



CITY OF EDGEWOOD COUNCIL STUDY SESSION AGENDA

Tuesday, February 15, 2022 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1. CALL TO ORDER

Roll Call, Pledge of Allegiance

2. COUNCIL BUSINESS

A. Discussion – Equity, Diversity and Inclusion (Trainings, Planning, etc.)

- Presentation – FME ECEAP Preschool – Maoua Kone

B. Joint Commission & Board Meeting Items:

- a. Parks & Recreation Advisory Board - 2022 Work Plan
- b. Economic Development Advisory Board - 2022 Work Plan
- c. Planning Commission - 2022 Work Plan

C. Discussion – Development Review

D. Discussion – Title 18 – Noise Code Amendments

E. Discussion – Amendments to Chapter 15.05 – Building Const. Codes

F. Discussion – F-350 Truck Utility Box

G. Discussion – Draft Regional Transportation Plan Comment

H. Discussion – Strategic Planning Retreat Topics

3. OTHER COUNCIL ITEMS

4. ADJOURN

Study Sessions are meetings for Council to review upcoming and pertinent business of the City, no action is taken by the City Council. Study Sessions are open to the public, but public input is reserved for the regular Council meetings

ECEAP: FIFE- MILTON- EDGEWOOD

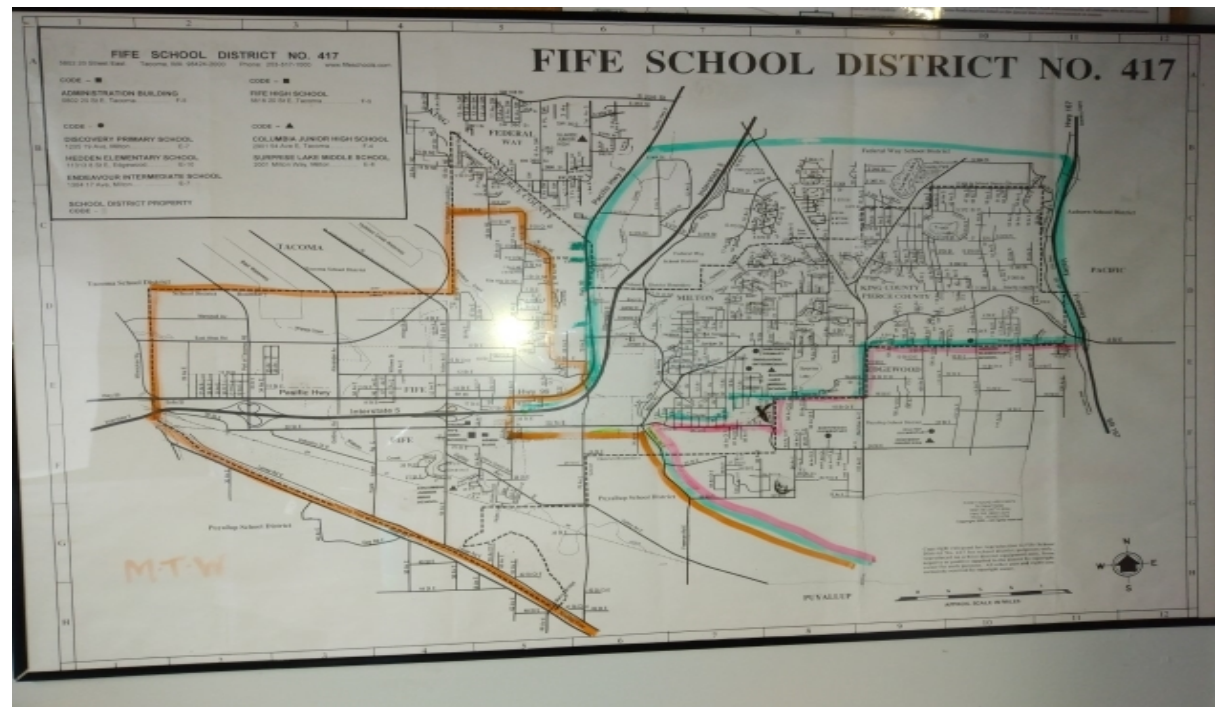


What is ECEAP?

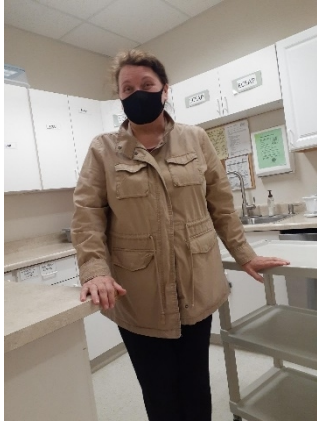
- ◆ Early Childhood Education and Assistance Program (ECEAP) is Washington's prekindergarten program that prepares 3 and 4 years old children from families furthest from opportunity for success in school and in life.

Location

- ◆ We are located in Fife, Milton, Edgewood



STAFF IN FIFE



THE WORKERS IN OUR SCHOOL

- Our preschool is a Bates Technical College campus whose main campus is in Tacoma Washington. Here we work Mrs. Maoua Kone as Family Support, Mrs. Tami Hill as Lead Teacher, Mrs Raissa in the kitchen and Sonia O'flaherty as assistant teacher, our boss is Wendy Newby.

Coverage

- ◆ Our Eceap is located in the Mission Woods Church 2003 Taylor Street Milton 98354
- ◆ We Service the surrounding areas that are highlighted on this map
- ◆ The Orange highlighted route is the AM class
- ◆ The Green highlighted route is the PM class
- ◆ We service Mckinney Vento and TANF

OUR SERVICE

- ◆ We receive students from Fife, Milton, Edgewood, Federal Way and Auburn.



OUR STUDENTS



OUR FAMILIES

- ◆ We have beautiful diverse group of students representing many nationalities, languages and cultures, many of these 40 families confront with a wide variety of social problems as well as developmental factors such as developmental delay or other special needs.



OUR NEEDS

- ◆ Family partnership.
- ◆ Support for our homeless families.
- ◆ Rental and bill assistance.
- ◆ Holyday gifts.
- ◆ Children clothes, shoes, backpacks.
- ◆ School supplies. (Mask, paper, markers, paint, etc)

CONCLUSION

- ◆ Fife ECEAP staff and families are very appreciative for your help, this can change the life of those families who fight daily to meet their needs and restores their dignity and hope.





City Of Edgewood Council Agenda Summary Sheet

Subject: Joint Commission & Board Meeting Items: a. Parks & Recreation Advisory Board - 2022 Work Plan b. Economic Development Advisory Board - 2022 Work Plan c. Planning Commission - 2022 Work Plan	Agenda Item #: 2.B
	For Agenda of: 2/15/2022
	Prepared by: Jeremy Metzler, Darren Groth
Attachments (list): - Attachment 1_ PRAB 2022 Work Plan - draft - Attachment 2_ EDAB 2022 Work Plan - recommended - Attachment 3_ PC 2022 Work Plan - draft	
Approval of Materials: Jeremy Metzler, Darren Groth Rachel Pitzel 2/10/2022 Dave Gray 2/10/2022 Daryl Eiding 2/10/2022	Expenditure Required: N/A
	Amount Budgeted: N/A
	Timeline: 02/15/2022 SS 02/22/2022 RCM

Summary Statement:

See attached the draft work plans prepared by each board / commission, for council discussion and consideration.

The draft PRAB Work Plan included as Attachment 1 contains redline updates from the 2021 version, to be revised and reorganized pending the Council's conversation.

On February 7, 2022, the EDAB voted unanimously to recommend the 2022 Work Plan included as Attachment 2.

On February 14, 2022, the Planning Commission is finalizing their recommended 2022 Work Plan. The draft is included as Attachment 3.

Item History:

N/A

Recommended Action:

Hold a discussion and provide staff direction to Joint Commission & Board Meeting Items:

- a. Parks & Recreation Advisory Board - 2022 Work Plan
- b. Economic Development Advisory Board - 2022 Work Plan
- c. Planning Commission - 2022 Work Plan

Fiscal Note/Consideration:

N/A



Parks and Recreation Advisory Board

DRAFT 2022 Work Plan

At the direction of the City Council, the Parks and Recreation Advisory Board has a number of goals and tasks to be addressed during the year **2022**. This Work Plan is intended to highlight major activities and projects that include support and involvement of the PRAB including major course and setting future mile stones in accordance with the powers and duties listed in section 2.31.030 of Ordinance 06-0272, which established the Parks and Recreation Advisory Board.

COUNCIL PRIORITIES (est. 2021)

- ~~1. Create a playground renovation plan for Edgemont Park~~ **COMPLETE, Installing soon...**
- 2. Complete Interurban Trail corridor feasibility and critical areas analysis**
3. Continue to pursue long term goals to use the farm house at Nelson Farm Park
 - a. *Define the long-term goals – Council direction or PRAB discussion? Master Planning effort?*
 - b. *Determine if restoration of the farmhouse supports the long-term vision for the park*
4. Evaluate creating new volunteer opportunities / action days throughout the calendar year
 - a. *Edgemont Park – Flower bed rehab, re-paint bollards along 24th St E, etc.*
 - b. *Edgewood Community Park – Observe during opening year, identify future activities*

GENERAL

1. Work on a list of available eagle scout projects, and evaluate regular outreach to volunteer organizations
2. Provide guidance to city staff for ways to improve the webpage, cross-jurisdictional communication, and update park guide map.
3. Add promotional kiosk for parks at each location to advertise parks and activities
4. Encourage City to be a Pierce Conservation District contributor and monitor new Green Puyallup Partnership
5. Seek out potential land acquisition opportunities

PARK PLANNING

- 1. Create a plan for the recently cleared area at Nelson Nature Park (trail, planting, trail resurfacing)**
 - a. *Work started, but currently on hold pending completion of other priorities*
- 2. PROST Plan Update (for grant eligibility through RCO), review levels of service, update impact fee**
 - a. *Work in progress, scheduled for Council Consideration in April*

EVENTS and ACTIVITIES (Tentative due to COVID-19 Impacts)

1. Plan Parks Appreciation Day event – *Edgemont Park, between new playground opening and picnic?*
2. Drive-up Drop-off Food Drive (Coordinate w/ another event?)
3. Help support and promote Zoom-based events / classes
 - a. **English Ivy/Invasive Plant Species Eradication Education** (*Coordinate with MVCC?*)
 - b. *Interurban Trail History – movie night?*
4. Participate in the planning of the Edgewood City Picnic (7/16/22) & Tree Lighting Ceremony (11/25/22?)

2022 Work Plan Items

1. Edgewood Marketplace

- a. Finalize recruitment
- b. Create directory
- c. Develop a governing structure
- d. Partner with PRAB and/or Friends of the Park regarding 2022 event

2. Town Center

- a. Provide input for the Town Center Subarea Plan to Planning Commission and City Council

3. Create, distribute, and analyze a restaurant or other preferred business survey

- a. Optional methods of distribution include: Survey Monkey, publishing in the local paper; copies at Chamber of Commerce; a new webpage on the City's website; or a separate website or landing page.
- b. Seek [anecdotal] information to give to a targeted restaurant or eatery, e.g., "Our recent survey showed that 72% of the respondents wanted XYZ Café in Edgewood."
- c. End result may be a press release or new marketing materials.

4. Develop a SWOT Analysis

- a. Schedule economic development workshops, at least two
 - i. 1st workshop – ask for input from stakeholders**
 - ii. 2nd workshop, at least a month later so the analyses can be completed – present the findings.**
- b. Use SWOT Analysis to develop strategic plan, and SWOT findings to be used in business attraction.
- c. Edgewood Business Map on City website for residents to find local businesses

5. Serve as Business Retention Ambassadors

- a. Visit existing businesses and conduct a survey or see if they will provide testimonials, i.e., what is it like doing business in Edgewood.
- b. Determine if they are looking to expand – if so, can you find another place for them in Edgewood?
- c. If they may be looking to leave – find out why and see what can be done to keep them in Edgewood.

6. Promote Diversity, Equity, and Inclusion in recommendations to City Council

7. Collaborate with the Planning Commission

8. Increase Public Engagement Efforts

2022 Work Plan Items

1. Town Center (subarea plan)
2. Development and Public Works standards (streetlights, right-of-way improvements, streetscapes, etc.)
3. Sewer connection requirements
4. Tree preservation (city-wide goals, community forest management plan, etc.)
5. Various Edgewood Municipal Code (EMC) updates (ex. Wireless, Noise, Land Use Table)
6. Training opportunities and guest speakers
7. Review Planning Commission handbook
8. 2024 City Comprehensive Plan update
9. City-initiated Comprehensive Plan amendments
10. Public zoning
11. EMC Title 17: Planning and Development (form-based code)

Objectives

- Public education and engagement opportunities
- Promote diversity, equity, and inclusion in recommendations to City Council
- Collaborate with the Economic Development Advisory Board (EDAB)
- Collaborate with Parks and Recreation Advisory Board (PRAB)



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – Development Review	Agenda Item #: 2.C
	For Agenda of: 2/15/2022
	Prepared by: Emily Arteche
Attachments (list): 1. Jan 2022 Permit Inspection Tally 2. Monthly Projects - Council Summary - PDF_PDF Pending Projects with Chart 3. Plat Construction January Summary	
Approval of Materials: Emily Arteche Rachel Pitzel 2/10/2022 Dave Gray 2/10/2022 Daryl Eidinger 2/10/2022	Expenditure Required: N/A Amount Budgeted: N/A Timeline: Recurring Monthly

Summary Statement:

The City's Community & Economic Development (CED) Department is entrusted by City Council, Edgewood citizens, and the State of Washington to provide growth management and development review, neighborhood preservation and revitalization, property inspection and maintenance, and other programs and business development services necessary to ensure the healthy, safety, and quality of life of Edgewood residents. To carry out these responsibilities, CED staff members perform numerous customer interactions, code interpretations, permitting functions, project permit reviews, on-site inspections, code enforcement, and multiple other functions.

To summarize the departmental functions, staff created several reports to provide monthly status updates regarding the flow of project permits and inspections. These reports are attached to this agenda bill each month. In addition, the CED Dashboard is available for viewing online at any time (<https://edgewood-wa.maps.arcgis.com/apps/opsdashboard/index.html#/6bbcef192696453796fd56c7cc928217>). On a rotating basis, one of the three division managers from the CED Department will present a quarterly update regarding their specific work group--in addition to the monthly reports. Emily Arteche Planning Manager, will be presenting the Development Review this month.

Item History:

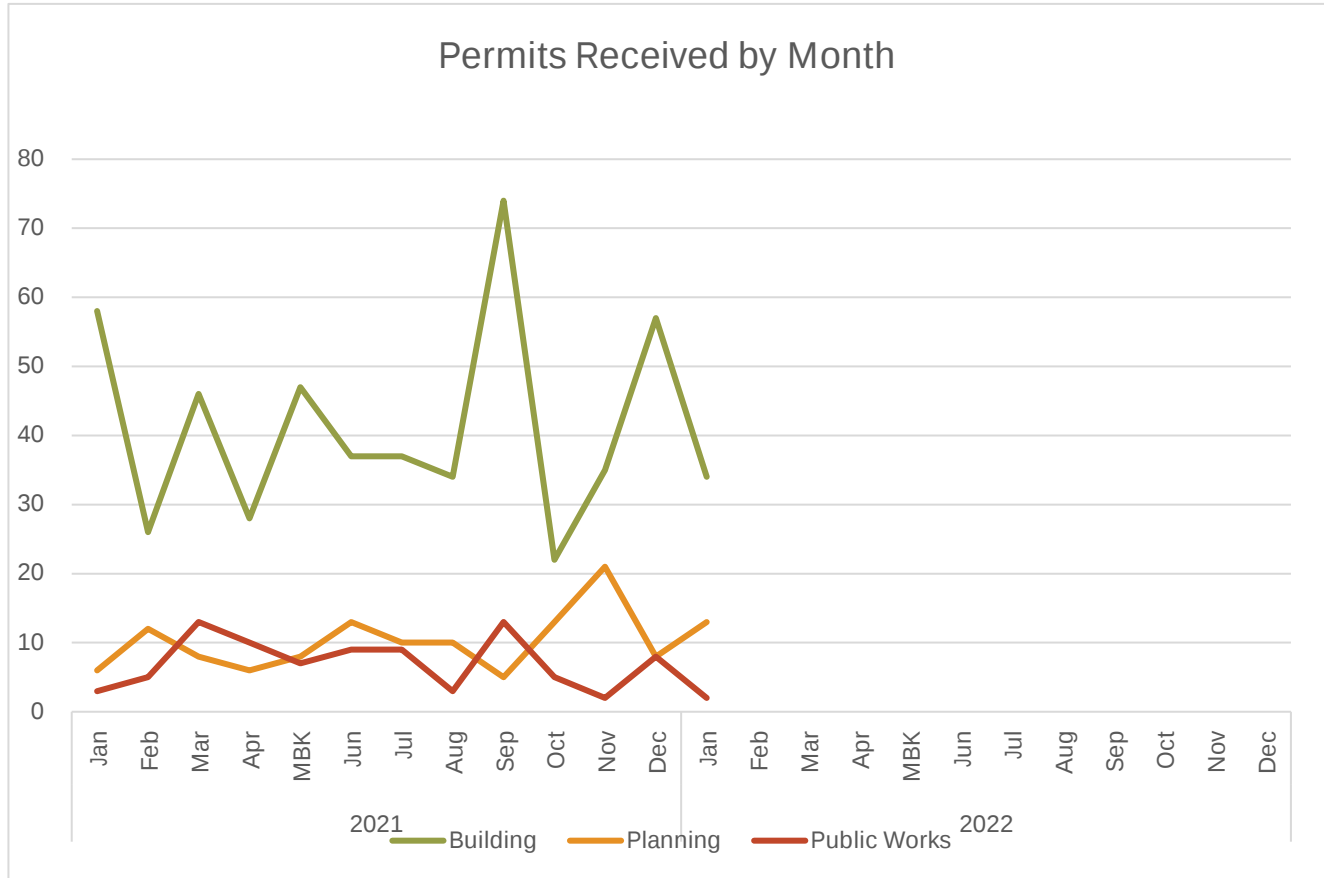
Recommended Action:

Presentation Only

Fiscal Note/Consideration:

Jan 2022

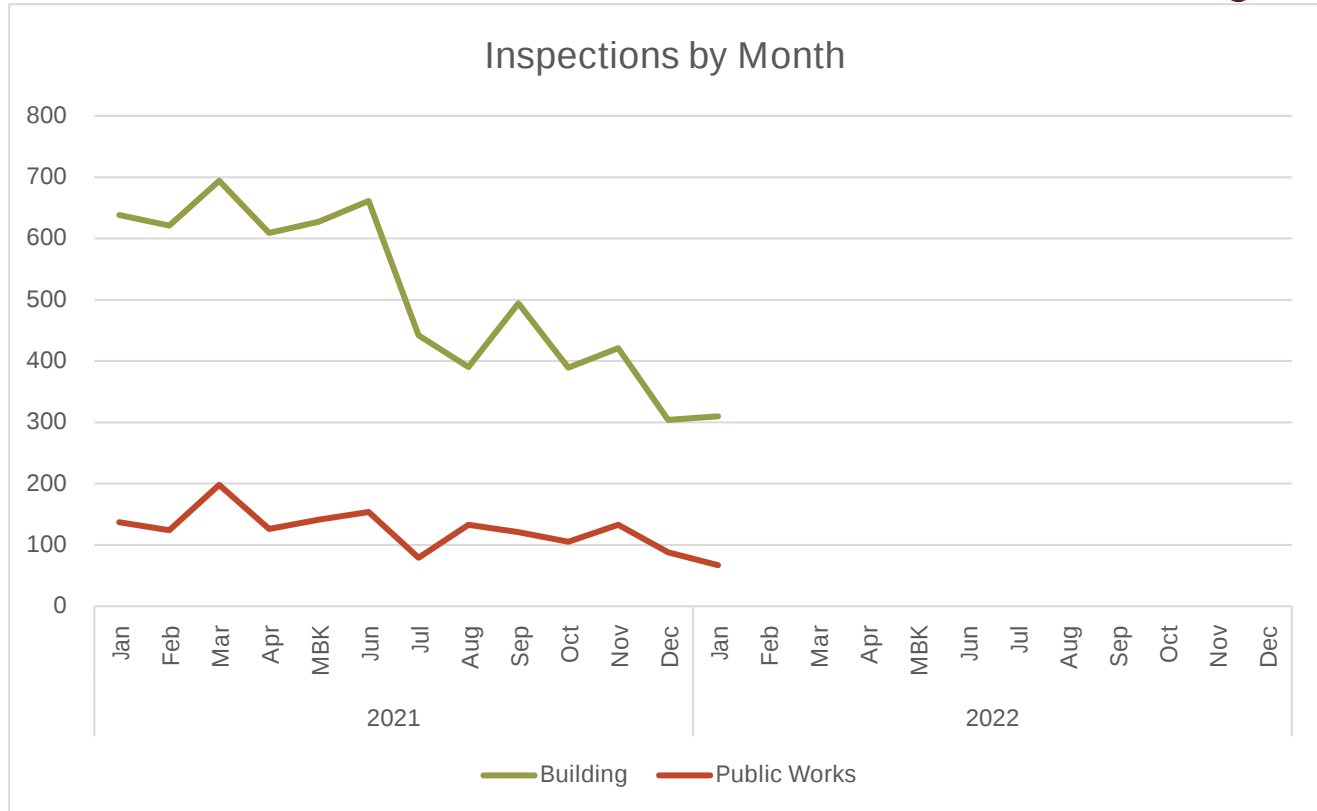
Monthly Development Report



Permits	Building		Planning		Public Works	
	Received	Issued	Received	Issued	Received	Issued
Jan 2022	34	28	13	4	2	4
Jan 2021	58	43	6	5	3	5
Average 2022	34	28	13	4	2	4
Average 2021	58	43	6	5	3	5
YTD 2022	34	28	13	4	2	4
YTD 2021	58	43	6	5	3	5
	Building		Planning		Public Works	
	Month	Received	Month	Received	Month	Received
Highest Month 2022	Jan	34	Jan	13	Jan	2
Highest Month 2021	Sep	74	Nov	21	Mar	13

Jan 2022

Monthly Development Report



<i>Inspections</i>	Building		Public Works	
Jan 2022	638		137	
Jan 2021	638		137	
Average 2022	310		67	
Average 2021	524		128	
YTD 2022	6600		1606	
YTD 2021	638		137	
	Building		Public Works	
	Month	Insp.	Month	Insp.
Highest Month 2022	Mar	694	Mar	198
Highest Month 2021	Mar	694	Mar	198

Pending Projects - Planning and Engineering Permits

37 Permits

Exported: 02/01/2022

Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity
BLA								
21-1407	SMITH AND SONS GC BLA	2027 106TH AVE E	420102116	PLANNING	BLA	WAITING ON REVISIONS	09/04/2021	01/27/2022
21-1646	MICKELSON BLA	2804 90TH AVE E	420093089	PLANNING	BLA	INCOMPLETE	12/30/2021	01/03/2022
22-1021	TED MATTHEWS	XXX 125TH AVENUE CT E	9800000110	PLANNING	BLA	APPLICATION	01/22/2022	01/25/2022
CLEAR AND GRADE								
21-1298	PROLOGIS PARK PHASE I CLEAR AND GRADE	3926 90TH AVE E	420163076	ENGINEERING	CLEAR AND GRADE	WAITING ON REVISIONS	06/29/2021	01/26/2022
CODE UPDATES AND CHANGES								
21-1574	ENVIRONMENTAL NOISE ORDINANCE	2224 104th Ave E		PLANNING	CODE UPDATES AND CHANGES	APPLICATION	11/30/2021	01/31/2022
21-1583	WIRELESS ORDINANCE	2224 104th Ave E		PLANNING	CODE UPDATES AND CHANGES	APPLICATION	12/02/2021	01/31/2022
21-1584	GIS MAP CODE UPDATES	2224 104th Ave E		PLANNING	CODE UPDATES AND CHANGES	APPLICATION	12/02/2021	01/31/2022
CONDITIONAL USE PERMIT (CUP)								
21-1275	VIEW POINTE RV CUP	10315 12TH STREET CT E	420037059	PLANNING	CONDITIONAL USE PERMIT (CUP)	WAITING ON REVISIONS	06/15/2021	01/20/2022
22-1038	pinto tire shop	1009 MERIDIAN AVE E	420033140	PLANNING	CONDITIONAL USE PERMIT (CUP)	APPLICATION	01/28/2022	01/29/2022
DESIGN STAND REVIEW								
20-1348	DHALIWAL TC LANDING DESIGN STANDARDS REVIEW	1914 MERIDIAN AV E	420091134	PLANNING	DESIGN STAND REVIEW	WAITING ON REVISIONS	07/13/2020	01/14/2022
PRE APP								
22-1004	7-ELEVEN FUEL STATION PRE-APPLICATION	817 MERIDIAN AVE E	6575000010	PLANNING	PRE APP	UNDER REVIEW	01/10/2022	01/31/2022
22-1011	PSD PORTABLE PRE-APPLICATION	2110 110TH AVE E	420102037	PLANNING	PRE APP	INCOMPLETE	01/14/2022	01/26/2022
22-1014	STARBUCKS PRE-APPLICATION	XXX MERIDIAN AV E	420103086	PLANNING	PRE APP	APPLICATION	01/18/2022	01/31/2022
22-1029	Talas 53rd St Ct E	11721 53RD STREET CT E	420221704	PLANNING	PRE APP	APPLICATION	01/25/2022	01/25/2022
22-1036	pinto tire and auto care	1009 MERIDIAN AVE E	420033140	PLANNING	PRE APP	APPLICATION	01/27/2022	01/28/2022
SHORT PLAT - FINAL								
21-1613	TEBALDI SHORT PLAT FINAL PLAT	4625 126TH AVE E	6755000240	PLANNING	SHORT PLAT - FINAL	INCOMPLETE	01/10/2022	01/28/2022
SHORT PLAT - PRELIMINARY								
20-1533	CONNOLLY SHORT PLAT PRELIMINARY SHORT PLAT	1711 122ND AV E	420112155	PLANNING	SHORT PLAT - PRELIMINARY	WAITING ON REVISIONS	10/26/2020	01/24/2022
21-1558	Jenna Acres Alteration	1419 114TH AVE E	420034061	PLANNING	SHORT PLAT - PRELIMINARY	INCOMPLETE	01/11/2022	01/18/2022
22-1026	Easement revision	4433 128TH AVE E	6027710020	PLANNING	SHORT PLAT - PRELIMINARY	APPLICATION	01/25/2022	01/25/2022
SITE DEVELOPMENT								
17-1527	NORTHWOOD ESTATES WEST PHASE II SITE DEVELOPMENT	9609 24TH ST E	420091136	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	12/05/2017	11/15/2021
19-1401	BEREZNIOV SHORT PLAT SITE DEVELOPMENT	8904 20TH ST E	420096012	ENGINEERING	SITE DEVELOPMENT	UNDER REVIEW	08/16/2019	11/23/2021
20-1236	JENNA ACRES SHORT PLAT SITE DEVELOPMENT	1419 114TH AV E	420034061	ENGINEERING	SITE DEVELOPMENT	UNDER REVIEW	05/20/2020	01/10/2022

Pending Projects - Planning and Engineering Permits

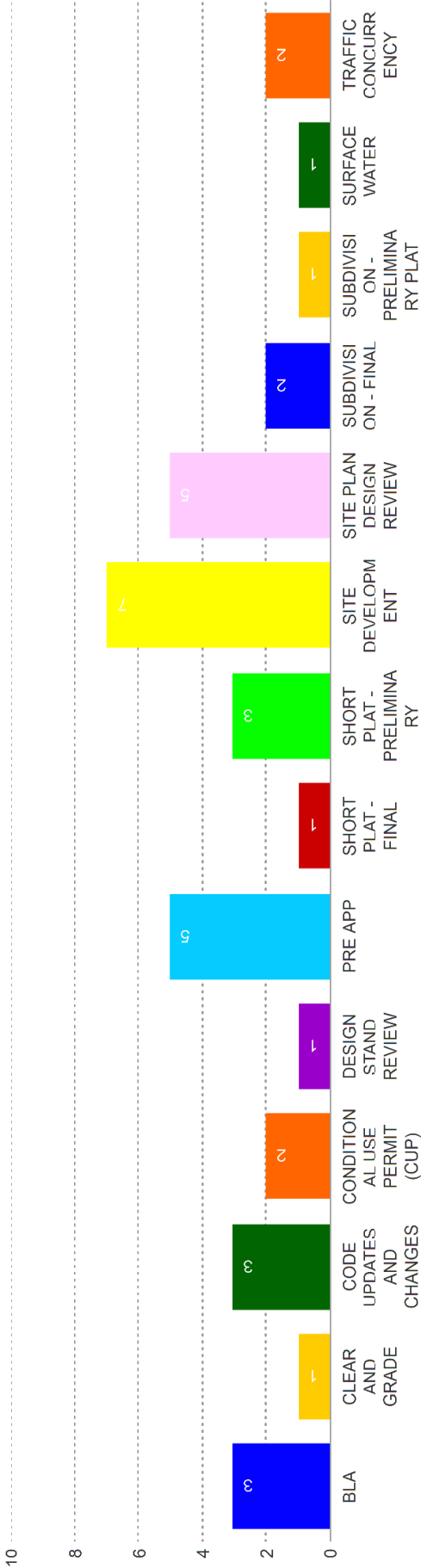
37 Permits

Exported: 02/01/2022

Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity
20-1624	DHALIWAL TC LANDING SITE DEVELOPMENT	1914 MERIDIAN AV E	420091134	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	11/30/2020	10/18/2021
20-1657	MICKELSON SUBDIVISION SITE DEVELOPMENT	2804 90TH AV E	420093089	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	12/22/2020	03/12/2021
21-1430	WINDMILL PARK TOWNHOMES SITE DEVELOPMENT	3117 MERIDIAN AVE E	420103072	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	09/24/2021	01/31/2022
21-1560	BREYER SHORT PLAT SITE DEVELOPMENT	2110 TO 2114 95TH AVENUE CT E	420095023	ENGINEERING	SITE DEVELOPMENT	UNDER REVIEW	11/22/2021	01/19/2022
SITE PLAN DESIGN REVIEW								
21-1031	PROLOGIS PARK SITE PLAN REVIEW (PHASE I AND II)	3926 90TH AVE E	420163076	PLANNING	SITE PLAN DESIGN REVIEW	WAITING ON REVISIONS	01/22/2021	01/26/2022
21-1320	VIBE SALON SITE PLAN REVIEW	10124 18TH STREET CT E	3630000090	PLANNING	SITE PLAN DESIGN REVIEW	UNDER REVIEW	07/12/2021	01/31/2022
21-1348	TAPPS APARTMENTS SITE PLAN REVIEW	XXX 29TH ST E	3625000372	PLANNING	SITE PLAN DESIGN REVIEW	UNDER REVIEW	07/29/2021	01/26/2022
21-1497	EDGEWOOD HEIGHTS PHASE II SUB-PHASING SITE PLAN REVISION (5212)	1909 104TH AVE E	420106035	PLANNING	SITE PLAN DESIGN REVIEW	WAITING ON REVISIONS	10/20/2021	01/25/2022
22-1042	1315 Meridian accessible route revision	1315 TO 1327 MERIDIAN AVE E	7420000013	PLANNING	SITE PLAN DESIGN REVIEW	APPLICATION	01/31/2022	01/31/2022
SUBDIVISION - FINAL								
21-1624	PHILLIPS RIDGE SUBDIVISION FINAL PLAT	XXX 86TH AVENUE CT E	420081040	PLANNING	SUBDIVISION - FINAL	WAITING ON REVISIONS	12/20/2021	01/26/2022
22-1017	Barth Estates	3624 96TH AVE E	420161087	PLANNING	SUBDIVISION - FINAL	APPLICATION	01/20/2022	01/25/2022
SUBDIVISION - PRELIMINARY PLAT								
21-1282	WINDMILL PARK TOWNHOMES SUBDIVISION PRELIMINARY PLAT	3117 MERIDIAN AVE E	420103072	PLANNING	SUBDIVISION - PRELIMINARY PLAT	WAITING ON REVISIONS	06/17/2021	01/31/2022
SURFACE WATER								
21-1328	MANZA SIMPLE PAVING PERMIT	1019 114TH AVE E	420038030	ENGINEERING	SURFACE WATER	WAITING ON REVISIONS	07/19/2021	12/27/2021
TRAFFIC CONCURRENCY								
21-1192	BRIDGE POINT TRAFFIC CONCURRENCY	XXX 98TH AV E	420164096	ENGINEERING	TRAFFIC CONCURRENCY	UNDER REVIEW	04/29/2021	06/02/2021
21-1214	NWP MERIDIAN TRAFFIC CONCURRENCY	3117 MERIDIAN AV E	420103072	ENGINEERING	TRAFFIC CONCURRENCY	UNDER REVIEW	05/11/2021	07/20/2021

Pending Projects - Planning and Engineering Permits

Permits by Type



Plat Construction Tracking Report- January 2022

Preliminary Plat						Site Development	Final Plat		Buildout	
Submitted	Project	Address	Total Lots	Status	Approved	Status	Status	Lots Recorded	Completed Homes #	Completion Date
2021	WINDMILL PARK TOWNHOMES	3117 MERIDIAN AVE E	45	APPLICATION		APPLICATION				
	BREYER SHORT PLAT	2114 95TH AVCT E	5	APPROVED	9/20/2021					
2020	HUNTINGTON SHORT PLAT	9605 18TH STCT E	3	APPROVED	2/8/2021	FINALED	APPROVED	3	1	33%
	CONNOLY SHORT PLAT	1711 122ND AV E	3	APPLICATION						
	TEBALDI SHORT PLAT	4625 126TH AV E	2	APPROVED	11/12/2020	N/A	APPLICATION			
	PADEN SHORT PLAT	1302 114TH ST E	2	APPROVED	2/1/2021					
	HARRISON SHORT PLAT	12121 42ND ST E	2	APPROVED	2/1/2021	FINALED	APPROVED	2	1	50%
	PHILLIPS RIDGE SUBDIVISION	XXX 86TH AVCT E	14	APPROVED	12/29/2020	ISSUED	APPLICATION			
	DODDS SHORT PLAT	4902 EDGEWOOD DR E	2	APPROVED	9/3/2020	N/A	APPROVED	2	1	50%
2019	SMITH SHORT PLAT	2506 117TH AV E	2	APPROVED	10/5/2021					
	BJERK SHORT PLAT	9815 31ST ST E	2	APPROVED	1/14/2020	N/A	APPROVED	2	1	50%
	ESTATES ON CALDWELL SUBDIVISION	XXX CALDWELL RD E	6	APPROVED	5/5/2020	FINALED	APPROVED	6		
	JENNA ACRES SHORT PLAT	1419 114TH AV E	4	APPROVED	9/14/2020	APPLICATION				
	SELLERS SHORT PLAT	11215 13TH ST E	2	APPROVED	9/27/2019					
	WAGNER SHORT PLAT	11226 18TH ST E	3	APPROVED	10/23/2019	ISSUED	APPLICATION			
	RAMSAUR SHORT PLAT	9505 24TH ST E	4	APPROVED	6/21/2019	N/A	APPROVED	4	1	25%
2018	BECKER SHORT PLAT	4122 CALDWELL RD E	2	APPROVED	7/1/2019	APPLICATION	APPROVED	2	1	50%
	BARTH SUBDIVISION	XXX 96TH AV E	37	APPROVED	6/4/2020	ISSUED	APPLICATION		0	
	T GARRETT SHORT PLAT	10412 36TH ST E	2	APPROVED	3/1/2019	FINALED	APPROVED	2	1	50%
	GRUBB SHORT PLAT	12325 48TH ST E	3	APPROVED	12/29/2020					
	HEART & SOUL SHORT PLAT	9725 18TH STCT E	4	APPROVED	12/26/2018	FINALED	APPROVED	4	3	75%
	MICKELSON SUBDIVISION	2804 90TH AV E	10	APPROVED	8/25/2020	APPLICATION				
	CHUMAKIN SHORT PLAT	2005 112TH AV E	4	APPROVED	6/22/2018	FINALED	APPROVED	4	1	25%
2017	BEREZNYOV SHORT PLAT	8904 20TH ST E	4	APPROVED	1/10/2019	APPLICATION				
	ABEL SHORT PLAT	12321 16TH ST E	6	APPROVED	9/13/2018	ISSUED	APPROVED	6	2	33%
	CIRILIUM (RESERVE AT HILLCREST) SUBDIVISION	12311 31ST ST E	18	APPROVED	8/15/2018	FINALED	APPROVED	18	12	67%
	WOLF POINT SUBDIVISION	XXX MERIDIAN AV E	56	APPROVED	3/20/2019	ISSUED				
2016	GAGNON SHORT PLAT	2620 110TH AV E	2	APPROVED	11/17/2017	FINALED	APPROVED	2	1	50%
	VOLENTE SUBDIVISION	8626 33RD ST E	15	APPROVED	6/6/2017	ISSUED	APPROVED	15	0	
	DOMUS TOWNHOMES PRD (THE WOODLANDS)	10525 11TH ST E	55	APPROVED	1/11/2017	FINALED	APPROVED	55	17	31%
	EDGEWOOD VIEW ESTATES SUBDIVISION PHASE 2	8224 20TH ST E	67	APPROVED	12/14/2017	FINALED	APPROVED	67	63	94%
	GERVAIS SHORT PLAT	1607 112TH AVE E	3	APPROVED	12/22/2016	ISSUED	APPROVED	3	1	33%
	NORTHWOOD ESTATES WEST SUBDIVISION- PHASE 2	9623 24TH ST E	41	APPROVED	10/24/2017	APPLICATION				
	PASCOLO ESTATES SUBDIVISION	2806 117TH AVE CT E	19	APPROVED	3/21/2017	FINALED	APPROVED	19	4	21%
2015	EDGEWOOD TERRACE SUBDIVISION	2907 122ND AVE E	28	APPROVED	7/5/2017					
	NICKLAUS (ASTER POINT) SUBDIVISION	2305-2307 94TH AVE CT E	38	APPROVED	12/15/2016	FINALED	APPROVED	38	28	73%
	CALIBER SHORT PLAT	3312 106TH AVE E	6	APPROVED	9/8/2016	FINALED	APPROVED	6	5	83%
	EDGEWOOD ESTATES SUBDIVISION	12220 12TH ST E	14	APPROVED	9/29/2016	ISSUED	APPROVED	14		
	VIEW POINTE SUBDIVISION	10413 13TH ST E	44	APPROVED	4/29/2016	FINALED	APPROVED	44	43	98%
	MAPLE GROVE SUBDIVISION	2613 87TH AVE CT E	8	APPROVED	9/13/2016	FINALED	APPROVED	8	8	100%
2014	CURRAN ESTATES SUBDIVISION	412 114TH AVE E	9	APPROVED	12/30/2015	FINALED	APPROVED	9	2	22%
2014	LISITSYN SHORT PLAT	11120 COUNTY LINE RD E	6	APPROVED	7/15/2014	FINALED	APPROVED	6	3	50%
2013	WESTRIDGE SUBDIVISION	FREEMAN RD	290	APPROVED	9/4/2014	FINALED	APPROVED	284	271	95%



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – Title 18 – Noise Code Amendments	Agenda Item #: 2.D
	For Agenda of: 2/15/2022
	Prepared by: Darren Groth
Attachments (list): 1. Attachment 1_ Draft Noise Code Amendments with new Redlines	
Approval of Materials: Darren Groth Rachel Pitzel 2/10/2022 Dave Gray 2/10/2022 Daryl Eiding 2/10/2022	Expenditure Required: N/A Amount Budgeted: N/A Timeline: 02/15/2022: SS Discussion

Summary Statement:

The Edgewood Police Department is currently tasked with enforcing noise violations in the City of Edgewood using Pierce County Code (PCC) 8.76. The existing PCC is overly complicated, requiring the use of calibrated sound measuring devices, various decibel levels in various zones, and a one-hour sound measurement by law enforcement. The drafted changes are modeled after local municipalities that use time-of-day constraints and noise audible at specified distances in lieu of continuing the requirement for decibel readings.

Following City Council's January 25, 2022 public hearing and in response to the Council's study session conversation on January 18, 2022, two minor language revisions were included in the draft code amendment. The first was the addition of the phrase "or other man-made sounds or other artificially created noises" in Subsection 8.20.020.B.3. The prior list included certain man-made sounds, but the study session discussion mentioned possible scenarios that may not be included in the prior list. The second item added the word 'speakers' to Subsection 8.20.020.B.6. Several items listed in the previous version may be dated references, so the revised language should more clearly include Bluetooth speakers or other more modern sources.

Following the City Council's study session discussion on February 1, the draft code amendments were revised in EMC Subsection 8.20.020.B.9. The revised language is intended to address concerns regarding whether renters or contractors are also included in the repair provisions for residential property. The draft code with the redline amendments to EMC Subsection 8.20.020.B.9 is included as Attachment 1.

Item History:

On November 16, 2021, City Council remanded the drafted code changes to the Planning Commission to further vet and make a recommendation back to City Council.

On December 13, 2021, the Planning Commission discussed the impacts that the proposed code changes will have on businesses in Town Center and along the Meridian Corridor, residents in single-family neighborhoods, and the enforcement of noise pollution in Edgewood. The Commission expressed interest in evaluating the

code changes one year after they go into effect to assess any impacts that they have had.

On January 10, 2022, the Planning Commission held a Public Hearing on the proposed code changes and recommended approval by a 5-2 vote.

On January 18, 2022, City Council held an initial study session discussion following the Planning Commission recommendation.

On January 25, 2022, City Council held a public hearing regarding the proposed code amendments. No additional input was received from the public.

On February 1, 2022, City Council held a study session discussion following their public hearing. Further discussion ensued with the Council and this item was removed from the February 8, 2022 City Council agenda for final action to allow for additional study session discussions with City Council.

Recommended Action:

Public Hearing Only to receive public comment on the proposed Discussion – Title 18 – Noise Code Amendments

Fiscal Note/Consideration:

Exhibit A New Code

Title 8 | HEALTH AND SAFETY Chapter 8.20, Noise Pollution

8.20.010 Purpose.

The City Council has found that inadequately controlled noise may adversely affect the health, safety, and general welfare of people, the value of property, and the quality of the environment. The purpose of this chapter is to minimize the exposure of residents and visitors to the harmful physiological and psychological effects of excessive noise by limiting noise pollution in a manner that promotes commerce; the use, value, and enjoyment of property; sleep and repose; and the quality of the environment.

8.20.020 Noise Pollution.

A. General Prohibition. It is unlawful for any person to cause or for any person who owns or occupies property to allow to originate from the property sound that is a public disturbance noise.

B. Public Disturbances. The following sounds are public disturbance noises in violation of this chapter:

1. The frequent, repetitive, or continuous sounding of any horn or siren attached to a motor vehicle, except as a warning of danger or as specifically permitted or required by law;
2. The creation of frequent, repetitive, or continuous sounds in connection with the starting, operation, repair, rebuilding, or testing of any motor vehicle, motorcycle, off-highway vehicle, or other internal combustion engine within a residential district, so as to unreasonably disturb or interfere with the peace and comfort of owners or occupants of real property;
3. Yelling, shouting, whistling, singing, or other man-made sounds or other artificially created noises on or near public streets, particularly between the hours of 10:00 p.m. and 7:00 a.m., or at any time and place as to unreasonably disturb or interfere with the peace and comfort of owners or occupants of real property;
4. The creation of frequent, repetitive, or continuous sounds which emanate from any building, structure, apartment, or condominium, which unreasonably disturb or interfere with the peace and comfort of owners or occupants of real property, such as sounds from musical instruments, audio sound systems, band sessions, or social gatherings, so as to be audible greater than 100 feet of the source;
5. Sound from motor vehicle audio sound systems, such as tape players, radios, or compact disc players, operated at a volume so as to be audible greater than 50 feet from the vehicle itself;
6. Sound from portable audio equipment, such as tape players, speakers, radios, or compact disc players, operated at a volume so as to be audible greater than 50 feet from the source when not operated upon the property of the operator, and if operated on the property of the operator, then so as to be audible greater than 50 feet from the boundary of the property;
7. The squealing, screeching, or other such sounds from motor vehicle tires in contact with the ground or other surface because of rapid acceleration, braking, excessive speed around corners, or any other reason, except for sounds resulting from actions necessary to avoid danger;
8. Land development and construction activity noise generated by activities regulated by EMC Titles 12-16, 18, and 20, except as authorized by EMC 18.90.140(G);
9. Sounds originating from residential property relating to temporary projects performed by ~~or under the direction or control of the homeowner~~ property owner or occupants for the maintenance or repair of ~~homes~~

dwelling, grounds, or appurtenances, including but not limited to sounds from lawnmowers, powered hand tools, snow removal equipment, or any other power motorized equipment before 7:00 a.m. and after 10:00 p.m. on weekdays and before 8:00 a.m. and after 10:00 p.m. on weekend days; or

10. Continuing and/or ongoing sounds from motor vehicles including but not limited to engine sounds, horn sounds, hydraulic or air break sounds, or other equipment located on the motor vehicle or attached trailer, audible more than 25 feet away from the vehicle located on or in the vicinity of residential property, which sounds unreasonably cause the annoyance or disturbance of two or more neighbors not residing at the same address, except for to warn of danger or emergencies. For the purposes of this section, such sounds after 10:00 p.m. and before 7:00 a.m. on weekdays or after 10:00 p.m. and before 8:00 a.m. on weekend days shall be presumed to be a public disturbance noise.

C. Exemptions. EMC Chapter 8.20 shall not apply to the following activities.

1. Community and special events subject to an approved permit.

2. Fireworks lawfully discharged within the city.

3. Public safety training activities and the sirens or other warning devices, either on emergency vehicles operated by agencies such as fire departments, police departments, or ambulance services, or stationary devices for warning the general public of threats such as those from natural occurrences such as lahars, necessary in the interests of law enforcement or for the health, safety, or welfare of the community.

4. The performance of emergency work for the immediate safety, health, or welfare of the community or individuals of the community to restore property to a safe condition.

5. Equipment, tools, generators, or other devices used during emergency situations and the associated work performed for the duration of the emergency.

8.20.030 Enforcement.

The Mayor, or designee, and any law enforcement officer are authorized to enforce the Chapter.

8.20.040 Violation – Penalty.

Any person who violates the provisions of this chapter shall be subject to issuance of a civil infraction and a civil penalty of up to \$250.00; provided, that the penalty for a second or subsequent violation within any two-year period shall be a civil penalty of up to \$500.00.

Exhibit B

8.05.050 PCC sections and chapters not adopted.

The following provisions of PCC Title 8 are excluded from the scope of this chapter and are expressly not adopted by reference hereunder:

- A. ~~PCC 8.72.090(A);~~ Chapter 8.72 PCC (Motor Vehicle, Public Disturbance, and Public Nuisance Noise);
- B. Chapter 8.08 PCC (Public Nuisances); and
- C. Chapter 8.09 PCC (Chronic Nuisance Properties).

Exhibit C

8.09.020 Definitions.

[All other definitions unchanged. Logistical directions only, red text not codified]

“Nuisance” or “Nuisance activity” means and includes:

1. Any general or specific nuisance.
2. Any civil code violation as defined by state law or local ordinance occurring around or near the property including, but not limited to, the following activities, conditions or behaviors:
 - a. Litter and rubbish;
 - b. Fire hazard from vegetation and debris;
 - c. Violations of the fire code as adopted in Chapter 15.05 EMC.
3. Any criminal conduct, including the attempt and/or conspiracy to commit any criminal conduct, as defined by state or local ordinance occurring on, around, near or having a nexus to a property including, but not limited to:
 - a. Reckless endangerment: RCW 9A.36.050;
 - b. Prostitution: RCW 9A.88.030;
 - c. Patronizing a prostitute: RCW 9A.88.110;
 - d. Disorderly house, as defined by: RCW 9A.88.090;
 - e. Indecent exposure: RCW 9A.88.010;
 - f. Lewd conduct: RCW 7.48.050;
 - g. Any firearms or dangerous weapons violations listed in: Chapter 9.41 RCW;
 - ~~h. Noise: Chapter 70.107 RCW;~~
 - ~~i.~~ h. Drug-related activity: Chapter 69.50 RCW;
 - ~~j.~~ i. Gang-related activity: RCW 9.94A.030;
 - ~~k.~~ j. Warrant arrests, or any instance in which a Department of Corrections (DOC) offender is located at a property while in violation of DOC supervision: Chapter 10.31 RCW; RCW 10.88.370;
 - ~~l.~~ k. Possession of stolen property: RCW 9A.56.140 through 9A.56.170;
 - ~~m.~~ l. Trafficking in stolen property and/or criminal profiteering: Chapter 9A.82 RCW;
 - ~~n.~~ m. Theft, trafficking, or unlawful possession of commercial metal property: Chapter 19.290 RCW;
 - ~~o.~~ n. Identity theft: RCW 9.35.020.

Exhibit D

12.10.050 Prohibited activities.

The following activities are unlawful within city parks:

[A-H unchanged. Logistical directions only, red text not codified]

I. Noise. No person shall make any public disturbance noise or public nuisance noise as defined in EMC Chapter 8.20 ~~Chapter 8.72 of the Pierce County Code~~.

[J-P unchanged. Logistical directions only, red text not codified]

Exhibit E

12.10.080 Violation – Penalty.

[A-D unchanged. Logistical directions only, red text not codified]

E. Violations of EMC 12.10.050(I) (“Noise”) shall be punished as set forth in ~~EMC Chapter 8.20-Pierce County Code Section 8.72.130, which provides that the first violation is a class 3 civil infraction under RCW 7.80.120 (\$50.00), the second violation is a class 2 civil infraction under RCW 7.80.120 (\$125.00) and the third violation is a class 1 civil infraction under RCW 7.80.120 (\$250.00) (all of these amounts do not include statutory assessments).~~

[F-K unchanged. Logistical directions only, red text not codified]

Exhibit F

18.90.140 Performance standards.

[A-D unchanged. Logistical directions only, red text not codified]

E. Restrictions on Dangerous and Objectionable Elements.

1. The provisions of Chapter 8.76 PCC, Noise Pollution Control (as adopted in EMC Title 8), shall apply. ~~In addition, frequent, repetitive or continuous sounds emanating from any use or facility other than transportation facilities or temporary construction work shall not exceed 75 decibels at the property lines. If the community development director or designee determines it to be necessary or has reason to believe that noise levels are being exceeded, the owner and/or operator of a use or facility shall be required to provide noise reading data for noise levels at all property lines. No noise shall be permitted in violation of Chapter 8.20 EMC or this chapter.~~
2. No vibration shall be permitted which is discernible without instruments at the points of measurement specified in this section.
3. No emission shall be permitted of odorous gases or other odorous matter released from any operation or activity in such quantities so as to exceed the odor threshold beyond lot lines. The odor threshold shall be defined as the concentration in the air of a gas or vapor which will just evoke a response in the human olfactory system.
4. No direct or reflected light or glare, whether from floodlights or from high temperature processes such as combustion or welding or otherwise, so as to be visible at the property lines or skyward beyond the building height of the zone, shall be permitted.
5. The regulations of the federal occupational safety and health standards shall apply for all radioactivity and electrical disturbance unless local codes and ordinances supersede this federal regulation.

[F-G unchanged. Logistical directions only, red text not codified]

Exhibit G

18.100.110 Wireless communications facilities.

[A-E unchanged. Logistical directions only, red text not codified]

F. General Development Standards Applicable to WCFs. The following criteria shall be applied in approving, approving with conditions, or denying a permit for a WCF. Unless otherwise provided in this chapter, WCF construction shall be consistent with the development standards of the zoning district in which it is located.

[F.1-6 unchanged. Logistical directions only, red text not codified]

7. Noise. ~~At no time shall transmission equipment or any other associated equipment (including, but not limited to, heating and air conditioning units) at any wireless communication facility emit noise that exceeds the applicable limit(s) established in EMC 18.90.140(E).~~ Facilities utilizing passive cooling or other cooling methods that do not emit noise are to be utilized when feasible. If not feasible, cooling methods using low noise profile equipment shall be utilized. In no event shall transmission equipment or any other associated equipment (including, but not limited to, heating and air conditioning units) at any wireless communication facility emit noise that exceeds the applicable limit(s) established in EMC 18.90.140(E).



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – Amendments to Chapter 15.05 – Building Const. Codes	Agenda Item #: 2.E
	For Agenda of: 2/15/2022
	Prepared by: Darren Groth
Attachments (list):	
Approval of Materials: Darren Groth Rachel Pitzel 2/10/2022 Dave Gray 2/10/2022 Daryl Eidinger 2/10/2022	Expenditure Required: N/A
	Amount Budgeted: N/A
	Timeline: 02/15/2022: SS Discussion

Summary Statement:

On January 1, 2022, the City of Edgewood assumed fire code review and inspection duties from East Pierce Fire & Rescue. Adding this new program to the Building Division required a lot of work to create application documents, code SMARTGOV permit cases, adopt review procedures, define inspection protocol, and various other needs. These standard operating procedures were created in 2021 in preparation for the hand off of duties. Since the beginning of the year, the City has identified various provisions of the Edgewood Municipal Code (EMC) that should be amended to match the program's needs moving forward. Building Official James Tumelson has ranked potential EMC amendments in order of priority for items that need immediate attention, items that should be amended in the near future, and items that could wait or would benefit from clarity--but are not urgent. While not attached to this agenda bill, James will be presenting the items during the study session. This agenda item is intended to allow staff to discuss with City Council regarding whether the items and their prioritization are aligned with the Council's strategic policy vision for the fire code review and inspection program.

Item History:

Recommended Action:

Hold a discussion and provide staff direction to Discussion – Amendments to Chapter 15.05 – Building Const. Codes

Fiscal Note/Consideration:



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – F-350 Truck Utility Box	Agenda Item #: 2.F
	For Agenda of: 2/15/2022
	Prepared by: Jeremy Metzler
Attachments (list): 1. (The Fab Shop) E2GEN01075654 2. (Scelzi) 236674 3. (Nelson) EDGEWOODSB 120721	
Approval of Materials: Jeremy Metzler Rachel Pitzel 2/10/2022 Dave Gray 2/10/2022 Daryl Eidinger 2/10/2022	Expenditure Required: \$18,136.36 Amount Budgeted: \$205,000 (all equipment budget) Timeline: 02/15/2022 SS 02/22/2022 RCM

Summary Statement:

Council authorized the purchase of a 2021 Ford Ranger 4WD in December 2021. As planned at the time of that purchase, staff is looking to replace the bed on our 2019 Ford F-350 Crew Cab with a Utility Box and Pipe Rack, giving our crew the ability to store all the tools necessary to perform various day-to-day and emergency tasks. This equipment replaces the function of old utility boxes that were removed from the 2004 Chevrolet 2500 Pickup due to safety concerns, previous damage, and other wear and tear from years of use.

Staff obtained three quotes for this equipment (attached), and the lowest quote received was from Nelson Truck Equipment, Inc. Upon Council's direction, Staff is prepared to bring a Purchase Order to the next regular meeting for authorization.

Item History:

N/A

Recommended Action:

Hold a discussion and provide staff guidance regarding Discussion – F-350 Truck Utility Box

Fiscal Note/Consideration:

Purchase of this equipment was planned for in the appropriated 2022 budget. It should also be noted that sales tax would need to be added to the Scelzi and Fab Shop quotes.

THE FAB SHOP

10315 16th Street East

Edgewood, WA 98372

Phone: 253-568-9124

Fax: 253-568-9173



Quote City Of Edgewood

To: 2224 104TH AVE EAST

EDGEWOOD, WA 98372

United States

Quotation

Quote Number: 41722

Quote Date: 01/27/22

Expires: 02/26/22

Customer: City Of Edgewood

Quoted by: MATTP

Ship Via: WILL CALL

Contact: JEREMY PRIVETT

Terms: DUE ON RECEIPT, 1.5% MONTHLY

Phone: (253) 405-0961

Fax: (253) 952-3537

7' SERVICE BODY PACKAGE. 2019 FORD F350 SHORTBED GAS.

- OPEN TOP TRADEMASTER SERVICE BODY
- BOLT ON CAB GUARD
- MATERIAL RACK
- DRIVER FRONT COMP DRAWER UNIT
- 1.3K G2 SERIES LIFTGATE
- PAIR OF BEACONS INSTALLED
- FACTORY BED REMOVAL AND CAM RELOCATION
- RELOCATE REAR CORNER STROBES
- RELOCATE GO LIGHT
- RELOCATE CELL PHONE BOOSTER
- REMOVE CENTERED STROBE LIGHT (RACK INTERFERENCE)

Part Number

<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Price</u>
1	27152 FORD 40" CA SUPER CAB SRW GAS 7-FT TRADEMASTER FOR 40CA SRW. VERTICAL SERIES-C/S & S/S W/ STAINLESS STEEL POP TOP LIDS. BODY IS APPROX 82"L, 79"W, 49" FLOOR. COMPARTMENT OUTSIDE DIMENSIONS ARE APPROX. 15"D, 41"H, FRONT=18"W, HORZ.=40"W, REAR=24"W (2017 & UP) SINGLE STAGE NON CLEAR COAT WHITE ONLY BUMPER UNIVERSAL, W/ LIGHT HOLES 79"W, 8" STEP - LOWPRO RECEIVER, CLASS V FOR BODY. 2-1/2" TUBE. 15,000LB CAPACITY, INCLUDES 2" INSERT MOUNT KIT FOR FORD 56"CA, INCLUDES: HARDWARE, BUMPER ARMS, WIRE HARNESS & FRAME EXTENSIONS 7 PRONG TRAILER CONNECTOR (POLLAK) LIGHT KIT, 79" BUMPER, LED FUEL LINE CUTOUT IN WHEEL WELL PANEL FUEL BUCKET, STAINLESS STEEL [45 DEGREE] STAINLESS GRAVEL GUARD SET 14" X 10"	1	\$9,208.76 /EA

<u>Part Number</u>			
<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Price</u>
2	DRAWER UNIT DRAWER PACK 4-3" AND 1-4" DRIVERS SIDE FRONT COMPARTMENT	1	\$1,543.60 /EA
3	CAB GUARD TURRET PUNCHED HEADACHE RACK BOLT ON FOR 49" FLOOR	1	\$566.67 /EA
4	LUMBER RACK 7-FT TAPERED-LEG SIDE-LOADER OVER-CAB RACK W/ 72" FRONT LENGTH	1	\$1,957.27 /EA
5	16396 REMOVE PICKUP BED, NEW TRUCK. TAKE OFF BED TO BE PICKED UP WITH CHASSIS UP COMPLETION.	1	\$350.00 /EA
6	21330 INSTALL, HARBOR BODY & RACK. VIN# XXXXXXXXXXXXXXXXXXXX 42" CA XXX CAB REAR WHEEL SRW GAS/DSL YR 2019 ORDER# BODY# RACK#	1	\$900.00 /EA
7	25571 LIFTGATE, 1.3K LB CAP, SERVICE BODY, TOMMY LIFT, G2, 38"D X 49"W, TAPERED STEEL PLATFORM	1	\$2,785.71 /EA
8	27408 LIFT GATE INSTALLATION, PICKUP TRUCK & SERVICE BODY, INSTALLATION ONLY, DOES NOT INCLUDE LIFTGATE COST	1	\$1,390.61 /EA
9	37068 LIFT GATE BUMPERETTES INSTALL ON HARBOR BODY, PAIR, REQUIRES CUTTING OF HARBOR BUMPER AND USING HARBOR SUPPLIED LIGHTS AND HARNESS. PART INCLUDES BOTH LEFT AND RIGHT SIDE.	1	\$819.20 /EA
10	30009 CAMERA INSTALL, OEM WIRED BACKUP CAMERA ON GM FORD OR RAM CAB CHASSIS	1	\$200.00 /EA
11	17981 BEACONS, INSTALL, TWO LED ECCO AMBER SHORT DOME, BOTH SIDES OF HARBOR LUMBER RACK W/ SQUARE BOLT ON BRACKETS, REQUIRES TRUCK TO HAVE IN CAB UPFITTER SWITCH OR ADD \$135 FOR IN CAB LITE TOGGLE WITH LABEL	1	\$991.77 /PR
12	MISC RELOCATION __REMOVE CENTER HIGHLIGHTER BEACON FROM CAB RACK __RELOCATE CELLPHONE BOOSTER ANTENNA - INSTALL NEW MOUNTING TAB __RELOCATE GO LIGHT - INSTALL NEW MOUNTING BRACKET __RELOCATE REAR STROBE LIGHTS FROM BUMPER INTO SERVICE BODY	1	\$710.00 /EA

Total: \$21,423.59

Tax as Applicable

A 3% processing fee will be added to any credit card payment over \$5000.00
 Fee is not included on the quote. We do accept ACH and check payment as well.
 For more information please contact our Accounts Receivable Department at (253)568-9124.

Printed Name

Signature

Purchase Order Number

Date

Signed authorization & PO are required to process order.



2286 E. Date Ave.
Fresno, CA 93706
Phone: 559-237-5541
Fax: 559-237-5554
www.SEINC.com

Quotation

236674

Date: 1/24/2022, 3:15:37 PM

User: Leibold, Nicole

Bill To: CITY OF EDGEWOOD
Attn: MORRISON, ZANE
224 104TH AVE E
EDGEWOOD, WA 98372
206-919-9191

Ship To: Tacoma Will Call
Attn: Scelzi Enterprises
2219 112th St E
Tacoma, WA 98445

Quote Date:	01/24/2022	Salesman:	Burns, Rich
Expiration Date:	02/23/2022	Ship Via:	WILL CALL, Tacoma, WA (Will Call)
Sales Tax	@	Terms:	COD
		PO Number:	

Notes:

MOUNT IN TACOMA
PAINT BODY WHITE
MID SHIP FUEL TANK

***NOTES:

- 1.) SCELZI ENTERPRISE TO REMOVE 6'.5" OEM BED & CROSS BOX WITH ALUMINUM, CAB GUARD. SCELZI RETAIN OEM BED. CUSTOMER TO RETAIN CROSS BOX AND CAB GUARD.
- 2.) SALES TAX TO BE APPLIED @ TIME OF BILLING

Qty	Part Number	Description	Total	Tax
1	CUSTOMER TRUCK	2019 - FORD F-350 - CREW CAB - SRW - GAS - WHITE - 40"CA	\$0.00	
1	SB-80-79-49-38-VO	1EA - ALL LIGHTS L.E.D. 1EA - TOMMY LIFT GATE G2 SERIES MODEL #G2-54-1342 TP38 1300LB LIFTING CAPACITY STEEL TREADPLATE PLATFORM 49"X38"+4"TAPER WITH IN CAB SHUT OFF SWITCH AND SCELZI LIGHT KIT PAINTED WHITE TO MATCH BODY	\$19,606.00	
1	BUMPER - BUMPERETTES	SET OF BUMPERETTES WITH LIGHTS - PAINTED WHITE 1EA - CLASS 4 RECEIVER HITCH WITHOUT INSERT 1EA - 7 PRONG TRAILER PLUG, #12707 1EA - RELOCATE FACTORY BACK UP CAMERA	\$0.00	

2286 E. Date Ave.
 Fresno, CA 93706
 Phone: 559-237-5541
 Fax: 559-237-5554
 www.SEINC.com

Quotation

236674

Date: 1/24/2022, 3:15:37 PM

User: Leibold, Nicole

1	LADDER RACK - 2x3x120	2" X 3" X .120 WALL FORKLIFT ACCESS -POWDER COATED WHITE	\$0.00
		1EA - BEACON MOUNT ON DRIVER SIDE	
		1EA - WHELEN RB-6TAP AMBER BEACON LIGHT MOUNTED ON DRIVER SIDE WIRED TO SWITCH IN DASH	
1	HAZ MAT - HWD FEE	HAZARDOUS WASTE DISPOSAL FEE	\$45.00
1	WEIGHT CERTIFICATE	WEIGHT CERTIFICATE OF COMPLETED UNIT	\$41.00
1	WILL CALL	CUSTOMER TO PICK UP COMPLETED UNIT IN TACOMA, WA	

Sub Total \$19,692.00

Sales Tax \$0.00

Total \$19,692.00

DISCLAIMERS

TERMS: Standard terms are Net 10 Days, any deviations need to be in writing before production

CHASSIS: Scelzi Enterprises, Inc. is not responsible for flashing or modification of any chassis modules due to the installation of a body
 Including but not limited to camera installation, erratic turn signal operation, etc

CHANGES: Each change after quote is accepted will constitute a \$500.00 fee in addition to the cost of the change
 No changes will be made to orders 2 weeks prior to production start date

DRAWINGS: Any changes to drawings after acceptance and 2 weeks prior to production start date will constitute a \$500.00 fee or more at \$150.00 per hour
 No changes will be made to drawings 2 weeks prior to production start date

PAINT: Scelzi Enterprises, Inc. does not guarantee a perfect color match due to inconsistencies in factory paints and procedures

THIS WORK AUTHORIZED BY

Payment in full on completion of job if credit arrangements have not been made in advance

The above quotation is submitted according to specifications submitted by customer. Any alterations or changes increasing production costs will be charged for accordingly.

DATE

Estimate Leibold,
 Prepared By: Nicole
 Sales Rep: Burns,
 Rich



NELSON TRUCK
EQUIPMENT CO., INC.

NELSON TRUCK EQUIPMENT CO., INC.
20063 84th AVE S.
Kent, WA 98032
Ph (253)239-4162
Equipment@Nelsontruck.com

<u>Quotation</u>	DATE
Customer: CITY OF EDGEWOOD	12/16/2021
Address:	TRUCK: 2019 f350
City:	WHEELBASE:
Attention: JEREMY PIVETT	CA: 40
Phone:	ROOF (IF APP)
Fax:	OTHER: crw
Email:	

Nelson Truck Equipment is pleased to provide the following quotation to provide the following equipment and services

ITEM	Part	QUAN	UNIT	COST	LABOR	FREIGHT	TOTAL
NON FLIPTOP BODY	680-2	1		\$8,901.90	\$840.00	\$400.00	\$10,141.90
MOUNTING KIT	20094530	1					INCLUDED
LIGHT HARNESS	26264655	1					INCLUDED
PAINTED WHITE	PRE	1					INCLUDED
D/S FVC DRAWERS	ctech	1		\$1,620.00	\$210.00	\$100.00	\$1,930.00
go light	20004gt	1		\$495.00	\$157.50	\$25.00	\$677.50
antenna		1			\$105.00		\$105.00
BEACON CLEAR/AMBER	ECCO5585CAC	1		\$271.31	\$157.50		\$428.81
LINED RECESS BUMPER	20103480	1					INCLUDED
REMOVE BED		1			\$105.00		\$105.00
FUEL FILL	26265256	1					INCLUDED
LED TAIL LIGHTS					\$105.00		INCLUDED
CAB GUARD	26265918	1			\$105.00		\$105.00
GUARD WING RH	26266163	1					INCLUDED
GUARD WING LH	26266098	1					INCLUDED
CTR LIGHT MOUNT	26266163	1					INCLUDED
GOLIGHT MOUNT	26265769	1					INCLUDED
TOMMYGATE OPTION	GS54-1342TP3	1		\$2,327.00	\$630.00		\$2,957.00
SALES TAX							\$1,686.15
TOTAL PRICE							\$18,136.36

This quote good for 30 days unless stated here. Quote good until ____/____/____.

Terms are C.O.D. unless an established account

Sincerely,

Geoffrey Strother

Equipment Division Manager
Nelson Truck Equipment Co., Inc.
Email Equipment@nelsontruck.com



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – Draft Regional Transportation Plan Comment	Agenda Item #: 2.G
	For Agenda of: 2/15/2022
	Prepared by: Jeremy Metzler
Attachments (list): 1. 2021 Prioritization Guidance	
Approval of Materials: Jeremy Metzler Rachel Pitzel 2/10/2022 Dave Gray 2/10/2022 Daryl Eidingen 2/10/2022	Expenditure Required: N/A Amount Budgeted: N/A Timeline: 02/15/2022 SS 02/22/2022 RCM

Summary Statement:

The Puget Sound Regional Council (PSRC) has published their Draft Regional Transportation Plan for public review and comment, and the comment period runs through February 28, 2022. The \$300 billion plan includes projects and programs that will improve all aspects of the regional transportation system, including transit, rail, ferry, streets and highways, freight and bicycle and pedestrian systems, including a financial strategy that outlines how the region will pay for the plan. The plan is updated every four years to describe how the four-county central Puget Sound region plans for and improves the transportation system into the future, while addressing existing needs and expected growth. Please see their online open house at <https://engage.psrc.org/welcome-rtp> for more information, including short videos on the elements of the plan, the full text of the draft plan, and ways to make comments.

Of particular interest to the City of Edgewood is WSDOT Project #5344 – SR 161/36th to Vicinity 24th St E. Found on Page 171 of [Appendix D](#), this project would complete the widening of Meridian Ave E south of 24th St E to 36th St E, and would likely include intersection improvements along that segment. While listed as "Approved", the project has a prioritization score of 41 and currently has a listed completion year of 2037. Attached is PSRC's prioritization score guidance, for reference. Staff also reached out to WSDOT to get more information about the date, and we were informed that the current completion year was set after the 2019 State Legislature did not fund the project. This project is considered a capacity project, and those are individually funded by the State Legislature.

Staff reviewed the Appendix for other projects sponsored by WSDOT Olympic Region, and the following projects have a completion date sooner than 2037, with a status lower than "Approved", lower prioritization score, and/or higher project cost than the aforementioned project:

- #497 – SR 162: SR 410 – 96th St E (Completion Year: 2028), Candidate, \$152,296,952, Score = 24
- #1812 – SR 99/I-5 Interchange – Fife (Completion Year: 2031), Unprogrammed, \$5,868,011, Score = 40
- #1832 – SR 3/Big Valley Rd to SR 104 – Add Lane (Completion Year: 2027), Candidate, \$27,569,945,

Score = 21

- #3618 – SR 302/Elgin Clifton Rd to 144th St NW – Mobility (Completion Year: 2031), Unprogrammed, \$21,285,763, Score = 10
- #4180 – SR 3/SR 305 to SR 104 – Widening and Signalization (Completion Year: 2027), Unprogrammed, \$75,482,848, Score = 31
- #4181 – SR 3/Pioneer Way NW to Big Valley Rd – Truck Climbing Lane (Completion Year: 2029), Candidate, \$15,090,399, Score = 27
- #4183 – SR 3/SR 304 Interchange – Re-construct (Completion Year: 2028), Candidate, \$59,043,870, Score = 29
- #4185 – SR 3/SR 16 Interchange – Ramps (Completion Year: 2027), Candidate, \$32,557,725, Score = 41
- #4243 – SR 512/Meridian St to Pioneer Ave – Mobility (Completion Year: 2029), Candidate, \$62,165,612, Score = 41
- #5440 – SR 302/Establish New Corridor (Completion Year: 2028), Unprogrammed, \$286,447,308, Score = 13
- #5678 – SR 104/Kingston Ferry Terminal (Completion Year: 2030), Unprogrammed, \$10,594,084, Score = 21

Finally, it should be noted that there is nothing included in this draft plan for the segment of SR 161 (Meridian Ave E) south of 36th St E into the City of Puyallup. This segment was identified in the WSDOT Olympic Region's Route Development Plan (January 1997) as needing at least two lanes in each direction. Furthermore, the old concrete bridge spanning the Union Pacific Railroad at the City's southern boundary was constructed in 1938, listed as structurally deficient in the 1997 plan, and originally slated for replacement in 2013. WSDOT's current inventory lists the bridge as being in fair condition as of June 2018 and is slated for inspection in May 2022.

For these reasons, staff believes it may be time for the City Council to offer comment on the Draft Regional Transportation Plan, and copy WSDOT on the correspondence. Pending Council's discussion and direction, staff can prepare an official comment letter for Council's authorization at the next regular meeting.

Item History:

N/A

Recommended Action:

Hold a discussion and provide staff direction to Discussion – Draft Regional Transportation Plan Comment

Fiscal Note/Consideration:

N/A

Regional Transportation Plan

Guidance for Responding to the Regional Transportation Plan Prioritization Measures

Introduction

The purpose of this document is to give project sponsors guidance that will assist them in providing the most accurate answers to the Regional Transportation Plan Prioritization Measures. These questions are required of all new projects, projects requesting to be moved from the Unprogrammed portion of the plan to the Constrained plan, and/or revisions to existing projects.

Specifically, this document provides clarification of the intent behind questions, gives more thorough definitions of certain terms and concepts, and includes links to a web map providing data layers for greater geographic context. Project sponsors are required to provide answers to all relevant questions on the application.

Each of the nine Regional Transportation Plan prioritization measures is provided in this document, along with their purpose statement, clarifications on the intent of each measure and additional definitions as necessary. As mentioned, a web map is available to provide geographic context for relevant questions. Once the map is open, you may choose among various data layers related to the measures. Sponsors may zoom in to the geographic area in which the project is located to view the data specific to that location.

The prioritization score will be calculated upon submittal of the project application; the scores per question are provided here as reference only.

Air Quality

This measure addresses air quality impacts to health, the environment, and climate, as well as potential shifts towards cleaner fuels.

Purpose: reduce air quality related impacts to people and the environment. How well does the project reduce air pollutants including greenhouse gas emissions and criteria pollutants ¹ ? How well does the project avoid impacts to sensitive populations? For the following questions, the reduction comparison is relative to a project no-build scenario.			
A1a	Choose one	5	The project will reduce vehicle miles of travel and eliminate vehicle trips by providing an alternative to single occupancy vehicles.
A1b		3	The project will reduce vehicle miles of travel, but does not eliminate vehicle trips—e.g. shortening auto trips through the use of a park and ride facility or creating a more direct route.
A2a	Choose one	2	The project will improve traffic flow on a freight related facility, and will reduce idling by trucks (e.g., through signal coordination or by removing a bottleneck).
A2b		1	The project will improve traffic flow (e.g., through signal coordination or by removing a bottleneck).
A3	1		The project will avoid or mitigate emissions within ¼ mile of sensitive land uses (daycare facilities, schools, and retirement homes).
Purpose: Increase use of clean technologies. How well does the project use alternative energy, cleaner fuels, or less energy?			
A4	2		The project explicitly relies on a proven alternative energy technology ² .
10 points maximum score			

¹ Criteria air pollutants refer to the six pollutants (Carbon Monoxide, Lead, Nitrogen Oxides, Ozone, Particulate Matter, and Sulfur Dioxide) for which the Environmental Protection Agency has established National Ambient Air Quality Standards under the Clean Air Act.

² Proven alternative energy technology refers to an approach or technology that has already been demonstrated to reduce reliance on traditional fuels. For example, electric vehicle charging stations could fit under this category.

Clarification of Questions

Questions A1a and A1b: What's the difference?

Question A1a is intended to capture projects that both reduce vehicle miles traveled and eliminate vehicle trips. This could be accomplished by shifting travel modes from a single occupancy vehicle to a bicycle/pedestrian, transit or other shared ride mode. Question A1b, on the other hand, is intended to capture projects that have the potential to reduce vehicle miles traveled without also eliminating vehicle trips. This could be accomplished by shortening the length of vehicle trips, for example, by providing access to transit for a portion of a trip through the use of a park and ride facility or by providing a more direct route for vehicles than currently exists.

Projects should score either in Question A1a or A1b, but not both.

Question A1a Example

An example of a project with the potential to both reduce vehicle miles traveled and eliminate vehicle trips would be a new high capacity transit service or nonmotorized facility along a corridor, encouraging a shift from single occupancy vehicles usage to transit. To answer "yes" to this question, the project must be expected to eliminate some amount of vehicle trips, which in turn also reduces vehicle miles traveled.

Question A1b Example

An example of a project which is not expected to eliminate vehicle trips but is expected to reduce vehicle miles traveled would be a new Park and Ride facility that allows travelers that had previously been driving to their destination to instead access transit for some portion of their trip, thereby reducing the total amount of vehicles miles traveled. Another example could be a new facility that shortens the overall route between two points, thereby reducing the miles required to reach the destination.

Questions A2a and A2b: How do projects improve traffic flow, and what is meant by a "freight-related facility?"

A project may improve traffic flow, and thereby reduce emissions, through the reduction of idling vehicles. This can be accomplished by providing signal coordination or other ITS improvements, and also through physical infrastructure improvements to remove a bottleneck, such as HOV lanes, channelization, provision of facilities to separate bicycles from the vehicle lanes, etc. Providing these improvements on a facility with freight traffic may result in a further reduction of emissions through the improved travel movement (and reduction of idling) of diesel trucks.

The web map includes a geographic layer of designated T1 and T2 freight routes (T1 freight routes carry more than 10 million tons of freight per year while T2 freight routes carry between 4 million and 10 million tons per year).

Projects should score either in Question A2a or A2b, but not both.

Question A3: What is meant by avoiding sensitive land uses?

The intent of this question was to identify projects that are in the vicinity of areas with populations of people who are most prone to respiratory issues that may be aggravated by air pollution. These could include daycare facilities, schools, hospitals, senior centers, and retirement homes.

PSRC does not have GIS coverage of retirement homes or daycare facilities, but coverage of K-12 schools is available in the web map to help sponsors answer this question. The question is designed for sponsors to be able to answer yes if either they are not located within ¼ mile of these sensitive populations, or if they are located within such an area but they include elements to mitigate potential air emissions. Examples of mitigation could be the use of alternative technologies such as hybrid electric vehicles, whether the project will improve the flow of traffic and reduce idling within the area, or if the project includes other design elements that would mitigate existing or future emissions within the area.

Question A4: What is a proven alternative energy technology?

Alternative energy technologies generally encompass the use of an energy source other than gasoline or diesel fuel. Examples of specific transportation projects that may improve air quality from alternative technologies include electric vehicle charging stations, new transit alignments and service using electric or other alternative technologies, or other projects expressly relying on technologies or fuels other than gasoline and diesel (e.g., compressed natural gas, electric or hybrid electric, biodiesel, etc.).

Freight

This measure addresses the extent to which projects provide benefits to freight users of the transportation system (travel time and reliability) as well as a reduction in conflicts with other modes of travel, improve access to freight-related areas, and improve key freight-related facilities.

Purpose: System performance benefits for freight. How well does the project provide benefits to freight-related system users by improving travel time, reliability, and efficiency for freight haulers (all freight modes), and how well does the project reduce conflicts?			
F1	3	The project improves a facility identified as a freight bottleneck through a federal, state, regional or local program or adopted plan.	
F2	1	The project reduces conflict between freight modes (truck and rail)—e.g. grade separation or bridge openings.	
F3	1	The project reduces conflict with freight and one or more passenger modes—e.g. through a separation of modes such as a pedestrian overpass or separated parallel bicycle facility.	
Purpose: Access to freight-related areas. How well does the project support planned development in Manufacturing and Industrial Centers (MICs) and other freight-related areas?			
F4a	Choose one	2	The project improves access within, or to, more than one MIC (or between a MIC and a Regional Growth Center).
F4b		1	The project improves access within or to one MIC
F5	1	The project improves access to an area identified as a freight generator. ³	
Purpose: Improves key freight facility. How well does the project serve designated <i>Freight and Goods Transportation System</i> ⁴ routes?			
F6	2	The project is on a designated T-1 or T-2 route.	
10 points maximum score			

Clarification of Questions

Question F1: What is meant by “other adopted agency plan?”

Projects may be located on a corridor that is identified in a local planning document as a known freight-related congestion issue.

Questions F4a and F4b: What do we mean by “improved access to a center?”

A project may be assumed to improve access to, within, or between centers if it touches, passes through, or is completely contained within a center. Information on designated regional growth and manufacturing/industrial centers may be found at <https://www.psrc.org/centers>.

Question F5: What is meant by “improved access to a freight generator?”

Access to freight generators is intended to capture the last-mile related to freight activities. Access may also be able to capture important freight facility connections, currently not designated as T-1 or T-2.

A web map layer is provided with locations represented as Traffic Analysis Zones (TAZ) in the regional travel demand model where freight generators are located. If a project is contained within or touches the TAZ then the project may be assumed to improve access to the freight generator.

Jobs

This measure addresses the extent to which projects support existing and new businesses and job creation.

Purpose: Access to areas of high job concentration. How well does the project support job retention or expansion by improving access?			
J1a	Choose one	3	The area served by this project has an employment density ⁵ of 18 jobs per acre, and is planned (has unused zoned capacity) to accommodate a density of 32 jobs per acre. (Areas that currently exceed the higher threshold would receive points here as well).
J1b		1	The area served by this project has an employment density of 18 jobs per acre.
J2	2		The area served by this project has an employment density of 15 jobs per acre for jobs related to cluster employment. ⁶
J3	2		The area served by this project has an employment density of 15 jobs per acre for family-wage related employment.
Purpose: Access to economic foundations. How well does the project provide access to job-related training or educational opportunities (vocational schools, community colleges, universities)?			
J4	3		In area with, or supports access to institutions identified as economic foundations.
10 points maximum score			

⁵ Employment densities are used to define geographic boundaries rather than rely on artificial designations—e.g. large census tracts. The employment density thresholds are based on county specific family wage jobs salaries, concentration of clusters, and planning guidance on employment densities from the countywide and multicounty planning policies.

⁶ Industry clusters are those identified in the PSRC's Regional Economic Strategy and VISION 2050.

Clarification of Questions

How are employment densities determined?

The employment density thresholds are based on county specific family wage jobs salaries, concentration of clusters, and planning guidance on employment densities from the countywide and multicounty planning policies.

Question J1a and J1b: What data would be used to answer this question?

Employment data is available in the web map. “Area served” may be determined by whether the project intersects with the employment density locations of 18 jobs per acre and/or whether the “area served” by the project is planned (i.e. has unused zoned capacity) to accommodate a density of 32 jobs per acre.

Question J2: What data would be used to answer this question?

Employment data and industry cluster data from the Regional Economic Strategy and VISION 2050 is available in the web map. “Area served” may be determined by whether the project intersects with the employment density of 15 jobs per acre for jobs related to cluster employment. For more information on the Regional Economic Strategy, click here: <https://www.psrc.org/our-work/regional-economic-strategy>.

Question J3: What data would be used to answer this question?

Employment data and an estimation of family wages by each county is available in the web map. “Area served” may be determined by whether the project intersects with the employment density of 15 jobs per acre for family wage-related employment.

Question J4: What is an economic foundation, and what does “supports access” mean?

An economic foundation refers to job-related training or educational institutions, including vocational schools, community colleges, and universities.

Multimodal

This measure addresses the extent to which projects provide alternatives to driving alone. The measure also addresses the extent to which projects incentivize or facilitate an individual's use of those alternatives.

Purpose: Improve alternatives to driving alone. How well does the project improve mobility through alternatives to driving alone?		
M1	2	The project improves opportunities for transit, special needs transportation services, or vanpool use (may include intermediary facilities such as Park and Rides).
M2	2	The project adds incentives or removes barriers for individuals to use fixed-route transit, special needs transportation services, or vanpools.
M3	1	The project improves opportunities for bicycle and pedestrian travel.
M4	1	The project implements a portion of the regional bicycle network and is included in a local plan.
M5	2	The project adds incentives or removes barriers for individuals to use non-motorized travel modes.
M6	1	The project includes additional tools or strategies to reduce the proportion of drive-alone trips.
Purpose: Improve connections between transit and non-motorized modes. How well does the project improve connections between modes of travel, especially for bicyclists and pedestrians accessing transit?		
M7	1	The project improves bicycle and pedestrian access within ¼ mile of a high-capacity transit stop.
10 points maximum score		

Clarification of Questions

Question M2: What does “adds incentives or removes barriers” mean?

Incentives include, but are not limited to, transit subsidies and other commuter benefits, non-SOV mode priority, and HOV priority. Removing barriers includes, but is not limited to, elements such as traveler training, traveler information and way-finding, provision of bicycle parking, bicycle/pedestrian and other commuter facilities, or other Transportation Demand Management approaches for individuals to use fixed-route transit, special needs transportation, or vanpools.

Question M4: What is the “regional bicycle network”?

Regional bicycle connections are defined as those that connect to adopted regional growth centers, regional manufacturing industrial centers, regional transit locations, and military bases.

Question M5: What does “adds incentives or removes barriers for individuals to use nonmotorized travel modes” mean?

Incentives include elements such as adding bicycle and pedestrian facilities (e.g. an arterial widening project that includes new sidewalks and/or bicycle lanes) and otherwise facilitating the use of bicycle and pedestrian travel (e.g. providing bicycle parking at a park and ride facility). Removing barriers refers to (but is not limited to) projects that complete missing links (e.g. a bicycle/pedestrian project that connects together an existing trail).

Question M6: What are “additional tools or strategies”?

Additional tools or strategies include, but are not limited to, car-sharing, carpooling, and telecommuting.

Puget Sound Land and Water

This measure broadly addresses land and water related environmental issues, including stormwater, hydrological function, critical areas and habitats, and the construction practices and materials in projects.

Purpose: Protect critical areas. How well does the project minimize critical area and habitat loss, alteration and fragmentation in designated lands?			
W1a	Choose one	4	The project improves critical areas or habitat on designated lands.
W1b		3	The project does not affect critical areas or habitat on designated lands.
W1c		2	If the project affects critical areas, it helps to restore the critical areas or habitats
W1d		1	If the project affects critical areas, it effectively mitigates impacts to designated critical areas and habitats
Purpose: Protect resource lands. How well does the project minimize impact to designated forest and agricultural lands?			
W2		2	The project does not impact designated agricultural lands
W3		2	The project does not impact designated forest lands
Purpose: Improve water quality. How well does the project improve water quality by improving hydrological functions and/or reducing stormwater runoff?			
W4a	Choose One	2	The project uses practices for improving hydrological functions that go beyond established stormwater standards, or the project improves stormwater runoff.
W4b		1	The project is designed to reduce stormwater runoff.
10 points maximum score			

Clarification of Questions

Questions W1a, W1b, W1c, and W1d: What is meant by designated lands in critical areas, what is meant by “improves,” and what is the difference between “restores” and “mitigates?”

Designated lands include those areas designated for protection through zoning or another mechanism by a government agency. The designated lands include: critical areas under the Growth Management Act, Threatened and Endangered species habitat under federal designation, priority habitat and species (PHS) habitat areas through the state’s department of Fish and Wildlife, and Biodiversity Habitats on Department of Defense lands.

The National Research Council (NRC) defined restoration as the “return of an ecosystem to a close approximation of its condition prior to disturbance.” For a project to receive points related to restoring critical areas or habitats, they would need to return these areas or habitats to a close approximation of its condition prior to the project being built. “Effectively mitigates” refers to projects that provide mitigation to these areas, but do not return it to a close approximation of its condition prior to disturbance.

In question W1a, “improves” means that where projects will not have an impact on designated lands, there is still an effort to restore or enhance existing designated lands that are degraded.

Questions W2 and W3: Where are the region’s agricultural and forest lands?

The web map provides data layers for agricultural and forest lands in the region, which should better assist project sponsors when answering this question.

Questions W4a and W4b: How do the Department of Ecology’s stormwater requirements affect this question?

The state Department of Ecology issued stormwater requirements that affect King, Pierce, and Snohomish Counties, indicating that projects in these areas must “go beyond established stormwater standards” and that therefore projects in these areas will improve stormwater runoff. Sponsors may refer to Ecology’s website for more information at:

<http://www.ecy.wa.gov/programs/wq/stormwater/municipal/index.html>

Safety & System Security

This measure addresses the extent to which projects provide for safer travel, a likely reduction in fatalities or serious injury, and improved system security.

Purpose: Reduce the number of incidents. How well does the project support safer travel by all modes (How well does it alleviate an existing problem)?			
S1a	Choose One	8	The project improves safety on a facility with existing fatality incidents, related to geometric issues (not behavioral causes such as drunk driving or text messaging), as identified through Target Zero.
S1b		6	The project improves safety on a facility with existing injury incidents related to geometric issues
S1c		4	The project improves safety on a facility with existing property damage incidents related to geometric issues.
Purpose: Improve system security. How well does the project improve security? (Specific focus on facilities identified in the Puget Sound Transportation Recovery Annex ⁷).			
S2	2		The project improves the security of facilities identified in the Puget Sound Transportation Recovery Annex.
10 points maximum score			

⁷ <https://mil.wa.gov/asset/5ba42131717a5> (note, updated to 2014)

Clarification of Questions

Questions S1a and S1b

Collision data is available from WSDOT at <https://www.wsdot.wa.gov/mapsdata/crash/crashdata.htm>. The questions focus on facilities with geometric (i.e. design-related) issues. A project sponsor may consider if their project removes a conflict from one of these facilities (such as a parallel separated pathway).

Question S1c

PSRC does not have a comprehensive data set for property damage collisions. Project sponsors can answer this question if they know of specific collision history that is attributable to geometric issues.

Question S2

Data is available from the Puget Sound Transportation Recovery Annex, which provides recommended guidelines for coordinating multi-jurisdictional regional transportation system recovery in the Puget Sound region after a catastrophic event. Information about the Puget Sound Transportation Recovery Annex can be found here: <https://mil.wa.gov/asset/5ba42131717a5>.

Social Equity & Access to Opportunity

This measure addresses the extent to which projects improve mobility and/or reduce negative impact to minority, low income, elderly, youth, people with disabilities, and non-vehicle owning populations, and whether they support access to opportunities.

Purpose: Improve environmental health. How well does the project avoid creating new, mitigate existing, or eliminate previous negative impacts for the following populations: minority, low-income, elderly, youth, people with disabilities, and households without vehicles.		
O1	2	The project avoids creating new negative environmental health impacts or physical barriers for these populations ⁸
O2a	Choose one	4 The project improves environmental health for three or more of these populations
O2b		3 The project improves environmental health for two of these populations
O2c		2 The project improves environmental health for one of these populations
Purpose: Improve access to opportunity. How well does the project improve access to areas of opportunity?		
O3a	Choose one	4 The project improves access ⁹ to an area with a low ranking for opportunity and connects it with an area with a high ranking for opportunity (as defined by PSRC's opportunity mapping ¹⁰).
O3b		2 The project improves access to an area with a low ranking for opportunity (as defined by PSRC's opportunity mapping).
O3c		1 The project improves access to an area with a high ranking for opportunity (as defined by PSRC's opportunity mapping).
10 points maximum score		

Related Definitions:

Environmental Justice: In the Regional Transportation Plan, Title VI and Environmental Justice are defined as ensuring that all residents of the region would benefit from improved mobility and adverse impacts would not be disproportionately borne by low-income, minority and vulnerable populations.

Special Needs: People with special transportation needs are defined in RCW 47.06B as people "including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation."

⁸ For each population, an area (defined by census tracts or block groups depending on data availability) would be considered to have a concentration of that population if the area has a concentration of one standard deviation above the mean within its respective county.

⁹ Improving access refers to projects that are within or connect to the specified area. A project can connect to an area by either 1) terminating or traveling through that area, or 2) being on a facility that ultimately terminates in or travels through that area.

¹⁰ For a full discussion of the Regional Opportunity Maps, please see: <https://www.psrc.org/opportunity-mapping>.

Clarification of Questions

Questions O1, O2a, O2b, and O2c: What is meant by “environmental health”?

In general, an improvement to environmental health corresponds to an improvement in human health. Therefore, the intent of these questions is to identify projects providing opportunities for increased physical activity, encouraging healthy community design such as complete streets, improving air quality, etc.

Question O1 may be answered based on whether or not a project is located within an area of high concentration of affected populations, which is an area that has a concentration of either minority, low income, elderly, youth, people with disabilities, or non-vehicle owning populations of one standard deviation above the mean within its respective county.

Sponsors should answer only one of Questions 2a, 2b, and 2c, depending on both the location of the project relative to the affected populations, and the scope and outcomes of the project upon completion. Data layers for these affected populations are included in the online map.

Questions O3a, O3b, and O3c: What data could be used to answer this question?

Questions O3a, O3b, and O3c may be answered with the assistance of data from PSRC’s regional Opportunity mapping. The full report on what areas of opportunity are, including maps of areas of opportunity around the region, can be found at: <https://www.psrc.org/opportunity-mapping>.

Support for Centers

This measure addresses the extent to which projects support existing and new population and employment in centers. In addition, the measure addresses the extent to which projects support transit oriented development, development of housing in centers, accessibility to/from/within the center, and compatibility with the character of the community in which a project is located.

Purpose: Access to Regional Growth Centers. How well does the project provide increased mobility and accessibility for regional growth center(s)?			
C1a	Choose One	5	Provides increased mobility and accessibility within a regional growth center
C1b		3	Provides increased mobility and accessibility by connecting two or more regional growth centers (or connects to a regional manufacturing industrial center)
C1c		2	Provides increased mobility and accessibility by connecting into one regional growth center
Purpose: Access to transit supportive land use. How well is the project supported by the following land use and planning characteristics?			
C2a	Choose One	2	Existing development densities are transit supportive ¹¹ (have housing densities greater than 15 homes per gross acre)
C2b		1	Existing development densities are transit supportive (have housing densities greater than eight homes per gross acre)
C3	1	Comprehensive plan or subarea plan specifically identifies the area as a location for additional transit supportive growth	
C4	1	Project area is designated as a high capacity transit station area (includes light rail, commuter rail, bus rapid transit, intermodal stations, ferry terminal)	
C5	1	Zoning in area encourages a mix of uses to provide for housing, jobs, and services	
10 points maximum score			

¹¹Transit supportive densities are currently identified as 7-8 homes per gross acre for local transit service and 15-20 homes per gross acre for high capacity transit service.

Clarification of Questions and Measure Prepopulation

Questions C1a, C1b, and C1c: What is meant by “improved access to a center?”

A project may be assumed to improve access to, within, or between centers if it touches, passes through, or is completely contained within a center.

Questions C2a, C2b: Where does the development density information come from?

Development densities from existing data sources are available in the web map, based on zoning characteristics in the region and available at the parcel level for the entire PSRC region.

Travel

This measure addresses the extent to which projects reduce congestion and delay, and improve flow.

Purpose: Reduction of existing congestion issues. How well does the project improve existing travel problems? How large is the scale of the travel problem the project addresses?		
T1	4	The corridor where the project is located is identified as an existing bottleneck, chokepoint, or otherwise having a congestion issue through the Congestion Management Process, WSDOT's Highway System Plan, or other adopted agency plan.
T2	2	The project provides a demonstrable travel improvement for an identified problem that occurs during the peak hours of travel (in addition to peak hours the failure may also occur at other times of the day).
Purpose: Reduction of potential future congestion issues. How well does the project improve future travel problems?		
T3	2	The project provides a demonstrable travel improvement on a facility anticipated to have a future congestion issue, identified through an adopted plan.
Purpose: Improvement of system efficiency. How does the project improve throughput?		
T4	2	The project employs Transportation System Management, Intelligent Transportation Systems, Tolling, High Occupancy Vehicle, and/or is supportive of transit.
10 points maximum score		

Clarification of Questions

Question T1: How would this question be answered?

Project sponsors may utilize data from WSDOT regarding identified chokepoints and bottlenecks, or locations identified in local plans as having existing congestion issues may also be applicable.

Question T4: What is meant by “supportive of transit?”

Examples of projects that are “supportive of transit” include those that provide new facilities, included dedicated rights-of-way like Business Access Transit lanes, improved transit and bicycle/pedestrian connections, park and rides, and transit centers.



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – Strategic Planning Retreat Topics	Agenda Item #: 2.H
	For Agenda of: 2/15/2022
	Prepared by: Dave Gray
Attachments (list): 1. Strategic Planning_2022 Project Outline_DRAFT for Council Review	
Approval of Materials: Dave Gray Rachel Pitzel 2/10/2022 Dave Gray 2/10/2022 Daryl Eidingen 2/10/2022	Expenditure Required: The Mayor provided a budget estimate for professional guidance on the adaptive application of a Council Strategic Plan Development effort. He included both a carryover from the ongoing BeCulture staff & Council training initiated with Council approval in the 2021 budget. In addition, he earmarked an estimate should the Council choose some combination of strategic planning guidance with EDI outreach, as he sees mission success makes the two indistinguishable. While the amounts are nominal estimates, they are sufficient to launch a more extensive effort and if, the Council finds value, include a larger expenditure in the anticipated (ARPA) capital expenditure budget amendment.
	Amount Budgeted: EDI continuing effort of about \$18,000, a professional services estimate of about \$12,000 in the 2022 Appropriated Budget.
	Timeline: Initial Topic Discussion: Study Session, January 4th, 2022 Review of January 29th Strategic Plan Meeting Agenda: Study Session January 18th, 2022 Strategic Planning Meeting Saturday Januaray 29th, 2022 First Draft Review of Topics to include in a project Scope of Work, Study Session February 15th, 2022

Summary Statement:

Today's study session effort is to ask Council to edit, modify or redirect what staff captured at the Saturday "kick-off" meeting.

Long term planning is a process most municipal governments use to optimize scarce resource allocations to

best achieve the City leaders' goals. These goals cover a wide variety of services, facilities and programs running from basic public safety and infrastructure management to public inclusion and quality of life efforts. Long term, or strategic planning serves as the foundation for building longer term business plans, tactical solutions for service and community challenges and to optimize short term opportunities as they present in between strategic plan updates. It helps the community understand the vision of City leaders, value the deployment of resources, have a voice in the "how" efforts are funded and give longer-term guidance-on the pace the City is capable of making improvements and sustainable change.

Tonight's discussion is for Council to provide the Mayor edits to what was captured by staff at the Saturday Strategic Planning kick-off meeting. The Mayor, with Council direction, will produce a scope-of-work for this comprehensive effort. It should identify roles and responsibilities to ensure the document is produced timely and to the satisfaction of the Council. The Mayor anticipates some of the most formidable hurdles to achieving a meaningful, truly representative living document will be effective outreach to the community. Mayor Eidinger and the City Council have publicly stated this must occur to produce a truly representative roadmap for guiding the community through what is already robust development. Identifying the many tactical tentacles that must be considered and critically evaluated for impact and cost vs benefit, as evidenced by many other jurisdictions' efforts, are best managed in segments. Once identified parsing out specific topic efforts, investigation, outside assistance and the format of the document and it's future use can be identified and built into policy.

Item History:

Recommended Action:

Discussion and provide direction to the Mayor regarding prioritizing the strategic planning items identified at the Strategic Planning Retreat. What did we get right, get wrong, or how can it be better targeted as a tactical action segment of our mission to created a comprehensive strategic plan for Edgewood.

Fiscal Note/Consideration:

Sunk costs are Staff and Elected Time.



CITY OF EDGEWOOD

Strategic Planning-2022 Project Outline

DRAFT for Council Review

Project History:

On Saturday, January 29th the City Council met to discuss the potential for a comprehensive process to establish a long-term plan to manage the impacts of rapid growth in population the city is experiencing, but to identify opportunities the City Council can effort to direct, fund and empower a desired outcome expressed by the community as a whole. An outcome envisioned by those who were here, are here now, and will come in the future.

In an effort to effectively address the risks and rewards of this effort the Council broke the process down into project segments as follow:

- EMERGENCY PREPAREDNESS-2022/23 PLAN BUILD
 - ENVIRONMENTAL DISASTERS
 - CONFLICT
- ESTABLISHING LEVELS OF SERVICE (HOW IS THIS DEFINED)
 - BUILDING METRICS (HOW DO WE MEASURE SUCCESS)
 - PUBLIC SAFETY
 - PUBLIC ASSETS
 - INFRASTRUCTURE (BUILDINGS & SPACES)
 - CONTINUITY (PEOPLE & PROGRAMS)
 - MAINTENANCE
 - IMPROVEMENT
 - TRANSPARENCY OF GOVERNANCE
 - COMMUNICATION
 - ACCESS
 - QUALITY OF LIFE (SAFE AND HAPPY)
 - SENSE OF COMMUNITY (CULTURAL FABRIC)
 - EDI
 - MOBILITY
 - RECREATIONAL ACCESS
 - AESTHETICS
- CREATING SUSTAINABILITY
 - USES
 - COST OF BASIC SERVICES
 - COST OF LIFE QUALITY ATTRIBUTES
 - COST OF GOVERNANCE
 - SOURCES

Not meant to be exhaustive, the preceding points of discussion show the effort involves a wide variety of interconnected components that must be reconciled together to achieve a comprehensive long-term strategy. As the city matures into its growth, tactical obstacles and opportunities will present and need to be tested against their integrated effect on the community's sense of what is best. A concise strategic plan in which the tactical moving parts...mobility, safety, equity, etc. either contribute or detract from our community's standard of quality, are best served when transparent and effectively communicated and explored. The City Council has communicated the following metrics they feel must be achieved to do justice to this effort.

A: Meet regularly in study sessions to address tactical components of a comprehensive plan using the Future Agenda's List (FAL) to manage the ongoing effort in concert with other City business.

B: Hold quarterly Town Hall or Community Workshops dedicated to the 5th Tuesdays in 2022. (Town Halls for presentations seeking feedback, workshops for collaboration on what the greater community feels the issues really are).

C: Use social media, publications, advertisements, polling, mailings, reader board, web pages and City Council Meeting announcements to reach out to community groups, residents and businesses to promote engagement.

A few specifics identified in the Saturday meeting are:

- Directed emails, and contact email lists.
- Share messages across all social media platforms available.
- Landing pages on City or community group web pages speaking to this effort.
- Surveys reachable as embedded clicks in social media or as standalone efforts.
- Chamber of Commerce or other "Welcome Wagon" type efforts.
- Permanent Hybrid (in person & virtual) City meetings going forward.
- Post meeting video for those who were not able to attend.
- "Councilmember Highlights" discussing this effort in the Magazine.

D: A consolidated databank of outreach contacts.

E: A consolidated databank of community input for both general sentiment (this is what quality of life in Edgewood means to me...) and specific tactical discussion (this is how I balance the imposition of a lower speed limit with my sense of how safe the road is).

F: Regular input from other governmental partners such as neighboring cities, schools, the library and fire department...which explore their sense of community, common problems and achieved solutions.

G. Establish and maintain a balanced score card within the community and stakeholders (leading & lagging metric models)

On Saturday the Council spent part of their time illuminating some aspects of the segments they felt important to incorporate in a strategic plan. These included questions they feel they need answers for as well as areas they feel need much more in-depth exploration by the community as a whole. Following is a 50,000-foot notation of what was discussed.

EMERGENCY MANAGEMENT:

A. Conduct a City-Wide Risk Assessment:

- Critical Infrastructure
- Critical Services
- Natural Resources
- Environmental
- Quality of Life

Using a predetermined scale to help identify vulnerabilities the city could put into place mitigation plans based upon:

1. How severe would a failure be if the risk were realized. Score of 1 – 10 (where 10 is loss of life and 1 is low impact inconvenience).
2. How often might it occur (historically how many times has it occurred. Score of 1 – 10 (where 10 is occurs frequently and predictably, and 1 represents something that has not happened in a lifetime).
3. How easily the event is to detect and determine risk levels “real time”.

B. Determine financial and operational resources available for mitigation and recovery.

Finance:

- City Financial Reserves & spending power, operational stockpiles and equipment
- County DEM Resource Mobility (should we be housing some locally)
- State Emergency Mobilization and funding
- Federal (FEMA, National Guard, etc.) and Federal Recovery Grants & Loans

Operational:

- Water availability needs.
- Electrical power, especially for meeting localized special needs (care centers, etc.)
- Communication needs for telephone, internet, radio (as well as responder needs).
- Law Enforcement

C: City Emergency Management Structure

The Council discussed the in-place city preparedness status for maintaining the continuity of government, law enforcement, stand-alone ability to house staff and thereby provide a local ability to coordinate neighboring municipal, county-wide and state and federal mobilization efforts.

While much preparedness is focused on large scale natural disaster events, Council is concerned about the City’s ability to manage “micro-events” that may occur only in the jurisdiction or smaller, perhaps not accessible pockets of the city. These issues require planning for access during flooding, earthquake or civil unrest.

Council would like to complete the recent efforts to update the City Emergency Management Structure document. They requested the mayor invite the Pierce County Department of Emergency Management back in to kick start that effort along with helping identify and write action plans for:

- Identifying Council Members Roles During an Event.
- Identify Asset Utilization and Mobilization from the County, State & Federal level.
- Identify the County's desire to pre-stage assets in the city.
- Inventory Community Facilities abilities and specific needs in an event.

LEVELS OF SERVICE:

A: Public Safety:

Establish number metrics as a baseline.

- Crime Count
- Percent of residents to patrol officers
- Response times by event type.
- Ongoing staff reports (dashboards)
- Outcomes of event responses
- Volunteer enhancement toward overall effort
- Build value on what we've already built (EPD is community policing)
- Publish our Statistics (safety record)
- Invite input on how safe our community feels
- Make our metrics Comprehensive (leading & trailing statistics combined)
- Have the Apartments added internal security resources?

B: Ask the Community to help define "What Is Public Safety?"

PUBLIC ASSETS:

A: Park Space

- Buying future opportunity property while it's available
- Establish metrics (GMA% to population)
- Explore underdeveloped areas of the city for future park needs
- Investigate types of parks (multi-use, open space, dedicated use)
 - Farmers Market
 - Food Truck Events

B: Public Works Yard

- Identify uses to ensure expansion ability
- Ingress/egress
- Space for County Assets for PW & Emergency Management

C: General Governance Needs

- Consolidated replacement & maintenance schedules
- Enhanced hybrid meetings accommodation/systems
- Jurisdictional wide infrastructure planning
- Additional reader boards

QUALITY OF LIFE:

A: City Icons & Brand

- Windmills

- Nelson Farm as a working farm, event destination
- More than just a bedroom community

B: Mobility

- Sidewalks & undergrounding utilities (connect existing public spaces)
- Phased implementation of multimodal pathways
- ADA access for all routes

REVENUE SOURCES & USES:

A: Cost Levels of Service

- Benchmark existing service level costs
- Build assumptions of escalation generated by growth
- Forecast out multi-year models

B: Build defined revenue streams resulting from growth

- Benchmark existing revenues by nature
- Forecast growth of revenues for multi-year models resulting from growth
- Forecast one-time revenues from property development & impact expectations

C: Build models focusing sources and uses by revenue stream and restrictions

D: Forecast underperforming sources against uses (fees, taxes, grants, debt)