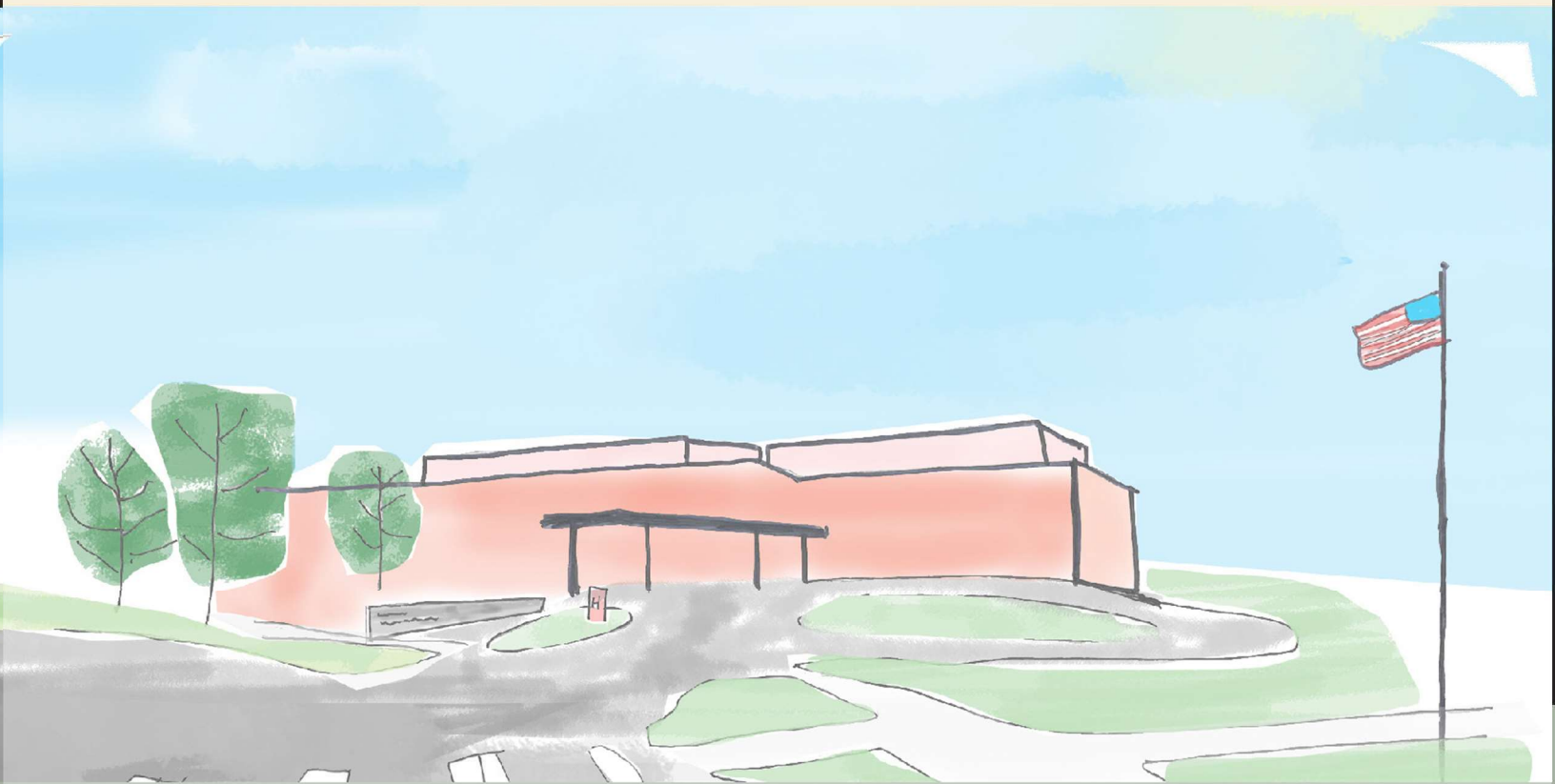
*Policy ED-8.6 Consider incentives to encourage quality hotel accommodations near the CBD.*

*Policy ED-8.7 Encourage the designation and preservation of historic buildings in the CBD.*

# Enumclaw Comprehensive Plan

## HUMAN SERVICES

**DRAFT**



# 9. HUMAN SERVICES

## Purpose

Human services are an essential part of the fabric of a community. The City of Enumclaw is no exception. The dedication and commitment of the city is shown by the creation of a Human Services Advisory Board (HSAB) that makes recommendations (when necessary) based on their knowledge of community needs and their desire to create a better way of life.

## Mission Statement of the Human Services Advisory Board:

The Human Services Advisory Board will assist and advise elected officials of the city in identifying the local service needs and recommending priorities to meet those needs including, but not restricted to, proposing programs, revising and evaluating existing programs, encouraging citizen participation, and performing other assignments referred to the board by the Mayor or Council as deemed appropriate.

The creation of this plan was through efforts by current and past HSAB members. In 2003 the HSAB determined priorities for review, research and discussion. In the “Perception of Human Services Survey” most participants liked the priorities the HSAB set. The priorities are as follows:

- Basic Needs – Food, Clothing, Shelter and Employment.
- High Priority Needs – Youth, Elderly, and Mental Health Services, Substance Abuse and Domestic Violence.

This revision to the plan includes updated goals and policies to reflect changes that have occurred since the 2015 Comprehensive Plan.

## Local Planning Context

### *PERCEPTION OF HUMAN SERVICES SURVEY*

In 2003 the HSAB conducted a survey and developed community human service priorities. The results of that work are below and have been a part of this chapter since then. The HSAB should consider engaging the community and consider revising and updating their work moving forward.

A “Perception of Human Services Survey” was given to forty-seven community leaders, activists, and service providers in the Enumclaw community. Twenty-five of these surveys were returned. In this survey, most people felt that a human services definition should include providing referral services and helping people help themselves. Many of the survey participants also felt that providing for basic needs and emergency assistance should be included.

According to the survey, the most pressing or major human service concern is emergency assistance for basic needs. Affordable healthcare and dental care were also expressed as a

major problem. Rating close behind that was substance abuse (adult and youth), and transitional and affordable housing. Unemployment, crime (including youth crime and violence), poverty, child abuse, domestic violence and affordable housing were expressed as moderate problems.

When asked how survey participants heard about human services in Enumclaw, most participants said by word of mouth (76%). The Guide to Human Services for the Enumclaw Plateau Area developed by the HSAB is a commonly used tool to look for human services. Many of the participants also get human services information from internet services.

The greatest barrier, according to the survey, for getting human service assistance is not knowing how to access the service. Additional barriers were limited English speaking skills, no service to assist with the problem and reluctance to ask for assistance.

### *AVAILABLE HUMAN SERVICES*

The Human Services section of the Resource Volume provides a matrix of the human services that are available within the City of Enumclaw. This data is used in the matrixes to determine what services are available in the city, in neighboring cities, and which are not available. This also helps to determine which services are duplicated and to what extent they may be duplicated.

### **Needs Analysis: Basic Needs**

The Human Services section of the Resource Volume also provides a needs analysis of basic needs: food, clothing, and shelter. This also includes employment since employment is necessary for self-sufficiency. Many times, a person that has difficulty meeting one basic need will have trouble meeting other basic needs as well.

### *FOOD*

Services within Enumclaw are adequate for obtaining food. In most instances, those seeking food had a several organizations to choose from. Plateau Outreach Ministries (POM) offers food to all groups: families, single mothers, seniors and individuals. WIC (Women, Infants and Children) offers food to families and single mothers. POM operates the local Food Bank that gives food to seniors, individuals, single mothers and families. Seniors also have an additional resource offered by the Enumclaw Senior Center.

### *CLOTHING*

Some families may not have enough income to cover the cost of food and shelter, much less clothing. POM has a limited supply of clothing available at no cost. They also have a thrift store, More Pennies From Heaven, which has low cost used clothing. The Enumclaw School District also provides a clothing bank; however, it is small and has limited hours of operation. The Buckley Clothing Bank, which is available to Enumclaw residents, is nearby and has more clothing available, but their hours are also limited (Wednesday 1:00 to 3:00 and Saturday 10:00 to 1:00). Although these services are available, there is a need to expand this service because of the clothing banks' extremely limited hours and inadequate choices of clothing.

## *SHELTER*

Research done by the Enumclaw Housing Task Force indicates subsidized rental housing is inadequate evidenced by the long waiting lists. Affordable permanent housing is also an issue. Housing is considered affordable if it does not exceed 30% of total household income. According to the 2000 Census, 43.4% of Enumclaw residents paid more than 30% of their income to housing. In addition, there are no services available for the homeless and emergency shelters are not available in Enumclaw.

POM offers referrals to these services in other communities such as Seattle and Auburn. There are also no services currently available in Enumclaw for transitional housing. Emergency financial assistance is available from POM and the Kiwanis' Helping Hand Fund.

## *EMPLOYMENT*

There are limited services available in Enumclaw to assist the unemployed. Services are available through POM and consist of resume assistance, providing newspapers with job listings as well as fax and mailing assistance. Green River Community College at Enumclaw offers GED preparation and testing, and job training. There is a Financial Aid office at Green River Community College to assist with payment options. There are no employment services specifically for minorities or disabled persons in the city.

## **Needs Analysis: High Priority Needs**

The high priority needs determined by the HSAB are services for Youth, Elderly, Mental Health, Substance Abuse and Domestic Violence (analyzed in a matrix of services in the Human Services section of Resource Volume 2).

## *YOUTH SERVICES*

Youth Services involves a large spectrum of issues. There are many opportunities available to youth in Enumclaw such as CPR training, first aid, safe sitting, computer training and AIDS, drug, alcohol, and tobacco education. The Enumclaw Pool offers public swimming with a sliding scale for low-income users. A wide array of clubs and organizations, as well as the city's Parks and Recreation Department have programs that are available to youth. In addition, area churches offer a variety of programs.

There are some programs targeted towards youth with special concerns. In addition to counseling and case management for youth, Enumclaw Youth and Family Services (EYFS) offers an after school drop-in center for youth ages 12-18. The school district offers special education for preschool ages 3-4 and Early Childhood Educational Assistance Program (ECEAP), a program that offers free preschool for low-income children. St. Elizabeth Hospital, EYFS and the local Young Life chapter offers programs for teen parents.

## *SENIOR SERVICES*

Food services, volunteer opportunities, chore assistance and health education are available through the local Senior Center, which also offers classes and a drop-in center for

socializing. Transportation, which is of concern for many seniors, is limited to the St. Elizabeth Care Van and the Senior Center Van Service. While there are several senior-housing options, there is a lack of low-income housing for seniors. Mental Health Services are limited as well; services specifically for seniors are available in Auburn and other surrounding communities. As compared to other population groups, seniors have more options available to them; this may be due to community focus and dedication to the senior population.

### *MENTAL HEALTH SERVICES*

There are limited services available for mental health in Enumclaw. Valley Cities Counseling provides some services to youth through the Enumclaw School District and to older adults through select nursing facilities, but they do not currently have a facility in Enumclaw making it difficult to serve adults. EYFS provides counseling for youth and their families. The mental health services in Enumclaw are inadequate, particularly for adults, and need to have a deeper analysis.

### *SUBSTANCE ABUSE*

There is assistance available for substance abuse through Recovery Centers of King County – Enumclaw Branch, which accepts Medicaid and has a sliding scale fee. There are also a variety of Alcoholics Anonymous (AA) meetings held in Enumclaw. Support for those who have loved ones with alcohol or drug problems is available through Al-Anon. Very limited referral services were found to be available in the city. Additional inpatient and outpatient services available outside the city can be reached on the Public Health - Seattle & King County website.

### *DOMESTIC VIOLENCE*

The Domestic Violence Task Force has done a tremendous job of helping to close gaps in services. They offer assistance through “court watch,” created a support group, and make information available through resource packets that have been distributed throughout the city. They were a driving force in having the Police Department provide cell phones, emergency kits and motel vouchers for victims. Domestic violence assistance is available outside the city, where some victims feel more safe. Referrals for counseling and support groups are available through the Police Department, EYFS and the Domestic Violence Task Force. Tremendous progress has been made for prevention of domestic violence in Enumclaw along with support for victims.

The creation of this plan was through efforts by current and past HSAB members. In 2003 the HSAB determined priorities for review, research, and discussion. In the “Perception of Human Services Survey” most participants liked the priorities the HSAB set. The priorities are as follows:

- Basic Needs: Food, Clothing, Shelter and Employment
- High Priority Needs: Youth, Elderly, and Mental Health Services, Substance Abuse and Domestic Violence.

The goals and policies provide a framework for making recommendations and decisions regarding human services. This plan is intended for use today and also as a future working-document. The Strategies for Implementation should also be updated regularly, either yearly or every other year. Goals and Policies may also need updating periodically.

## Goals and Policies

### **Goal HS-1 Seek to strengthen community approaches to human services.**

- Policy HS-1.1 Consider funding to human service organizations throughout the community when funds are available.*
- Policy HS-1.2 Encourage human service organizations to offer services needed in the community which are not currently available.*
- Policy HS-1.3 Advocate for new and existing human services programs on the national, state, and regional level.*
- Policy HS-1.4 Seek to broaden the resource base through funding options available on national, state, regional and local levels, and consider developing collaborative public/private partnerships.*
- Policy HS-1.5 Become a voice for human services. Promote education on many different levels regarding the full range of human services.*
- Policy HS-1.6 Involve those who provide human services in the development of human service policies, funding strategies, and educational programs.*

### **Goal HS-2 Promote an effective and efficient system of human services that addresses and anticipates needs within the community.**

- Policy HS-2.1 Support the HSAB in successfully determining and addressing human services problems.*
- Policy HS-2.2 Maintain strong partnerships with nearby community human services providers to secure services that cannot be offered in Enumclaw.*
- Policy HS-2.3 Maintain a HSAB that is dedicated to the mission of the Board.*
- Policy HS-2.4 Maintain strong partnerships with the Enumclaw School District and local service organizations to identify human services problems in the community.*
- Policy HS-2.5 Update the Human Services Strategies to address needs within the community as needed.*
- Policy HS-2.6 In an effort to track progress and emerging trends in human services, update the Human Services Plan as data from each Census or additional data sources becomes available.*

## Implementation Strategies

**1. Work closely with community organizations that may be able to provide needed services where gaps exist. Consistent with Policy HS 1.2**

- 1.1 *Seek partnerships with regional, local governmental and non-governmental agencies and organizations to provide mental health services in our community.*
- 1.2 *Consider joining regional efforts to address homelessness and the goal of making it rare, temporary, and a one-time problem in our community.*
- 1.3 *Seek partnerships with governmental and private organizations to address the issue of substance abuse use in our community.*

**2. Seek and identify creative funding options for human services. Consistent with Policy HS 1.3**

- 2.1 *Work with corporations and local/regional businesses to explore funding options.*
- 2.2 *Partner with local, state, regional, and national non-profit and social service organizations to secure funding for human services.*
- 2.3 *Seek funding from regional, state, and federal government agencies for local human services.*

**3. The HSAB should advise the City Council on budget distribution for all human-service-related programs. Consistent with Policy HS 2.3**

- 3.1 *The HSAB takes great care in advising distribution for CDBG funds. As part of this Human Services Plan, the Board identified needs and stated priorities. The Board will use this plan as a foundation for advising the council on budgetary items and will engage in additional research when necessary to make valid recommendations.*

# Enumclaw Comprehensive Plan

UTILITIES

**DRAFT**



# 10. UTILITIES

## Purpose

The purpose of the Utilities Element is to provide goals and policies that will direct the City on planning for, placing, operating, and maintaining municipal utilities and supporting non-municipally run utilities in placing and maintaining the infrastructure needed to support existing residents and businesses and planned growth in Enumclaw. The City of Enumclaw directly delivers many public utility services in Enumclaw, including:

- Natural Gas
- Sewer
- Solid Waste, Recycling, and Yard Waste
- Stormwater
- Water

The City of Enumclaw's Public Works Department is responsible for the planning, design, construction, operations, and maintenance of the City's natural gas, sewer, stormwater, and potable water utilities; this includes responding to utility emergencies related to its municipal utilities and coordinating with non-municipal providers related to electrical and telecom emergencies and participating in the State of Washington's "811" or "call before you dig" program, which coordinates utility providers to mark their buried lines from public right-of-way and across private property for free.

The Department also delivers solid waste, recycling, and yard waste collection services within its boundaries, except for large container service and at properties that have been annexed within the last seven years. Properties annexed within the last seven years continue to be served by a private solid waste, recycling, and yard service provider, contracted through King County. This private service provider is currently Waste Management, Inc. however, other private service companies in King County include Recology CleanScapes, Republic Services, and Waste Connections, Inc. Large container service is also delivered by Waste Management Inc.

Since the adoption of the City of Enumclaw's previous Comprehensive Plan, in 2015, the City has adopted two annexations, the Mount Rainier Christian Center Annexation and the SE 456th St. Orphan Road annexation. Neither of these annexations included households.

While the City does deliver solid waste, recycling, and yard waste services in Enumclaw, it relies on King County's Enumclaw Recycling and Transfer Station to dispose of waste. King County is solely responsible for the funding and operation of the transfer station, although the County does recover some of its costs through user fees, including from the City of Enumclaw.

The city does not deliver electricity services; the City's electricity utility is Puget Sound Energy. Telecommunications, including landline, cable, cellular, fiber optic, and wireless television, internet, and phone services, are available in Enumclaw through a number of private companies including Comcast, Astound (Wave) Broadband, Lumen, T-Mobile, AT&T, and Verizon.

In Enumclaw's previous Comprehensive Plans, including the 2015 Comprehensive Plan Update, information about the public utilities serving Enumclaw, including the City's municipal utilities were included as part of the Capital Facilities Element. This Comprehensive Plan Update isolates this information as a separate "Utilities Element" in conformance to the GMA, which requires such an element.

## Planning Context and Framework

### *STATE PLANNING CONTEXT*

The Washington State Growth Management Act (GMA) requires, as codified in RCW 36.70A.070.4, that all comprehensive plans contain a Utilities Element that includes the general location, proposed location, and capacity of all existing and proposed utilities, including but not limited to, electrical, telecommunications, and natural gas systems. RCW 36.70A.070(2) requires that, within this Utilities Element, City's, like Enumclaw must identify this information for not only all public entities that own utility systems but must also make a good faith effort to include it for other public entities, like special purpose districts.

Although GMA does not explicitly require that planning for utilities meet concurrency requirements, the Utilities Element is an important tool for planning for growth, as utilities services and infrastructure must be in place to accommodate growth.

### *REGIONAL PLANNING CONTEXT*

Like the City of Enumclaw's overall Comprehensive Plan, the City's Utilities Element must be consistent with King County's CPPs and PSRC's Vision 2050 MPPs. Enumclaw's utilities planning is also guided by a number of other regional collaborations and planning documents, including the South King County Coordinated Water System Plan (SKCCWSP), Water Resource Inventory Area (WRIA) 9 (Green River) Watershed Restoration and Enhancement Plan, and the WRIA 10 (White River) Watershed Restoration and Enhancement Plan.

### **KING COUNTY COUNTYWIDE PLANNING POLICIES**

King County has established CPPs related to public facilities and services, including utilities, with the overarching goal that "County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy". These goals include specific goals related to utilities, including:

- 7 CPPs related to water supply;
- 2 CPPs related to sewage treatment and disposal;
- 1 CPP related to solid waste;
- 2 CPPS related to energy; and,
- 1 CPP related to telecommunications.

King County's CPPs provide policy guidance on ensuring natural resource availability; implementing conservation and water reduction activities; planning for climate change and

disaster preparedness and resiliency; planning for and siting capital facilities; and regional collaboration around resource use and facilities.

## VISION 2050 MULTICOUNTY PLANNING POLICIES

PSRC's Vision 2050 for King, Snohomish, Pierce, and Kitsap counties includes MPPs for public services, which include public utilities.

## OTHER REGIONAL PLANNING DOCUMENTS

### **South King County 1989 Coordinated Water System Plan**

SKCCWSP was developed by Economic and Engineering Services, Inc. in 1989. The purpose of the SKCCWSP is to assist the area's water utilities in establishing an effective process for the planning and development of public water systems while restricting the proliferation of small public water systems. The SKCCWSP accomplishes this by establishing future service area boundaries, minimum design standards, service review procedures, appeals procedures, long-term regional water supply strategy, water conservation program and goals, and the satellite system management program. The City has established policies, design criteria, and goals that meet or exceed the requirements and goals of the SKCCWSP.

### **WRIA 9 (Green River) Watershed Restoration and Enhancement Plan**

The northerly portion of Enumclaw is located in WRIA 9, the Duwamish/Green watershed. The northerly portion of the City and the City's UGA drains north/northwest into Newaukum Creek. Newaukum Creek joins with the Green River, which subsequently discharges into the Duwamish River and flows into Puget Sound.

WRIA 9's most recent Watershed Restoration and Enhancement Plan was approved by the WRIA 9 Watershed Restoration and Enhancement Committee in February 2021 and adopted by Ecology in May 2021. The WRIA 9 Plan assumes an estimated 247.7 acre-feet per year (AFY), or 0.34 cubic feet per second (cfs), of new consumptive water use in WRIA 9 that this watershed plan must address and offset. The WRIA 9 Committee sought projects to offset at least 495.4 AFY to account for uncertainties in the PE well projection and consumptive use estimate, including higher rates of water use that could result from climate change and changing development patterns. The WRIA 9 Committee developed the water offset target by doubling the 247.7 AFY consumptive use estimate. The offset target of 495.4 AFY also accounts for uncertainties related to project implementation.

### **WRIA 10 (White River) Watershed Restoration and Enhancement Plan**

The southerly portion of the City and the City's UGA are located in WRIA 10, the Puyallup/White watershed. The southerly portion of the City and the City's UGA drains south/southwest into Boise Creek. Boise Creek joins with the White River, which subsequently discharges into the Puyallup River and flows into Puget Sound.

WRIA 10's most recent Watershed Restoration and Enhancement Plan was approved by the WRIA 10 Watershed Restoration and Enhancement Committee in April 2021 and adopted by

Ecology in June 2021. The WRIA 9 Plan assumes an estimated consumptive water use associated with the new PE well connections is 277.4 acre-feet per year (0.38 cfs); equivalent to 360 gallons per day for each new PE well. The projects and actions in this watershed plan will address and offset the consumptive water use from those PE well connections. The projects in this watershed plan include water right acquisitions, managed aquifer recharges, stormwater infiltration, and PE well decommissioning that provide an estimated offset of 788.3 acre-feet per year to benefit stream flows and enhance the watershed.

**LOCAL PLANNING CONTEXT**

As discussed previously, the City of Enumclaw is a significant, but not exclusive, utility provider in Enumclaw, however, the City is also served by private utilities. Where the City provides Utility services, there are a number of local plans and other documents that guide its activities, as shown in Exhibit U-1.

**Exhibit U-1: Municipal Utilities Plans and Documents**

Municipal Utilities	Relevant Plans and Documents
Natural Gas	<a href="#">Natural Gas System Plan and Long-Range Investment Plan, 2016-2035, February 2016</a>
Wastewater	<a href="#">2016 General Sewer Plan Amendment 2, updated August 2023 Appendix G – Standards for Sanitary Sewer Systems, August 2023</a>
Solid Waste	None
Stormwater	<a href="#">Comprehensive Stormwater Plan, August 2019</a> <a href="#">2023 Stormwater Management Program Plan (SWMPP)</a>
Water	<a href="#">Water System Plan, February 2024</a>

These documents have informed this Utilities Element and are incorporated and adopted by reference.

**Introduction**

The City of Enumclaw’s Utilities Element is split into two sections. The first section, *Goals and Policies*, includes the goals and policies that are intended to direct the City’s planning and provision of municipal utility services as well as collaboration around utilities delivered by others. The second section, *Utilities Services and Facilities Inventory*, includes an inventory of public utility services and facilities in the City, by type, including municipal utilities delivered by the City and electricity and telecommunications services delivered by others.

**Goals and Policies**

## OVERALL

**Goal U-1 Operate and maintain utilities at their adopted levels of service and ensure infrastructure can accommodate anticipated growth while maintaining these standards.**

*Policy U-1.1 Maintain municipal utility services as outlined in existing City plans, with highest priority given to improving services in those areas where it already exists, next highest priority to infilling areas surrounded by utility service, and lowest priority to extension of utilities into unserved areas.*

**Goal U-2 Ensure that adequate utilities Infrastructure is placed and sized to meet long-term growth as anticipated and described in this Comprehensive Plan.**

*Policy U-2.1 Continue long-range planning activities for municipal utilities that anticipate growth and ensure needed infrastructure is placed and operational concurrent with new development.*

*Policy U-2.2 Participate in planning efforts and coordinate with non-municipal utilities in planning for infrastructure to accommodate growth.*

**Goal U-3 Require development associated with growth to pay for or construct growth-necessitated infrastructure or the share of infrastructure associated with the needs of new growth.**

*Policy U-3.1 As possible, determine new utility needs associated with development as part of the permitting process.*

**Goal U-5 Coordinate utility placement and development with other Infrastructure to improve efficiency In cost and timing of development.**

*Policy U-5.1 As practical, collocate municipal and non-municipal utilities in shared trenches and/or utility corridors.*

*Policy U-5.2 Coordinate utility improvements with construction and repair of new and existing transportation infrastructure.*

*Policy U-5.3 Ensure a reasonable regulatory environment and provide expeditious permitting for utility projects to minimize service disruptions and associated costs for ratepayers.*

**Goal U-6. Promote the undergrounding of new and existing utility lines, where practical.**

*Policy U-6.1 Support undergrounding existing utility lines as coincident transportation projects occur.*

## POTABLE WATER

**Goal U-7 Participate in regional planning efforts and initiatives around maintaining water quality and conservation.**

*Policy U-7.1 Identify and support water quality and conservation efforts in conjunction with regional efforts.*

**Goal U-8 Require a retail water service connection for all new development permitted by the City.**

**WASTEWATER**

**Goal U-9 Require a wastewater connection for all new development permitted by the City.**

**SOLID WASTE**

**Goal U-10 Participate in regional planning efforts around solid waste management.**

*Policy U-10.1 Continue to participate in the Metropolitan Solid Waste Advisory Committee (MSWAC).*

*Policy U-10.2 Monitor contracted solid waste providers (those providing large container service and serving recently [within the last seven years] annexed areas) to ensure compliance with the service contracts.*

**Goal U-11 Ensure appropriate solid waste management and disposal and prevent illegal dumping.**

*Policy U-11.1 Enforce codes to ensure adequate and conveniently located space for garbage and recycling collection containers in commercial, multifamily, and mixed-use buildings.*

*Policy U-11.2 Post signage and enforce laws around illegal dumping at sites where illegal dumping occurs.*

**STORMWATER**

**Goal U-7 Participate in regional planning efforts and initiatives around maintaining watershed quality and meeting offset targets.**

**Goal U-7 Maintain, use, and require development to use stormwater design and construction standards.**

**Utilities Services and Facilities Inventory**

As discussed previously, the City of Enumclaw is served by municipal utilities which provide natural gas, potable water, wastewater, solid waste, and stormwater services and private utilities that provide electrical energy and telecommunications in and around Enumclaw. These utilities are delivered to residents based on adopted level of service guidelines which determine the need for new and expanded utilities infrastructure. Exhibit U-2 outlines who governs the utilities in Enumclaw and provides the adopted level of service standards for those services.

**Exhibit U-2 Utilities Governance and Level of Service Standards**

Utility	Governance	Adopted Level of Service Guidelines
Natural Gas	City of Enumclaw	Provide natural gas service within the City's certified service area boundary in accordance with the Enumclaw Municipal Code, Pipeline

Utility	Governance	Adopted Level of Service Guidelines
		Safety Manual, and Natural Gas Comprehensive Plan
Wastewater		Provide sewer service within the City limits in accordance with the General Sewer Plan, including: A collection system capable of conveying all wastewater discharges from customers within the City limits that minimizes overflows and the need for new lift stations A treatment system capable of treating and discharging wastewater that meets all permit requirements of the NPDES permit Pretreatment of industrial and commercial wastewater if necessary prior to discharge into the City's collection system
Solid Waste		Maintain efficient and effective garbage, recycle, and yard waste collection programs
Stormwater		Comply with NPDES Phase II federal permitting requirements
Water		Provide high quality and adequate supply of water in accordance with the Comprehensive Water System Plan policies and design criteria

**MUNICIPAL UTILITIES**

**NATURAL GAS**

The City of Enumclaw has operated a natural gas utility within city limits since 1957, when the City, in partnership with the City of Buckley, installed a 13-mile-high pressure main from Auburn through Enumclaw and ending south of the White River Bridge along Highway 410. The City is, now, one of only two remaining municipally-owned natural gas utilities in Washington State. Its activities are governed by stringent federal and state regulations, which are followed to ensure public safety. These federal and state regulations are dynamic and continue to evolve to improve the safety and mitigate the climate impacts of natural gas energy; while safety and climate are important to Enumclaw the dynamic nature of the regulatory environment is a challenge to long-term planning.

For example, beginning on January 1, 2023, the Washington State Department of Ecology required natural gas utilities to participate in a cap-and-invest program to reduce carbon pollution and achieve greenhouse gas (GHG) limits set in state law. This program requires natural gas distribution companies that generate 25,000 metric tons or more of carbon, including municipal utilities like the City of Enumclaw's, to offset carbon emissions produced through the sale of natural gas.

The City's level of service standard for natural gas is to provide natural gas service within the City's certified service area boundary in accordance with the Enumclaw Municipal Code,

Pipeline Safety Manual, and Natural Gas Comprehensive Plan. This certified service area is 44.3 square miles and includes the City of Enumclaw, its urban growth areas, and portions of the City of Auburn and unincorporated King County. Natural gas is also distributed through the system to the City of Buckley through a 20-year agreement with Puget Sound Energy that was initiated in 2014.

**Exhibit U-3. City of Enumclaw Natural Gas Utility Service Area, 2023**

[forthcoming]

The City's Public Works Department is responsible for the operation and maintenance of the natural gas utility while the City's Finance Department is responsible for utility billing, accounting, and customer service. Within the Public Works Department, the Engineering Division provides mapping of system facilities and the Operations Division performs routine maintenance and daily operation of the distribution system, including operation of the mains, service lines, valves, pressure regulating devices, and cathodic protection system. As of 2023, the City of Enumclaw has approximately 9.98 FTE supporting the Natural Gas Utility, including 1 FTE Gas Utility Manager, 1 FTE Gas Supervisor, 1 FTE Gas Engineer, 0.33 FTE Utility Tech, 4 FTE Gas Workers, and 1 FTE Utility Worker.

As of 2023, the utility had 19 district regulator stations and 116.7 miles of distribution main serving 5,000 retail customers. The City's Natural Gas Comprehensive Plan the *Natural Gas System Plan and Long-Range Investment Plan, 2016-2035* was last updated in February 2016 and is incorporated by reference into this Utilities Element. As part of developing the *Natural Gas System Plan and Long-Range Investment Plan, 2016-2035*, the City's natural gas infrastructure was evaluated and a planning base model representing the system at 2035 buildout conditions (based on the City's 2035 Master Development Plan) was developed to allow for comparison of long-range scenarios for the Utility and develop a preferred alternative and investment plan for the Utility over the next 20 years.

The selected alternative required an investment of \$3 million in 2015 dollars between 2016 and 2035 and recommended that the City validate load growth periodically and adjust the timing of capital projects as appropriate. In addition, additional operating and capital needs related to regulatory requirements also need to be incorporated. The City has been diligent in addressing the investment needs identified as part of the *Natural Gas System Plan and Long-Range Investment Plan, 2016-2035* however many significant projects remain, as shown in the 20-year needs analysis, following. The project costs associated with these projects were taken from the *Natural Gas System Plan and Long-Range Investment Plan, 2016-2035*, however, they were updated to 2023 dollars using the Washington State Department of Transportation (WSDOT) Construction Cost Index.

**Exhibit U-4. City of Enumclaw Natural Gas Utility 20-year Needs Analysis, 2023 Dollars**

Description	Cost Estimates
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		Actuals (2016\$)	Updated (2024\$, rounded to nearest \$10,000)
Uprate 4-inch steel IP main in Warner Avenue between the existing Warner Regulator Station and Blake Street, adding a new regulator station near the intersection of Warner Avenue and Blake Street, Add a new regulator station near Auburn Enumclaw Road and 228th Avenue SE. Increase HP to 326 psig. Uprate the IP system to 50 psig.			
<b>HP System Pressure</b>	Uprate to 326 psig 82,400 ft. Uprate existing steel IP main, 6,543 ft.	\$254,210	\$320,000
<b>IP System Pressure</b>	New regulator stations 1. Enumclaw Auburn Rd and 228th Ave SE. 2. Warner and Blake Rebuild Roosevelt Regulator Station.	\$285,355	\$360,000
<b>Regulator Station Work</b>	2" – 6,666 Ft. 4" – 14,273 Ft. Relocate 16 services along Warner (\$8,000)	\$225,000	\$280,000
<b>New PE Pipe Installed</b>	4" – 21,023 Ft.	\$1,502,276	\$1,890,000
<b>Steel Pipe Replaced with PE</b>		\$1,513,656	\$1,910,000
<b>TOTAL ESTIMATED COST</b>		<b>\$3,780,497</b>	<b>\$4,760,000</b>

These investments are expected to occur in the 20-year horizon of this Plan, but not in the next six years. However, the timing of these investments is highly dependent upon when growth actually occurs. It is recommended that the City update the planning model periodically to analyze the growth that has occurred, and modify the project timing proposed within this report based upon actual growth.

### POTABLE WATER

The City of Enumclaw has operated a Potable Water Utility since 1923, when it acquired its water system from Weyerhaeuser Company which included Boise Spring. The Utility's level of service standard for potable water is to provide a high quality and adequate supply of water in accordance with the Comprehensive Water System Plan policies and design criteria. The City's Comprehensive Water System Plan is the *City of Enumclaw Water System Plan, February 2024*; it is incorporated by reference into this Utilities Element. The Plan must be updated every ten years per WAC 246-290-100.

The Utility serves a 28.8-mile retail service area that includes the City of Enumclaw as well as approximately 23.5 square miles of unincorporated King County. It also has a future water service area that encompasses approximately 8.5 square miles and includes the following areas:

- Along the corridor of SE 406th Street extended between 216th Avenue SE and 240th Avenue SE
- Along the corridor of SE 406th Street extended between 248th Avenue SE and 260th Avenue SE
- 268th Avenue SE between SE 401st Street and SE 411th Street
- In the vicinity of SE 424th Street and 244th Avenue SE
- Along SE 424th Street between 220th Avenue SE and 224th Avenue SE
- Along 216th Avenue SE near SE 444th Street.

### **Exhibit U-5. City of Enumclaw Potable Water Utility Retail Service Area and Future Water Service Area, 2023**

[forthcoming]

Within its current retail service area, the Utility serves approximately 6,350 retail connections, and a total population of 17,200 people, including approximately 13,090 Enumclaw residents and 4,110 people in unincorporated King County.

In addition to its own level of service standard, the Water Utility also has a duty to serve all existing and new service connections within its retail service area in accordance with Washington State municipal water laws, although four criteria must be met:

- The City has sufficient water rights to provide service;
- The City has sufficient capacity to serve water in a safe and reliable manner;
- The service request is consistent with the adopted local plans, land use plans, and development regulations;
- Service can be provided in a timely and reasonable manner.

According to the *City of Enumclaw Water System Plan* the City has determined that it is capable of meeting this requirement over the 20-year period of its Water System Plan and this Comprehensive Plan.

The City's Public Works Department is responsible for the operation and maintenance of the water utility while the City's Finance Department is responsible for utility billing, accounting, and customer service. Within the Public Works Department, the Engineering Division manages capital improvement projects and performs development review and the Operations Division performs routine maintenance and monitors the daily operation of the water system. As of 2023, the City of Enumclaw has 8.54 FTE supporting the Water Utility, with approximately 6 FTE dedicated staff, including 1 FTE Water Supervisor, and 5 FTE Water Workers.

The Water System's current facilities include four sources of supply:

- Boise Spring
- Watercress Spring
- PC Johnson Wellfield
- Golf Course Well

The first two sources operate year-round, while the PC Johnson Wellfield and Golf Course Well are seasonal. The City also has an emergency intertie with the City of Tacoma. All of the City's water rights qualify as for municipal water supply purposes under RCW 90.03.015 and are in good standing. All of the water generated through City sources is chlorinated for disinfection using chlorine gas and water from Boise and Watercress Springs is, additionally, treated for corrosion control at the Corrosion Control Facility at the City reservoir site. Enumclaw does not add fluoride to its water.

The City of Enumclaw 's Water Utility currently serves customers within an elevation range of approximately 520 feet near the northwestern corner of the water service area to an elevation of approximately 1,100 feet at the former Weyerhaeuser Mill site on SR 410; this elevation

range requires that water pressure be divided into eight pressure zones which are regulated by reservoir levels, booster pumps stations, pressure reducing stations, or a combination of some or all of the above.

The water system has five reservoirs:

- 3 MG City Reservoir
- Crews Reservoir
- Stanridge Hill Reservoir
- Fairway Hills Reservoir
- 1 MG City Reservoir

The first four are operational reservoirs with a total storage capacity of 4.74 million gallons (MG). The fifth reservoir, the 1 MG City Reservoir, is not currently operating and is scheduled to be decommissioned.

The water system has seven booster pump stations:

- Weyerhaeuser Booster Pump Station (privately owned but operated by the City)
- New Horizons Booster Pump Station
- Stanridge Hill Booster Pump Station
- 1013 Zone Booster Pump Station
- 983 Zone Booster Pump Station
- Fairway Hills Booster Pump Station
- Highview Booster Pump Station

The water system also includes pressure reducing stations that connect adjacent pressure zones, reducing water pressure as water moves from higher pressure zones to lower pressure zones. The water system has three pressure reducing stations:

- New Horizons
- New Horizons Booster Pump Station
- 983/888 Zone

Appropriately sourced, treated, and pressurized water is then distributed throughout the water system through approximately 145.9 miles of city-owned and -maintained water main, which ranges from 1 to 24 inches in diameter. A further 8.7 miles of privately-owned water main, primarily serving sprinkler systems and mobile home park communities served through master meters, is connected to the City system. An inventory of the water mains in Enumclaw’s water distribution system is shown in Exhibit U-6.

**Exhibit U-6. City of Enumclaw Potable Water Distribution System, Water Main Inventory, 2023**

Diameter (in.)	City-owned (ft.)	Privately-owned (ft.)	Total (ft.)
<b>2 in. or smaller</b>	63,993	11,717	75,710
<b>3 in.</b>	66	7,517	7,583

<b>Diameter (in.)</b>	<b>City-owned (ft.)</b>	<b>Privately-owned (ft.)</b>	<b>Total (ft.)</b>
<b>4 in.</b>	34,487	5,961	40,448
<b>5 in.</b>	380		380
<b>6 in.</b>	220,250	14,406	234,656
<b>8 in.</b>	280,862	3,336	284,,198
<b>10 in.</b>	101,545	2,767	104,312
<b>12 in.</b>	59,856	-	59,856
<b>14 in.</b>	1,481	-	1,481
<b>16 in.</b>	6,363	-	6,363
<b>18 in.</b>	856	-	856
<b>24 in.</b>	471	-	471
<b>TOTAL</b>	<b>770,609</b>	<b>45,704</b>	<b>816,313</b>

Source: City of Enumclaw Water System Plan.

The water distribution system is monitored through a telemetry and supervisory control system, to optimize facility operations and provide instant alarm notifications in the event of equipment failure, operational problem, or emergency. The master telemetry unit is located in the City's Public Works Building and buttressed by additional remote telemetry units at remote facilities. The telemetry and supervisory control system is updated and maintained by the Consultant firm S&B, Inc..

The City's Comprehensive Water System Plan also identifies capital needs and a 10-year capital improvement program, as well as projects to be completed over a 20-year time horizon, for the Water Utility, summarized in Exhibit U-7, following.

### **Exhibit U-7. City of Enumclaw Potable Water Utility 20-year Needs Analysis, 2023 Dollars**

Project Number	Project Description	Estimated Project Cost		Projected Date
		Actuals (2023\$, rounded to nearest \$1,000)	Updated (2024\$, rounded to nearest \$10,000)	
<b>D-16</b>	<b>Steel Main Replacements</b>	\$1,500,000	\$1,500,000	annual
<b>G-7</b>	<b>Rural Area Isolation Valves (annual)</b>	\$200,000	\$200,000	annual
<b>G-9</b>	<b>Misc. Water Improvements</b>	\$1,500,000	\$1,500,000	annual
<b>D-7</b>	<b>Boise Springs Transmission Main</b>	\$3,222,000	\$3,230,000	2024/2025
<b>ST-4</b>	<b>Reduce Dead Storage in Crews Reservoir</b>	\$2,000	\$0	2024
<b>D-14</b>	<b>McHugh Avenue from 2512 to 2840 McHugh</b>	\$1,202,000	\$1,200,000	2025
<b>SO-2</b>	<b>PC Johnson Wellfield Manganese Treatment Predesign</b>	\$50,000	\$50,000	2025
<b>Z-1</b>	<b>New Pressure Zone</b>	\$1,146,000	\$1,150,000	2026
<b>D-13</b>	<b>Harding Street from Kibler Avenue to Griffin Avenue</b>	\$1,176,000	\$1,180,000	2027
<b>D-4</b>	<b>Roosevelt Avenue from Stevenson Avenue to Watson Street</b>	\$1,176,000	\$1,180,000	2027
<b>D-5</b>	<b>Roosevelt Avenue Transmission Main</b>	\$3,442,000	\$3,450,000	2027
<b>G-6</b>	<b>Automated Flushing Devices</b>	\$15,000	\$20,000	2027
<b>D-3</b>	<b>Stevenson Avenue from Railroad Street to Roosevelt Avenue</b>	\$1,735,000	\$1,740,000	2028
<b>D-17</b>	<b>Y Bar S Main Replacement</b>	\$1,200,000	\$1,200,000	2029/2034+
<b>G-5</b>	<b>PC Johnson Wells 2 and 3 Rehabilitation</b>	\$250,000	\$250,000	2029
<b>D-11</b>	<b>Lafromboise Street Alley from Elmont Avenue to Montgomery Avenue</b>	\$693,000	\$690,000	2030
<b>D-12</b>	<b>Montgomery Avenue and Pioneer Street</b>	\$405,000	\$410,000	2030
<b>D-6</b>	<b>Farman Street Looping</b>	\$845,000	\$850,000	2031

Project Number	Project Description	Estimated Project Cost		Projected Date
		Actuals (2023\$, rounded to nearest \$1,000)	Updated (2024\$, rounded to nearest \$10,000)	
<b>G-3</b>	<b>PC Johnson Automatic Transmission Main Control Valve</b>	\$448,000	\$450,000	2031
<b>G-4</b>	<b>PC Johnson Wellfield Chlorine Analyzer</b>	\$10,000	\$10,000	2031
<b>BS-1</b>	<b>Replace Equipment at Lower New Horizons</b>	\$348,000	\$350,000	2032
<b>D-15</b>	<b>Washington Avenue from Porter Street to James Street</b>	\$1,394,000	\$1,400,000	2032
<b>SO-3</b>	<b>Replace PC Well 3 Pump</b>	\$548,000	\$550,000	2032
<b>G-1</b>	<b>Comprehensive Water System Plan Update</b>	\$150,000	\$150,000	2033
<b>ST-1</b>	<b>New 2 MG Reservoir</b>	\$4,831,000	\$4,840,000	2033/2034
<b>ST-3</b>	<b>Storage Integrity Evaluation</b>	\$50,000	\$50,000	2033
<b>BS-2</b>	<b>Emergency Generator at Lower New Horizons</b>	\$270,000	\$270,000	2034+
<b>D-1</b>	<b>Stevenson Avenue from Marion Street to Railroad Street</b>	\$856,000	\$860,000	2034+
<b>D-10</b>	<b>Griffin Avenue from Florence Street to Highpoint Street</b>	\$1,746,000	\$1,750,000	2034+
<b>D-2</b>	<b>Marion Street from Stevenson Avenue to Edith Avenue</b>	\$292,000	\$290,000	2034+
<b>D-8</b>	<b>Porter Street from Battersby Avenue to McHugh Avenue</b>	\$1,306,000	\$1,310,000	2034+
<b>D-9</b>	<b>Griffin Avenue from Pioneer Street to Florence Street</b>	\$1,167,000	\$1,170,000	2034+
<b>G-2</b>	<b>Boise Spring Rehabilitation</b>	\$50,000	\$50,000	2034+
<b>G-8</b>	<b>Facility Equipment Replacements</b>	\$1,500,000	\$1,500,000	2034+

Project Number	Project Description	Estimated Project Cost		Projected Date
		Actuals (2023\$, rounded to nearest \$1,000)	Updated (2024\$, rounded to nearest \$10,000)	
SO-1	New Watercress Well 1	\$1,874,000	\$1,880,000	2034+
ST-2	Decommission 1 MG Reservoir	\$674,000	\$670,000	2034+
<b>SUBTOTAL, SIX-YEAR (2024-2029)</b>		<b>\$18,509,000</b>	<b>\$18,540,000</b>	
<b>SUBTOTAL, REMAINDER of 20-YEAR 2030-2044</b>		<b>\$19,457,000</b>	<b>\$19,500,000</b>	
<b>TOTAL</b>		<b>\$37,273,000</b>	<b>\$37,350,000</b>	

The City will be spending over \$2M out of the fund balance for capital projects planned for 2024. Loans will be pursued for higher cost projects such as the new reservoir. The City has the capacity to take on more debt and will use a combination of debt, connection charge revenue, and rate income to accomplish its capital program.

**WASTEWATER**

The City of Enumclaw has owned and operated a Wastewater (often referred to as a sanitary sewer) utility since 1915. The City's most recent wastewater utility planning document, the *City of Enumclaw, General Sewer Plan, March 2016*, incorporated into this Comprehensive Plan by reference, was based on the City's UGA as of 2015. This Plan documents that the City's sewer collection and treatment system has adequate capacity to serve the expected growth in the City and UGA as long as modest improvements continue to be made. However, this has not always been the case, as the City of Enumclaw has had to enact several development moratoriums due to a lack of potable water and/or sanitary sewer system capacity. The most recent development moratorium started in 1994 and was extended bi-annually until 2009, when an updated sewage treatment facility was nearing completion.

The City of Enumclaw operates its Wastewater Utility according to all applicable federal, state, and regional design criteria, laws, regulations, and policies. The City's level of service standard for sanitary sewer services is to provide sewer service within the City limits in accordance with the General Sewer Plan, including provision of:

- A collection system capable of conveying all wastewater discharges from customers within the City limits that minimizes overflows and the need for new lift stations;
- A treatment system capable of treating and discharging wastewater that meets all permit requirements of the NPDES permit; and,
- Pretreatment of industrial and commercial wastewater if necessary prior to discharge into the City's collection system.

The Wastewater Utility's service area is approximately 3.3 square miles, with the City itself making up 5.3 square miles and the City's UGAs adding another 1.1 square miles.

**Exhibit U-8. City of Enumclaw Wastewater Utility Service Area, 2023**

[forthcoming]

As of 2023, the Utility serves 4,140 retail customers within this service area. This includes the majority of single family residences within the City; there are estimated to be fewer than 200 single family residences that are not served by the City's wastewater utility (who instead rely on onsite sewerage systems). This value also includes the City's approximately 330 non-residential customers as well as its sole customer subject to a NPDES industrial permit, the King County Transfer Station.

The City's Public Works Department is responsible for the operation and maintenance of the wastewater utility while the City's Finance Department is responsible for utility billing, accounting, and customer service. Within the Public Works Department, the Engineering Division performs development review and manages capital improvement projects and the Operations Division performs routine line maintenance of the collection system and daily operation of the wastewater treatment plant. As of 2023, the City of Enumclaw has 9.38 FTE supporting the Wastewater Utility, with approximately 6 FTE dedicated staff, including 1 FTE WWTP Supervisor, 1 FTE Engineer, 1 FTE Line Maintenance Workers, and 3 FTE Wastewater Operators.

The Wastewater Utility operates a sewer collection system consisting of eleven lift stations and 54.8 miles of gravity collection main. Ten of the lift stations are City-owned while Thunder Mountain is owned by the Enumclaw School District and on Enumclaw School District property and will be transferred to the City in the future. The 11 lift stations are documented in Exhibit U-9.

#### Exhibit U-9. City of Enumclaw Wastewater Utility, Lift Stations, 2023

Station	Station Year Built	Pump Year Installed	GPM	Horsepower	Generator
<b>McHugh</b>	1947	1984	400	7.5	Yes
<b>Pinnacle</b>	2019	2019	180	15	Yes
<b>Rainier</b>	1965	2017	350	2.85	Portable
<b>Berilla</b>	1990	2005	150	5	Yes
<b>Willowgate</b>	1990	1990	270	7.5	Yes
<b>Chinook</b>	1990	1990	215	7.5	Yes
<b>Rainier Trails</b>	1991	1991	150	7.5	Yes
<b>Sunrise</b>	1992	1992	120	3	Portable
<b>Takoba</b>	1995	1993	360	10	Yes
<b>Thunder Mountain</b>	2000	2000	250	15	Portable
<b>Elk Meadows</b>	2005	2005	500	7.5	Yes

Source: City of Enumclaw.

The sewer collection system includes about 54.8 miles of gravity mains and 3.9 miles of force mains that varies from 2 inches to 36 inches in diameter, as shown in Exhibit U-10.

**Exhibit U-10. City of Enumclaw Wastewater Utility, Sewerage Pipe System Inventory, 2023**

Pipe Diameter (in.)	Gravity System Piping (ft.)	Force Main Piping (ft.)
2 in.	-	3,428
4 in.	-	2,971
6 in.	1,933	12,536
8 in.	202,631	1,898
10 in.	30,357	-
12 in.	22,426	-
14 in.	2,950	-
15-16 in.	8,540	-
18 in.	4,714	-
21-24 in.	6,217	-
30 in.	7,807	-
36 in.	1,524	-
<b>Subtotal</b>	<b>289,099</b>	<b>20,833</b>

Source: City of Enumclaw.

The Wastewater collected is treated at a centralized plant, the Enumclaw Wastewater Treatment Plant (WWTP). The WWTP was upgraded and expanded from 2007-2009 to increase the Wastewater Utility’s treatment capacity. The WWTP includes a headworks and pump station, secondary treatment in anaerobic, anoxic, and aeration basis, treatment in a secondary clarifier, and finally UV disinfection before discharge. Sludge pumped from the clarifiers is dewatered using a belt filter and the final dewatered bio-solids are transported to Eastern Washington for beneficial application on agricultural land through King County’s Loop Biosolids program.

Effluent from the WWTP is discharged on the North Bank of the White River, downstream of the State Route 410 Bridge, under a National Pollutant Discharge Elimination System (NPDES) permit issued by the Washington State Department of Ecology (Ecology).

The Washington State Department of Ecology (Ecology) is in the process of implementing TMDL limits for phosphorus on the lower White River to reduce its effect on pH levels in the river. Reduced nutrient loading to the river, due to improvements in wastewater treatment at facilities like the Enumclaw WWTP, and changes in the diversion of flow from the White River, as a result of the acquisition of Lake Tapps water rights by the Cascade Water Alliance, has had a significant beneficial impact on river flows and pH levels. However, Ecology has concluded that further reductions in nutrient loading may be necessary to prevent future violation of pH water quality standards in the period from May to October. Work is in progress on modifications to the WWTP to meet the NPDES permit limits that will be imposed through the TMDL process.

While the 2007-2009 upgrades to the WWTP establish adequate capacity to serve the expected growth in the City and UGA, the *City of Enumclaw, General Sewer Plan, March 2016* did identify approximately \$15,807,000 (in 2015 dollars) in additional improvements needed over it's 20-year planning horizon. Improvements identified in the 2016 sewer plan that have been completed and an updated list of new improvements for 2024-2043 were identified in an August 2023 sewer plan amendment 2. The 2024-2043 improvements are as shown in Exhibit U-11 and updated to 2024 dollars.

**Exhibit U-11. City of Enumclaw Wastewater Utility 20-year Needs Analysis, 2023 Dollars**

Project Number	Project	Cost Estimates	
		Actuals (2023\$, rounded to nearest \$100)	Updated (2024\$, rounded to nearest \$10,000)
<b>CS-01</b>	<b>Buckley Road - Gravity Sewer</b>	\$1,998,700	\$2,000,000
<b>CS-02</b>	<b>Roosevelt Avenue East Gravity Sewers</b>	\$2,532,800	\$2,540,000
<b>CS-03</b>	<b>248th Lift Station</b>	\$6,830,000	\$6,840,000
<b>CS-04</b>	<b>24-in From Myrtine-Scandia to Across SR410</b>	\$798,800	\$800,000
<b>CS-05</b>	<b>24-in on Myrtine - Scandia to Roosevelt</b>	\$2,768,400	\$2,770,000
<b>CS-06</b>	<b>264th Ave Extension at TMMS</b>	\$1,055,200	\$1,060,000
<b>CS-07</b>	<b>Garret Park- Gravity Sewer</b>	\$56,900	\$60,000
<b>CS-08</b>	<b>Harding St - Kibler to Griffin</b>	\$1,965,500	\$1,970,000
<b>CS-09</b>	<b>Initial &amp; Franklin - Remove Double Sewer</b>	\$179,200	\$180,000
<b>CS-10</b>	<b>Lincoln Avenue Gravity Sewer - Division to Cole</b>	\$820,000	\$820,000
<b>CS-11</b>	<b>Loraine St Kibler to Griffin and E on Griffin to Garfield</b>	\$2,323,000	\$2,330,000
<b>CS-12</b>	<b>Laframboise Alley Sewer Improvements</b>	\$569,900	\$570,000

Project Number	Project	Cost Estimates	
		Actuals (2023\$, rounded to nearest \$100)	Updated (2024\$, rounded to nearest \$10,000)
<b>CS-13</b>	<b>Chinook LS (Based on Alt 2 provided by City)</b>	\$3,060,400	\$3,060,000
<b>CS-14</b>	<b>Roosevelt Avenue &amp; SR410 (Design Only)</b>	\$100,000	\$100,000
<b>CS-15</b>	<b>Berilla LS Pumping Upgrade</b>	\$82,800	\$80,000
<b>CS-16</b>	<b>Misc Sewer Improvements</b>	\$1,500,000	\$1,500,000
<b>CS-17</b>	<b>Sewer Model Update and Analysis</b>	\$150,000	\$150,000
<b>CS-18</b>	<b>I &amp; I Reduction / System Rehab</b>	\$7,000,000	\$7,010,000
<b>CS-19</b>	<b>Griffin Ave - Loraine to Farrelly</b>	\$2,515,100	\$2,520,000
<b>CS-20</b>	<b>244th Ave / Roosevelt Ave Sewer Extension</b>	\$150,000	\$150,000
<b>CS-21</b>	<b>Rainier LS Upgrade</b>	\$82,800	\$80,000
<b>WWTP-01</b>	<b>RBC Building Upgrade</b>	\$2,523,000	\$2,530,000
<b>WWTP-02</b>	<b>Headworks Screen Repl</b>	\$1,000,000	\$1,000,000
<b>WWTP-03</b>	<b>Centrifuge Dewatering System</b>	\$1,600,000	\$1,600,000
<b>WWTP-04</b>	<b>Equipment and Control Replacements</b>	\$2,400,000	\$2,400,000
<b>WWTP-05</b>	<b>Asset Mgmt System</b>	\$250,000	\$250,000
	<b>TOTAL, 20-year (2024-2044)</b>	<b>\$44,312,500</b>	<b>\$44,370,000</b>

These investments are expected to occur in the 20-year horizon of this Plan. but not in the next six years. Although some projects may occur as funding becomes available, it is expected that these capital improvements will be funded through a combination of debt, connection charge revenue, and utility rate payments from consumers.

**SOLID WASTE**

The City operates a Solid Waste Utility through which it offers a variety of solid waste collection and recycling services to both residential and commercial retail customers, including:

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

The City does not provide large container service which is instead currently delivered privately by Waste Management Inc. Due to the specialized equipment involved that the City doesn't have, Waste Management provides large container service within the City limits.

The City’s level of service for solid waste services is to maintain efficient and effective garbage, recycle, and yard waste collection programs. The Solid Waste Utility provides garbage and recyclables services to approximately 4,700 residential and commercial retail customers within the City’s corporate boundaries and yard waste collection for 2,941 customers. The Solid Waste Utility does not serve the City’s UGAs, which are instead served by King County through its private solid waste, recycling, and yard contractor, which is currently Waste Management, Inc. Other private solid waste service providers that King County could contract with in the future include Recology CleanScapes, Republic Services, and Waste Connections, Inc. In the event of annexation, annexed areas remain with the private hauler, Waste Management, for 7 years after annexation as allowed by state law. It is expected that, if annexation occurred, the City can use those seven years to plan for operating and capital impacts of expanding Solid Waste Utility services to the annexed area, minimizing the need to plan for annexation.

The City’s Public Works Department is responsible for the operation and maintenance of the Solid Waste Utility while the City’s Finance Department is responsible for utility billing, accounting, and customer service for it. Within the Public Works Department, the Operations Division operates garbage, commingled recycling, commercial cardboard recycling, and yard waste collection routes and oversees container maintenance and procurement. As of 2023, the City of Enumclaw has 5.59 FTE supporting the Solid Waste Utility, with approximately 4 FTE dedicated solid waste workers.

The Public Works Department is also responsible for the Solid Waste Utility’s fleet which is not owned by the Utility but rather within Utility Bond Fund 455. City mechanics providing service at City Shops and coordinating necessary major out-of-shop repair and managing the City’s fuel supply contract. An inventory of the fleet currently used by the Solid Waste Utility is provided in Exhibit U-12.

**Exhibit U-12. City of Enumclaw Solid Waste Utility Fleet Inventory**

<b>Vehicle Number</b>	<b>Vehicle Description</b>	<b>Year Purchased</b>
<b>243</b>	1995 Freightliner with Heil	1995
<b>266</b>	2000 Volvo with 25 Yard McNeil	2000
<b>277</b>	2002 Peterbilt with 20 Yard Heil	2002
<b>306</b>	2007 Peterbilt with Wayne Curbtender	2007
<b>307</b>	2007 Peterbilt with Wayne Curbtender Autoload	2007
<b>325</b>	2013 Peterbilt 320 with Packer	2012

This fleet is parked and maintained at the Public Works Maintenance Shop and Facility. The City plans for fleet replacement based on a 10-year lifespan, with newly retired trucks retained as backups and the oldest truck in the fleet sold as surplus. However, the City is significantly behind on replacement according to this standard. If this standard were maintained, all six of these vehicles would require replacement in the six-year capital improvement program, and secondary replacement within the 20-year capital improvement program.

**Exhibit U-13. City of Enumclaw Solid Waste Utility 20-year Needs Analysis, 2023 Dollars**

<b>Project</b>	<b>Cost (2024\$, rounded to nearest \$10,000)</b>	<b>Year</b>
Replacement Truck	\$240,000	2024
Replacement Truck	\$240,000	2024
Replace cart and dumpsters	\$50,000	2024
Replacement Truck	\$250,000	2025
Replacement Truck	\$260,000	2026
Replacement Truck	\$270,000	2027
Replace cart and dumpsters	\$240,000	2028
Replacement Truck	\$360,000	2034
Replacement Truck	\$360,000	2034
Replacement Truck	\$380,000	2035
Replacement Truck	\$400,000	2036
Replacement Truck	\$410,000	2037
Replace cart and dumpsters	\$360,000	2038
<b>SUBTOTAL, SIX-YEAR (2024-2029)</b>	\$1,550,000	
<b>SUBTOTAL, REMAINDER of 20-YEAR 2030-2044</b>	\$2,270,000	
<b>TOTAL</b>	\$3,820,000	

The City performed a cost-benefit analysis which suggested conversion to front load collection (from rear load commercial collection). As a starting point to implement this conversion, the City has replaced two trucks in 2024. The City has also purchased new 1.5 yard and 8 yard commercial front load containers as part of this conversion. These investments were funded by general fund revenues, however, the City should consider funding these fleet investments through solid waste rate payments from consumers in the future, as paying for these investments with general funds is a subsidy of the solid waste utility.

While the City of Enumclaw's Solid Waste Utility provides solid waste collections, it is not responsible for ultimate disposal; that is King County's responsibility. King County operates a network of solid waste facilities, including the Enumclaw Transfer Station located in Enumclaw at 1650 Battersby Ave E. The refuse, recyclables, and yard waste collected by the City of Enumclaw's Solid Waste Utility is all taken to the Enumclaw Transfer Station. This waste is then tracked to King County's only active landfill, the Cedar Hill Regional Landfill. King County's *2019 Comprehensive Solid Waste Management Plan* evaluated King County's capacity for managing solid waste disposal over the next 20-years and found that further development of Cedar Hills will be necessary to meet regional disposal needs.

## *STORMWATER UTILITY*

The City of Enumclaw's initial stormwater planning effort is documented in the Comprehensive Stormwater Drainage Plan prepared in 1978. At that time, it was determined that the City's storm drainage system would not accommodate storm runoff flow, due to undersized pipelines and overgrown ditches. That Plan suggested a four-phased approach to addressing these issues, which was partially implemented and then advanced in a subsequent report, the *1993 Stormwater Drainage Element*. As of 2019, essentially all projects from the 1978 and 1993 plans were either been completed or eliminated from further consideration, with the exception of projects to identify cross connections and inflow/infiltration between the stormwater and sanitary sewer systems. A sewer system evaluation to identify sources of inflow/infiltration to the sewer system was planned to begin in 2019.

Also during this period, in November 2017, the Enumclaw City Council, through Ordinance 2624, 2017 authorized the creation of a Stormwater Utility to properly fund the cost of all personnel, administration, equipment, maintenance, and stormwater projects. The City has established and codified in Enumclaw Municipal Code 14.10.510 that its stormwater system provides benefits and services to all property within the City's corporate limits. As such, all real property is subject to Stormwater Utility User Fees.

The City's level of service standard for stormwater is to comply with NPDES Phase II federal permitting requirements required under the federal Clean Water Act (CWA). The Phase II Permit allows the City of Enumclaw to discharge stormwater runoff from its drainage systems into the State's water bodies (e.g., groundwater, and streams) as long as the the City implements programs to protect water quality by reducing the discharge of stormwater pollutants to the "maximum extent practicable" through application of permit- specified programs, including through:

- Stormwater Planning
- Public education and outreach
- Public involvement and participation
- MS4 Mapping and Documentation
- Illicit discharge detection and elimination
- Controlling runoff from development and construction sites
- Municipal operations and maintenance
- Source control program for existing developments
- Compliance with total maximum daily load requirements
- Monitoring and assessment, and reporting

In addition to benefitting water quality, the above programs are also intended to reduce the potential for flooding caused by excessive stormwater runoff. The City's most recent NPDES Phase II Municipal Permit was issued August 1, 2019 and expires July 31, 2024.

In addition to the NPDES Phase II Permit, the City of Enumclaw must conform to several state and regional regulatory requirements, including the Watershed Management Act, and the Puget Sound Partnership Action Agenda. The Watershed Management Act (RCW Chapter 90.82) provides a statewide framework for water quality policy and establishing instream flows as well as salmonid habitat needs. The Puget Sound Partnership develops an

Action Agenda which is focused around three strategic initiatives for the Puget Sound region:

- Prevent Pollution from Stormwater;
- Protect and Restore Habitat; and,
- Protect and Recover Shellfish Beds.

The Action Agenda includes two components: 1.) a Comprehensive Plan, which identifies actions for the long-term recovery of the Puget sound region and 2.) an Implementation Plan which identifies actions for the next two-year period.

The City's Public Works Department is responsible for the operation and maintenance of the Stormwater Utility while the City's Finance Department is responsible for utility billing, accounting, and customer service for it. Within the Public Works Department, the Engineering Division manage NPDES permit compliance activities, including development review, and develop and manage capital improvement projects. The operations division performs street sweeping and maintenance of public storm drainage catch basins, pipes, ditches, and ponds. As of 2023, the City of Enumclaw has approximately 3.85 FTE supporting the Stormwater Utility, including a 1 FTE Stormwater Program Manager.

As shown in Exhibit U-14, following, the City of Enumclaw's stormwater drainage system includes over 3000 catch basins, over 300 manholes, over 65 miles of piping, over 15 miles of ditches, 30 or more above ground stormwater facilities, and 15 or more underground stormwater facilities. Stormwater runoff leaving the City system ultimately discharge to the Boise and Newaukum Creeks which ultimately discharge into the White and Green Rivers.

#### **Exhibit U-14. City of Enumclaw NPDES II Municipal Stormwater Permit Drainage District Map, 2023**

[forthcoming]

Beyond the City of Enumclaw's stormwater drainage system, approximately 1/3 of the city limits and urban growth area is served by King County Drainage Districts 5/5A and 6. Though originally established to assist with draining fields for agricultural purposes, each of the districts has seen urban growth within a portion of their boundaries and will see additional growth in future years. Although the City and drainage district have overlapping jurisdictions, the systems that each maintain are separate.

Stormwater facilities to serve new development are required at the time of construction according the City's most recently adopted stormwater manual and NPDES permit.

Several CIPs have been identified to correct deficiencies or improve water quality in the City's storm drainage. These projects represent the

High Priority Projects

CIP 2: Commerce and Gamblin Streets

CIP 3: Chinook Winds Stormwater Facility

CIP 7: Scandia/Myrtine/Johnson Flood Reduction

CIP 8: Expo Center North Parking Lot Stormwater Improvements

Medium Priority Projects

CIP 1: Battersby Avenue West Culvert Replacement

CIP 5: Decant Facility

CIP 6: McHugh Avenue Stormwater Infrastructure

Additional Stormwater Management Action Plan Projects

- Battersby Stormwater Pond Retrofit
- RV Park Stormwater Pond Retrofit
- Farman Water Quality Facility
- Foothills Trail Riparian Plantings
- Commerce ROW Riparian Plantings
- Rainier Water Quality Facility

Problem Areas

PA 1: Drainage District Nos. 5 and 5A system repair / maintenance

PA 2: Drainage District No. 6 system repair / maintenance

PA 3: 244<sup>th</sup> Ave Stormwater Ditches

It is expected that these capital improvements will be funded through stormwater utility rate payments. However, the current rate of \$7.50 per month per equivalent service unit (ESU) does not provide for capital reserves and only allows for completion of small capital projects annually (less than \$25,000). Over the 20-year horizon of this Comprehensive Plan, the City will need to estimate the costs associated with this capital improvements, prioritize the projects, and appropriately increase the stormwater rate to fund sufficient reserves to complete these capital projects.

## *NON-MUNICIPAL UTILITIES*

### ELECTRICITY

Puget Sound Energy (PSE) is the electrical energy utility serving the City of Enumclaw. PSE is a private utility providing electric and, in most cases but not in Enumclaw, natural gas service to homes and businesses in Puget Sound region, covering 10 counties and approximately 6,000 square miles. Although PSE is a private utility, its operation and rates are governed by a public entity, the Washington Utilities and Transportation Commission (WUTC). It's operations are tightly regulated by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity

Coordinating Council (WECC) that monitor, assess, and enforce compliance and reliability standards.

The City of Enumclaw and region rely on the coordinated effort between PSE and City for the adoption and enforcement of ordinances and/or codes to protect transmission and distribution line capacity and support federal and state compliance of safe, reliable, and environmentally sound operation of PSE's electric facilities. Routine utility work and vegetation management is required to maintain compliance with these FERC, NERC, and WECC regulations.

PSE relies on long-term planning to ensure that its customers have the infrastructure and electrical supply they need. As part of this, and as regulatorily required, PSE updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP presents a long-term forecast of the lowest reasonable cost combination of resources necessary to meet the needs of PSE's customers over the next 20 years. PSE's most recent IRP was completed in 2021 and has a planning horizon of 2022 to 2045. The 2021 Plan is notable in that it outlines PSE's plans to eliminate coal from its electrical production by 2026, achieve greenhouse gas neutral generation by 2030, and achieve carbon neutral generation by 2045.

According to the 2021 IRP, as PSE retires coal from its electrical production, the utility may begin to experience a peak capacity shortfall as soon as 2026. Without additional energy conservation, the peak capacity need (plus the planning margin needed to ensure reliability) is 907 megawatts by 2027. That need is forecasted to be 2,921 megawatts in 2045. However, if PSE were to use all of the energy resources that it owns or contracts for, it could meet its electrical energy needs through 2031. Within the IRP, PSE then documents a preferred regional transmission portfolio for meeting its energy needs over a 24-year period. The strategies in this preferred portfolio show a mix of strategies that can continue to be optimized in delivering the electrical energy Enumclaw, and other Puget Sound residents served by PSE, need.

PSE is part of the western regional system, which means that the electricity is produced elsewhere and transported to users first through high-voltage transmission lines and then reduced and redistributed transmission substations, distributions substations, and transformers. Enumclaw is served by the Electron Heights to Enumclaw transmission line and Enumclaw substation. Within the City of Enumclaw, PSE operates and maintains approximately 8 miles of high-voltage transmission lines.

PSE is currently in the process of expanding and converting the Electron Heights to Enumclaw transmission line, which includes updating the Enumclaw Substation, to ensure they can continue to meet City of Enumclaw and regional electric demands and improve reliability. The first phase of this project was completed in 2009 and included rebuilding eight miles of existing 55 kV transmission line to 115 kV standards between Stevenson switch on Stevenson Ave in Enumclaw and a location near the Wilkeson substation (Church St in Wilkeson). The second phase of this project was completed in 2010 and continued Phase 1 by rebuilding an additional 12.2 miles of 55 kV transmission line to 115 kV standards between Wilkeson substation to the Electron Heights switching station on Electron Rd in Orting. Since 2019, PSE has been engaged in the third and largest phase of this project, which has involved:

- Building roughly 1.5 miles of 55 kV transmission line from a point outside the Enumclaw substation, along Garrett Street (following the existing distribution line) to a point on the existing 55 kV transmission line east of the Stevenson switching station.
- Building a new Buckley substation off 112th St E and demolish our old Buckley substation.
- Installing a 115 kV capacitor bank within our Krain Corner substation on 268th Ave SE in Enumclaw.
- Upgrading electrical equipment at our Enumclaw substation on Battersby Ave in Enumclaw.
- Rebuilding the Wilkeson substation from 55 kV to 115 kV and install a new 115 kV transformer and other related equipment. During construction, we will bring in a mobile substation unit to power the town reliably for nearby customers until the upgraded substation is complete.
- Installing a new fiber-optic line between the new Buckley substation and Krain Corner substation to improve communications amongst the new facilities.
- Removing old 55 kV equipment from the Electron Heights switching station.
- Converting the transmission system voltage from 55 kV to 115 kV.

It is estimated that these projects will be completed and operational in 2025.

## TELECOMMUNICATIONS

Telecommunications, including landline, cable, cellular, fiber optic, and wireless television, internet, and phone services, are available in Enumclaw through a number of private companies including Comcast, Astound (Wave) Broadband, CenturyLink, T-Mobile, AT&T, and Verizon.

Under federal law, "franchising authorities," which in Washington State includes cities, including Enumclaw, can require cable television companies to negotiate a franchise (in other words, a contract) to provide cable television service, like cable television, within a municipality. The City of Enumclaw currently has 1 non-exclusive franchise with Comcast Xfinity cable, which is managed by City of Enumclaw Media Services, who negotiates, monitors, and enforces the franchise agreement. Enumclaw Media Services is also responsible for operating Enumclaw City Television Channel 21, city telecommunications equipment and service, city cellular telephone service, and this City of Enumclaw website.

As part of the City of Enumclaw's cable television franchise agreement with Comcast Xfinity, the City collects a franchise fee of 5% of gross revenues from the Comcast for their use of the city's rights-of-way. Cable subscribers also pay a Franchise Cost as part of their cable television bill that supports equipment for Enumclaw City Television (Channel 21). As part of the franchise agreement, Comcast Xfinity offers a 30% discount on their lowest tier cable services to older adults (those 65 years of age and older) and those with permanent disabilities living in the City of Enumclaw. To be eligible, these residents must have a household income that is no more than twice the federal poverty level or be eligible to participate in federal assistance programs like the Supplemental Nutrition Assistance Program, Medicaid, Lifeline, and the Free and Reduced Price Lunch and Breakfast program. The City of Enumclaw Media Services also assists cable subscribers in resolving complaints and answering questions regarding their cable service.

Landline telephone services are available in Enumclaw from CenturyLink and Comcast. Cellular telephone services are available on four networks including AT&T, T-Mobile, UScellular, and Verizon Wireless. There are 37 total carriers using these networks. Satellite phone service is also available through a number of carriers.

A variety of internet services (like cable, wi-fi, satellite, fiber optic, and cellular) are available in Enumclaw, from a number of internet providers, including Comcast, Astound (Wave) Broadband, CenturyLink, T-Mobile, AT&T, and Verizon.

DRAFT

# Enumclaw Comprehensive Plan

## CAPITAL FACILITIES

**DRAFT**



# 11. CAPITAL FACILITIES

## Purpose

The Capital Facilities Element (often referred to as the Capital Facilities Plan [CFP]) is a plan for capital improvements that support the City of Enumclaw's current and future growth. Its purpose is to support long-term planning to ensure the City's essential public facilities are adequate to meet demand associated with long-term growth, while establishing sound fiscal policies to ensure that the City can develop, maintain, expand, and/or replace those facilities, as needed. "Essential public facilities" refers to public facilities that are typically difficult to site (WAC 365-196-550), including:

- Airports
- State education facilities
- Transportation facilities of statewide significance as defined in RCW [47.06.140](#). These include:
  - The interstate highway system;
  - Interregional state principal arterials including ferry connections that serve statewide travel;
  - Intercity passenger rail services;
  - Intercity high-speed ground transportation;
  - Major passenger intermodal terminals excluding all airport facilities and services;
  - The freight railroad system;
  - The Columbia/Snake navigable river system;
- Marine port facilities and services that are related solely to marine activities affecting international and interstate trade;
- High capacity transportation systems.
- Regional transit authority facilities as defined under RCW [81.112.020](#);
- State and local correctional facilities;
- Solid waste handling facilities;
- In-patient facilities, including substance abuse facilities;
- Mental health facilities;
- Group homes;
- Secure community transition facilities;
- Any facility on the state 10-year capital plan maintained by the office of financial management.

For the purposes of the Capital Facility Plan, Enumclaw designates a capital facility as real property and/or improvements with a minimum value of \$5,000. This includes land acquisition, new construction, maintenance, and large-scale renovation. Capital investments beyond real property and improvements include large equipment and fleet with a minimum

value of \$5,000. This chapter discusses future capital improvements and projects, their costs, and sources for funding.

The process for arriving at the six-year plan involved identifying existing facilities and level of service standards and then applying the projected growth in residential population and employment to identify needed capital facilities. The timing of the facilities was established through a combination of the requirements of the City's concurrency policy and the length of time it takes to implement the needed facility. The City's total needs over the 20-year horizon of this plan are significant, and so, the City must prioritize which projects to address in the six-year Capital Improvement Program (CIP). To do so, the City considered which projects were most critical to its concurrency policy, prioritized based on criteria listed in goals and policies of this Element, and considered the length of time it takes to implement the needed facility. Additionally, the Capital Facilities Element adopts various functional plans related to specific municipal and other governmental and quasi-governmental public services discussed in the *Local Planning Context* section of this document.

The goals, objectives, and policies in this element will be used to guide City of Enumclaw's decisions on the use of capital funds. They will also indirectly guide private development decisions by providing a strategy for public capital expenditures.

## State Planning Context

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

- Generate a six-year plan to finance such capital facilities within projected funding capacities and clearly identified sources of public money for such purposes;
- Provide capital facilities for land development that is envisioned and/or authorized within the Land Use Element of the Comprehensive Plan;
- Maintain the quality of life for existing and future development of the community by generating an inventory of existing capital facilities, forecasting future capital facility needs, and establishing and maintaining level of service standards for capital facilities. The State Growth Management Act (GMA) guidelines suggest that this analysis be accomplished for water systems, roads, sanitary sewer systems, storm water facilities, schools, parks and recreation facilities, and police and fire protection facilities;
- Coordinate and provide consistency among the myriad of plans for public service improvements, including: (1) Other elements of the Comprehensive Plan; (2) Master plans and other studies of the local government; (3) Plans for capital facilities of State and/or Regional significance, plans of other adjacent local governments or jurisdictions; (4) and plans of special districts;
- Ensure the timely provision of adequate facilities as required by the GMA;
- Document all capital improvement projects and their financing; and

- Enact policies to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element and financing plan within the Capital Facilities Element are coordinated and consistent. Incorporating sound fiscal practices helps maintain or exceed adopted level of service standards for providing adequate City services, typically in the form of constructive physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the Element determines the quality of improvements in the community. The City's six-year Capital Facilities Program (CFP) sets forth and documents funding that aids in the realization established by the larger Comprehensive Plan.
- The GMA also seeks the selection of level of service standards for capital facilities. As a result, public facilities in the CFP should be based on quantifiable, objective measures of capacity such as traffic volume, capacity per mile of road, and acres of park per capita. In some instances, though, levels of service may best be expressed in terms of qualitative statements of satisfaction with a particular public facility. Factors that influence local level of service standards include, but are not limited to, community goals, national and local standards, and federal and state mandates.

## Regional Planning Context

Like the City of Enumclaw's overall Comprehensive Plan, the City's Capital Facilities Element must be consistent with King County's CPPs and PSRC's Vision 2050 MPPs. Further, the Capital Facilities Element integrates planning for a number of public facilities and services discussed in previous Elements of this Comprehensive Plan, including Parks, Recreation, and Open Space, Transportation, and Utilities.

### KING COUNTY COUNTYWIDE PLANNING POLICIES

King County has established CPPs related to public facilities and services with the overarching goal that "County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy." The County has 27 CPP related to public [capital] facilities.

King County's CPPs provide policy guidance on ensuring natural resource availability; implementing conservation and water reduction activities; planning for climate change and disaster preparedness and resiliency; planning for and siting capital facilities; and regional collaboration around resource use and facilities.

### VISION 2050 MULTICOUNTY PLANNING POLICIES

PSRC's Vision 2050 for King, Snohomish, Pierce, and Kitsap counties includes MPPs for public services.

## Local Planning Context

The essential public facilities addressed in this element include both owned and operated by the City and those supporting the City but either owned or operated by other governmental agencies, as shown in Exhibit CF-1.

**Exhibit CF-1 City of Enumclaw Municipal Services, Service Providers, and Guiding Plans and Documents**

Municipal Service	Service Provider	Relevant Plans and Documents
Administration	City of Enumclaw	
Elections	King County Elections	
Community Development	City of Enumclaw	
Court	City of Enumclaw	
Economic Development	City of Enumclaw	<ul style="list-style-type: none"> <li><a href="#">City of Enumclaw 2014 to 2018 Strategic Plan for Economic Development, June 2014<sup>8</sup></a></li> </ul>
Electricity	Puget Sound Energy	
Enumclaw City Television	City of Enumclaw	
Fire and Emergency Services	Enumclaw Fire Department / King County Fire District #28	<ul style="list-style-type: none"> <li><a href="#">King County Fire District 28, 2016-2035 Capital Improvement Plan, August 2015</a></li> </ul>
Jail	City of Enumclaw / Enumclaw City Jail	
Natural Gas	City of Enumclaw	<ul style="list-style-type: none"> <li><a href="#">City of Enumclaw Natural Gas System Plan and Long-Range Investment Plan, 2016 to 2035<sup>9</sup></a></li> </ul>
Parks and Recreation	City of Enumclaw	<ul style="list-style-type: none"> <li><a href="#">City of Enumclaw Parks and Open Space Plan, 2019 (to be updated in 2025)</a></li> </ul>
Police	City of Enumclaw / Enumclaw Police Department	

Municipal Service	Service Provider	Relevant Plans and Documents
Public Health	Public Health of Seattle and King County	
Public Housing	King County Housing Authority	
Regional Dispatch (911)	City of Enumclaw/Enumclaw 911 Communications	
Schools	Enumclaw School District	<ul style="list-style-type: none"> <li>• <a href="#">Enumclaw School District No. 216, 2019-2024 Capital Facilities Plan, July 2019</a></li> </ul>
Senior Center	City of Enumclaw	
Sewer	City of Enumclaw	<ul style="list-style-type: none"> <li>• <a href="#">2016 General Sewer Plan Amendment 2, updated August 2023</a></li> <li>• <a href="#">Appendix G – Standards for Sanitary Sewer Systems, August 2023</a></li> </ul>
Solid Waste, Recycling, and Yard Waste	City of Enumclaw	
Stormwater	City of Enumclaw	<ul style="list-style-type: none"> <li>• <a href="#">Comprehensive Stormwater Plan, August 2019</a></li> <li>• <a href="#">2023 Stormwater Management Program Plan (SWMPP)</a></li> </ul>
Streets	City of Enumclaw	
Transportation	King County Metro Transit	
Water	City of Enumclaw	<ul style="list-style-type: none"> <li>• <a href="#">Water System Plan, Feb 2024</a></li> </ul>

In addition to integrating these previous elements, the Capital Facilities Element considers and adopts by reference various functional plans (also listed in Table 10-1). These include, but are not limited to, Utility Comprehensive Plans, the Transportation Management Plan, the Parks, Recreation, and Open Space Plan (PROS Plan), and the Enumclaw School District No. 216 Capital Facilities Plan. Each of these plans provide policy direction as well as

significant details on community needs, existing, planning capital facilities projects and the Capital Facilities Element integrates them through a singular Capital Facilities Plan (CFP) that includes a final, prioritized list of capital improvements and an associated funding plan. By following many of the aforementioned documents, the CFP will ensure consistency throughout the development process.

Some of these municipal facilities and services are discussed in previous Elements of this Plan, including the Parks and Recreation, Transportation, and Utilities Elements. A further summary of all of these capital facilities, including their inventory, their planning assumptions, and 20-year needs are provided in the Capital Facilities Inventory, Planning Assumptions, and Needs Assessment section of this Capital Facilities Element. For more information and detailed explanations concerning growth projections, land use determinations, existing facilities, and level of service, reference the documents listed in Exhibit CF-1.

**Goals and Policies**

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

*Policy CF-1.1 Provide high-quality public facilities and services at the level necessary to maintain the City’s LOS standards. Acceptable standards for public facilities and services are defined in Table 4.1. Levels of services should be periodically evaluated to ensure that they are being met.*

Type of Facility	Adopted Level of Service Guidelines	Necessary for Development
Community Center	1397 square feet per 1,000 population	No
Parks and Trails		
Community Parks	3.59 acres per 1,000 population	No
Neighborhood Parks	2.26 acres per 1,000 population All residents live within ¼ mile of a neighborhood park	Yes
Trails	¼ mile of trail per 1,000 population	No
Streets	Plan and implement a regular pavement preservation program Maintain signalized intersections at a minimum LOS D and non-signalized intersections at a minimum LOS E	Yes
Utilities		
Natural Gas	Provide natural gas service within the City’s certified service area boundary in accordance with the Enumclaw Municipal Code, Pipeline Safety Manual, and Natural Gas Comprehensive Plan	No
Sewer	Provide sewer service within the City limits in accordance with the General Sewer Plan, including:	Yes

Type of Facility	Adopted Level of Service Guidelines	Necessary for Development
	A collection system capable of conveying all wastewater discharges from customers within the City limits that minimizes overflows and the need for new lift stations A treatment system capable of treating and discharging wastewater that meets all permit requirements of the NPDES permit Pretreatment of industrial and commercial wastewater if necessary prior to discharge into the City's collection system	
Solid Waste	Maintain efficient and effective garbage, recycle, and yard waste collection programs	Yes
Stormwater	Comply with NPDES Phase II federal permitting requirements	Yes
Water	Provide a high quality and adequate supply of water in accordance with the Comprehensive Water System Plan policies and design criteria	Yes

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

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

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

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

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

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

*Policy CF-2.1 Capital facilities should be planned and designed to minimize operating and maintenance costs.*

*Policy CF-2.2 Provide for routine maintenance of capital facilities to avoid unnecessary replacement.*

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

*Policy CF-2.4 The following criteria, not listed in order of importance but recommended, should be used to establish priorities for capital improvement projects:*

- A. Health, Safety, and General Welfare. Projects necessary for the public health, safety, or general welfare of the community.*
- B. Legal Order. Projects that must be completed because of court mandate or legal order to comply with state or federal mandates.*
- C. Funding Opportunity. Projects that can take advantage of available grant funds or other available money.*
- D. Concurrency. Projects that can be completed concurrently with already prioritized projects (e.g., completing street reconstruction at the time of sewer line replacements).*
- E. Equity. Projects that improve equity and address any inequities related to the implementation of projects in criteria A through D. Projects in criteria A through D are intended to be planned with equity in mind.*
- F. Comprehensive Plan Conformance. Other projects furthering goals and policies of this Comprehensive Plan but not already prioritized through criteria A through D.*
- G. Economic Development. Projects serving to foster economic development in Enumclaw and the surrounding community.*

*Policy CF-2.5 Require utility lines to be located underground wherever practicable.*

*Policy CF-2.6 Capital project planning should consider options that result in immediate low-cost investments with delayed benefits that would be unavailable in the future.*

*Policy CF-2.7 Consider resource conservations measures for services and facilities prior to developing additional infrastructure.*

*Policy CF-2.8 Assess potential adverse impacts to community members, especially those historically impacted, in siting infrastructure and public facilities.*

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

*Policy CF-3.1 Compact growth, including the infill of vacant or undeveloped land, should be emphasized to allow for the efficient provision of services.*

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

*Policy CF-3.3 Allow eventual siting and construction of natural gas and electric distribution lines within rights of way that are being dedicated or within roads that are being constructed or reconstructed.*

*Policy CF-3.4 Plan for solid waste collection routes within right-of-way and roads.*

*Policy CF-3.5 Support access to telecommunication and internet infrastructure for all community members, and work to reduce service gaps, especially in underserved areas.*

*Policy CF-3.6 Identify and work to reduce gaps in service disparities where they may occur.*

*Policy CF-3.7 Avoid spillover growth impacts by planning and siting public services and infrastructure within urban growth areas.*

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

*Policy CF-4.1 Essential public facilities include facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, solid waste handling facilities, and in-patient facilities, including substance abuse facilities, mental health facilities, and group homes. A facility should be classified as an essential public facility if it has one or more of the following characteristics:*

- A. It meets the Growth Management Act definition of an essential public facility;*
- B. It is on a state, county or city list of essential public facilities;*
- C. It serves a significant portion of the County or region or is part of a countywide service system; or*
- D. It is the sole existing facility in the County for providing that essential public service.*

*Policy CF-4.2 At a minimum, the criteria for siting essential public facilities shall include the existing conditional use permit requirements for those facilities that present siting difficulties. Included in the review shall be an environmental analysis, either through the established NEPA or SEPA procedures, to include analysis of likely impacts related to climate change, local economic development, equity, and public health impacts.*

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

*Policy CF-5.1 Encourage community involvement and support for school activities.*

*Policy CF-5.2 Proximity of housing to school location should be encouraged. Pedestrian access should be required.*

*Policy CF-5.3 Encourage communication and cooperation between the school district, developers, and the public.*

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

*Policy CF-5.5 Adequate school facilities should be in place before new development is to occur or impact fees should be required.*

## **Capital Facilities Inventory, Planning Assumptions, and Needs Assessment**

As discussed previously, the City of Enumclaw the essential public facilities addressed in this element include both owned and operated by the City and those supporting the City but either owned or operated by other governmental agencies. These essential public facilities area related to several categories of public services. Some of these municipal facilities and services are discussed in previous Elements of this Plan, including the Parks and Recreation, Transportation, and Utilities Elements. Following, we provide a summary of these categories of capital facilities, including their inventory, their planning assumptions, and 20-year needs.

**GENERAL CITY FACILITIES**

The City of Enumclaw owns and maintains several buildings some of which it operates for municipal services and its own operations, and others of which it leases to be operated and/or maintained to others for operations of other public services, as shown in Exhibit CF-2.

**Exhibit CF-2 City-owned Buildings**

General City Facilities	Year Built	Address	Notes
City Hall	1924	1139 Griffin Avenue	
Public Works/Community Development/Parks, Recreation and Cultural Services Offices	1953	1309 Myrtle Avenue	
Public Works/Parks, Recreation, Cultural Services Shops	1989	2041 Railroad Street	
Police/City Jail	1974	1075 Wells Street	Discussed in <i>Public Safety</i> Section
Senior Center	1970	1350 Cole Street	Discussed in <i>Parks, Recreation, and Senior Services</i> Section
Arts Alive!	1923	1429 Cole Street	City owned and maintained, leased and operated by Arts Alive!
Chamber of Commerce	1923	1421 Cole Street	City owned and maintained, leased and operated by Chamber of Commerce
Youth Center	1928	1356 Cole Street	City owned and maintained, operated by Auburn Youth

General City Facilities	Year Built	Address	Notes
			and Family Services
Enumclaw Library	1991	1700 First Street	City owned property, KCLS owned, maintained, and operated improvements
Enumclaw Expo Center	1940s-1960s	45224 284 <sup>th</sup> Ave SE	City owned, leased, maintained, and operated by Enumclaw Expo and Events Association
Fire Station	1960	1331 Wells Street	Discussed in <i>Public Safety</i> Section
Wastewater Treatment Plant	Major upgrade 2007-2009	451 Semanski Street S	Discussed in <i>Utility</i> Section

### ENUMCLAW EXPO CENTER

The Enumclaw Expo Center (formerly the King County Fairgrounds) was transferred from King County to the City of Enumclaw in 2006. Beginning July 1, 2015, operation of the Expo Center was transferred to a newly established Non-Profit Organization, Enumclaw Expo and Events Association, which is a 501(c)(3) Non-Profit Organization which is dedicated to revitalizing the Expo Center and sustaining the legacy of the King County Fair. The City maintains ownership of the Expo Center facility.

The Expo Center is comprised of 72 acres with a variety of multi-use buildings, grass midways, parking lots and arenas that are versatile enough to accommodate most any event. Annual attendance at the Expo Center events is over 150,000 and events range from weddings to concerts and dog shows to motorcycle rallies.

The Enumclaw Expo Center has a long list of desired capital investments listed in Exhibit CF-3, following.

#### Exhibit CF-3 Enumclaw Expo Center 20-year Project Needs

Capital Improvement Need	Estimated Costs
<b>General Facility Needs</b>	
Fire/Smoke Alarms	\$10,000
Reader Board	\$35,000
Signage for Buildings	\$20,000

<b>Capital Improvement Need</b>	<b>Estimated Costs</b>
Replace gate 1 & 4 with slider gates	\$20,000
<b>Activity Hall</b>	
New Lights	\$50,000
Replace Floor with Gymnasium Floor	\$200,000
Upgrade Kitchen Appliances	\$10,000
<b>Administration Office</b>	
Move Fence and Automatic Gate	\$25,000
Install New HVAC	TBD
<b>Concessions Building</b>	
New Hood and Stove upgrade	\$20,000
New Roof	\$50,000
<b>Covered Arena</b>	
Add Mesh Screen/Walls	\$150,000
New Lights	\$25,000
Upgrade new Sound and PA System	\$35,000
Paint	\$225,000
<b>Field House</b>	
Gutter Drainage Repairs	\$22,000
New Boiler	\$30,000
New heat pump downstairs	\$100,000
Remove/replace/repair Fountain	\$50,000
Renovate Downstairs Bathrooms for Brides/ Grooms/ Refs/ Visting teams	\$100,000
Basement renovation	\$200,000
Upgrade and Combine Electrical Panels	\$12,000
<b>Gazebo</b>	
Repave/Coat Floor	\$50,000
<b>Horse Barn</b>	
Guttes and Downspouts to tie into Stormwater	\$250,000
Concrete Repair	\$100,000
New Lights	\$20,000
<b>Les Schwab Hall</b>	
Awnings Above Doors	\$40,000
Sandblast and paint ceiling	TBD
Resurface floor	TBD
Covered Walkway to Activity Hall	\$200,000
<b>Midway</b>	
Updated Showers	\$200,000
<b>Parking Lots</b>	
Pave admin office parking lot	\$200,000
Replace Fence in North and South Parking Lots	\$75,000
<b>Rabbit Barn</b>	
Bathroom Upgrades and ADA improvements	\$300,000

Capital Improvement Need	Estimated Costs
<b>Rodeo Arena</b>	
Improve Drainage	\$20,000
Update/Expand Seating	\$200,000
Install sound system	\$50,000
<b>RV Park</b>	
Sewer Line to Restrooms and Showers	TBD
<b>Equipment</b>	
Articulate Lift	\$15,000
Floor scrubber	\$20,000
Sweeper	\$20,000
<b>Livestock Barn</b>	
Complete Gutter and Downspout Project	\$50,000
Install drainage on East Side of Livestock Barn	TBD
Repair Floor in Livestock Barn	TBD

**ENUMCLAW LIBRARY**

The Enumclaw Library has a history dating back to 1922. It was founded by the Enumclaw Parent-Teachers Association (PTA) and, by 1924, it held 1,439 volumes, 500 of which were in Danish. In 1983, the City acquired the land where the current library now sits at 1700 First Street from Burlington Northern Railroad. A bond issue funded construction of the library, with its grand opening on September 28, 1991. In June of 2012 the Enumclaw Public Library was annexed to the King County Library System. As part of the annexation, the City transferred the rights to the library building to KCLS who now maintained and operated it, while the City retained rights to the property.

The Enumclaw Library continues to serve the Enumclaw community through a number of services including the lending of both physical and digital materials; adult and children’s programming; use of databases, technology, and internet; and other activities. The City of Enumclaw has a City Library Board that provides guidance to the King County Library System.

**PUBLIC SAFETY FACILITIES**

**FIRE AND EMERGENCY MEDICAL SERVICES (EMS)**

The City of Enumclaw is served by the Enumclaw Fire Department, King County Fire District #28, which serves the City and 80 square miles of unincorporated King County surrounding City of Enumclaw p110 miles of unincorporated King County surrounding the city. The Fire Department is responsible for providing fire protection services, pre-hospital emergency medical care, fire instruction, and performing fire inspections. In 2015 staffing consisted of 1 Fire Chief, 13 career firefighters, 30 volunteer firefighters and 1 administrative support positions. The district operates out of three stations: Station No. 1 at 1331 Wells Street, Station No. 2 at 35431 Veazie-Cumberland Road, and No. 3 at 43407 212th AVE SE.

**Exhibit CF-4 Fire District Facilities**

Fire Station	Location	Improvement Size (square feet)	Year Purchased / Built	Capacity	Condition	Acres
Station 41	1330 Wells Street 35420 Veazie	7,883	1968	6 bays	Fair	0.52
Station 42	Cumberland Road	4,388	1928	4 bays	Poor	1.98
	Resident Quarters	1,568	2006		Good	
	Auxiliary Building	1,152	1993	2 bays	Fair	0.99
Station 43	43407 212th Ave. SE	1,677	1969	1 bay	Fair	3.49
Vacant Land	Parcel 2320069162					5.85

In addition to fire district buildings, the Fire District also has a number of fleet and equipment.

While the current fire station locations provide adequate coverage for the Fire District, if the City of Enumclaw annexes additional area and/or as call volume increases, it may be necessary for the District to consider the current layout of its three fire stations and their ability to cover a commercial center within the established response standards. In its Comprehensive Plan, the Fire District has proposed several solutions to relocating and/or replacing its fire stations.

The Fire District does not currently include these fire station relocations in its capital improvement program. However, it does anticipate several necessary investments in equipment and fleet, as well as some limited maintenance to existing facilities. A complete inventory and plans for future improvements are identified within the 2016- 2035 King County Fire District No. 28 Capital Improvement Plan

**POLICE**

The Enumclaw Police Department was established in 1913 and continues to provide a variety of professional law enforcement services to the community, including handling over 8,200 calls for service each year. The department’s organizational structure maintains 5 Divisions - Patrol, Investigations, Corrections, Communications, and Records. There are 19 Commissioned Officer positions, which include Chief of Police, Commander – Communications and Corrections, Commander – Patrol and Investigations, four Patrol Sergeants, ten Patrol Officers, two Detectives.

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

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

#### Priority Calls for Service Defined:

- Priority One – Crimes in progress, life threatening or potential for injury.
- Priority Two – Calls of urgent nature, but not recognized emergencies.
- Priority Three – Calls considered routine in nature; will respond when practical.
- Priority Calls for Service Threshold Standards – Response Times:
  - Priority One – Goal to respond to 85% within six (6) minutes and average four minutes, thirty seconds (4.5 min) or less.
  - Priority Two – Goal to respond to 60% within seven (7) minutes and average five (5) minutes or less.
  - Priority Three – No time thresholds. Can be answered as soon as practical based on number and type of calls for service. (For a complete report consult Enumclaw Police Department Priority Dispatching System, revised March 2005.)

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

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

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

#### REGIONAL DISPATCH (911)

Enumclaw 911 is a regional dispatch center located at the City of Enumclaw Police Station and operated by the City of Enumclaw. Enumclaw 911 Communications is responsible for answering and dispatching 911 emergency and non-emergency police services for residents inside the City of Enumclaw. Additionally, Enumclaw 911 answers and dispatches 911

emergency and non-emergency services for Mt. Rainier National Park after their own Communications Center closes for the day. Enumclaw 911 is one of 12 separate 911 centers in King County that cover different geographical locations. Some 911 centers provide services for police, fire and medical, while others may only provide services for police.

### MUNICIPAL JAIL

The Enumclaw City Jail, located at 1705 Wells Street, Enumclaw, WA 98022, is open 24 hours a day and collocated with the Enumclaw Police Department. The Enumclaw City Jail operates a 25 bed (21 males and 4 females) one-year correctional facility. In addition to Enumclaw offenders, the facility is used by other local and Federal law enforcement agencies.

### MUNICIPAL COURT

Enumclaw Municipal Court is located in Enumclaw City Hall at 1339 Griffin Avenue. The court has exclusive original jurisdiction over all criminal misdemeanors and gross misdemeanors, traffic infractions and parking violations arising under state statutes and city ordinances. Capital facilities needs associated with the municipal Court were discussed previously, in the *General City Facilities* section.

### PARKS, RECREATION, AND OPEN SPACE FACILITIES

The City of Enumclaw Parks, Recreation, and Cultural Services department operates and maintains a significant portfolio of parks, recreation, and trails facilities, as shown in Exhibit CF-5 and discussed following.

#### Exhibit CF-5 City-owned Parks Inventory

Site	Acres	Use	Amenities
<b>Mini-Parks</b>			
Bruce Guenther Park	0.4	Passive	1 picnic table
City Hall Park	1	Passive	
Goodwill Park	0.52	Passive	Garden and Public Art
Rotary Centennial Park	0.25	Passive	1 Picnic Shelter, 1 Picnic Table
Scott Park	0.7	Passive	
Triangle Park	0.4	Passive	
Veterans Memorial Park	1.6	Passive	Memorial Tributes
** Chinook Winds	0.22	Undeveloped	
<b>Neighborhood Parks</b>			
Elk Meadows	2.32	Active	
Ellenson Park	2.6	Active	Picnic tables, Playground, Soccer Field
Flensted Park	2.5	Active	Basketball Court, Picnic Tables, Playground, Soccer Field
MacFarland Park	6.5	Active	Baseball / Softball, Basketball Court, Picnic Shelters, Picnic Tables, Playground, Soccer Field

Martin Holdener Park	5.01	Active	
Martin Johnson Park	4.5	Active	Baseball / Softball, Open Field, Soccer
Montgomery Park	1.6	Active	Baseball/Softball Fields, Basketball Courts, Picnic Tables, Playground
Rainier Trails Park	3.6	Active	
<b>Community Parks</b>			
Boise Creek Park	19.3	Active	
Dwight Garrett Park	5.4	Active	Baseball/Softball Fields, Basketball Courts, Picnic Tables, Skate Park, Tennis Court
Enumclaw Park	5.6	Active	1 lighted softball/baseball field, children’s play area, picnic area
Farmers Park	9.7	Active	Disc Golf Course, Picnic Tables
Mahler Park	30	Passive	Undeveloped
Sportsman Park	12.86	Active	
<b>TOTAL ACREAGE</b>		<b>150.58</b>	

In addition to this inventory, the City has two undeveloped open spaces: Anderson Riverview (20 acres) and Fell Hill Open Space (14 acres) which were donated to the City but are outside of its urban growth area. The city has a policy of only operating parks and open space facilities within its urban growth area (UGA). Both Anderson Riverview and Fell Hill Open Space are well outside Enumclaw's UGA, so at this time these properties are undeveloped and remain in reserve. It is likely that these properties will be surplus rather than developed, as they do not meet the City's policies for parks and open space facility development.

The City also has 5.02 miles of developed trails, as shown in Exhibit CF-6.

**Exhibit CF-6 City-owned Trails Inventory**

Trail	Size	Status/Use
Foothills Trail	1.00 Mile	Paved
BNSF Rail Corridor	0.42 Miles	Paved
Battersby Loop Trail	3.60 Miles	Paved (not complete)
Trail above Golf Course	unmeasured	Undeveloped

To be considered a “trail” at right-of-way must have been acquired and the trail must be level and cleared and has a useable surface such as gravel or chips.

The City's level of service standards for parks and trails are:

- **Neighborhood Parks:** 2.26 acres per 1,000 residents and all residences located within 0.75mile. Neighborhood parks one acre in size or larger should be publicly-owned and maintained. Neighborhood parks less than one (acre in size should be privately-owned and maintained as “Tot Lots” within subdivisions. Every neighborhood park should have facilities to serve a broad range of the population and should include one or more play components (five to 12), one or more adult fitness structures or activity features (fitness

equipment, bocce, horseshoes, etc.), a sport court or a multi-purpose playfield. Trails, fitness equipment, and/or multiuse courts/fields should be added to existing parks as appropriate to the park to increase the range of age of users. Playgrounds, sport courts, multiuse fields, benches, and restrooms should be maintained or added to parks as appropriate.

- **Community Park:** 3.59 acres per 1,000 residents.
- **Trails:** 0.25 mile of trail per 1,000 residents.

Beyond parks and trails facilities, the City has three recreational facilities: the Enumclaw Aquatic Center, Enumclaw Senior Center, and Enumclaw Golf Course. The first two are operated by the City of Enumclaw, while the Enumclaw Golf Course is operated by a private organization through a lease agreement with the City. None of these facilities are operated as enterprises, although there is significant precedent for operating municipal golf courses as enterprises, in Washington State.

The details for making park improvements, costs and timing are covered in detail in the 2025 Parks and Open Space Plan, however, the major future project priorities are summarized, following:

- **Updating the Enumclaw Senior Center.** In April 2024, the City asked voters to decide whether to update its existing Senior and Youth facilities or whether to, alternatively, surplus the existing senior center and develop a new community center. To give voters this choice, the City developed a capital bond initiative (Proposition No. 1) that was included in an April 2024 special election. The Community Center Bond Initiative did not pass. The City has interpreted this as Enumclaw residents preference to refurbish the existing building and/or rent space to address senior and community needs. The current building needs significant repairs, and the estimated cost to renovate the building exceeds its total value; a 2021 feasibility study, identified that the existing Senior and Youth sites have a number of structural and seismic issues. The City must now consider how to address these issues and reimagine the use of the existing facility.
- **Enumclaw Senior Center/Community Center.** The current Enumclaw Senior Center was built in 1928 and, before becoming the City's senior center, was a garment factory, grocery store, and automotive dealership. The facility was not built with use as a community center in mind and cannot accommodate the growing needs of the Enumclaw community. In addition, the current building needs significant repairs, and the estimated cost to renovate the building exceeds its total value; a 2021 feasibility study, identified that the existing Senior and Youth sites have a number of structural and seismic issues.

Instead, the City gave voters the choice whether to update the existing building or to, alternatively, surplus the existing senior center and develop a new community center which would accommodate seniors, children and youth, and families and include a senior center, commercial kitchen, common/dining room, classrooms, exercise room, full high school size gym as well as various offices housing ArtsAlive!, the Chamber of Commerce, City Parks and Recreation, and meeting spaces for the community, based on a conceptual design completed in 2018.

To give voters this choice, the City developed a capital bond initiative (Proposition

No. 1<sup>8</sup>) that was included in an April 2024 special election. The Community Center Bond Initiative did not pass, receiving 47.93% approval, far short of the 60% super majority needed to pass. The City has interpreted this as Enumclaw residents preference to refurbish the existing building and/or rent space to address senior and community needs.

- **Aquatic Center Improvements and Spray Park.** The City had a consultant complete a feasibility study in 2019 for the renovations and additions to the aquatic center, including the development of an Additions outdoor spray park on the east side of the building. Currently, the City has moved forward with several necessary improvements to the Aquatic Center to be completed in 2024, including ADA upgrades, locker room upgrades (including lighting and showers), entryway and external façade improvements, and the addition of a 1500 square foot community/party room. After this phase of improvements, the City will need to review design and costs to decide whether to move forward with future phases of this plan.
- **Maintain and Improve Existing Parks Improvements to other Parks.** All of the existing serviceable parks are slated for some improvements. Some of these improvements, such as installation of off-street parking, will increase the parks' usage capacity. Other improvements, such as replacement outdated play equipment, will not increase capacity. With the Boise Creek Park, plus the school ballfields, Enumclaw currently has adequate playfields, however, improvements are necessary to keep up with high demand and facilitate maintenance.
- **Develop Additional Neighborhood Parks.** A few areas still will not be within  $\frac{3}{4}$  mile of an active-use park (Neighborhood Park or Boise Creek Park) after the Elk Meadows, Future Southeast Park, and Future Big West Park are built. The areas, not within  $\frac{3}{4}$  mile, are located at the edge of the UGA. The area to the extreme north is now covered by Thunder Mountain Middle School, with its own ball fields. Developing the following facilities will satisfy substantially the proximity standard included in this chapter. A neighborhood park in the Big West Subarea (located within the City of Enumclaw's urban growth area, west of Enumclaw's 2023 city limits) would be needed to satisfy the requirement that all residents be within  $\frac{3}{4}$  mile of a neighborhood park.

To satisfy LOS requirements that all residents are within  $\frac{3}{4}$  mile of a neighborhood park, a new Southeast Park (not necessarily the final name) will be developed in conjunction with the Holdener Farm property, and will probably be about five acres in size. The exact location, cost, negotiations, and timing cannot be known until the Holdener property develops.

- **Acquire Land for a Future Big West Park.** This plan anticipates a new park north of SE 448th Street and west of 244th Avenue SE. This area is currently very rural and undeveloped. It is also located outside of current City limits. If the entire Big West

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<sup>8</sup> The city is asking voters for a bond projected at \$0.30 per \$1,000 of assessed property value on the April 23, 2024, special election ballot. The city has identified \$3.35 million in grants and city funds for the project and is pursuing other grants and private donations to further reduce the amount of funding needed by taxpayers. These alternative funding sources are contingent on the bond passing.

urban growth area is annexed and develops, this park would be necessary to meet the LOS standard that no residential part of the City should be more than  $\frac{3}{4}$  mile from a neighborhood park. However, that park will only be built if residential development expands beyond 244th Avenue. For this Chapter, it is assumed that this park would be acquired through the land development process.

- **Develop Mahler Park.** Mahler Park is currently undeveloped but does offer trail access to Newaukum Creek. Due to deed restrictions and environmental considerations related to Newaukum Creek and surrounding forested wetlands, this community park will be developed for passive use. The Cedar River Academy conducted an environmental study and developed a Master Plan for Mahler Park which has been incorporated by reference into this Parks Element. Future improvements will include an interpretative area, trails, parking, picnic tables and a restroom facility, while keeping the park as a natural area.
- **Complete Battersby Loop Trail.** The City seeks to complete the Battersby Loop Trail.

## ENUMCLAW AQUATIC CENTER

The Enumclaw Aquatic Center was transferred to the City of Enumclaw by King County in 2005. The Pool was originally built by King County in the early 1970's as part of the "Forward Thrust" initiative, and as such, King County and now the City of Enumclaw are obligated to voters to maintain the pool or a replacement for the next 30 years. The City currently operates and maintains the pool, independently.

A Citizen's advisory committee was formed in 2018 to research and recommend alternative funding sources to operate and maintain the pool, which up until 2, 2020 as heavily subsidized by the general fund. In August 2019, King County voters approved a replacement for the King County Parks Levy which substantially increased levy proceeds, and with it, the annual disbursement of levy proceeds to King County cities. Enumclaw expected to receive an additional \$125,000 annual disbursement from this levy and elected to dedicate these proceeds to the Aquatics Center, as the City considers the Aquatics Center a regional facility. These proceeds have offset general fund subsidization.

Currently, the pool is not at capacity and can accommodate additional growth. In 2019, the City commissioned a feasibility study which established that the City should maintain the pool (including making necessary condition-related and ADA improvements) and make phased improvements to increase capacity to keep up with population growth. The pool is currently under construction (expected to last from January to August 2024, with a twelve-week closure from April 2024 to June 2024) for necessary maintenance and improvements, including ADA upgrades, locker room upgrades (including lighting and showers), entryway and external façade improvements, and the addition of a 1500 square foot community/party room.

## ENUMCLAW COMMUNITY CENTER

The current Enumclaw Senior Center was built in 1928 and, before becoming the City's senior center, was a garment factory, grocery store, and automotive dealership. The facility was not built with use as a community center in mind and cannot accommodate the growing needs of

the Enumclaw community. In addition, the current building needs significant repairs, and the estimated cost to renovate the building exceeds its total value.

Instead, the City has planned to surplus the existing senior center and develop a new community center since the early 1990s, which would accommodate seniors, children and youth, and families. A consultant was hired to prepare plans for a new facility that would include senior center, commercial kitchen, common/dining room, classrooms, exercise room, full high school size gym as well as various offices housing ArtsAlive!, the Chamber of Commerce, City Parks and Recreation, and meeting spaces for the community. A conceptual design for this facility was completed in 2018.

The city cannot finance the community center through its general fund without significant cuts to other city services, such as police, fire, parks, and streets. Most community facilities are funded through voter-approved bonds. The city is asking voters for a bond projected at \$0.30 per \$1,000 of assessed property value on the April 23, 2024, special election ballot. The city has identified \$3.35 million in grants and city funds for the project and is pursuing other grants and private donations to further reduce the amount of funding needed by taxpayers. These alternative funding sources are contingent on the bond passing.

If the Community Center Bond Initiative does not pass, the City will consider alternative ways to addressing senior and community needs. A feasibility study in 2021, identified that the existing Senior and Youth sites have a number of structural and seismic issues.

## ENUMCLAW GOLF COURSE

The Enumclaw Golf Course is an 18-hole regulation length course, spanning 188 acres. The golf course was transferred to the City in 2003 by Enumclaw Golf Club, Inc. It has 18 holes, a putting green, parking lot and clubhouse. Developed between the 1930s and the 1980s, the course was accepted in outdated and poor condition. Drainage is a constant issue due to its location and environmental features on the site.

The Golf Course is currently leased to and operated by a private outside organization. This decision was made in an effort to reduce subsidization of the golf course enterprise by the general fund. The golf course continues to recover its operating costs through user fees. Like the Aquatics Center, the City considers the Golf Course as a regional facility. However, while this may be adequate to fund operating costs, it has not been sufficient to build reserves for needed, long-term maintenance and capital improvements. To do that, the City, following the example of many of its peers with municipal golf courses, may need to consider opportunities to “right-size” golf operations to a scale that is fiscally sustainable.

## TRANSPORTATION

The City of Enumclaw’s transportation system consists streets and highways, pedestrian and bicycle facilities, and transit service. The various components of the transportation system is discussed following and shown in Figure 1.

- **Street and Highway System.** The downtown street grid parallels old railroad line running through the City, with about 250 feet of spacing between roadways. Residential areas surrounding the core of the City were developed with cul-de-sacs and a strict

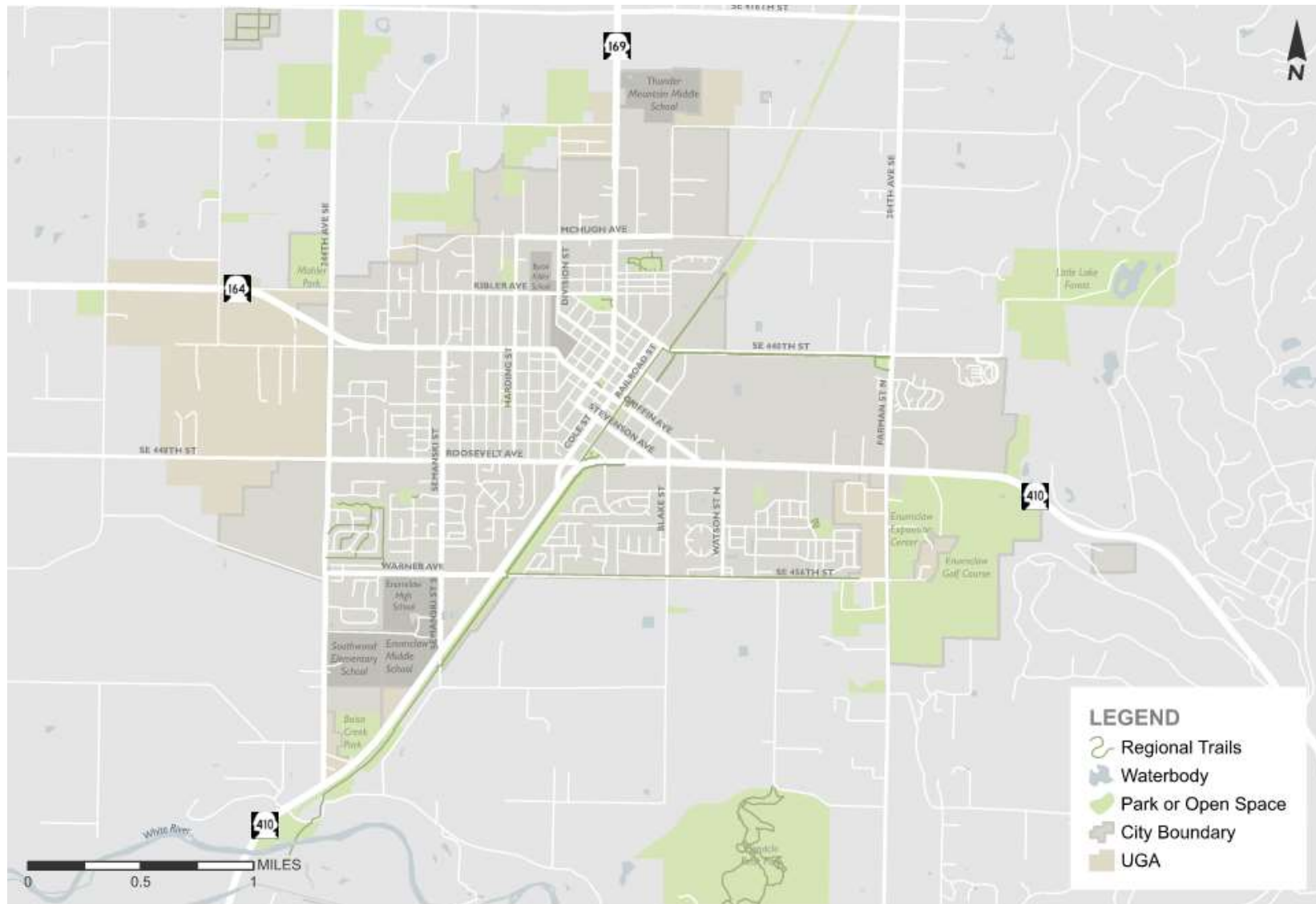
hierarchy of streets. All of the signalized intersections within the City are located along state highways 164, 169, and 410 .

The Enumclaw street system has four functional classes of streets: Major Arterials, Minor Arterials, Collector Streets, and Local Streets. The functional classification of a street designates the planning, design, maintenance, and operational standard for that roadway. A map of the Functional Classifications of Enumclaw’s roadways is shown in Figure 2.

- **Major Arterials. Enumclaw’s major arterials connect** community centers and facilities. These are often constructed with limited direct access to abutting land uses. Transit routes are generally located on major arterials, as are transfer centers and park-and-ride lots. SR 164, SR 169 and SR 410 connect the City to the regional transportation network and adjacent cities of Black Diamond, Auburn and Buckley. These routes are owned and maintained by the Washington State Department of Transportation (WSDOT) but operations are coordinated with the City. 244th Avenue SE is a major arterial running north- south along the west side of the City with a posted speed limit of 45 mph. It serves as a connection to State Highways SR 164 and SR 410 and as a de facto bypass along the west side of the City.
- **State Highways.** SR 410 is a major arterial running east-west through the southern portion of the City. There are traffic signals at the intersections with Warner Avenue, Garrett Street, Griffin Avenue (SR 164), Watson Street N, and Farman Street N. The speed limit is 40 mph from Buckley Bridge over the White River to the east City limits and is two to four lanes wide with left-turn pockets at major intersections. East of Farman Road, the speed limit is increased to 50 mph.  
SR 164 is a major arterial running east-west from SR 18 in Auburn to SR 410 in Enumclaw. Through the study area, it is SE 436th Street/SE 436th Way within King County and Griffin Avenue within the City limits.  
SR 169, also known as Porter Street within City limits and 264th Avenue SE adjacent to the city limits, is a major arterial running north-south from SR 164 to the communities of Black Diamond, Maple Valley, and Renton. It is a two-lane arterial with a traffic signal where it intersects with SR 164.
- **Minor Arterials.** Minor arterials are roadways that connect traffic from collector streets and augment major arterials. The City of Enumclaw’s minor arterial streets include Farman Street, Semanski Street (SR 410 to Griffin Avenue), Roosevelt Avenue (244th Avenue SE to Cole Street), Warner Avenue (244th Avenue SE to Blake Street), Garrett Street, and segments of Battersby Avenue, Porter Street and Stevenson Avenue downtown.  
The typical minor arterial has two lanes varying in width from 10 to 11 feet per lane. Traffic is predominantly controlled with stop signs along abutting streets. On-street parking is allowed along many sections of minor arterials within the city limits.  
Cole Street is a key downtown street serving as the city’s main street. The street has been improved for pedestrians with a “curb-less” design between Stevenson Avenue and Marshall Avenue which can be closed for festivals and other community events. The street has a 24-foot wide, two-lane roadway with parallel parking along a majority of the street’s length.
- **Collector Streets.** Collectors are roadways that provide easy movement within neighborhoods and connect two or more residential or commercial areas while also providing a high degree of property access within a localized area. Collector streets within the study area include Harding Street, McHugh Avenue/SE 432nd Street, Cole Street/268th Avenue SE (North of McHugh), Kibler Avenue, Battersby Avenue/SE 440th

Street, Blake Street, Watson Street N, Warner/SE 456th Street, Garrett Street, Washington Street, Division Street, and Dickson Avenue. Most of the collector streets are two-lane undivided streets with stop control along abutting streets. Existing Pavement widths vary from 10 to 13 feet per lane. Parking is allowed along most sections of collector streets.

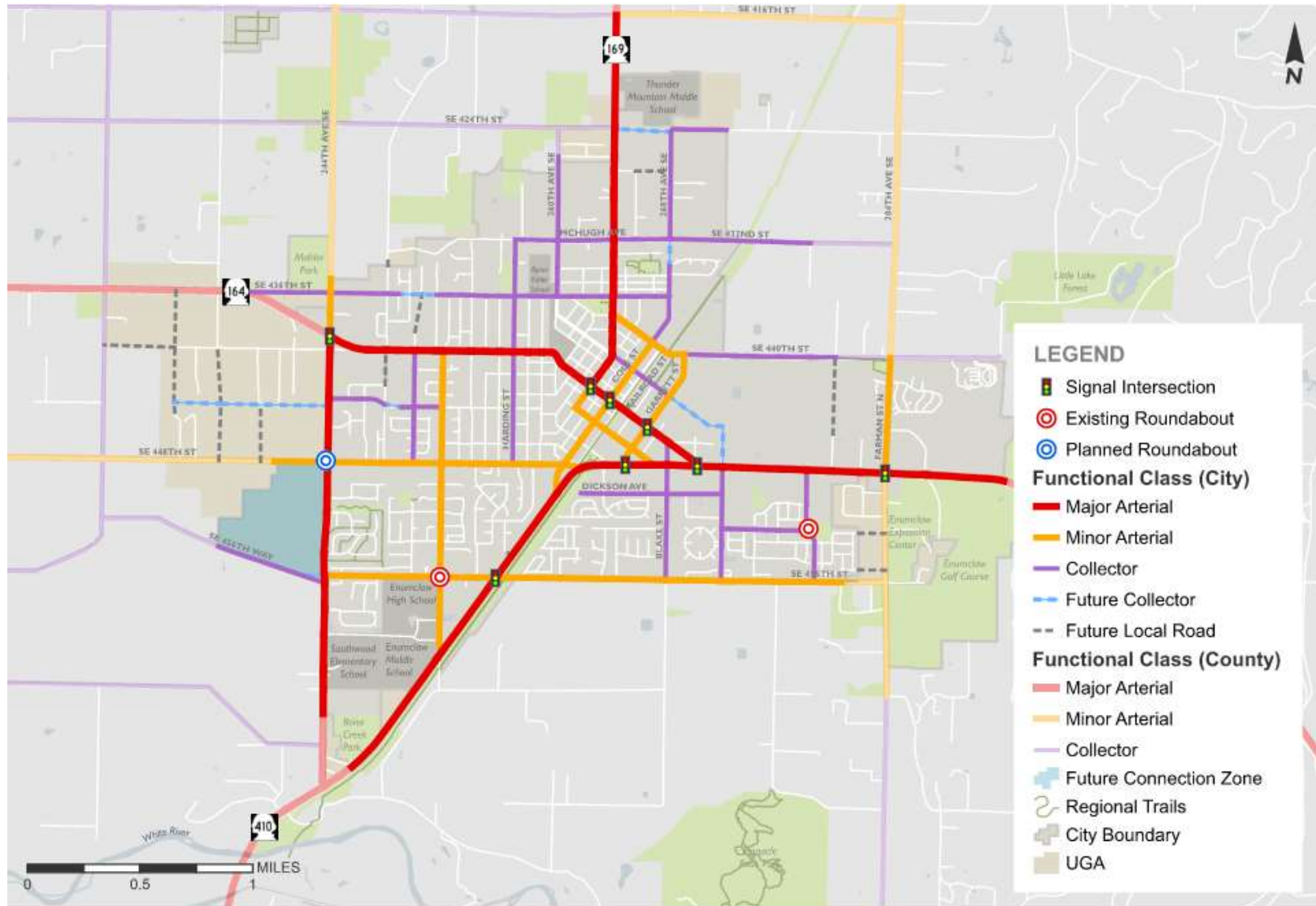
- **Local Streets.** Local streets provide access between residential or business areas and the arterials. They generally have two travel lanes and 25 mph speed limits. Street widths vary from 18 feet in more rural areas to 32 feet in built- up sections of the City. Curb and gutter sections exist in the City and are bordered by planting strips and sidewalks. Where a local access street joins an arterial, there is usually stop-sign control. Traffic control signs are generally not needed on low- volume intersections of local streets.



 **Street System**  
City of Enumclaw Transportation Element Update



FIGURE  
**01**



### Arterial Functional Classification System

City of Enumclaw Transportation Element Update



FIGURE 02

Multimodal level of service standards are required for active transportation facilities, locally owned arterials, and transit routes that serve urban growth areas, to serve as a gauge to judge system performance, and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA, while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA).

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

- **City of Enumclaw<sup>9</sup>**
  - LOS D for signalized intersections
  - LOS E for unsignalized intersections
- **King County<sup>10</sup>**
  - LOS E for roadways in unincorporated areas surrounding the City
- **WSDOT/PSRC<sup>11</sup>**
  - LOS D for Highways of Statewide Significance in urban areas
  - LOS C for Highways of Statewide Significance in rural areas
  - LOS D for Highways of Regional Significance, Tier 2

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

In addition to multimodal level of service standards, the Transportation Element also includes Active Transportation LOS standards, shown in Exhibit CF-7. These standards emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

- A green LOS indicates a primary facility meets adopted roadway standards and has facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- An orange LOS indicates a primary facility has facilities on only one side of the roadway, when both sides would be preferred.
- A red LOS indicates no designated facilities are provided for active transportation users and is considered unacceptable.




### Exhibit CF-7 Active Transportation LOS Standards

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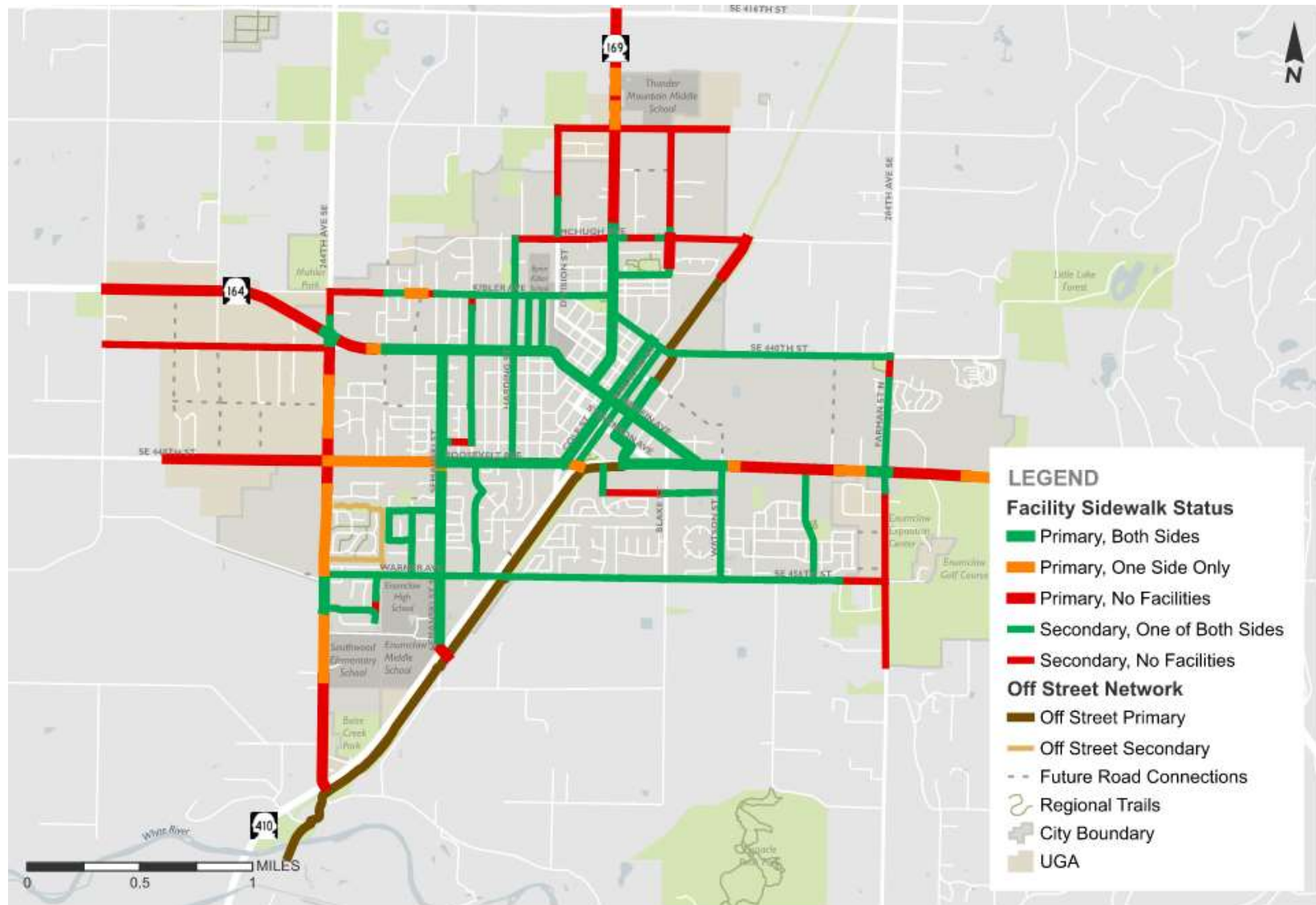
<sup>9</sup> *Comprehensive Plan*, City of Enumclaw (2014).

<sup>10</sup> *Comprehensive Plan*, King County (2012), p7-16.

<sup>11</sup> *Level of Service Standards for Washington State Highways*, WSDOT (2010).

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

The City utilizes these LOS standards to prioritize investments in the active transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan as shown in the Figure on the next page. The long-term project list identified in the Transportation Element represents the improvements needed to implement the orange LOS for primary routes and green LOS for secondary routes.



### Existing Active Transportation Network LOS

City of Enumclaw Transportation Element Update



FIGURE

## UTILITIES

### ELECTRICITY

Puget Sound Energy (PSE) is the electrical energy utility serving the City of Enumclaw. PSE is a private utility providing electric and, in most cases but not in Enumclaw, natural gas service to homes and businesses in Puget Sound region, covering 10 counties and approximately 6,000 square miles. Although PSE is a private utility, its operation and rates are governed by a public entity, the Washington Utilities and Transportation Commission (WUTC).

PSE relies on long-term planning to ensure that its customers have the infrastructure and electrical supply they need. As part of this, and as regulatorily required, PSE updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. PSE's most recent IRP was completed in 2021 and has a planning horizon of 2022 to 2045. The 2021 Plan is notable in that it outlines PSE's plans to eliminate coal from its electrical production by 2026, achieve greenhouse gas neutral generation by 2030, and achieve carbon neutral generation by 2045. According to the 2021 IRP, as PSE retires coal from its electrical production, the utility may begin to experience a peak capacity shortfall as soon as 2026. However, if PSE were to use all of the energy resources that it owns or contracts for, it could meet its electrical energy needs through 2031. Within the IRP, PSE then documents a preferred regional transmission portfolio for meeting its energy needs over a 24-year period..

PSE is part of the western regional system, which means that the electricity is produced elsewhere and transported to users first through high-voltage transmission lines and then reduced and redistributed transmission substations, distributions substations, and transformers. Enumclaw is served by the Electron Heights to Enumclaw transmission line and Enumclaw substation. Within the City of Enumclaw, PSE operates and maintains approximately 8 miles of high-voltage transmission lines. PSE is currently in the process of expanding and converting the Electron Heights to Enumclaw transmission line, which includes updating the Enumclaw Substation, to ensure they can continue to meet City of Enumclaw and regional electric demands and improve reliability.

### NATURAL GAS

The City of Enumclaw has operated a natural gas utility within city limits since 1957, when the City, in partnership with the City of Buckley, installed a 13-mile-high pressure main from Auburn through Enumclaw and ending south of the White River Bridge along Highway 410. The City is, now, one of only two remaining municipally-owned natural gas utilities in Washington State.

The City's level of service standard for natural gas is to provide natural gas service within the City's certified service area boundary in accordance with the Enumclaw Municipal Code, Pipeline Safety Manual, and Natural Gas Comprehensive Plan. This certified service area is 44.3 square miles and includes the City of Enumclaw, its urban growth areas, and portions of unincorporated King County. Natural gas is also distributed through the system to the City of Buckley through a 20-year agreement with Puget Sound Energy that was initiated in 2014.

As of 2023, the utility had 19 district regulator stations and 116.7 miles of distribution main serving 5,000 retail customers. The City’s Natural Gas Comprehensive Plan the *Natural Gas System Plan and Long-Range Investment Plan, 2016-2035* was last updated in February 2016 and is incorporated by reference into this Utilities Element. As part of developing the *Natural Gas System Plan and Long-Range Investment Plan, 2016-2035*, the City’s natural gas infrastructure was evaluated and a planning base model representing the system at 2035 buildout conditions (based on the City’s 2035 Master Development Plan) was developed to allow for comparison of long-range scenarios for the Utility and develop a preferred alternative and investment plan for the Utility over the next 20 years.

The selected alternative required an investment of \$3 million in 2015 dollars between will invest over \$3 million between 2016 and 2035 and recommended that the City validate load growth periodically and adjust the timing of capital projects as appropriate. In addition, additional operating and capital needs related to regulatory requirements also need to be incorporated.

**Exhibit CF-8 City of Enumclaw Natural Gas Utility 20-year Needs Analysis, 2023 Dollars**

Description		Cost Estimates	
		Actuals (2016\$)	Updated (2024\$, rounded to nearest \$10,000)
Uprate 4-inch steel IP main in Warner Avenue between the existing Warner Regulator Station and Blake Street, adding a new regulator station near the intersection of Warner Avenue and Blake Street, a new regulator station near Auburn Enumclaw Road and 228th Avenue SE. Increase HP to 326 psig. Uprate the IP system to 50 psig.			
<b>HP System Pressure</b>	Uprate to 326 psig 82,400 ft. Uprate existing steel IP main, 6,543 ft.	\$254,210	\$320,000
<b>IP System Pressure</b>	New regulator stations 1. Enumclaw Auburn Rd and 228th Ave SE. 2. Warner and Blake Rebuild Roosevelt Regulator Station.	\$285,355	\$360,000
<b>Regulator Station Work</b>	2” – 6,666 Ft. 4” – 14,273 Ft. Relocate 16 services along Warner (\$8,000)	\$225,000	\$280,000
<b>New PE Pipe Installed</b>	4” – 21,023 Ft.	\$1,502,276	\$1,890,000
<b>Steel Pipe Replaced with PE</b>		\$1,513,656	\$1,910,000
<b>TOTAL ESTIMATED COST</b>		<b>\$3,780,497</b>	<b>\$4,760,000</b>

These investments are expected to occur in the 20-year horizon of this Plan, but not in the next six years. However, the timing of these investments is highly dependent upon when growth occurs. It is recommended that the City update the planning model periodically to analyze the growth that has occurred and modify the project timing proposed within this report based upon actual growth.

## POTABLE WATER

The City of Enumclaw has operated a Water Utility since 1923, when it acquired its water system from Weyerhaeuser Company which included Boise Spring. The Utility's level of service standard for potable water is to provide a safe and adequate supply of water in accordance with the Comprehensive Water System Plan policies and design criteria. In addition to its own level of service standard, the Water Utility also has a duty to serve all existing and new service connections within its retail service area in accordance with Washington State municipal water laws, although four criteria must be met:

- The City has sufficient water rights to provide service;
- The City has sufficient capacity to serve water in a safe and reliable manner;
- The service request is consistent with the adopted local plans, land use plans, and development regulations;
- Service can be provided in a timely and reasonable manner.

The Utility serves a 28.8-mile retail service area that includes the City of Enumclaw as well as approximately 23.5 square miles of unincorporated King County. It also has a future water service area that encompasses approximately 8.5 square miles.

Within its current retail service area, the Utility serves approximately 7,785 retail customers, and a total population of 16,900 people, including approximately 12,830 Enumclaw residents and 4,070 people in unincorporated King County.

The Water System's current facilities include four sources of supply:

- Boise Spring
- Watercress Spring
- PC Johnson Wellfield
- Golf Course Well

The water system has five reservoirs:

- 3 MG City Reservoir
- Crews Reservoir
- Stanridge Hill Reservoir
- Fairway Hills Reservoir
- 1 MG City Reservoir

The water system has seven booster pump stations:

- Weyerhaeuser Booster Pump Station
- New Horizons Booster Pump Station
- Standridge Hill Booster Pump Station
- 1013 Zone Booster Pump Station
- 983 Zone Booster Pump Station
- Fairway Hills Booster Pump Station
- Highview Booster Pump Station

The water system has three pressure reducing stations:

- New Horizons
- New Horizons Booster Pump Station
- 983/988 Zone

Appropriately sourced, treated, and pressurized water is then distributed throughout the water system through approximately 145.9 miles of city-owned and -maintained water main, which ranges from 1 in to 24 inches in diameter. A further 8.7 miles of privately-owned water main, primarily serving sprinkler systems and mobile home park communities served through master meters, is connected to the City system.

The City’s Comprehensive Water System Plan identifies capital needs and a 10-year capital improvement program, as well as projects to be completed over a 20-year time horizon, for the Water Utility, shown in Exhibit CF-9, following.

**Exhibit CF-9 City of Enumclaw Water Utility 20-year Needs Analysis, 2023 Dollars**

Project Number	Project Description	Estimated Project Cost		Projected Date
		Actuals (2023\$, rounded to nearest \$1,000)	Updated (2024\$, rounded to nearest \$10,000)	
<b>D-16</b>	<b>Steel Main Replacements</b>	\$1,500,000	\$1,500,000	annual
<b>G-7</b>	<b>Rural Area Isolation Valves (annual)</b>	\$200,000	\$200,000	annual
<b>G-9</b>	<b>Misc. Water Improvements</b>	\$1,500,000	\$1,500,000	annual
<b>D-7</b>	<b>Boise Springs Transmission Main</b>	\$3,222,000	\$3,230,000	2024/2025
<b>ST-4</b>	<b>Reduce Dead Storage in Crews Reservoir</b>	\$2,000	\$0	2024
<b>D-14</b>	<b>McHugh Avenue from 2512 to 2840 McHugh</b>	\$1,202,000	\$1,200,000	2025
<b>SO-2</b>	<b>PC Johnson Wellfield Manganese Treatment Predesign</b>	\$50,000	\$50,000	2025
<b>Z-1</b>	<b>New Pressure Zone</b>	\$1,146,000	\$1,150,000	2026
<b>D-13</b>	<b>Harding Street from Kibler Avenue to Griffin Avenue</b>	\$1,176,000	\$1,180,000	2027
<b>D-4</b>	<b>Roosevelt Avenue from Stevenson Avenue to Watson Street</b>	\$1,176,000	\$1,180,000	2027

Project Number	Project Description	Estimated Project Cost		Projected Date
		Actuals (2023\$, rounded to nearest \$1,000)	Updated (2024\$, rounded to nearest \$10,000)	
<b>D-5</b>	<b>Roosevelt Avenue Transmission Main</b>	\$3,442,000	\$3,450,000	2027
<b>G-6</b>	<b>Automated Flushing Devices</b>	\$15,000	\$20,000	2027
<b>D-3</b>	<b>Stevenson Avenue from Railroad Street to Roosevelt Avenue</b>	\$1,735,000	\$1,740,000	2028
<b>D-17</b>	<b>Y Bar S Main Replacement</b>	\$1,200,000	\$1,200,000	2029/2034+
<b>G-5</b>	<b>PC Johnson Wells 2 and 3 Rehabilitation</b>	\$250,000	\$250,000	2029
<b>D-11</b>	<b>Lafromboise Street Alley from Elmont Avenue to Montgomery Avenue</b>	\$693,000	\$690,000	2030
<b>D-12</b>	<b>Montgomery Avenue and Pioneer Street</b>	\$405,000	\$410,000	2030
<b>D-6</b>	<b>Farman Street Looping</b>	\$845,000	\$850,000	2031
<b>G-3</b>	<b>PC Johnson Automatic Transmission Main Control Valve</b>	\$448,000	\$450,000	2031
<b>G-4</b>	<b>PC Johnson Wellfield Chlorine Analyzer</b>	\$10,000	\$10,000	2031
<b>BS-1</b>	<b>Replace Equipment at Lower New Horizons</b>	\$348,000	\$350,000	2032
<b>D-15</b>	<b>Washington Avenue from Porter Street to James Street</b>	\$1,394,000	\$1,400,000	2032
<b>SO-3</b>	<b>Replace PC Well 3 Pump</b>	\$548,000	\$550,000	2032
<b>G-1</b>	<b>Comprehensive Water System Plan Update</b>	\$150,000	\$150,000	2033
<b>ST-1</b>	<b>New 2 MG Reservoir</b>	\$4,831,000	\$4,840,000	2033/2034
<b>ST-3</b>	<b>Storage Integrity Evaluation</b>	\$50,000	\$50,000	2033
<b>BS-2</b>	<b>Emergency Generator at Lower New Horizons</b>	\$270,000	\$270,000	2034+

Project Number	Project Description	Estimated Project Cost		Projected Date
		Actuals (2023\$, rounded to nearest \$1,000)	Updated (2024\$, rounded to nearest \$10,000)	
D-1	Stevenson Avenue from Marion Street to Railroad Street	\$856,000	\$860,000	2034+
D-10	Griffin Avenue from Florence Street to Highpoint Street	\$1,746,000	\$1,750,000	2034+
D-2	Marion Street from Stevenson Avenue to Edith Avenue	\$292,000	\$290,000	2034+
D-8	Porter Street from Battersby Avenue to McHugh Avenue	\$1,306,000	\$1,310,000	2034+
D-9	Griffin Avenue from Pioneer Street to Florence Street	\$1,167,000	\$1,170,000	2034+
G-2	Boise Spring Rehabilitation	\$50,000	\$50,000	2034+
G-8	Facility Equipment Replacements	\$1,500,000	\$1,500,000	2034+
SO-1	New Watercross Well 1	\$1,874,000	\$1,880,000	2034+
ST-2	Decommission 1 MG Reservoir	\$674,000	\$670,000	2034+
<b>SUBTOTAL, SIX-YEAR (2024-2029)</b>		<b>\$18,509,000</b>	<b>\$18,540,000</b>	
<b>SUBTOTAL, REMAINDER of 20-YEAR 2030-2044</b>		<b>\$19,457,000</b>	<b>\$19,500,000</b>	
<b>TOTAL</b>		<b>\$37,273,000</b>	<b>\$37,350,000</b>	

It is expected that these capital improvements will be funded through water utility rate payments from consumers; it is assumed that a rate increase of 5% per year on the City's base and consumption rates will be sufficient to fully cash-fund the high-priority projects in the City's Water Utility project list program over the next 10 years.

**TELECOMMUNICATIONS**

Telecommunications, including landline, cable, cellular, fiber optic, and wireless television, internet, and phone services, are available in Enumclaw through a number of private companies including Comcast, Astound (Wave) Broadband, CenturyLink, T-Mobile, AT&T, and Verizon.

Under federal law, "franchising authorities," which in Washington State includes cities, including Enumclaw, can require cable television companies to negotiate a franchise (in other words, a contract) to provide cable television service, like cable television, within a municipality. The City of Enumclaw currently has 1 non-exclusive franchise with Comcast Xfinity cable, which is managed by City of Enumclaw Media Services, who negotiates, monitors, and enforces the franchise agreement. Enumclaw Media Services is also responsible for operating Enumclaw City Television Channel 21, city telecommunications equipment and service, city cellular telephone service, and this City of Enumclaw website.

Landline telephone services are available in Enumclaw from CenturyLink and Comcast. Cellular telephone services are available on four networks including AT&T, T-Mobile, UScellular, and Verizon Wireless. There are 37 total carriers using these networks. Satellite phone service is also available through a number of carriers.

A variety of internet services (like cable, wi-fi, satellite, fiber optic, and cellular) are available in Enumclaw, from a number of internet providers, including Comcast, Astound (Wave) Broadband, CenturyLink, T-Mobile, AT&T, and Verizon.

### SOLID WASTE, RECYCLING, AND YARD WASTE

The City operates a Solid Waste Utility through which it offers a variety of solid waste collection and recycling services to both residential and commercial retail customers, including:

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

The City does not provide large container service which is instead currently delivered privately by Waste Management Inc.

The City's level of service for solid waste services is to maintain efficient and effective garbage, recycle, and yard waste collection programs. The Solid Waste Utility provides garbage and recyclables services to approximately 4,700 residential and commercial retail customers within the City's corporate boundaries and yard waste collection for 2,941 customers. The Solid Waste Utility does not serve the City's UGAs, which are instead served by King County through its private solid waste, recycling, and yard contractor, which is currently Waste Management, Inc.

While the City of Enumclaw's Solid Waste Utility provides solid waste collections, it is not responsible for ultimate disposal; that is King County's responsibility. King County operates a network of solid waste facilities, including the Enumclaw Transfer Station located in Enumclaw at 1650 Battersby Ave E.

The City's Solid Waste Utility's primary capital asset is its fleet. The City plans for fleet replacement based on a 10-year lifespan, with newly retired trucks retained as backups and the oldest truck in the fleet sold as surplus. However, the City is significantly behind on replacement according to this standard. If this standard were maintained, all six of these

vehicles would require replacement in the six-year capital improvement program, and secondary replacement within the 20-year capital improvement program.

**Exhibit CF-10 City of Enumclaw Solid Waste Utility 20-year Needs Analysis, 2023 Dollars**

<b>Project</b>	<b>Cost (2024\$, rounded to nearest \$10,000)</b>	<b>Year</b>
Replacement Truck	\$240,000	2024
Replacement Truck	\$240,000	2024
Replace cart and dumpsters	\$50,000	2024
Replacement Truck	\$250,000	2025
Replacement Truck	\$260,000	2026
Replacement Truck	\$270,000	2027
Replace cart and dumpsters	\$240,000	2028
Replacement Truck	\$360,000	2034
Replacement Truck	\$360,000	2034
Replacement Truck	\$380,000	2035
Replacement Truck	\$400,000	2036
Replacement Truck	\$410,000	2037
Replace cart and dumpsters	\$360,000	2038
<b>SUBTOTAL, SIX-YEAR (2024-2029)</b>	\$1,550,000	
<b>SUBTOTAL, REMAINDER of 20-YEAR 2030-2044</b>	\$2,270,000	
<b>TOTAL</b>	\$3,820,000	

The City performed a cost-benefit analysis which suggested conversion to front load collection (from rear load commercial collection). As a starting point to implement this conversion, the City has replaced two trucks in 2024. The City has also purchased new 1.5 yard and 8 yard commercial front load containers as part of this conversion. These investments were funded by general fund revenues, however, the City should consider funding these fleet investments through solid waste rate payments from consumers in the future, as paying for these investments with general funds is a subsidy of the solid waste utility.

**STORMWATER**

The City of Enumclaw’s initial stormwater planning effort is documented in the Comprehensive Stormwater Drainage Plan prepared in 1978. In November 2017, the Enumclaw City Council, through Ordinance 2624, 2017 authorized the creation of a Stormwater Utility to properly fund the cost of all personnel, administration, equipment, maintenance, and stormwater projects. The City has established and codified in Enumclaw Municipal Code 14.10.510 that its stormwater system provides benefits and services to all property within the City’s corporate limits. As such, all real property is subject to Stormwater Utility User Fees.

The City's level of service standard for stormwater is to comply with NPDES Phase II federal permitting requirements required under the federal Clean Water Act (CWA).

City of Enumclaw's stormwater drainage system includes over 3000 catch basins, over 300 manholes, over 65 miles of piping, over 15 miles of ditches, 30 or more above ground stormwater facilities, and 15 or more underground stormwater facilities. Stormwater runoff leaving the City system ultimately discharge to the Boise and Newaukum Creeks which ultimately discharge into the White and Green Rivers.

Several CIPs have been identified to correct deficiencies or improve water quality in the City's storm drainage. These projects represent the

#### High Priority Projects

CIP 2: Commerce and Gamblin Streets

CIP 3: Chinook Winds Stormwater Facility

CIP 7: Scandia/Myrtine/Johnson Flood Reduction

CIP 8: Expo Center North Parking Lot Stormwater Improvements

#### Medium Priority Projects

CIP 1: Battersby Avenue West Culvert Replacement

CIP 5: Decant Facility

CIP 6: McHugh Avenue Stormwater Infrastructure

#### Additional Stormwater Management Action Plan Projects

- Battersby Stormwater Pond Retrofit
- RV Park Stormwater Pond Retrofit
- Farman Water Quality Facility
- Foothills Trail Riparian Plantings
- Commerce ROW Riparian Plantings
- Rainier Water Quality Facility

#### Problem Areas

PA 1: Drainage District Nos. 5 and 5A system repair / maintenance

PA 2: Drainage District No. 6 system repair / maintenance

PA 3: 244<sup>th</sup> Ave Stormwater Ditches

It is expected that these capital improvements will be funded through stormwater utility rate payments. However, the current rate of \$7.50 per month per equivalent service unit (ESU) does not provide for capital reserves and only allows for completion of small capital projects

annually (less than \$25,000). Over the 20-year horizon of this Comprehensive Plan, the City will need to estimate the costs associated with this capital improvements, prioritize the projects, and appropriately increase the stormwater rate to fund sufficient reserves to complete these capital projects.

## WASTEWATER

The City of Enumclaw has owned and operated a Wastewater (often referred to as a sanitary sewer) utility since 1915. The City of Enumclaw operates its Wastewater Utility according to all applicable federal, state, and regional design criteria, laws, regulations, and policies. The City's level of service standard for sanitary sewer services is to provide sewer service within the City limits in accordance with the General Sewer Plan, including provision of:

- A collection system capable of conveying all wastewater discharges from customers within the City limits that minimizes overflows and the need for new lift stations;
- A treatment system capable of treating and discharging wastewater that meets all permit requirements of the NPDES permit; and,
- A pretreatment of industrial and commercial wastewater if necessary prior to discharge into the City's collection system.

As of 2023, the Utility serves 4,140 retail customers within this service area. This includes the majority of single family residences within the City; there are estimated to be fewer than 200 single family residences that are not served by the City's wastewater utility (who instead rely on onsite sewerage systems). This value also includes the City's approximately 450 non-residential customers as well as its sole industrial customer, the King County Transfer Station.

The Wastewater Utility operates a sewer collection system consisting of eleven lift stations and 54 miles of gravity collection main. Nine of the lift stations are City-owned while the remaining two (Sunrise and Thunder Mountain) are owned by the Enumclaw School District and on Enumclaw School District property (at Sunrise Elementary School and Thunder Mountain Middle School) and may be transferred to the City in the future. The sewer collection system includes about 48 miles of active collection and active customer service pipe that varies from 8 inches to 36 inches in diameter.

The Wastewater collected is treated at a centralized plant, the Enumclaw Wastewater Treatment Plant (WWTP). The WWTP was upgraded and expanded, reopening in November 2008, to increase the Wastewater Utility's treatment capacity.

While the upgrades to the WWTP which culminated in it's reopening in November 2008 establish adequate capacity to serve the expected growth in the City and UGA, the *City of Enumclaw, General Sewer Plan, March 2016* did identify approximately \$15,807,000 (in 2015 dollars) in additional improvements needed over it's 20-year planning horizon. While some of these investments have been made, many remain, as shown in Exhibit CF-11 and updated to 2023 dollars.

### **Exhibit CF-1112 City of Enumclaw Wastewater Utility 20-year Needs Analysis, 2023 Dollars**

Project Number	Project	Cost Estimates	
		Actuals (2023\$, rounded to nearest \$100)	Updated (2024\$, rounded to nearest \$10,000)
CS-01	Buckley Road - Gravity Sewer	\$1,998,700	\$2,000,000
CS-02	Roosevelt Avenue East Gravity Sewers	\$2,532,800	\$2,540,000
CS-03	248th Lift Station	\$6,830,000	\$6,840,000
CS-04	24-in From Myrtine-Scandia to Across SR410	\$798,800	\$800,000
CS-05	24-in on Myrtine - Scandia to Roosevelt	\$2,768,400	\$2,770,000
CS-06	264th Ave Extension at TMMS	\$1,055,200	\$1,060,000
CS-07	Garret Park- Gravity Sewer	\$56,900	\$60,000
CS-08	Harding St - Kibler to Griffin	\$1,965,500	\$1,970,000
CS-09	Initial & Franklin - Remove Double Sewer	\$179,200	\$180,000
CS-10	Lincoln Avenue Gravity Sewer - Division to Cole	\$820,000	\$820,000
CS-11	Loraine St Kibler to Griffin and E on Griffin to Garfield	\$2,323,000	\$2,330,000
CS-12	Laframboise Alley Sewer Improvements	\$569,900	\$570,000
CS-13	Chinook LS (Based on Alt 2 provided by City)	\$3,060,400	\$3,060,000
CS-14	Roosevelt Avenue & SR410 (Design Only)	\$100,000	\$100,000
CS-15	Berilla LS Pumping Upgrade	\$82,800	\$80,000
CS-16	Misc Sewer Improvements	\$1,500,000	\$1,500,000
CS-17	Sewer Model Update and Analysis	\$150,000	\$150,000
CS-18	I & I Reduction / System Rehab	\$7,000,000	\$7,010,000
CS-19	Griffin Ave - Loraine to Farrelly	\$2,515,100	\$2,520,000
CS-20	244th Ave / Roosevelt Ave Sewer Extension	\$150,000	\$150,000
CS-21	Rainier LS Upgrade	\$82,800	\$80,000
WWTP-01	RBC Building Upgrade	\$2,523,000	\$2,530,000
WWTP-02	Headworks Screen Repl	\$1,000,000	\$1,000,000
WWTP-03	Centrifuge Dewatering System	\$1,600,000	\$1,600,000

Project Number	Project	Cost Estimates	
		Actuals (2023\$, rounded to nearest \$100)	Updated (2024\$, rounded to nearest \$10,000)
<b>WWTP-04</b>	<b>Equipment and Control Replacements</b>	\$2,400,000	\$2,400,000
<b>WWTP-05</b>	<b>Asset Mgmt System</b>	\$250,000	\$250,000
	<b>TOTAL, 20-year (2024-2044)</b>	<b>\$44,312,500</b>	<b>\$44,370,000</b>

These investments are expected to occur in the 20-year horizon of this Plan. but not in the next six years. Although some projects may occur as funding becomes available. It is expected that these capital improvements will be funded through utility rate payments from consumers.

*SCHOOL FACILITIES*

ENUMCLAW SCHOOL DISTRICT

The City of Enumclaw is served by School District No. 216, started in 1887, which is classified as a non-charter local school district that is not a supervisory union. The district's jurisdictional boundaries span 456 square miles, including the City of Enumclaw, as well as the City of Black Diamond and residents of nearby King County unincorporated communities. As of November 2023, the District serves a student population of 4,225 students.

**Exhibit CF-13 Enumclaw School District Facilities**

School	Address	Capacity
Birth-to-Five Center	1640 Fell Street Enumclaw, WA 98022	
Elementary Schools (kindergarten through fifth grade)		
Black Diamond Elementary	25314 Baker Street Black Diamond, WA 98010	430
Byron Kibler Elementary	2057 Kibler Avenue Enumclaw, WA 98022	430
Southwood Elementary	3240 McDougall Avenue Enumclaw, WA 98022	450
Sunrise Elementary	899 Osceola Street Enumclaw, WA 98022	450
Westwood Elementary	21200 SE 416 <sup>th</sup> Enumclaw, WA 98022	450

School	Address	Capacity
Middle Schools (sixth through eighth grade)		
Enumclaw Middle School	550 Semanski Street S. Enumclaw, WA 98022	550
Thunder Mountain Middle School	42018 264 <sup>th</sup> Avenue E. Enumclaw, WA 98022	550
High Schools (ninth through twelfth grade)		
Enumclaw High School	226 Semanski Street S. Enumclaw, WA 98022	1,497

The Enumclaw School District identifies its level of service (or “standard of service”) based on the number of classrooms available at each school and the desired average class load districtwide. It is the District’s assertion is that favorable class size promotes the standard and quality of educational programs.

The District’s “standard of service” for elementary school students (kindergarten through fifth grade), is:

- Elementary school permanent capacity should be between 450 to 600 students.
- Average district wide class size for grades K-3 are 20 students per teacher with a reduced overall ratio of 1 to 17 when specialist and intervention teachers are considered.
- Average district wide class size for grades 4 and 5 should not exceed 26 students.
- Special Education for student with disabilities may be provided in a self-contained classroom with a maximum capacity of 10-12 depending on the program.

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

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

All of the special programs referenced above require specialized classroom space; thus, the full-time student capacity of buildings housing these programs may be reduced. When programs change, program capacity fluctuates, and the plan is updated annually to reflect the change in program and capacity.

The District's "standard of service" for secondary school students (sixth through twelfth grades), is:

- A Middle school permanent capacity should be between 550 to 800 students.
- Average district wide class size for grades 6-8 should not exceed 28 students.
- Average district wide class size for grades 9-12 should not exceed 28 students.
- Special Education for students with disabilities may be provided in a classroom with a capacity of 10-15 depending on program.

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

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

Many of these programs require specialized classroom space and can reduce the permanent capacity of the school buildings. Each school's available capacity will vary with the type of programs and space utilization in the building.

Enumclaw School Districts current Capital Facilities Plan was completed in 2021-2026. The District is in the process of updating this Plan. To help prioritize its capital needs, the Enumclaw School District has established a committee to help revise and steward the District's own capital facilities plan and ensure that it reflects the values and priorities of the community. This committee, the Community Facilities Oversight for Capital utilization and Sustainability Committee (FOCUS Committee) is in the process of studying the district's capital facilities needs, reviewing data, and developing long-term recommendations to the school board, to ensure that prioritized capital facilities projects meet the needs of Enumclaw School Districts students, families, staff, and community over the next 20 years.

As of April 2024, the FOCUS Committee has established a list of capital facilities needs to be accomplished as soon as possible, as well as those to be completed within the next five years, following:

Projects to be completed as soon as possible, including:

- Ten Trails Elementary School
- Combining Southwood Elementary and Byron Kibler Elementary in a larger capacity school and adjusting boundaries
- Fitting BT5 students in that combined school or using a small portion of Southwood Elementary
- Security for all schools
- Westwood/Thunder Mountain Roofing
- Black Diamond AC- due to two stories
- Immediate maintenance needs are prioritized, and buildings are maintained
- Looking at staffing and changes that could be made to maintain
- Safety and security needs
- PAC Rebuild
- Repaving McDougall Ave

- Rebuild Kibler- Combine with Southwood or Westwood

Projects to be completed in the next five years:

- Elementary campus rebuild- Kibler
- K-8 school
- Middle school expansion- EMS
- New Elementary in Black Diamond
- Performing Arts Center

### HIGHER EDUCATION FACILITIES

The Green River Community College Enumclaw Campus is located in downtown Enumclaw at 1414 Griffin Avenue Enumclaw, WA 98022. The is an extension of the main Green River Community College campus in Auburn and offers general education credit classes for first year students and running start students, as well as continuing education classes which allows to support lifelong learning and personal and professional growth. Starting in Fall of 2024, the Enumclaw campus will offer first year classes for its Cybersecurity and Networking Associate's Degree (AAS-T).

### Integrated Capital Facilities Plan

The City of Enumclaw funds specific programmatic activities and capital investment from several funds, which have varied over the ten-year historical period (2013 to 2023) informing this CFP.

Exhibit CF-14 shows the funds considered in this analysis and illustrates the years within the historical period for which they were relevant.

**Exhibit CF-14 Funding Sources Reviewed**

Fund	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
1 General Fund										
101 Contingency			0							
110 Street										
112 Transportation Benefit District	0									
115 Lodging Tax										
130 REET 2										
131 REET 1										
150 Seized Assets										
154 Jail Administration Fund										
156 Drug Enforcement Fund										
158 Impact Fee Accounts										
170 Pool										
190 Golf Course										
213 2003 LTGO Bond Redemption Fund										
215 Local Improvement District Debt Service										
230 LID Guaranty Fund										
310 Welcome Center										
410 Water Utility										
420 Wastewater Utility										
430 Natural Gas Utility										
440 Solid Waste Utility										
450 Stormwater Fund										
455 Water/Sewer Revenue Bond										
490 Exposition Center										
520 Equipment Rental										
530 Data Processing Internal Service										
535 Facilities I/S Fund										
701 Cemetary Endowment Care										
722 La Fromboise Memorial										

The City has both governmental and proprietary funds, as indicated by the first digit of the fund code, as follows:

- Governmental Funds
  - Code 000 - General (Current Expense) Fund
  - Code 100 - Special Revenue Funds
  - Code 200 - Debt Services Funds
  - Code 300 - Capital Projects Funds
  - Code 700 - Permanent Funds
- Proprietary funds
  - Code 400 - Enterprise Funds
  - Code 500 - Internal Service Funds

The City does not currently have any fiduciary funds, nor did it during the historical period. It is important to consider the City's fund structure when generating this integrated capital funding plan, because the City will use both fungible general fund revenues as well as a mix of dedicated, committed, and proprietary resources to fund its future capital investments. For example, resources for Transportation and Utilities, which both have specific dedicated funding sources have already been considered as part of those elements. While this does not preclude us from further prioritizing capital investments related to those public services, doing so would only minimally increase the total revenues available for other purposes. As such, we will consider the revenues available for these other purposes separately and integrate the results of the transportation improvement plan and utility improvement plans, here.

### ***BASELINE FUNDING CAPITAL INVESTMENTS***

Capital facilities in the State of Washington and the City of Enumclaw are funded in a variety of ways. Non-enterprise fund facilities must rely on revenue from taxes or bonding retired with general tax revenue and by grants from county, state, and federal agencies. The Growth Management Act requires the City to identify the sources of funding for each type of capital facility. This section provides a general overview of funding sources that have been or are being used, a historical look at revenues from these sources, projections for these revenues to the year 2044, and an assessment of the revenues that will, therefore, be available for capital investment. As discussed previously, due to the fact that many revenues funding transportation and utilities are dedicated to those purposes, we have evaluated resources available for those purposes separately.

Based on revenue projections, the City will have sufficient funding to support prioritized capital facilities resulting from the growth anticipated in the land use element. However, the City does not have resources to fund its significant capital investment needs in the 20-year period without additional prioritization, additional revenues, or some combination of the two.

### **TRANSPORTATION FUNDING**

Based on historical revenue trends, we expect the City of Enumclaw to generate revenue for its transportation activities, including both programmatic activities and capital investments, from many sources, as shown in Exhibit CF-15, following.

**Exhibit CF-15 Projected Revenues Available for Transportation Activities,  
2023\$ (rounded to nearest \$10,000)**

	2024-2029	2030-2044	TOTAL
<b>Flexible Revenues</b>			
TBD Retail Sales and Use Taxes	\$ 3,420,000	\$ 11,660,000	\$ 15,080,000
TBD Motor Vehicle Excise Taxes	\$ 1,680,000	\$ 3,490,000	\$ 5,170,000
State Motor Vehicle Fuel Tax Distributions	\$ 1,680,000	\$ 3,310,000	\$ 4,990,000
State Multimodal Transportation Account Distributions	\$ 120,000	\$ 410,000	\$ 530,000
Fees, Licenses, and Permits	\$ 240,000	\$ 930,000	\$ 1,170,000
General Fund Transfers-in	\$ 3,880,000	\$ 14,510,000	\$ 18,390,000
<b>Capital Restricted Revenues</b>			
Federal Indirect Grants	\$ 1,770,000	\$ 5,240,000	\$ 7,010,000
State Grants	\$ 2,580,000	\$ 7,630,000	\$ 10,210,000
REET Transfers-in	\$ 1,340,000	\$ 5,000,000	\$ 6,340,000
Impact Fees Transfers-in	\$ 1,100,000	\$ 4,120,000	\$ 5,220,000
<b>SUBTOTAL, FLEXIBLE REVENUES</b>	<b>\$11,020,000</b>	<b>\$ 34,310,000</b>	<b>\$ 45,330,000</b>
<b>SUBTOTAL, CAPITAL RESTRICTED REVENUES</b>	<b>\$ 6,790,000</b>	<b>\$ 21,990,000</b>	<b>\$ 28,780,000</b>
<b>TOTAL</b>	<b>\$17,810,000</b>	<b>\$ 56,300,000</b>	<b>\$ 74,110,000</b>

The City's transportation funding sources include both flexible revenues and capital restricted revenues. Future revenues were projected on a per capita basis using the compound annual growth rates imputed from 10-year historical averages. These projections are made on a per capita basis to reflect growth in revenue anticipated from growth in population.

These projections are intended to be both conservative and planning-level. Additionally, this projection methodology is intended to estimate the overall revenues collected over the 20-year planning period – it is not intended to estimate the revenues that might be collected in any given year.

For the purposes of this analysis, we have assumed that the City will continue to receive approximately the same per capita grant funding moving forward. As we discussed, you may elect to assume that the City will receive grant funding in the future; this is simply a projection based on what has historically been achieved.

Beyond grant funding, the City has, historically, made an ongoing policy choice to provide a substantial amount of general fund revenues for transportation purposes annually. We have assumed that the City will continue to provide approximately \$45 per capita in real dollars (2023\$) of general funds for transportation.

We also projected the cost of the City's ongoing programmatic transportation activities, as shown in Exhibit CF-16.

**Exhibit CF-16 Projected Expenditures related to Programmatic  
Transportation Activities, 2023\$ (rounded to nearest \$10,000)**

	2024-2029	2030-2044	TOTAL
Roads/Streets Ordinary Maintenance	\$ 3,010,000	\$ 11,660,000	\$ 14,670,000
Roads/Streets General Administration and Overhead	\$ 2,270,000	\$ 3,490,000	\$ 5,760,000
Roads/Streets Operations	\$ 1,550,000	\$ 5,240,000	\$ 6,790,000
Debt Repayment	\$ 1,170,000	\$ 390,000	\$ 1,560,000
Interest and Other Debt Service Costs	\$ 150,000	\$ 10,000	\$ 160,000
<b>TOTAL</b>	<b>\$ 8,150,000</b>	<b>\$ 20,790,000</b>	<b>\$ 28,940,000</b>

Expenditure projections were made similarly to how revenues were projected. These costs will be subtracted from total transportation revenues, shown in Exhibit CF-17, to show the remaining revenues available for capital investments.

### **Exhibit CF-17 Programmatic Revenue Sufficiency, 2023\$ (rounded to nearest \$10,000)**

	2024-2029	2030-2044	TOTAL
Flexible Revenues	\$ 11,020,000	\$ 34,310,000	\$ 45,330,000
- Programmatic Expenditures	\$ 8,150,000	\$ 56,300,000	\$ 64,450,000
= Programmatic Revenue Surplus/(Deficit)	\$ 2,870,000	\$ (21,990,000)	\$ (19,120,000)

Our projections suggest that the City of Enumclaw has sufficient revenues to address its programmatic transportation activities over the next six-years but that expenditures will begin to outpace revenues at about the ten-year-mark. They also suggest that the City will have substantial revenues available for transportation capital projects. However, we know that transportation needs may be greater than what resources allow and that needs may change over time.

We then added the surplus programmatic revenues to total capital restricted revenues to estimate the total resources available for capital investment, in Exhibit CF-18.

### **Exhibit CF-18 Remaining Projected Expenditures for Capital Projects Projected Revenues Less Projected Expenditures, 2023\$ (rounded to nearest \$10,000)**

	2024-2029	2030-2044	TOTAL
+ Surplus Programmatic Revenues	\$ 2,870,000		\$ 2,870,000
+ Capital Restricted Revenues	\$ 6,790,000	\$ 21,990,000	\$ 28,780,000
= TOTAL RESOURCES AVAILABLE FOR CAPITAL INVESTMENT	\$ 9,660,000	\$ 21,990,000	\$ 31,650,000

A total of \$44,900,000 (2023\$) would be needed to fully fund the capital improvements, as shown in Exhibit CF-19, which suggests that available revenues are not sufficient to fund all of Enumclaw's anticipated capital improvements.

### **Exhibit CF-19 Remaining Projected Expenditures for Capital Projects Projected Revenues Less Projected Expenditures, 2023\$ (rounded to nearest \$10,000)**

<b>Transportation Capital Improvement Project Cost Summary</b>	
Improvement Category	Costs <sup>1</sup>
Enumclaw Transportation System Improvements (2024-2044)	<b>\$44,900,000</b>
<b>Unfunded State Highway Projects</b> (Non-Concurrency: Not Needed to Support the Land Use Element)	<b>(\$15,000,000<sup>2</sup>)</b>
<b>Unfunded Local Sidewalk Projects</b> (Not Needed to Support the Land Use Element)	<b>(\$23,970,000)</b>
<b>Funded in the Transportation Element</b> (Needed to Support the Land Use Element)	<b>\$44,900,000<sup>3</sup></b>
NOTES: 1) Planning level costs in 2023 dollars. 2) Undefined project cost estimate 3) TBD, General Fund, State/federal grants and Transportation Impact Fees (TIF) revenue	

Transportation capital revenues are sufficient to fund the six-year transportation improvement program. However, since the already prioritized capital projects list is greater than the total revenues available for capital investment, the City will need to consider additional strategies to fully fund these transportation capital investments in the 20-year period.

### UTILITIES FUNDING

Significant capital investments are needed to support the City’s municipal utilities, including its natural gas; potable water; solid waste, recycling, and yard waste; stormwater; and wastewater utilities. Some of the capital investments needed are time sensitive, while others should be timed as growth occurs. It is expected that some of these capital improvements will be funded through rate payments from customers and rate-payers (in the case of the stormwater utility), however, the City may also consider development mitigation fees and/or revenue serviced bonds and other debt financing (loans), as necessary. In some cases, this may require rate increases. In some cases, utilities may be able to acquire competitive local, state, and federal grants to fund these investments.

### CAPITAL INVESTMENT PRIORITIZATION AND FUNDING STRATEGY

There are two main types of strategies that can be used to balance this implementation plan:

1. Increase revenue, through increases in existing funding tools or implementation of new tools.
2. Decrease expenses by decreasing programmatic activities or further prioritizing capital projects.

Significant use of the latter strategy was used in the development of this plan. Policy makers, city staff, and consultants have already heavily prioritized the capital projects that appear in this Capital Facilities Element. However, additional prioritization is still a tool for balancing the plan if additional revenue options are not available.

Capital Facilities policy 2.4 outlines the criteria the City should use when establishing priorities for capital improvement projects.

- A. Health, Safety, and General Welfare. Projects necessary for the public health, safety, or general welfare of the community.
- B. Legal Order. Projects that must be completed because of court mandate or legal order to comply with state or federal mandates.
- C. Funding Opportunity. Projects that can take advantage of available grant funds or other available money.
- D. Concurrency. Projects that can be completed concurrently with already prioritized projects (e.g., completing street reconstruction at the time of sewer line replacements).
- E. Equity. Projects that improve equity and address any inequities related to the implementation of projects in criteria A through D. Projects in criteria A through D are intended to be planned with equity in mind.
- F. Comprehensive Plan Conformance. Other projects furthering goals and policies of this Comprehensive Plan but not already prioritized through criteria A through D.
- G. Economic Development. Projects serving to foster economic development in Enumclaw and the surrounding community.

Prioritization of capital improvements is vital to short-term and long-term city operation. It is necessary to look at all the capital facility and utility projects to make some necessary decisions on timing and feasibility.

While prioritizing the capital projects list is important, City policy makers should also be sure to make necessary investments and not defer needed capital investments. Policy makers have several options for increasing funding for capital facilities in Enumclaw. Some of these options involve increasing fungible citywide revenues, some are limited to specific purposes, and still others are limited to general or specially-purposed capital projects. These funding and financing options are itemized following:

- Increase Revenues through Existing Funding Tools:
  - General Fund Appropriations
  - Increase property tax collections
    - Access “banked” capacity
    - Levy Lid Lift
  - Update and increase existing impact fees
  - Update and increase utility rates
  - Increase acquisition of competitive funding from local, state, and federal grants
  - Increase revenues generated by the Transportation Benefit District (TBD)
    - Increase Motor Vehicle Excise Tax rate
    - Increase Retail Sales and Use Tax rate
- Increase Revenues through New Funding Tools:
  - Implement a business and occupation tax
  - Implement Local Improvement District or Road Improvement District (LID/RID).
  - Pursue public/private partnerships
  - Pursue private funding

- Increase Revenues through New Financing Tools:
  - Implement Limited Tax General Obligation (LTGO) Bonds
  - Implement Unlimited Tax General Obligation (UTGO) Bond

When evaluating for funding strategies to balance the implementation plan, policy makers should consider:

- Feasibility
- Taxpayer/resident support
- Order of magnitude of potential funding
- Considerations around revenue options:
  - Volatility of the revenue source
  - Levy and debt capacity impacts

The City of Enumclaw should develop a funding strategy for accomplishing its long capital improvement goals over the 20-year horizon of this Comprehensive Plan.