CITY OF EDGEWOOD
COUNCIL STUDY SESSION AGENDA

Tuesday, April 19, 2022 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1. CALL TO ORDER

Roll Call, Pledge of Allegiance

2. PRESENTATION

A. Chrisella Road Realignment Alternatives

3. COUNCIL BUSINESS

A. **Discussion** – Development Review

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

C. **Discussion** – Connect over Coffee

D. **Discussion** – May 31st Open House Topic - Growth & Comprehensive Planning

E. **Discussion** – Ordinance – Impact Fee Exemptions

F. **Discussion** – Resolution – Six-Year Transportation Improvement Plan (TIP) Update

G. **Discussion** – Ordinance – PROST Plan Update

H. **Discussion** – Ordinance – GSP Map Update

I. **Discussion** – Resolution – Lakehaven ILA Amendment

J. **Discussion** – Ordinance – Surface Water Manual Update

4. OTHER COUNCIL ITEMS

5. 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

This meeting is accessible to persons with disabilities. For individuals who may require special accommodations, please contact City Hall at (253) 952.3299, 24 hours in advance.

City Of Edgewood
Council Agenda Summary Sheet

Subject: Chrisella Road Realignment Alternatives	**Agenda Item #:** 2.A **For Agenda of:** 4/19/2022 **Prepared by:** Jeremy Metzler

Attachments (list):
1. FINAL Realigned Chrisella Road Alternatives Assessment Memo

Approval of Materials:		**Expenditure Required:**
Jeremy Metzler		TBD
Jill Schwerzler-Herrera	4/14/2022	**Amount Budgeted:**
Dave Gray	4/14/2022	N/A
Daryl Eidinger	4/14/2022	**Timeline:** 04/19/2022 SS 05/03/2022 SS (tentative) 05/10/2022 RCM (tentative)

Summary Statement:
The City's on-call traffic engineering consultant, Transpo Group, completed a study of design alternatives for the existing intersection of Meridian Ave E (SR-161), 36th St E and Chrisella Rd E in 2021. The goal of the study was to find a design alternative that would best alleviate concerns related to pedestrian and driver safety, multimodal connectivity and traffic operations at that location. Of the four alternatives evaluated, Council selected realignment of Chrisella Rd E as the preferred alternative and passed Resolution 21-0604 on November 9, 2021.

With that direction, staff requested an evaluation of realignment alternatives, resulting in the attached memorandum. Transpo Group is here to present the results of their evaluation to Council this evening. Following Council's discussion, staff is prepared to take appropriate next steps to advance the design of the Chrisella Road E Realignment, which may include drafting of an affirming resolution for Concil's consideration at the next study session.

Item History:
06/15/2021 SS
06/22/2021 RCM PH
06/29/2021 SS
11/02/2021 SS
11/09/2021 RCM

Recommended Action:
Presentation followed by discussion, to provide staff guidance regarding Chrisella Road Realignment Alternatives.

Fiscal Note/Consideration:
Realignment of Chrisella Rd E is one of the alternatives described in recent updates to the City's Comprehensive Plan, including the Functional Classification System and Meridian Corridor Collector Street Classifications maps, as well as the Transportation Projects and Programs list. Therefore, said work could be considered in the proposed Capital Improvement Plan (CIP) under Project T-10 - Meridian Parallel Road Network Construction (TIP No. 11), which could be funded in part by Traffic Impact Fees.

MEMORANDUM

Date:	April 13, 2022	**TG:**	1.21147.03
To:	Jeremy Metzler, Public Works Director, City of Edgewood		
From:	Jon Pascal, PE - Transpo Group Brett Schock, PE, AICP, RSP – Transpo Group Tuan Nguyen, PE – Transpo Group		
Subject:	Realigned Chrisella Road E Alternatives Evaluation		

The City of Edgewood is seeking to alleviate concerns related to pedestrian and driver safety, multimodal connectivity, and traffic operations at the existing intersection of 36th Street E, Chrisella Road E, and SR 161 (Meridian Avenue E). This alternatives evaluation expands upon a previous evaluation at this intersection with further investigation into improvement alternatives for a realigned Chrisella Road E. Several alternatives were evaluated and the following memorandum documents the development and assessment of each of the improvement alternatives with specific cost estimates to assist the City in identifying and confirming next steps.

Summary of Results

The purpose of the alternatives evaluation was to further assist the City in identifying the preferred approach to addressing safety, connectivity, and traffic at the 36th Street E and SR 161 (Meridian Ave E) intersection and the Chrisella Road E corridor. The three alternatives that were evaluated are:

- **Alternative A**
  Realigns the Chrisella Road E approach approximately 500 linear feet to the east of the existing 36th Street E and SR 161 intersection.
- **Alternative B**
  Realigns the Chrisella Road E approach to align with the Edgewood Community Park Driveway approximately 300 linear feet to the east of the existing 36th Street E and SR 161 intersection.
- **Alternative C**
  Realigns the Chrisella Road E approach to the current shared driveway for the 10326 and 10404 36th Street E parcels, approximately 650 linear feet to the east of the 36th Street E and SR 161 intersection.

For the existing intersection of 36th Street E and SR 161 (Meridian Ave E), two alternatives were developed to improve the intersection and incorporate the alternatives as described above.

- **Traffic Signal Modification**
  The existing signalized intersection of Meridian Avenue/36th Street E would be redesigned to shorten the crossing distance for the eastern leg of the intersection. The curb ramps would be upgraded to ADA compliant curb ramps and APS style pushbuttons would be installed for all crossings.
- **Roundabout**
  The existing signalized intersection would be replaced with a two-lane roundabout. The fifth leg of Chrisella Road E would be removed and the roundabout would consist of four legs. Meridian Avenue would be widened to the north to accommodate a transition to two lanes in each direction with new right-of-way dedication. Single lane

approaches would be constructed for the east-west directions along with new crosswalks and pedestrian refuge islands.

Two alternatives were evaluated for the segment of the existing Chrisella Road E that would be terminated at the current intersection with Meridian Avenue as part of the realignment project.

- **Alternative A**
  Provides an emergency turnaround near the existing 36th Street E and SR 161 intersection.
- **Alternative B**
  Provides an emergency turnaround approximately 120 feet south of the 36th Street E and SR 161 intersection.

RECOMMENDATION: *Based on the assessment of the alternatives, it is recommended the realignment of Chrisella Road E occur approximately 500 linear feet to the east of the existing 36th Street and SR 161 intersection (Alternative A), to reduce impacts to properties and on-street parking, and provide optimal intersection spacing and opportunities for improved pedestrian connectivity. The alignment should be paired with eventual construction of a roundabout at 36th Street and SR 161 intersection and frontage improvements along 36th Street E to provide safe active transportation facilities and connections into the adjoining park. An turnaround should be provided along the dead-end segment of Chrisella Road approximately 120 feet south of the 36th Street E and SR 161 intersection (Alternative B). The City should coordinate with adjoining property owners to discuss potential right of way vacation of the dead-end segment.*

Background

The Realigned Chrisella Road E evaluation further expands upon previous alternatives evaluation for the intersection of 36th Street E and Meridian Ave E completed in 2021 by the City and Transpo Group. The study objectives for the previous alternatives evaluation were to improve safety for pedestrians, increase multimodal connections, improve safety for drivers, and improve traffic operations. Previous alternatives evaluation for this intersection included no build, realigning of Chrisella Road E, 5-leg roundabout, and traffic signal modifications at the existing intersection. An evaluation matrix was created based on six criteria: traffic operations, traffic safety, pedestrian connectivity, property impacts, coordination with City's Parallel Roads Ordinance, and project costs. Each of the prior alternatives were evaluated based on each of these criteria and the recommendation based on the evaluation matrix was to realign Chrisella Road E as it addressed the City's goals concerning vehicular and pedestrian safety as well as improving overall traffic operations.

The preliminary findings above were presented to the City Council during the June 15, 2021 council study meeting. A public hearing for the community to provide comments was conducted during the June 22, 2021 regular council meeting. A transportation open house was held on October 28, 2021 for additional questions and comments regarding the analysis. City Council subsequently passed Resolution 21-0604 on November 9, 2021 to formally establish their preferred alternative – realignment of Chrisella Road E, initiating this analysis.

Summary of Public Comments

The public comments in regards to the previous alternatives evaluation for the intersection of 36th Street E and Meridian Avenue E noted a number of concerns in regards to the potential removal of on-street parking on 36th Street East with the installation of new sidewalk and frontage improvements. The Ballet Theatre School currently exists on the south side of 36th Street E, just east of its intersection with Meridian Avenue E. Families with children who attend The Ballet

Theatre School currently park within the gravel shoulder area directly in front of the school and within the existing public right of way. The families and business owners expressed concerns with any removal of existing on-street parking.

Additional public comments received were in favor of the roundabout option in lieu of the existing traffic signal at the intersection. Some participants noted concerns with high vehicle speeds at the intersection and merging issues just north on Meridian Avenue and voiced their opinion that a roundabout could help alleviate these concerns. Some in the community were also concerned with the high cost of the roundabout option and asked whether or not the Washington State Department of Transportation (WSDOT) would be able to help share in some or all of the cost of a new roundabout.

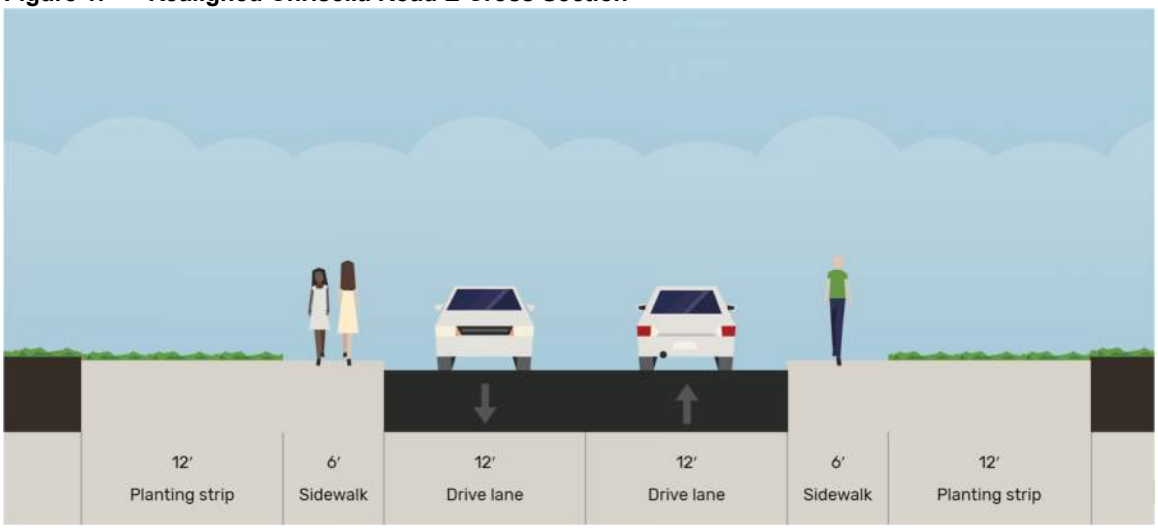
Residents noted concerns for a future planned collector roadway that is anticipated to run north/south through the Edgewood Community Park. This collector roadway has been identified by the City as part of the latest Comprehensive Plan update and would meet the vision of the Parallel Road Network Ordinance adopted many years ago by the City. The concerns with the new collector roadway were primarily focused on safety of park users since the road would run through a portion of the park.

Overview of the Improvement Alternatives

Chrisella Road E Realignment

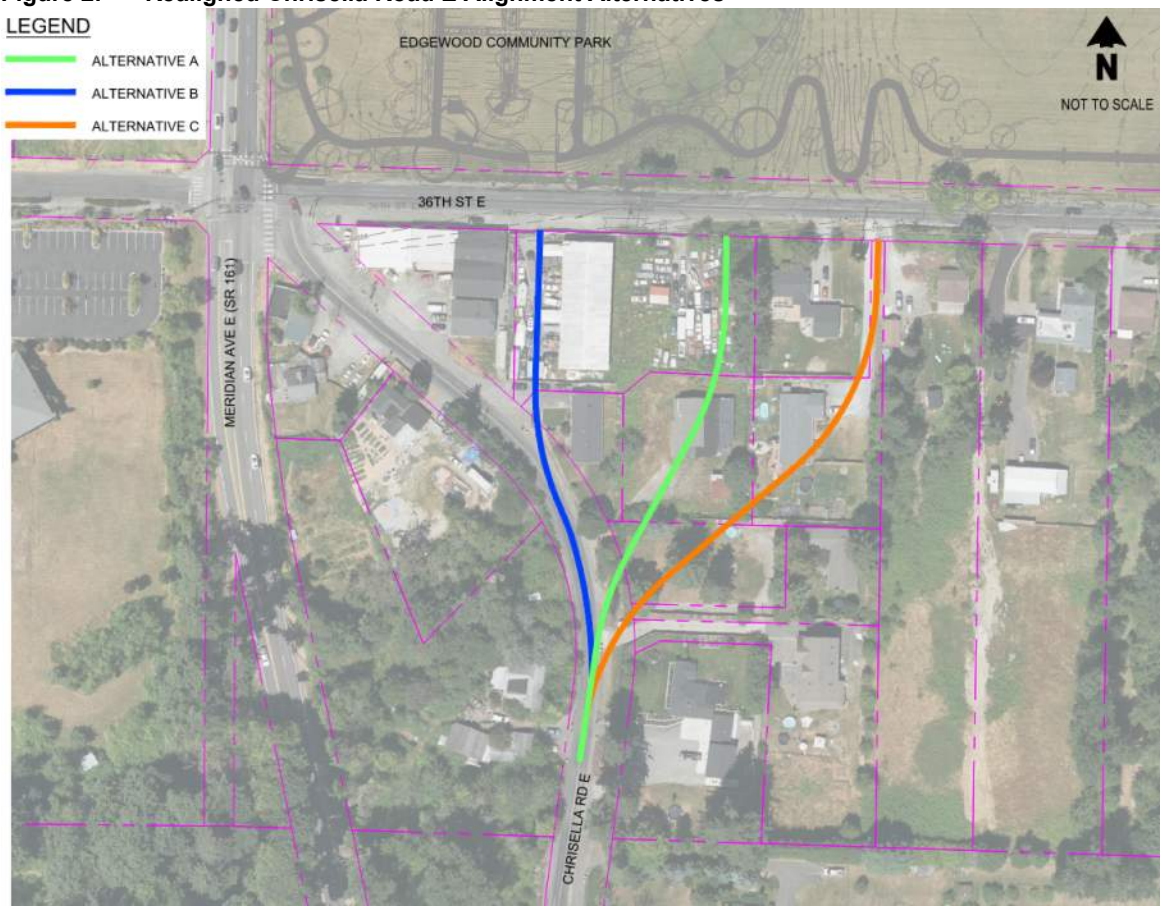
Chrisella Road E is an existing two-lane roadway with varying lane widths between 10 to 12 feet. The existing speed limit for Chrisella Road E is 25 MPH. It is classified as a Collector based on the City's Comprehensive Plan. Based on the City of Edgewood standards for a Collector, the new realigned segment of Chrisella Road E is proposed with the following cross-section of 6-foot sidewalks on either side and 12 foot travel lanes in each direction. The cross-section is illustrated in Figure 1.

Figure 1. Realigned Chrisella Road E Cross Section



Three alternative roadway alignments were identified for a realigned Chrisella Road E corridor. These approximate alignments are shown in Figure 2 and described in more detail below.

Figure 2. Realigned Chrisella Road E Alignment Alternatives



Alternative A

Chrisella Road E would deviate from its current alignment approximately 600 feet south of 36th Street E. The realigned Chrisella Road E begins with a horizontal curve to the northeast through the northwest corner of the 3711 Chrisella Road E parcel then a tangent section through the 3703 Chrisella Road E parcel and finally a second horizontal curve along the eastern property line of the 10218 36th Street E parcel. The realigned Chrisella Road E would intersect with 36th Street E approximately 500 feet to the east of the existing Meridian Avenue E and 36th Street E intersection.

Alternative B

Chrisella Road E would deviate from its current alignment approximately 450 feet south of 36th Street E. The realigned Chrisella Road E begins with a horizontal curve through the 3621 Chrisella Road E parcel ending with a tangent section along the western property line of the 10218 36th Street E parcel. The realigned Chrisella Road E would intersect with 36th Street E approximately 300 feet to the east of the existing Meridian Avenue E and 36th Street E intersection. The realigned Chrisella Road E would align with the existing driveway for the Edgewood Community Park on the north side of 36th Street E.

Alternative C

Chrisella Road E would deviate from its current alignment approximately 600 feet south of 36th Street E. The realigned Chrisella Road E begins with a horizontal curve through the 3611 and

3713 Chrisella Road E parcels, then a tangent section through the 10324 and 10326 36th Street E parcels and finally a second horizontal curve ending at the shared driveways of the 10326 and 10404 36th Street E parcels. The realigned Chrisella Road E would intersect with 36th Street E approximately 650 feet to the east of the existing Meridian Avenue E and 36th Street E intersection.

Alignments that were Advanced into Design

Based on the initial evaluation of the preliminary options, Alternatives A and B were advanced forward into a more detailed alternatives analysis. ***Alternative C was not advanced*** because of the larger number of impacted properties compared to the other two alternatives requiring a higher cost in terms of right-of-way acquisition, longer timeline for right-of-way acquisition, and higher construction cost.

Realigned Chrisella Road E and 36th Street E Intersection Control

For both Alternatives A and B, a traffic operations analysis was conducted using *Synchro 10* to verify the lane configuration and intersection control type required for the intersection of the realigned Chrisella Road E and 36th Street E in relation to the existing signalized intersection with Meridian Avenue E and 36th Street E. The operations analysis assumed Year 2027 PM peak hour traffic volumes based on the City's concurrency model as shown in Figure 3. The results of the traffic operations analysis are summarized in Table 1.

Figure 3. 2027 PM Peak Hour Turning Movements at 36th St/Chrisella Rd Intersection

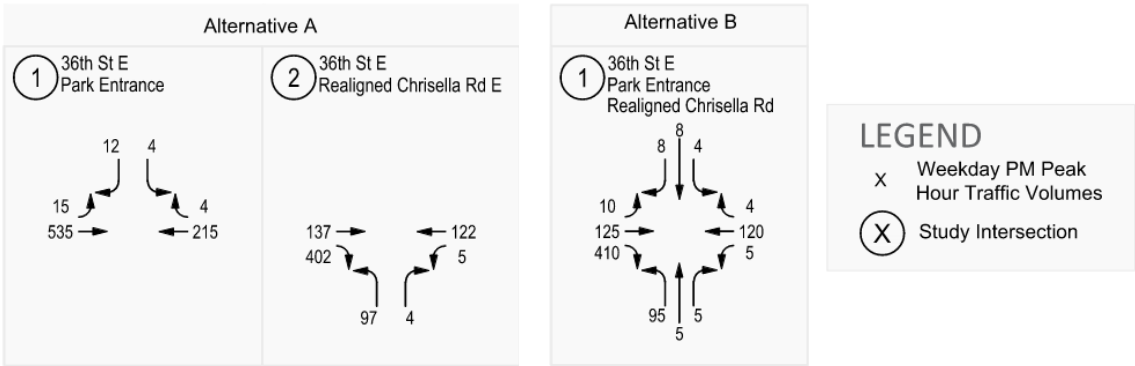


Table 1. Intersection Operations by Alternative (2027 PM Peak Hour)

Intersection	Stop Control	LOS[1]	Delay[2]	V/C[3] or WM[4]	95% queue (# veh)	Channelization
Alternative A (East of Park)						
Meridian Ave E / 36th St E	Signal	C	34.9			Existing Channelization
Realigned Chrisella Rd / 36th St E	TWSC	B	13.3	NB	<1	one lane each approach (no turn lanes)
36th St E / Park Entrance	TWSC	C	17.1	SB	<1	one lane each approach (no turn lanes)
Alternative B (at Park Entrance)						
Meridian Ave E / 36th St E	Signal	C	34.9			Existing Channelization
Realigned Chrisella Rd / 36th St E / Park Entrance	TWSC	C	15.4	NB	<1	one lane each approach (no turn lanes)

1. Level of service, based on Highway Capacity Manual 6th Edition methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Worst movement reported for unsignalized intersections.

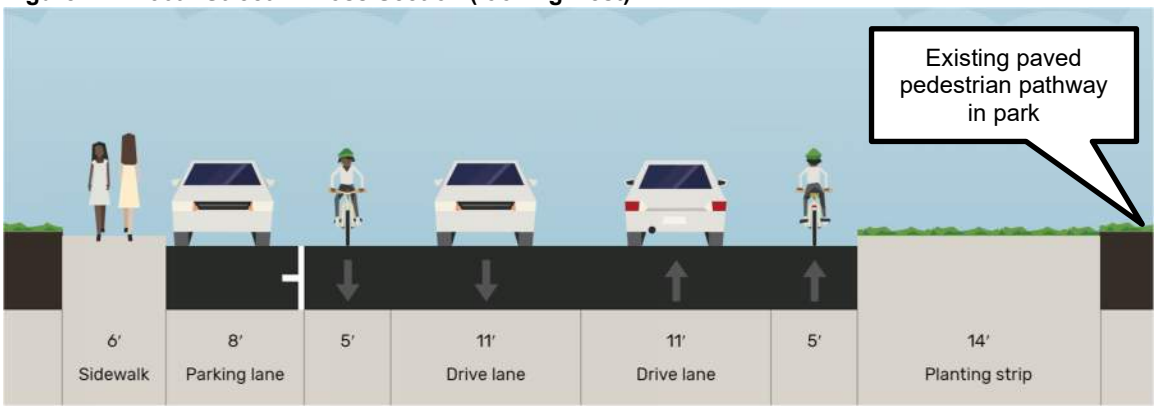
The results of the intersection operations analysis are as follows:

- Under Alternative A, the intersection of Meridian Avenue and 36th Street E operates at LOS C, consistent with the existing conditions. The new intersection of realigned Chrisella Road E and 36th Street E results in stop control for Chrisella Road E while 36th Street E is free-flowing. A separate turn lane for Chrisella Road is not required based on the operations analysis.
- Under Alternative B, the intersection of Meridian Avenue and 36th Street E operates at LOS C, also consistent with the existing conditions. The Edgewood Community Park driveway and new intersection with realigned Chrisella Road E were analyzed to confirm whether separate left turn lanes on 36th Street E are required since the existing signal is in close proximity to the new intersection and to avoid vehicle queues from extending into the adjoining intersection. Based on the analysis, separate left turn lanes on 36th Street E are not required. Similar to Alternative A, the realigned Chrisella Road E would be stop control and 36th Street would be free flowing.

36th Street E Corridor Improvements

36th Street E is an existing two-lane roadway with varying lane widths between 11 to 12 feet. The existing speed limit for 36th Street E is 25 MPH. It is classified as a Collector based on the City's Comprehensive Plan. Per the City's Transportation Element, bike lanes are proposed in both directions along the corridor. To accommodate bicycle lanes the existing roadway is proposed to be widened on both sides, with on-street parking, sidewalk, curb, and gutter on the south side between Meridian Avenue E and the realigned Chrisella Road E. There is an existing paved pedestrian pathway within the park on the north side of the corridor, so no sidewalk is proposed on the north side of street right of way. The typical cross-section of 36th Street E is shown in Figure 4.

Figure 4. 36th Street E Cross Section (looking west)



The removal of on-street parking was noted as a concern from the public. Through the refinement of the design for the 36th Street E corridor, on-street parallel parking is proposed on the south side of 36th Street E immediately east of the existing 36th Street E / SR 161 intersection.

In Alternative A as shown in Figure 5, a total of seven (7) on-street parking spaces are provided. In Alternative B as shown in Figure 6, a total of four (4) on-street parking spaces are provided on 36th Street and three (3) parking spaces are provided on the west side of the realigned Chrisella Road E which is around the corner from the four on-street parking spaces on 36th Street. Additionally, more parking would be provided at the new dead-end of Chrisella Road E immediately south of the 36th Street E / SR 161 intersection (see Figure 11). Both of the alternatives assume the existing traffic signal at the 36th Street E / SR 161 intersection is to remain.

A new marked crosswalk on 36th Street E in Alternative A would allow pedestrians to access the Edgewood Community Park Property from the south side of 36th Street E at the intersection of the realigned Chrisella Road E. A rectangular rapid flashing beacon (RRFB) could be installed for this crossing to provide a visual warning for drivers of a crossing pedestrian given the location next to the park. A crosswalk was not shown in Alternative B due to the proximity to the Meridian Avenue and 36th Street E intersection crossing.

Figure 5. 36th Street E – Realigned Chrisella Road E Alternative A

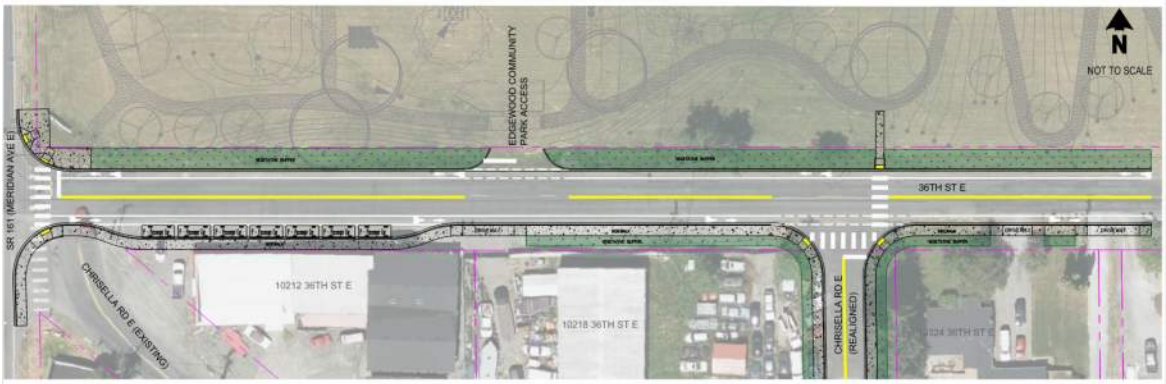
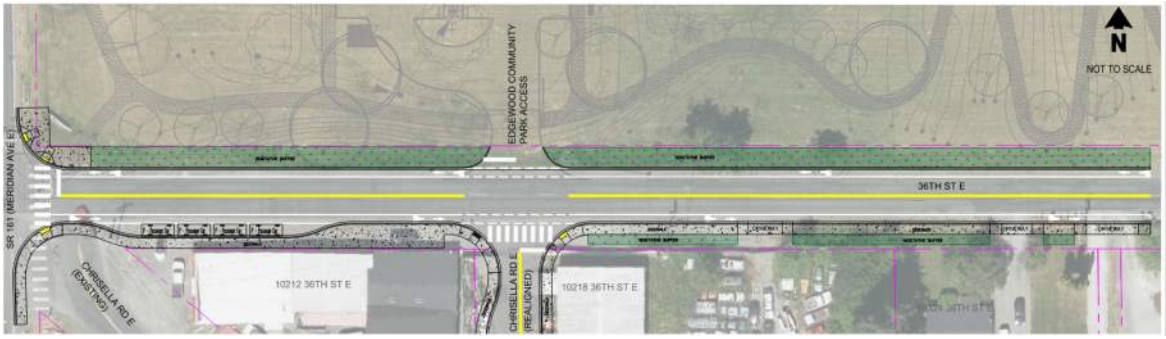


Figure 6. 36th Street E - Realigned Chrisella Road E Alternative B



36th Street E and SR 161 (Meridian Avenue E) Intersection

Two conceptual alternatives were identified for the 36th Street E and SR 161 (Meridian Avenue E) Intersection. Each intersection improvement alternative is described in more detail below.

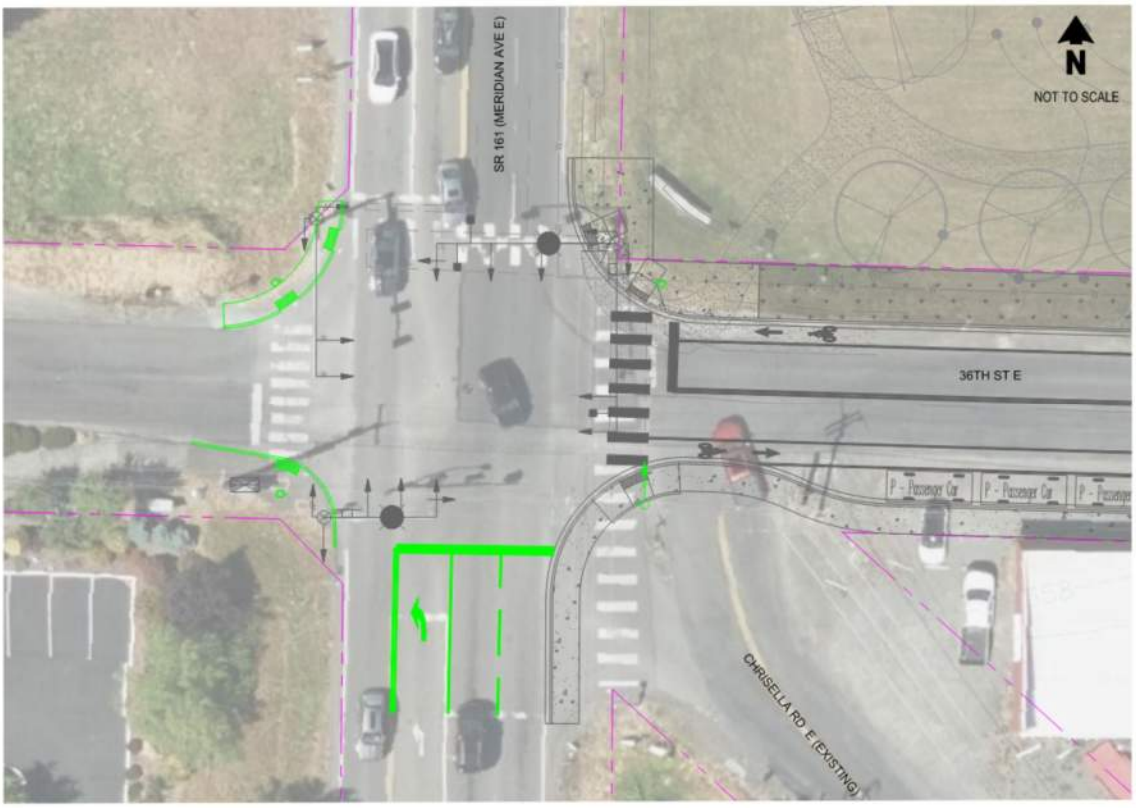
Traffic Signal Modification

The existing traffic signal at 36th Street E and Meridian Avenue E would be modified to a traditional four-legged intersection. Curbing and sidewalk improvements on the southeast corner of the intersection would close off the former Chrisella Road E approach. The existing Type 2, 3, and SD signal poles at the intersection can likely remain as-is with the revision to the intersection. However, the pedestrian pushbuttons and signal heads would need to be brought into ADA compliance with new APS style pushbuttons and countdown style signal heads. Additional Type PS and/or pedestrian pushbutton posts may be required to meet ADA guidelines for reach requirements.

New pavement, pedestrian curbing, and detectable warning surfaces would be installed to provide the pedestrian facilities for the northwest and southwest corners of the intersection. The signal

improvements are shown in Figure 7 and demonstrates how they would tie into the improvements along the 36th Street E corridor.

Figure 7. Traffic Signal Modification at the 36th Street E & Meridian Avenue E Intersection

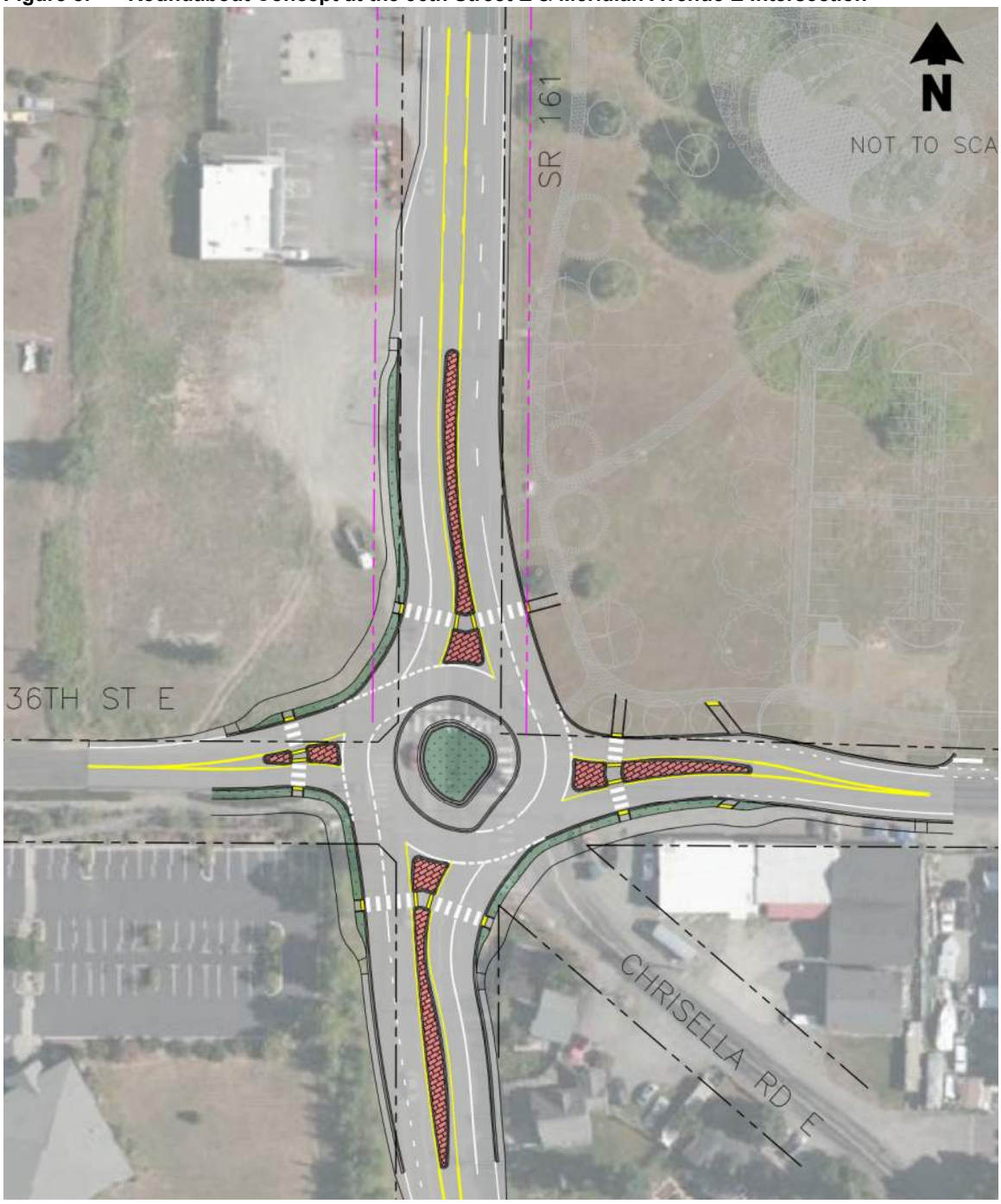


The existing signal is maintained and operated by WSDOT. Any signal improvement would need to go through the WSDOT design approval project including to preparation of an Intersection Control Evaluation (ICE) and Plan For Approval (PFA), which both occur around the 30 percent design stage. Given recent work with WSDOT at the 20th Street E intersection on SR 161, it may be difficult to obtain WSDOT acceptance to improve the existing signalized intersection.

Roundabout

A conceptual roundabout alternative was prepared that expands upon previous concepts developed in the past. This alternative differs from the previous evaluations since it assumes removal of the fifth leg of Chrisella Road E. The 4-legged roundabout concept is shown in Figure 8.

Figure 8. Roundabout Concept at the 36th Street E & Meridian Avenue E Intersection



The replacement of the existing signal with a roundabout would address poor traffic operations along the corridor, improve pedestrian safety and connections, and provide a traffic calming effect on both Meridian Avenue E and 36th Street E. The roundabout would require acquisition of right-of-way and a significant capital expenditure.

A roundabout with an elliptical shape in the east-west direction was chosen to provide enough deflection for northbound and southbound traffic entering/existing the roundabout on Meridian

Avenue E while still maintaining a relatively small footprint on the corners of the roundabout. The north leg of the roundabout was designed for two lanes in each direction based on the ultimate cross section for Meridian Avenue E. An additional right-of-way dedication of 15 feet on either side of the existing Meridian Avenue E right-of-way is needed to accommodate for the four-lane cross section and would likely be required as part of any redevelopment on the west side, since the east side is already owned by the City.

The center of the roundabout is slightly shifted to the north from the current center of the existing signalized intersection to minimize the impacts to existing properties to the south. The roundabout itself contains two lanes with a circulating width between 15 to 18 feet. Bike lanes and ramps are provided on the east approach of 36th Street E based on the City's Comprehensive Plan. The design vehicles for the roundabout are a WB-67 for the north/south directions and a 36-foot school bus for the east/west directions. Turning maneuvers were conducted with these design vehicles as part of the design of the roundabout. The maneuvers of the WB-67 for the north/south directions utilizes the inner and outer lanes of the roundabout without the use of the truck apron or shoulder. U-turns for large trucks would require the use of the center island apron. The 36-foot school bus for the east/west directions does not require use of truck apron for all maneuvers at the roundabout.

On-street parking on 36th Street E can be provided however the location would be further to the east on 36th Street compared to Alternative A and B with the traffic signal modification which was closer to the intersection. This is due to three factors:

- the geometry of the roundabout approach
- the presence of the bicycle ramp exiting the roundabout
- sight distance

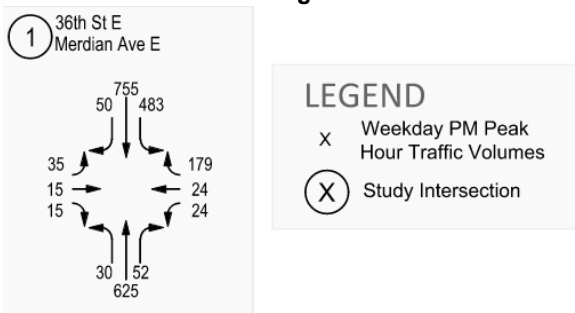
The curvature of the roundabout along the east approach is designed to slow vehicles entering/exiting the roundabout through a series of curves. In addition, a bicycle ramp was designed to introduce bicyclists exiting the roundabout to the proposed bicycle lanes on 36th Street E. Per design guidelines, the bicycle ramp for a roundabout should be located a minimum of 50 feet from the edge of the crosswalk lines for that approach. The proposed driveway for the 10218 36th Street E parcel in Alternative A and the realigned Chrisella Road E with the Edgewood Community Park driveway in Alternative B pose a concern for sight distance issues if on-street parking is proposed on 36th Street E as the parking may obscure the sight distance of drivers exiting the roundabout.

Since the roundabout is located on SR 161, a state-owned highway, a formal Intersection Control Evaluation (ICE), roundabout geometrics package, and Plan for Approval (PFA) would need to be completed through the WSDOT design approval process.

Intersection Operational Evaluation

To assist in sizing the roundabout, a traffic operations analysis was conducted using *Sidra* to verify the lane configurations at the 36th Street E and Meridian Avenue E intersection. The operations analysis assumed Year 2027 PM peak hour traffic volumes based on the City's concurrency model as shown in Figure 9.

Figure 9. 2027 PM Peak Hour Intersection Turning Movements at 36th St/Meridian Ave



The results of the traffic operations analysis are summarized in Table 2.

Table 2. Meridian Ave E and 36th Street E Intersection LOS

Intersection	Stop Control	LOS[1]	Delay[2]	V/C[3] or WM[4]	95% queue (# vehs)	Channelization
Meridian Ave E / 36th St E	RAB	A	7.3	0.62	<6	See Figure 8

1. Level of service, based on Highway Capacity Manual 6th Edition methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Worst movement reported for unsignalized intersections.

The results of the intersection operations indicate the 4-legged roundabout would operate at LOS A during the 2027 horizon year assuming all known development activity in the City. Queuing is not expected to be an issue at any of the approaches. The AM peak hour is assumed to operate in a similar manner given the PM peak hour includes much higher levels of traffic.

Chrisella Road E End Treatment

The removal of the fifth leg at the intersection of 36th Street E and Meridian Avenue E for the realigned Chrisella Road E ends up creating a dead end for the segment of existing Chrisella Road E. This segment of Chrisella Road E serves a few properties including 3615, 3618, and 3624 Chrisella Road E and 10212 36th Street E.

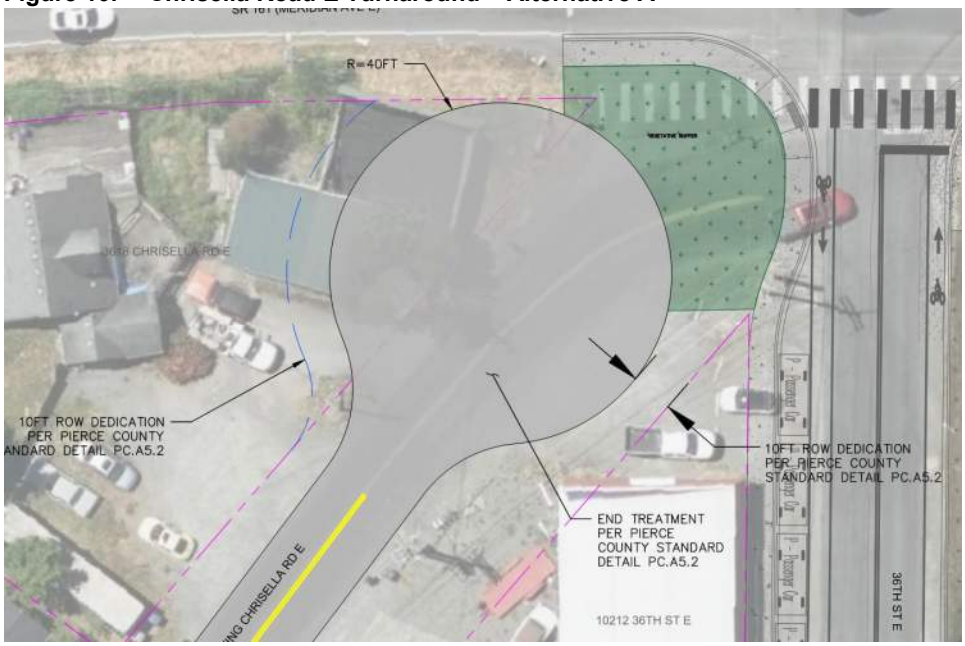
The dead-end segment and turnaround would need to be designed to accommodate for emergency vehicles to turnaround based on City design standards. Various styles of emergency turnarounds were evaluated including a hammer head style and “Y” style hammerhead. However, with the existing constraints, a cul-de-sac style turnaround was determined as the best design alternative to evaluate more closely.

The cul-de-sac turnaround is based on the Pierce County Design Manual and Standard Drawings PC.A5-1 and PC.A5-2 which consists of a paved bulb with a 40-foot radius. A 10-foot offset from this radius would be dedicated to right-of-way per the standard, and this could either remain as public right-of-way or be converted into private access easement with the public right of way being vacated. Such a decision could be made by the City at a later time as the project advances and discussions are held with the adjoining property owners. However, two alternatives were developed with the cul-de sac turnaround.

Alternative A

Includes a cul-de-sac turnaround closer to the existing 36th Street E and Meridian Ave E intersection. This alternative would impact and require the removal of the two northern existing buildings on the 3618 Chrisella Road E parcel. The concept for this cul-de-sac bulb is highlighted in Figure 10.

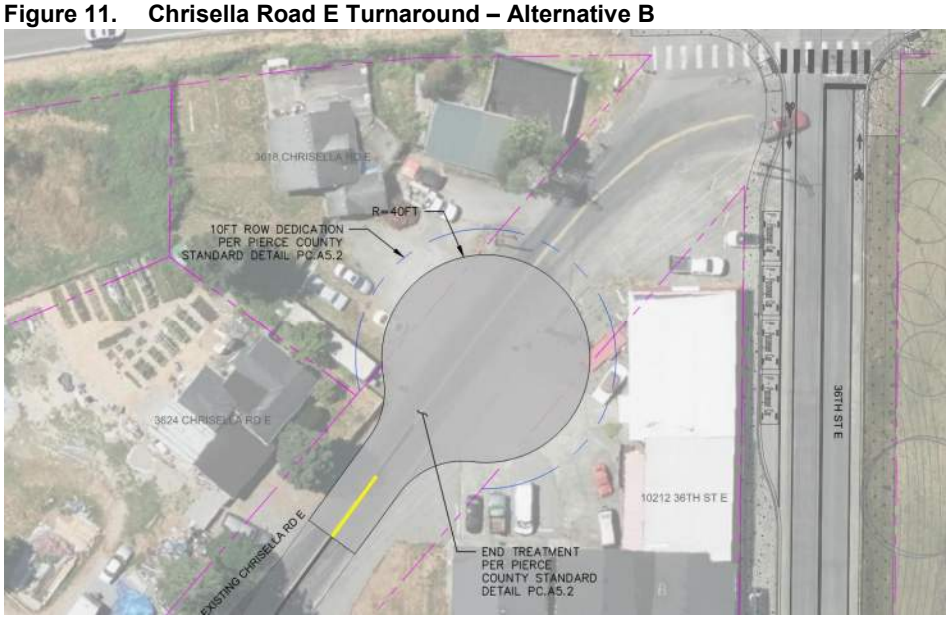
Figure 10. Chrisella Road E Turnaround – Alternative A



Alternative B

Alternative B consists of the cul-de-sac bulb further south of the existing 36th Street E and Meridian Ave intersection. This alternative does not impact any buildings for any of the parcels however an existing utility pole on the east side of the roadway would need to be relocated to accommodate for the bulb. Since the cul-de-sac bulb is located further south, the existing right-of-way north of the bulb could potentially be split and given to the adjacent property owners, as well as provide additional off-street parking for adjacent businesses. The concept for this cul-de-sac bulb is highlighted in Figure 11.

Figure 11. Chrisella Road E Turnaround – Alternative B



Improvement Alternatives Cost Comparisons

Development of planning level cost estimates were based on WSDOT Unit Bid Analysis as well as other recently available bids within the general geographic area. This section summarizes the costs associated with each alternative for a realigned Chrisella Road E, intersection improvements at 36th/SR 161 intersection and the end treatment for the existing Chrisella Road E. This section summarizes the costs associated with each alternative in terms of the following factors:

- Design
- Construction Management
- Right-of-Way (ROW)
- Construction
- Contingency

The costs for realigning Chrisella Road E were developed based on Alternatives A and B as shown in Figure 2. The existing property acquired by the City (3703 Chrisella Road E) was not included as part of the Right-of-Way determination costs. The traffic signal modification at the 36th Street E and SR 161 (Meridian Avenue E) intersection and the improvements along the 36th Street E corridor were assumed as part of the two alternatives and the total costs were respectively included as part of each alternative.

The estimated costs for providing an emergency turnaround for the Chrisella Road E dead end were developed based on Alternatives A and B as shown in Figures 10 and 11. For Alternative A, the two buildings to the north on the 3618 Chrisella Road E property were assumed to be removed to install the emergency turnaround. For Alternative B, the existing utility pole on the east side of Chrisella Road E is assumed to be relocated due to the location of the proposed end treatment. A comparison of the planning level cost estimates are provided in Attachment B. Ultimately the cost estimate for Alternative A was carried forward into the total costs shown in Table 3.

Another cost estimate was developed to construct the roundabout at the 36th Street E and SR 161 intersection. This cost estimate was based on Figure 8 and assumes Alternative A improvements for Chrisella Road.

Table 3 provides a general summary of the overall cost estimates of the alternatives. Each of the separate project elements were combined into three separate improvement project packages. The specific improvement assumptions have been identified along with the total cost.

Table 3. Planning Level Cost Estimates for Chrisella Road Realignment Improvement Packages

Alternative	Description of Improvements[1]	Estimated Cost[2]
PACKAGE 1 Alternative A Chrisella Road (Signal Modification)	- Realigned Chrisella Rd - 36th St Corridor Improvements - 36th St/SR 161 Signal Modification - Chrisella Rd Cul-da-Sac, Alternative B	$2,650,000
PACKAGE 2 Alternative B Chrisella Road (Signal Modification)	- Realigned Chrisella Rd - 36th St Corridor Improvements - 36th St/SR 161 Signal Modification - Chrisella Rd Cul-da-Sac, Alternative B	$2,600,000
PACKAGE 3 Alternative A Chrisella Road (Roundabout)	- Realigned Chrisella Rd - 36th St Corridor Improvements - 36th St/SR 161 Roundabout - Chrisella Rd Cul-da-Sac, Alternative B	$5,970,000

1. Includes several improvements combined into one project. The projects can be separated out separately as needed.
2. Costs based on 2022 unit prices

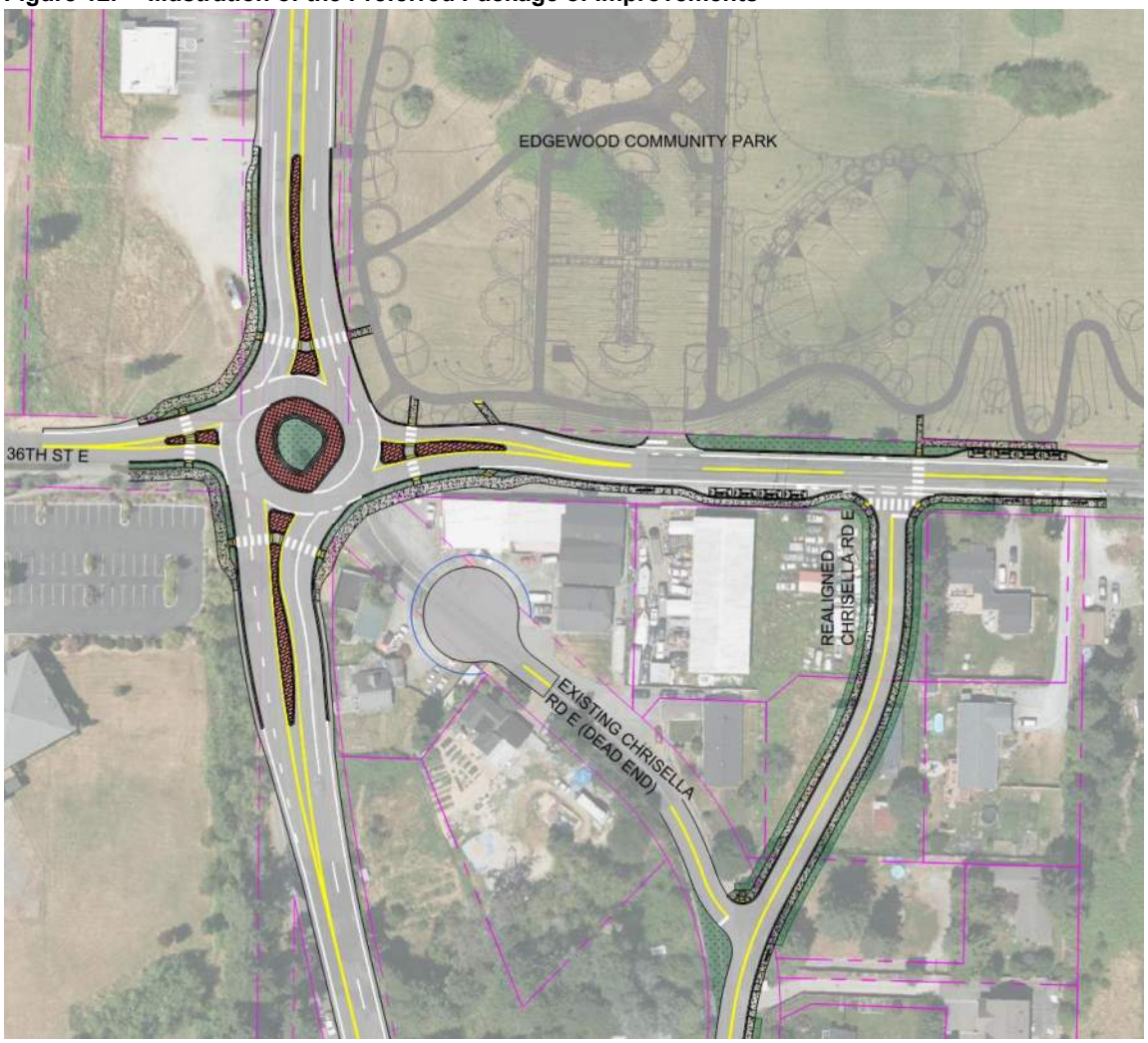
Selection of the Preferred Improvement Alternative

Based on the assessment of the engineering feasibility, design measures, safety and operations, WSDOT design approval, and overall costs, we recommend the City pursue implementation of Package 3 that assumes the following:

- Realigned Chrisella Road (Alternative A)
- 36th Street Corridor Improvements
- 36th Street/SR 161 Roundabout
- Chrisella Road Cul-da-Sac (Alternative B)

Figure 12 provides an illustrative example of the preferred package of improvements. Detailed drawings and cost estimates of the alternatives that were analyzed are included as Attachments A and B.

Figure 12. Illustration of the Preferred Package of Improvements

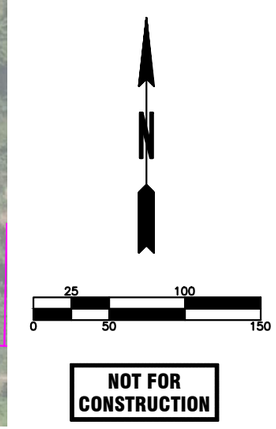


Attachment A

Chrisella Road E Realignment Concepts

LEGEND

- ALTERNATIVE A
- ALTERNATIVE B
- ALTERNATIVE C



Realigned Chrisella Road E Concept - Alternatives Map

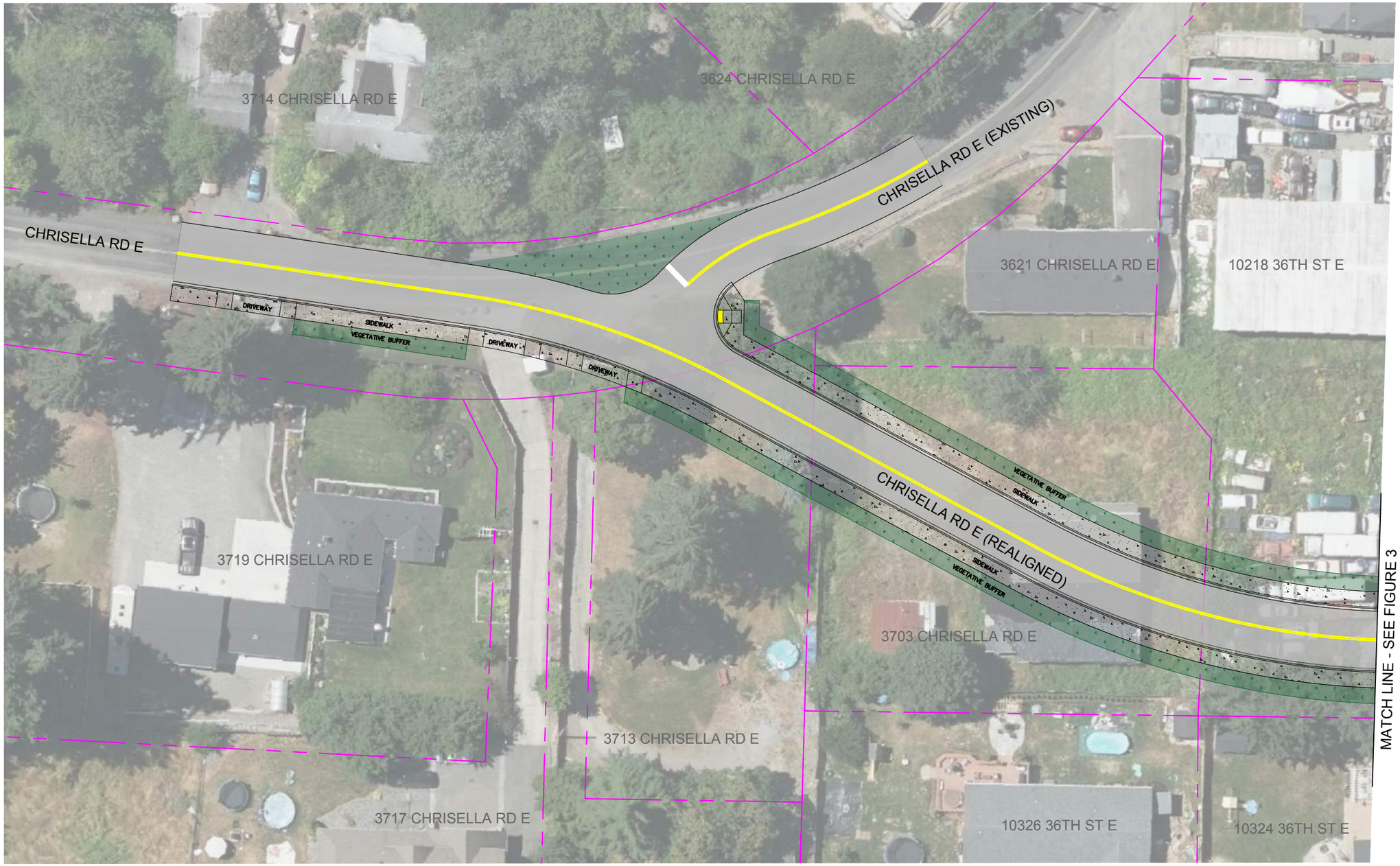
April 11, 2022

FIGURE 1

1.21147.00 - Edgewood 2021 On-Call Consulting Services

transpogroup WHAT TRANSPORTATION CAN BE.

Apr 11, 2022 – 3:45pm tuann M:\21\1.21147.00 – Edgewood 2021 On-Call Consulting Services\Task 03 – Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Alternatives Map.dwg Layout: FIG 1



NOT FOR CONSTRUCTION

0 10 20 40 80

Realigned Chrisella Road E Concept - Alternative A

April 11, 2022

1.21147.00 - Edgewood 2021 On-Call Consulting Services

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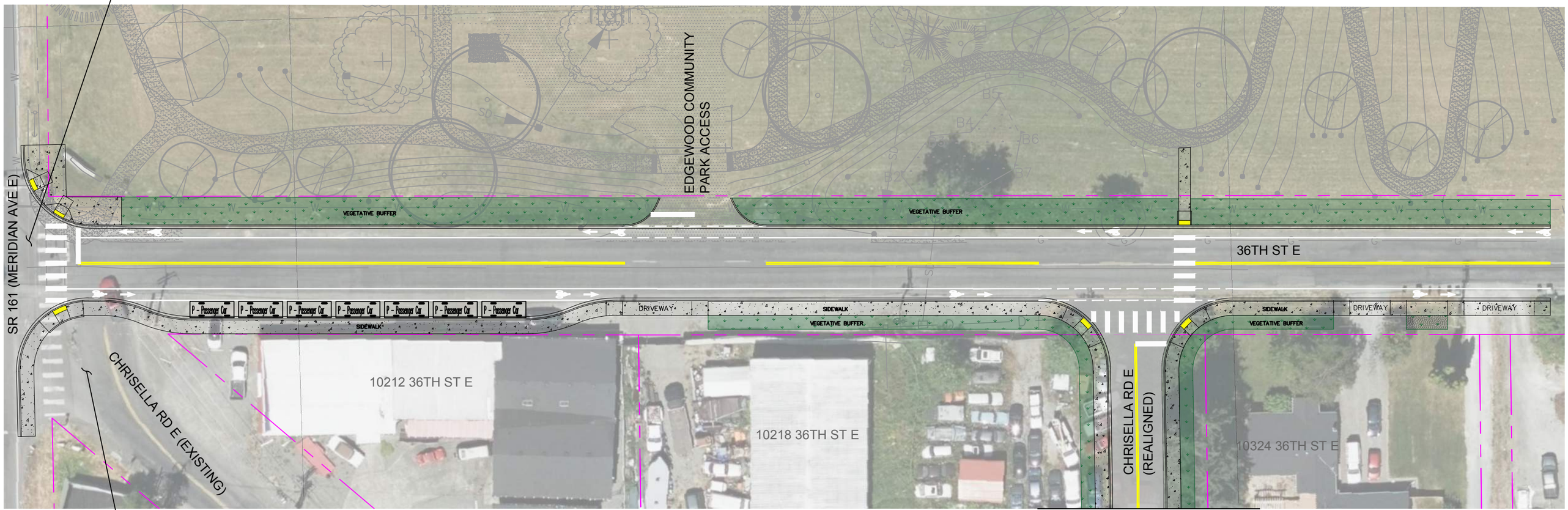
WHAT TRANSPORTATION CAN BE.

FIGURE
2

Apr 11, 2022 – 3:45pm tuann M:\21\1.21147.00 – Edgewood 2021 On-Call Consulting Services\Task 03 – Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Realigned Chrisella Alt A.dwg Layout: FIG 2

SR 161 AND 36TH ST E SHOWN HERE WITH TRAFFIC SIGNAL LAYOUT ALTERNATIVE. SEE ROUNDABOUT ALTERNATIVE FOR ADDITIONAL DETAILS



SEE FIGURES 6 AND 7 FOR END TREATMENT ALTERNATIVES

NOT FOR CONSTRUCTION

0 10 20 40 60

Realigned Chrisella Road E Concept - Alternative A

April 11, 2022

FIGURE 3

1.21147.00 - Edgewood 2021 On-Call Consulting Services

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Apr 11, 2022 – 3:45pm tuann M:\21\1.21147.00 – Edgewood 2021 On-Call Consulting Services\Task 03 – Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Realigned Chrisella Alt A.dwg Layout: FIG 3

NOT FOR CONSTRUCTION

0 10 20 40 80

Realigned Chrisella Road E Concept - Alternative B

April 11, 2022

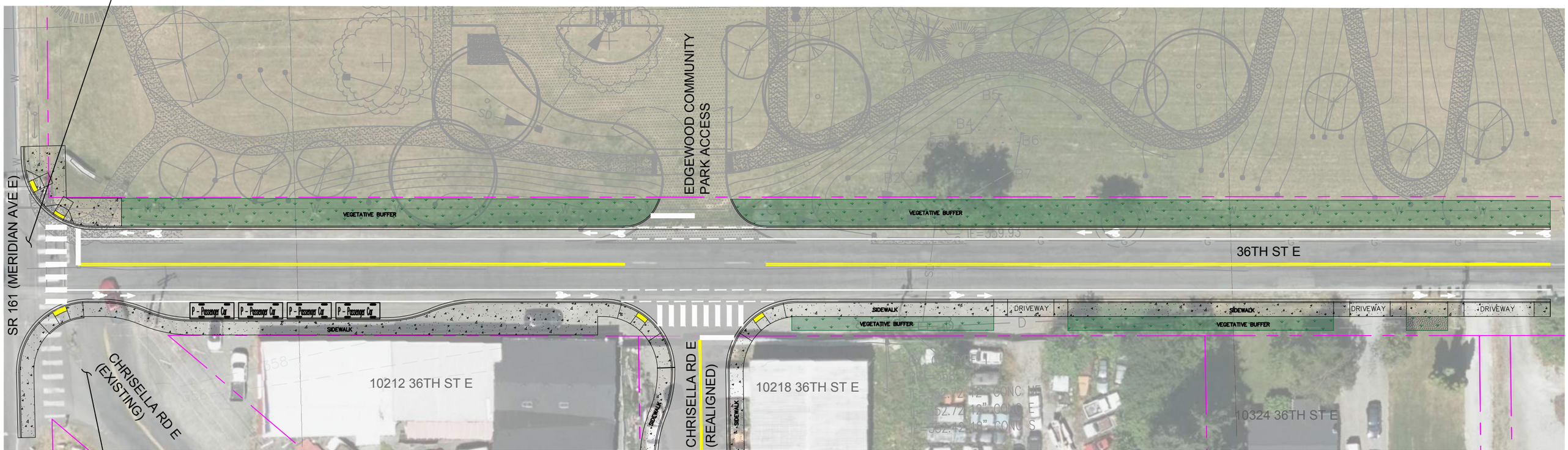
1.21147.00 - Edgewood 2021 On-Call Consulting Services

transpogroup WHAT TRANSPORTATION CAN BE.

FIGURE **4**

Apr 11, 2022 – 3:45pm tuann M:\21\1.21147.00 – Edgewood 2021 On-Call Consulting Services\Task 03 – Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Realigned Chrisella Alt B.dwg Layout: FIG 4

SR 161 AND 36TH ST E SHOWN HERE WITH TRAFFIC SIGNAL LAYOUT ALTERNATIVE. SEE ROUNDABOUT ALTERNATIVE FOR ADDITIONAL DETAILS



SEE FIGURES 6 AND 7 FOR END TREATMENT ALTERNATIVES

N

NOT FOR CONSTRUCTION

0 10 20 40 80

Realigned Chrisella Road E Concept - Alternative B

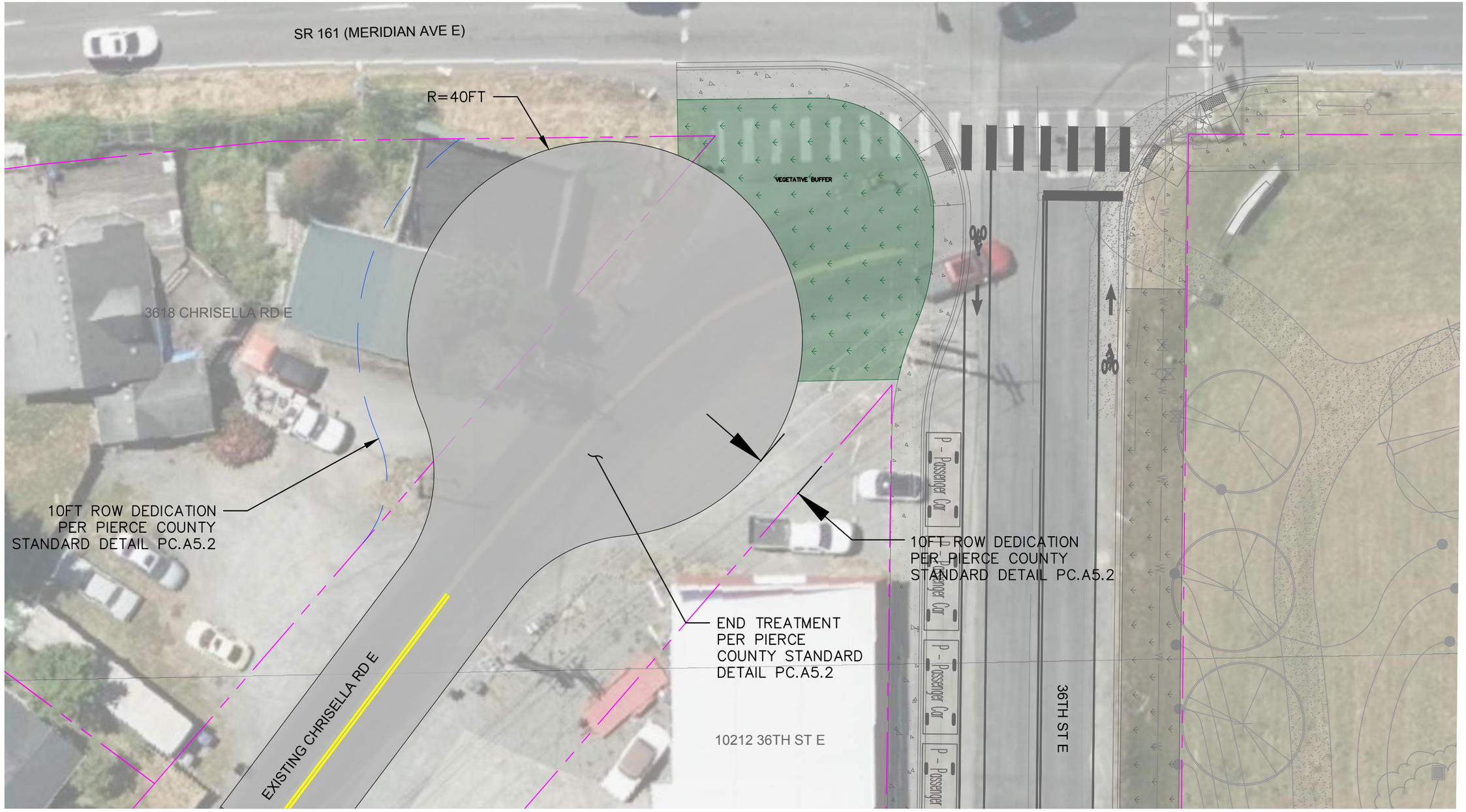
April 11, 2022

FIGURE 5

1.21147.00 - Edgewood 2021 On-Call Consulting Services

transpogroup WHAT TRANSPORTATION CAN BE.

Apr 11, 2022 – 3:45pm tuann M:\21\1.21147.00 – Edgewood 2021 On-Call Consulting Services\Task 03 – Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Realigned Chrisella Alt B.dwg Layout: FIG 5



NOT FOR CONSTRUCTION

0 5 10 15 20

Existing Chrisella Road E Dead End Concept - Alternative A

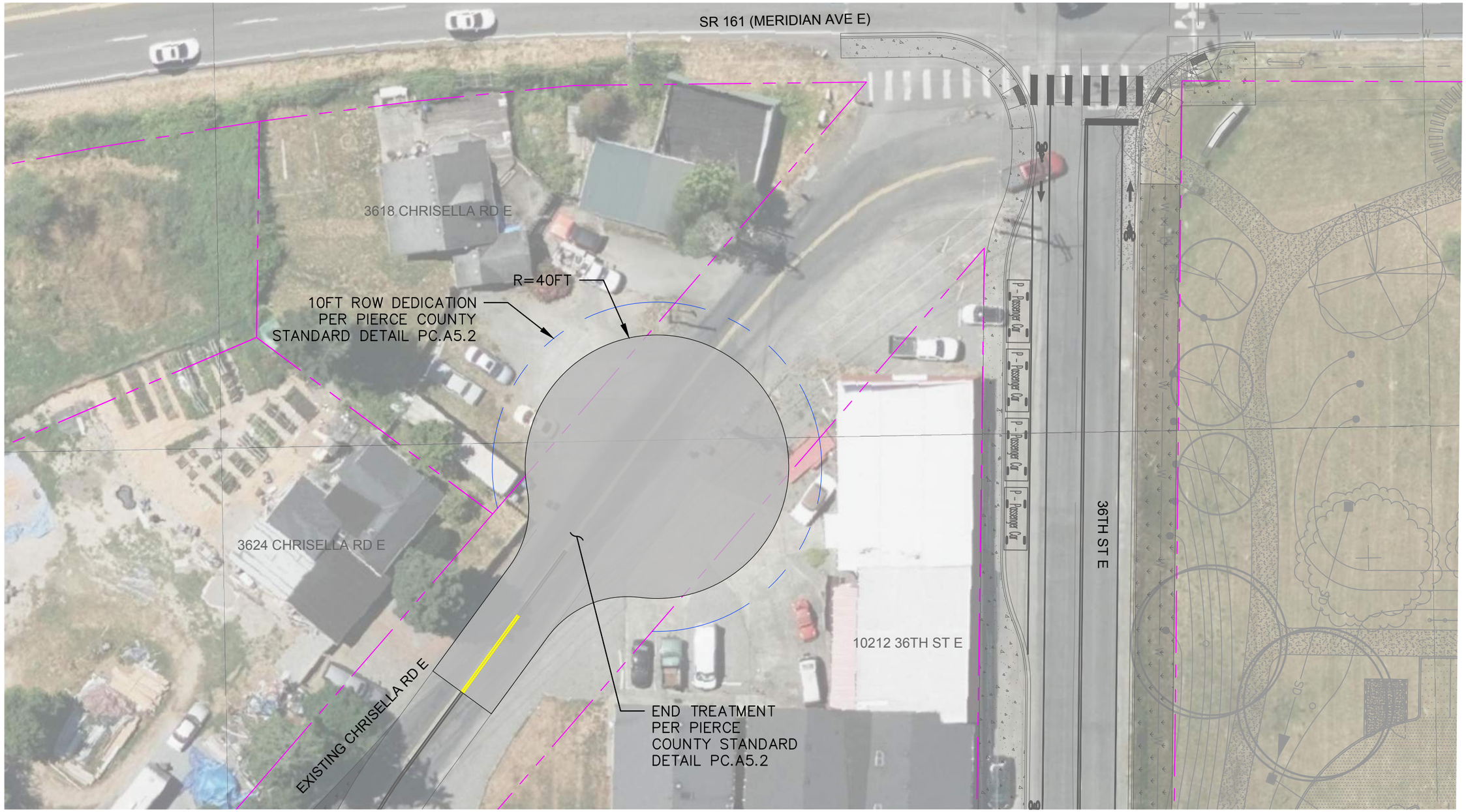
April 11, 2022

FIGURE 6

1.21147.00 - Edgewood 2021 On-Call Consulting Services

transpogroup WHAT TRANSPORTATION CAN BE.

Apr 11, 2022 – 3:46pm tuann M:\21\1.21147.00 – Edgewood 2021 On-Call Consulting Services\Task 03 – Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Existing Chrisella Dead End Alt A.dwg Layout: FIG 6



Existing Chrisella Road E Dead End Concept - Alternative B

April 11, 2022

FIGURE

7

1.21147.00 - Edgewood 2021 On-Call Consulting Services

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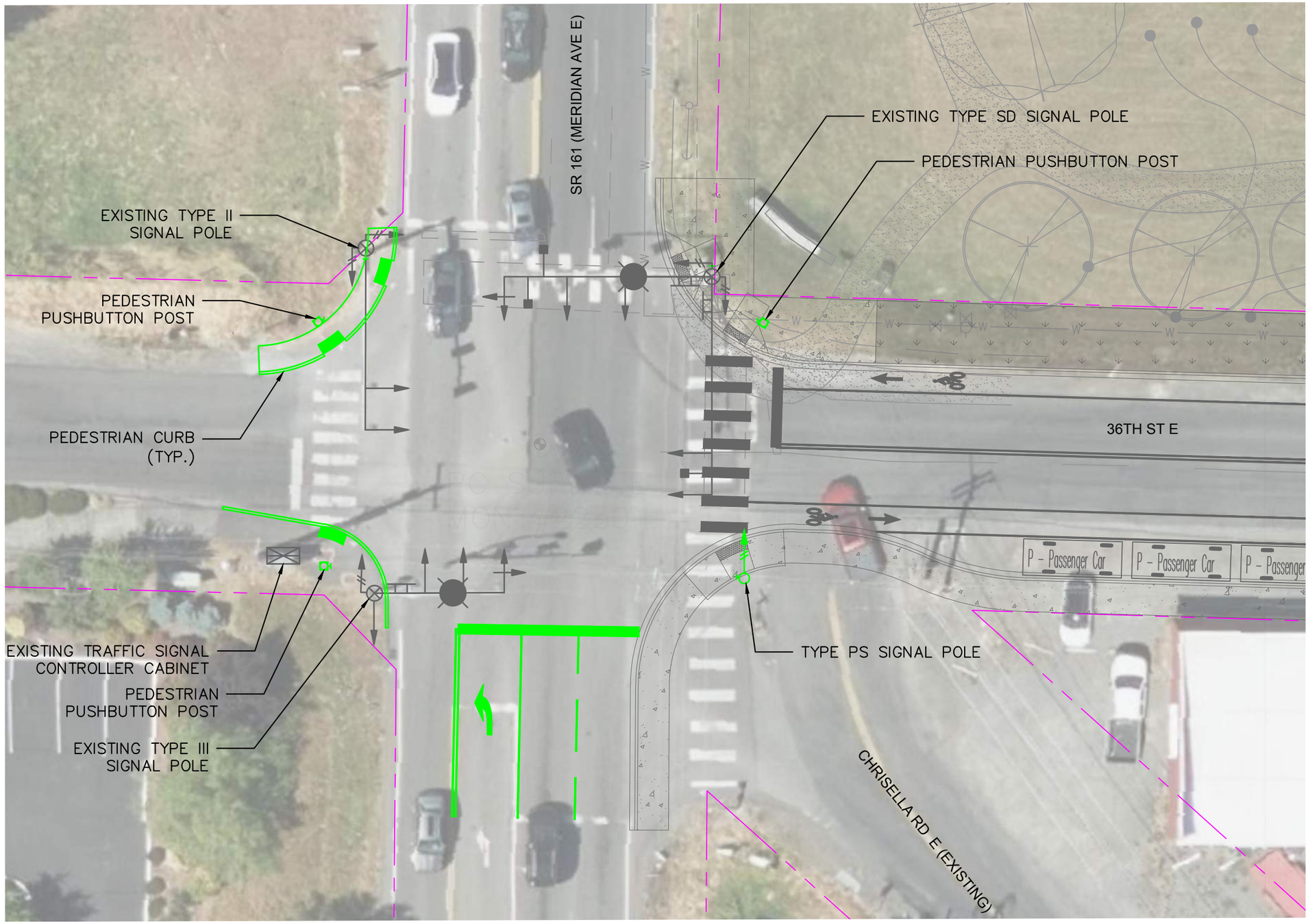
WHAT TRANSPORTATION CAN BE.

Apr 11, 2022 – 3:46pm tuann M:\21\1.21147.00 – Edgewood 2021 On-Call Consulting Services\Task 03 – Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Existing Chrisella Dead End Alt B.dwg Layout: FIG 7

NOTES:

1. ASSUMED EXISTING TRAFFIC SIGNAL POLES AND CONTROLLER CABINET WILL REMAIN.



NOT FOR CONSTRUCTION

0 10 20 40 80

SR 161 (Meridian Ave E) and 36th St E - Traffic Signal Modification Concept

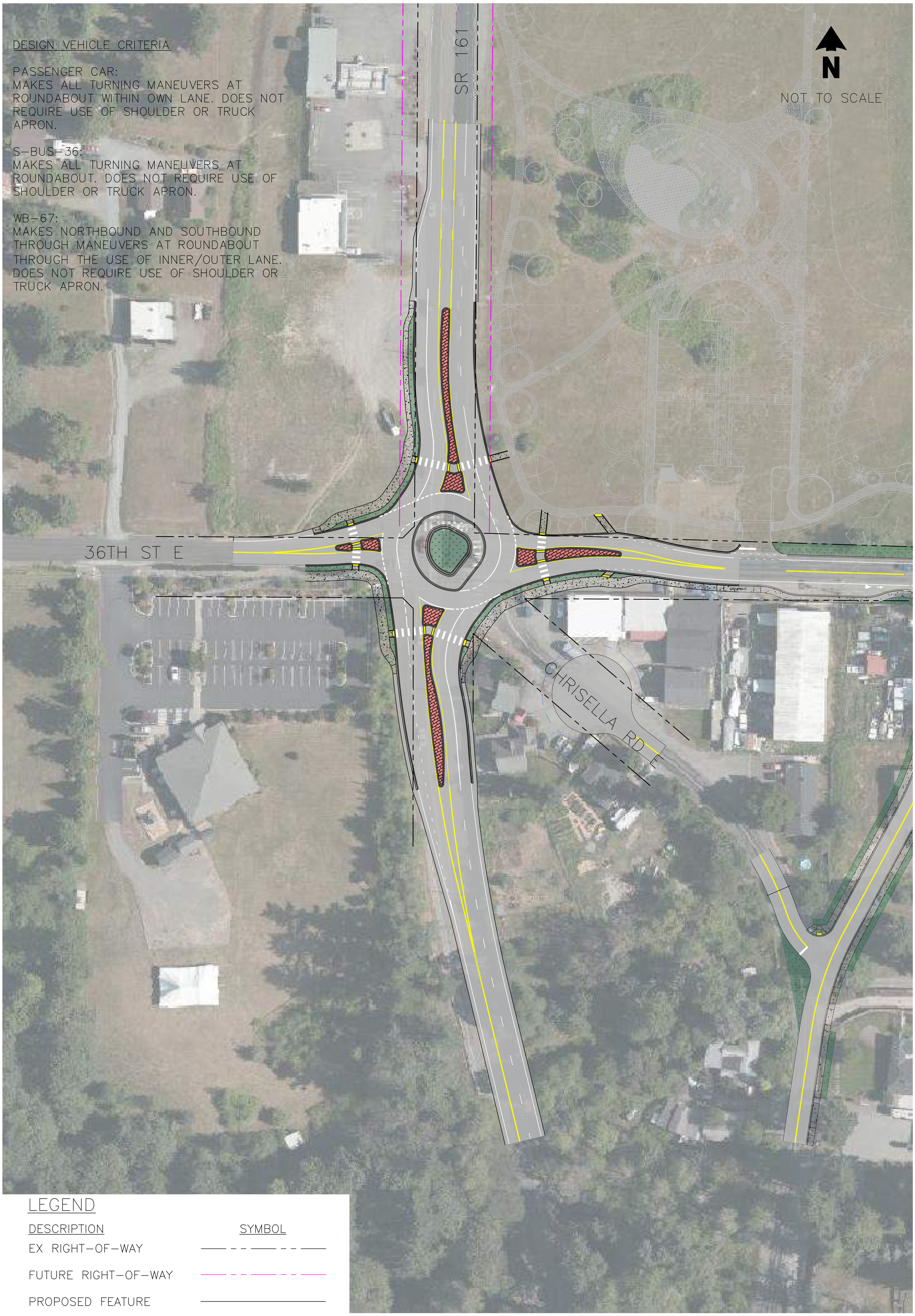
April 11, 2022

FIGURE **8**

1.21147.00 - Edgewood 2021 On-Call Consulting Services

transpogroup WHAT TRANSPORTATION CAN BE.

Apr 13, 2022 – 1:26pm tuann M:\21\1.21147.00 – Edgewood 2021 On-Call Consulting Services\Task 03 – Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Chrisella & Meridian Traffic Signal.dwg Layout: FIG 8



SR 161/Meridian Ave E & 36th St E - Roundabout Concept - Alt A

April 11, 2022

FIGURE 9

1.21147.00 - Edgewood 2021 On-Call Consulting Services

transpogroup WHAT TRANSPORTATION CAN BE.

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SR 161/Meridian Ave E & 36th St E - Roundabout Concept - Alt B

April 11, 2022

FIGURE **10**

1.21147.00 - Edgewood 2021 On-Call Consulting Services

transpogroup WHAT TRANSPORTATION CAN BE.

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NOTES:

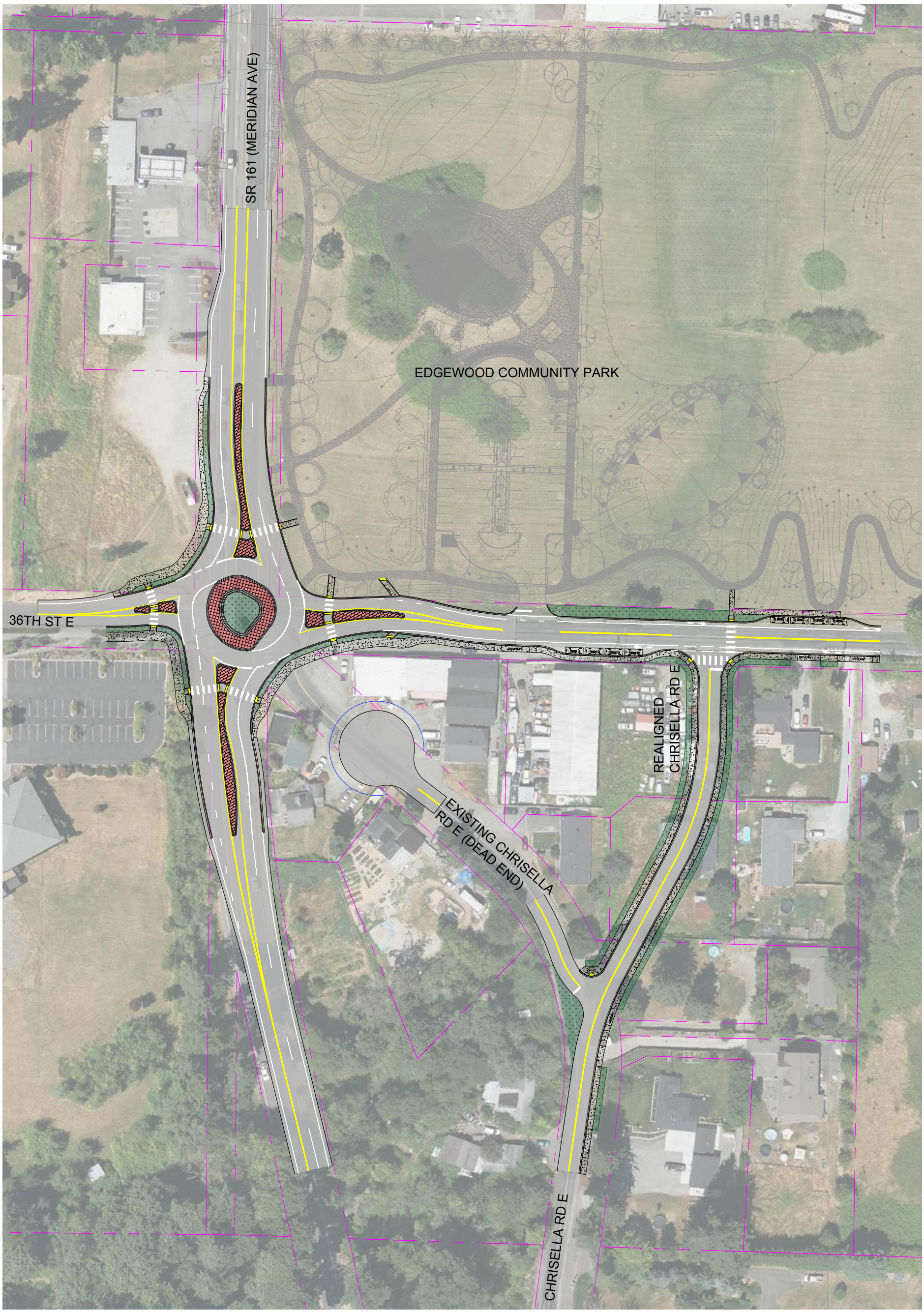
1. THIS FIGURE DEPICTS THE FOLLOWING ALTERNATIVES:

- REALIGNED CHRISELLA RD E ALTERNATIVE A
- DEAD END CHRISELLA RD E ALTERNATIVE B
- SR 161 AND 36TH ST E ROUNDABOUT ALTERNATIVE

NOT FOR CONSTRUCTION

N

NOT TO SCALE



Preferred Alternative

April 11, 2022

FIGURE 11

1.21147.00 - Edgewood 2021 On-Call Consulting Services

transpogroup WHAT TRANSPORTATION CAN BE.

Apr 11, 2022 – 3:48pm tuann M:\21\1.21147.00 – Edgewood 2021 On-Call Consulting Services\Task 03 – Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Preferred Alternative – FIG 10.dwg Layout: 21147-CONCEPT-Preferred Alternative – FIG 10

Attachment B

Chrisella Road E Realignment Rough Order of Magnitude Estimate (ROMs)

transpogroup
WHAT TRANSPORTATION CAN BE.

Planning Level Engineer's Opinion of Probable Cost - Realigned Chrisella Rd E - Alternative A

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probably cost is based on removing the existing Chrisella Rd E approach from the SR 161 (Meridian Ave E) and 36th St E signalized intersection. Chrisella Rd E to be realigned further east approximately 180 feet east of the Edgewood Community Park driveway. See concept figures 2,3 and 8.

Last Edit: TVN - 03/09/2022
Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	$ 50,000	$ 50,000
CLEARING AND GRUBBING	1	LS	$ 30,000	$ 30,000
REMOVAL OF STRUCTURES & OBSTRUCTIONS	1	LS	$ 75,000	$ 75,000
ROADWAY EXCAVATION INCL. HAUL	400	CY	$ 40	$ 16,000
SAWCUTTING	2,000	FT	$ 5	$ 10,000
CRUSH SURFACING TOP COURSE	280	TON	$ 60	$ 16,800
GRAVEL BASE	800	TON	$ 50	$ 40,000
PLANINING BITUMINOUS PAVEMENT	1,650	SY	$ 10	$ 16,500
HMA CL. 1/2IN. PG 64-22"	590	TON	$ 135	$ 79,650
CURB RAMP	7	EA	$ 5,000	$ 35,000
DETECTABLE WARNING SURFACE	110	SF	$ 50	$ 5,500
CEMENT CONCRETE SIDEWALK	970	SY	$ 150	$ 145,500
CEMENT CONCRETE CURB AND GUTTER	2,300	LF	$ 50	$ 115,000
CEMENT CONCRETE DRIVEWAY	150	SY	$ 90	$ 13,500
CEMENT CONCRETE PEDESTRIAN CURB	90	LF	$ 50	$ 4,500
PERMANENT SIGNING	1	LS	$ 10,000	$ 10,000
PERMANENT CHANNELIZATION	1	LS	$ 20,000	$ 20,000
TRAFFIC SIGNAL MODIFICATION	1	LS	$ 150,000	$ 150,000
$Subtotal_1$				$ 833,000
$Subtotal_1$				$ 833,000
Project Temporary Traffic Control (20% of Subtotal[1])				$ 167,000
Stormwater (15% of Subtotal[1])				$ 125,000
Mobilization (10% of Subtotal[1])				$ 84,000
Utility Adjustments (Fixed)				$ 50,000
Landscaping (5% of Subtotal[1])				$ 42,000
Temporary Erosion and Sediment Control (5% of Subtotal[1])				$ 42,000
$Subtotal_2$				$ 510,000
20% Contingency ($Subtotal_1$ + $Subtotal_2$)				$ 269,000
CONSTRUCTION ESTIMATE ($Subtotal_1$ + $Subtotal_2$ + Contingency)				**$ 1,612,000**
Construction Administration (15% of Construction Estimate)-Construction Survey				$ 192,000
Design Engineering (20% of Construction Estimate)				$ 323,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				**$ 515,000**
ESTIMATED RIGHT-OF-WAY COSTS				**$ 295,000**
TOTAL PROJECT PLANNING LEVEL ESTIMATE				**$ 2,422,000**

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

transpogroup
WHAT TRANSPORTATION CAN BE.

Planning Level Engineer's Opinion of Probable Cost - Realigned Chrisella Rd E - Alternative B

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probably cost is based on removing the existing Chrisella Rd E approach from the SR 161 (Meridian Ave E) and 36th St E signalized intersection. Chrisella Rd E to be realigned east to align with then Edgewood Community Park driveway on the north side of 36th St E. See concept figures 4,5, and 8.

Last Edit: TVN - 03/09/2022
Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	$ 50,000	$ 50,000
CLEARING AND GRUBBING	1	LS	$ 20,000	$ 20,000
REMOVAL OF STRUCTURES & OBSTRUCTIONS	1	LS	$ 125,000	$ 125,000
ROADWAY EXCAVATION INCL. HAUL	310	CY	$ 40	$ 12,400
SAWCUTTING	500	FT	$ 5	$ 2,500
CRUSH SURFACING TOP COURSE	230	TON	$ 60	$ 13,800
GRAVEL BASE	650	TON	$ 50	$ 32,500
PLANINING BITUMINOUS PAVEMENT	1,650	SY	$ 10	$ 16,500
HMA CL. 1/2IN. PG 64-22"	530	TON	$ 135	$ 71,550
CURB RAMP	6	EA	$ 5,000	$ 30,000
DETECTABLE WARNING SURFACE	100	SF	$ 50	$ 5,000
CEMENT CONCRETE SIDEWALK	980	SY	$ 150	$ 147,000
CEMENT CONCRETE CURB AND GUTTER	1,850	LF	$ 50	$ 92,500
CEMENT CONCRETE DRIVEWAY	120	SY	$ 90	$ 10,800
CEMENT CONCRETE PEDESTIRAN CURB	90	LF	$ 50	$ 4,500
PERMANENT SIGNING	1	LS	$ 5,000	$ 5,000
PERMANENT CHANNELIZATION	1	LS	$ 15,000	$ 15,000
TRAFFIC SIGNAL MODIFICATION	1	LS	$ 150,000	$ 150,000
$Subtotal_1$				$ 805,000
$Subtotal_1$				$ 805,000
Project Temporary Traffic Control (20% of Subtotal[1])				$ 161,000
Stormwater (15% of Subtotal[1])				$ 121,000
Mobilization (10% of Subtotal[1])				$ 81,000
Utility Adjustments (Fixed)				$ 50,000
Landscaping (5% of Subtotal[1])				$ 41,000
Temporary Erosion and Sediment Control (5% of Subtotal[1])				$ 41,000
$Subtotal_2$				$ 495,000
20% Contingency ($Subtotal_1$ + $Subtotal_2$)				$ 260,000
CONSTRUCTION ESTIMATE ($Subtotal_1$ + $Subtotal_2$ + Contingency)				**$ 1,560,000**
Construction Administration (15% of Construction Estimate)-Construction Survey				$ 184,000
Design Engineering (20% of Construction Estimate)				$ 312,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				**$ 496,000**
ESTIMATED RIGHT-OF-WAY COSTS				**$ 315,000**
TOTAL PROJECT PLANNING LEVEL ESTIMATE				**$ 2,371,000**

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

transpogroup
WHAT TRANSPORTATION CAN BE.

Planning Level Engineer's Opinion of Probable Cost - Chrisella Dead End Supplement - Alternative A

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probably cost is based on removing the existing Chrisella Rd E approach from the SR 161 (Meridian Ave E) and 36th St E signalized intersection. Reconstruct existing Chrisella to provide an emergency turnaround. See concept figure 6.

Last Edit: TVN - 03/09/2022
Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	$ 10,000	$ 10,000
CLEARING AND GRUBBING	1	LS	$ 5,000	$ 5,000
REMOVAL OF STRUCTURES & OBSTRUCTIONS	1	LS	$ 50,000	$ 50,000
ROADWAY EXCAVATION INCL. HAUL	30	CY	$ 40	$ 1,200
CRUSH SURFACING TOP COURSE	80	TON	$ 60	$ 4,800
GRAVEL BASE	240	TON	$ 50	$ 12,000
HMA CL. 1/2IN. PG 64-22"	140	TON	$ 135	$ 18,900
LANDSCAPING	1	LS	$ 2,000	$ 2,000
PERMANENT SIGNING	1	LS	$ 1,000	$ 1,000
PERMANENT CHANNELIZATION	1	LS	$ 2,500	$ 2,500
$Subtotal_1$				$ 108,000
$Subtotal_1$				$ 108,000
Project Temporary Traffic Control (10% of $Subtotal^1$)				$ 11,000
Mobilization (10% of $Subtotal^1$)				$ 11,000
Temporary Erosion and Sediment Control (5% of $Subtotal^1$)				$ 6,000
$Subtotal_2$				$ 28,000
20% Contingency ($Subtotal_1$ + $Subtotal_2$)				$ 28,000
CONSTRUCTION ESTIMATE ($Subtotal_1$ + $Subtotal_2$ + Contingency)				**$ 164,000**
Construction Administration (15% of Construction Estimate)-Construction Survey				$ 15,000
Design Engineering (20% of Construction Estimate)				$ 33,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				**$ 48,000**
ESTIMATED RIGHT-OF-WAY COSTS				**$ 78,000**
TOTAL PROJECT PLANNING LEVEL ESTIMATE				**$ 290,000**

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

transpogroup
WHAT TRANSPORTATION CAN BE.

Planning Level Engineer's Opinion of Probable Cost - Chrisella Dead End Supplement - Alternative B

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probably cost is based on removing the existing Chrisella Rd E approach from the SR 161 (Meridian Ave E) and 36th St E signalized intersection. Reconstruct existing Chrisella to provide an emergency turnaround. See concept figure 7.

Last Edit: TVN - 03/03/2022
Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	$ 10,000	$ 10,000
CLEARING AND GRUBBING	1	LS	$ 5,000	$ 5,000
ROADWAY EXCAVATION INCL. HAUL	20	CY	$ 40	$ 800
CRUSH SURFACING TOP COURSE	80	TON	$ 60	$ 4,800
GRAVEL BASE	210	TON	$ 50	$ 10,500
HMA CL. 1/2IN. PG 64-22"	120	TON	$ 135	$ 16,200
UTILITY POLE ADJUSTMENTS	1	LS	$ 30,000	$ 30,000
PERMANENT SIGNING	1	LS	$ 1,000	$ 1,000
PERMANENT CHANNELIZATION	1	LS	$ 2,500	$ 2,500
$Subtotal_1$				$ 81,000
$Subtotal_1$				$ 81,000
Project Temporary Traffic Control (10% of Subtotal[1])				$ 9,000
Mobilization (10% of Subtotal[1])				$ 9,000
Temporary Erosion and Sediment Control (5% of Subtotal[1])				$ 5,000
$Subtotal_2$				$ 23,000
20% Contingency ($Subtotal_1$ + $Subtotal_2$)				$ 21,000
CONSTRUCTION ESTIMATE ($Subtotal_1$ + $Subtotal_2$ + Contingency)				**$ 125,000**
Construction Administration (15% of Construction Estimate)-Construction Survey				$ 9,000
Design Engineering (20% of Construction Estimate)				$ 25,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				**$ 34,000**
ESTIMATED RIGHT-OF-WAY COSTS				**$ 68,400**
TOTAL PROJECT PLANNING LEVEL ESTIMATE				**$ 228,000**

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

transpogroup
WHAT TRANSPORTATION CAN BE.

Planning Level Engineer's Opinion of Probable Cost - Realigned Chrisella Rd E - Alternative A for RAB

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probably cost is based on realigning Chrisella Rd E further east approximately 180 feet east of the Edgewood Community Park driveway. 36th approach to be aligned with the future RAB concept at 36th and SR 161. See concept figures 9 and 11.

Last Edit: TVN - 03/09/2022
Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	$ 30,000	$ 30,000
CLEARING AND GRUBBING	1	LS	$ 30,000	$ 30,000
REMOVAL OF STRUCTURES & OBSTRUCTIONS	1	LS	$ 75,000	$ 75,000
ROADWAY EXCAVATION INCL. HAUL	360	CY	$ 40	$ 14,400
SAWCUTTING	500	FT	$ 5	$ 2,500
CRUSH SURFACING TOP COURSE	260	TON	$ 60	$ 15,600
GRAVEL BASE	740	TON	$ 50	$ 37,000
PLANINING BITUMINOUS PAVEMENT	950	SY	$ 10	$ 9,500
HMA CL. 1/2IN. PG 64-22"	470	TON	$ 135	$ 63,450
CURB RAMP	4	EA	$ 5,000	$ 20,000
DETECTABLE WARNING SURFACE	60	SF	$ 50	$ 3,000
CEMENT CONCRETE SIDEWALK	800	SY	$ 150	$ 120,000
CEMENT CONCRETE CURB AND GUTTER	1,670	LF	$ 50	$ 83,500
CEMENT CONCRETE DRIVEWAY	120	SY	$ 90	$ 10,800
PERMANENT SIGNING	1	LS	$ 5,000	$ 5,000
PERMANENT CHANNELIZATION	1	LS	$ 10,000	$ 10,000
$Subtotal_1$				$ 530,000
$Subtotal_1$				$ 530,000
Project Temporary Traffic Control (20% of Subtotal[1])				$ 106,000
Stormwater (15% of Subtotal[1])				$ 80,000
Mobilization (10% of Subtotal[1])				$ 53,000
Utility Adjustments (Fixed)				$ 50,000
Landscaping (5% of Subtotal[1])				$ 27,000
Temporary Erosion and Sediment Control (5% of Subtotal[1])				$ 27,000
$Subtotal_2$				$ 343,000
20% Contingency ($Subtotal_1$ + $Subtotal_2$)				$ 175,000
CONSTRUCTION ESTIMATE ($Subtotal_1$ + $Subtotal_2$ + Contingency)				**$ 1,048,000**
Construction Administration (15% of Construction Estimate)-Construction Survey				$ 128,000
Design Engineering (20% of Construction Estimate)				$ 210,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				**$ 338,000**
ESTIMATED RIGHT-OF-WAY COSTS				**$ 295,000**
TOTAL PROJECT PLANNING LEVEL ESTIMATE				**$ 1,681,000**

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

transpogroup
WHAT TRANSPORTATION CAN BE.

Planning Level Engineer's Opinion of Probable Cost - SR 161 & 36th St Roundabout

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probably cost is based on conceptual design for a two lane roundabout at the intersection of SR 161 and 36th St in Edgewood. See concept figures 9 and 10.

Last Edit: DGN - 03/09/2022
Checked: BAS - 03/15/2022

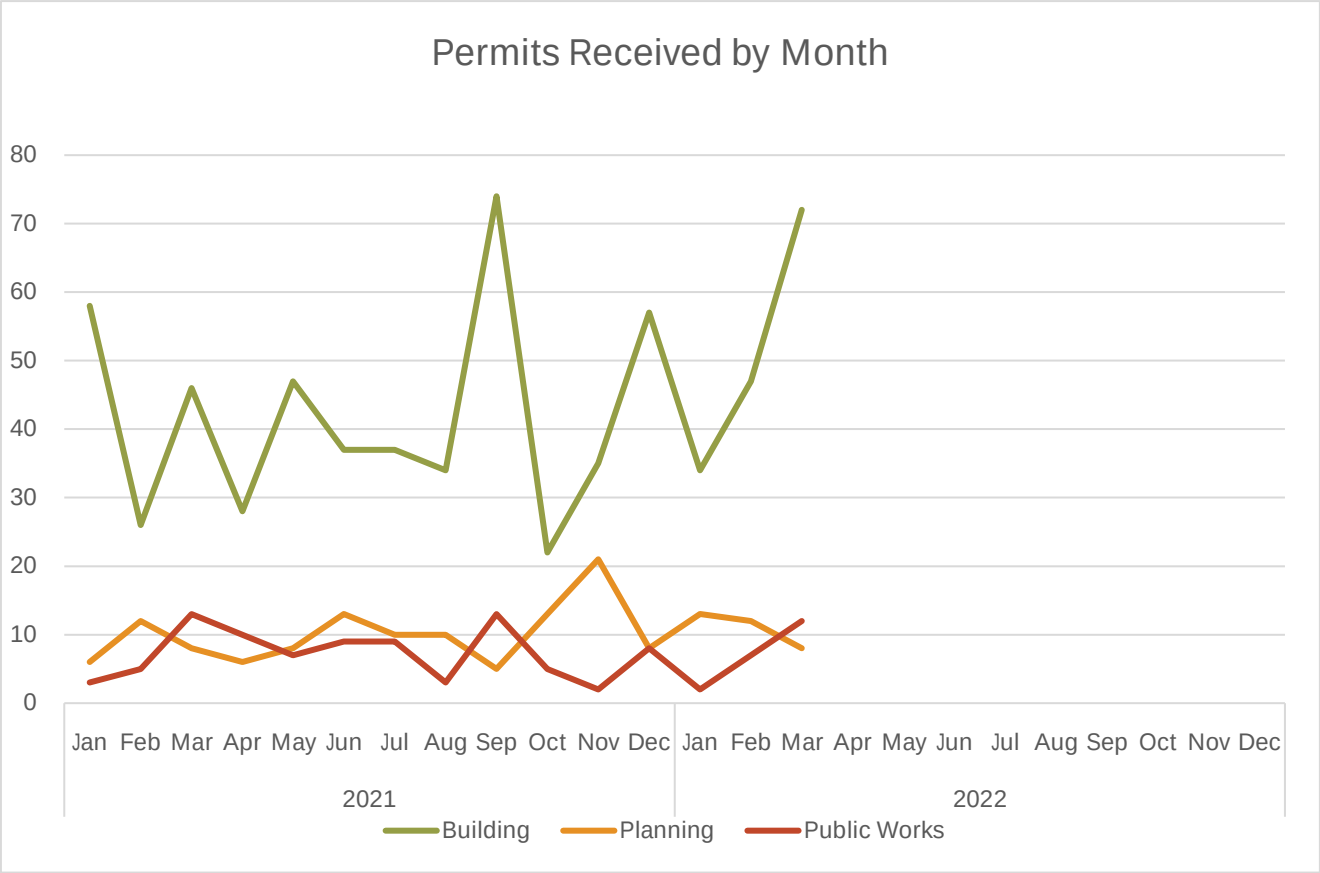
Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	$ 50,000	$ 50,000
CLEARING AND GRUBBING	1	LS	$ 15,000	$ 15,000
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	$ 50,000	$ 50,000
ROADWAY EXCAVATION, INCL. HAUL	2778	CY	$ 60	$ 166,680
PAVEMENT SAWCUTTING	300	LF	$ 25	$ 7,500
GRAVEL BASE	2,570	TON	$ 50	$ 128,500
CRUSH SURFACING BASE COURSE	1,713	TON	$ 65	$ 111,345
HMA 1/2" PG 64-22	1,899	TON	$ 150	$ 284,850
ROUNDABOUT TRUCK APRON CEMENT CONCRETE ROLLED CURB	235	LF	$ 150	$ 35,250
TEXTURED CEMENT CONCRETE TRUCK APRON (12")	22	CY	$ 350	$ 7,700
TEXTURED CEMENT CONCRETE FOR ISLANDS (6")	62	CY	$ 250	$ 15,500
CEMENT CONCRETE SIDEWALK	765	SY	$ 175	$ 133,875
CEMENT CONCRETE CURB & GUTTER	1,510	LF	$ 50	$ 75,500
CURB RAMP	10	EA	$ 5,000	$ 50,000
DETECTABLE WARNING SURFACE	270	SF	$ 50	$ 13,500
CHANNELIZATION	1	LS	$ 30,000	$ 30,000
PERMANENT SIGNING	1	LS	$ 15,000	$ 15,000
RECTANGULAR RAPID FLASHING BEACON SYSTEM (HARDWIRED)	1	LS	$ 100,000	$ 100,000
ILLUMINATION	1	LS	$ 75,000	$ 75,000
$Subtotal_1$				$ 1,366,000
$Subtotal_1$				$ 1,366,000
Project Temporary Traffic Control (30% of Subtotal[1])				$ 410,000
Stormwater Improvements (15% of Subtotal[1])				$ 205,000
Mobilization (10% of Subtotal[1])				$ 137,000
Utility Adjustments (5% of Subtotal[1])				$ 69,000
Landscaping (Fixed)				$ 50,000
Temporary Erosion and Sediment Control (5% of Subtotal[1])				$ 69,000
$Subtotal_2$				$ 940,000
20% Contingency ($Subtotal_1$ + $Subtotal_2$)				$ 462,000
CONSTRUCTION ESTIMATE ($Subtotal_1$ + $Subtotal_2$ + Contingency)				**$ 2,768,000**
Construction Administration (15% of Construction Estimate)-Construction Survey				$ 366,000
Design Engineering (20% of Construction Estimate)				$ 554,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				**$ 920,000**
ESTIMATED RIGHT-OF-WAY COSTS				**$ 375,000**
TOTAL PROJECT PLANNING LEVEL ESTIMATE				**$ 4,063,000**

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

Mar 2022

Monthly Development Report

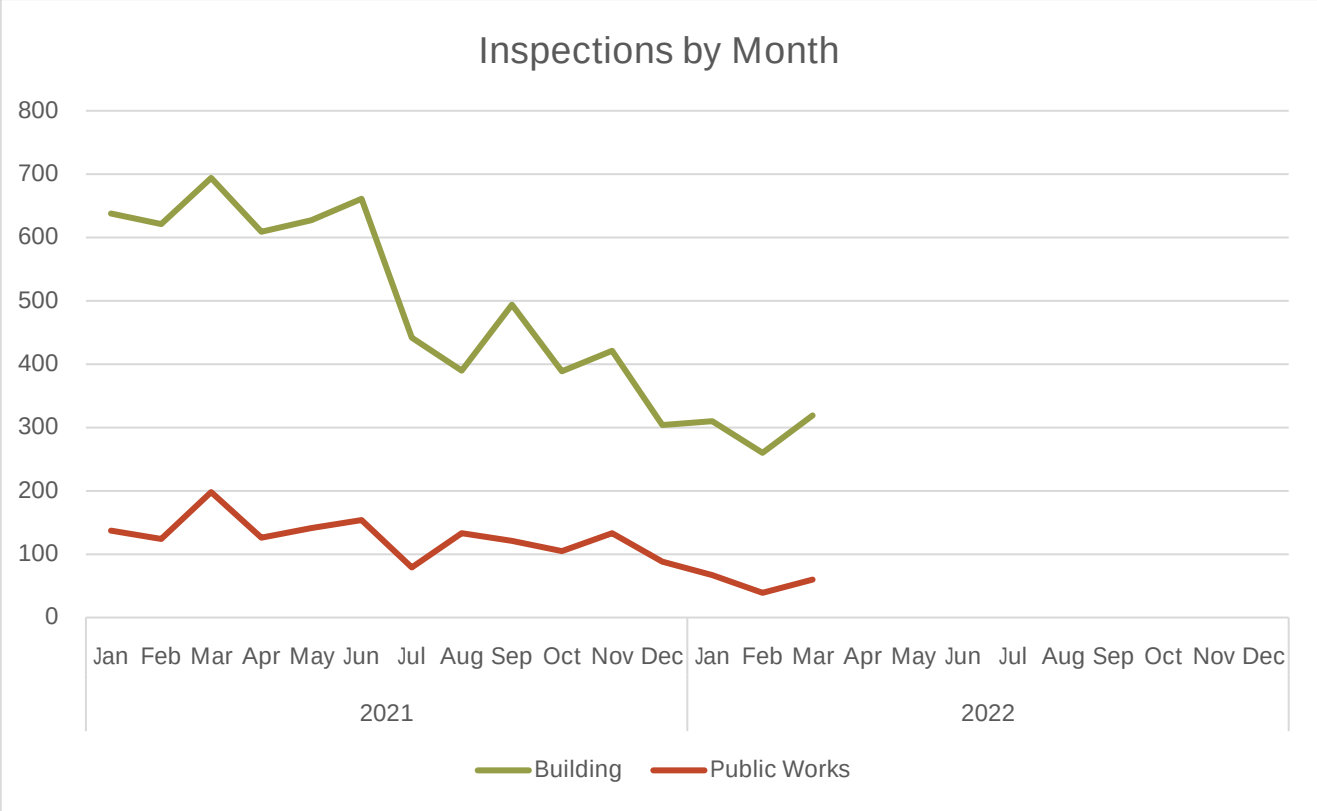
EDGEWOOD Washington



Permits	Building		Planning		Public Works	
	Received	Issued	Received	Issued	Received	Issued
Mar 2022	72	29	8	3	12	7
Mar 2021	46	59	8	6	13	9
Average 2022	51	26	11	5	7	6
Average 2021	43	48	9	7	7	6
YTD 2022	153	77	33	15	21	17
YTD 2021	130	144	26	21	21	18
	Building		Planning		Public Works	
	Month	Received	Month	Received	Month	Received
Highest Month 2022	Mar	72	Jan	13	Mar	12
Highest Month 2021	Sep	74	Nov	21	Mar	13

Mar 2022

Monthly Development Report



Inspections	Building		Public Works	
Mar 2022	319		60	
Mar 2021	694		198	
Average 2022	296		55	
Average 2021	524		128	
YTD 2022	889		166	
YTD 2021	1953		459	
	Building		Public Works	
	Month	Insp.	Month	Insp.
Highest Month 2022	Mar	319	Jan	67
Highest Month 2021	Mar	694	Mar	198

Pending Projects - Planning and Engineering Permits

40 Permits

Exported: 04/01/2022

Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity
BLA								
21-1646	MICKELSON BLA	2804 90TH AVE E	420093089	PLANNING	BLA	INCOMPLETE	12/30/2021	02/25/2022
22-1057	BENNETT BLA	5423 MONTA VISTA DR E	420235006	PLANNING	BLA	INCOMPLETE	02/04/2022	02/09/2022
22-1128	DHALIWAL TC LANDING BOUNDARY LINE ADJUSTMENT	1914 MERIDIAN AVE E	420091134	PLANNING	BLA	APPLICATION	03/22/2022	03/24/2022
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	02/08/2022
22-1101	DEROSS CLEAR AND GRADE	1105 108TH AVE E	420037014	ENGINEERING	CLEAR AND GRADE	INCOMPLETE	03/24/2022	03/30/2022
22-1164	7-Eleven Tank Replacement	817 MERIDIAN AVE E	6575000010	ENGINEERING	CLEAR AND GRADE	APPLICATION	03/31/2022	03/31/2022
CODE UPDATES AND CHANGES								
21-1574	ENVIRONMENTAL NOISE ORDINANCE	2224 104th Ave E		PLANNING	CODE UPDATES AND CHANGES	APPLICATION	11/30/2021	02/18/2022
21-1583	WIRELESS ORDINANCE	2224 104th Ave E		PLANNING	CODE UPDATES AND CHANGES	UNDER REVIEW	12/02/2021	03/29/2022
22-1064	TOWN CENTER SUBAREA PLAN	2224 104TH AVE E	420102012	PLANNING	CODE UPDATES AND CHANGES	APPLICATION	02/09/2022	03/22/2022
22-1108	STORMWATER MANUAL CODE UPDATES TITLE 13	2224 104TH AVE E	420102012	PLANNING	CODE UPDATES AND CHANGES	APPLICATION	03/08/2022	03/29/2022
22-1127	GENERAL SEWER PLAN UPDATE-PHASE 1 MAP AMENDMENT (WOLF POINT SUBDIVISION)	2224 104TH AVE	420102012	PLANNING	CODE UPDATES AND CHANGES	APPLICATION	03/15/2022	03/30/2022
22-001CODE	IMPACT FEE EXEMPTIONS CODE UPDATE	2224 104TH AVE E	420102012	PLANNING	CODE UPDATES AND CHANGES	APPLICATION	03/28/2022	03/30/2022
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	02/09/2022
22-1038	PINTO TIRE AND AUTO CARE CUP	1009 MERIDIAN AVE E	420033140	PLANNING	CONDITIONAL USE PERMIT (CUP)	INCOMPLETE	01/28/2022	02/07/2022
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	03/30/2022
POST REVISION - ENG								
19-1413 PR1	WOLF POINTE SITE DEVELOPMENT POST REVISION	9810 36TH ST E	420165030	ENGINEERING	POST REVISION - ENG	INCOMPLETE	03/10/2022	03/14/2022
PRE APP								
22-1036	PINTO TIRE AND AUTO PRE-APPLICATION	1009 MERIDIAN AVE E	420033140	PLANNING	PRE APP	UNDER REVIEW	01/27/2022	03/29/2022
22-1044	EDGEWOOD POINTE SHORT PLAT PRE-APPLICATION	5210 113TH AVENUE CT E	420221702	PLANNING	PRE APP	UNDER REVIEW	02/02/2022	03/22/2022
22-1061	JJ PLUMBING PRE-APPLICATION	12620 JOVITA BLVD E	420021022	PLANNING	PRE APP	UNDER REVIEW	02/07/2022	03/10/2022
22-1111	EDGEWOOD MEMORY CARE PRE-APPLICATION	10307 JOVITA BLVD E	420036071	PLANNING	PRE APP	UNDER REVIEW	03/09/2022	03/30/2022
22-1143	BLRB EDGEWOOD APARTMENTS (LAKE CHALET)	XXX 24TH ST E	420107031	PLANNING	PRE APP	APPLICATION	03/25/2022	03/30/2022
SHORT PLAT - FINAL								
21-1613	TEBALDI SHORT PLAT FINAL PLAT	4625 126TH AVE E	6755000240	PLANNING	SHORT PLAT - FINAL	WAITING ON REVISIONS	01/10/2022	03/15/2022

Pending Projects - Planning and Engineering Permits

40 Permits

Exported: 04/01/2022

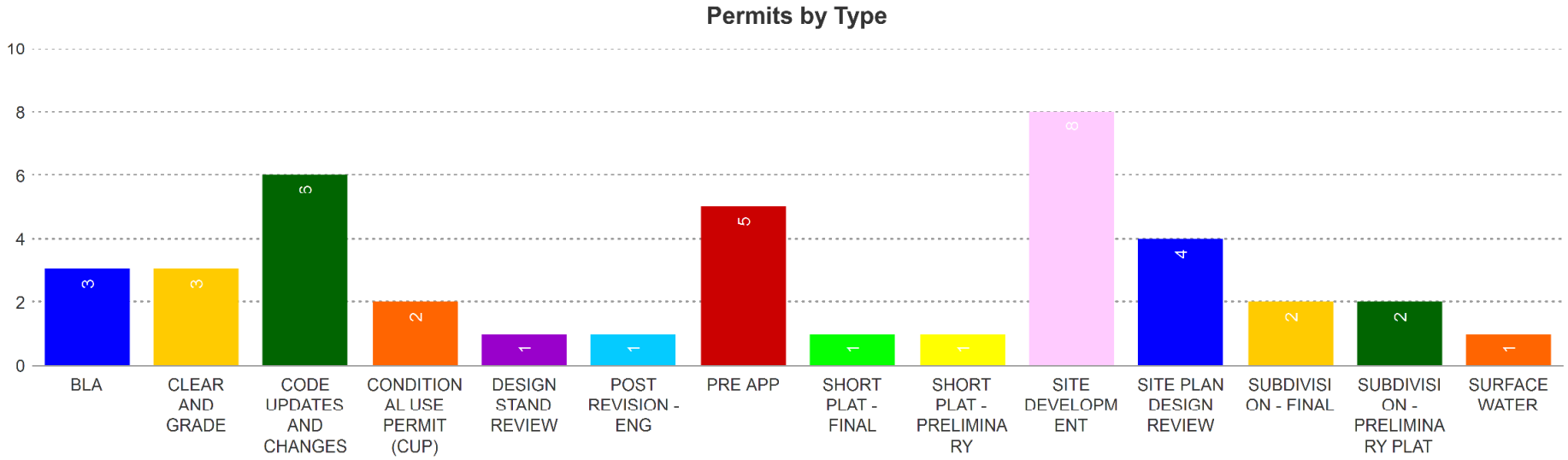
Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity
SHORT PLAT - PRELIMINARY								
20-1533	CONNOLLY SHORT PLAT PRELIMINARY SHORT PLAT	1711 122ND AV E	420112155	PLANNING	SHORT PLAT - PRELIMINARY	WAITING ON REVISIONS	10/26/2020	03/07/2022
SITE DEVELOPMENT								
17-1527	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	BEREZNYOV SHORT PLAT SITE DEVELOPMENT	8904 20TH ST E	420096012	ENGINEERING	SITE DEVELOPMENT	UNDER REVIEW	08/16/2019	02/22/2022
20-1236	JENNA ACRES SHORT PLAT SITE DEVELOPMENT	1419 114TH AV E	420034061	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	05/20/2020	03/30/2022
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	02/24/2022
22-1144	SMITH SHORT PLAT SITE DEVELOPMENT	2506 117TH AVE E	420108013	ENGINEERING	SITE DEVELOPMENT	REVIEW PENDING PAYMENT	03/21/2022	03/22/2022
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	03/28/2022
21-1348	TAPPS APARTMENTS SITE PLAN REVIEW	XXX 29TH ST E	3625000372	PLANNING	SITE PLAN DESIGN REVIEW	UNDER REVIEW	07/29/2021	03/31/2022
22-1042	1315 MERIDIAN ACCESSIBLE ROUTE REVISION SITE PLAN REVIEW	1315 TO 1327 MERIDIAN AVE E	7420000013	PLANNING	SITE PLAN DESIGN REVIEW	WAITING ON REVISIONS	01/31/2022	03/31/2022
22-1169	Squirrel's Den	2105 MERIDIAN AVE E	420102110	PLANNING	SITE PLAN DESIGN REVIEW	APPLICATION	03/31/2022	03/31/2022
SUBDIVISION - FINAL								
21-1624	PHILLIPS RIDGE SUBDIVISION FINAL PLAT	XXX 86TH AVENUE CT E	420081040	PLANNING	SUBDIVISION - FINAL	WAITING ON REVISIONS	12/20/2021	03/18/2022
22-1017	BARTH ESTATES SUBDIVISION FINAL PLAT	3624 96TH AVE E	420161087	PLANNING	SUBDIVISION - FINAL	INCOMPLETE	01/20/2022	03/10/2022
SUBDIVISION - PRELIMINARY PLAT								
21-1282	WINDMILL PARK TOWNHOMES SUBDIVISION PRELIMINARY PLAT	3117 MERIDIAN AVE E	420103072	PLANNING	SUBDIVISION - PRELIMINARY PLAT	UNDER REVIEW	06/17/2021	03/22/2022
22-1026	ESTATES ON CALDWELL PLAT ALTERATION (21-1051)	4433 128TH AVE E	6027710020	PLANNING	SUBDIVISION - PRELIMINARY PLAT	WAITING ON REVISIONS	01/25/2022	03/29/2022
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

Pending Projects - Planning and Engineering Permits

40 Permits

Exported: 04/01/2022

Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity



Plat Construction Tracking Report- March 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%
	SMITH SHORT PLAT	2506 117TH AV E	2	APPROVED	10/5/2021	**APPLICATION**				
2019	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	**APPROVED**	3	3	33%
	RAMSAUR SHORT PLAT	9505 24TH ST E	4	APPROVED	6/21/2019	N/A	APPROVED	4	1	25%
	BECKER SHORT PLAT	4122 CALDWELL RD E	2	APPROVED	7/1/2019	ISSUED	APPROVED	2	1	50%
2018	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%
	CHUMAKIN SHORT PLAT	2005 112TH AV E	4	APPROVED	6/22/2018	FINALED	APPROVED	4	1	25%
	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%
2017	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				
	GAGNON SHORT PLAT	2620 110TH AV E	2	APPROVED	11/17/2017	FINALED	APPROVED	2	1	50%
2016	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	5	26%
	EDGEWOOD TERRACE SUBDIVISION	2907 122ND AVE E	28	APPROVED	7/5/2017					
2015	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%
	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	276	97%

City Of Edgewood
Council Agenda Summary Sheet

Subject: **Discussion** – Equity, Diversity and Inclusion (Trainings, Planning, etc.)	**Agenda Item #: 3.B** **For Agenda of: 4/19/2022** **Prepared by: Daryl Eidinger**
Attachments (list):	
Approval of Materials: Daryl Eidinger Jill Schwerzler-Herrera 4/13/2022 Dave Gray 4/13/2022 Daryl Eidinger 4/13/2022	**Expenditure Required:** **Amount Budgeted:** **Timeline:** Topic to be added to all future Study Sessions (see item history below)

Summary Statement:
The City Council is committed to creating a stronger and more inclusive community and believe that equity, diversity and inclusion are essential for our present and our future.

CM West will host a discussion and simple review of selection bias.
What we do as a council and staff is make decisions for the good of the City. In doing so, it's important that we have all the right information to best make those decisions for the good of the whole population by taking into account information that is representative of the whole population. To ensure that we are doing this, we really need to understand information bias.

Here are two very short videos on Information Selection Bias. The Subcommittee would like to ask that councilmembers watch these and consider ways in which selection bias can impact our ability to make decisions for the good of the whole population of the City of Edgewood. And consider one or more steps we can take to avoid selection bias.
Impact of selection bias on:

a. Planning for, advertising community events (Town Halls, Ribbon Cutting Events, Study Sessions, Picnics)
b. Drafting and enforcing municipal codes
c. Zoning and Planning
d. Public works and Capital Improvement Projects

Video 1:
Selection Bias in Clinical Trials
Video 2:
A Real World Example

Item History:

The council has asked that this topic be a discussion item at all future study sessions for the foreseeable future. The council has discussed equality, diversity and inclusion and planning at the following meetings:

09/01/2020 Study Session
09/15/2020 Study Session
09/29/2020 Study Session
10/06/2020 Study Session
10/20/2020 Study Session
11/03/2020 Study Session
11/24/2020 Study Session
12/05/2020 Part l - National League of Cities - REAL Action: Advancing Racial Equity in Edgewood
12/12/2020 Part ll - National League of Cities - REAL Action: Advancing Racial Equity in Edgewood
01/05/2021 Study Session
01/19/2021 Study Session
02/08/2021 Council Subcommittee Meeting
02/16/2021 Study Session
03/08/2021 Council Subcommittee Meeting
03/16/2021 Study Session
03/30/2021 Study Session
04/06/2021 Study Session
04/12/2021 Council Subcommittee Meeting
04/20/2021 Study Session
05/04/2021 Study Session
05/10/2021 Council Subcommittee Meeting
05/11/2021 Regular Council Meeting to discuss alternates to Subcommittee
05/18/2021 Study Session
06/01/2021 Study Session
06/08/2021 Council Subcommittee Meeting
06/15/2021 Study Session
06/29/2021 Study Session
07/06/2021 Study Session
07/13/2021 Council Subcommittee Meeting
07/20/2021 Study Session
08/03/2021 Study Session
08/10/2021 Council Subcommittee Meeting
08/17/2021 Study Session
08/31/2021 Study Session
09/14/2021 Council Subcommittee Meeting
09/21/2021 Study Session
10/05/2021 Study Session
10/12/2021 Council Subcommittee Meeting
10/26/2021 Study Session
11/02/2021 Study Session
11/09/2021 Council Subcommittee Meeting
11/16/2021 Study Session
11/30/2021 Study Session
12/07/2021 Study Session
12/21/2021 Study Session
12/28/2021 Study Session
01/04/2022 Study Session

01/11/2022 Council Subcommittee Meeting (CANCELLED)
01/18/2022 Study Session
02/01/2022 Study Session
02/15/2022 Council Subcommittee Meeting
03/01/2022 Study Session
03/15/2022 Study Session
04/05/2022 Study Session

Recommended Action:
N/A

Fiscal Note/Consideration:
N/A

City Of Edgewood
Council Agenda Summary Sheet

Subject: **Discussion** – May 31st Open House Topic - Growth & Comprehensive Planning	**Agenda Item #: 3.D** **For Agenda of: 4/19/2022** **Prepared by: Darren Groth**
Attachments (list):	
Approval of Materials: Darren Groth Jill Schwerzler-Herrera 4/13/2022 Dave Gray 4/14/2022 Darren Groth 4/14/2022	**Expenditure Required:** N/A **Amount Budgeted:** N/A **Timeline:** 04/19/2022: Study Session Discussion

Summary Statement:
On March 29, 2022, City Council hosted a Town Hall meeting to answer citizen questions regarding development in Edgewood. On May 19, 2022, the Community and Economic Development Department is holding the second workshop devoted to the Town Center Subarea Plan. On May 31, 2022, City Council will once again forgo their 5th Tuesday Study Session and hold another public engagement event. This agenda item is intended to hold a discussion regarding the possibilities for the May 31 event. Darren Groth, Community & Economic Development Director, will present the idea of holding an Open House meeting to discuss growth and comprehensive planning. The Open House concept could allow Edgewood's planning staff to lead specific table discussions, similar to the June 20, 2019 open house event held in the City Council Chamber. While the 2019 event addressed the broad topic of population growth, the May 31 open house could be broken up into five table conversations.

The table conversations could address the following topics and subtopics.
1) Town Center: why do we have one, what is it, how did it come to be, why are we writing a subarea plan?
2) Comprehensive Planning: what is the timeline, what are the required elements, how do we access and read it, etc.
3) Growth Management Act (GMA): what is it, why we follow it, how it matters.
4) Public Engagement: update on ongoing efforts, Edgewood Experience program, Edgewood 101 program, explaining Boards and Commissions
5) Gathering Information: how to stay up-to-date on Edgewood happenings, GIS, public portal, notices, magazine, etc.

Item History:

Recommended Action:
Hold a discussion and provide staff direction to **Discussion** – May 31st Open House Topic - Growth & Comprehensive Planning

Fiscal Note/Consideration:

City Of Edgewood
Council Agenda Summary Sheet

Subject: **Discussion** – Ordinance – Impact Fee Exemptions	**Agenda Item #: 3.E** **For Agenda of: 4/19/2022** **Prepared by: Jeremy Metzler**

Attachments (list):
1. Impact Fee Exemption Chart
2. DRAFT Ordinance 22-XXX Impact Fee Exemptions

Approval of Materials: Jeremy Metzler Jill Schwerzler-Herrera 4/14/2022 Dave Gray 4/14/2022 Daryl Eidinger 4/14/2022	**Expenditure Required:** N/A **Amount Budgeted:** N/A **Timeline:** 04/19/2022 SS *05/09/2022 Planning Commission PH* *05/17/2022 SS* *05/24/2022 RCM PH* *06/07/2022 SS* *06/14/2022 RCM*

Summary Statement:
City Council has expressed interest in providing impact fee exemptions for the development of low-income housing. The City currently charges three types of impact fees: school (EMC Ch. 4.10), park (EMC Ch. 4.20), and transportation (EMC Ch. 4.30). School and park impact fees both currently provide some type of exemption for low- or moderate-income housing. No such exemption expressly exists for transportation impact fees. The proposed attached ordinance would create a new Chapter EMC 4.40 to provide a uniform low-income housing exemption from all types of impact fees, and update the other sections of EMC Title 4 to remove any redundancies.

Per conversation at the March 15, 2022 Council Study Session, and because this is a proposed change to development regulations authorized under the Growth Management Act, staff brought this item to the Planning Commission for review at their April 11, 2022 meeting. Following the Council's conversation, the Planning Commission discussed whether or not to consolidate, remove, or add any other impact fee exemptions under the proposed EMC Chapter 4.40. The Planning Commission requested further information be brought before their board at their May 9, 2022 meeting, which may delay City Council's consideration of the low-income housing exemption.

The intent of this agenda item is to provide staff clarification on how the Council would like to proceed. One option is to move forward with the limited review of only a potential addition of the low-income housing exemption to the transportation impact fee schedule, as presented herein. A second option would be to delay final consideration to allow the Planning Commission to fully vet exemptions and receive their requests for

information. A final option is a hybrid of options one and two by charging the Planning Commission with the task of holding a hearing and making a recommendation on low-income housing exemption while allowing a second Planning Commission agenda item to discuss exemptions in general to make broader recommendations back to City Council regarding further code changes or other development activities with broad public purposes that should also receive an exemption.

Also, please note any changes to school impact fee exemptions require pre-approval from the school districts by statute, so staff would need to coordinate with the affected districts prior to Council action. Finally, for Council's consideration, in addition to the draft ordinance, an impact fee exemption outline prepared by the City Attorney's office is attached.

Item History:
03/15/2022 SS
04/11/2022 Planning Commission

Recommended Action:
Hold a discussion and provide staff guidance regarding **Discussion** – Ordinance – Impact Fee Exemptions.

Fiscal Note/Consideration:
As presented herein, only 80% of the applicable fee would be exempted for low-income housing, subject to recording of a covenant on the exempted property. In this scenario, RCW 82.02 does not require payment the exempted portion of the fee from public funds. If Council desires a higher exemption, the percentage of the fee above 80% would have to be paid from other public funds.

IMPACT FEE EXEMPTIONS

Types of Impact Fee Exemptions:

1- Low Income Housing (RCW 82.02.060(2) &(4)(a))

- Partial exemption option: Cities may provide a partial exemption from impact fees for low income housing of up to 80% of impact fees otherwise due with **no** requirement to pay the exempted portion of the fee from public funds other than impact fee accounts.
  - "Low income housing" is statutorily defined as "housing with a monthly housing expense, that is no greater than thirty percent of eighty percent of the median family income adjusted for family size, for the county where the project is located, as reported by the United States department of housing and urban development.
- Full exemption option: Alternatively, cities may provide a full waiver from impact for low income housing, but are then required to pay the remaining percentage of the exempted fee must from public funds other than impact fee accounts.
- Covenant Required: Any impact fee exemption for low income housing must be conditioned on requiring the developer to record a covenant prohibiting use of property for purposes other than low income housing.
  - At a minimum, the covenant must address price restrictions and household income limits for low income housing; and
  - Such covenants must also provide that if the property is later converted to another use, the property owner must pay the applicable impact fees effective at time of conversion.

2- Early Learning Facilities (RCW 82.02.060(2)&(4)(b))

- Partial exemption option: Cities may provide a partial exemption of up to 80% from impact fees for early learning facilities with no requirement to pay the exempted portion of the fee from public funds other than impact fee accounts.
  - "Early learning facilities" are statutorily defined as "a facility providing regularly scheduled care for a group of children one month of age through twelve years of age for periods of less than twenty-four hours."
- Full exemption option: Cities may provide a full exemption from impact fees for early learning facilities with no requirement that the remaining percentage of the exempted fee must be paid from public funds other than impact fee accounts if a certain covenant is recorded (see below).
- Covenant For Full Exemptions Required: Any full exemption for early learning facilities must be conditioned on requiring the developer to record a covenant requiring that at least 25% or more of the children and families using the early learning facility qualify for state subsidized child care.
  - The covenant must also provide that if the property is converted to a use other than for an early learning facility, the then property owner must pay the applicable impact fees in effect at time of conversion; and

- Further, the covenant must include a provision that if at no point during a calendar year does the early learning facility achieve the required percentage of children and families qualified for state subsidized child care using the facility, the property owner must pay 20% of the impact fee that would have been imposed on the development within 90 days of the city notifying the property owner of the breach. Any balance remaining shall be a lien on the property.

3- Other Exemptions (RCW 82.02.060(2))

- Cities may reduce or waive certain types of impact fees for development activities with "broad public purposes." The statute does not require a covenant or other restrictions relating to exemptions that are not for low income housing or early learning facilities. Impact fees for such exempted development activities shall be paid from public funds other than impact fee accounts.

ORDINANCE NO. 22-xxxx

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, CREATING NEW CHAPTER 4.40 OF THE EDGEWOOD MUNICIPAL CODE RELATED TO IMPACT FEE EXEMPTIONS; AMENDING EXISTING EMC SECTIONS 4.10.050 AND 4.20.040; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the City of Edgewood imposes transportation, park, and school impact fees, as authorized by Chapters 36.70A and 82.02 RCW, to ensure that public facilities and services necessary to support development are adequate and that new development pays a proportionate share of the costs or new facilities and services; and

WHEREAS, the City wishes to implement one uniform impact fee exemption process for low-income housing; and

WHEREAS, the Planning Commission held a Public Hearing at their May 9, 2022 meeting and made a recommendation to the City Council; and

WHEREAS, the City Council considered the Planning Commission's recommendation at its May 17, 2022; and

WHEREAS, the City Council held a Public Hearing at its May 24, 2022 regular meeting;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. New Chapter 4.40 Impact Fee Exemptions for Low Income Housing, Adopted. EMC Chapter 4.40, Impact Fee Exemptions for Low Income Housing, is hereby adopted to read as shown in Exhibit A, attached hereto and incorporated herein by this reference.

Section 2. EMC Section 4.10.050, Exemptions – Low-income or moderate-income housing, Amended. EMC Section 4.10.050, Exemptions – Low-income or moderate-income housing, is hereby amended to read as shown in Exhibit B, attached hereto and incorporated herein by this reference.

Section 3. EMC Section 4.20.040, Exemptions, Amended. EMC Section 4.20.040, Exemptions, is hereby amended to read as shown in Exhibit B, attached hereto and incorporated herein by this reference.

Section 4. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 5. Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication. The full text of this Ordinance shall be mailed without charge, upon request.

PASSED BY THE CITY COUNCIL ON THE 14TH DAY OF JUNE, 2022.

_____
Mayor Daryl Eidinger

ATTEST/AUTHENTICATED:

_____
Rachel Pitzel, CMC
City Clerk

APPROVED AS TO FORM:

_____
City Attorney, Ann Marie J. Soto

Date of Publication:
Effective Date:

DRAFT

Exhibit A

Chapter 4.40 Impact Fee Exemptions for Low Income Housing

4.40.010 Applicability

This Chapter shall apply to all impact fees charged by the City of Edgewood, without restriction as to type (i.e. school, transportation, fire, or park).

4.40.020 Low Income Housing Exempted

A. For the purposes of this section, "low income housing" shall have the same meaning as that provided within RCW 82.02.060 or as hereafter amended.

B. The City hereby exempts low-income housing from 80% of the impact fees that would ordinarily be due. In order to qualify for this exemption, the developer must record a covenant that, except as provided otherwise by this subsection, prohibits using the property for any purpose other than for low-income housing. At a minimum, the covenant must address price restrictions and household income limits for the low-income housing, and that if the property is converted to a use other than for low-income housing, the property owner must pay the applicable impact fees in effect at the time of conversion. Such covenant must be in a form acceptable to the City Attorney.

C. Any claim or request for an exemption under this section shall be made no later than the time of application for a building permit. If a building permit is not required for the development, then the claim shall be made when the first development permit is applied for. Any claim not made when required by this section shall be deemed waived.

DRAFT

Exhibit B

4.10.050 Exemptions – Low-~~income or moderate~~-income housing.

For low-income housing exemptions, see EMC Chapter 4.40.
~~In addition to the exemptions in EMC 4.10.030, the following shall be exempt from the requirement to pay all impact fees:~~

~~A. Low- or moderate-income housing projects developed or owned by public housing agencies or private nonprofit housing developers.~~
~~B. Residential housing units dedicated for occupancy by low- or moderate-income households and whose rents or purchase price is affordable to low- or moderate-income persons under the regulations of the U.S. Department of Housing and Urban Development or its successor.~~
~~C. Any claim or request for an exemption under this section shall be made no later than the time of application for a building permit. If a building permit is not required for the development activity, the claim shall be made when the fee is tendered. Any claim not made when required by this section shall be deemed waived.~~
~~D. The impact fees not collected from low- and moderate-income housing shall be paid from public funds from sources other than impact fees or interest on impact fees and budgeted for this purpose by the districts.~~
~~E. If claims or requests for exemptions under this section exceed the funds the districts budgeted for the payment of impact fees for low- and moderate-income housing, this section shall not apply to claims or requests for exemptions under this section made after the budgeted funds were committed or allocated until additional funds are budgeted.~~

DRAFT

Exhibit C

4.20.040 Exemptions.
The following developments are exempt from the requirements of this chapter:

A. Low-income ~~Affordable~~ Housing. For low-income housing exemptions, see EMC Chapter 4.40. ~~An applicant proposing a development of affordable housing, which includes low- and moderate-income, as defined in EMC 4.20.020, shall not be assessed a park impact fee as follows:~~

~~1. As a condition of receiving an exemption under this section, the owner shall execute and record in Pierce County's real property title records a city-drafted lien, covenant, or other contractual provision against the property that provides that the proposed housing unit or development will continue to be used for low- or moderate-income housing and remain affordable to those households for a period of not less than 30 years. The lien, covenant, or other contractual provision shall run with the land and apply to subsequent owners and assigns in the event that the housing unit(s) are exempted.~~
~~2. Any claim or request for an exemption under this section shall be made no later than the time of application for a building permit. If a building permit is not required for the development, then the claim shall be made when the first development permit is applied for. Any claim not made when required by this section shall be deemed waived.~~

B. Change of Use. An applicant proposing a development involving a change of use and/or structure that has no greater impact than the existing use shall not be assessed a park impact fee.
C. City Projects. An applicant proposing the development of a city project shall not be assessed a park impact fee.
D. Home Occupations. An applicant proposing the development of a home occupation shall not be assessed a park impact fee.
E. Pending Development Permit. An applicant shall not be assessed a park impact fee if one or more of the following has occurred:

1. The city and applicant have signed a park mitigation agreement for the development at issue prior to the effective date of the ordinance codified in this chapter; or
2. The applicant has already provided, or been required to provide as a condition of approval, park mitigation for the development at issue prior to the effective date of the ordinance codified in this chapter; or
3. The applicant has already been assessed a park impact fee for the same development.

DRAFT

City Of Edgewood
Council Agenda Summary Sheet

Subject: **Discussion** – Resolution – Six-Year Transportation Improvement Plan (TIP) Update	**Agenda Item #: 3.F** **For Agenda of: 4/19/2022** **Prepared by: Jeremy Metzler**

Attachments (list):
1. 1 - DRAFT Resolution No. 22-0xxx - 2023-2028 TIP
2. 2 - DRAFT - 2023 TIP Budget Spreadsheet
3. 3 - Edgewood Concurrency Report_March 2021

Approval of Materials: Jeremy Metzler Jill Schwerzler-Herrera 4/13/2022 Dave Gray 4/14/2022 Daryl Eidinger 4/14/2022	**Expenditure Required:** N/A **Amount Budgeted:** N/A **Timeline:** 04/19/2022 SS 04/26/2022 RCM

Summary Statement:
The City is required to prepare a Transportation Improvement Plan (TIP), in accordance with RCW 35.77.010 and the Transportation Element of the City's adopted Comprehensive Plan. The TIP outlines the projects, estimated costs, anticipated timelines, and the expected funding sources for the next six years. These plans serve as the guiding documents for Staff to implement as resources are made available through City financial resources or other identified funding sources (i.e. TIB, WSDOT funding, other grants, loans, etc.).

The attached DRAFT resolution and plan represents Staff's recommendation as it pertains to project priorities, funding sources and timelines for implementation, as required under the Growth Management Act (GMA). Staff relies on the City Council to guide this planning effort in alignment with Council's desires and the City's financial resources. While the Annual Concurrency Report is still in progress, staff is bringing this year's update forward at this time to stay ahead of upcoming grant funding opportunities.

Please note that traffic concurrency will not be met if the Level of Service deficiency at Meridian and 32nd St E is not addressed, as discussed on Page 10 of the 2021 Concurrency Report (attached). Staff still recognizes a solution to the deficiency at 32nd St E may be improvements at another intersection or construction of a parallel road segment. This draft TIP update maintains last year's shift in focus from TIP Project No. 1 to TIP Project No. 2, the result of which will inform TIP Project No. 1 and any future costs. As such, and due to limited staffing resources, this plan still anticipates completing TIP Project No. 2 in 2022. Also, as discussed at the last study session, this draft focuses on construction of safety improvements on Chrisella Rd E before Edgewood Dr E, due to increased concerns over landslides and long-term stability south of 48th St E.

One public comment was received at last week's public hearing regarding completion of the 36th Street E Walkway, TIP Project No. 13. Due to existing workload and anticipated demands on other projects the

remainder of this year, the 36th Street E Walkay project is currently programmed for design in 2023 and construction in 2024.

Item History:
04/05/2022 SS
04/12/2022 RCM PH

Recommended Action:
Hold a discussion and provide staff guidance regarding **Discussion** – Resolution – Six-Year Transportation Improvement Plan (TIP) Update.

Fiscal Note/Consideration:
As the Transportation Improvement Plan (TIP) is a component of the annual budgeting process, the anticipated impacts to the City's budget and General Fund are outlined therein. TIPs are planning documents that express the Council's desires for future transportation improvements within the City. Local agency TIPs are also utilized by State and other planning agencies, for evaluating projects on a regional scale and consideration for outside funding resources. This TIP represents an anticipated six-year program cost of $34,910,000 - However, the TIP is not a final budget document; this is reserved for the actual budget that is adopted by the City Council towards the end of the City's fiscal year.

This TIP considers a total of $13,898,000 in TIF funding from 2022 through 2028. Other funding sources considered herein, but yet to be secured, include TIB Grants, FHWA Grants, other unidentified grants, and the General Fund, for a total of $17,195,000.

RESOLUTION NO. 22-0xxx

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, RELATING TO STREETS AND TRANSPORTATION, ADOPTING THE 2023-2028 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

WHEREAS, per RCW 35.77.010, the City is required to annually update its Six-Year Transportation Improvement Plan (TIP) before July 1st of each year and file the updated Transportation Improvement Plan with the Washington State Department of Transportation within thirty (30) days of adoption; and

WHEREAS, per RCW 35.77.010, the purpose of the requirement for annual updates is to assure that each city shall perpetually have advanced plans available, looking to the future for not less than six years as a guide in carrying out a coordinated transportation program; and

WHEREAS, it is also an eligibility requirement of many grant programs that the City update its Transportation Improvement Plan as required by RCW 35.77.010; and

WHEREAS, the transportation element of the City's Comprehensive Plan must also include and be consistent with the Six-Year Transportation Improvement Plan required by RCW 35.77.010; and

WHEREAS, the City's SEPA Responsible Official has determined that this procedural action is categorically exempt from SEPA threshold determination and EIS requirements pursuant to WAC 197-11-800(19); and

WHEREAS, per RCW 35.77.010, a public hearing was held on April 12th, 2022 on the proposed updates to the Transportation Improvement Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The City Council does hereby adopt the 2023-2028 Six-Year Transportation Improvement Plan (TIP), a copy of which is attached as Exhibit A and incorporated herein by reference.

Section 2. Effective Date. This resolution will take effect immediately upon passage by City Council.

ADOPTED THIS 26TH DAY OF APRIL, 2022

_____

Daryl Eidinger, Mayor

DRAFT

ATTEST:

_____

Rachel Pitzel, CMC
City Clerk

DRAFT

Exhibit A

2023-2028 Transportation Improvement Plan (TIP)

DRAFT

Transportation Improvement Program (TIP)

Years 2023-2028

Project No. TIP	Project No. TIF Program	Transportation Project	Estimated Annual Project Expenditures: Prior Years (Actual)	2022 Estimate	2023	2024	2025	2026	2027	2028	Future Years	Total Project Cost	Comments
1	*R-3, R-9*	Meridian/32nd & Meridian/36th Intersection improvements	$ 35,000	$ -	$ -	***TBD - Pending results of Project No. 2, below***					$ -	TBD	Coordinate intersection needs and alternatives with WSDOT, then construct improvements.
2	*S-1*	Meridian Ave E (SR-161) Preliminary Design	$ 71,500	$ 455,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 526,500	Completed access management study, reviewed parallel roads; need to review cross section and intersection treatment needs south of 24th. **(80% TIF Eligible)**
3	*N/A*	Emergency Road Repair (*Weather Related - Annual*)		$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000		$ 175,000	**Annual Program -** Road failures associated with severe weather events, wear and tear from freeze/thaw events and other causes.
4	*R-4*	Edgewood Drive Safety Improvements	$ 495,532	$ 66,985	$ -	$ 535,000	$ -	$ -	$ 4,500,000	$ 5,500,000	$ -	$ 11,097,517	**2021:** Intersection repair at bottom of hill. **(67% TIB)** **2023+:** Roadway widening, curb & gutter, stormwater system and pedestrian walkway. **(40% TIF Eligible)**
5	*R-10*	Chrisella Road East Safety Improvements	$ 25,752	$ 1,174,248	$ 450,000	$ -	$ 5,970,000	$ -	$ -	$ -	$ -	$ 7,620,000	**2021/2022:** Improved markings, signage, lighting, sight distance, possible traffic calming measures; **2024+:** Sidewalk, repair slopes south of 48th St E **(40% TIF Eligible)**
6	*N/A*	Citywide Road Preservation Program (*Annual*)		$ 330,000	$ 345,000	$ 360,000	$ 375,000	$ 390,000	$ 400,000	$ 415,000		$ 2,615,000	**Annual program** - Full width rubberized chipseal and/or 2" HMA grind and overlay. Minor crack sealing and digout repairs are included.
7	*S-3, N-1*	Interurban Trail Phase III, Connection Feasibility Study	$ -	$ 100,000	$ 200,000	$ 4,000,000	$ 2,300,000	$ -	$ -	$ -	$ -	$ 6,600,000	Develop approximately 1.05-mile corridor as a trail from 114th Avenue East to the City of Pacific. **(20% TIF Eligible)**
8	*TBD - "N" Projects*	Citywide Pedestrian Mobility and Safety Improvements (*Annual*)		$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000		$ 525,000	**Annual Program -** Walkways and/or trails with vegetated buffers for traffic safety, low level pedestrian lighting where appropriate, signs and pavement markings, as shown in the 2004 Pedestrian Study **(20% TIF Eligible)**
9	*N/A*	Citywide Traffic Safety Program (*Annual*)		$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000		$ 350,000	**Annual program -** Neighborhood Traffic Calming Projects, Safety Projects and reconstruction of ADA deficiencies.
10	*N/A*	Citywide Road Maintenance Program (*Annual*)		$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000		$ 525,000	**Annual program -** Repair and maintenance of City transportation infrastructure, including traffic operations, signing and markings
11	*MCE-2, MCE-7, MCE-16*	Meridian Parallel Road Network Construction - Various Segments	$ 288,426	$ 950,000	$ 2,700,000	$ 2,700,000	$ 1,670,000	$ -	$ -	$ -	$ -	$ 8,308,426	Construct high-priority parallel road segments, closing gaps and fixing access deficiencies - **Priority Order: MCE-16 (Chrisella), MCE-7, MCE-2.** **(60% TIF Eligible)**
12	*NP-3*	Meridian Ave E / Emerald Street Signal Improvements	$ 84,760	$ 365,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 449,760	Coordinate signal mast arm and detection design & constructon with WSDOT. **(100% TIF Eligible)**
13	*S-2, N-9*	36th Street E Walkway Extension Feasibility/Design/Build	$ -	$ -	$ 100,000	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ 750,000	Design and construct extension of existing walkway to new park property. **(20% TIF Eligible)**
		Annual Totals	**$ 1,000,970**	**$ 3,666,233**	**$ 4,020,000**	**$ 8,470,000**	**$ 10,540,000**	**$ 615,000**	**$ 5,125,000**	**$ 6,140,000**	**$ -**	**$ 39,542,203**	
					Proposed 6-Year Program Total:				**$**	**34,910,000**			
		TIB Funding:		$ 44,870	$ 80,000	$ 520,000	$ -	$ -	$ -	$ -		$ 644,870	**2022:** Edgewood Dr, **2023/2024:** 36th St E Walkway
		FHWA Funding (PSRC/PCRC):		$ -	$ -	$ -	$ 3,582,000	$ -	$ 2,700,000	$ 3,300,000		**$ 9,582,000**	**Request for 2025/2026 in 2022, 2027/2028 in 2024**
		WSDOT Funding:		$ 1,174,248	$ -	$ -	$ -	$ -	$ -	$ -		$ 1,174,248	*Chrisella HSIP Grant (work in progress)*
		Public Works Trust Fund Loan:		$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	
		Total Unidentified Grant Funds:		$ -	$ -	$ 2,670,000	$ 1,380,000	$ -	$ -	$ -		$ 4,050,000	
		Total Anticipated Grant Funding:		**$ 1,219,118**	**$ 80,000**	**$ 3,190,000**	**$ 4,962,000**	**$ -**	**$ 2,700,000**	**$ 3,300,000**		**$ 15,451,118**	
		Total City Funds Needed:		**$ 2,447,115**	**$ 3,940,000**	**$ 5,280,000**	**$ 5,578,000**	**$ 615,000**	**$ 2,425,000**	**$ 2,840,000**		**$ 23,125,115**	
		Traffic Impact Fees		$ 1,334,000	$ 1,875,000	$ 2,779,000	$ 3,865,000	$ 15,000	$ 1,815,000	$ 2,215,000		$ 13,898,000	
		REET Funds		$ 901,000	$ 965,000	$ 1,031,000	$ 725,000	$ 290,000	$ 210,000	$ 200,000		$ 4,322,000	
		School Zone Camera Fees		$ 110,000	$ 110,000	$ 110,000	$ 110,000	$ 110,000	$ 110,000	$ 110,000		$ 770,000	
		Park Impact Fees		$ -	$ 160,000	$ 800,000	$ 460,000	$ -	$ -	$ -		$ 1,420,000	
		Surface Water Fund / ARPA		$ 22,115	$ -	$ -	$ -	$ -	$ -	$ -		$ 22,115	**2022:** Edgewood Drive
		General Fund		$ 80,000	$ 830,000	$ 560,000	$ 418,000	$ 200,000	$ 290,000	$ 315,000		$ 2,693,000	

Prepared by: Jeremy Metzler, P.E.

Date Prepared: 4/6/2022

DRAFT

MEMORANDUM

Date:	March 26, 2021	**TG:**	1.18149.00
To:	Jeremy Metzler, PE, City of Edgewood		
From:	Jon Pascal, PE, PTOE, Transpo Group		
Subject:	2021 Annual Transportation Concurrency Report		

This memorandum serves as the Annual Concurrency Report per the Edgewood Municipal Code (EMC) 18.105. The 2021 Annual Concurrency Report provides the current state of the City's transportation concurrency program. Per the EMC, the following items are addressed in the Annual Concurrency Report:

- **Development Summary**. A summary of development activity accounted for in the transportation concurrency program since the last concurrency report update in July of 2019.
- **Remaining Capacity**. Status of available intersection and roadway capacity and level of serve (LOS) metrics on current transportation facilities.
- **Recommended Changes**. Recommendations on amendments to the concurrency program metrics, and changes to project priorities to inform the update of the City's 6-year Transportation Improvement Program.

Background

The following topics provide a brief background on the City's Concurrency Program.

What is concurrency?

Concurrency is a tool to ensure that transportation facilities are constructed as growth occurs (one happens *concurrent* with the other). Concurrency provides a link between land use, transportation, and public investment.

What is the purpose of a concurrency program?

In general, if land use development and transportation infrastructure investments occur in a timeframe and at locations consistent with the Comprehensive Plan then concurrency would, in theory, always be achieved. The concurrency program is implemented by agencies to understand if the adopted LOS standards are being met "concurrent" with development. Concurrency programs in practice are used by agencies to monitor the current state of the transportation system on a system-wide basis.

What metrics does the City use to monitor concurrency?

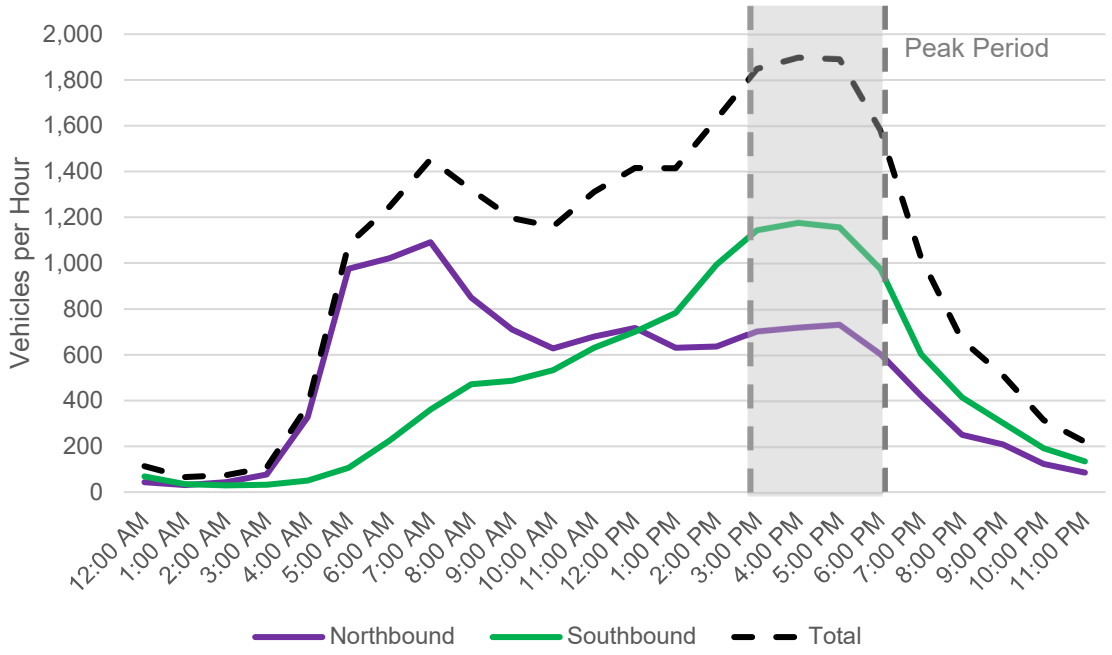
The City of Edgewood evaluates intersection LOS to understand delays and intersection capacity. The City also uses a roadway volume-to-capacity ratio to monitor the capacity of major arterials within the City.

Why does the City focus on the weekday PM peak hour?

Concurrency is typically linked with street or intersection capacity, and traffic volumes are typically closest to capacity during the weekday PM peak hour. For example, ***Figure 1*** shows hourly vehicle volumes along Meridian Avenue collected during February 2021. Both the southbound volume and

overall volume peaks occur during the PM peak period while the northbound volume peaks during the AM peak period. The PM peak hour volumes have approximately 30 percent more vehicles than the AM peak hour.

Figure 1 – Midweek Average Hourly Volumes on Meridian Ave (south of 11th Street) – February 2021



Development Summary

The concurrency evaluation analyzes six years in the future (i.e., the year 2027 in this instance) to capture developments already approved and transportation projects that are funded and will be completed within that timeframe. The developments that have been accounted for since the last update of the Concurrency program in 2019 are listed in Table 1.

To account for smaller developments not subject to concurrency requirements and other changes in regional traffic, an annual 1 percent growth rate is applied to the existing traffic counts. Observed traffic growth rates along the City's transportation network have generally indicated that the one percent background growth rate is reasonable since specific development trips in the City are being tracked and accounted for separately. The actual annual traffic growth rates are higher than one percent when the development trips are included.

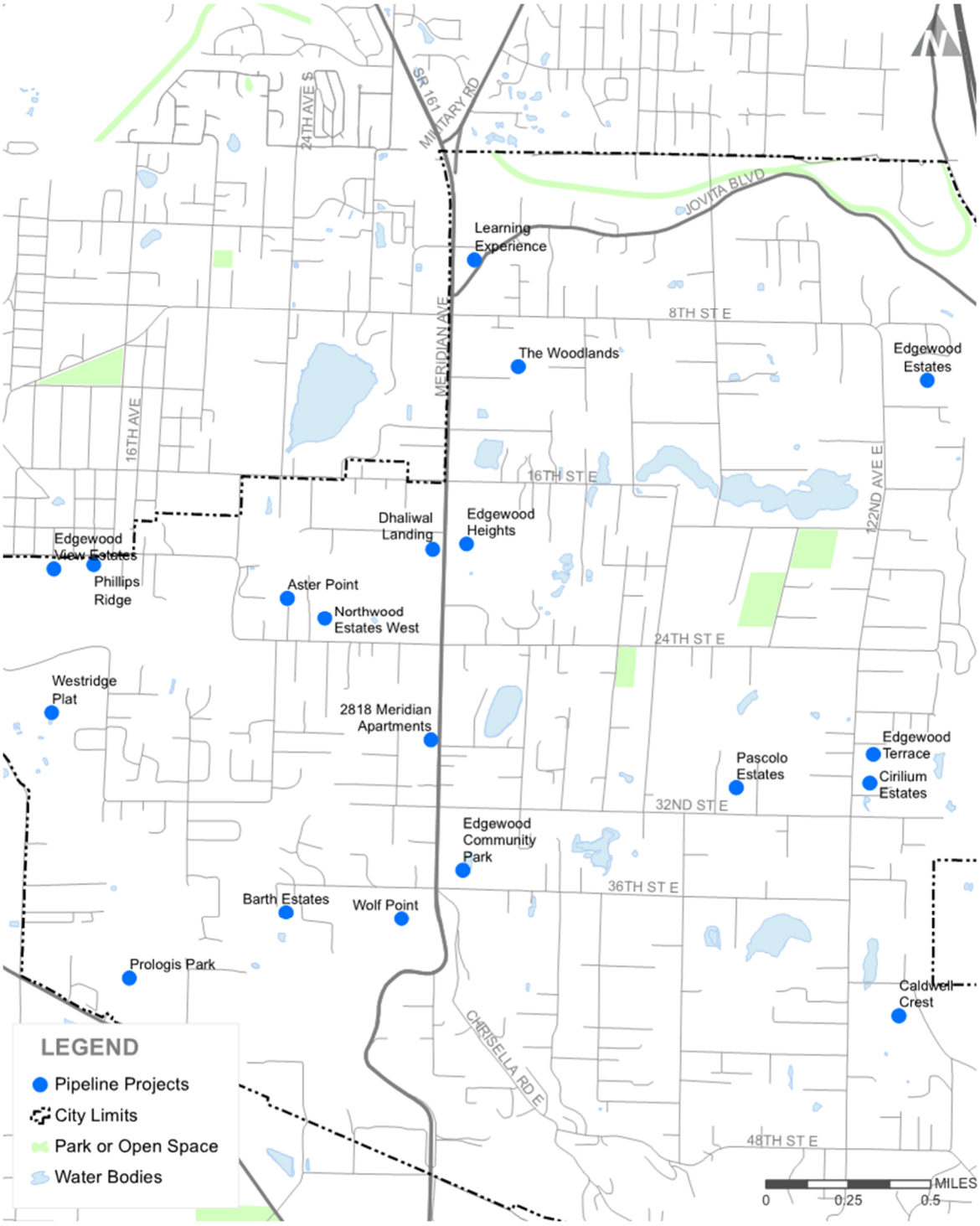
Table 1. Summary of Developments Being Monitored

Pipeline Development	Type and Size	New PM Peak Hour Trips	Development Status
Caldwell Crest	18 single family DUs	18	16 of 18 units built
The Woodlands	55 condos, 4,265 sq ft commercial	29	17 of 29 units built
Edgewood Estates	14 single family DUs	18	Not Built
Edgewood Heights	452 unit multifamily DUs	276	Phase 1 Built and Occupied
Aster Point	46 single family units	43	7 of 46 units built
Pascolo Estates	18 single family units	22	1 unit completed
Northwood Estates West	44 single family units	44	Phase 1 Built
Westridge Plat	290 single family units, 60 apartments	311	230 of 284 units built
Edgewood View Estates	96 single family units	96	19 of 96 built
Wolf Point	56 single family units	62	Not Built
Cirilium Estates	17 single family units	19	Under Construction
2818 Meridian Apartments	19 multi-family units	13	Under Construction
Edgewood Terrace	25 single family units	30	Not Built
Barth Estates	32 single family units	34	Not Built
Edgewood Community Park	Community park and amphitheater	35	Under Construction
Philip's Ridge	14 single family units	14	Not Built
Dhaliwal Landing	583 apartments and 35,930 square feet commercial space	338	Not Built
Learning Experience	Day care and learning center	37	Not Built
Prologis Park	Industrial park and warehousing	471	Not Built
TOTAL		**1,910**	**PM Peak Hour Trips**

Source: City of Edgewood

The location of the developments is shown in ***Figure 2***.

Figure 2 - Pipeline Development Projects



Eight developments that were included in the 2019 concurrency update have been removed from this analysis, as they have been built-out and are reflected in the updated traffic counts, as summarized in Table 2.

Table 2. Developments Removed from 2021 Concurrency Analysis

Pipeline Development	Type and Size	New PM Peak Hour Trips	Development Status
The Arbors at Edgewood	254 apartments	156	Built and occupied
Edgewood Apartments (Simons Mill)	155 apartments	94	Built and occupied
Edgewood Memory Care Campus	Memory Cary Campus – 62 beds	14	Built and occupied
Edgewood View Point	46 single family DUs	46	Built and occupied
Jovita Crossing	3,072 sq ft restaurant, 1,749 sq ft coffee shop	67	Built and occupied
North Edgewood Apartments	288 apartments	173	Built and occupied
Northwood Estates	31 single family units	31	Built and occupied
TOTAL		**581**	**PM Peak Hour Trips**

Source: City of Edgewood

Level of Service Standards

Under the Washington State Growth Management Act, local jurisdictions have the discretion in how they define their level of service standards and how to apply transportation concurrency within their growth plans, policies, regulations, and permit systems. As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish LOS standards for transportation arterials. Once a jurisdiction sets a standard, it is used to determine whether the impacts of a proposed development can be met through existing capacity and/or to decide what level of mitigation will be required.

The LOS standard for City roadways is outlined in the City's Transportation Element of the Comprehensive Plan.

Intersection LOS Methodology

The adopted intersection LOS standard is LOS E for all intersections along Meridian Avenue, and LOS D for all other intersections. Intersection LOS is based on the vehicular delay traveling through an intersection during the busiest one-hour period. Intersection LOS was analyzed in Synchro version 10, using The *Highway Capacity Manual* (HCM) 6th Edition.

Smaller delays result in better LOS (A, B, C), while long delays mean worse LOS (D, E, F). The HCM methodology for estimating LOS for signalized intersections is measured as an average delay for vehicles entering on all approaches. In contrast, the HCM methodology for estimating LOS for two-way stop control (TWSC) intersections is to report the delay for the worst movement (such as eastbound left turns) to ensure that side street delay is adequately measured. TWSC intersections will have poor LOS when side street delay becomes excessive.

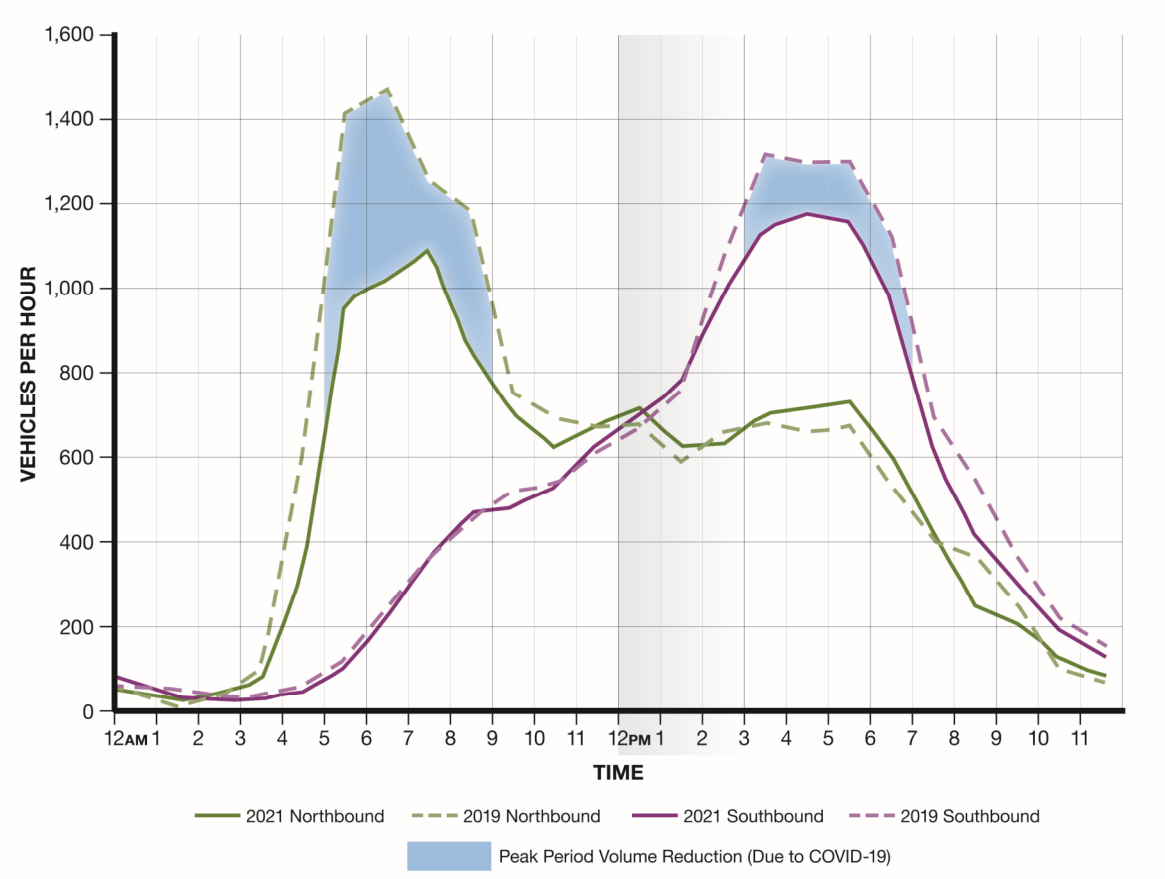
Roadway LOS Methodology

The roadway LOS standard is based on a volume-to-capacity ratio of 0.80 or 80 percent of capacity. The capacity estimates of each of the study roadways is based on capacity estimates developed within the Transportation Element of the City of Edgewood's Comprehensive Plan.

COVID-19 Adjustment

Traffic counts collected in February 2021 were compared to volumes collected in April 2019, prior to the COVID-19 pandemic. Figure 3 summarizes midweek average hourly volumes collected in February 2021, during the COVID-19 pandemic. As shown below, April 2019 and February 2021 hourly volumes are compared at Meridian Avenue south of 11th Street. These hourly volumes, as well as turning movement counts collected at concurrency study intersections, were used to develop an adjustment factor to account for changes in travel patterns due to the pandemic.

Figure 3 – Midweek Average Hourly Volumes on Meridian Ave (south of 11th Street), 2019 vs 2021 Comparison



As shown in Figure 3, the 2021 volumes have decreased compared to 2019 pre-pandemic conditions, especially in the southbound direction where high volumes are generally attributed to PM peak commute period congestion and drivers utilizing Meridian Avenue to avoid congestion on I-5. Southbound volumes on Meridian Avenue decreased by approximately 25 percent when comparing non-pandemic to pre-pandemic conditions. Future concurrency analysis volumes were adjusted to accommodate this decrease and conservatively estimate non-pandemic conditions, as described below.

Concurrency Evaluation Process

The process for evaluating transportation concurrency includes the following key steps:

- Begin with existing traffic counts for the PM peak hour (latest baseline concurrency model)
- As stated above, a COVID adjustment factor was applied to intersection approaches where 2021 traffic counts reflect reductions in traffic volumes due to the COVID-19 pandemic. Based on a comparison between 2021 counts and previous counts collected in 2017-2019, southbound volumes on Meridian Avenue decreased by approximately 25 percent and southbound volumes along 114th Avenue and 122nd Avenue decreased by approximately 50 percent. A 25 percent and 50 percent adjustment was applied to southbound volumes on Meridian Avenue and 114th and 122nd Avenues, respectively, to increase volumes and conservatively approximate non-pandemic conditions.
- Add known City pipeline development traffic to the traffic counts
- Add known other agency pipeline development traffic to the traffic counts
- Grow all existing counts by 1% per year to account for other background growth
- Test the intersections to determine if they meet adopted LOS standards:
    - LOS E for intersections along Meridian Avenue
        - Non-signalized or roundabout intersections are measured by the operation of the stop-controlled approach. The City's LOS standards allow for one or two-way stop control intersections to operate below standard if the approach would serve only a small volume of traffic and an alternative access was available.
    - LOS D for all other intersections in the City
- Calculate roadway volume to capacity ratios and see if they meet LOS standards
    - LOS C is standard for City minor arterials and collector streets as outlined in the Transportation Element. LOS C is a volume to capacity ratio of 0.80, or 80% of capacity.

The concurrency evaluation analyzes six years in the future (2027) to capture developments already approved and transportation projects that are funded and will be completed within that timeframe.

The transportation system assumptions include all future improvement projects that are funded and identified in the City's 6-year Transportation Improvement Program. Two notable projects are directly relevant to the future findings, and they include:

- Intersection Control Improvements at Meridian Avenue E / 32nd Street E
- Upgrade the traffic signal at Meridian Avenue E / Emerald Street E to remove the current split-phase signal timing

Concurrency Status

Intersection LOS

Table 3 summarizes the intersection LOS for 2027 based on the most recent intersection traffic counts plus the pipeline development shown in Table 1 and a one percent annual background growth rate in traffic. The annual growth rate is in addition to the pipeline development growth, so the actual growth rates are much higher than one percent depending on the intersection or roadway.

Table 3. Intersection LOS – Forecast 2027 Weekday PM Peak Hour

Intersection	2027 Traffic Control	LOS Standard	Forecast 2027 LOS	Estimated Trips Remaining[1]
1. 114th Street E / Jovita Blvd	Signal	D	C	1,450
2. Jovita Blvd E / Emerald Street E	Roundabout	D	A	1,650
3. Meridian Avenue E / Emerald Street E	Signal[2]	E	C	1,450
4. Meridian Avenue E / 8th Street E	Signal	E	D	1,150
5. Meridian Avenue E / 12th Street E	TWSC	E	C	1,700
6. Meridian Avenue E / 13th Street E	TWSC	E	**F**	**N/A**
7. Meridian Avenue E / 16th Street E	Signal	E	B	2,250
8. Meridian Avenue E / 20th Street E	TWSC[4]	E	C	800
9. Meridian Avenue E / 22nd Street E	TWSC	E	C	2,400
10. Meridian Avenue E / 24th Street E	Signal	E	D	1,450
11. Meridian Avenue E / 29th Street E	TWSC	E	**F**	**N/A**
12. Meridian Avenue E / 32nd Street E	Signal[3]	E	A	1,350
13. Meridian Avenue E / 36th Street E	Signal	E	C	1,600
14. 122nd Avenue E / 24th Street E	TWSC	E	B	1,400

Source: City of Edgewood
1. The estimated trips remaining at signalized intersection was calculated by growing all approach volumes at a uniform percentage until operations degraded below LOS standard. TWSC growth was estimated by proportionally increasing the side street volumes until LOS degraded below LOS standards.
2. This assumes a signal re-timing project that removes the split phasing at Meridian Ave E / Emerald St E has been completed.
3. Assumes the installation of a traffic signal or roundabout at Meridian Ave E / 32nd Street E as shown in the City's 6-year TIP.
4. Installation of a signal at Meridian Avenue E / 20th Street E is currently being evaluated as part of an Intersection Control Evaluation for WSDOT.

All intersections are expected to operate at or better than LOS standards, except for the Meridian Avenue E/13th Street E and Meridian Avenue E/29th Street E intersections. These intersections are two-way stop-controlled intersection that are expected to experience excessive side street delay on the EB and WB legs for vehicles making left turns onto Meridian Avenue. The west leg of the Meridian Avenue E/13th Street E intersection is within the City of Milton and thus is not subject to Edgewood's concurrency requirements. The LOS standards set within the Transportation Element of Edgewood's Comprehensive Plan states that "To avoid mitigation that would only serve a small volume of traffic, the City may allow two-way and one-way stop-controlled intersections to operate worse than LOS standards." Additionally, with the build-out of the parallel roadway network, vehicles will have alternative access points north and south of 13th Street E and 29th Street E that will improve access to Meridian Avenue.

Remaining Intersection Capacity

In addition to forecasting the intersection LOS, the estimated remaining trip capacity per intersection is shown in Table 3. For signalized intersections, the number of trips was calculated by applying a consistent growth rate to all volumes (i.e. all turning movements grown by 10 percent), then testing intersection LOS. If the LOS was at or above the standard, the growth rate was continually increased until the intersection operated below the LOS standard. If trip growth does not occur uniformly by movement (which it likely will not), the actual number of additional trips that the intersection can process will be lower than those reported in Table 3.

Estimated trip capacity for TWSC intersections was estimated by proportionally increasing the side street volumes (without decreasing mainline volumes) until the intersection operations decreased below the LOS standard. This was done to show that these intersections are much more susceptible to LOS changes from a small change in volumes on side streets.

Roadway LOS

The forecasted roadway LOS is summarized in Table 4, based on the most recent intersection and roadway counts plus the pipeline development shown in Table 1 and a 1 percent annual background growth rate.

Table 4. Roadway LOS – Forecast 2027 Weekday PM Peak Hour

Roadway Segments	LOS Standard	Estimated Peak Hour Capacity[1]	2027 NB / EB LOS (v/c Ratio)	2027 SB / WB LOS (v/c Ratio)	Estimated Trips Remaining (NB/EB / SB/WB)
1. 114th Ave E, south of Jovita Blvd	C	990	A (0.13)	B (0.35)	665 / 445
2. 8th St E, east of Meridian Ave E	C	990	B (0.33)	B (0.44)	465 / 355
3. 24th St E, west of Meridian Ave E	C	990	B (0.41)	B (0.40)	380 / 390
4. 24th St E, east of Meridian Ave E	C	990	A (0.24)	A (0.22)	555 / 575
5. 24th St E, west of 122nd Ave	C	990	A (0.09)	A (0.07)	705 / 725
6. 122nd Ave E, north of 24th St E	C	990	A (0.16)	A (0.30)	630 / 495
7. 122nd Ave E, south of 24th St E	C	990	A (0.21)	B (0.35)	580 / 440
8. 32nd St E, west of Meridian Ave E	C	990	A (0.03)	A (0.01)	765 / 780
9. 36th St E, east of Chrisella Rd E	C	990	A (0.18)	A (0.04)	615 / 755
10. 48th St E, east of 122nd Ave E	C	990	A (0.22)	A (0.13)	575 / 665
11. Chrisella Rd E, south of 48th St E	C	990	A (0.14)	B (0.19)	650 / 600

Source: City of Edgewood Transportation Element
1. Based on Highway Capacity Manual Exhibit 16-14 in HCM 2010 as used in the City of Edgewood's Comprehensive Plan.

All roadway segments are expected to operate at or above the LOS standard in 2027.

Remaining Roadway Capacity

The roadway LOS is based on volume to capacity ratio, which enables a more accurate estimate of the available number of trips on each roadway. These remaining trip estimates are also provided in Table 4 and range from 355 to 780 additional vehicles per hour of available capacity.

Recommendations

Based on the results of the 2021 annual concurrency evaluation, the following items are recommended to be assessed and updated, as needed.

Update the Trip Threshold for Concurrency Evaluation in the Edgewood Municipal Code
The Edgewood Municipal Code (EMC) currently requires that all developments be tested for concurrency, even small, short-plats that generate few new vehicle trips. The concurrency report

has demonstrated that there is generally sufficient capacity in the transportation system to accommodate the City's land use plan. In the past 5 years, only one development has not met concurrency. In that specific case, the development generated more than 300 PM peak hour trips, and the primary access was a two-way stop-controlled intersection along Meridian Avenue.

We recommend that the language in the EMC 18.105 be revised to exempt developments generating fewer than 15 PM peak hour trips from the concurrency process, consistent with the City's current traffic study guidelines. Developments that generate fewer than 15 PM peak hour trips are typically 'captured' in the annual growth rate applied to traffic counts and have negligible impact on the transportation system. Developments still may be reviewed under the State Environmental Policy Act (SEPA) and the City's development review process to evaluate impacts and potential mitigation to address site access and safety issues.

Update the City's 6-Year Transportation Improvement Program
Two intersection projects have been included in the City's 6-year Transportation Improvement Program (TIP) to maintain concurrency. The projects include:

- Intersection Control Improvements at Meridian Avenue E / 32nd Street E
- Upgrading the traffic signal at Meridian Avenue E / Emerald Street E to remove the current split-phase signal timing

The signal improvements at Emerald Street are funded and are currently being designed with construction expected in the fall of 2021.

Since the last annual concurrency report, the City has performed a feasibility assessment of installing a traffic signal or constructing a roundabout at the Meridian Avenue / 32nd Street E intersection. The traffic signal was found to not meet signal warrants, and constructing a roundabout was shown to cost more than $2 million dollars. The roundabout would primarily benefit the approximately 30 vehicles per hour that are attempting to turn left from the west approach. Vehicles attempting to turn left from the east approach have alternative routes they could utilize during periods of heavy congestion.

Due to the costs and impacts of constructing a roundabout at the Meridian Avenue / 32nd Street E intersection, and the fact it would benefit a few vehicle trips, the City should identify alternative strategies to address the LOS issues along Meridian Avenue between 24th Street E and 36th Street. Alternatives could include access management treatments with complimentary designated u-turns at 24th Street E and 36th Street E intersections. A roundabout at 36th Street E could provide many more benefits at a similar cost to a roundabout at 32nd Street E. Additional work is needed to confirm the long-term strategy for addressing operations and safety needs along this stretch of Meridian Avenue, while also identifying how any solution will support future land uses.

In addition to those projects, the City should continue addressing missing segments of the parallel roadway network between 8th Street E and 20th Street E, along with 29th Street E to 36th Street E. Two of the stop-controlled intersections along Meridian Avenue at 13th Street E and 29th Street E are forecasted to operate at or below LOS standards by 2027. The expected poor performance of the intersections suggests that completion of segments of the parallel roadway network need to continue to be prioritized in the City's 6-year TIP to provide for improved access and circulation along Meridian Avenue and maintain transportation concurrency.

Consider Updating the Transportation Concurrency Fee Schedule
The fees to administer and monitor the transportation concurrency program were originally developed in 2017 after the program was adopted by the City Council. The fees have remained unchanged since that time. Currently a concurrency reserve certificate costs a minimum of $2,500

and accounts for up to 25 net new PM peak hour trips. Any trip over the first 25 trip threshold costs another $75 per trip, up to a maximum of $7,500.

The fee per trip and the maximum amount should be updated to cover the costs of evaluating more complex development proposals. The increase in fees will also help the City cover the costs of monitoring and tracking the performance of the transportation system on an annual basis. It is recommended the City increase the per trip fee over the base of 25 trips from $75 to $80 an additional trip. In addition, the maximum fee should be raised from $7,500 to $10,000 so the costs to evaluate larger development proposals are recovered through the program.

City Of Edgewood
Council Agenda Summary Sheet

Subject: **Discussion** – Ordinance – PROST Plan Update	**Agenda Item #: 3.G** **For Agenda of: 4/19/2022** **Prepared by: Jeremy Metzler**

Attachments (list):
1. 2022 0413 Edgewood PROST Plan DRAFT

Approval of Materials: Jeremy Metzler Jill Schwerzler-Herrera 4/14/2022 Dave Gray 4/14/2022 Daryl Eidinger 4/14/2022	**Expenditure Required:** N/A **Amount Budgeted:** N/A **Timeline:** 04/19/2022 SS 04/26/2022 RCM

Summary Statement:
In order to maintain eligibility for Recreation and Conservation Office (RCO) grant funding, the Parks and Recreation Advisory Board (PRAB) has been working with staff and the City's on-call consultant, SCJ, on preparing an update to the City's Parks, Recreation and Open Space (PROS) Plan. This effort began in September 2021, and SCJ has been coordinating with the PRAB regularly since, soliciting the public's input through interactive tools shared on the City's website.

Components of the new Parks, Recreation, Open Space and Trails (PROST) Plan was first presented to the Planning Commission at their February 14, 2022 meeting, with the first full draft of the PROST Plan being shared at their March 14, 2022 meeting. An updated draft was presented to the Planning Commission for their recommendation at their April 11, 2022 meeting, and to the Parks and Recreation Advisory Board (PRAB) at their April 13, 2022 meeting. The attached draft has been updated to address comments provided by PRAB Members and staff, as well as several corrections resulting from quality control review. Staff anticipates delivery of the final complete draft before Council's scheduled action at next week's regular meeting.

Item History:
04/05/2022 SS
04/12/2022 RCM PH

Recommended Action:
Hold a discussion and provide staff guidance regarding **Discussion** – Ordinance – PROST Plan Update.

Fiscal Note/Consideration:
N/A

EDGEWOOD

Parks, Recreation, Open Space, & Trails Plan

March 2022

EDGEWOOD
Parks, Recreation, Open Space, & Trails

SCJ ALLIANCE
CONSULTING SERVICES

Project Information

Project:	Edgewood Parks, Recreation, Open Space, & Trails (PROST) Plan
Prepared for:	City of Edgewood

Reviewing Agency

Jurisdiction:	City of Edgewood
	Washington State Recreation & Conservation Office (RCO)

Project Representative

Prepared by:	SCJ Alliance 8730 Tallon Lane NE, Suite 200 Lacey, WA 98516 *www.scjalliance.com*
Contacts:	Dan Penrose, AICP Planning Director
	Chris Overdorf, PLA ASLA Principal Landscape Architect
Project Reference:	SCJ# 20-000480
Path:	N:\Projects\0748 City of Edgewood\20-000480 Edgewood PROS

ACKNOWLEDGMENTS

City of Edgewood

"A unique, safe and prosperous community of neighbors"

City Council & Mayor

Daryl Eidinger - Mayor
Mark L. Creley - Councilmember Position 1
Ryan Day - Councilmember Position 2
Christi Keith - Councilmember Position 3
Rosanne Tomyn - Deputy Mayor, Councilmember Position 4
John C. West - Councilmember Position 5
Erica Buckley - Councilmember Position 6
Nate Lowry - Councilmember Position 7

Parks & Recreation Advisory Board

Position 1 - Brian Levenhagen (Chair)
Position 2 - Stacie Farmer
Position 3 - Bill Hilton
Position 4 - Amity Highley
Position 5 - Jeff Southard (Vice-Chair)
Position 6 - Linda Howard
Position 7 - Anne Percival

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Position 1 - Carly Guillory
Position 2 - JoAnn Overfield (Chair)
Position 3 - Tom Greene
Position 4 - Sarah Wagner
Position 5 - Jason Ramirez
Position 6 - Allison Pincas (Vice Chair)
Position 7 - Karla Slate

Staff

Jeremy Metzler, PE - Public Works Director

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Intro letter from City of Edgewood

OVERVIEW

Purpose & Structure

The City of Edgewood's Parks, Recreation, Open Space, and Trails (PROST) Plan anticipates the capital projects, programs, and improvements necessary to meet the community's desired quality of life and its expectations for their parks and recreation system. This plan provides a vision of what the residents of Edgewood desire their parks & recreation system and anticipates the ever changing needs and growth in the City.

The PROST Plan for Edgewood is a functional chapter and companion of the City's Comprehensive Plan that provides a six-year strategic plan and policy framework to meet the City's park and recreational needs. The purpose of the plan is to meet Washington State Growth Management Act (GMA) requirements and maintain the City's eligibility to set forth a six-year capital facilities program for park development and acquisitions focused on gaps in levels of service, asset diversity, and diversity, equity and inclusion. This review of our current facilities, facility condition, location and recreation offerings provided in comparison with trends and level service. This comparison assists in the development of goals and objectives that inform a plan of action for the next 6 years for improvement to and development of new facilities. In this way, the PROS Plan helps identify and prioritize needs for capital reinvestment.

The PROST Plan is also required to maintain the county's eligibility for grant funding through the Washington State Recreation and Conservation Office (RCO). RCO funding can be an important resource for addressing park development, renovation and maintenance projects. With a current PROS Plan in place, Clark County can request state/federal funding from RCO to enhance our local resources. The Plan also keeps us competitive for other grant programs from both public and private partners.

While RCO has no specific formal requirements for the format of a PROST plan, there are some suggested chapters and elements that this plan follows. Ultimately, RCO expects that a certified PROST plan will capture the needs of the City of Edgewood and the quality of life desired by the community.

The process used to develop the City of Edgewood Parks, Recreation, Open Space & Trails Plan is modeled after six minimum elements noted in RCO Manual 2: Planning Policies & Guidelines, from April 2021.

Aside from the first section, the project overview, this plan is structured around six core elements needed for an effective comprehensive parks plan that is certifiable by RCO.

2. Goals and Objectives

The plan must support the applicant's park and recreation mission, including the current project, with broad statements of intent, or goals that capture a community's desired outdoor recreation resources.

3. Inventory

A description of the planning or service area, including the physical setting and summary of conditions of the complete inventory of each existing outdoor recreation asset or program.

4. Public Involvement

A description of how the planning process gave the public ample opportunity to be involved in plan development and adoption.

5. Demand & Needs Analysis

An analysis that takes your inventory work and public involvement into consideration, balancing public demand with your organization's current capacity and future expectations.

6. Capital Improvement Program

A list of the desired capital improvements or capital facility programs of at least 6 years that lists and prioritizes desired land acquisition, development, renovation, and restoration projects.

GOALS & OBJECTIVES

Goal 1

Provide efficient and effective management of parks resources.

OBJECTIVE 1.1

Identify and pursue funding to improve the function and value of parks for City residents, when feasible and within the context of available City resources. Address gaps in the level of service standards outlined in Objective 3.1 as a high priority.

OBJECTIVE 1.2

Explore cost-sharing options to support the park system. These may include but are not limited to:

a) Seed fund to provide the local matching funds required for most federal, state, local and private grant sources.

b) User fees for programs or services that primarily benefit individual users or groups.

c) Public-private partnerships to allow enterprise in selected park sites in exchange for support of facility development, in cases where the private enterprise adds value to the existing public benefit of the park.

d) Development regulations such as impact fees and requirements for provision of on-site recreation facilities.

OBJECTIVE 1.3

Emphasize low maintenance and operation requirements as a high priority in the design of new park facilities.

a) Design and develop park and recreational facilities to be of low-maintenance and high-capacity design to reduce overall facility maintenance and operation requirements and costs.

b) Where appropriate, use low-maintenance materials, settings, or other value-engineering considerations that reduce care and security.

OBJECTIVE 1.4

Continue to involve community organizations in parks improvement.

a) Encourage citizen engagement and ownership of parks.

b) Assess the feasibility of establishing a formalized volunteer program that would track activities and recognize volunteer efforts.

c) Start an Adopt-a-Trail and/or Adopt-a-Park program.

OBJECTIVE 1.5

Seek opportunities to work with public school districts to enhance the recreational value of school facilities, fields, and play areas.

Goal 2

Encourage public involvement in planning for park and recreation facilities.

OBJECTIVE 2.1

Invite members of volunteer and community groups that support parks to engage in planning processes.

OBJECTIVE 2.2

Periodically review park and recreation preferences, needs and trends through household surveys, public meetings, and other public input sources.

OBJECTIVE 2.3

Utilize the Parks and Recreation Advisory Board (PRAB) and other citizen advisory committees as forums for public discussion of parks and recreation issues.

OBJECTIVE 2.4

Provide public information regarding parks planning processes through a variety of means (e.g. public notices, bulletins, quarterly newsletters, websites, social media), in order to reach all community members.

Goal 3

Develop a parks, recreation and open space system that builds on existing strengths and serves all residents of the community.

OBJECTIVE 3.1

Over the next five to 10 years, improve the park system to meet the following level of service standards:

a) For all parks, consider the following measures:

1. Provide parks that meet the interests and needs of the City's citizens, based on public input and survey findings.
2. Prioritize development of existing undeveloped parklands over acquisition of new parklands.
3. Prioritize development of non-motorized connections to parks.

b) For active parks:

1. Provide 5.8 acres per 1,000 people.
2. Strive to provide parks within a 15-minute walk of all City residents. Fifteen-minute walk areas and current service gaps are shown in Figure X.

c) For passive open space:

1. Provide 4.1 acres per 1,000 people.
2. Consider providing more than 4.1 acres per 1,000 people, if opportunities arise to acquire properties that meet the City's environmental objectives, taking into account other parks priorities.

OBJECTIVE 3.2

Pursue the following short-term priorities for system development:

a) Develop existing parkland to increase the number of active parks and facilities.

b) Acquire new parkland that helps to meet level of service standards and that is affordable to purchase and maintain.

c) This could include parcels in areas west of Meridian Ave E and in Sumner Heights for a neighborhood-scale park (3-15 acres in size).

d) Create a signature community park within a ten-minute drive of all Edgewood citizens to serve as a community gathering space and celebrate the City's unique rural character.

e) Build on existing trails, pathways and sidewalks to increase non-motorized connections between parks, schools and other community facilities. Ensure that the character of trails, pathways and sidewalks is appropriate for Edgewood. (See Objective 6.1)

f) Complete the proposed short-term park and trail projects listed in the Capital Improvement Program for this plan.

OBJECTIVE 3.3

Plan for the following long-term priorities:

a) Review and update level of service standards to recognize the evolving park system, development patterns and revenues for new facilities.

b) As the level of service is adjusted, review and update plans to meet new level of service standards.

c) Create a park maintenance and renovation plan that prioritizes and directs resources to higher-use parks and facilities first.

OBJECTIVE 3.4

Explore opportunities to collaborate with public, private, and nonprofit partners to meet the level of service standards and short-term priorities for the City of Edgewood's park system. Examples include jointly acquiring or developing parkland and making public facility improvements on school properties.

OBJECTIVE 3.5

In cases where developers offer to give parkland to the City, consider the following criteria for acceptance. Also, consider other options that may be appropriate, such as critical area set asides.

a) The land is linked to a trail system or otherwise easily accessible to the public.

b) The land will create or expand a green belt.

c) The acquisition will help the City to meet the level of service standards outlined in Objective 3.1.

d) The cost of developing and maintaining the land is feasible.

e) There is a public benefit that justifies City ownership.

f) The land contains a high value natural area.

Goal 4

Ensure park lands and facilities that are actively used by community members are safe and accessible.

OBJECTIVE 4.1

Implement the provisions and requirements of the Americans with Disabilities Act (ADA), Crime Prevention through Environmental Design (CPTED) and other design and development standards that will improve park safety and security for users, staff and the public at large.

OBJECTIVE 4.2

Locate new parks in locations that are readily accessible to the populations they are intended to serve.

OBJECTIVE 4.3

Where appropriate, work with community members to increase safety and security awareness through programs such as neighborhood park watches and Adopt-a-Park.

Goal 5

Protect and manage natural areas for the enjoyment of current and future generations.

OBJECTIVE 5.1

Work to maintain and, where feasible, improve ecosystem function in natural areas in the park system.

OBJECTIVE 5.2

Ensure that development of parks facilities is compatible with the City's goals and policies for protection of natural areas.

OBJECTIVE 5.3

Balance the demand for public access with protection of environmentally sensitive areas.

OBJECTIVE 5.4

Encourage the use of green belts as open space, trail linkages, and buffers between uses.

OBJECTIVE 5.5

Collaborate with regional partners to identify open space systems in Edgewood that have ecological, economic and recreational value, and develop strategies for conservation and enhancement.

OBJECTIVE 5.6

Coordinate with community members to preserve natural open space lands and sustain the rural character of the community for future generations.

a) Raise awareness of Pierce County's Open Space Public Benefit Rating System Tax Program.

OBJECTIVE 5.7

Evaluate and make recommendations for the acquisition or protection of ecologically valuable properties within the City. Such properties could include:

a) Critical fish and wildlife habitat such as nesting sites, foraging areas, and wildlife mitigation corridors.

b) Environmentally sensitive areas such as wetlands, open spaces, woodlands, and other features that support wildlife and reflect Edgewood's natural heritage.

Goal 6

Build an interconnected system of multi-purpose, non-motorized trails throughout the City that provides access to community facilities and regional transportation networks.

OBJECTIVE 6.1

Build on existing non-motorized paths and trails to increase nonmotorized connections between Meridian Ave E, the Interurban Trail, parks, schools and other community facilities.

OBJECTIVE 6.2

Include walking, jogging, horseback and bicycle trails in the design of parks and recreation facilities, where feasible.

OBJECTIVE 6.3

As the system develops, update trail maps and standardized trail signage to mark routes, distances, and significant features of interest.

OBJECTIVE 6.4

Coordinate with adjacent jurisdictions to develop and maintain regional trails, such as the Interurban Trail.

OBJECTIVE 6.5

Enlist community organizations to perform trail improvement work.

OBJECTIVE 6.6

Only utilize traditional sidewalks for stretches of the trail system when necessary due to space, environmental constraints or safety concerns.

OBJECTIVE 6.7

With proposed vacation of right-of-way and street improvement plans, consider potential connectivity with existing or proposed trail corridors, parks, and neighborhoods.

OBJECTIVE 6.8

Where appropriate, locate trailheads at or in conjunction with park sites, schools, and other community facilities to increase local area access to the trail system and to reduce duplication of supporting improvements and amenities.

Goal 7

Encourage opportunities for recreation and cultural activities that are responsive to the needs of the community.

OBJECTIVE 7.1

Encourage community groups to continue to provide recreational programming at park sites.

OBJECTIVE 7.2

As a long-term priority, develop an approach for future recreational and cultural programming in Edgewood that serves community members and also supports the City's economic development strategy to promote Edgewood's rural assets and heritage as a destination for intra-regional tourism.

a) Explore opportunities to offer programming in conjunction with volunteer organizations, school districts, the private sector, and adjoining communities.

b) Evaluate the programming needs of different age groups, cultural groups, and income groups.

c) Consider how rooms at the Civic Center could be used to support programming.

d) Consider ways to highlight the history and character of Edgewood in programming.

Goal 8

Pursue opportunities to collaborate with other jurisdictions, public agencies, the private sector, and community groups in order to leverage resources and achieve the goals and objectives of the PROS plan.

This goal is incorporated throughout the Edgewood PROS plan. Following is a list of objectives that call for opportunities to collaborate with existing and new parks partners.

List of objectives:

- Objective 1.2
- Objective 1.4
- Objective 1.5
- Objective 2.1
- Objective 2.3
- Objective 3.4
- Objective 3.5
- Objective 4.3
- Objective 5.6
- Objective 6.4
- Objective 6.5
- Objective 7.1
- Objective 7.2

INVENTORY & ASSESSMENT

Inventory & Assessment

COMMUNITY CONTEXT

The City of Edgewood is located in northern Pierce County and comprises a land area of 5,382 acres, or approximately 8.41 square miles. It is bordered by the cities of Sumner and Pacific to the east, the City of Puyallup and unincorporated Pierce County to the south, the cities of Milton and Fife to the west, and unincorporated King County to the north. The City's incorporated boundaries are coterminous with its Urban Growth Area (UGA), with no unincorporated UGA. In addition, parts of Edgewood are within the boundaries of the Puyallup Indian Reservation.

Land Use

Edgewood is a small-town community with a rural agricultural history and character. Historically, Edgewood was primarily an agricultural and wooded area. Since its incorporation in 1996, the City has become increasingly urban. As it grows, the City's vision is to retain its rural character.

The majority of the City is composed of residential land uses. Over 73% of residential units are single-family, but there are also multi-family developments and duplexes located throughout the City. Commercial, mixed-use, and multi-family land uses are concentrated along Meridian Ave E in the west-central part of the City, and at the far western edge of the City. Public land uses, such as parks, schools, civic buildings, and utility facilities, are distributed throughout the City.

Environment

Edgewood's environment is comprised of both natural and built features. The relationships between the City's natural environment and development have profound impacts on the quality of life in Edgewood, and citizens

value Edgewood's plentiful natural features. Edgewood's natural environment includes stands of mature trees, steep slopes, ravines, topographic depressions (known as potholes), and several water features. Lake Chalet is located in west-central Edgewood. Four perennial creeks flow through the City: Jovita Creek, Surprise Lake Creek, Simons Creek, and Wapato Creek. Wetlands are found adjacent to these creeks and throughout the City.

Most of the City's land area is located on an upland plateau bordered by the steep walls of the Puyallup River valley to the south and the White River valley to the east. Elevations within the City begin at 20 feet above sea level and rise to approximately 500 feet. The highest elevations are found in the southeast corner of the City.

Climate

The City experiences a typical maritime climate of mild, wet winters and relatively cool, dry summers. The average precipitation rate for the area is 38.3 inches per year, with an average annual temperature of 50.8 degrees Fahrenheit. The annual precipitation occurs primarily in an eight-month period beginning in October and ending in May.

Demographics

Park users in Edgewood represent all segments of the community and include people of all ages and backgrounds. In general, children and families use parks with play equipment and picnic areas, members of sports leagues use parks with athletic fields, and nature enthusiasts and bicycling and walking enthusiasts use trails. There is also a community garden in Edgewood that is used by community members who enjoy

2010–2021

Year	Population	% Increase from Previous Year
2010	9,387	--
2011	9,419	0.34%
2012	9,447	0.30%
2013	9,497	0.53%
2014	9,574	0.81%
2015	9,676	1.07%
2016	9,812	1.41%
2017	10,613	8.16%
2018	11,250	6.00%
2019	11,606	3.16%
2020	12,327	6.21%
2021	13,110	6.35%

Source: Washington State Office of Financial Management (OFM)

Table 1 Population Growth in Edgewood, 2010–2021

Source: Washington State Office of Financial Management (OFM)

Community groups that utilize City parks facilities include Boy Scouts, Future Farmers of America (FFA), 4H, Edgewood Friends of the Parks, Fife Milton Edgewood (FME) Soccer Club, the Edgewood Athletic Association, and more.

Population

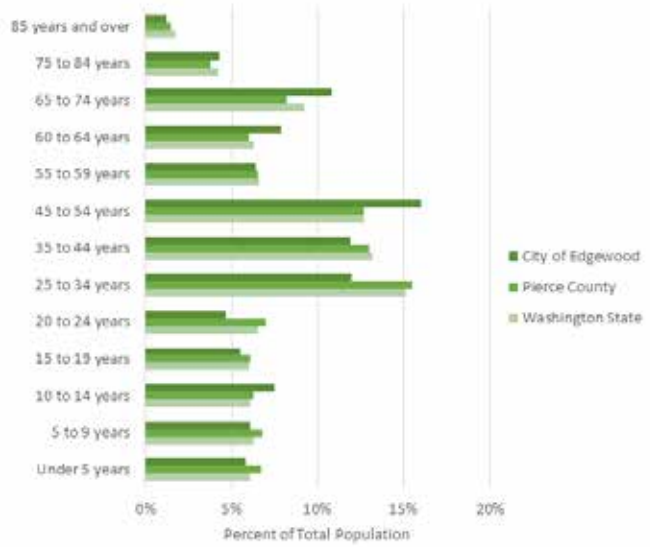
In 2021, Edgewood had a population of 13,110, according to the Washington State Office of Financial Management's (OFM) annual population estimates. Edgewood was the state's fifth-fastest growing city, with a population growth rate of 6.35% from 2020 to 2021. Table 1 illustrates Edgewood's population growth over the last decade.

Since its incorporation in 1996, the City has increased significantly in size, with much of this growth occurring within the past few years. Edgewood experienced only nominal population growth for the first two decades after its incorporation. Over the last five years (2017–2021), however, the City's population has increased by nearly 6% per year on average, with almost 2,500 new residents coming into the community over the same time period.

Age

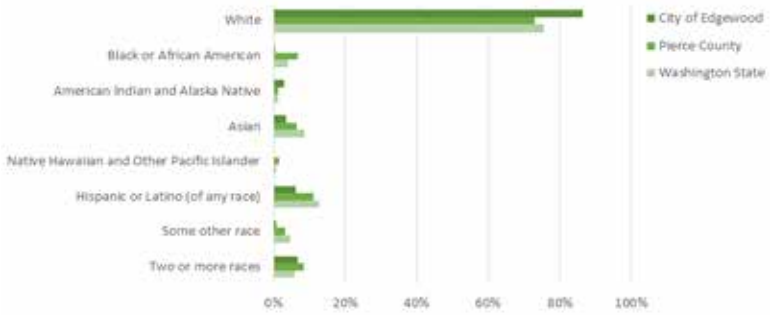
Overall, Edgewood's population is slightly older than that of the county or the state. The median age in Edgewood is 41.7 years, compared to 36.1 for Pierce County and 37.7 for the state of Washington.

Percentages of population by age group are illustrated in Figure 1. This distribution highlights that Edgewood residents skew older, with a smaller relative proportion of children and younger adults (under 44 years of age).



Race and Ethnicity

Figure 2 provides a general breakdown of race for Edgewood, as well as that of the county and state. The City's population is 86.4% white, compared to 72.9% for Pierce County and 75.4% for the state of Washington. Overall, Edgewood has the smallest proportion of people of color among the communities examined, although this proportion has been increasing over the past several years.



Income and Employment

Edgewood's population is generally wealthier than the surrounding communities, and significantly wealthier than the county and state averages. The median household income in Edgewood is $100,110, compared to $72,113 for Pierce County and $73,775 for the state of Washington. The percentage of Edgewood's population living below the poverty level is 3.5%, compared to 10.4% for Pierce County and 10.8% for the state of Washington.

Additionally, a higher percentage of Edgewood's population is employed than those of the county and state. The employment rate in Edgewood is 65.2%, compared to 61.6% for Pierce County and 61.4% for the state of Washington.

Housing

The City's recent population growth is reflected in its housing occupancy rates. The City's housing occupancy rate is 95.9%, compared to 93.2% for Pierce County and 91.7% for the state of Washington. This indicates the City's population growth is likely outpacing that of its housing stock.

Additionally, the homeownership rate in Edgewood is 77.8%, compared to 63.1% for the state of Washington as a whole, indicating a relatively stable population. Recent development in the Meridian Corridor has focused on multifamily housing, which will likely both bring in a younger population and lower the homeownership rate over time.

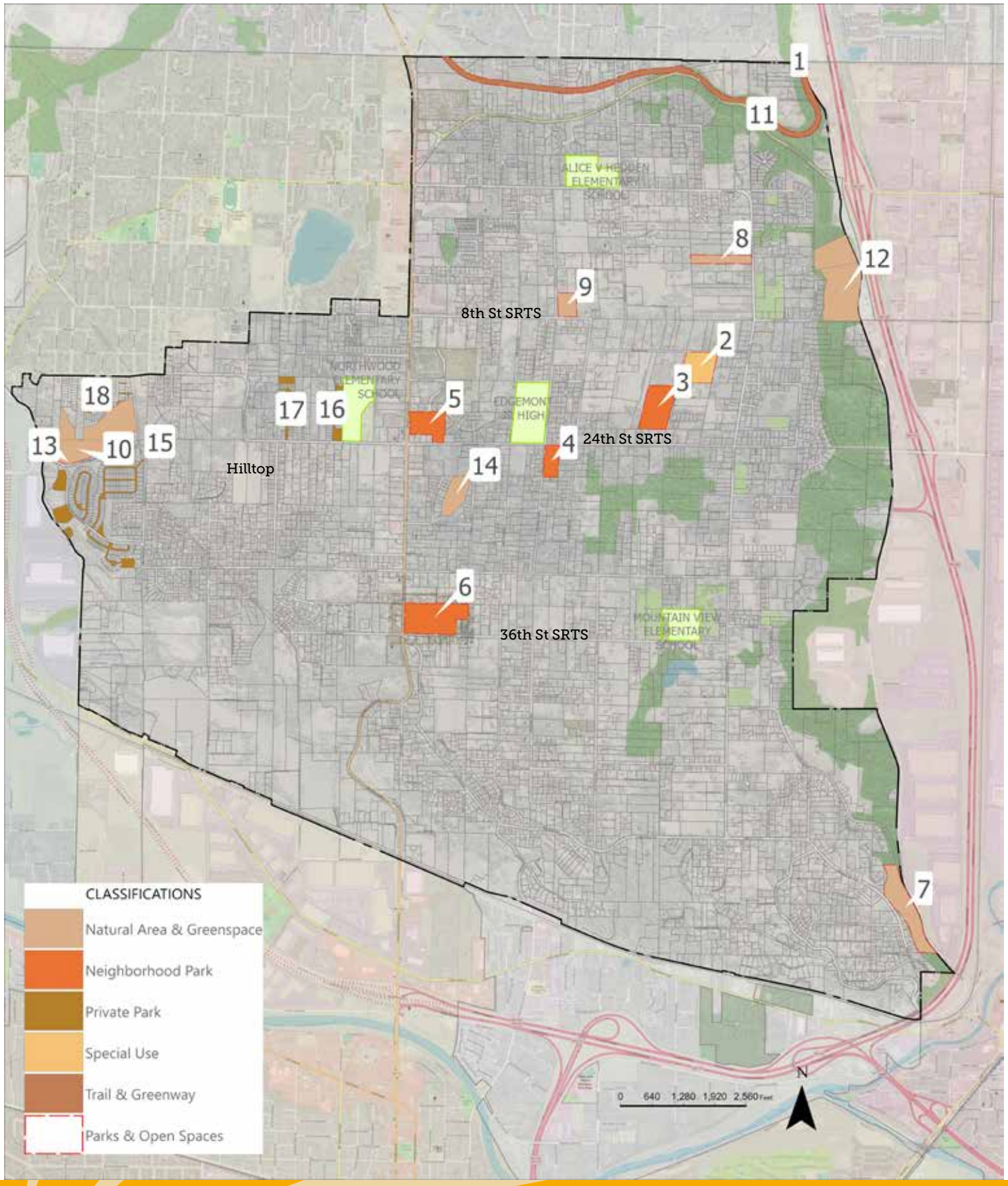
PARKLAND INVENTORY

The City of Edgewood lists eighteen different parkland, open space, and trail areas on city-wide inventory accounting for a total of almost 142 acres. Currently however, the City is responsible for operating and maintaining approximately only 63 total acres of active neighborhood parks, special use facilities, and trails & greenways. The remaining acreage includes 76 acres of vacant undeveloped land and another 2+ acres of private parklands & open space associated with housing developments.

See Key Map next page.

1 Interurban Trail
2 Nelson Farm
3 Nelson Nature Park
4 Edgemont Park
5 City Hall Park
6 36th & Meridian Park
7 Kempf Open Space
8 Crawford Woods
9 Walker Pond
10 Mortenson Park
11 Jovita Canyon
12 Litowitz Open Space
13 Mortensen Farm Slopes
14 Lake Chalet
15 Westridge Subdivision
16 Northwood Estates
17 Aster Point
18 Edgewood View Estates

Key Map


1
11
ALICE V HEDDEN ELEMENTARY SCHOOL
8
12
9
8th St SRTS
2
3
NORTHWOOD ELEMENTARY SCHOOL
18
17
16
5
EDGEMONT JR HIGH
13
10
15
4
24th St SRTS
Hilltop
14
6
36th St SRTS
MOUNTAIN VIEW ELEMENTARY SCHOOL
7
CLASSIFICATIONS
Natural Area & Greenspace
Neighborhood Park
Private Park
Special Use
Trail & Greenway
Parks & Open Spaces
0 640 1,280 1,920 2,560 Feet
N

Park Inventory Table

with Assessment Overview

ID	Park Name + Location	Park Type	Park Classification	Current Status	Size (acres)	Assessed Score
1	**Interurban Trail**	**Community Trail**	**Trails & Bikeway**	Partially developed	**10.47**	**3.8**
2	**Nelson Farm**	**Farm**	**Special Use**	Undeveloped	**9.05**	**2.0**
3	**Nelson Nature Park**	**Nature/Passive Open Space**	**Natural Area & Greenspace**	Developed	**11.52**	**2.6**
4	**Edgemont Park**	**Community Park**	**Neighborhood Park**	Developed	**4.33**	**2.3**
5	**City Hall Park**	**Community Park**	**Neighborhood Park**	Partially developed	**7.62**	**3.1**
6	**36th & Meridian Park**	**Community Park**	**Neighborhood Park**	In Development	**16.47**	**n/a**
7	**Kempf Open Space**	**Nature/Passive Open Space**	**Natural Area & Greenspace**	Undeveloped	**13.82**	**n/a**
9	**Walker Pond**	**Nature/Passive Open Space**	**Natural Area & Greenspace**	Undeveloped	**4.08**	**n/a**
8	**Crawford Woods**	**Nature/Passive Open Space**	**Natural Area & Greenspace**	Undeveloped	**4.67**	**n/a**
10	**Mortenson Farm**	**Nature/Passive Open Space**	**Special Use**	Undeveloped	**7.37**	**n/a**
11	**Mortenson Farm**	**Nature/Passive Open Space**	**Natural Area & Greenspace**	Undeveloped	**7.37**	**n/a**
12	**Jovita Canyon**	**Nature/Passive Open Space**	**Natural Area & Greenspace**	Undeveloped	**42.99**	**n/a**
13	**Litowitz Open Space**	**Nature/Passive Open Space**	**Natural Area & Greenspace**	Undeveloped	**46.41**	**n/a**
14	**Mortenson Farm Slopes**	**Nature/Passive Open Space**	**Natural Area & Greenspace**	Undeveloped	**16.70**	**n/a**
15	**Lake Chalet**	**Private Park**	**Private Park**	Unknown	**0.10**	**n/a**
16	**Westridge Subdivision**	**Private Park**	**Private Park**	Unknown	**0.10**	**n/a**
17	**Aster Point**	**Private Park**	**Private Park**	Unknown	**2.40**	**n/a**
18	**Edgewood View Estates**	**Private Park**	**Private Park**	Unknown	**0.10**	**n/a**

Park Inventory Form

Site Assessment Methodology

Inventory & Assessment Methodology

Inventory and assessment of the City's parklands was graded by City of Edgewood staff and the consultant during a tour of the primary parklands. The assets were reviewed subjectively using a scale of 1 to 5 to indicate its condition - from poor to excellent.

Individual components of each park and trail inventory were categorized and then given with its own assessment score which were all then combined to form an overall average score.

Assessment Categories:

- Structures
- Play Fields/Courts
- Trails & Tracks
- Play Environments
- Specialty Recreation
- Landscape/Open Space
- Environmental
- Parking & Access
- Site Amenities
- Signage/Wayfinding/Art
- Miscellaneous

The subjective assessment scores were based on the visual and known condition of each element based on the following criteria:

- Overall Condition / Cleanliness
- Hardscapes / Infrastructure
- Drainage
- Pathways
- Structures
- Wayfinding
- Parking
- Vegetation
- Play Equipment
    - Accessibility - assessing the degree to which the playground is usable by visitors who are physically disabled.
    - Safety/Clearances - Safety clearance assesses whether the playground exhibits minimum clearances and whether fall-protection surfacing is adequate
    - Structural Posts & Members - Wood posts are surveyed because they are especially susceptible to wood rot and may need replacement with structures utilizing metal posts.

Detailed inventory and assessment notes are located on the following pages as well as summarized in Appendix D.

Park Information - Interurban Trail

Name:	Interurban Trail
Size:	10.47 acres
Classification:	Trails & Bikeway
Current Status:	Partially Developed

Park Amenities – Interurban Trail

Amenity/Category	Quantity	Notes
Structures		
Combo covered picnic tables	4	Including one on trail
Standard CXT building	1	
Port-o-john	1	
Elevated Boardwalk	1	
Play Fields/Courts		
Trails & Tracks		
Multi-modal asphalt pathway	1	Currently a dead-end trail segment
Play Environments		
Specialty Recreation		
Landscape/Open Space		
Lawn/passive rec	Y	
Trees	Y	
Buffer	Y	
Environmental		
Parking & Access		
Paved Parking Lot	1	12 Spaces
Site Amenities		
Fencing/Gates		
Water Fountain	1	
Metal grills		
Dog waste station	1	
Picnic tables		
Little library		
Trash		
Signage/Wayfinding/Art		
Park Sign	2	
Miscellaneous		

Park Assessment – Interurban Trail

OVERALL CONDITION

Overall Rating (1-5)	Notes
3.8	Wonderful western section with wide asphalt surface. Currently is out-n-back only

Structures

Amenity	Rating	Notes
Combo covered picnic tables	4.5	3-table shelters
Standard CXT building	1	2-door with fountains, locked due to Covid
Port-o-john	1	Next to CXT restroom due to Covid
Elevated Boardwalk	4.5	Wide, multi-modal asphalt pathway, but needs to be connected. Developed section is great.

Play Fields/Courts

Amenity	Rating	Notes
N/A		

Trails and Tracks

Amenity	Rating	Notes
Multi-modal asphalt pathway	3.5	Wide asphalt surface, out-n-back only between

Play Environments

Amenity	Rating	Notes
N/A		

Specialty Recreation

Amenity	Rating	Notes
N/A		

Landscape/Open Space

Amenity	Rating	Notes
Lawn/passive rec	4	Some lawn space at trailhead.
Trees	4	
Buffer	2	

Environmental

Amenity	Rating	Notes
N/A		

Parking & Access

Amenity	Rating	Notes
Paved Parking Lot	3	

Site Amenities

Amenity	Rating	Notes
Dog waste station	5	
Picnic tables	4	With shade structures.
Trash	5	

Signage/Wayfinding/Art

Amenity	Rating	Notes
Park Sign	4	Located at both entries; signify aquatics center and park

Miscellaneous

Amenity	Rating	Notes
N/A		

Park Information - City Hall Park

Name:	City Hall Park
Size:	7.62
Classification:	Neighborhood Park
Current Status:	Partially Developed

Park Amenities – City Hall Park

Amenity/Category	Quantity	Notes
Structures		
City Hall Building	1	
Restrooms		In City Hall
Barn	1	
Play Fields/Courts		
N/A		
Trails & Tracks		
Walking Paths	Y	Gravel paths through park site.
Play Environments		
N/A		
Specialty Recreation		
N/A		
Landscape/Open Space		
Open Fields		
Entry Court		
Garden Beds		
Environmental		
N/A		
Parking & Access		
Parking lot	1	63 spaces spread across three areas, (4) handicap
Site Amenities		
Trash Cans	4	
Signage/Wayfinding/Art		
Signage	4	
Miscellaneous		
Flag Pole	1	

Park Assessment – City Hall Park

OVERALL CONDITION

Overall Rating (1-5)	Notes
3.1	Overall well kept with areas of dense plantings and lots of remaining undeveloped open space. Needs thinning in areas.

Structures

Amenity	Rating	Notes
City Hall Building	4.75	City Hall still in great shape.
Restrooms	4.5	In City Hall. Not directly accessible by park user.
Barn	3.5	Used as storage.

Play Fields/Courts

Amenity	Rating	Notes
N/A		

Trails and Tracks

Amenity	Rating	Notes
Walking Paths	3.5	Gravel walking paths through open space areas

Play Environments

Amenity	Rating	Notes
N/A		

Specialty Recreation

Amenity	Rating	Notes
N/A		

Landscape/Open Space

Amenity	Rating	Notes
Open Fields	1	No established fields but large enough for informal pick-up games.
Shade Trees	3.75	Lots of native trees. Lots of trees in need of pruning and structural care.

Amenity	Rating	Notes
Garden Beds	3.75	Landscape very dense in places creating hidden areas and blocking views.

Environmental

Amenity	Rating	Notes
N/A		

Parking & Access

Amenity	Rating	Notes
Parking Lot	4.5	Nice large paved parking areas connected by pathways to City hall and rest of park. ~ 60 spaces.

Site Amenities

Amenity	Rating	Notes
Trash Cans		

Signage/Wayfinding/Art

Amenity	Rating	Notes
Signage	3	Minimal signage observed.

Miscellaneous

Amenity	Rating	Notes
Flag Pole		

Park Information - Nelson Farm

Name:	Nelson Farm
Size:	9.05
Classification:	Special Use
Current Status:	Developed

Park Amenities – Nelson Farm

Amenity/Category	Quantity	Notes
Structures		
Farmhouse	1	Structure needs major renovatio nto be used as a public facility.
Garage	1	
Barn	1	
Restrooms	1	In Building
Port-o-john	1	
Play Fields/Courts		
N/A		
Trails & Tracks		
Informal Walking Paths	Y	
Play Environments		
N/A		
Specialty Recreation		
N/A		
Landscape/Open Space		
Open Field	Y	Multiple pastures & meadows
P-Patches	Y	
Gardens	Y	
Environmental		
N/A		
Parking & Access		
Parking Area	1	
Site Amenities		
N/A		
Signage/Wayfinding/Art		
Information Kiosk	1	
Miscellaneous		
Bee Hive/Pollinator Boxes	Y	Not city owned. Part of community garden.

Park Assessment – Nelson Farm

OVERALL CONDITION

Overall Rating (1-5)	Notes
2.0	Decent condition except for some structures and interstitial spaces between elements. This could be one of the jewels of the Edgewood Park system. Wonderful potential.

Structures

Amenity	Rating	Notes
Farmhouse	3	Farmhouse needs lots of work to be kept.
Barn	3	Looks ot need structural review and formal condition assessment
garage	3	Looks good but need some structural upgrades and TLC.
Restrooms	.5	Restrooms in farm house but old and not accessible.
Port-o-john	.5	

Play Fields/Courts

Amenity	Rating	Notes
N/A		

Trails and Tracks

Amenity	Rating	Notes
Informal Walking Paths	1.5	Lots of open space but no formally defined walking paths.

Play Environments

Amenity	Rating	Notes
N/A		

Specialty Recreation

Amenity	Rating	Notes
N/A		

Landscape/Open Space

Amenity	Rating	Notes
Open Fields	3	Lots of open space, open paddocks for sheep and other farm animals. Messy unkept landscape but still fits the "farm" motif.
P-Patches	3	P-patches are great but need more formal pathways between them.
Gardens	3	Gardens add to the pollinator potential.

Environmental

Amenity	Rating	Notes
N/A		

Parking & Access

Amenity	Rating	Notes
Parking Area	2	Turf areas used for some parking. Small gravel areas but typically are hosting vehicles for farm workers.

Site Amenities

Amenity	Rating	Notes
N/A		

Signage/Wayfinding/Art

Amenity	Rating	Notes
Information Kiosk	2	Has information kiosk with minimal information.

Miscellaneous

Amenity	Rating	Notes
Bee Hives	1.5	Add to pollinator potential and add interest

Park Information - Nelson Nature Park

Name:	Nelson Nature Park
Size:	11.52
Classification:	Natural Area & Greenspace
Current Status:	Developed

Park Amenities – Nelson Nature Park

Amenity/Category	Quantity	Notes
Structures		
Garage/Storage/Barn	1	
Port-o-john	1	
Covered Picnic Shelter	1	
Boardwalk	1	
Play Fields/Courts		
N/A		
Trails & Tracks		
Paved Trails	Y	
Play Environments		
N/A		
Specialty Recreation		
N/A		
Landscape/Open Space		
Open Grass Space	Y	
Planting Beds	Y	Demonstration garden at parking area
Environmental		
Mature Forested Area	Y	
Parking & Access		
Gravel Parking Area	Y	Several gravel parking areas.
Site Amenities		
Picnic Tables		
Benches	Y	
Trash Cans	Y	
Signage/Wayfinding/Art		
Signage	Y	
Miscellaneous		

Park Assessment – Nelson Nature Park

OVERALL CONDITION

Overall Rating (1-5)	Notes
2.6	A lovely passive park space with great potential. Overall well-kept for open space

Structures

Amenity	Rating	Notes
Garage	2	The garage structure needs major structural upgrade. Signs of vermin.
Port-o-john	.5	
Covered Picnic Shelter	2	Nice covered picnic shelter.

Play Fields/Courts

Amenity	Rating	Notes
N/A		

Trails and Tracks

Amenity	Rating	Notes
Paved Trails	3.5	Nice lengths of paved trails, but a lot of root intrusion and pavement upheave creating drainage and tripping hazards.

Play Environments

Amenity	Rating	Notes
N/A		

Specialty Recreation

Amenity	Rating	Notes
N/A		

Landscape/Open Space

Amenity	Rating	Notes
Open Grass Space	3	Fair amount of open mowed grass space.
Planting Beds	3	A few demonstration beds that are currently overgrown and need to be thinned out.

Environmental

Amenity	Rating	Notes
Mature Forested Area	4	Large mature forested areas. Some blow down from wind storms. Some structural liabilities close to public trails.

Parking & Access

Amenity	Rating	Notes
Gravel Parking Area	2	Gravel parking area off street broken up into different areas

Site Amenities

Amenity	Rating	Notes
Picnic Tables	3.5	Under shade structure.
Benches		
Trash Cans		

Signage/Wayfinding/Art

Amenity	Rating	Notes
Signage		

Miscellaneous

Amenity	Rating	Notes
N/A		

Park Information - Edgemont Park

Name:	Edgemont Park
Size:	4.33
Classification:	Neighborhood Park
Current Status:	Developed

Park Amenities – Edgemont Park

Amenity/Category	Quantity	Notes
Structures		
Covered Picnic	1	
Restrooms	1	
Play Fields/Courts		
Baseball Field	1	
Basketball Court	1	
Trails & Tracks		
Walking Paths		
Play Environments		
Playground	1	Includes 4 play structures
Specialty Recreation		
N/A		
Landscape/Open Space		
Open Field Space	Y	
Shade trees	Y	
Parking Island		
Environmental		
N/A		
Parking & Access		
Parking Lot	1	~26 spaces (2) HC
Street Parking		
Site Amenities		
Picnic Tables	6	
Benches	3	
BBQ Grills	3	
Trash Cans	4	
Signage/Wayfinding/Art		
Park Sign	1	
Interior Signs	2	
Totem Pole	1	
Miscellaneous		
N/A		

Park Assessment – Edgemont Park

OVERALL CONDITION

Overall Rating (1-5)	Notes
2.3	Well-kept park with lots of open grass space.

Structures

Amenity	Rating	Notes
CMU Block Structure	2.5	CMU structure in relatively decent shape. Needs some structural updates.
Restrooms	2.5	CMU block structure also houses restrooms that need renovating.

Play Fields/Courts

Amenity	Rating	Notes
Baseball Field	2	Large open space area that includes baseball field. Backstop needs to be replaced. Infield needs to be regarded and surfaced. Minimal signs of drainage issues.
Basketball Court	2	

Trails and Tracks

Amenity	Rating	Notes
Walking Paths	2	Informal but geometric walking paths between elements. No established perimeter trail.

Play Environments

Amenity	Rating	Notes
Playground	2.75	Lots of similar play gear that is showing signs of age. Several slides blocked off due to vandalism.

Specialty Recreation

Amenity	Rating	Notes
N/A		

Landscape/Open Space

Amenity	Rating	Notes
Open Field Space	2	Basic open flexible space
Shade trees	3	Large(but questionable) grove of trees in NE corner.
Parking Island	3	In need of renovation
Perimeter Landscaping	3	Minimal

Environmental

Amenity	Rating	Notes
N/A		

Parking & Access

Amenity	Rating	Notes
Parking Lot	2.5	Decent paved area with 26 spaces (2 HC).
Street Parking	2.5	Additional parking along road but use of wheel stops is confusing for parallel spots.

Site Amenities

Amenity	Rating	Notes
Picnic Tables		
Benches		
BBQ Grills		
Trash Cans		

Signage/Wayfinding/Art

Amenity	Rating	Notes
Park Sign	2	Old park sign
Interior Signs	2	Old signage
Totem Pole	1	Token totem but hidden and needs more prominence.

Miscellaneous

Amenity	Rating	Notes
N/A		

PUBLIC INVOLVEMENT

Capturing Community Quality of Life

Public Involvement Plan

Introduction

The successful implementation of Edgewood's parks system ultimately relied on listening to the needs, demands, and ideas the community had. Knowing that *the people who show up get to make the decisions,* it was imperative that a successful public involvement process be implemented.

The public engagement strategically coordinated both projects under one process. The intention behind a coordinated outreach process was to minimize survey fatigue and because parks and trails are synonymous with each other. Two separate processes would have confused the residents with lines blurred where their comments and energy should best go. Ultimately, the combination outreach captured a very consistent quality of life profile of the City. In its most simplified form, residents were asked two series of questions:

1) Describe how you feel about your community's parks and how do you get to them?

2) What are the specific improvements and ideas you have for each of your parks spaces and connections?

Due to Covid-19, all public engagement was held virtually utilizing custom-built online surveys and interactive map-based interfaces.

Needs Assessment Survey Summary

SURVEY DETAILS

To gather public feedback on the parks plan, an online survey created in Survey Gizmo was sent out to the public and was available for three weeks from July 29 through August 19, 2021. The survey was posted on Facebook, and boosts were used to advertise the survey within a ten-mile radius of Edgewood's center. The survey was also sent out to various groups in emails directly from the city. Additionally, links and QR codes were printed on flyers that were placed around town.

PARTICIPATION

A total of 484 people took the first online survey, and about two-thirds of respondents answered every question.

Survey Results Summary

Based on the survey results and comments received, there is a strong desire for an improved system of walking and biking trails throughout the city – paved trails in particular. Edgewood residents also want to see more natural areas, children's play areas, and support amenities such as benches, bike racks, lighting, and recycling bins. Edgewood residents want to see an improved system of pedestrian and bicycle infrastructure throughout their city.

Survey respondents also identified a number of barriers the City needs to overcome with regards to use of park facilities, including park maintenance, safety/security, and provision of a variety of amenity/facility types.

MAPPING AND VISIONING WORKSHOP

Once the needs assessment survey was completed, a virtual mapping and visioning workshop was conducted for the purpose of gathering more specific public feedback on the PROST Plan. The needs assessment survey provided insights into some of the amenities and updates that are needed in the City of Edgewood's parks system; the mapping workshop allowed participants to identify where these amenities should go by adding geolocated points and comments on a city map. This virtual workshop was hosted on the Maptionnaire community engagement platform. Participants were asked to identify specific areas within the City where updates are needed or recreational opportunities exist.

The Maptionnaire workshop link was posted on social media and sent out via email. The City distributed the survey link to multiple email groups. The workshop was live from [date] through [date].

Overall, 103 people participated in the virtual mapping workshop. Fewer people responded to this survey than the first survey, but that was expected due to the more complex and involved nature of the Maptionnaire platform. The workshop did, however, provide meaningful and impactful feedback.

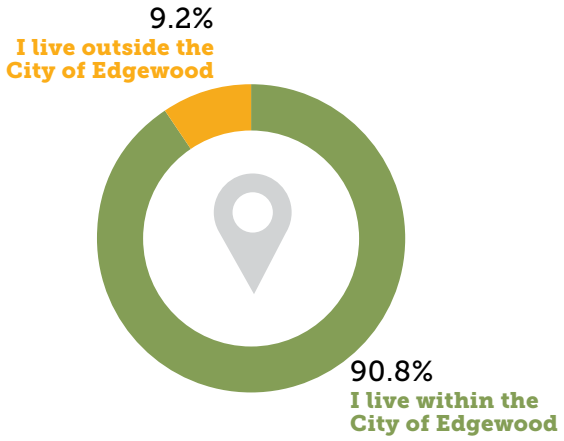
The results of this workshop guided plan development by identifying specific needs and desires of the community. Respondents identified amenities or facilities to be added, and they also identified areas that need to be addressed and improved.

DEMOGRAPHICS

Geographic location of respondents

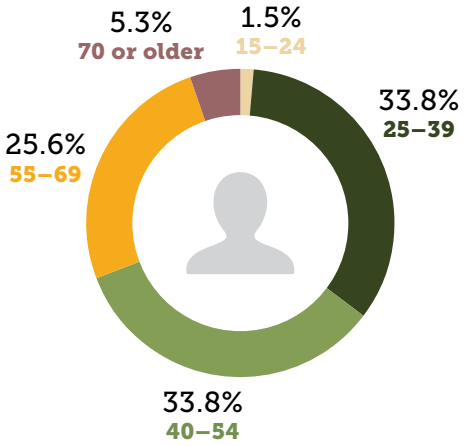
Respondents were asked whether they lived in the City of Edgewood, and where in the City they lived based on zip code. Approximately 91% of respondents lived in the City, with 9% living outside the City.

There are two zip codes within the City of Edgewood – 98371 and 98372. The 98371 zip code represents the west side of the city, while 98372 represents the east side, with the north-south split being roughly along the SR 161 corridor. Approximately 21% of respondents lived in the 98371 zip code (west of SR 161) and 73% lived in the 98372 zip code (east of SR 161). The other 6% of respondents declined to answer this question.



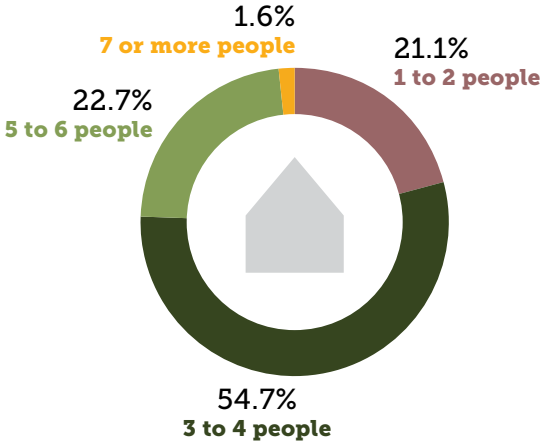
Age of respondents

The survey also asked about respondents' age. A full two-thirds of respondents were aged 25 to 54 (33.8% each in the 25- to 39-year-old age group and in the 40- to 54-year-old age group). The smallest response rate was from respondents between the ages of 15 and 24.

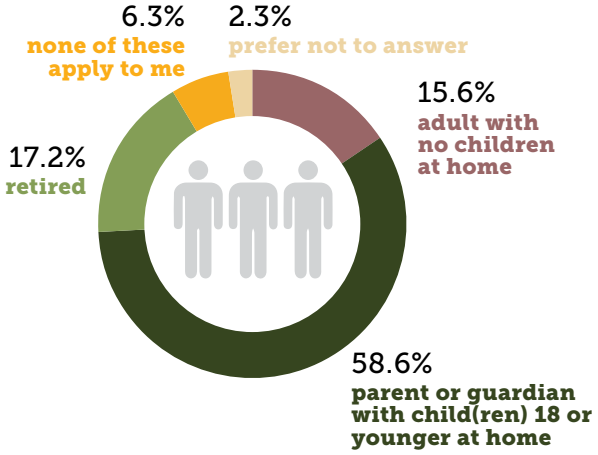


HOUSEHOLD INFORMATION

The majority of survey respondents (54.7%) live in a household with 3 to 4 people. Just under a quarter of respondents (22.7%) live in a household of 5 to 6.



The majority of survey respondents (58.6%) identified themselves as a parent or guardian with child(ren) 18 years old or younger at home. The next largest portion of survey respondents identified themselves as retired (17.2%).



PARK USE

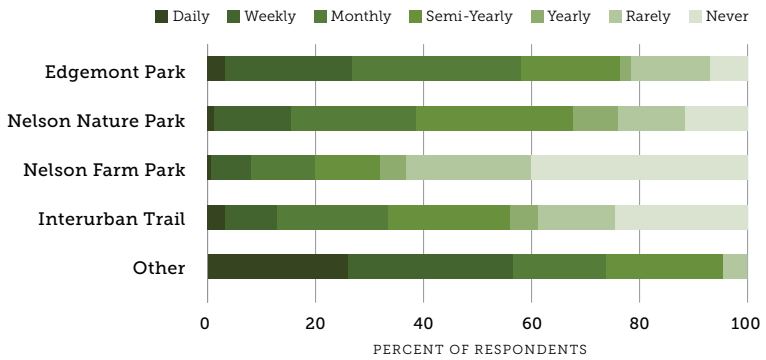
Frequency of use

Edgemont Park appears to be the facility that is most frequently visited by residents, with 58% of respondents indicating they visit the park at least monthly (31.2% monthly; 23.6% weekly; 3.2% daily).

Nearly 39% of respondents indicated they visit Nelson Nature Park at least monthly (23.2% monthly, 14.2% weekly; 1.3% daily). However, 29% of respondents indicated they only visit the park semi-yearly, and 11.6% said they never visit the park.

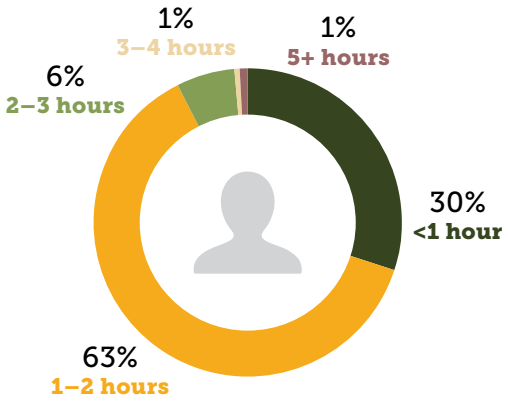
The Interurban Trail is used at least monthly by 33.5% of respondents (20.6% monthly; 9.7% weekly; 3.2% daily). However, 14.2% of respondents indicated they rarely use the trail, and 24.5% indicated they never use it.

Nelson Farm Park is the least frequently visited of all the City's parks and recreation facilities, with a full 40% of respondents indicating they never visit this park, and 23.3% stating they rarely visit. Only 20% of respondents visit this park at least monthly (12.0% monthly; 7.3% weekly; 0.7% daily).



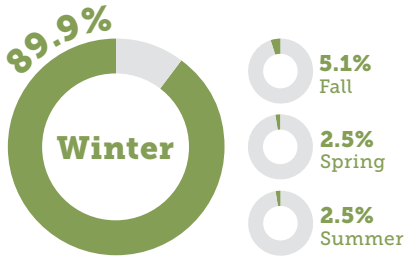
Duration of use

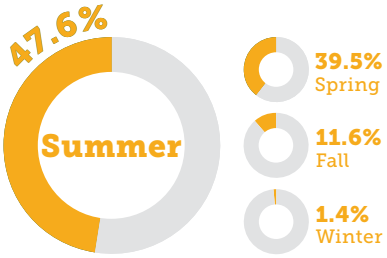
Most survey respondents said their average park visit lasted 1 to 2 hours (63%). 30% of respondents said their average visit was less than an hour. Only 6% reported regularly spending 2-3 hours visiting a park, with only 2% spending longer than that.



Time of year

Respondents were asked their favorite and least favorite seasons to visit Edgewood's parks and trails facilities. The largest portion of respondents (47.6%) indicated summer is their favorite season to visit the parks, followed closely by spring (39.5%). Most respondents (89.9%) indicated winter is their least favorite season to visit.



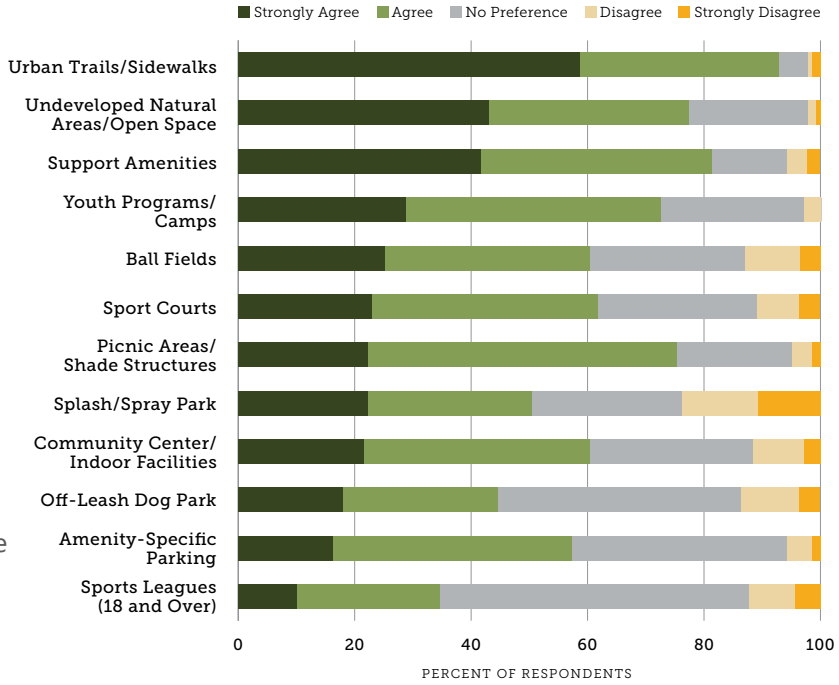


PARK SENTIMENT

Park needs

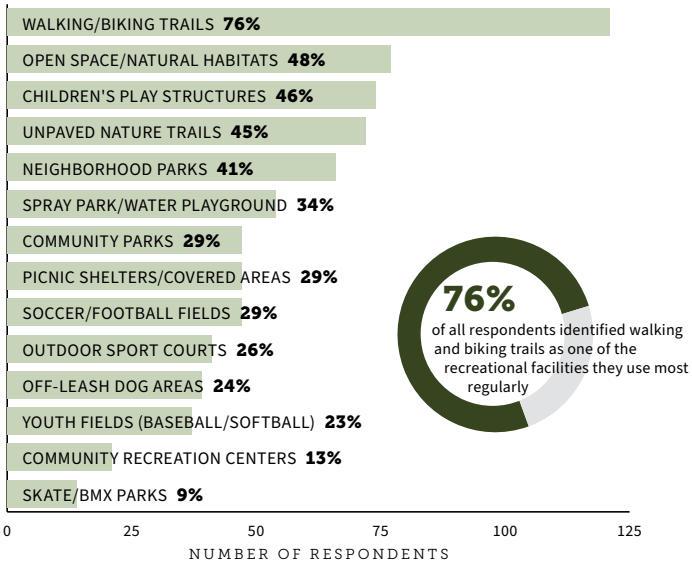
The survey asked what the respondents see as the greatest needs for Edgewood's parks. The results below show these needs within 12 general categories, as described below.

Respondents overwhelmingly identified urban trails/sidewalks as the park amenity most needed in the City of Edgewood, with 93% of respondents selecting either "strongly agree" or "agree" when presented with the statement "The City needs urban trails/sidewalks." Other popular responses included undeveloped natural areas/open space, support amenities, youth programs/camps, and picnic areas/shade structures.



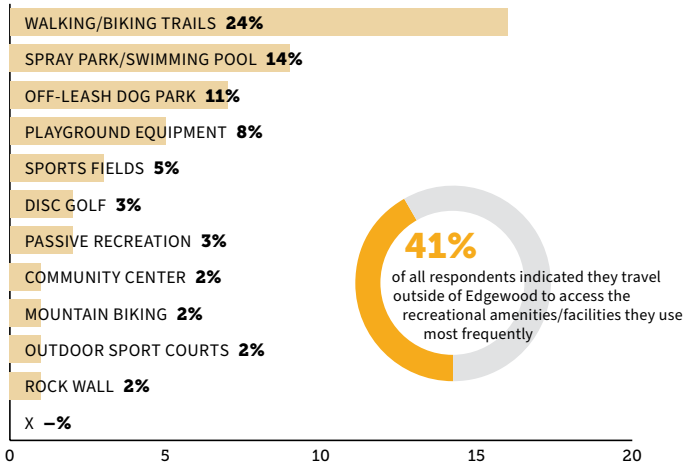
Most popular amenities

Survey participants were asked which recreational facilities/amenities they use most frequently. Walking and biking trails were identified as the most popular amenities, with 76% of all respondents identifying these as one of the recreational facilities they use most regularly. Other popular facility/amenity types included open space/natural habitats (48% of respondents), children's play structures (46%), unpaved nature trails (45%), and neighborhood parks (41%). Skate/BMX parks were identified as the least popular facility type, with only 9% of respondents selecting these as one of the facilities they use most often.



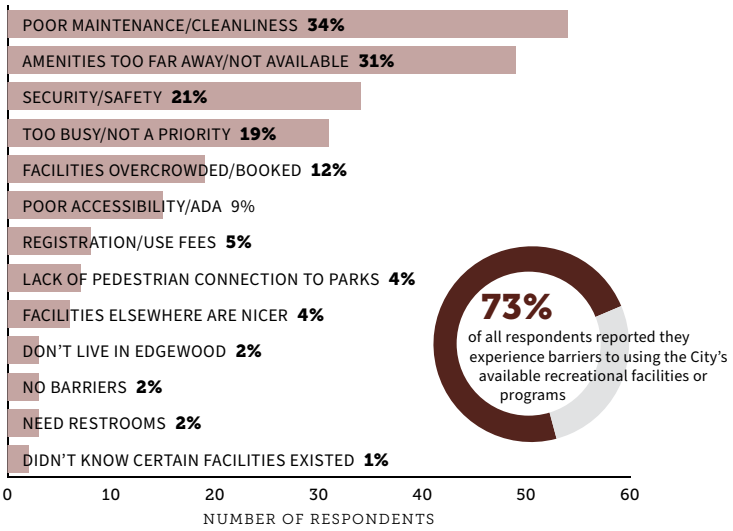
Facilities used outside Edgewood

Respondents were asked what parks and recreation facilities they regularly travel outside of Edgewood to use. Of all the survey respondents, nearly half (41%) indicated they travel outside of Edgewood to access the recreational facilities they use most. Of those, the largest percentage (24%) indicated they travel outside the City to use walking/biking trails, followed by spray park/swimming pool facilities (14%) and off-leash dog parks (11%).



Barriers to park use

When asked about the barriers to their use of Edgewood's parks and recreation facilities, over one-third of respondents (34%) identified poor maintenance/cleanliness as the greatest barrier to their use. Another 31% of respondents stated the amenities they would like to use are too far away or not available, and 21% identified security/safety as the main barrier to their use of Edgewood's parks.



DEMAND & NEEDS ANALYSIS

A Community's Desired Quality of Life

A demand and need evaluation is the investigation and measurement of how well the parks and recreation system meets the needs of the community – how people like to spend their recreation time, what types of activities they choose to pursue, and how often they participate. As part of this plan, a joint quantitative and qualitative demand and needs evaluation was conducted to establish an appropriate level of service (LOS) standard for the City of Edgewood based on the recreation needs of the community derived from the communty's desired quality of life. However, while quantitative data was used to derive some comparisons, due to the uniqueness of Edgewood and the impact of both School district owned facilities and other potential recent homeowner's association (HOA) improvements, it became clear that LOS used would be based on a publicly informed qualitative approach.

WHAT ARE LEVELS OF SERVICE?

LOS standards are quantifiable measures of the parkland and recreation facilities that are provided to the community, often expressed on a per capita basis (e.g., the number of park acres per 1,000 residents). The National Recreation and Park Association (NRPA), a non-profit organization dedicated to the advancement of public parks, recreation, and conservation, established a set of LOS standards in the 1980s to help communities evaluate their recreation needs. Since then, LOS has been used as a planning tool to compare a local community's facilities against those of other communities, agencies, and national standards.

Because the vision, values, and needs of each community are different, planners have acknowledged that simply quantifying local LOS to a national standard is not an effective means of evaluating a community's unique needs and a community's vision. Accordingly, NRPA's LOS standards have evolved in recent decades.

While LOS provides a helpful benchmark for comparison, a community that relies solely on LOS for determining issues such as a facility's quality, residents' satisfaction with the existing facilities, or the uniqueness of a communities intrinsic character and heritage. Therefore, a variety of methods and conditions should be used to help determine a more realistic assessment of a communities demand and need for parks and open space facilities.

LOS EVALUATION METHODS

This plan takes both a quantitative and qualitative approach to identifying community-specific park needs within the City of Edgewood's limits. Evaluation of the community's recreational needs was conducted using a variety of methods, including an assessment of national and state recreation guidelines, a quick comparison of the city's parks standards and facilities with those of peer communities, inclusion of county, state and school facilities, analysis of demographic trends and population projections, and input from community members.

NATIONAL RECREATION GUIDELINES AS A QUANTITATIVE MEASURE

Comparing the City's parks and recreational spaces to those across the nation provides a quantitative benchmark and serves as one way to measure the performance of its park system. NRPA studies national recreation trends and frequently publishes support documents and recommendations for public municipalities.

The NRPA level of service guidelines originally developed in 1983 offered guidance suggesting that "a park system, at minimum, be composed of a core system of parklands, with a total of 6.25 to 10.5 acres of developed open space per 1,000 population". While this has since become a relatively accepted target benchmark, it is important to note that NRPA offers this range of ratios as a comparative guide only. Since the development of some statistical baselines, various publications have updated and expanded upon possible park standards, several of which have also been published by NRPA. In 2017, NRPA published an updated performance review of 925 park agencies across the nation. This review revealed that the typical US park agency that serves a jurisdictional population of less than 20,000 has a median ratio of 10.5 acres of parkland to 1,000 residents. Rather than a one-size-fits-all acres to population standard, NRPA now recommends that each community develop its own standards based on local goals, priorities, and conditions.

WASHINGTON STATE RECREATION GUIDELINES

Washington State's Recreation Conservation Office (RCO) offers additional insights on how to enact level of service standards to guide parks and recreation planning.

The RCO level of service guidelines focus on a community's success in setting and meeting its recreation and open space goals and proposes that jurisdictions measure level of service based on several

criteria, including distance, means of access, support of "muscle-powered" recreation, condition of facilities, sustainability, and public satisfaction.

Additionally, the RCO releases a Statewide Comprehensive Outdoor Recreation Programming (SCORP) document every five years, which includes survey results identifying recreation demand and trends, both statewide and by region; the document was last updated in 2017. These survey results clarify broader recreation trends and understanding how the City's needs fit into a larger picture.

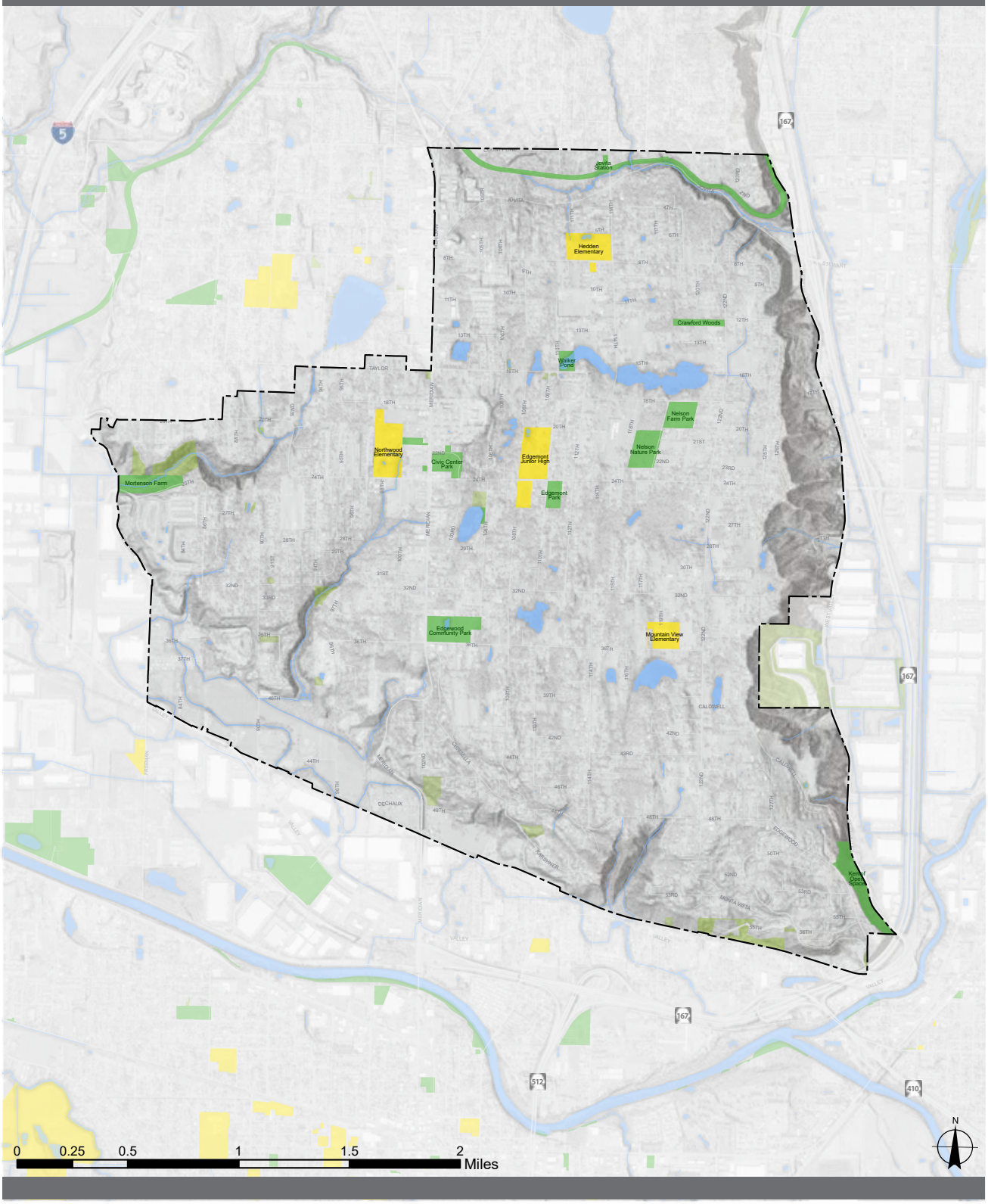
Notably, the SCORP survey identifies the activity with the highest participation rate, both regionally and statewide, as "walking in a park or trail setting" (82% statewide, 86% southwest region). This result holds true across all ages, genders, races, and incomes. Since the previous survey from RCO (2012), walking as a recreational activity has seen an increase in participation. Boating and swimming have also seen an increase in participation between 2012 and 2017; swimming is now a top 10 activity in the state. Other top 10 recreation activities in the state include nature activities (e.g., visiting rivers, streams, beaches; wildlife or nature viewing), attending an outdoor concert or event (e.g., farmer's markets, fairs, sporting events), and day hiking. This PROS planning outreach results related to walking/hiking opportunities and nature-based activities are consistent with those identified in state surveys.

SERVICE AREA

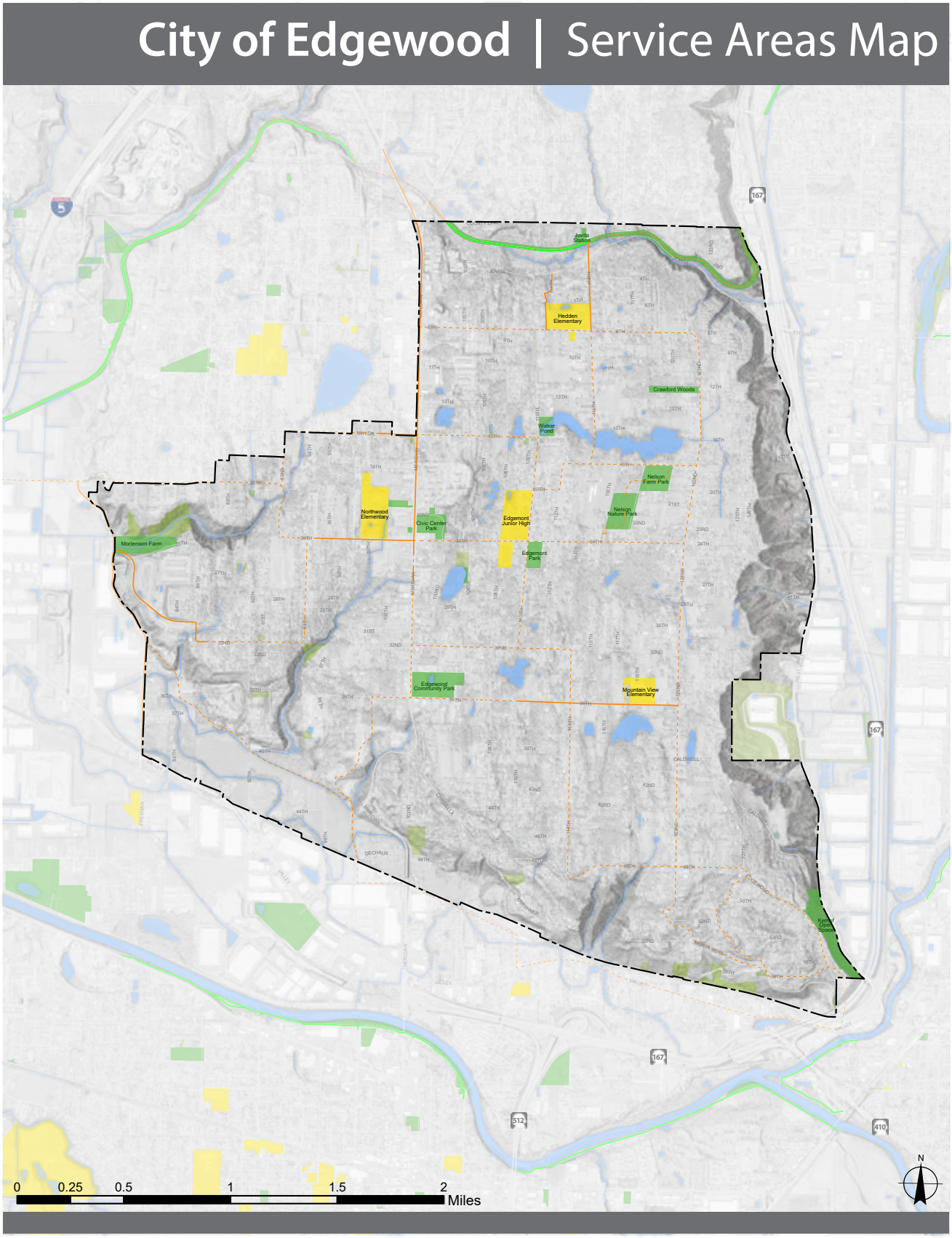
About half of all Edgewood residents live within one-half mile of a park, and all live within one mile of a community park as teh crow flies. Since some of Edgewood's parks are not fully developed, this doesn't mean that residents have access to a diverse set of recreational opportunities within a ½ mile range of their place of residence. This is based on direct measurements, and because of the highway and irrigation canal and cul-de-sacs, travel distance for some residents may be slightly greater. Also, this service area study examines all parklands, open spaces, and trailways. For the purposes of this PROS Plan, all public park, trail, community, and outdoor recreation facilities whose individual ½ mile service area overlapped Edgewood's city boundary was inventoried and used to determine LOS potentials for its residents.

Level of Service Maps

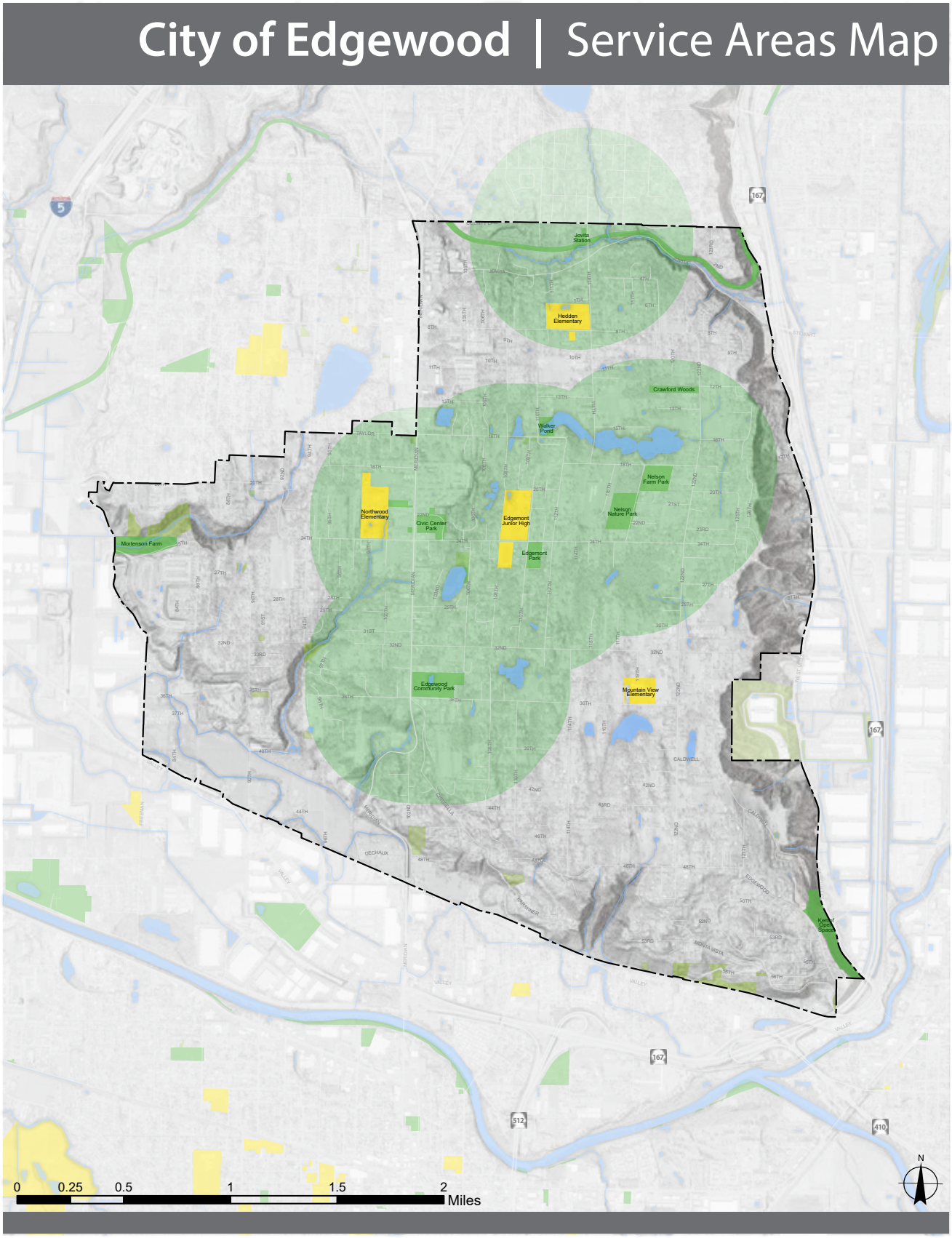
City of Edgewood | Service Areas Map



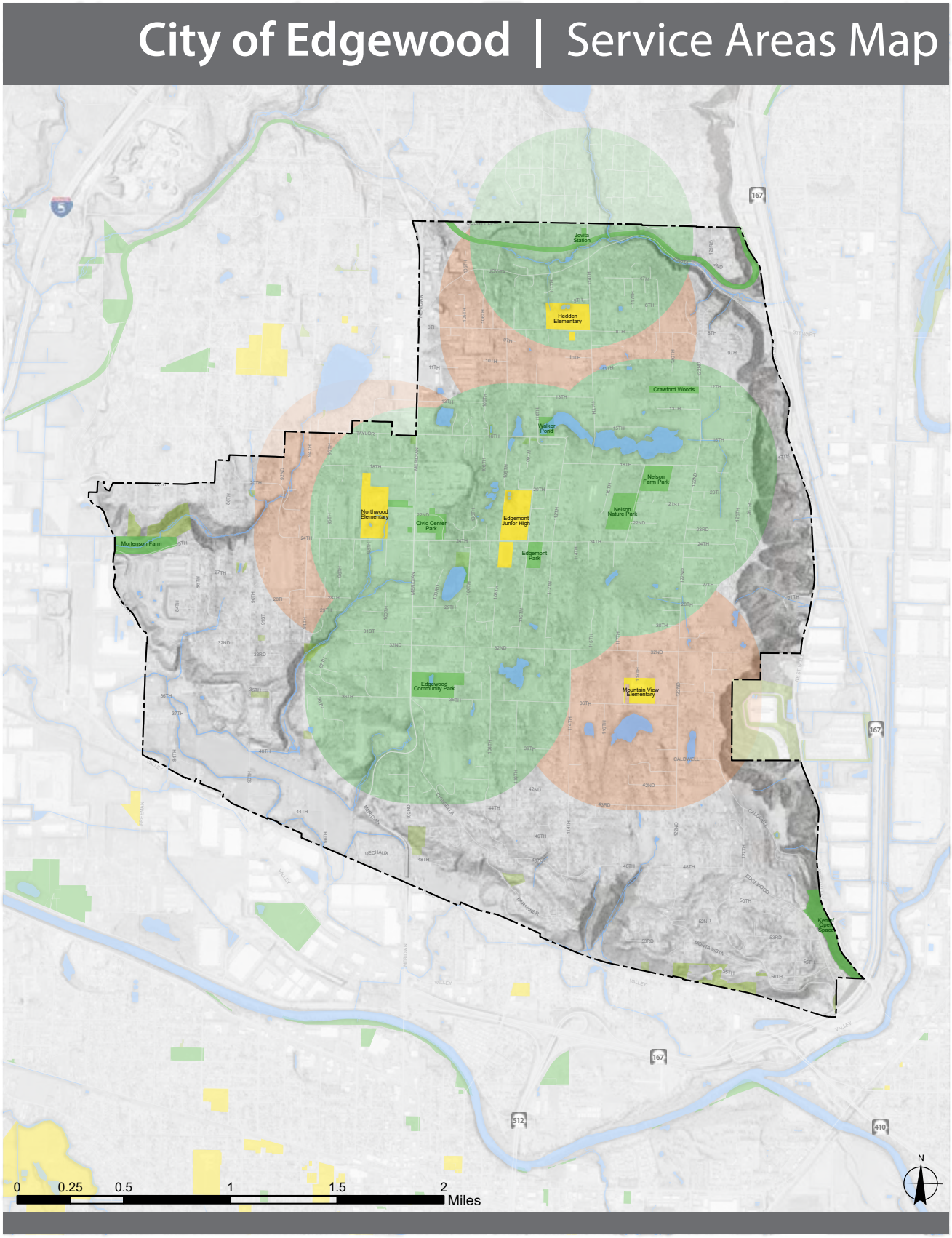
Non-Motorized Trails



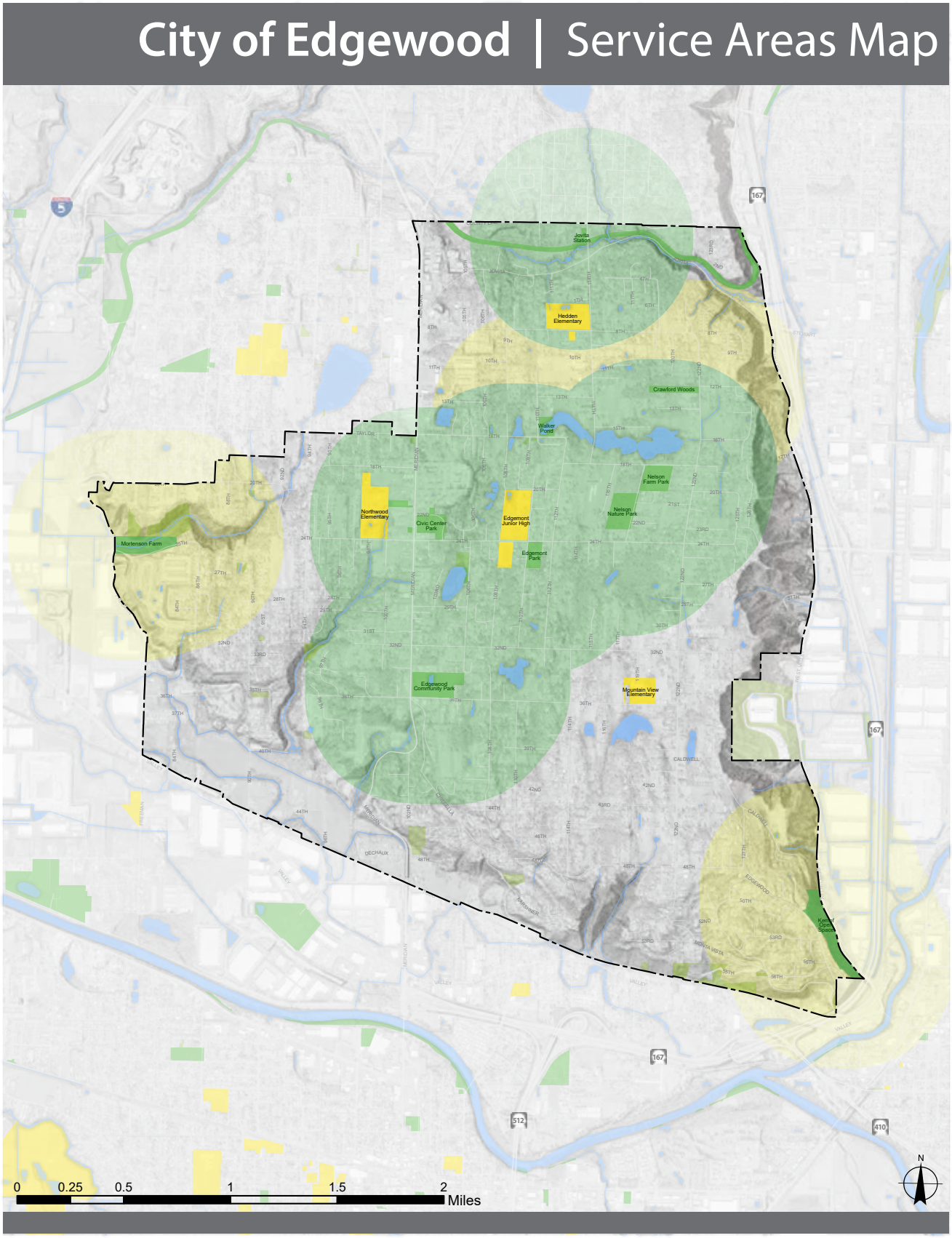
10-Minute Walk Sheds



10-Minute Walk Sheds w/ Schools



10-Minute Walk Sheds w/ Open Space



Desired Facilities and Amenities

Participants identified their desires by adding points or lines (accompanied by an optional comment) on the map. In order to categorize the input received, participants could select from six different "draw buttons" to add their comments on the map. These draw buttons included:

- Point Comments:
  - Support amenities
  - Sports fields/courts
  - Undeveloped natural areas/open space
  - Other ideas or opportunities
- Line Comments:
  - Urban/paved trails
  - Natural trails/pathways

The following sections identify desired elements noted by survey participants, sorted by amenity type. A map illustrating the locations of all comments received can be found in Appendix x.

SUPPORT AMENITIES

A total of 19 participants identified the need for support amenities on the map. These included:

- Tables, benches, and a shaded/covered area for year-round use
- Sidewalks/paved trails connecting park facilities
- Permanent bathroom and drinking fountain
- Lights for existing sports fields and track

SPORTS FIELDS/COURTS

A total of 19 participants identified the need for sports fields/courts on the map. These included:

- Additional soccer fields needed
- Add sports fields at new community park
- Update existing sports fields (lighting, turf)
- Refresh existing basketball courts
- Multifunctional sports field areas

UNDEVELOPED NATURAL AREAS/OPEN SPACE

A total of 18 participants identified the need for undeveloped natural areas/open space on the map. These included:

- Keep/maintain old-growth trees in the vicinity of parks
- Maintain the rural character of existing open areas
- Short walking trails in the vicinity of existing nature areas
- Birding and other passive recreation features

OTHER IDEAS OR OPPORTUNITIES

A total of 12 participants identified other ideas or opportunities on the map. These included:

- Dog park at new community park or at Nelson Nature Park
- Community gathering place at City Hall field in front of barn
- Trail/footbridge connecting one side of canyon to the other
- Amenities for park users at adjacent bus stops

URBAN/PAVED TRAILS

A total of 40 participants identified the need for urban/paved trails on the map, by far the highest number of comments. These included:

- Tie the Interurban Trail together with the Valley trail system
- Add paved sidewalks along busy roads connecting park facilities
- Connect Northwood Elementary to parks

NATURAL TRAILS/PATHWAYS

A total of four participants identified the need for natural trails/pathways on the map. These included:

- Additional nature trails within Nelson Nature Park
- Nature trail in Crawford Woods

LOS EVALUATION METHODS

CAPITAL IMPROVEMENT PROGRAM

Capital Improvement Program

The following Parks Capital Improvement Plan (CIP) lists all park and facility projects considered for the next 6-years. The majority of these projects entail the acquisition and development of parks, renovating or repairing existing facilities, and expanding trail corridors.

The vision created in this PROST Plan Update is not just required by the Growth Management Act, but crucial to the quality of life of the residents City of Edgewood expect. The business of providing and managing the delivery of services the public expects from the City is equally critical. Annually, through the City's budgets, a significant amount is invested in staff, equipment and supplies to provide and maintain a safe and diverse outdoor recreation opportunities. The strategies and ties emphasized in this PROST plan focus on achieving Edgewood's strategic goals, particularly through furthering the City's Comprehensive Plan's ideals for healthy community, maintaining its rural charm, arts and cultural awareness, the natural environment, and most importantly – what the public says they want from their parks, recreation, open space, and trails system.

DEVELOPING THE RECOMMENDATIONS & PROJECT "WISHLIST"

Thus far, this PROST Plan update has discussed several local trends & issues, the demand and need of the public, and its impact on the city's park system and/or interlocal partners.

This section will present both long-term and short-term recommendations in narrative form organized by element type, then present in much more detail, ideas to be considered for both the 6-year and 20-year CIP list.

This PROST Plan update is built on several key recommendations that best and most cost-effectively address current issues, projected demand, funding flexibility, and public desire – all while taking into consideration all the available parks and recreation opportunities that are available within the city. In summary. These recommendations are summarized as:

• Create safe connections: Create safer more extensive options to access the existing parks & trail system

• Finish what you started: Interurban Trail, City Hall Park, 36th & Meridian

• Upgrade your unique inttrinsic quality: Master plan and renovate the Nelson complexes

• Look ahead: Identify long-term acquisition opportunity in identified level of service gap area

IMPLEMENTATION SCHEDULE

This PROST plan is designed for a full six-year lifespan with the intent that it will guide improvements from 2022 through 2028, while providing a conceptual vision of additional aspirational improvements beyond. As stated earlier, this plan is not a strict "script" to guide any and all park & recreation improvements. Since funding may be diverted or not secured or public needs or political will may change, this plan is designed to a fluid and dynamic strategic guide for the city to base decisions around. Unforeseen opportunities may present themselves that are not covered in this plan which may create better service to the public.

The capital improvement projects listed are not, nor will they be prioritized over the next six years, although specific recommendations at the beginning of this section have initially been placed in either the 6-yearor long-term 20-year CIP lists. However, for planning purposes, the timeline of targeted funding sources; the likely design and permitting time; and city staff project management capacity; each recommended improvement is scheduled with an anticipated year. Note that this is for planning purposes only and is not a commitment to implementation in a particular year. This plan should be a living document being constantly updated as conditions change.

Beginning in early-to-mid 2027, a PROS plan update process should be officially undertaken to engage the residents, staff and committee members of the City of Edgewood in reviewing changing level of service needs, proposing new capital improvements, and renewing WA RCO eligibility for the next performance period.

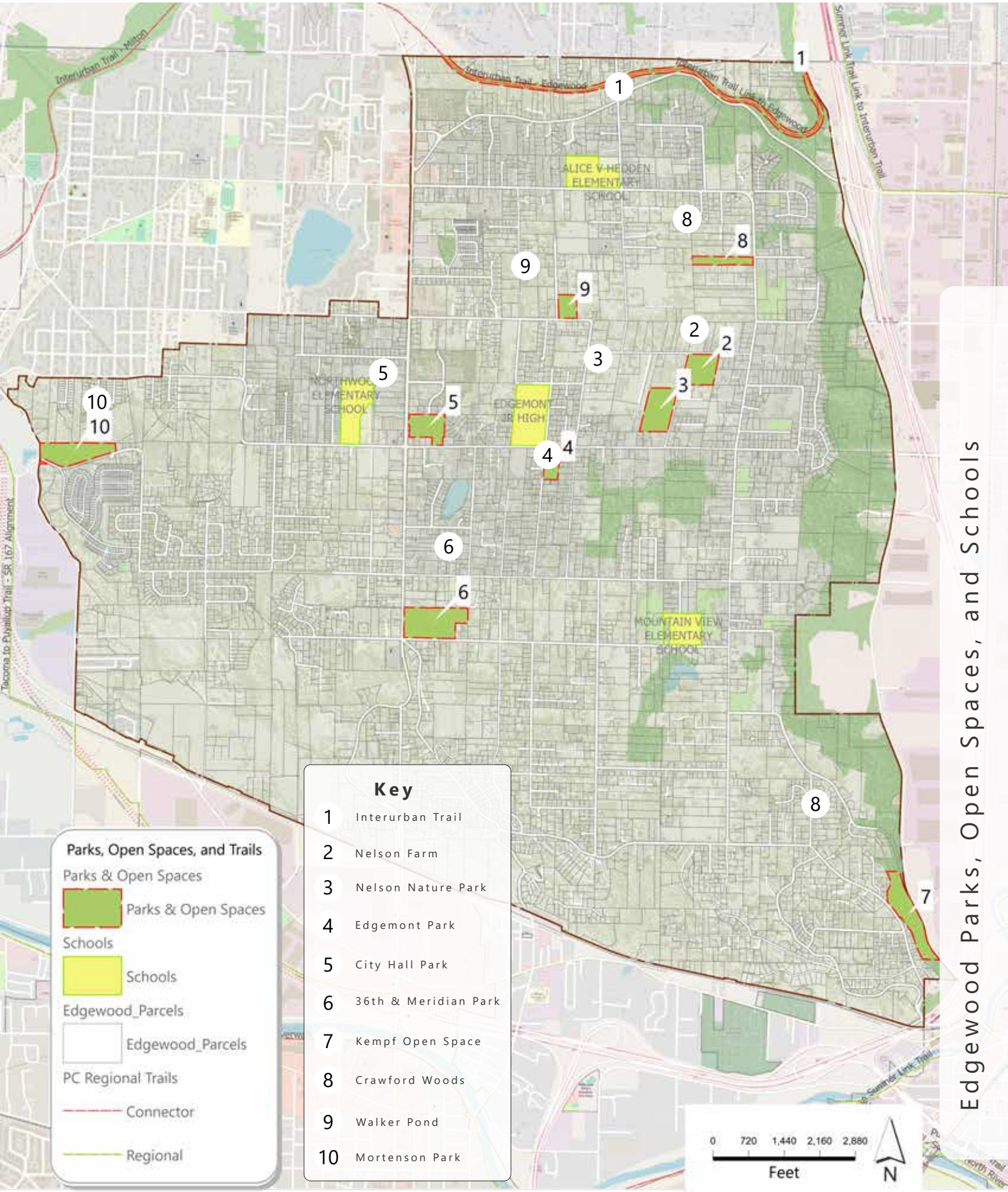
To reinforce, the CIP project lists reflect the demand and needs of the public and have been vetted with both city staff, PRAB members, and City Council. Actual implementation over the next six years will be driven by available funding, success in grant funding availability as well as necessary maintenance and repair improvements.

ESTIMATE OF PROBABLE COST

Included in this section is an estimate of the probable construction costs associated with the improvements recommended for each park or city-wide. Note that these estimates are preliminary for use in budgeting and scoping future design and construction projects, and are subject to change due to site conditions, final design, and market circumstances.

Each item in the estimate is keyed to the recommendations on the park plans in this section and includes: anticipated cost and secured or un-secured funding source availability.

Edgewood Parks, Open Spaces, and Schools



CIP Matrix

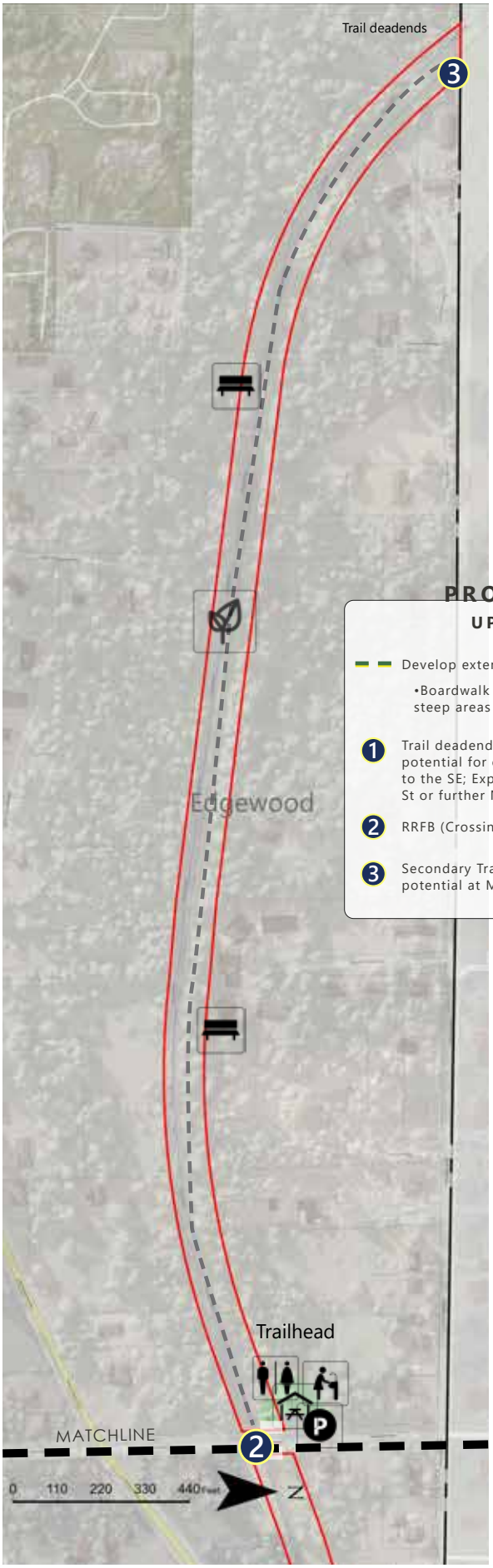
Key #	CIP Yr	Project Name	Cost Overview
1		**Edgemont Park**	
	6	Update Multi-Sport field	$ 110,000.00
	6	Renovate Sports Court	$ 20,000.00
	20	*Modernize Restroom**	
	20	*Tree Canopy Assessment**	
	20	Paved Perimeter Trail	
	20	*Entry Garden Renovation**	
2		**Nelson Nature Park**	
	6	Forest Ecology Restoration*	$ 50,000.00
	6	Trail / Pathway Renovation	$ 135,000.00
	6	*Sign Restoration**	*$ 5,000.00*
	6	Nature Play Area	$ 100,000.00
	20	Building Renovation or Replacement	
	20	Trail Connection to Nelson Farm Park	
	20	Off-leash Dog Area	
3		**Nelson Farm Park**	
	6	Master Plan & Feasibility Study	$ 75,000.00
4		**Crawford Woods Open Space**	
	20	Update / Formalize Nature Trail	
	20	*Kiosk w/ Garbage and Recycling Station**	
5		**Interurban Trail**	
	6	Phase III	$ 7,500,000.00
6		**Hilltop Community Field**	
	6	Update Facilities	
	6	Renovate Sports Court	$ 40,000.00
	6	Renovate Sports Field	$ 100,000.00

CIP Matrix

Key #	CIP Yr	Project Name	Cost Overview
7		**Chalet Lake Nature Trail**	
	20	Nature Trail Connection to City Hall Park	
	20	Water Overlook / Boardwalk	
	20	Interpretive Signage	
	20	*Garbage and Recycling Station**	
	20	*Tree Hazard Assessment**	
8		**Powerline Trail**	
	20	Trail Connection to Edgewood Community Park	
9		**Mortenson Farm Open Space**	
	20	Nature Trail	
10		**Civic Hall Park**	
	6	Event Space / Farmers Market	$ 250,000.00
	6	Additional Bathrooms	$ 100,000.00
	6	Pickleball Courts	$ 150,000.00
11		**Edgewood Community Park**	
	6	Multi-Use Court, Pickleball, Futsol	$ 500,000.00
12		**Edgewood Multi-Modal Loop Trail**	
	6	8th Street East (Hedden Elementary School)**	SEE TIF
	6	24th Street East (Edgemont Junior High)**	SEE TIF
	6	36th Street East (Mountain View Elementary School)	SEE TIF
	20	Meridian Ave East (Simon's Apartments south to 36th Street East)	SEE TIF
	20	122nd Avenue – Multiple Sections (8th Street to 36th or 48th)	SEE TIF
		Future Parkland Acquisition	$2,500,000

* *Possible Integration with Current Parks Maintenance Budget*

** *Part of Multi-modal Loop Trail System*

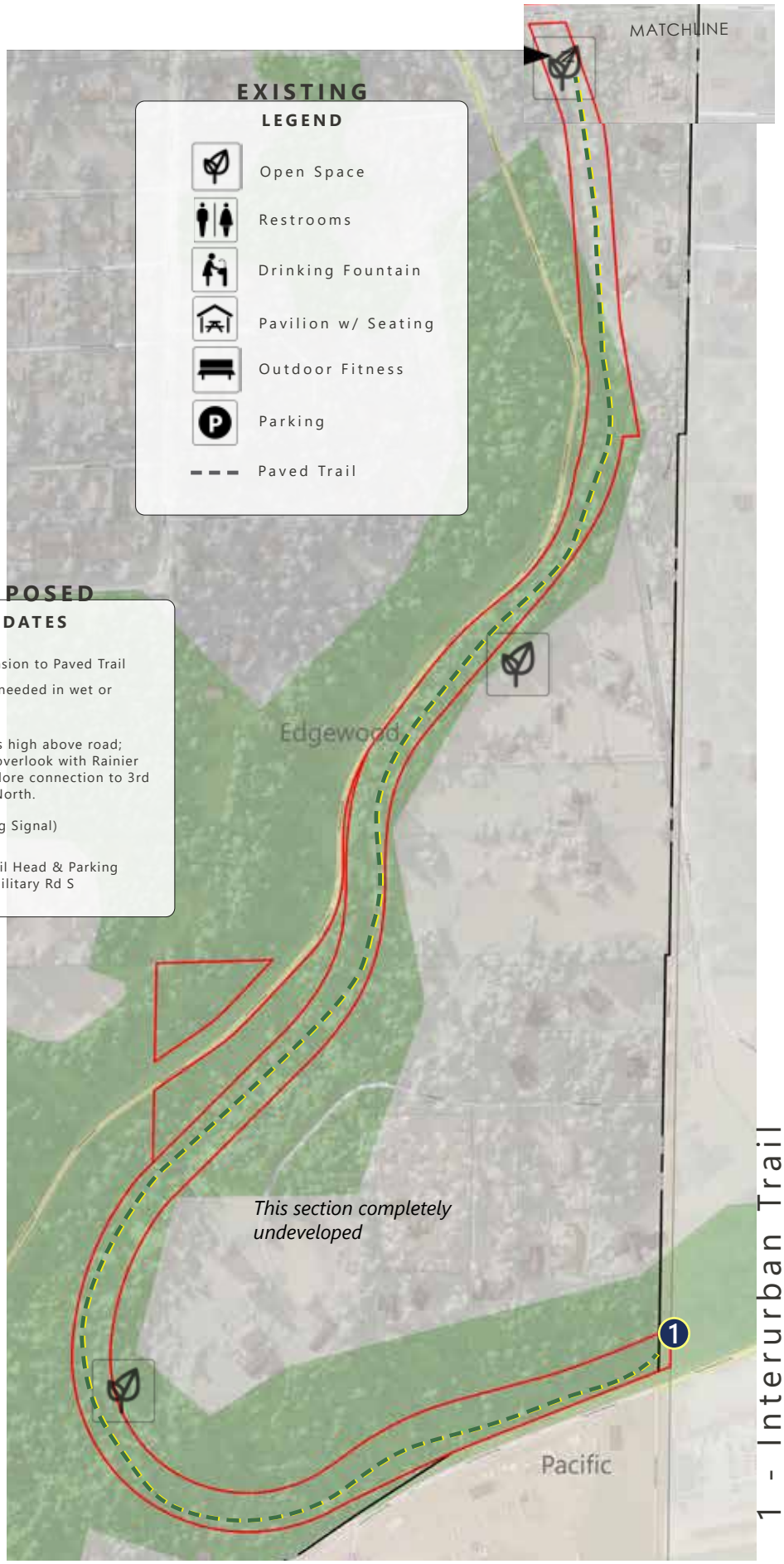


PROPOSED UPDATES

Develop extension to Paved Trail

- Boardwalk needed in wet or steep areas

1. Trail deadends high above road; potential for overlook with Rainier to the SE; Explore connection to 3rd St or further North.
2. RRFB (Crossing Signal)
3. Secondary Trail Head & Parking potential at Military Rd S

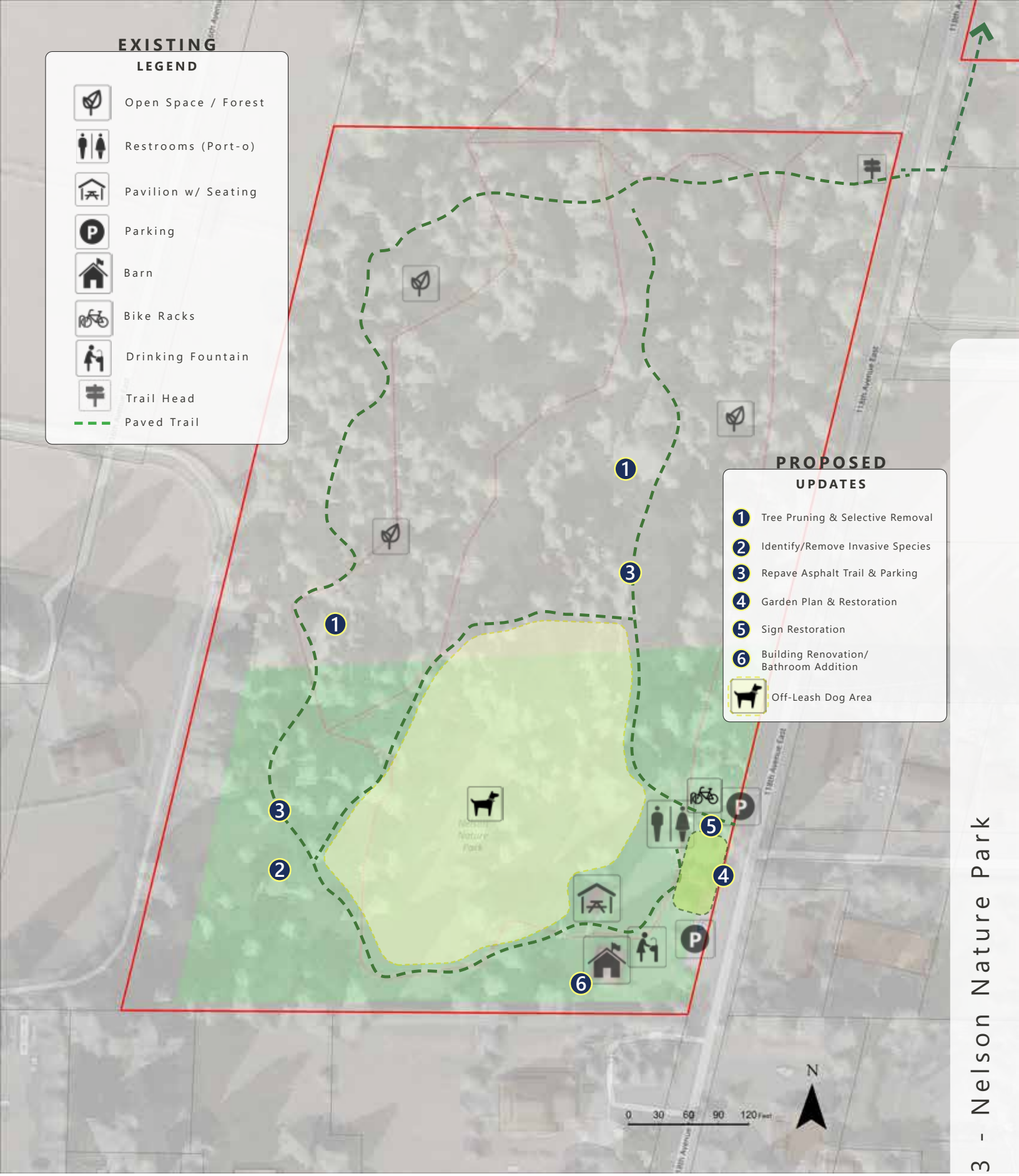


EXISTING LEGEND

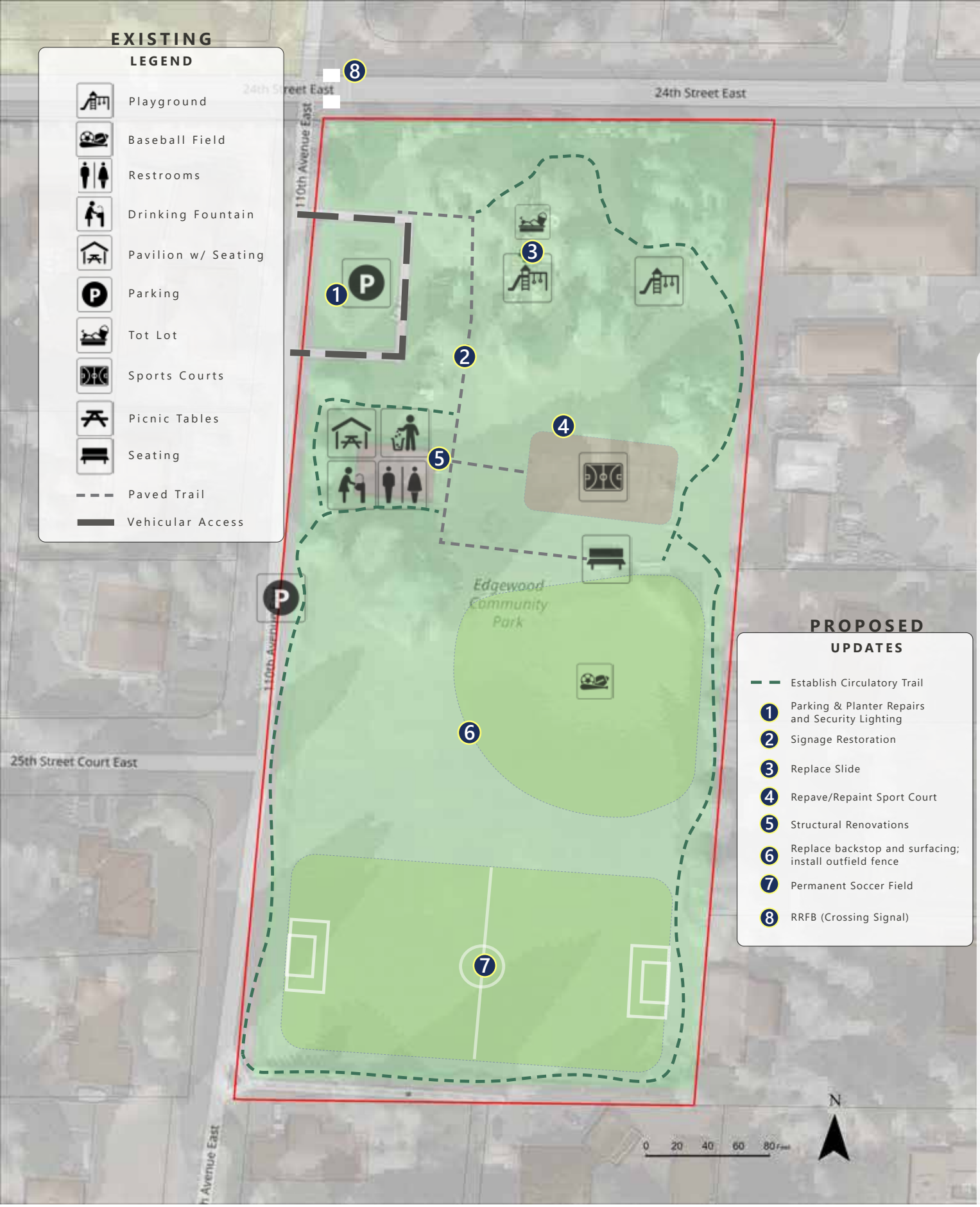
- Open Space
- Restrooms
- Drinking Fountain
- Pavilion w/ Seating
- Outdoor Fitness
- Parking
- Paved Trail

1 - Interurban Trail

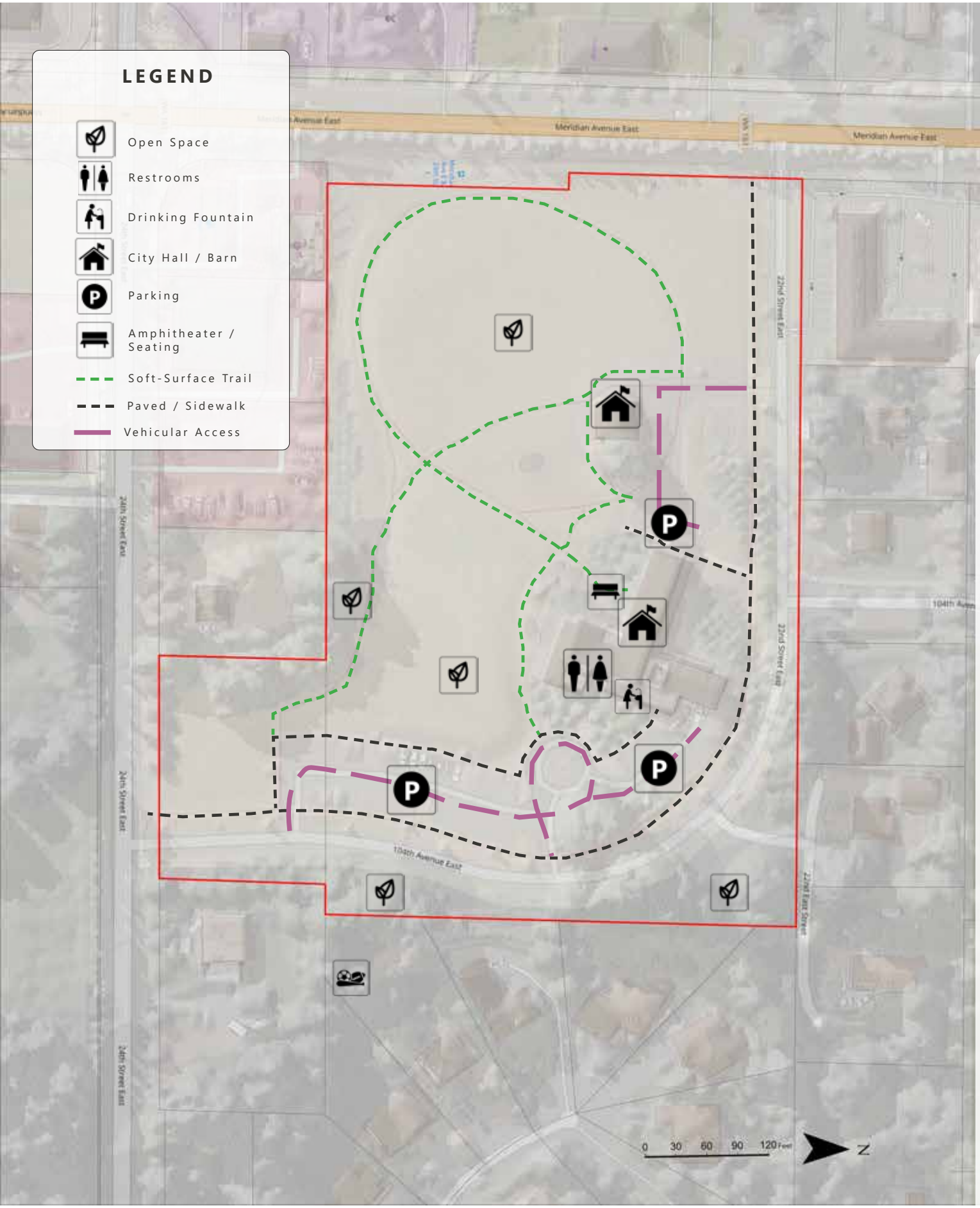
2 - Nelson Farm



3 - Nelson Nature Park



4 - Edgemont Community Park



5 - City Hall Park

36th & Meridian Park

City of Edgewood, WA

APPROVALS

Council Resolution

Eventual City Resolution of Adoption of this PROS Plan

RCO Self-Certification Form

Planning Eligibility Self-Certification Form		
Use this form to certify that the need for any grant projects have been developed through an appropriate planning process. Provide the completed form with the subject plans and adoption documentation to RCO via e-mail or other means of electronic access (i.e. Web link, Box.com, etc.).		
Organization Name: City of Edgewood		
Contact Name: Jeremy Metzler, P.E., Public Works Director		
Adoption Date of Submitted Documents:		
Seeking Eligibility for: ☒ Recreation Grants ☐ Conservation Grants ☐ Both		
Initial Each to Certify Completion	**Plan Element Certification**	**Document and Page Number Location of Information**
JM	**1. Goals, objectives:** The attached plan supports our project with broad statements of intent (goals) *and* measures that describe when these intents will be attained (objectives). Goals may include a higher level of service.	9
JM	**2. Inventory:** The plan includes a description of the service area's facilities, lands, programs, and their condition. *(This may be done in a quantitative format or in a qualitative/narrative format.)*	15
JM	**3. Public involvement**: The planning process gave the public ample opportunity to be involved in plan development and adoption.	41 (Also See Appendix C)
JM	**4a. Demand and need analysis:** In the plans: • An analysis defines priorities, as appropriate, for acquisition, development, preservation, enhancement, management, etc., and explains why these actions are needed. • The process used in developing the analysis assessed community desires for parks, recreation, open space, and/or habitat, as appropriate, in a manner appropriate for the service area (personal observation, informal talks, formal survey(s), workshops, etc.).	52
	4b. Level of Service assessment (optional): An assessment of the criterion appropriate to your community. Possibly establish a higher level of service as a plan goal (above).	55
JM	**5. Capital Improvement Program:** The plan includes a capital improvement/facility program that lists land acquisition, development, and renovation projects by year of anticipated implementation; include funding source. The program includes any capital project submitted to the Recreation and Conservation Funding Board for funding.	60
	6. Adoption: The plan and process has received formal governing body approval *(that is, city/county department head, district ranger, regional manager/supervisor, etc., as appropriate)*. Attach signed resolution, letter, or other adoption instrument.	69

RCO Self-Certification Form

Certification Signature

I certify that this information is true and complete to the best of my knowledge.

Print/Type Name: Jeremy Metzler, P.E.

Signature (Hand Written or Digital):

Title: Public Works Director

Date:

Appendices/Attachments

Edgewood PROST Plan

March 1, 2022

Appendix A

Terms & Definitions

February 28, 2022

Appendix A

Terms & Definitions

Washinton State Recreation & Conservation Office (RCO) has found that many terms commonly used in recreation planning do not have consistent definitions from one plan to another. RCO suggests, but does not require, the following definitions compiled from Washington Administrative Code, Department of Natural Resources, and Washington State Parks & Recreation Commission, and used in this PROS Plan Update include:

Access: The public's ability to physically use land or water.

Active recreation: Predominately human muscle powered recreational activities.

Camping: an overnight stay in a tent or other non-permanent structure.

Capital Improvement Program (CIP): A list or description of proposal capital projects.

Capital project: A project that results in redevelopment of an existing property, acquisition of new property, or a new built facility with a budget that excess $10,000.00

Consumptive: Recreation that physically consumes resources; examples include berry picking, shellfish harvest, hunting, fishing.

Development: A development project is construction or work resulting in new elements, including but not limited to structures, facilities, and/or materials to enhance outdoor recreation resources.

Dispersed: Recreation that is scattered or spread across the landscape and not concentrated at a specific site. Examples include trail uses, camping, walking, cycling, and jogging.

Impact (low, medium, high): The effect that recreational uses have on resources including but not limited to soils, water, species, habitat, sites, and facilities.

Improve: Expanding an existing site or facility to serve more uses or more types of use.

Level of Service: Measure of the current status of a park and recreation system as a whole based on either quantitative or qualitative characteristics.

Maintain: To maintain existing areas and facilities through repairs and upkeep for the benefit of outdoor recreationists.

Multiple-use: Use by more than one type of recreation on the same facility.

Non-consumptive: Resource recreation that depends on, but does not consume, resources; for example, photographing wildlife.

Park: Land or an area set aside for a special purpose, but particularly for leisure or recreation.

- Totlot/Mini-Park/Pocket Park – a small local park or civic space accessible to the general public without the capacity for large outdoor recreation activities like field sports and often associated with playground equipment for toddlers and young children.
- Neighborhood Park – a local-scale park with a service area of a reasonable walking distance, typically ½ mile, but up to 1 mile.
- Community Park – a community-scale park facility has a service area typically of 1-5 miles that includes the city limits of a town or city.
- Regional Park – a larger park facility intended to serve populations and uses from multiple jurisdictions.
- State Park – a park facility owned and managed by the State of Washington.
- Marine Park – a state or regional park facility intended to serve populations spanning multiple jurisdictions with primary access via watercraft .
- Day-use Park – any kind of park facility that does not allow overnight uses such as camping.
- Seasonal Parks – any kind of parks intended for use in specific seasons.

Passive: Activities usually conducted in place and requiring minimal physical exertion such as picnicking, watching a sports event, sun bathing, or relaxing.

Qualitative: an adjective relating to the quality of something interpreted by its intrinsic non-numerical characteristics other than some quantity or measured value.

Quantitative: relating to, measuring, or measured by the quantity of something obtained using a numerical measurement process.

Recreation: means those activities of a voluntary and leisure time Nature that aid in promoting entertainment, pleasure, play, relaxation, or instruction.

Renovate or renovation: The activities intended to improve an existing site or structure in order to increase its useful service life beyond original expectations or functions. This does not include maintenance activities to maintain the facility for its originally expected useful life.

Restoration: Bringing a site back to its historic function as part of a natural ecosystem or improving the ecological functionality of a site.

Shared use: Use by more than one type of recreation on the same facility.

Trail: According to the Washington State Trails Plan (RCO, 2013) "...a path, route, way, right-of-way, or corridor posted, signed, or designated as open for travel or passage by the general public but not normally designated as open for the transportation of commercial goods or services by motorized vehicles. A trail is a recreational facility that also can serve as a non-motorized route for transportation.

Appendix B

Standards & Guidelines

February 28, 2022

Appendix B

Standards & Guidelines

There are six basic park and greenspace facility types typically utilized by municipalities:

- Pocket Parks / Mini-Parks / Tot Lots
- Neighborhood Parks
- Community Parks
- Natural Areas & Greenspaces
- Trails, Bikeways & Paths
- Special Facilities

POCKET PARKS / MINI-PARKS / TOT LOTS

Pocket parks are very small and serve a limited radius (up to ¼-mile) from the site; they provide passive and play-oriented recreational opportunities. Examples of pocket parks can include a tot lot with play equipment such as a climber, slide or swings; a viewpoint; or waterfront access areas such as at street ends. A small urban plaza or civic recognition project may also be considered a pocket park. Parking is not provided at pocket parks, although lighting may be used for security and safety.

NEIGHBORHOOD PARKS

Neighborhood parks are generally considered the basic unit of traditional park systems. They are small park areas designed for unstructured play and limited active and passive recreation. They are generally 3-5 acres in size, depending on a variety of factors including neighborhood need, physical location and opportunity, and should meet a minimum size of 2 acre in size when possible.

Neighborhood parks are intended to serve residential areas within short walking distance (up to ½-mile radius) of the park and should be geographically distributed throughout the community. Access is mostly pedestrian, and park sites should be located so that persons living within the service area will not have to cross a major arterial street or other significant natural or man-made barrier, such as ravines and railroad tracks, to get to the site.

Additionally, these parks should be located along road frontages to improve visual access and community awareness of the sites.

Generally, developed neighborhood parks typically include amenities such as pedestrian paths, picnic tables, benches, play equipment, a multi-use open field for youth soccer and baseball, sport courts or multi-purpose paved areas, landscaping and irrigation. Restrooms are not provided due to high construction and maintenance costs. Parking is also not usually provided; however, on-street, ADA accessible parking stall(s) may be included.

Neighborhood park development may proceed in phases.

COMMUNITY PARKS

Community parks are larger sites developed for organized play, contain a wider array of facilities and, as a result, appeal to a more diverse group of users. Community parks are generally 20 to 50 acres in size, should meet a minimum size of 20 acres when possible and serve residents within a 1-mile radius of the site. In areas without neighborhood parks, community parks can also serve as local neighborhood parks. In general, community park facilities are designed for organized or intensive recreational activities and sports, although passive components such as pathways, picnic areas and natural areas are highly encouraged and complementary to active use facilities. Since community parks serve a larger area and offer more facilities than neighborhood parks, parking and restroom facilities are provided. Community parks may also incorporate community facilities, such as community centers, senior centers or aquatic facilities.

NATURAL AREAS & GREENSPACES

Natural Areas - Natural areas are those which are preserved to maintain the natural character of the site and are managed to protect valuable ecological systems, such as riparian corridors and wetlands, and to preserve native habitat and biodiversity. In managing for their ecological value, these natural areas may contain a diversity of native vegetation that provides fish and wildlife habitat and embodies the beauty and character of the local landscape. Low-impact activities, such as walking, nature observation, and fishing are allowed, where appropriate, and horseback riding is also permitted on certain sites.

Greenspaces - Greenspaces are passive-use open spaces and turf areas without developed amenities or structured functions.

TRAILS & BIKEWAYS

Trails are non-motorized transportation networks separated from roads. Trails can be developed to accommodate multiple uses or shared uses, such as pedestrians, in line skaters, bicyclists, and equestrians. Trail alignments aim to emphasize a strong relationship with the natural environment and may not provide the most direct route from a practical transportation viewpoint.

Bikeways are different than trails in that their principal focus is on safe and efficient non-motorized transportation. Bikeways serve distinctly different user groups than trail users. Typical bikeway user groups would include bicycle commuters, fitness enthusiasts and competitive athletes. Their emphasis is on speed, which can create conflicts with recreation-type trails and their respective user groups.

For shared-use trails, it is important that the alignment and cross sections be designed with flexibility to accommodate higher speeds, passing zones and greater widths. Surfaces will vary with intended use and environmental considerations. Additionally, parking, consistent signage (wayfinding, access, use hierarchy) and interpretive markers or panels should be provided as appropriate.

SPECIAL FACILITIES

Special facilities include single-purpose recreational areas such as skateparks and display gardens, along with community centers, aquatic centers and public plazas in or near the downtown core. Additionally, publicly-accessible sport fields and play areas of public schools are classified as special facilities; while they often serve as proxies to public parks, school sites have restricted daytime access and offer limited recreational use during non-school hours. No standards are proposed concerning special facilities, since facility size is a function of the specific use.

Appendix C

Public Involvement Summaries

February 28, 2022

Edgewood PROST Survey

Response Statistics

	Count	Percent
Complete	134	83.80%
Partial	26	16.30%
Disqualified	0	0.00%
Totals	160	

1. How frequently do you visit the following parks or recreational facilities within the City of Edgewood?

	Daily		Weekly
	Count	Row %	Count
z	5	3.2%	37
Nelson Nature Park	2	1.3%	22
Nelson Farm Park	1	0.7%	11
Interurban Trail	5	3.2%	15
24th Street Park - new:	1	100.0%	0
36th and meridian park :	1	100.0%	0
Chik Fila	0	%	0
City Hall Open Space:	0	%	1
City Hall Park:	0	%	0
City Hall food truck:	0	%	0
City hall field:	0	%	0
City hall food truck:	0	%	0
Dog Park:	1	100.0%	0
Edgemont:	0	%	1
Edgemont Park:	0	%	2
Edgemont Track:	0	%	0
Edgemont park:	0	%	0
Edgewood City Park (36th & Meridian):	0	%	1
Edgewood park:	1	100.0%	0
Nice safe clean park:	0	%	1
Skatepark :	0	%	0
Track T Edgewont:	1	100.0%	0
Walking along 8th & 122nd on the road:	1	100.0%	0
Westridge dog park:	0	%	1

2. How long is your average visit to a park or recreational facility within the City of Edgewood?

Value	Percent	Count
Under 1 hour	30.30%	46
1 to 2 hours	62.50%	95
2 to 3 hours	5.90%	9
3 to 4 hours	0.70%	1
5 hours or more	0.70%	1

3. What is your favorite season to visit parks and recreational facilities within the City of Edgewood?

4. What are the types of recreational amenities/facilities that you most regularly frequent or use?(This question is not intended to be specific to the City of Edgewood. Please check all that apply for you/your household.)

Value	Percent	Count
Walking/Biking Trails	82.30%	121
Open Space/Natural Habitats	52.40%	77
Children's Play Structures	50.30%	74
Unpaved Nature Trails	49.00%	72
Neighborhood Parks (smaller, walking distance)	44.90%	66
Spray Park/Water Playground	36.70%	54
Community Parks (larger service areas)	32.00%	47
Picnic Shelters/Covered Areas	32.00%	47
Soccer/Football Fields	32.00%	47
Outdoor Sport Courts (basketball, tennis, pickleball, etc.)	27.90%	41
Off-leash Dog Areas	26.50%	39
Youth Fields (baseball/softball)	25.20%	37
Community Recreation Centers	14.30%	21
Skate/BMX Parks	9.50%	14

5. What are the types of recreational amenities/facilities that you most regularly use and value?(Please check all that apply for you/your household)

Edgewood PROST Survey

6.Let us know if you currently travel outside the City of Edgewood for any of these amenities or any others we may have missed?

1	Swimming pool
2	Yes, since Edgewood Parks are so limited, we mostly ha e to travel outside Edgewood to visit enjoy parks, splash pads, community centers, and trails.
3	Disc golf courses
4	We walk the paved Milton Trails
5	Spray parks and off leash dog parks
6	Dog parks
7	Travel into fife frequently for Brookville gardens and pioneer park in Puyallup for spray park and pokemon stops at the playground. As a parent, I appreciate there being a close coffee shop nearby. I think a spray/splash park would be most important to us.
8	Travel into fife frequently for Brookville gardens and pioneer park in Puyallup for spray park and pokemon stops at the playground. As a parent, I appreciate there being a close coffee shop nearby. I think a spray/splash park would be most important to us.
9	Frequently visit Bradley Lake Park in Puyallup. Also the Ruston Way walking trail
10	Yes, I travel to Puyallup, Auburn, Bonney Lake and NE Tacoma for some of these options.
11	We travel to the Splash Pad in Puyallup frequently in the summer. We visit many local parks and trails in Puyallup, Federal Way, Fife, Milton, and Sumner.
12	We mostly go to outside parks because Edgewood has severely lagged behind in the development of recreation areas. I also like to support local businesses that are often near local park areas. Building in and contracting or leasing out buildings on public lands could be a way to grow local businesses and restaurant start ups, so that we can get rid of these corporate businesses that take our money and tax dollars outside of the area.
13	Travel to Sumner, Puyallup and Milton
14	Yes
15	Yes
16	Yes, I travel outside of Edgewood for these amenities.
17	We go to unleashed dog parks. Nice safe, clean parks. No homeless living there.
18	No
19	We frequent Milton Community park nearby. Would like to see a exercise stations at our city park. Similar to ones at the interurban trail but grouped together in well maintained open space rather than spaced apart.
20	For most of these amenities, I currently travel outside the City.
21	Yes travel outside for paved walking trails
22	Swan Creek MTB PARK
23	Yes - to sumner, federal way, Tacoma, and downtown puyallup
24	Pickleball
25	Rhododendron Garden, Rose Garden (AKA Species Gardens). Arboretum
26	All checked are outside Edgewood except baseball fields.
27	Soccer fields

6.Let us know if you currently travel outside the City of Edgewood for any of these amenities or any others we may have missed?

29	Off-leash dog park is a BIG one! I've discussed with friends, neighbors and families from school. That is an amenity we could really use here. Traveling to Federal Way now. Also, a sidewalk system around the perimeter of Edgewood. Thanks!
30	Plant blueberry bushes-- like the Blueberry Park in Tacoma. Make arrangements with food service truck vendors i.e Longhorn BBQ, Frying Dutchman etc.
31	spraypark in puyallup and federal way
32	Yes, most but do frequent children's play equipment.
33	Yes. Dog park. Trails.
34	I bike on the Rails to Trails system. (Puyallup to Orting to Buckley)
35	Currently travel outside of Edgewood for trails
36	Yes, for walking/hiking trails
37	Milton
38	Love the new Playground in renton! And the library over the river with trails
39	Mt Rainier Park for nature trails, Orting area for nature trails . Also, there is no actual town of Edgewood (only strip malls) so we go to surrounding cute towns like Enumclaw or Sumner for shopping, restaurants and events.
40	Also use the walking trail in fife.
41	City of Puyallup's new baseball fields because they are turf.
42	Hate how Edgewood now has the code enforcement squad...for 3 generations edgewood area has Been rural...not a HOA...a shame those families are ignored to build more million dollar homes and apartments that bring revenue...
43	We often go to the spray parks in Puyallup, auburn, and Tacoma since Edgewood doesn't have one. We like edgemont park, but often the slides are closed off or parking is nonexistent during sports season so we go to other parks. Looking forward to the new park opening
44	Always for the dog park
45	We go to parks all over Pierce county
46	We travel to other areas for baseball, softball, and soccer
47	Yes.
48	Yes.
49	Go elsewhere for trails often.
50	Travel to Brookville Gardens in Fife. Great simple park. Should be a model for Edgewood
51	We often go to parks in Sumner after picking the kids up from their school. It's more of a convenience but Sumner does seem to have more park options with play structures.
52	Puyallup and Tacoma for spray parks.
53	Puyallup
54	Yes, frequently travel outside of Edgewood.
55	We do travel to get these amenities.
56	Almost always travel outside Edgewood for all of above
57	5-mile lake
58	Baseball soccer fields would be a great addition to our new park.

6.Let us know if you currently travel outside the City of Edgewood for any of these amenities or any others we may have missed?

59	We use many trails and parks throughout King/Pierce/Kitsap counties on a weekly basis.
60	We often go to Decoursey Park and Clark's Creek Park in Puyallup for the combination of children's play structure and unpaved trails.
61	Levee Pond Park, Fife
62	We travel outside of the area to a park in Auburn to use the rock wall.
63	We often travel to Puyallup, auburn and Federal Way
64	Restore the soccer field at Edgemont
65	Yes I travel outside of Edgewood to access pedestrian paved trail areas and areas that have sidewalks for safe cycling.
66	Disc golf
67	Yes
68	Yes- Walking/running and biking trails
69	Yes, to puyallup, sumner, orting (not often).

7. The City needs...

	Strongly		Agree
	Count	Row %	Count
Amenity Specific Parking	23	16.3%	58
Off-Leash Dog Park	25	18.0%	37
Picnic Areas/Shade Structures	32	22.4%	76
Undeveloped Natural Areas/Open Space	61	43.0%	49
Support Amenities (bathrooms, lighting, recycling, bike racks, dri	59	41.8%	56
Ball Fields (soccer, baseball, football, etc.)	35	25.2%	49
Sport Courts (basketball, tennis, pickleball, etc.)	32	23.0%	54
Youth Programs/Camps	40	28.8%	61
Sports Leagues (18 and over)	14	10.1%	34
Urban Trails/Sidewalks (non-motorized)	84	58.7%	49
Splash/Spray Park	31	22.3%	39
Community Center/Indoor Facilities	30	21.6%	54

Edgewood PROST Survey

8.Use the space provided to expand upon answers and identify additional improvements you would like to see over the next 10 years.

1	Maintenance and cleaning up of existing facilities and ball fields.
2	Maintenance on existing facilities and ball fields
3	A community center should be high priority for Edgewood to build community and connect established residents with the new residents. There are so few places for that to occur within the city right now.
4	The city needs to prioritize conserving its natural spaces and wildlife habitats. Adding lighting is a detriment to wildlife at night as well as the quality of life for property owners adjacent to parks.
5	I would like to see edgewood stay dark at night. I live right next door to a park and would hate to see lots of lighting go up. Keep edgewoods stars visible. Light pollution is a serious problem.
6	There are a lot of joggers/walkers/dog walkers in Edgewood without a lot of safe sidewalks or paths.
7	Spray park!
8	More sidewalks! (especially on 122nd ave, 24th st, 8th st, 36th st. Note they don't have to be the super awesome sidewalks like on Meridian. just something where i can go for a walk with fear of ending up in the morgue due to narrow/ nonexistent shoulders (i.e. the lower cost the better).
9	The new park needs a multi-use field for the local fme leagues to use as baseball and soccer fields. A turf field would be expensive but allow for year round use and be a highly valuable and highly used park in the city
10	I would love more walking areas like Nelson Nature Park.
11	It would be a great source of tax revenue to build building that could be rented out to local small start up companies who could rent out the space and build up a consumer base before moving to a larger brick and mortar space within the city limits. You could provide low rent options for agreements that if they build a brick & mortar service, they have to do it within the edgewood city limits. This way our tax dollars are helping to start local small businesses, and when they grow enough they return the benefits in tax revenue fir the city.
12	I would like to see a network of actual walkable sidewalks throughout the city- not just in on Meridian. I would like to see Hedden Elementary grounds the way it used to be (unlocked and open) so the neighborhood can enjoy its playground and field.
13	A covered area for performances equipped with power(I believe that is in the works) side walk on one side running down 36th. I like the idea of a water feature for children to play in during the summer. Does the City own the corner across from the new park by the gas station? If so- create a fun parking area to support parking for the new park. I do not think we need a soccer field we can use the schools fields for that. With close proximity to miltons skate park we do not need a skate park. Tennis courts in Milton are not used much. We have a nice assortment of parks in Edgewood. Added sidewalks will give the many people that walk the side streets a safe place to walk with increased traffic through town. 114th, 36th, are a few streets. Not sure if that falls under the scope of parks.
14	A park w exercise equipment (pull up bars, dip station, etc) placed together in open space.
15	With increasing traffic, some roads are precarious to run or walk on the shoulder. Asphalt paths would be especially good in these areas, similar to what we have now on 24th from Meridian to Edgemont school. Also, tying the Interurban trail down the Jovita hill to the valley trails would really help a lot.
16	Programs offered for both young and older adults.
17	More kids play areas with inter urban walking trails
18	Skate camp
19	We desperately need sidewalks throughout Edgewood so that we can safely walk around or ride bikes
20	Pickleball courts Outdoor area for yoga, Tai chi, etc

8.Use the space provided to expand upon answers and identify additional improvements you would like to see over the next 10 years.

21	Love integrated trail system. Cooperation with Milton and Fife
22	Yes for a dog park and sidewalks!! I think you could partner with the Mt. View Community Center as a place for rec programs, unless there is a community room at City Hall. Ball fields like soccer are in high demand, could be a revenue source for the city?
23	Restrooms at parks are important. Covered gathering areas that are not expensive to reserve.
24	Before you decide to steal or buy land to make parks, you need to make laws that will keep the homeless from sleeping there.
25	I would like to see a greenspace network - paved and/or unpaved trails that cut through Edgewood and connect neighborhoods to park spaces (for walking and jogging). Would also like to see dedicated bike lanes/trails. And I would like more paved and/or unpaved trails within parks as well, for jogging and walking. Ideally, these trails would be well-lit and well-maintained.
26	Pool, skate park, walking trails, BMX track, play fields
27	Nelson Park is the only natural terrain. We need more of that.
28	We need some safe off leash dog areas for both large and small dogs please.
29	Sidewalks & more trails would be great. We have a beautiful city but it's very difficult to safely walk & bike around.
30	Would love a dog park and a spray park, but 10 years from now my kids will be too old :(if we want people to stay and play in Edgewood, we need to offer the amenities that our surrounding communities offer.
31	Large Off leash park like grand view. Not just a fenced in pen
32	Spray park for kids would be awesome
33	Sidewalks on major roadways
34	The bathrooms that are available have been locked and fountains turned off.
35	I enjoy playing pickleball and it seems to have exploded in popularity. I would love to see some pickleball courts installed and would also love to have an indoor facility that had pickleball courts.
36	Sidewalks on 36th
37	I would like to see the community rescaled and matched to something like the Strong Towns planning with more emphasis on people and less on cars
38	More organized sports and slash park please!
39	152 I'm a runner and I'm usually out in the early mornings. I would love more sidewalks or large, loop trails where I could safely go for my runs (and walks), particularly when the weather makes running on the shoulders of the road more dangerous. Also, bathrooms or port-a-potties that are easily accessible in the early morning hours are GREATLY appreciated.
40	ADA accessible trails, gathering areas, and bathrooms.
41	Extend the Interuban Trail, preserve open spaces and natural areas
42	The campus at City Hall would be a great location for a splash park!
43	Walkable communities should include mixed use buildings, so businesses and residential spaces are walkable plus ADA compliant. Yes please to public restrooms, these are important to public health as well as the ability to enjoy parks without worrying about bathroom availability.
44	Tennis and pickleball courts are missing from the City
45	Sidewalks

8.Use the space provided to expand upon answers and identify additional improvements you would like to see over the next 10 years.

46 More walking/biking options

47 Preserve your open space before it all gets developed. There are plenty of sport courts in the region and it doesn't seem to be a wise invetment here yet.

9. What are some of the existing barriers or reasons why you may not use available recreational facilities or participate in parks and recreational programs within the City of Edgewood?

Value	Percent	Count
Too busy/not a priority	26.80%	30
Amenities are too far away/not available	35.70%	40
Facilities are overcrowded/booked	17.00%	19
Security/Safety	29.50%	33

Edgewood PROST Survey

10.Use the space provided to expand upon answers or identify any additional reasons we may have missed:

1	Puyallup and Fife's parks are just so much nicer.
2	Puyallup and Fife's parks are much better.
3	We are missing safe pedestrian connectivity to most parks and recreational facilities in Edgewood. I'm much more likely to
4	frequent a park or rec space that I can walk to safely w my family. With how small Edgewood is, that is a pretty achievable standard for most residents.
5	Parks seem kind of run down. We do use the frequently but prefer parks in other cities. We do appreciate nelson nature park and edgemont park.
6	More sidewalks would be awesome
7	The existing rec areas are limited and dull. My family gets bored of doing the same thing over and over, and surrounding areas have more impressive parks. Plus Pioneer Park has a library on the property as well as shopping near by. This goes for rusting way park area as well as many other areas, so we can make a day of it. Plus, Ruston uses its natural splendor to attract people. Edgewood parks are fairly dull.
8	Edgemont park has become an eyesore and so dirty it's not safe for the little ones. Would like to meet friends there and picnic. It's just not like it used to be.
9	I think it's sad to drive to walk some place. SO many people walk and run on the gravel shoulders of these rural type roads. THAT needs to be addressed.
10	I use the parks but not regularly. When grand children visit it is fun to take them to the park.
11	No barriers for me.
12	There are limited facilities available.
13	No parks on the west side of meridian. Have to drive to reach any Edgewood park
14	I didn't know the farm existed
15	Sad to see a lot of the older trees being removed from Nelson farm park
16	Limited walking trails
17	I want to walk or bike to a park with my family and the dog, without having to drive to it. We're relatively close but without sidewalks, and even with decreased speed signs, it's still not safe to walk. I think you'd see others utilizing existing parks more if sidewalks were a priority with parks planning & funding. I'm not concerned about the security, just the safety of getting there. Thanks!
18	Other than the City park i.e near Edgemont, Edgewood hasn't had the facilities in the past.Hoping the new park and a system of urban trails will bring community members out to park areas
19	Covered area at Edgewood park should not be expensive to reserve. We need bathrooms.
20	As a walker and runner, there is no place that feels safe as a pedestrian in Edgewood. We have no meaningful sidewalks or unpaved walkways/trails; instead, I must perch on the edge of unlit, treacherous shoulders and play chicken with speeding motorists. This is especially dangerous in the dark, rainy months (much of the year). It would be great if there were a park space that were large enough to facilitate these kinds of pedestrian activities. Ideally, there would be safe ways for pedestrians to travel from our homes to these park spaces.
21	No sidewalks in south Edgewood so I have to drive down Meridian to get to the new parking the south end of Edgewood.
22	We don't have any parks within walking distance, but the new park will be close enough if we bike. Most of the activities the city has put on we haven't been very interested in, but we're glad they exist for others to enjoy.

10.Use the space provided to expand upon answers or identify any additional reasons we may have missed:

23	I use whatever is available regularly. No barriers to doing that
24	Sidewalks or wider street shoulders/trails
25	I am an older person and need restrooms.
26	I haven't visited a park in Edgewood for a few months as there are few options for parks with play structures. Our kids attend a Montessori school in Sumner do it's easier to just stop at parks down there. We used to go to Nelson's nature park almost weekly but haven't been there since the kids started school.
27	Bathroom at Nelson nature park and repainting the building with original sign hung up.
28	Looking at the Edgewood Interurban Trail and comparing maintenance to the Milton Trail, Milton wins hands down. Certainly part of it is just geography/trees/etc. but it feels like the Edgewood Trail doesn't get enough attention.
29	I tend to not visit Edgemont park as much as I might because it's usually not open when I'm out in the early morning.
30	Multiple slides in Edgemont Park are boarded up, makes it worrisome to take my child there.
31	Currently Edgemont Park does not have many slide options. And the climbing structure only holds interest for so long.
32	I didn't know about them
33	my property is larger than a park so no need to visit a park when my family can simply step out the back door.
34	A paved perimeter trail at Edgemont to improve access for those in wheelchairs
35	No sidewalks and narrow roads make it dangerous to try to walk/bike to local businesses.
36	Recreation options are limited and poorly maintained
37	Facilities don't exist.
3	Most areas are not easy to walk to due limited sidewalks.
39	The interurban trail and nature park gets some unusual traffic. Dog poo all over the trail too. My wife saw a guy in a tent in the nature park, perhaps homeless.

Edgewood PROST Survey

11. Over the next ten years, how should Edgewood prioritize its Parks and Recreation resources?(Enter in values next to each option up to 100 percent of available resources. Please note, the total for this question can't go above 100%.)

Item	Average	Min	Max
Acquisition and/or development of walking and biking trails	26.9	0	100
Construction of new ball fields (soccer, baseball, basketball, etc.)	12.9	0	90
Development of new park facilities (playgrounds, shelters, etc.)	14.5	0	50
Maintenance/Improvements of existing parks	21.8	0	100
Recreational Programs (youth/summer camps, sport leagues, aft	13.5	0	100

12. What age range are you within?

Value	Percent	Count
15 - 24	1.50%	2
25-39	33.80%	45
40-54	33.80%	45
55-69	25.60%	34
70 or older	5.30%	7
	Totals	133

13. Including yourself, how many people live within your household?

Value	Percent	Count
1-2	21.10%	27
3-4	54.70%	70
5-6	22.70%	29
7 or more	1.60%	2
	Totals	128

14. Which of the following best describes you?

Value	Percent	Count
I am an adult with no children at home	15.60%	20
I am a parent or guardian with a child/children 18 or younger at ho	58.60%	75
I am retired	17.20%	22
None of these apply to me	6.30%	8
Prefer not to answer	2.30%	3
	Totals	128

15. Do you live within the City of Edgewood?

Value	Percent	Count
Yes, I live within the City of Edgewood.	90.80%	109
No I don't live within the City of Edgewood.	9.20%	11
	Totals	120

16. What area code do you live within?

Value		Percent	Count
	98371	21.20%	11
	98372	73.10%	38
Other/Prefer not to answer		5.80%	3
		Totals	52

17. Which statement best describes the location of your primary residence?

Value		Percent	Count
	98371	21.20%	11
	98372	73.10%	38
Other/Prefer not to answer		5.80%	3
		Totals	52

Edgewood PROST Survey

18.These answers will help to provide guidance in the development of the Edgewood PROST Plan! Below is a space to share any additional information or comments we may have missed in the earlier sections of this survey.

1	Plant more trees to replace what DR Horton destroyed!
2	The city needs to fo a better job of relaying information to property owners adjacent to parks in development. The bare minimum by law is not sufficient. I would implore the city to be a better neighbor. Additionally, a focus on wildlife conservation should be at the center of the parks plan. The city does not need ballparks etc. Programs around food security, food sovereignty, and the arts should be of high priority.
3	Please please please take light pollution into consideration when planning these parks. Bright white LEDs beaming into a bedroom window at night can easily ruin a person's sleep patterns. Not to mention wildlife and livestock. Its very cheap to get more natural temperatured LEDs and to shield them properly.
4	Also answering not only for self, but as a grandparent of children in Edgewood
5	Just to reinforce that more sidewalks will make the edgewood community feel closer. Right now the option to walk somewhere rather than drive is not very feasible/safe for the most part. If you did nothing but add sidewalks to 122nd Ave, 8th, 24th, and 36th streets that would be a huge win. Dedicated trails are nice but not crucial in my opinion.
6	Outside the scope here but sidewalks and replaced roads would go a long way toward making these items more appealing
7	I would like to see areas that have play space that is also made for children/adults with special needs.
8	SIDEWALKS. We don't need a park with trails that we have to drive to. We need neighborhood sidewalks that connect us all together where we can walk and see friends, walk and meet NEW friends, walk along side our kids on their bikes, walk for coffee, walk to see the neighbor's cows...I dunno! SIDEWALKS! Please.
9	Safety is a big concern for us. Clean parks to include not having to watch out for dog poop.
10	Would love a splash pad to take kids in the summer
11	I Am a skateboarding enthusiastic person for 44 years. I would love to teach
12	Sidewalks, sidewalks, sidewalks! And set some standards for builders adding sidewalks - the bizarre patch of road level asphalt between Northwood and the fire station is a joke.
13	Although I do not own horses, there may be interest in equestrian trails due to the many small farms in Edgewood
14	I do not currently live in Edgewood but grew up there and my family still lives there. I wi be renovating a home and moving back into Edgewood in the next 12-18 months.
15	Please make sidewalks a priority in the residential loop around the perimeter of Edgewood. Many more families live here now. We want to walk out the front door and go for a safe walk, run, bike ride, etc.
16	Appreciate the good work done by the Parks Board. Making Edgewood a place where the community has attractive outdoor recreational areas with help with the City's economic development and help grow business in the community.
17	We are a 3 generational household in Milton with two little ones ages 3 and 6.
18	We need a planning committee to be much more thoughtful of what is built in Edgewood. Apartments and run down strip malls on Meridian, rather than nice shops and restaurants, will not bring in visitors and shoppers. I feel bad for retailers in Edgewood, but most people I know go to Sumner - much nicer atmosphere when out with friends - or our visitors from out of town. We need sidewalks on the south end of town.
19	Please add some off leash dog parks to our area
20	I see many people enjoy our parks and need them. I am all for the support of keeping what we have and improving on them.

18.These answers will help to provide guidance in the development of the Edgewood PROST Plan! Below is a space to share any additional information or comments we may have missed in the earlier sections of this survey.

21	I am a part of the community garden & would love to see it become more of a priority for the city. It could be a really great place for people to use, visit, and connect with others in the area. I'd also like to see marketing for the parks & trails improved. We have some great areas but little to no information available on the city website. There's a lot of opportunities there.
22	improve modify what sports areas/fields we have and make them easier to use.
23	I have lived in Edgewood for 35 years and have watched it grow. Safeway used to be a quick trip, now it takes 30 minutes if I hit Meridian at the wrong time. I would like to see usable bike lanes. I travel in Europe a lot and they rarely use a car to run to the grocery store. I think we need to start encouraging people to use pedal power/E-bikes for transportation to keep cars off the road.
24	Please put sidewalks on 36th St. E. It is very unsafe to not have a sidewalk on this street with the amount of residential homes on and off of this street. Please consider this. Thank you!
25	Please put sidewalks on 36th Ave it's dangerous. Need a path to walk to the park on meridian.
26	Desperately wanting sidewalks on 36th Street, Meridian to Mt. View Elementary
27	I noticed no conversation about Senior Recreation Services. Is this not a consideration?
28	Save natural environments!!!
29	Edgewood should be full of trees and large parcel lots, it's in the name, we live on the edge of the woods, edgewood has become development crazy lately… slow down on the cutting down of our green spaces within city limits! Keep the trees alive and the houses far apart. If we wanted high density housing we would move to the large cities, we want to keep the small town feel with wonderful parks, open green spaces, and low traffic use at those spaces. Raise my taxes, I don't care… I would rather see higher tax rates to support our infrastructure and community places rather than see more and more high density housing going in for the tax dollars.
30	Complete the Interurban trail sections to Milton and east of 167
31	Please consider offering electric vehicle charging stations near Edgewood businesses or public buildings. Please consider how solar panels can be installed at or near new buildings.
32	The City Hall campus could be a great destination for a splash pad and frisbee golf
33	Please do not connect trails to surrounding areas. This will allow transients to easily infiltrate our town and ruin the peaceful and safe town that we have. This will help keep our parks safe and clean as well. Please keep trail projects limited to connecting Edgewood citizens with each other and allow safe pedestrian travel within Edgewood. Thank you!
34	As long-term plans require taking stock of nearby facilities owned privately or by other municipal organizations, I wanted to mention that school properties might need to be re-assessed. As schools are updated, districts are opting to limit ball fields and often limit public access to playground areas. Our city will be losing access to more ball fields as schools tackle these properties for updates. It might be wise not to weigh school owned properties quite so heavily as they have been in the past. It also might be wise to consider a loss of school ball fields will increase the pressures for local recreation groups to find other options for practicing and games.

19. We will be reaching out with more project information and additional opportunities for you to participate in the future. If you would like to leave your email at this time, we can ensure you are included in that process. Contact Information (Optional):

51 people provided their email address.

20. Check the box below if you are interested in volunteering to improve park and recreational facilities within the City of Edgewood.

100% of respondants checked the box.

Appendix D

Parkland Inventory & Assessment Matrix

February 28, 2022

City of Edgewood PROST Plan - **Inventory & Assessment Matrix**

						Park Amenities + Overall Quality (1 = poor, 5 = excellent)																				
ID	Park Name + Location	Park Class (Current)	Current Status	Size (acres)	Assessed Score	General Maintenance		Permanent Restrooms		Structures		Playground		Sports Fields & Courts		Nature Trails		Signage + Wayfinding		Wildlife Habitat		Public Art		Landscaping		Parking		Additional Remarks
						Score:	Remarks:	Score:	Remarks:	Score:	Remarks:	Score:	Remarks:	Score:	Remarks:	Score:	Remarks:	Score:	Remarks:	Score:	Remarks:	Score:	Remarks:	Score:	Remarks:	Score:	Remarks:	
1	**Interurban Trail**	**Trails & Bikeway**	Partially developed	**10.47**	**3.8**	4.25	Existing segment well kept. Some denuded lawn area.	3.75	Newer CXT but closed due to Covid. Using temporary Sani-can.	4.5	2 covered seating/picnic tables at trailhead. One table area along trail, elevated boardwalk					3.5	Wide, multi-modal asphalt pathway, but needs to be connected. Developed section is great.	4	Nice historical reference and interpretive panel at restroom/trailhead	3	large trees at edge, many on adjacent property, lots of invasives off corridor			3.5	some great trees, some need replacing. Invasives.	4	Lot in good condition w/ 2 ADA and lighting.	Current trail segment is just a out-n-back. Both ends need to be extended and connected.
2	**Nelson Farm**	**Special Use**	Undeveloped	**9.05**	**2.0**	3	Decent condition except for some of the structures and interstitial spaces between elements.	0.5	Restrooms in farm house but old and not accessible. Sani cans.	3	Farmhouse needs lots of work to be kept. Outbuildings all look good but need some structural upgrades and TLC.	0	No Play equipment			1.5	Lots of open space but no formally defined walking paths.	2	Has information kiosk with minimal information.	3	Bee boxes and garden add to the pollinator potential. Open paddocks for sheep and other farm animals.	1.5	Bee boxes and some murals are decent and add some value.	3	Messy unkept landscape but still fits the "farm" motif. P-patches are great but need more formal pathways between them.	2	Turf areas used for some parking. Small gravel areas but typically are hosting vehicles for farm workers.	This could be one of the jewels of the Edgewood Park system. Wonderful potential.
3	**Nelson Nature Park**	**Natural Area & Greenspace**	Developed	**11.52**	**2.6**	3	The garage structure needs major structural upgrade. Fair amount of trail damage caused by roots. Overall well kept for open space.	0.5	Sani Can	2	Old Garage structure. Signs of vermin. Nice covered picnic shelter.					3.5	Nice lengths of paved trails, but a lot of root intrusion and pavement upheave creating drainage and tripping hazards.			4	Large mature forested areas. Some blowdown from wind storms. Some structural liabilities close to public trails.			3	Fair amount of open mowed grass space. A few demonstration beds that are currently overgrown and need to be thinned out.	2	Gravel parking area off street broken up into different areas.	A lovely passive park space with great potential.
4	**Edgemont Park**	**Neighborhood Park**	Developed	**4.33**	**2.3**	3.5	Park well kept with lots of open grass space.	2.5	CMU block structure also houses restrooms that need renovating.	2.5	CMU structure in relatively decent shape. Needs some structural updates.	2.75	Lots of similar play gear that is showing signs of age. Several slides blocked off due to vandalism.	2	Large open space area that includes baseball field. Backstop needs to be replaced. Infield needs to be regarded and surfaced. Minimal signs of drainage issues.	2	Informal but geometric walking paths between elements. No established perimeter trail.	1.5	Old park sign. Some interior signs.	2	Some nice large trees but prescriptive park landscape with minimal habitat value.	1	Token totem but hidden and needs more prominence.	3	Basic open space. Not much perimeter landscaping. Large(but questionable) grove of trees in NE corner. Parking island landscape in need of renovation	2.5	Decent paved area with 26 spaces (2 HC). Additional parking along road but use of wheel stops is confusing for parallel spots.	Access from school and large crown in road crossing 24th St E make an awkward intersection. Needs some traffic calming. Access crossings dump into a mulched planting area. Not accessible.
5	**City Hall Park**	**Neighborhood Park**	Partially developed	**7.62**	**3.1**	4.25	Overall well kept with areas of dense plantings and lots of remaining undeveloped open space. Needs thinning in areas.	4.5	In City Hall. Not directly accessible by park user.	4.75	City Hall still in great shape.	0	No Play equipment for Neighborhood Park	1	No established fields but large enough for informal pick-up games.	3.5	Gravel walking paths through open space areas	3	minimal signage observed.	3.25	Lots of natives but open space area has minimal habitat value.	1.5	Needs public art. Park & open space is very sculptural. Effort made in amphitheater area	3.75	Landscape very dense in places createing hiden areas and blocking views.	4.5	Nice large paved parking areas connected by pathways to City hall and rest of park.	Several planted areas were planted too dense. Many trees and shrubes planted too close to each other. Lots of trees I need of TLC and structural care.
6	**36th & Meridian Park**	**Neighborhood Park**	In Development	**16.47**	**n/a**																							
7	**Kempf Open Space**	**Natural Area & Greenspace**	Undeveloped	**13.82**	**n/a**																							

Appendix E

Implementation Tools & Funding Support

February 28, 2022

Appendix E

Implementation Tools & Funding Support

INTRODUCTION

There are a range of local funding tools that could be accessed for the benefit of growing, developing and maintaining a city's parks and recreation programs. The sources listed below represent likely potential sources, but some also may be dedicated for numerous other local purposes which limit applicability and usage. Therefore, discussions with city leadership are critical to assess the political landscape to modify or expand the use of existing city revenue sources in favor of park and recreation programs.

LOCAL FUNDING OPTIONS

Councilmanic Bonds

Councilmanic bonds may be sold by cities without public vote. The bonds, both principal and interest, are retired with payments from existing city revenue or new general tax revenue, such as additional sales tax or real estate excise tax. The state constitution has set a maximum debt limit for councilmanic bonds of 1-½% of the value of taxable property in the city.

General Obligation Bond
http://apps.leg.wa.gov/RCW/default.aspx?cite=84.52.056
For the purposes of funding capital projects, such as land acquisitions or facility construction, cities and counties have the authority to borrow money by selling bonds. Voter-approved general obligation bonds may be sold only after receiving a 60 percent majority vote at a general or special election. If approved, an excess property tax is levied each year for the life of the bond to pay both principal and interest. The state constitution (Article VIII, Section 6) limits total debt to 5% of the total assessed value of property in the jurisdiction.

Excess Levy
http://apps.leg.wa.gov/RCW/default.aspx?cite=84.52.052
Washington law allows cities and counties, along with other specified junior taxing districts, to levy property taxes in excess of limitations imposed by statute when authorized by the voters. Levy approval requires 60 percent majority vote at a general or special election.

Regular Property Tax - Lid Lift
http://apps.leg.wa.gov/RCW/default.aspx?cite=84.55.050
Cities are authorized to impose ad valorem taxes upon real and personal property. A city's maximum levy rate for general purposes is $3.375 per $1,000 of assessed valuation. Limitations on annual increases in tax collections, coupled with changes in property value, causes levy rates to rise or fall; however, in no case may they rise above statutory limits. Once the rate is established each year, it may not be raised without the approval of a majority of the voters. Receiving voter approval is known as a lid lift. A lid lift may be permanent, or may be for a specific purpose and time period.

Sales Tax
http://apps.leg.wa.gov/RCW/default.aspx?cite=82.14
Washington law authorizes the governing bodies of cities and counties to impose sales and use taxes at a rate set by the statute to help "carry out essential county and municipal purposes." The authority is divided into two parts. Cities may impose by resolution or ordinance a sales and use tax at a rate of ½% on any taxable event within their jurisdictions. Cities may also impose an additional sales tax at a rate up to ½% on any taxable event within the city. In this case, the statute provides an electoral process for repealing the tax or altering the rate.

Impact Fees
http://apps.leg.wa.gov/RCW/default.aspx?cite=82.02.050
Impact fees are charges placed on new development as a condition of development approval to help pay for various public facilities the need for which is directly created by that new growth and development. Counties, cities, and towns may impose impact fees on residential and commercial "development activity" to help pay for certain public facility improvements, including parks, open space and recreation facilities. Funds received must be spent on approved capital projects within 10 years of collection.

Real Estate Excise Tax
http://apps.leg.wa.gov/RCW/default.aspx?cite=82.46.010
Washington law authorizes the governing bodies of counties and cities to impose excise taxes on the sale of real property within limits set by the statute. This authority may be divided into three parts relevant to park systems.

A city or county may impose a real estate excise tax (REET 1) on the sale of all real property in the city or unincorporated parts of the county, respectively, at a rate not to exceed ¼% of the selling price, to fund "local capital improvements," including parks, playgrounds, swimming pools, water systems, bridges, sewers, etc. Also, the funds must be used "primarily for financing capital projects specified in a capital facilities plan element of a comprehensive plan .

A city or county may impose a real estate excise tax on the sale of all real property in the city or unincorporated parts of the county, respectively, at a rate not to exceed ½%, in lieu of a ½% sales tax option authorized under state law. These funds are not restricted to capital projects. The statute provides for a repeal mechanism.

A city or county – in counties that are required to prepare comprehensive plans under the new Growth Management Act – are authorized to impose an additional real estate excise tax (REET 2) on all real property sales in the city or unincorporated parts of the county, respectively, at a rate not to exceed ¼%. These funds must be used "solely for financing capital projects specified in a capital facilities plan element of a comprehensive plan."

The City share of the real estate excise tax is two one-quarter percent amounts (0.5%) that are restricted for capital projects per RCW 82.46. Revenues collected by this tax are deposited in a special capital improvement fund according to KMC 5.18.040. Since REET collections are directly tied to the frequency and valuation of real estate transactions, this funding source is widely variable with local real estate conditions. REET 1 funds capital projects for parks.

Real Estate Excise Tax - Local Conservation Areas
http://apps.leg.wa.gov/RCW/default.aspx?cite=82.46.070
Boards of County Commissioners may impose, with majority voter approval, an excise tax on each sale of real property in the county at a rate not to exceed 1% of the selling price for the purpose of acquiring and maintaining conservation areas. The authorizing legislation defines conservation areas as "land and water that has environmental, agricultural, aesthetic, cultural, scientific, historic, scenic, or low-intensity recreational value for existing and future generations..." These areas include "open spaces, wetlands, marshes, aquifer recharge areas, shoreline areas, natural areas, and other lands and waters that are important to preserve flora and fauna."

Conservation Futures Tax (Pierce County)
http://apps.leg.wa.gov/RCW/default.aspx?cite=84.34
The Conservation Futures Tax (CFT) is provided for in Chapter 84.34 of the Revised Code of Washington. Pierce County imposes a Conservation Futures levy at a rate of $0.0625 per $1,000 assessed value for the purpose of acquiring open space lands, including green spaces, greenbelts, wildlife habitat and trail rights-of-way proposed for preservation for public use by either the county or the cities within the county.

General open space criteria are listed in PCC Section 26.12.025 and are similar to the public benefit rating system identified in the Current Use Taxation program operated by Pierce County. Funds are allocated annually, and cities within the county, citizen groups and citizens may apply for funds through the county's process. The CFT program provides grants to cities to support open space priorities in local plans and requires a 100% match from other sources.

FEDERAL & STATE GRANTS AND CONSERVATION PROGRAMS

EPA Environmental Education Grants (EPA)
http://www.epa.gov/educaton/environmental-educaton-ee-grants
In past years, the Environmental Protection Agency (EPA) has sought grant proposals from eligible applicants to support environmental education projects that promote environmental awareness and stewardship and help provide people with the skills to take responsible actions to protect the environment. Although currently not appropriated, this program may become available in future years.

BUILD Grants (USDOT) - Use to be TIGER grants
https://www.transportation.gov/tiger
Eligible projects for TIGER Discretionary Grants are capital projects that include, but are not limited to: (1) Highway, bridge, or other road projects eligible under Title 23, United States Code; (2) public transportation projects eligible under chapter 53 of Title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.

Rivers, Trails and Conservation Assistance Program (NPS)
http://www.nps.gov/ncrc/programs/rtca/
The Rivers, Trails and Conservation Assistance Program, also known as the Rivers & Trails Program or RTCA, is a technical assistance resource for communities administered by the National Park Service and federal government agencies so they can conserve rivers, preserve open space and develop trails and greenways. The RTCA program implements the natural resource conservation and outdoor recreation mission of NPS in communities across America.

Community Block Development Grants (US HUD & Commerce)
https://www.hud.gov/program_offices/comm_planning/communitydevelopment/programs
These funds are intended to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low and

moderate income persons.

Pierce County administers CDBG funds on behalf of the Pierce County CDBG Consortium. The Consortium is established under interlocal cooperation agreements between the County and 34 cities and towns and has a Joint Recommendations Committee to advise Pierce County on CDBG funding and program guidelines decisions.

North American Wetlands Conservation Act Grants Program (USFW)
https://www.fws.gov/birds/grants/north-american-wetland-conservation-act/how-to-apply-for-a-nawca-grant.php
The North American Wetlands Conservation Act of 1989 provides matching grants to organizations and individuals who have developed partnerships to carry out wetland conservation projects in the United States, Canada, and Mexico for the benefit of wetlands-associated migratory birds and other wildlife. Two competitive grants programs exist (Standard and a Small Grants Program) and require that grant requests be matched by partner contributions at no less than a 1-to-1 ratio. Funds from U.S. Federal sources may contribute toward a project, but are not eligible as match.

The Standard Grants Program supports projects in Canada, the United States, and Mexico that involve long- term protection, restoration, and/or enhancement of wetlands and associated uplands habitats.

The Small Grants Program operates only in the United States; it supports the same type of projects and adheres to the same selection criteria and administrative guidelines as the U.S. Standard Grants Program. However, project activities are usually smaller in scope and involve fewer project dollars. Grant requests may not exceed $75,000, and funding priority is given to grantees or partners new to the Act's Grants Program.

Wetlands Reserve Program (NRCS)

Natural Resources Conservation Service (NRCS)
www.nrcs.usda.gov/PROGRAMS/wrp/
The WRP provides landowners the opportunity to preserve, enhance and restore wetlands and associated uplands. The program is voluntary and provides three enrollment options: permanent easements, 30-year easements, and 10-year restoration cost-share agreements. In all cases, landowners retain the underlying ownership in the property and management responsibility. Land uses may be allowed that are compatible with the program goal of protecting and restoring the wetlands and associated uplands. The NRCS manages the program and may provide technical assistance.

Recreation and Conservation Office Grant Programs RCO
https://rco.wa.gov/grants/
The Recreation and Conservation Office was created in 1964 as part of the Marine Recreation Land Act. The RCO grants money to state and local agencies, generally on a matching basis, to acquire, develop, and enhance wildlife habitat and outdoor recreation properties. Some money is also distributed for planning grants. RCO grant programs utilize funds from various sources. Historically, these have included the Federal Land and Water Conservation Fund, state bonds, Initiative 215 monies (derived from unreclaimed marine fuel taxes), off-road vehicle funds, Youth Athletic Facilities Account and the Washington Wildlife and Recreation Program.

Aquatic Lands Enhancement Account (ALEA)
This program, managed through the RCO, provides matching grants to state and local agencies to protect and enhance salmon habitat and to provide public access and recreation opportunities on aquatic lands. In 1998, DNR refocused the ALEA program to emphasize salmon habitat preservation and enhancement. However, the program is still open to traditional water access proposals. Any project must be located on navigable portions of waterways. ALEA funds are derived from the leasing of state-owned aquatic lands and from the sale of harvest rights for shellfish and other aquatic resources.

Brian Abbott Fish Barrier Removal Board (BAFBRB)
Funding to correct barriers to fish passage.

Boating Facilities Program (BFP
https://rco.wa.gov/grant/boating-facilities-program/
Funding to buy, develop, and renovate facilities for motorized boats

Boating Infrastructure Grant Program (BIG)
Funding to develop ort renovate facilities targeting recreational boats and larger

Washington Wildlife and Recreation Program (WWRP)
The RCO is a state office that allocates funds to local and state agencies for the acquisition and development of wildlife habitat and outdoor recreation properties. Funding sources managed by the RCO include the Washington Wildlife and Recreation Program. The WWRP is divided into Habitat Conservation and Outdoor Recreation Accounts; these are further divided into several project categories. Cities, counties and other local sponsors may apply for funding in urban wildlife habitat, local parks, trails and water access

categories. Funds for local agencies are awarded on a matching basis. Grant applications are evaluated once each year, and the State Legislature must authorize funding for the WWRP project lists.

Land and Water Conservation Fund
The Land and Water Conservation Fund (LWCF) provides grants to buy land and develop public outdoor facilities, including parks, trails and wildlife lands. Grant recipients must provide at least 50% matching funds in either cash or in-kind contributions. Grant program revenue is from a portion of Federal revenue derived from sale or lease of off-shore oil and gas resources.

National Recreational Trails Program
The National Recreational Trails Program (NRTP) provides funds to maintain trails and facilities that provide a backcountry experience for a range of activities including hiking, mountain biking, horseback riding, motorcycling, and snowmobiling. Eligible projects include the maintenance and re-routing of recreational trails, development of trail-side and trail-head facilities, and operation of environmental education and trail safety programs. A local match of 20% is required. This program is funded through Federal gasoline taxes attributed to recreational non-highway uses.

Youth Athletic Facilities (YAF) Program
The YAF provides grants to develop, equip, maintain, and improve youth and community athletic facilities. Cities, counties, and qualified non-profit organizations may apply for funding, and grant recipients must provide at least 50% matching funds in either cash or in-kind contributions.

Puget Sound Acquisition and Restoration Fund
Grants are awarded by the Salmon Recovery Funding Board for acquisition or restoration of lands directly correlating to salmon habitat protection or recovery. Projects must demonstrate a direct benefit to fish habitat. There is no match requirement for design-only projects; acquisition and restoration projects require a 15% match. The funding source includes the sale of state general obligation bonds, the federal Pacific Coastal Salmon Recovery Fund and the state Puget Sound Acquisition and Restoration Fund.

STP/CMAQ Regional Competition – Puget Sound Regional Council
http://psrc.org/transportation/tip/selection/
Surface Transportation Program (STP) funds are considered the most "flexible" funding source provided through the federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU). Many types of projects are eligible, including transit, carpool/vanpool, bicycle/pedestrian, safety, traffic monitoring/management, and planning projects, along with the more traditional road and bridge projects. The purpose of the Congestion Mitigation Air Quality (CMAQ) program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide and particulate matter. The two goals of improving air quality and relieving congestion were strengthened under SAFETEA-LU by a new provision establishing priority consideration for cost-effective emission reduction and congestion mitigation activities when using CMAQ funding. The PSRC serves as the countywide board in the allocation of some federal transportation grant funds to projects within Pierce County, through the Puget Sound Regional Council.

OTHER METHODS & FUNDING SOURCES

MetropolitanPark District
http://apps.leg.wa.gov/RCW/default.aspx?cite=35.61
Metropolitan park districts may be formed for the purposes of management, control, improvement, maintenance and acquisition of parks, parkways and boulevards. In addition to acquiring and managing their own lands, metropolitan districts may accept and manage park and recreation lands and equipment turned over by any city within the district or by the county. Formation of a metropolitan park district may be initiated in cities of five thousand population or more by city council ordinance, or by petition, and requires majority approval by voters for creation.

Park & Recreation District
http://apps.leg.wa.gov/RCW/default.aspx?cite=36.69
Park and recreation districts may be formed for the purposes of providing leisure-time activities and recreation facilities and must be initiated by petition of at least 15% percent of the registered voters within the proposed district. Upon completion of the petition process and review by county commissioners, a proposition for district formation and election of five district commissioners is submitted to the voters of the proposed district at the next general election. Once formed, park and recreation districts retain the authority to propose a regular property tax levy, annual excess property tax levies and general obligation bonds. All three require 60% percent voter approval and 40% percent voter turnout. With voter approval, the district may levy a regular property tax not to exceed sixty cents per thousand dollars of assessed value for up to six consecutive years.

Business Sponsorships / Donations
Business sponsorships for programs may be available throughout the year. In-kind contributions are often

received, including food, door prizes and equipment/ material.

Interagency or Inter-Local (ILA)Agreements
State law provides for interagency cooperative efforts between units of government. Joint acquisition, development and/or use of park and open space facilities may be provided between Parks, Public Works and utility providers.

Private Grants, Donations & Gifts
Many trusts and private foundations provide funding for park, recreation and open space projects. Grants from these sources are typically allocated through a competitive application process and vary dramatically in size based on the financial resources and funding criteria of the organization. Philanthropic giving is another source of project funding. Efforts in this area may involve cash gifts and include donations through other mechanisms such as wills or insurance policies. Community fundraising efforts can also support park, recreation or open space facilities and projects.

ACQUISITION TOOLS & METHODS

DIRECT PURCHASE METHODS

Market Value Purchase
Through a written purchase and sale agreement, the city purchases land at the present market value based on an independent appraisal. Timing, payment of real estate taxes and other contingencies are negotiable.

Partial Value Purchase (or Bargain Sale)
In a bargain sale, the landowner agrees to sell for less than the property's fair market value. A landowner's decision to proceed with a bargain sale is unique and personal; landowners with a strong sense of civic pride, long community history or concerns about capital gains are possible candidates for this approach. In addition to cash proceeds upon closing, the landowner may be entitled to a charitable income tax deduction based on the difference between the land's fair market value and its sale price.

Life Estates & Bequest
In the event a landowner wishes to remain on the property for a long period of time or until death, several variations on a sale agreement exist. In a life estate agreement, the landowner may continue to live on the land by donating a remainder interest and retaining a "reserved life estate." Specifically, the landowner donates or sells the property to the city, but reserves the right for the seller or any other named person to continue to live on and use the property. When the owner or other specified person dies or releases his/her life interest, full title and control over the property will be transferred to the city. By donating a remainder interest, the landowner may be eligible for a tax deduction when the gift is made. In a bequest, the landowner designates in a will or trust document that the property is to be transferred to the city upon death. While a life estate offers the city some degree of title control during the life of the landowner, a bequest does not. Unless the intent to bequest is disclosed to and known by the city in advance, no guarantees exist with regard to the condition of the property upon transfer or to any liabilities that may exist.

Gift Deed
When a landowner wishes to bequeath their property to a public or private entity upon their death, they can record a gift deed with the county assessors office to insure their stated desire to transfer their property to the targeted beneficiary as part of their estate. The recording of the gift deed usually involves the tacit agreement of the receiving party.

Option to Purchase Agreement
This is a binding contract between a landowner and the city that would only apply according to the conditions of the option and limits the seller's power to revoke an offer. Once in place and signed, the Option Agreement may be triggered at a future, specified date or upon the completion of designated conditions. Option Agreements can be made for any time duration and can include all of the language pertinent to closing a property sale.

Right of First Refusal
In this agreement, the landowner grants the city the first chance to purchase the property once the landowner wishes to sell. The agreement does not establish the sale price for the property, and the landowner is free to refuse to sell it for the price offered by the city. This is the weakest form of agreement between an owner and a prospective buyer.

Conservation and/or Access Easements
Through a conservation easement, a landowner voluntarily agrees to sell or donate certain rights associated with his or her property (often the right to subdivide or develop), and a private organization or public agency agrees to hold the right to enforce the landowner's promise not to exercise those rights. In essence, the rights are forfeited and no longer exist. This is a legal agreement between the landowner and the city that permanently limits uses of the land in order to conserve a portion of the property for public use or protection. The landowner still owns the property, but the use of the land is restricted. Conservation easements may result in an income tax deduction and reduced property taxes and estate taxes. Typically, this

approach is used to provide trail corridors where only a small portion of the land is needed or for the strategic protection of natural resources and habitat. Through a written purchase and sale agreement, the city purchases land at the present market value based on an independent appraisal. Timing, payment of real estate taxes and other contingencies are negotiable.

Park or Open Space Dedication Requirements
Local governments have the option to require developers to dedicate land for parks under the State Subdivision Law (Ch. 58.17 RCW) and the State Environmental Policy Act (SEPA) (Ch. 43.21C RCW). Under the subdivision law developers can be required to provide the parks/recreation improvements or pay a fee in lieu of the dedicated land and its improvements. Under the SEPA requirements, land dedication may occur as part of mitigation for a proposed development's impact.

LANDOWNER INCENTIVE MEASURES

Density Bonuses
Density bonuses are a planning tool used to encourage a variety of public land use objectives, usually in urban areas. They offer the incentive of being able to develop at densities beyond current regulations in one area, in return for concessions in another. Density bonuses are applied to a single parcel or development. An example is allowing developers of multi-family units to build at higher densities if they provide a certain number of low-income units or public open space. For density bonuses to work, market forces must support densities at a higher level than current regulations.

Transfer of Development Rights
The transfer of development rights (TDR) is an incentive-based planning tool that allows land owners to trade the right to develop property to its fullest extent in one area for the right to develop beyond existing regulations in another area. Local governments may establish the specific areas in which development may be limited or restricted and the areas in which development beyond regulation may be allowed. Usually, but not always, the "sending" and "receiving" property are under common ownership. Some programs allow for different ownership, which, in effect, establishes a market for development rights to be bought and sold.

IRC 1031 Exchange
If the landowner owns business or investment property, an IRC Section 1031 Exchange can facilitate the exchange of like-kind property solely for business or investment purposes. No capital gain or loss is recognized under Internal Revenue Code Section 1031 (see www.irc.gov for more details). This option may be a useful tool in negotiations with an owner of investment property, especially if the tax savings offset to the owner can translate to a sale price discount for the City.

Current (Open Space) Use Taxation Programs
Property owners whose current lands are in open space, agricultural, and/or timber uses may have that land valued at their current use rather than their "highest and best" use assessment. This differential assessed value, allowed under the Washington Open Space Taxation Act (Ch.84.34 RCW) helps to preserve private properties as open space, farm or timber lands. If land is converted to other non-open space uses, the land owner is required to pay the difference between the current use annual taxes and highest/best taxes for the previous seven years. When properties are sold to a local government or conservation organization for land conservation/ preservation purposes, the required payment of seven years worth of differential tax rates is waived. The amount of this tax liability can be part of the negotiated land acquisition from private to public or quasi-public conservation purposes.

OTHER LAND PROTECTION OPTIONS

Land Trusts & Conservancies
Land trusts are private non-profit organizations that acquire and protect special open spaces and are traditionally not associated with any government agency. Forterra (formerly called the Cascade Land Conservancy) is the regional land trust serving the region, and their efforts have led to the conservation of more than 234,000 acres of forests, farms, shorelines, parks and natural areas in the region (www. forterra. org). Other national organizations with local representation include the Nature Conservancy, Trust for Public Land and the Wetlands Conservancy.

Regulatory Measures
A variety of regulatory measures are available to local agencies and jurisdictions. Available programs and regulations include: Critical Areas Ordinance, University Place; State Environmental Policy Act (SEPA); Shorelines Management Program; and Hydraulic Code, Washington State Department of Fisheries and Department of Wildlife.

Public/Private Utility Corridors
Utility corridors can be managed to maximize protection or enhancement of open space lands. Utilities maintain corridors for provision of services such as electricity, gas, oil, and rail travel. Some utility companies have cooperated with local governments for development of public programs such as parks and trails within utility corridors.

SCJ ALLIANCE
CONSULTING SERVICES

EDGEWOOD
Parks, Recreation, Open Space, & Trails

City Of Edgewood
Council Agenda Summary Sheet

Subject: **Discussion** – Ordinance – GSP Map Update	**Agenda Item #:** 3.H **For Agenda of:** 4/19/2022 **Prepared by:** Jeremy Metzler

Attachments (list):
1. REDLINE ES-2 & ES-3 (2022-01-21)
2. DRAFT Ordinance 22-xxxx - GSP Map update 3.21.22
3. DRAFT ES-2 20220309
4. DRAFT ES-3 20220309

Approval of Materials:		Expenditure Required:
Jeremy Metzler		N/A
Jill Schwerzler-Herrera	4/13/2022	**Amount Budgeted:** N/A
Dave Gray	4/14/2022	
Daryl Eidinger	4/14/2022	**Timeline:** 04/19/2022 SS 04/26/2022 RCM

Summary Statement:
Council authorized a contract with Gray & Osborne, Inc. (G&O) to update the City's General Sewer Plan (GSP) in August 2019 by Resolution 19-0470. Staff has been working with G&O since that date to collect data, analyze tributary basins, and evaluate the existing system's capacity. We have confirmed the existing system has capacity to serve all of the Phase 1 area as presently mapped, as well as portions of Phase 2. Staff continues working with G&O on the GSP update, is working with adjacent agencies to confirm availability and capacity in their systems to serve portions of Edgewood, and hope to have something for review soon.

During the process of updating the GSP, staff was contacted by the developer of the Wolf Point Subdivision (currently under construction) requesting municipal sanitary sewer service from the City. The development was originally approved for on-site community septic, but their design was deemed infeasible during construction. City Staff has prepared an update to the GSP maps to establish a Phase I boundary to include the Wolf Pont Subdivision and adjacent tributary areas, while removing some Phase II areas previously considered for future inclusion in the Phase I conveyance network. By doing this, the net impact on the City system's conveyance capacity is negligible.

Therefore, as capacity exists, staff proposes amending the Phase 1 service area map as presented. Also attached is the proposed draft ordinance for said map change. A public hearing was held at last week's regular council meeting, where no public comments were provided.

Item History:
04/05/2022 SS
04/12/2022 RCM PH

Recommended Action:
Hold a discussion and provide staff guidance regarding **Discussion** – Ordinance – GSP Map Update.

Fiscal Note/Consideration:
N/A

Figure ES-2

Phase 1 Core Area (Lakehaven)

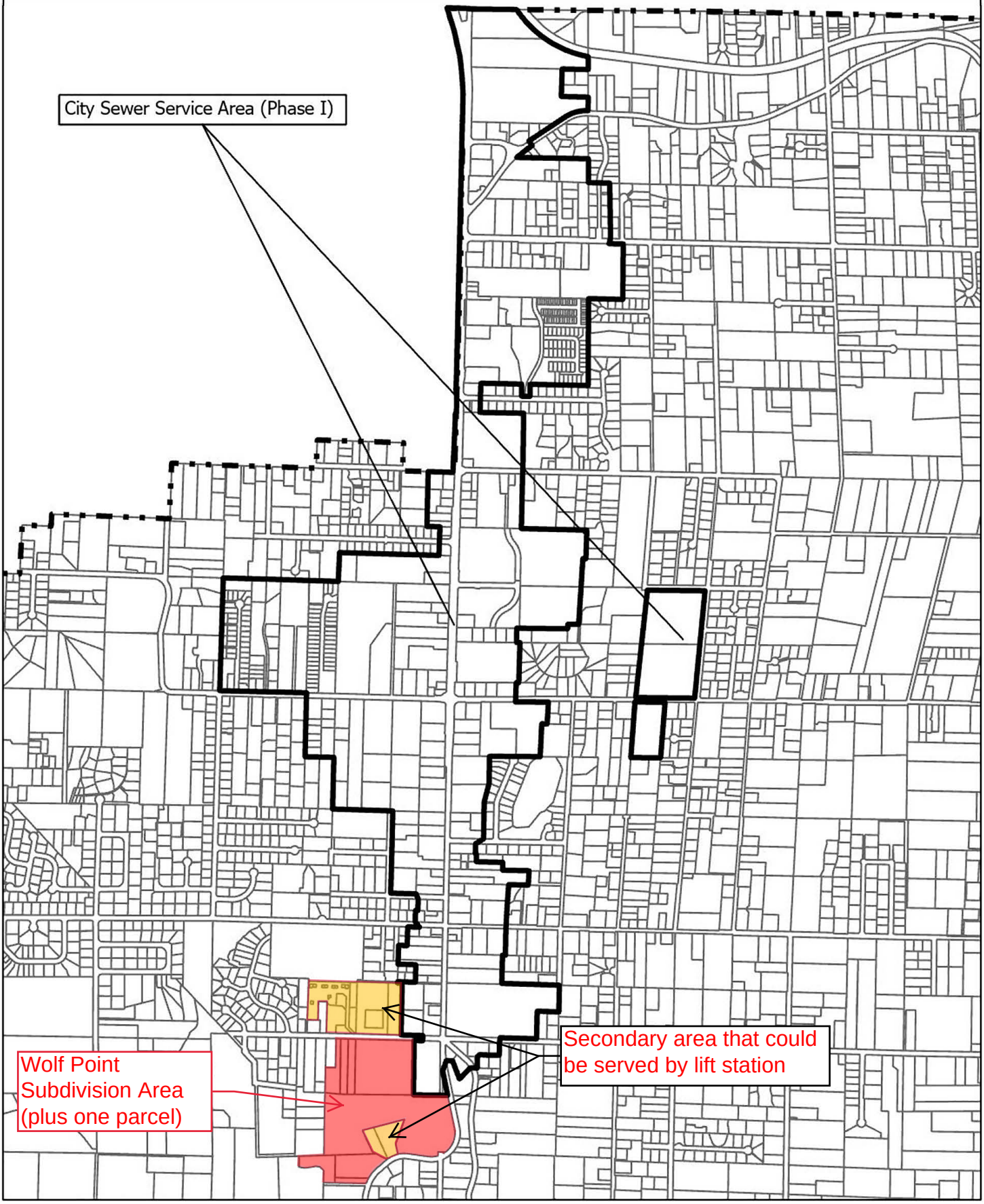
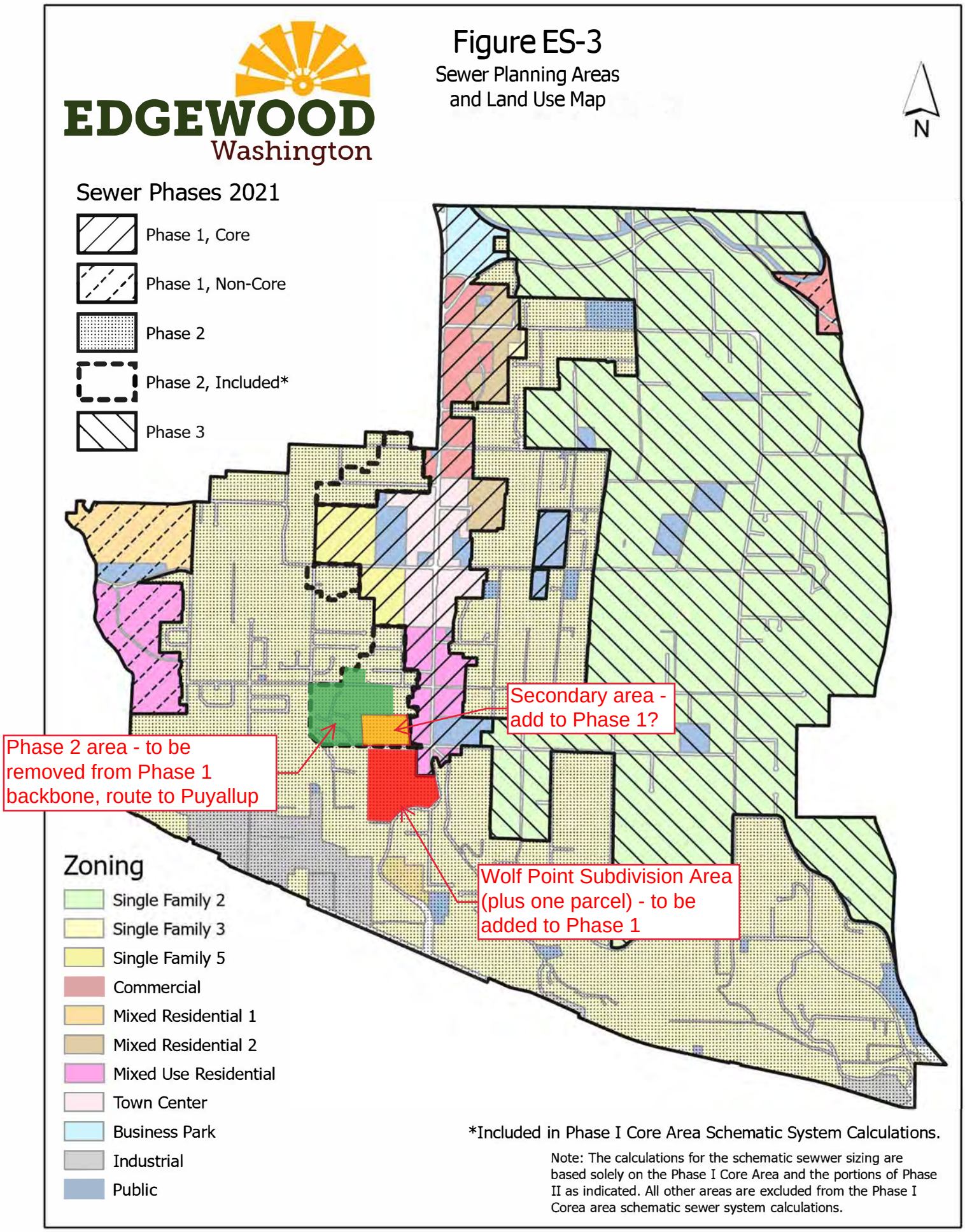


Figure ES-3

Sewer Planning Areas
and Land Use Map



*Included in Phase I Core Area Schematic System Calculations.

Note: The calculations for the schematic sewwer sizing are based solely on the Phase I Core Area and the portions of Phase II as indicated. All other areas are excluded from the Phase I Corea area schematic sewer system calculations.

ORDINANCE NO. 22-xxxx

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, UPDATING BOUNDARIES WTIHIN THE GENERAL SEWER PLAN, PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, pursuant to RCW 35.67.030, the City has adopted a General Sewer Plan ("GSP"); and

WHEREAS, the GSP, Chapter 11.30 of the Edgewood Municipal Code, and the City's Comprehensive Plan provide for a phased approach to the provision of sewer service within the City of Edgewood; and

WHEREAS, the Wolf Point Subdivision is currently under construction, located adjacent to the City's Phase I Sewer Service Area, originally approved for on-site community septic; and

WHEREAS, the developer has requested municipal sanitary sewer service from the City, as their original community septic design has been deemed infeasible; and

WHEREAS, the City has been working with their consultant, Gray & Osborne, on a comprehensive update to the 2007 General Sewer Plan, evaluating available capacity and suitable treatment providers / recipients; and

WHEREAS, City Staff has prepared an update to the GSP maps to establish a Phase I boundary to include the Wolf Pont Subdivision and adjacent tributary areas, while removing some Phase II areas previously considered for future inclusion in the Phase I conveyance network; and

WHEREAS, the City has determined there is sufficient sewer capacity to serve the entire area described, for inclusion within GSP Phase I boundaries as proposed to be corrected; and

WHEREAS, the City reviewed the existing determination of nonsignificance (DNS) and environmental analysis from the Edgewood General Sewer Plan, issued April 23, 2007, and determined that the document meets the City's current environmental review needs for amending the Phase I sewer service area map for consistency and does not substantially change the environmental analysis, and therefore adopted the existing threshold determination and issued a DNS adoption/addendum on DATE; and

WHEREAS, the City held a public hearing on the proposed map corrections on April 12, 2022; and

WHEREAS, the City Council of the City of Edgewood finds it in the interest of the public health and safety to amend the City's General Sewer Plan to update the Phase I boundaries;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. General Sewer Plan, Phase I Boundaries, Corrected. The City of Edgewood General Sewer Plan is hereby corrected to replace Figures ES-2, and ES-3 as shown in the attached Exhibit A, which is adopted and incorporated by reference.

Section 2. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 3. Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication. The full text of this Ordinance shall be mailed without charge, upon request.

PASSED BY THE CITY COUNCIL ON THE 26TH DAY OF APRIL, 2022

_____
Mayor Daryl Eidinger

ATTEST/AUTHENTICATED:

_____
Rachel Pitzel, CMC
City Clerk

APPROVED AS TO FORM:

_____
City Attorney, Ann Marie J. Soto

Date of Publication:
Effective Date:

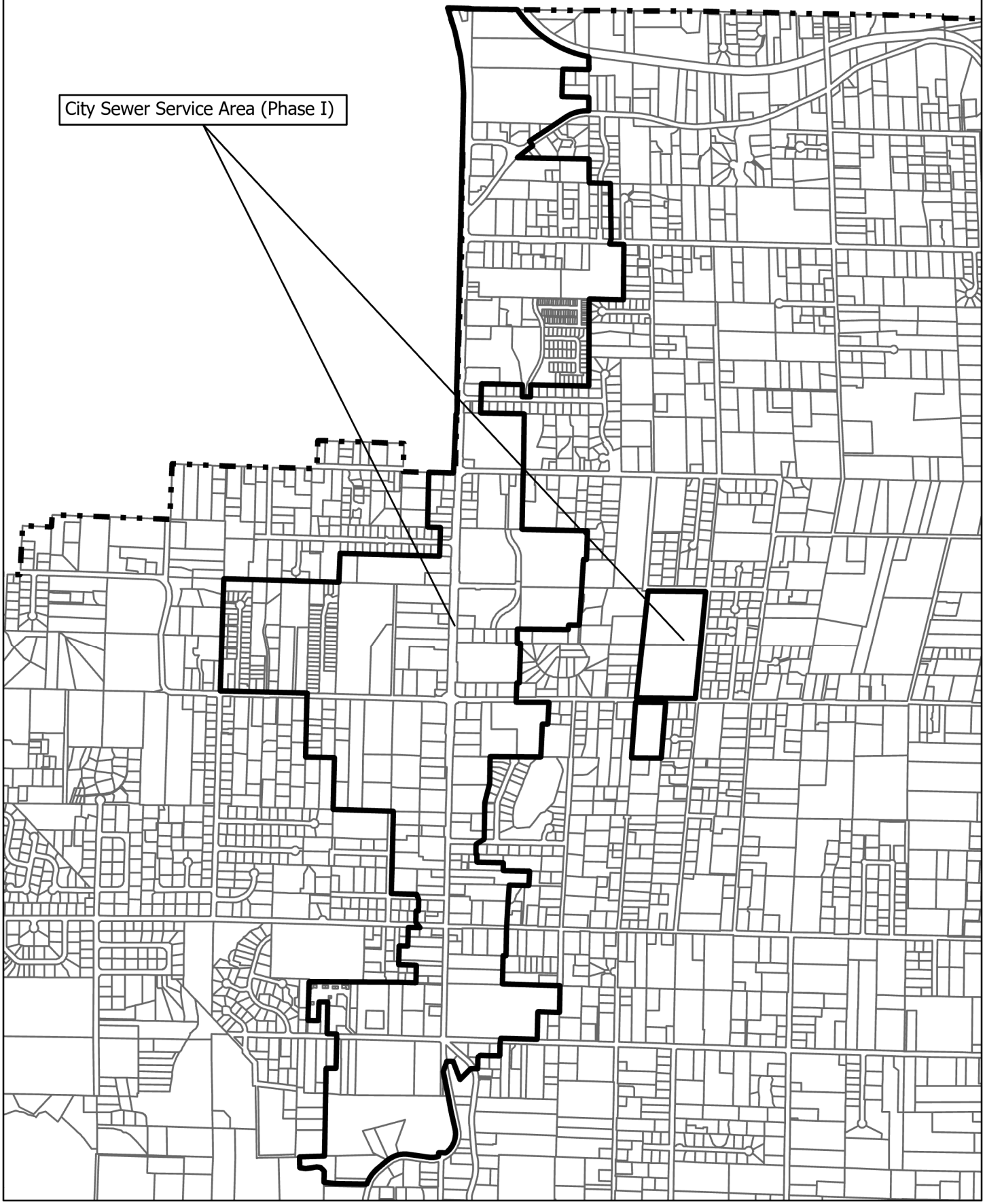
DRAFT

Exhibit A

DRAFT

Figure ES-2

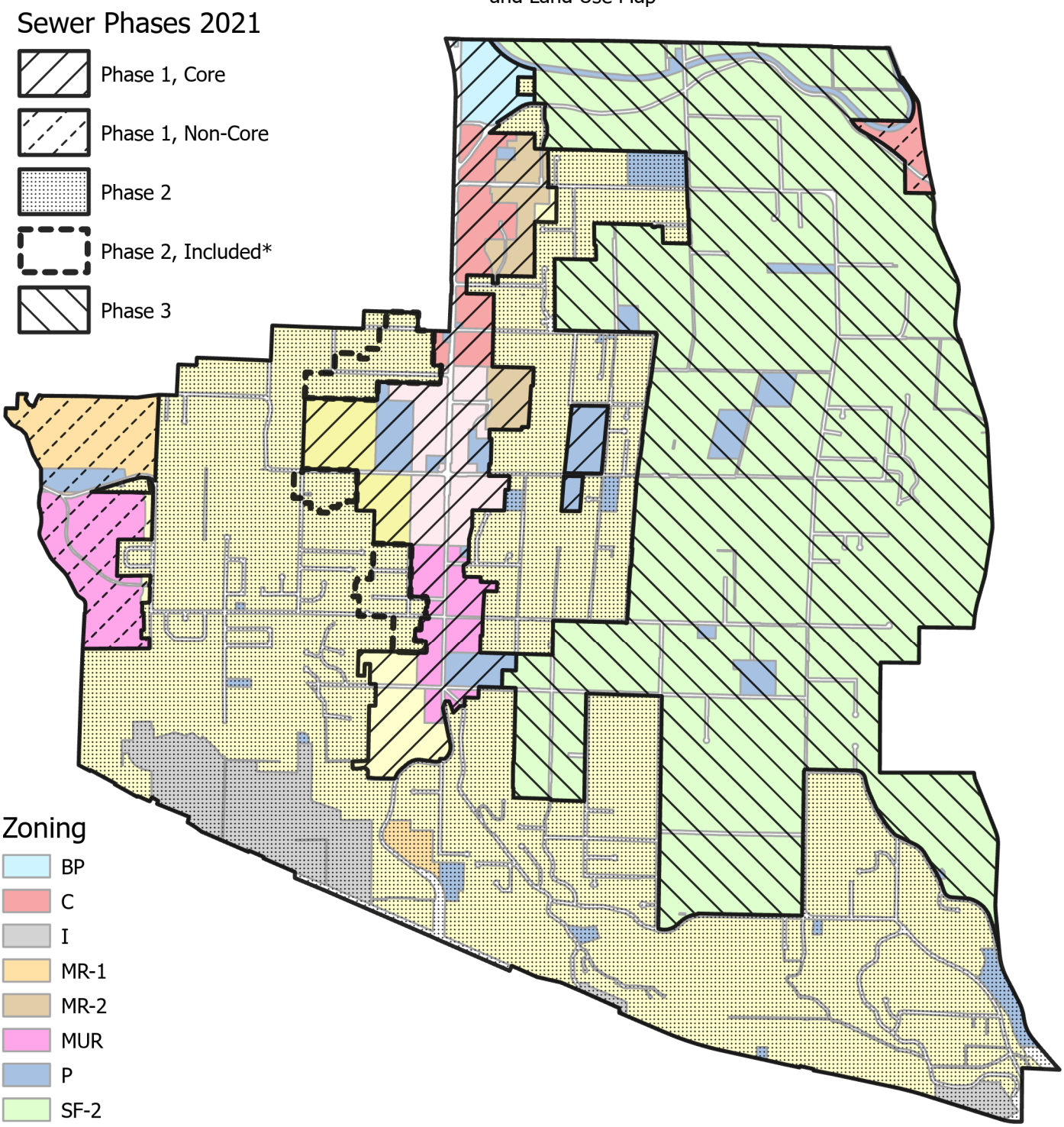
Phase 1 Core Area (Lakehaven)



EDGEWOOD Washington

Figure ES-3

Sewer Planning Areas and Land Use Map



*Included in Phase I Core Area Schematic System Calculations.

Note: The calculations for the schematic sewer sizing are based solely on the Phase I Core Area and the portions of Phase II as indicated. All other areas are excluded from the Phase I Core area schematic sewer system calculations.

City Of Edgewood
Council Agenda Summary Sheet

Subject: **Discussion** – Resolution – Lakehaven ILA Amendment	**Agenda Item #: 3.I** **For Agenda of: 4/19/2022** **Prepared by: Jeremy Metzler**

Attachments (list):
1. DRAFT Resolution No. 22.0xxx
2. Second amendment to ILA between City and LUD
3. Exhibit C-2

Approval of Materials:		**Expenditure Required:**
Jeremy Metzler		N/A
Jill Schwerzler-Herrera	4/13/2022	**Amount Budgeted:**
Dave Gray	4/13/2022	N/A
Daryl Eidinger	4/13/2022	**Timeline:** 04/19/2022 SS 04/26/2022 RCM

Summary Statement:
Council authorized a contract with Gray & Osborne, Inc. (G&O) to update the City's General Sewer Plan (GSP) in August 2019 by Resolution 19-0470. Staff has been working with G&O since that date to collect data, analyze tributary basins, and evaluate the existing system's capacity. We have confirmed the existing system has capacity to serve all of the Phase 1 area as presently mapped, as well as portions of Phase 2. Staff continues working with G&O on the GSP update, is working with adjacent agencies to confirm availability and capacity in their systems to serve portions of Edgewood, and hope to have something for review soon.

During the process of updating the GSP, staff was contacted by the developer of the Wolf Point Subdivision (currently under construction) requesting municipal sanitary sewer service from the City. The development was originally approved for on-site community septic, but their design was deemed infeasible during construction. City Staff has prepared an update to the GSP maps to establish a Phase I boundary to include the Wolf Pont Subdivision and adjacent tributary areas, while removing some Phase II areas previously considered for future inclusion in the Phase I conveyance network. By doing this, the net impact on the City system's conveyance capacity is negligible.

Therefore, as capacity exists, staff proposes amending the Phase 1 service area map as presented. To accompany the draft ordinance considered earlier on tonight's agenda, attached is a draft resolution authorizing an amendment to the Interlocal Agreement (ILA) with Lakehaven Water & Sewer. Lakehaven Staff is bringing the same amendment to their Board for consideration and action. A public hearing was held at last week's regular council meeting, where no public comments were provided.

Item History:

04/05/2022 SS
04/12/2022 RCM PH

Recommended Action:
Hold a discussion and provide staff guidance regarding **Discussion** – Resolution – Lakehaven ILA Amendment.

Fiscal Note/Consideration:
N/A

RESOLUTION NO. 22-0xxx

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, AUTHORIZING THE MAYOR TO SIGN INTO A SECOND AMENDMENT TO THE INTERLOCAL AGREEMENT WITH LAKEHAVEN WATER AND SEWER DISTRICT

WHEREAS, on January 23, 2007, the City of Edgewood ("City") and Lakehaven Water and Sewer District ("Lakehaven" or "District") executed an Interlocal Agreement pursuant to RCW Ch. 39.34 ("ILA"); and

WHEREAS, the City and the District executed the First Amendment to the ILA on September 23, 2021; and

WHEREAS, the City and the District now desire to amend the ILA to revise Exhibit C-1 of the ILA, depicting the City's Sewer Service Area—Phase 1;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The Mayor is hereby authorized to sign the Second Amendment to the Interlocal Agreement between the City of Edgewood and Lakehaven Water and Sewer District, in substantially the same form as attached to this resolution and incorporated herein as Exhibit A.

Section 2. This resolution will take effect immediately upon passage by the City Council.

ADOPTED THIS 26TH DAY OF APRIL, 2022.

_____
Daryl Eidinger, Mayor

ATTEST:

_____
Rachel Pitzel, CMC
City Clerk

DRAFT

Exhibit A

Second Amendment to Interlocal Agreement Between City of Edgewood and Lakehaven Water and Sewer District

DRAFT

SECOND AMENDMENT TO AGREEMENT BETWEEN CITY OF EDGEWOOD AND LAKEHAVEN UTILITY DISTRICT

WHEREAS, the City of Edgewood ("City" or "Edgewood") and the Lakehaven Utility District ("LUD" or "District") entered into an Interlocal Agreement pursuant to RCW Ch. 39.34 dated January 23, 2007 ("ILA"); and

WHEREAS, the ILA established the terms and conditions under which the LUD accepts, conveys, and treats sewage from residential and non-residential property lying within the City; and

WHEREAS, the parties executed the First Amendment to the ILA on September 23, 2021; and

WHEREAS, the parties desire to amend the ILA through this Second Amendment to the ILA ("Second Amendment");

NOW, THEREFORE, IN CONSIDERATION OF THE PROMISES, COVENANTS, AND AGREEMENTS CONTAINED IN THE INTERLOCAL AGREEMENT, THE PARTIES FURTHER AGREE AS FOLLOWS:

A. Exhibit C-1 of the amended ILA is hereby superseded and replaced with Exhibit C-2 attached to this Second Amendment and incorporated herein by reference.

B. All other terms of the ILA remain unchanged and enforceable. In the case of any conflict between the terms of the ILA, the First Amendment, and this Second Amendment, the provisions of this Second Amendment shall control.

IN WITNESS THEREOF, the Parties have caused this First Amendment to be executed this ___ day of _____, 2022.

CITY OF EDGEWOOD	LAKEHAVEN UTILITY DISTRICT
By: _____	By: _____
Its: Mayor, Daryl Eidinger	Printed Name: _____
Date: _____	Its: _____
	Date: _____

ATTEST:

_____

City Clerk, Rachel Pitzel

DRAFT

APPROVED AS TO FORM:

_____

City Attorney, Ann Marie Soto

APPROVED AS TO FORM:

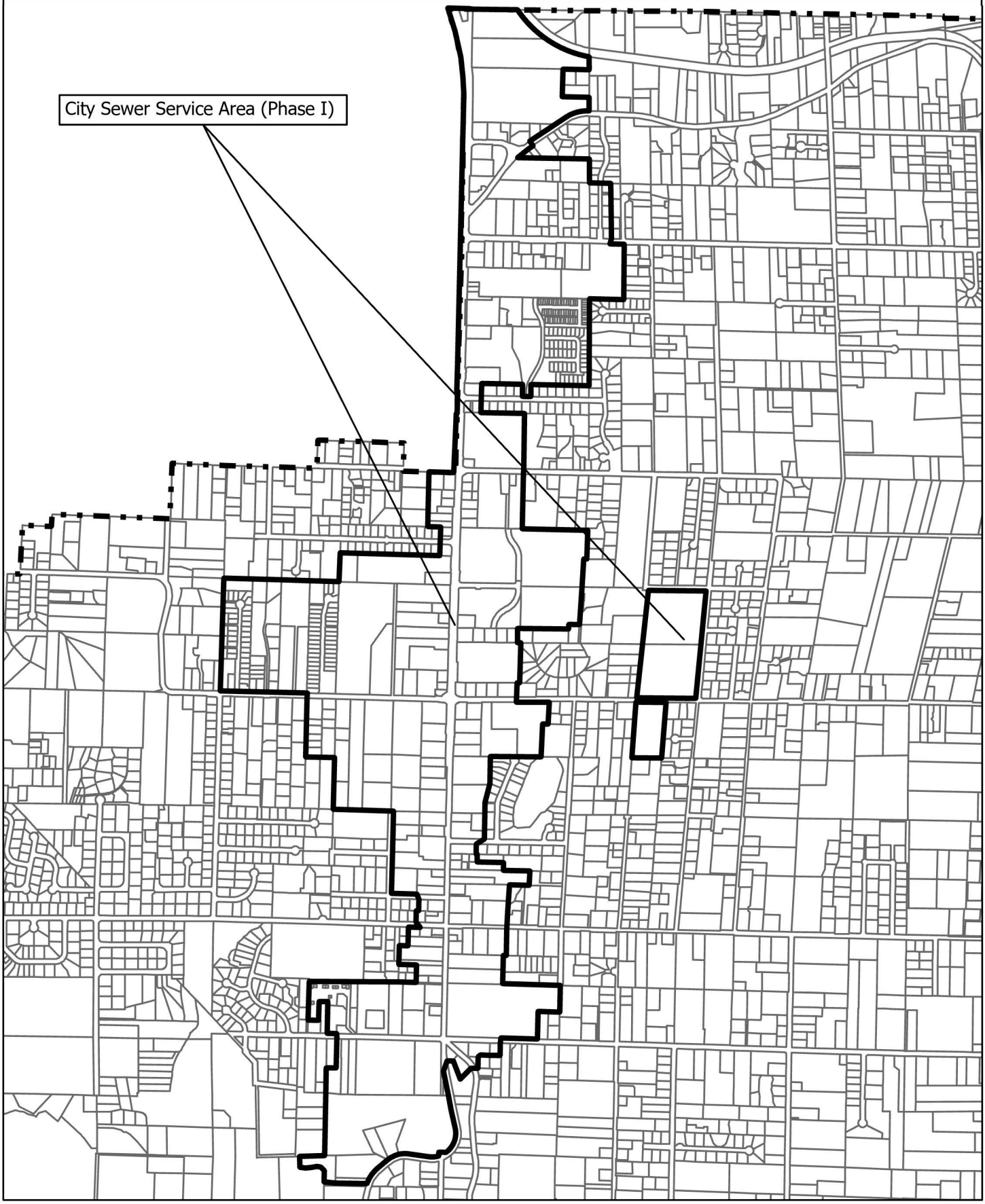
_____

General Counsel, Steven H. Pritchett

DRAFT

Exhibit C-2

Phase 1 Core Area (Lakehaven)



City Of Edgewood
Council Agenda Summary Sheet

Subject: **Discussion** – Ordinance – Surface Water Manual Update	**Agenda Item #: 3.J** **For Agenda of: 4/19/2022** **Prepared by: Jeremy Metzler**

Attachments (list):
1. DRAFT Ordinance 22-0xxx
2. DRAFT EMC Title 13 Updates (Redline) - 2022-04-14

Approval of Materials:		**Expenditure Required:**
Jeremy Metzler		N/A
Jill Schwerzler-Herrera	4/14/2022	**Amount Budgeted:**
Dave Gray	4/14/2022	N/A
Daryl Eidinger	4/14/2022	**Timeline:** 04/19/2022 SS 04/26/2022 RCM PH 05/03/2022 SS 05/10/2022 RCM

Summary Statement:
The City of Edgewood is subject to the current Western Washington Phase II Municipal Stormwater Permit, last updated in 2019 and administered by the Washington State Department of Ecology (Ecology). Under Special Condition S5.C.6 (Controlling Runoff from Development and Construction Sites), the City is required to update its ordinance to adopt the current *Stormwater Management Manual for Western Washington* by Ecology, or another Ecology-approved Phase I program's Manual, no later than June 30, 2022. Edgewood adopted Pierce County's *Stormwater & Site Development Manual* in 2016, including several local amendments, under Chapter 13.05 EMC.

As Pierce County updated their Manual in 2021 to maintain Ecology approval, Edgewood must now update EMC to adopt their new Manual and ensure our local amendments are still compatible. Attached are a draft ordinance and redline modifications to the code for Council's consideration. Staff has also taken this opportunity to perform some minor housekeeping, removing unnecessary amendments and redundant references. Finally, the local amendments maintain the more strict downstream analysis requirements and flow control thresholds already contained in EMC, as adopted in 2016.

The Planning Commission reviewed the proposed changes to EMC at their March 14 and April 11, 2022 meetings, including a public hearing at the latter, resulting in their recommendation to Council immediately thereafter. This item is scheduled for a public hearing with the Council at next week's regular meeting, to be followed by further consideration and potential action at the May 10, 2022 regular meeting.

Item History:

N/A

Recommended Action:
Hold a discussion and provide staff guidance regarding **Discussion** – Ordinance – Surface Water Manual Update.

Fiscal Note/Consideration:
N/A

ORDINANCE NO. 22-0xxx

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, AMENDING EDGEWOOD MUNICIPAL CODE (EMC) TITLE 13 SURFACE WATER MANAGEMENT AND SITE DEVELOPMENT; ADOPTING THE JULY 2021 EDITION OF THE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL, WITH LOCAL AMENDMENTS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the City of Edgewood (City) is a National Pollutant Discharge Elimination System (NPDES) permittee operating a Municipal Separate Storm Sewer System (MS4) under the Western Washington Phase II Municipal Stormwater Permit (hereafter "Phase II Permit"), as issued by the Washington State Department of Ecology (Ecology) as directed by the Federal Clean Water Act (CWA) and the State Water Pollution Control Law (Chapter 90.48 RCW); and

WHEREAS, a new Phase II Permit was issued on July 1, 2019, effective August 1, 2019 through July 31, 2024; and

WHEREAS, the Phase II Permit requires the City adopt a Stormwater Manual which has been determined by Ecology to be equivalent to the Ecology "Stormwater Management Manual for Western Washington" for controlling the quantity and quality of stormwater runoff; and

WHEREAS, a "60-day Notice of Intent to Adopt Amendment" was submitted to the Washington State Department of Commerce on March 11, 2022 pursuant to RCW 36.70A.106, and granted with confirmation on _____; and

WHEREAS, the City of Edgewood Planning Commission met to discuss the proposed updates at the March 14, 2022 and April 11, 2022 regular planning commission meetings; and

WHEREAS, the Planning Commission held a public hearing to review and gather public comment on April 11, 2022, providing recommendations on the proposed amendments; and

WHEREAS, a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) was issued for the amendments on April __, 2022, and no timely appeals of said determination were filed; and

WHEREAS, on April 19, 2022, the City Council first reviewed the proposed updates and recommendation from the Planning Commission; and

WHEREAS, on April 26, 2022, the City Council held a public hearing to review and gather public comment on the proposed changes; and

WHEREAS, the Council considered this Ordinance during its study session on May 3, 2022, and regular City Council meeting on May 10, 2022;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings. The recitals above are hereby adopted as legislative findings in support of this ordinance. The City Council further adopts by reference previously held study session agenda bills of April 19, 2022 and May 3, 2022 as additional findings.

Section 2. Amendments to EMC 13.05. Edgewood Municipal Code Sections 13.05.160 and 13.05.170 are hereby amended as set forth in Exhibit A, attached herewith.

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

Section 4. Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City. This Ordinance shall take effect and be in full force and effect five days after publication, as provided by law.

ADOPTED THIS 10TH DAY OF MAY, 2022.

_____
Daryl Eidinger, Mayor

ATTEST/AUTHENTICATED:

_____
Rachel Pitzel, CMC
City Clerk

APPROVED AS TO FORM:

_____
Ann Marie J. Soto, City Attorney

Date of Publication:
Effective Date:

DRAFT

Chapter 13.05
STORMWATER MANUAL – SITE DEVELOPMENT REGULATIONS

13.05.010 Exemptions.

The following work is exempt from the requirements of these regulations:

A. Complete site development applications submitted prior to the effective date of this chapter, or any amendments thereto, for city review and approval. In such event, the provisions of this chapter that were in effect as of the time a complete site development application was submitted shall control.

B. Emergency projects which if not performed immediately would substantially endanger life or property. Upon resolution of the emergency, the property owner must either restore the site to its original condition or comply with the requirements of this Title within 60 days. The City may extend the 60-day time limit when the property owner can show reasonable cause for the delay.

C. Public works and private sector road and utility projects completely within the road right-of-way or within easements adjacent to the right-of-way which do not add impervious surface (not to include trenching activities) or impact the watershed or downstream resources. This may include pavement maintenance practices limited to pothole and square cut patching, overlaying existing asphalt or concrete pavement with asphalt or concrete without expanding the area of coverage, shoulder grading, reshaping/regrading drainage systems, crack sealing, resurfacing with in-kind material without expanding the road prism, pavement preservation activities that do not expand the road prism, and vegetation maintenance.

Commented [JM1]: Added edits due to the manual's updates, pulling items from PCC 17A into EMC instead of listing any more modifications to the PCM below.

D. Grading of land for agricultural purposes; provided, that the requirements of EMC Title 14, Critical Areas, are met.

E. Maintenance of public roads or flood control projects when done by a public agency and the project has been reviewed and approved for compliance with applicable state, federal, county, and city regulations, and the work is in existing public right-of-way or easement dedicated to or on property owned by the city.

F. Public works maintenance activities and utility activities which have submitted and had approved an annual scope of work for routine repetitive activities detailing erosion and sediment control measures that comply with the provisions of the PCM or Regional Road Maintenance Endangered Species Act Program Guidelines developed by Tri-County Road Maintenance Technical Working Group, August 2000, and which will be implemented during the specified activities.

G. Routine agricultural practices such as discing, harrowing, plowing, etc., except in sensitive or critical areas. However, said routine agricultural practices in sensitive or critical areas that commenced prior to June 1998 are exempt.

Commented [JM2]: One additional exemption from PCC 17A

H. Emergency sandbagging, diking, ditching, filling or similar work during or after periods of extreme weather conditions when done to protect life or property.

I. Washington State Department of Transportation (WSDOT) projects in which stormwater management standards, specifications, and practices are conducted in accordance with "WSDOT's Highway Runoff Manual" as approved by the Department of Ecology.

J. All utility trenching and installation where said utility has filed a yearly scope of work plan that addresses sediment and erosion control work methods that comply with the PCM.

K. Projects that are covered under the state of Washington Model Toxics Control Act (MTCA) or the Federal Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA).

L. The removal, deposit, stockpiling, broadcasting or displacement of not more than a total of 50 cubic yards of material throughout the life of a development from its existing, permitted condition. Said materials shall include, but not be limited to, topsoil, gravel, earth, peat, sawdust, mulch, bark, chips or solid nutrients.

Commented [JM3]: Consolidation L & M

M. The creation, addition, or replacement of not more than 200 square feet of impervious surface area.~~stockpiling or broadcasting of less than 50 cubic yards of topsoil, peat, sawdust, mulch, bark, chips or solid nutrients on a lot, tract, or parcel of land.~~

Commented [JM4]: Adding the practical threshold for surface water permit applications that the City has been practicing, supported by surface water modeling outputs and other regulatory thresholds.

. . .

13.05.160 ~~December 2015 Edition~~ July 2021 Edition, Pierce County Stormwater Management and Site Development Manual adopted.

The city adopts by reference the ~~December 2015~~ July 2021 Edition, Pierce County Stormwater Management and Site Development Manual as modified herein.

13.05.170 Modifications to the PCM.

The city hereby amends the PCM as follows:

> Replace any reference to "County" or "Pierce County" in the PCM with "City" or "City of Edgewood". Replace any reference to "Planning and Public Works (PPW)~~Land Services (PALS)~~" in the PCM with "Community Development and Public Works Departments". Replace any reference to "PCC Title 18E", "PCC Title 18E.70", "PCC Title 18E.80", or "Critical Areas Ordinance" with "EMC Title 14". Replace any reference to "PCC Title 18A" or "PCC Title 18J"

with "EMC Title 18". Any other references to "Pierce County Code" shall remain unchanged, unless otherwise noted herein.

~~As stated in PCM Volume I, Section 2.3, all projects shall meet the following minimum requirements, regardless of size and even if exempt from permit application submittal:~~

- ~~Minimum Requirement #2: Construction Stormwater Pollution Prevention (SWPP);~~
- ~~Minimum Requirement #4: Preservation of Natural Drainage Systems and Outfalls; and~~
- ~~Minimum Requirement #5: Onsite Stormwater Management.~~

~~Projects exempt from the requirements of the 2015 PCM are identified in Volume I Chapter 2.2 and Pierce County Code (PCC) 17A. Such exemptions are briefly summarized below. See the PCM and PCC 17A for further details.~~

- ~~Emergency projects which if not performed immediately would substantially endanger public safety or property. Upon resolution of the emergency, the property owner must either restore the site to its original condition or comply with the requirements of this Title, EMC Title 18, and PCC 17A within 60 days;~~
- ~~Pavement maintenance practices (no road prism expansion);~~
- ~~Commercial agricultural practices, on lands defined in RCW 84.34.020(2) for production, except for activities in sensitive and/or critical areas commencing since June 1998, conversion of timberland to agriculture, or construction of impervious surfaces;~~
- ~~Projects covered under the State of Washington Model Toxics Control Act (MTCA) or the Federal Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA);~~
- ~~Forest practices regulated under the Forest Practices Act (Chapter 76.09 RCW) that do not convert timberland to other uses.~~
- ~~Underground and/or overhead utility projects (PCC 17A.10.070 C.1.g, 17A.10.070 C.4) that create less than 500 square feet of impervious surface and are constructed in accordance with the Manual on Accommodating Utilities in Pierce County Rights-of-Way.~~

Volume 1 ~~Chapter~~ Section 1.3 How to Use this Volume – Replace Item 3 with the following:

Chapter 3 to determine what submittal requirements apply. Submittal forms can be obtained from the City of Edgewood's website: www.cityofedgewood.org.

Volume 1 Section ~~Chapter~~ 1.4.2 Protection and Establishment of Natural Buffer Areas – Replace the first paragraph with the following:

Natural buffer areas may be required to protect drainage courses from erosion and pollutants. Natural buffer areas are required adjacent to all wetlands, per the city's requirements, as documented in the Edgewood critical areas ~~atlas~~ maps and required by the Critical Areas Ordinance, EMC Title 14. Where development is proposed near buffer zones

Commented [JM5]: Deleted here, see edits to EMC 13.05.010 (above) and Volume 1 Sections 2.2 & 2.3.1 (below).

Commented [AMS6]: These are sections, not chapters. I updated throughout so as not to confuse.

that have been established by the city or near an environmentally sensitive area, obtain the city's regulations regarding buffer zones.

Volume 1 Section ~~Chapter~~ 1.7 Relationship of this Manual to Federal, State, and Local Regulatory Requirements – Replace the second and third paragraphs with the following:

The City of Edgewood website has information on the city's permitting process, including online permit information: www.cityofedgewood.org.

Permit information can also be obtained by calling the general information line at (253) 952-3299, or visiting City Hall at 2224 104th Ave. E. in Edgewood.

Volume 1 Section ~~Chapter~~ 1.7.1 The Manual's Role as Technical Guidance and Requirements – Replace "PCC Title 17A"~~the code reference~~ under "Penalties and Enforcement" with "EMC 13.05.100". Replace "PCC Title 17A"~~the code reference~~ under "Appeals" with EMC 13.05.090.

Volume 1 Section ~~Chapter~~ 1.7.2 More Stringent Measures – Delete the second paragraph.

Volume 1 Section ~~Chapter~~ 1.7.3 Presumptive Versus Demonstrative Approaches to Protecting Water Quality – Replace the phone number at the end of the section with (253) 952-3299.

Volume 1 Section ~~Chapter~~ 1.7.4 – Replace this section with the following:

Phase II – NPDES and State Waste Discharge Stormwater Permits for Municipalities

Certain municipalities and other entities are subject to permitting under the U.S. Environmental Protection Agency (U.S. EPA) Phase II Stormwater Regulations (40 CFR Parts 122, 123). In western Washington, Ecology has issued joint NPDES and state waste discharge permits to regulate the discharges of stormwater from the municipal separate storm sewer systems operated by small cities, including Edgewood.

The Phase II NPDES Municipal Stormwater Permit was reissued on ~~August 1, 2012~~July 1, 2019 ~~(and subsequently modified on January 16, 2015)~~ and is available on the Ecology website: ~~http://www.ecy.wa.gov/programs/wq/stormwater/municipal/phaseIIww/wwphiipermit.html~~https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Stormwater-general-permits/Municipal-stormwater-general-permits/Western-Washington-Phase-II-Municipal-Stormwater.

Volume 1 Section 2.2 Exemptions – Replace "PCC Title 17A" with "EMC 13.05.010".

Volume 1 ~~Chapter~~ Section 2.3.1 New Development - Replace the first, bold sentence with the following: **All new development shall be required to comply with Minimum Requirements #2, #4 and #5, regardless of size and even if exempt from permit application submittal.**

~~There are no amendments to the New Development thresholds.~~

~~**Volume 1 Chapter 2.3.2 Redevelopment**~~

Commented [JM7]: Removed to clean up code.

~~There are no amendments to the Redevelopment thresholds.~~

~~**Volume 1 Chapter 2.4.1**~~

~~**Minimum Requirement #1 Preparation of Stormwater Site Plans.**~~

~~There are no amendments to Minimum Requirement #1.~~

Volume 1 Section ~~Chapter~~ 2.4.2 Minimum Requirement #2: Construction Stormwater Pollution Prevention ~~(SWPP).~~

On page 2-8, add the following paragraph under the third paragraph of ~~Chapter~~ Section 2.4.2:

Per EMC Title 14.90.040(B)(5), the removal and disturbance of vegetation, clearing or grading in Landslide Hazard Management Areas shall be limited to the area of the approved development and shall not be allowed during the wet season (November 1st through May 1st), unless adequate provisions for wet season erosion have been addressed in the geotechnical report and approved by the department.

~~**Volume 1 Chapter 2.4.3**~~

Commented [JB8]: Removed to clean up code.

~~**Minimum Requirement #3 Source Control of Pollutants.**~~

~~There are no amendments to Minimum Requirement #3.~~

~~**Volume 1 Chapter 2.4.4**~~

~~**Minimum Requirement #4 Preservation of Natural Drainage Systems and Outfalls.**~~

~~There are no amendments to Minimum Requirement #4.~~

Volume 1 Section ~~Chapter~~ 2.4.5

Minimum Requirement #5 On-site Stormwater Management

On page 2-~~10~~11, add the following paragraphs under the first paragraph of ~~Chapter~~ Section 2.4.5:

To verify whether or not downstream drainage courses and facilities are adequate (Minimum Requirement #4), all project sites proposing 2,000 square feet or more of new and/or replaced impervious surface area with any discharge (including overflow) must perform a downstream analysis consistent with ~~Chapter~~ Section 3.3.4 (page 3-22~~1~~, "Drainage Report Section 9", beginning at the second paragraph), from the project site to the applicable receiving water body (pothole, lake, or stream) as depicted in the city's Surface Water Management Plan~~, but in no case any more than one-half mile downstream of the site~~.

The engineer must field inspect all existing stormwater drainage systems and determine if the capacity is adequate to handle existing flows, flows generated by the proposed project, and any overflows. Project sites tributary to a pothole~~, even if more than one-half mile from the project site,~~ will also require a zero-rise analysis of said pothole, meeting the

requirements of EMC 14.80.050(E). Adequacy will be evaluated based on conveyance capacity during the ~~5~~100-year peak flow, known flooding problems, erosion damage or potential, amount of freeboard in channels and pipes, and storage potential within the system. If the conveyance is deemed inadequate, the engineer must either improve the system or restrict flows leaving the project to compensate.

In lieu of this downstream analysis, the engineer may either:

1. Demonstrate the undetained / unmitigated 100-year peak flow rate under developed conditions (i.e. overflow) will not be greater than the modeled 100-year peak flow rate under existing conditions, or

2. Retain 100% of stormwater runoff within the project site (following the methods prescribed in the PCM), apply a 20% safety factor to the modeled stormwater retention volume(s), and no surface water will be allowed to leave the site (including overflow).

~~On page 2-10, add the following to the second paragraph after "flow control exempt per Section 2.4.7 of this chapter": (including those project sites that infiltrate 100% of stormwater onsite)~~

On page 2-~~10~~11, replace the ~~third paragraph~~second paragraph with the following:

In addition, projects subject to the city's Development and Design Standards (per EMC 18.90 and 18.95) should review Volume VI in conjunction with Minimum Requirements #5, #6, and #7. Some of the requirements of EMC 18.90 and 18.95 may partially or fully achieve the requirements of Minimum Requirements #5, #6, and #7. Projects using infiltration for stormwater management may be subject to groundwater flow testing and flow pattern identification as part of the mitigation requirements where infiltration may cause new or exacerbate existing down-gradient flooding, erosion or landslide problems.

~~In lieu of this downstream analysis, the engineer may either:~~

~~1. Demonstrate the undetained / unmitigated 100-year peak flow rate under developed conditions (i.e. overflow) will not be greater than the modeled 100-year peak flow rate under existing conditions, or~~

~~2. Retain 100% of stormwater runoff within the project site (following the methods prescribed in the PCM), apply a 20% safety factor to the modeled stormwater retention volume(s), and no surface water will be allowed to leave the site (including overflow).~~

On page 2-~~11~~12, replace the ~~second paragraph~~text and Table 2.1 ~~(and associated note)~~ with the following:

Projects triggering Minimum Requirements #1 through #10 shall either:

a. Use onsite stormwater management BMPs from List #2 for all surfaces within each type of surface in List #2; or

b. Demonstrate compliance with the LID Performance Standard and implement the soil preservation and amendment BMP described in Volume III, Section 3.1. Projects selecting this

Commented [AMS9]: This appears to have been removed from the 2021 manual

Commented [JB10]: The second paragraph was removed by the County when they updated the manual.

Commented [JM11]: Deleting unintentional redundancy

Commented [JB12]: Paragraph has been removed in new manual and the table has been removed and a new table was added. Following review, the new information is not applicable to Edgewood and this modification still applies.

option cannot use rain gardens. They may choose to use bioretention areas as described in Volume III, Section 3.4 to achieve the LID Performance Standard.

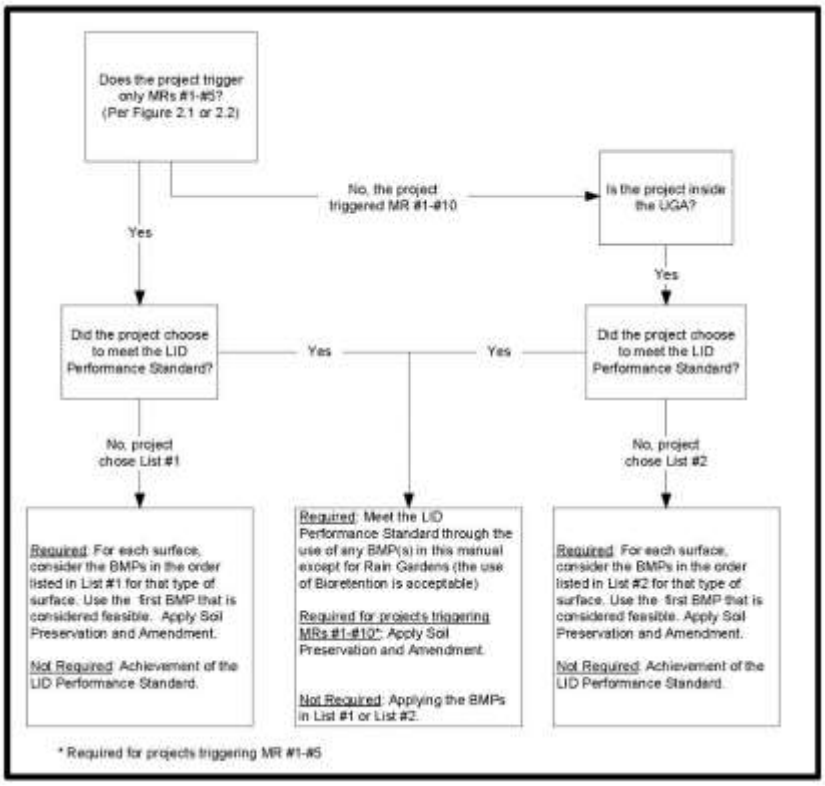
~~On page 2-14, replace the second bullet under "Competing Needs" with:~~

~~Where an LID requirement has been found to be in conflict with special design criteria found in EMC Title 18, the existing codes may supersede or reduce the LID requirement.~~

On page 2-~~15~~13, replace Figure 2.3 with the following:

Commented [JB13]: Moved to be consistent with Manual.

Figure 2.3 Flow Chart for Determining Minimum Requirement #5 Requirements.



On page 2-16, replace the second bullet under "Competing Needs" with:

Where an LID requirement has been found to be in conflict with special design criteria found in EMC Title 18, the existing codes may supersede or reduce the LID requirement.

Commented [JB14]: Moved to be consistent with Manual.

Volume 1 Section ~~Chapter~~ 2.4.6

Minimum Requirement #6 Runoff Treatment

On page 2-~~17~~-19, add the following before the first paragraph under "Supplemental Guidelines":

For new agricultural activities allowed under EMC 14.60.040(D) in aquifer recharge and wellhead protection areas, Integrated Pest Management (IPM) practices and fertilizer use Best Management Practices (BMPs) shall be used as described by the Washington State University Extension Service. See Appendix IV-B for an example IPM program.

Volume 1 Section ~~Chapter~~ 2.4.7

Minimum Requirement #7 Flow Control

There are no flow control-exempt receiving waters in the City of Edgewood. Delete the following:

- On page 2-~~18~~19 to page 2-20, first paragraph, last sentence, delete everything after "into a fresh waterbody" ~~(appears on page 2-20)~~.

- On page 2-~~18~~1920, delete the bullet points after the first paragraph, the second paragraph, and the bullet points following the second paragraph (which continue onto page 2-~~19~~2~~10~~).

On page 2-~~19~~21, replace the second paragraph under "Thresholds" with the following:

If any of the following conditions are met / exceeded, the standard flow control requirement for western Washington must be achieved:

On page 2-~~19~~21, amend the first bulleted paragraph under Thresholds to read:

- Projects in which the total of effective impervious surfaces is 5,000 square feet or more in a threshold discharge area.

On page 2-~~20~~21, replace the first paragraph under "Discharge Requirements" with the following:

It is the City's policy that stormwater be infiltrated whenever possible. Infiltration facilities shall be designed in accordance with summary standards provided for the applicant's convenience by the City, or in accordance with the PCM and associated reference documents. Projects using infiltration for stormwater management may be subject to groundwater flow testing and flow pattern identification as part of the mitigation requirements where infiltration may cause new or exacerbate existing down-gradient flooding, erosion or landslide problems.

The allowable release rates from a project are dependent upon the ultimate destination for the stormwater. All projects not directly attributable to one of the four categories defined below shall use Category A for determining the allowable discharge rates.

On page 2-~~20~~21, replace first sentence under "Category A" with: "Any naturally occurring waterbody not defined as a closed depression, publicly owned regional retention and/or detention facility, or privately constructed regional retention and/or detention facility." Under

"Requirements", delete the last word in the first paragraph, "unless", and the following two bullet points.

In summary, all project sites shall consider forested conditions for the predeveloped scenario.

On page 2-~~21~~23, under "Category B", "Requirements", first bullet point, replace both instances of the phrase "(existing)" after "predeveloped" with "(forested)". Also, after the phrase "must also be added to the final design storage volume", add the following:

without increasing the depth of the proposed facility. A zero-rise analysis shall also be performed on the closed depression, meeting the requirements of EMC 14.80.050(E). WWHM, MGSFlood, or other DOE-approved continuous runoff model shall be used in lieu of HEC-RAS for the zero-rise analysis.

On page 2-~~23~~25, under "Category D", "Requirements", second bullet point, replace "Director of Pierce County Public Works" with "City of Edgewood Public Works Department", and replace "Pierce County Surface Water Management" with "the City of Edgewood Surface Water Program Manager".

~~**Volume 1 Section Chapter 2.4.8**~~

~~**Minimum Requirement #8 Wetlands Protection**~~

~~On page 2-2628, under "Supplemental Guidelines", first paragraph, replace "Pierce County Critical Areas Ordinance 18E" with "EMC Title 14".~~

~~**Volume 1 Chapter 2.4.9**~~

~~**Minimum Requirement #9 Operations and Maintenance**~~

~~There are no amendments to Minimum Requirement #9.~~

~~**Volume 1 Chapter 2.4.10**~~

~~**Minimum Requirement #10 Financial Liability**~~

~~There are no amendments to Minimum Requirement #10.~~

Volume 1 Section ~~Chapter~~ 3.2.6 Abbreviated Plan – Site Development Drawings

~~On page 3-7, bullet point 11, replace "PCC title 18J" with "EMC Title 18".~~

On page 3-8, under "Advanced Plan Requirements", replace "PCC Title 17A, Soil Engineering – Stability" in the last paragraph with "EMC Title 14".

Volume 1 Section ~~Chapter~~ 3.2.9 Abbreviated Plan – Establishment of Maintenance Covenant

On page 3-9, replace the first sentence of the second paragraph with the following:

Commented [AMS15]: Is it necessary to add this as an amendment? It would fall under the general "replace references to PC Ord 18E with EMC Title 14" at the beginning of this section.

Commented [JM16R15]: Deleting this per comment above.

Commented [JM17]: Removed to clean up code.

Commented [JM18]: Covered by general replacement references above.

The recorded maintenance covenant must be created on a city-approved form, obtainable from the Surface Water Program Manager.

Volume 1 Section ~~Chapter~~ 3.3.4 Drainage Control Plan – Drainage Report

On page 3-~~20~~21, replace "Drainage Report Section 7 – Floodplain Analysis" with the following:

If the project is within a potential flood hazard area as defined in EMC Title 14 and indicated on the City of Edgewood's Critical Areas Map, show the 100-year flood hazard area on the plans. If the flood hazard area has not been established (or the city determines that it is in error), the city may require the applicant to establish and map the 100-year flood hazard area for the proposed project per EMC 14.80, to be submitted with the Drainage Report. For closed depressions, the analysis will be for the 100-year flood considering existing land cover conditions. For streams and other water bodies with surface outlets, the analysis will be for the 100-year flood for build out at maximum density allowed by current zoning. If the project is determined to be in the flood hazard area, additional studies per EMC 14.80 may be required. WWHM, MGSFlood, or another DOE-approved continuous runoff model shall be used in lieu of HEC-RAS for the zero-rise analysis. ~~The project engineer shall contact the city Surface Water Program Manager regarding the appropriate computer program(s) for backwater analysis.~~

On page 3-~~21~~22, replace the ~~second through fourth paragraphs~~last sentence of the first bullet under "Drainage Report Section 9 – Facility Sizing and Offsite~~Downstream~~ ~~a~~Analysis" with the following:

The study area shall extend downstream of the proposed project discharge location to the applicable receiving water body (pothole, lake, or stream) as depicted in the city's Surface Water Management Plan.

~~A downstream analysis is required from the project site to the applicable receiving water body (pothole, lake, or stream) as depicted in the city's Surface Water Management Plan. The engineer must field inspect all existing stormwater drainage systems and determine if the capacity is adequate to handle existing flows, flows generated by the proposed project, and any overflows. Adequacy will be evaluated based on conveyance capacity during the 100-year peak flow, known flooding problems, erosion damage or potential, amount of freeboard in channels and pipes, and storage potential within the system.~~

On page 3-22, under "Drainage Report Section 9 – Facility Sizing and Offsite Analysis", between the first and second bullet, insert a new bullet reading as ~~with the~~ follows~~ing~~:

Project sites tributary to a closed depression / pothole will also require a zero-rise analysis meeting the requirements of EMC 14.80.050(E). WWHM, MGSFlood, or another DOE-approved continuous runoff model shall be used in lieu of HEC-RAS for the zero-rise analysis.

~~If a capacity problem or stream bank erosion problem is encountered, the release rate from the project will be restricted accordingly or the applicant may correct the problem. Drainage data (available at the city) may be used to assist the engineer in determining the capacity of existing systems. Historic comprehensive storm drainage maps are also available to aid in understanding development patterns and changed conditions. For naturally occurring drainage systems, drainage ditches, or undeveloped drainage courses, the engineer must~~

Commented [AMS19]: Is this still accurate? Is this intended to replace the paragraphs that carry over onto page 3-23 as well?

Commented [JM20R19]: Revised as needed to fit new manual and retain more strict components.

~~take into account the hydraulic capacity of the existing drainage course and environmental considerations such as erosion, siltation, and increased water velocities or water depths.~~

On page 3-24, under "Drainage Report Section 9 – Facility Sizing and Offsite Analysis", add the following to the end of the second-to-last paragraph:

The engineer must determine if there is adequate capacity in the offsite conveyance system to handle existing flows, flows generated by the proposed project, and any overflows. Adequacy will be evaluated based on conveyance capacity during the 100-year peak flow, known flooding problems, erosion damage or potential, amount of freeboard in channels and pipes, and storage potential within the system.

~~A copy of any storm drainage maps generated from available GIS coverage, updated with current drainage features, and showing the flow route of the onsite water for the downstream conveyance flow path must be included in the storm drainage calculations. USGS maps (minimum scale of 1:2400) may be utilized when city maps are not available.~~

~~Volume 1 Section 3.3.5 Drainage Control Plan – Construction SWPPP Report~~

On page 3-2~~5~~4, Table 3.2, replace "Pierce County ~~PALS~~Planning & Public Works (PPW)" with "City of Edgewood", remove the "Shoreline Permit" row, and remove "or Fish and Wildlife Permit" from the last cell.

Volume 1 Section ~~Chapter~~ 3.3.7 Drainage Control Plan – Establishment of Maintenance Covenant

On page 3-~~28~~29, replace the first paragraph with the following:

A maintenance covenant is required for each site/lot that contains stormwater management BMPs that will be maintained by a private entity such as an individual, corporation, or homeowner's association. The maintenance covenant must be created on a city-approved form (obtainable from the Edgewood Community Development Department), and any attachments shall meet the recording requirements of the Pierce County Auditor. The covenant shall be recorded at the Pierce County Auditor's office at the expense of the applicant, and shall be tied to the parcel numbers that the project is built on. All covenants must be recorded prior to final construction approval for the proposed project.

Volume 1 Appendix I-B

See Chapter 14.40 EMC for wetland protection, buffer and mitigation requirements. The requirements of EMC 14.40 shall take precedence over Appendix I-B.

Volume 1 Glossary

Areas of Special Flood Hazard: Replace "PCC 18E" with "EMC 14.80".

County, the: Replace title with "City, the" and definition as follows:

Commented [JM21]: Table 3.2 is still technically park of Section 3.3.4, as that is where it is referenced…

Commented [AMS22]: Take precedence or supersede? Take precedence means that I-B still applies in some circumstances so just wanting to make sure this is the intent.

Commented [JM23R22]: Confirmed, thank you!

The jurisdictional boundaries of the City of Edgewood, and the Mayor or authorized representative.

~~Critical Areas: Replace "PCC Title 18E – Development Regulations – Critical Areas" with "EMC Title 14".~~

~~Environmentally Sensitive Area (Sensitive Area): Replace with "See EMC Title 14."~~

Large Lot: Deleted / Not Applicable

~~One Lot Subdivision: Deleted / Not Applicable~~

Short Plat or Short Subdivision: Replace with "As defined in EMC Title 16."

Subdivision: Replace with "As defined in EMC Title 16."

~~Wetlands: Replace with "As defined in EMC Title 14."~~

Volume 2 Section ~~Chapter~~ 2.2.1 Narrative

On page 2-~~4~~5, delete the second paragraph under "Certified Erosion Control Lead".

On page 2-~~5~~7, under "Financial/Ownership Responsibilities", replace "PCC Title 17A.20" with "EMC 16.06.050".

Volume 2 Section ~~Chapter~~ 2.3.1 Step 1 – Data Collection

On page 2-~~8~~10, under the "Evaluate Zoning" bullet, replace with the following:

Determine if the site zoning per EMC Title 18 requires a full / comprehensive LID development or if the applicant chooses to apply a full / comprehensive LID development. If pursuing comprehensive LID, see Volume VI for additional requirements and guidelines.

Volume 2 Section ~~Chapter~~ 2.3.3 Step 3 – Construction SWPPP Development and Implementation

~~On page 2-12, under Element #2: Establish Construction Access", bullet six, replace "County Industrial Pretreatment Program at (253) 798-3013" with "applicable purveyor – see the City of Edgewood for more information."~~

On page 2-~~20~~22 to page 2-23, under the ~~third~~ Fifth bullet under Element #9, replace "County Industrial Pretreatment Program at (253) 798-3013" with "applicable purveyor – see the City of Edgewood for more information ~~(continued on page 2-23~~."

On page 2-~~22~~24 ~~and continued onto~~ page 2-25, under the ~~first~~ last bullet, replace "County Industrial Pretreatment Program at (253) 798-3013" with "applicable purveyor – see the City of Edgewood for more information."

Volume 2 Section ~~Chapter~~ 3.1 Source Control BMPs

Commented [AMS24]: Same comment as previously noted. This would be covered under the intro "replace references" in this section so may not be needed.

Commented [JM25R24]: Agreed – deleting redundancies.

Commented [JB26]: Has been removed for Manual.

Commented [JM27]: Deleting redundancy

Commented [JB28]: Has been removed from Manual

On page 3-~~11~~12, under "~~Design and Installation Specifications~~~~c~~Conditions of ~~u~~Sse ", ~~second~~ third bullet, replace "County Industrial Pretreatment Program at (253) 798-3013" with "applicable purveyor – see the City of Edgewood for more information."

~~**Volume 2 Chapter 3.2 Runoff Conveyance and Treatment BMPs**~~

~~On page 3-139, under "Sanitary Sewer Disposal", replace "County Industrial Pretreatment Program at (253) 798-3013" with "applicable purveyor – see the City of Edgewood for more information." There are no amendments required Runoff Conveyance and Treatment BMPs.~~

Volume 3 ~~Chapter~~ Section 2 Hydrologic Analysis and Design Standards On page 2-1, fourth paragraph, replace the last sentence with: Additional information on general LID site design and requirements of the city's Development and Design Standards (per EMC 18.90 and 18.95) are provided in Volume VI.

Volume 3 Section ~~Chapter~~ 2.5.2 Infiltration Facilities for Flow Control – Procedures

On page 2-~~16~~17, under "Construct the Facility and Conduct Performance Testing:", replace with the following:

To demonstrate that the facility performs as designed, the constructed facility must be tested and monitored per the Verification of Performance requirements in Section 2.5.3, and documented as part of the facility's as-built records.

Volume 3 Section ~~Chapter~~ 2.5.3 General Criteria for Infiltration Basins and Trenches

On page 2-18, under "100-year Overflow Conveyance", add the following:

To verify the capacity of the overflow conveyance, a downstream analysis shall be prepared per Volume I, Chapter 2.4.5 of this manual (as modified herein). In lieu of this downstream analysis, the engineer may demonstrate 100% retention of stormwater runoff within the project site (following the methods prescribed in the PCM), apply a 20% safety factor to the modeled stormwater retention volume(s), and no surface water will be allowed to leave the site (including bypass and overflow).

~~On page 2-19, bullet point #5, replace "PCC Title 18E.80" with "EMC Title 14".~~

~~On page 2-20, under "Infiltration Near Steep Slopes or Landslide Hazard Areas", replace "PCC Title 18E.80" with "EMC Title 14".~~

Volume 3 Section ~~Chapter~~ 3.2.1 General Dispersion Facility Design Criteria

On page 3-8, replace the ~~first~~ second bullet point under "General Design Criteria" with the following:

Runoff from dispersion facilities shall not be allowed for stormwater discharges up-slope from Landslide or Erosion Hazard Areas. If the natural discharge location of the site is toward a Landslide or Erosion Hazard Area, stormwater shall be conveyed down the slope in a pipe as required by Chapters 14.90 and 14.110 EMC. If the natural discharge location of the site is away from the Landslide or Erosion Hazard Area, a piped storm system shall be used to convey stormwater away from the hazard area. Stormwater management facilities for the

Commented [JB29]: Location of phone number changed.

Commented [JB30]: Language in the permit was changed to contact local sewer authority.

Commented [JM31]: Added general reference above.

Commented [AMS32]: Did you want to amend the 3rd bullet point under "general design criteria" to update the PCC Title 18E.80 reference to Title 14 EMC?

Commented [JM33R32]: Added general reference above.

site shall be implemented in accordance with the requirements of Chapter 13.05 EMC and PCM as supplemented herein.

On page 3-8, add the following to the end of Section 3.2.1:

To preserve the vegetative flowpath area on the project site from alteration, the dispersion system and flowpath length shall be documented on a site plan, to be recorded on the property title. The site plan shall include the following requirements:

1. Maintenance of vegetation in the flowpath area shall be in accordance with BMP T5.13 (or otherwise approved design).

2. Splashblocks or gravel-filled trenches shall not be covered or removed but shall be maintained in accordance with the approved design.

3. If the flowpath area, splashblocks, or gravel-filled trenches are disturbed, additional stormwater management facilities shall be designed and constructed in accordance with the PCM or City's most current adopted stormwater manual.

~~**Volume 3 Chapter 3.5.6 Paving Surface Design Criteria**~~

~~On page 3-56, replace "PCC Title 18E.80" with "EMC Title 14".~~

~~**Volume 3 Chapter 3.9.5 Perforated Stub-Out Connections**~~

~~On page 3-84, replace "PCC Title 18E.80" with "EMC Title 14".~~

Commented [JM34]: Added general reference above.

Volume 3 Section ~~Chapter~~ 3.10.2 Vegetated Roofs – Applications and Limitations

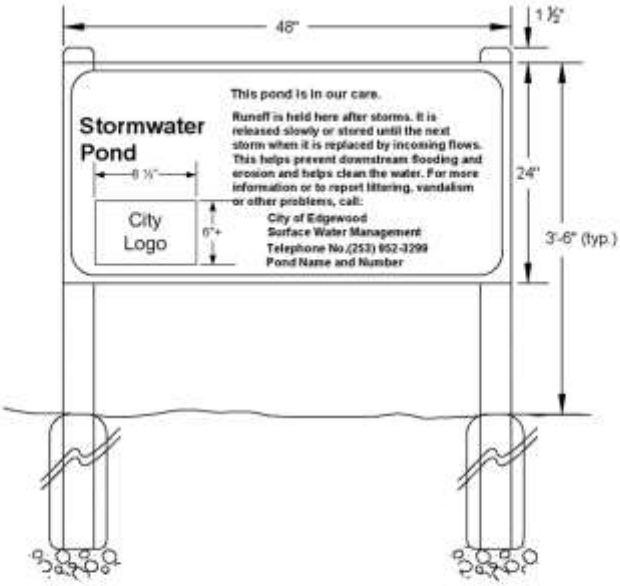
On page 3-~~87~~94, replace "PCC Title 17C – Construction and Infrastructure Regulations – Building and Fire Codes" with "EMC Title 15.05" in fourth bullet point.

Volume 3 Section ~~Chapter~~ 3.12.1 Detention Ponds

~~On page 3-106, replace "Stormwater Sign Sample Specifications" with the following:~~

On page 3-109, under "Signage" replace paragraph with the following: "

Detention ponds, infiltration basins, wet ponds, and combined ponds shall have a sign placed for maximum visibility from adjacent streets, sidewalks, and paths. An example of sign specifications for a permanent surface water control pond is illustrated below."



Sample Specifications:

Size:	48 inches by 24 inches
Material:	0.125-gauge aluminum
Face:	Non-reflective vinyl or 3 coats outdoor enamel (sprayed).
Lettering:	Silk screen enamel where possible, or vinyl letters.
Colors:	White background, Black letters.
Type face:	Arial. Title: 3 inch; Sub-Title: 1 ½ inch; Text: 1 inch; Outer Border:; ⅛ inch; Border Distance from Edge: ¼ inch; all text 1 ¾ inch from border.
Posts:	Pressure treated, beveled tops, 1 ½ inch higher than sign.
Installation:	Secure to chain link fence if available. Otherwise install on two 4" x 4" posts, pressure treated, mounted atop gravel bed, installed in 30-inch concrete filled post holes (8-inch minimum diameter). Top of sign no higher than 42 inches from ground surface.
Placement:	Face sign in direction of primary visual or physical access. Do not block any access road. Do not place within 6 feet of structural facilities (e.g. manholes, spillways, pipe inlets).

Volume 4 Section ~~Chapter~~ 1.3 What Type of Pollutants…

On page 1-2, first paragraph, replace "Pierce County Code (PCC) Title 11" with "EMC 13.25".

Volume 4 Section ~~Chapter~~ 1.4.1 Source Control Best Management Practices

On page 1-45, under item 2, third bullet, replace "County Industrial Pretreatment Program at (253) 798-3013" with "applicable purveyor – see the City of Edgewood for more information."

Volume 4 Section ~~Chapter~~ 1.7 How Do I Get Started?

On page 1-7, replace the third paragraph with the following:

If you have questions, please contact the City of Edgewood Surface Water Program Manager at (253) 952-3299. They can provide assistance over the phone and also at your business site.

Commented [JB35]: Replaces Pierce County information.

Volume 4 Section ~~Chapter~~ 1.8 Some Important Requirements to Note

On page 1-7, replace "PCC Title 11 Illicit Stormwater Discharges" with "Chapter 13.25 EMC", replace "Pierce County Surface Water Management at (253) 798-2725" with "the City of Edgewood Surface Water Program Manager at (253) 952-3299", and replace "Pierce County Planning ~~and Land Services~~ and Public Works (~~PALS~~PPW) at (253) 798-7200" with "City of Edgewood at (253) 952-3299~~.~~" In the second and third paragraphs.

Volume 4 Chapter 2 Worksheet for Commercial and Industrial Activities

On page 2-1, replace "County Industrial Pretreatment Program at (253) 798-3013" with "applicable purveyor – see the City of Edgewood for more information", and replace "Pierce County Surface Water Management at (253) 798-2725" with "the City of Edgewood Surface Water Program Manager at (253) 952-3299" in the second and third paragraphs.

Commented [AMS36]: Should the refence in the first paragraph to PCC Title 11 Illicit Stormwater Discharges be amended to cite to Chapter 13.25 EMC?

Commented [JM37R36]: Added – thanks!

Commented [JB38]: Changes were made by P.C. program names.