



**CITY OF EDGEWOOD
COUNCIL STUDY SESSION AGENDA**

Tuesday, September 3, 2024 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA
Meeting Link: <https://cityofedgewood-org.zoom.us/j/86916509308>

1. CALL TO ORDER

Roll Call, Pledge of Allegiance

2. INTERVIEWS

A. Economic Development Advisory Board Applicants

3. COUNCIL BUSINESS

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

B. Coffee with the Council

C. Meridian Corridor Study

D. EMC 18.100.030 Animals

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



City Of Edgewood Council Agenda Summary Sheet

Subject: Economic Development Advisory Board Applicants	Agenda Item #: 2.A
	For Agenda of: 9/3/2024
	Prepared by: Jeremy Metzler
Attachments (list): 1. EDAB Public Roster_CURRENT_08262024	
Approval of Materials: Jeremy Metzler Rachel Pitzel, Assistant City Administrator 8/29/2024 Dave Olson 8/29/2024	Expenditure Required: N/A
	Amount Budgeted: N/A
	Timeline: 09/03/2024 SS 09/10/2024 RCM

Summary Statement:

In accordance with Section 2.32.020 of the Edgewood Municipal Code (EMC), appointments to the Economic Development Advisory Board (EDAB) shall follow the City Council Rules of Procedures, which require applications and interviews for each applicant. The Mayor shall appoint the applicants, and the Council shall confirm or deny the appointments proposed by the Mayor.

Positions 2, 3, and 7 are currently vacant. Tonight we have two applicants interested in filling these vacant positions. The city actively promotes these vacancies through social media and its website, with weekly posts to encourage applications.

Item History:

N/A

Recommended Action:

Interview applicants and make a recommendation to the Mayor regarding the open EDAB positions.

Fiscal Note/Consideration:

N/A

ECONOMIC DEVELOPMENT ADVISORY BOARD

Public Roster

Position	Title	First Name	Last Name	Term Expires
1	Chair	Andrew	Wiesenfeld	6/30/2025
2		VACANT		6/30/2025
3		VACANT		6/30/2025
4		Steven	Weiss	6/30/2026
5		Shawn	Olesen	6/30/2026
6	Vice-Chair	Michael	Pearce	6/30/2026
7		VACANT		6/30/2026





**City Of Edgewood
Council Agenda Summary Sheet**

Subject: Equity, Diversity, and Inclusion (Trainings, Planning, etc.)	Agenda Item #: 3.A
	For Agenda of: 9/3/2024
	Prepared by: Jill Schwerzler-Herrera
Attachments (list):	
Approval of Materials: Jill Schwerzler-Herrera	Expenditure Required:
	Amount Budgeted:
	Timeline: Topic to be added to all future Study Sessions (see item history below)

Summary Statement:

Item History:

The council has asked that this topic be discussed at all study sessions for the foreseeable future. As such, this has been a reoccurring agenda item since September of 2020.

Recommended Action:

N/A

Fiscal Note/Consideration:

N/A



City Of Edgewood Council Agenda Summary Sheet

Subject: Meridian Corridor Study	Agenda Item #: 3.C
	For Agenda of: 9/3/2024
	Prepared by: Jeremy Metzler
Attachments (list): 1. SEPA DNS_2024.08.02 2. SEPA Notice Proof of Publication 3. Public Comment - Snider 4. Public Comment - Erickson 5. Public Comment - Coe 6. Public Comment Summary and Response 7. Chrisella Road Alternatives Assessment (2021) 8. Chrisella-36th Alternatives Assessment (2022) 9. RESOLUTION NO. 21.0604 10. Resolution 20-0517 - Chrisella Road Property Purchase	
Approval of Materials: Jeremy Metzler Rachel Pitzel, Assistant City Administrator 8/30/2024 Dave Olson 8/30/2024	Expenditure Required: N/A
	Amount Budgeted: N/A
	Timeline: 08/20/2024 SS 08/27/2024 RCM PH 09/03/2024 SS 09/10/2024 RCM

Summary Statement: The Final Report for the Meridian Corridor Study is now available for review on the City's website: www.cityofedgewood.org/414. Attached for reference are the SEPA Determination for the study and its Proof of Publication. A recap presentation was made to the City Council at the prior study session, viewable here: <https://vimeo.com/1001202169>. The following is a summary of the City Council's discussion on August 20:

- CM West touched on project prioritization and sought a better understanding of how the public's feedback informed the recommendations in the study. Chapter 2 details the public outreach and input process, including highlights of the key input received. Also outlined in the Executive Summary, under Alternative Development and Assessment, using *"input gathered from project stakeholders and community members, three design concept alternatives were developed for the Meridian corridor which would address the existing and future needs identified for the roadway"* - this process is more detailed in Chapter 5 of the study. Finally, Appendix B contains all the input received from stakeholders and through the public survey. Following Council's action on this study, staff recommends formal prioritization of the projects contained therein during the next annual update to the six-year Capital

Improvement Plan.

- DM Tomyn recognized the importance of completing the study and engaging the public to seek and secure regional, state, and/or federal funding for the recommended improvements.

A public hearing was held last week to receive public input on the study before potential action by the City Council. Two comments were received by email before the hearing, one comment was made during the hearing, and one emailed comment was received later in the week - most of the comments focus on Chrisella Rd E and the intersection of Meridian & 36th St E. The written comments are attached for reference, and a staff response to several of the written comments is also included herein. The comments made during the hearing are summarized as follows:

- Ryan Erickson: Acknowledging submission of written comments, highlighting concerns about stakeholder outreach, asking for potential flaws in this study to be addressed before adoption, and example of Mr. Rogers' testimony to Congress regarding PBS funding in 1969.

Potential action on the study is currently scheduled for the September 10, 2024, Regular Council Meeting. There are several actions the Council may take at next week's meeting, including but not limited to: 1) adopt the study as presented, 2) adopt the study with an amendment to a specific recommendation therein, or 3) take no formal action on the study. Following tonight's discussion, the Council may request additional information for consideration prior to taking action, which would likely delay any action until a future date to be determined. Be advised that the ongoing Comprehensive Plan Periodic Update is currently referring to this study in anticipation of its adoption, and changes to portions of that document would be needed if action on this study is significantly delayed.

Item History:

N/A

Recommended Action:

Hold a discussion and provide staff guidance regarding Meridian Corridor Study

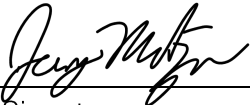
Fiscal Note/Consideration:

N/A



State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS)

City of Edgewood ■ 2224 104th Ave East ■ Edgewood, Washington 98372-1513 ■ 253-952-3299

Date of Issuance:	August 2, 2024
Project Name:	Meridian Avenue (SR-161) Corridor Study
File:	#24-1282, SEPA
Lead Agency:	City of Edgewood
Agency Contact:	Jeremy Metzler, PE, Community Development Director comdev@cityofedgewood.org 253-952-3299
Applicant:	City of Edgewood 2224 104th Ave East, Edgewood, WA 98372
Location:	Generally located within the City of Edgewood, WA municipal boundaries, along Meridian Avenue E (SR-161) between 24th Street E and Spencer Street (in the City of Puyallup). As part of the study, the study segment of Meridian Avenue is divided into two (2) segments: - Segment 1 covers the relatively flat portion of the roadway between 24th Street E and 36th Street E and - Segment 2 covers the uphill/downhill portion of the roadway between 36th Street E and Spencer Street. Segment 2 also includes the Meridian Avenue bridge crossing over the Union Pacific Railroad tracks.
Proposal:	The Meridian Avenue (SR-161) Corridor Study identifies the vision for the corridor to identify improvements which would expand and enhance safety, mobility, and connectivity for all travel modes, while supporting and advancing the identified land use plans for the roadway. The study identifies multimodal (pedestrian, bicycle, transit) improvements for the corridor consistent with WSDOT's Complete Streets requirements.
Existing Documents:	- SEPA Environmental Checklist dated July 16, 2024; - Meridian Avenue (SR-161) Corridor Study dated July 2024; and 36th Street E/Chrisella Rd E/SR-161 (Meridian Ave E) Alternatives Evaluation by Transpo Group dated April 28, 2021.
SEPA Determination:	As lead agency, the City of Edgewood has determined that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030. This decision was made after review of an Environmental Checklist and other information on file with the City. This information is available to the public upon request or by visiting available at: cityofedgewood.org/414/Meridian-Ave-E-Corridor-Study and by searching the file number "24-1282" on the City's permit portal: portal.cityofedgewood.org. This DNS is issued under WAC 197-11-340(2) and the comment period will end on August 27, 2024. Comments may be submitted to comdev@cityofedgewood.org or delivered to 2224 104th Ave E, Edgewood, WA 98372. SEPA Responsible Official:  Signature 8/2/2024 Date Jeremy Metzler, PE, Community Development Director 2224 104th Avenue East, Edgewood, WA 98372

Please call (253) 952-3299 if you have any questions.

Any interested person/party has the right to comment on the proposal, review file materials, request a copy of the decision, and appeal the decision subject to requirements outlined in Edgewood Municipal Code Chapter 18 and the applicable regulations as adopted by the City.

Public Hearing:	All interested persons may appear and provide oral or written testimony. Written comments for the hearing may be emailed to comdev@cityofedgewood.org or delivered to 2224 104th Ave E, Edgewood, WA 98372 on or before 3 PM on the date of the hearing. To allow for remote public participation, the City will broadcast this meeting on Zoom. For more information, contact the Planning Division at comdev@cityofedgewood.org or 253-952-3299. Date/Time: <u>August 27, 2024 at 7:00 PM</u> Location: City of Edgewood City Hall Council Chambers 2224 104th Avenue East, Edgewood, WA 98372 OR Attend virtually via Zoom: https://zoom.us/join Meeting ID: 869 1650 9308
Appeal Period and Process:	This determination may be appealed to the City of Edgewood pursuant to EMC 20.05.250(J) and accompanied by the \$425 appeal fee. Appeals must be submitted in writing along with the appeal fee to comdev@cityofedgewood.org or delivered to 2224 104th Ave E, Edgewood, WA 98372 The person appealing will then be notified of a hearing date, and public notice will be provided consistent with the Edgewood Municipal Code. Appeals must be filed by <u>5:00 PM on September 10, 2024.</u>

THANK YOU for your legal submission!

Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

ORDER DETAILS

Order Number:
IPL0187217

Order Status:
Submitted

Classification:
Legals & Public Notices

Package:
TAC - Legal Ads

Final Cost:
\$516.34

Referral Code:
24-1282

Payment Type:
Account Billed

User ID:
IPL0023564

ACCOUNT INFORMATION

CITY OF EDGEWOOD IP
2224 104TH AVE E
EDGEWOOD, WA 98372-1513
253-952-3299
finance@cityofedgewood.org
CITY OF EDGEWOOD

TRANSACTION REPORT

Date
August 1, 2024 3:20:24 PM EDT

Amount:
\$516.34

SCHEDULE FOR AD NUMBER IPL01872170

August 2, 2024
The News Tribune (Tacoma) Print Publication

PREVIEW FOR AD NUMBER IPL01872170

Notice of SEPA Threshold Determination and Public Hearing
NOTICE IS HEREBY GIVEN on August 2, 2024 that the City of Edgewood, Washington issued State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) and will hold a public hearing for the following proposal:

FILE: #24-1282, Meridian Avenue (SR-161) Corridor Study

APPLICANT: City of Edgewood | 2224 104th Ave E, Edgewood, WA 98372

LOCATION: Generally located within the City of Edgewood, WA municipal boundaries, along Meridian Avenue E (SR-161) between 24th Street E and Spencer Street (in the City of Puyallup).

PROPOSAL: The Meridian Avenue (SR-161) Corridor Study identifies the vision for the corridor to identify improvements which would expand and enhance safety, mobility, and connectivity for all travel modes, while supporting and advancing the identified land use plans for the roadway.

SEPA: As lead agency, the City of Edgewood has determined that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030. This decision was made after review of an Environmental Checklist and other information on file with the City. This information is available to upon request or by visiting available at: cityofedgewood.org/414/Meridian-Ave-E-Corridor-Study and by searching the file number "24-1282" on the City's permit portal: portal.cityofedgewood.org. This DNS is issued under WAC 197-11-340(2).

COMMENT PERIOD: Comments on the threshold determination must be submitted by **August 27, 2024** to comdev@cityofedgewood.org or delivered to 2224 104th Ave E, Edgewood, WA 98372.

PUBLIC HEARING: The public hearing will be held on **August 27, 2024 at 7:00 PM** at City of Edgewood City Hall Council Chambers, 2224 104th Avenue East, Edgewood, WA 98372. To allow for remote public participation, the City will broadcast this meeting on Zoom using the following link: <https://zoom.us/join> and Meeting ID: 869 1650 9308. All interested persons may appear and provide oral or written testimony. Written comments for the hearing may be emailed to comdev@cityofedgewood.org or delivered to 2224 104th Ave E, Edgewood, WA 98372 on or before 3 PM on the date of the hearing. For more information, contact the Planning Division at comdev@cityofedgewood.org or 253-952-3299.

APPEALS: This determination may be appealed to the City of Edgewood pursuant to EMC 20.05.250(J) and accompanied by the \$425 appeal fee. Appeals must be submitted in writing along with the appeal fee to comdev@cityofedgewood.org or delivered to 2224 104th Ave E, Edgewood, WA 98372. The person appealing will then be notified of a hearing date, and public notice will be provided consistent with the Edgewood Municipal Code. Appeals must be filed by **5:00 PM on September 10, 2024.**

IPL0187217
Aug 2 2024

[<< Click here to print a printer friendly version >>](#)

From: [Jill Schwerzler-Herrera](#)
Cc: [Wednesday Group](#)
Subject: FW: Meridian Avenue (SR-161) Corridor Study
Date: Tuesday, August 27, 2024 6:15:28 PM
Attachments: [image001.jpg](#)

Good evening,

Comments received regarding tonight's public hearing.



Jill Schwerzler-Herrera, CMC, CPRO
City Clerk/HR Director
Direct: 253-831-4250 | City Hall: 253-952-3299
2224 104th Ave E., Edgewood, WA 98372

NOTICE OF PUBLIC DISCLOSURE: This e-mail is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

From: Michael Snider <mikesnider98372@outlook.com>
Sent: Tuesday, August 27, 2024 5:28 PM
To: Jill Schwerzler-Herrera <jill@cityofedgewood.org>
Subject: Meridian Avenue (SR-161) Corridor Study

Regarding the Meridian Corridor Study and DNS;

I find it suspect that there are no sensitive areas within this corridor and proposed project area listed on the DNS in the SEPA process. A simple look on the national wetland database shows otherwise. This should follow the guidelines that any other individual would have to go through.

In the April meeting, a hybrid of street designs were talked about but never visually presented. Having a visual presentation of these concepts would be good to have in the file before any adoption of the study.

I had heard for years that WSDOT had preferred a five-way roundabout at 36th and Meridian, which would be a great treatment to this section of road. This shows moving Chrisella slightly to the East past the new park entrance? This looks like a disaster in the making. I would definitely re-think this faux pas.

I understand lots of effort has gone into design and widening which will ultimately help the throughput on Meridian. Keep listening to what the residents want and keep this a unique city to be proud of. We can always go visit the brand new cookie cutter developments in neighboring areas if we choose too.

Respectfully,
Michael Snider

P.S. I apologize for the tardiness of this email as I thought the cutoff was 5:30pm, but am now noticing it says 5:00pm. I hope these comments will still make it into the record and be shared with the council, staff and community. Thank you.

This is an external email. Please use caution when opening any attachments.

From: [Jill Schwerzler-Herrera](#)
Cc: [Wednesday Group](#)
Subject: FW: 9-27-2024 Edgewood Public Comments for "Meridian Avenue (SR-161) Corridor Study"
Date: Tuesday, August 27, 2024 6:16:10 PM
Attachments: [EdgewoodPublicComment9-27-24.pdf](#)

Good evening,

Comments received regarding tonight's public hearing.



Jill Schwerzler-Herrera, CMC, CPRO
City Clerk/HR Director
Direct: 253-831-4250 | City Hall: 253-952-3299
2224 104th Ave E., Edgewood, WA 98372

NOTICE OF PUBLIC DISCLOSURE: This e-mail is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

From: RYAN ERICKSON <ryanerickson22@comcast.net>
Sent: Tuesday, August 27, 2024 5:08 PM
To: Jill Schwerzler-Herrera <jill@cityofedgewood.org>
Subject: 9-27-2024 Edgewood Public Comments for "Meridian Avenue (SR-161) Corridor Study"

Please see attached public comments.

Thank you,
Ryan

This is an external email. Please use caution when opening any attachments.

Meridian Corridor Study Public Comments

Introduction

Hello All, I want to provide some additional context to one part of the Meridian Corridor Study in regards to the Chrisella Road realignment. I also have some questions and concerns about the proposed traffic revision. I own a parcel that I purchased back in 2012 with plans to develop and pass down through my family for generations to come. Prior to my purchase of the property, I did my due diligence and met with city officials. At that time Kevin Stender was the Community Development Director and Eric Phillips was the Assistant City Manager. We went over the property together and while WSDOT had old plans to run Chrisella directly through where the warehouse building lies to connect to a planned parallel road network, they stated that Chrisella would collect into a roundabout at Meridian and that a road would NEVER run through this parcel (see attached Meridian Parallel Road Network Construction document). I purchased the property with this information and have made development plans accordingly. I really love the community of Edgewood, and over time my plan to build a residence for myself on the property in question has changed to make a residence for about 36 people. I took time years ago to read the 182 page Comprehensive Plan and do something with the city's benefit in mind. Since then, I have made plans to develop and retain a 12-unit townhome project, that would self-fund a community outreach center and Edgewood heritage museum out of the existing warehouse building. Four years ago the City of Edgewood purchased the parcel behind me for \$260,000, with plans to run a road through my property unbeknownst to me. It was purchased for a planned parallel road network that would have connected to a planned road that would run through where the new park now lies. At this point, there will not be a road running through the park and the purpose of this planned realignment will never be realized. These plans for this realignment and parallel road network are over 20 years old and are largely unachievable due to construction of various properties (including the new park) that have taken place in the last two decades. New conditions typically call for new plans.

Ingress/Egress Concerns

-Plans show a median directly in front of my driveway which would prohibit a long vehicle's access to my property. I regularly have long vehicles/commercial trailers that need to make this maneuver.

-With increased traffic to the park on the short 189 feet of pavement between Meridian and the park entrance (a 6.3 car queue per Transpo rep calculation of 30' of road used per average vehicle), I already struggle constantly with ingress/egress to my property at my main entrance. This is not accounting for the proposed Chrisella traffic that would then be traveling on this short section of road. This park traffic combined with Chrisella traffic also creates a very long queue at the southbound left turn signal onto 36th/Chrisella from Meridian.

-Kirk Harris from Transportation Solutions stated in the April 23, 2024 meeting that Business Access and Transit (BAT) are a priority in design. I feel that business access (to mine and the adjacent property owner) in this situation is being overlooked.

Property Damage Concerns

-The crosswalk sign at Meridian and Chrisella is regularly damaged(1-2 times per month) from large vehicles and semis making this turn. This would make the northeast corner of my property the new contact point, and I am not interested in being saddled with this known nuisance. This would likely have a large impact on my property insurance as well.

Safety Concerns

-Neighbors in homes to the east with small children would have a busy road (Chrisella realigned concept) in their front and back yards.

-Many drivers on Chrisella use it as a pass through, do not live in the city and often drive aggressively. Accident data confirms this. That would put this traffic on this short 379 foot (approximately 12.6 car lengths) stretch of road between Meridian and the proposed realigned Chrisella Road. This goes past the Ballet Theater School and the Edgewood Community Park entrance.

-If the road is to be realigned, it will head straight towards a walking path at the park. If a vehicle failed to stop at the new intersection, it would run straight into the walking path and anything that may be on it. This part of the pathway is at its closest apex to 36th Street at this location.

-The design needs to consider safe movement of large vehicles and vehicles with trailers.

-Traffic leaving the park can move quickly and many times "come out of nowhere."

Fiscal Concerns

These are cost analyses by Transpo Group (as presented in their April 28, 2021 Memorandum) from 2021 in projected 2023 dollars. As we all know, costs have risen dramatically and change orders always ensue. So, 20% above these early estimates could be an underestimate as well, but a good starting point.

Transpo Group Projected 2023 Costs

-\$4.1 Million to shift Chrisella Road 380 feet east on to 36th Street and disconnect it from the current intersection.

-\$7 Million for a 5 leg roundabout, with a possible cost saving of 20% if reduced to a 4 leg roundabout, though this option was not considered in their analysis. So that would make a 4 leg roundabout about \$5.6 million dollars.

Because the proposed plan NOW is to put a 4 leg roundabout at Meridian and 36th Street, that would make the 2023 cost of this project \$9.7 million dollars versus, a 5 leg roundabout at a cost of \$7 million dollars which would not require the \$4.1million dollar Chrisella Road realignment. So, in projected 2023 dollars, it will cost an extra \$2.7 million dollars to shift Chrisella to the east and build a 4 leg roundabout. The 2024 dollar amount to choose the realignment plus the 4 leg roundabout vs. a 5 leg roundabout is likely \$3.5-4 million dollars more. With current budget shortfalls, this \$3.5-4 million dollars could be used in a much more strategic way.

It is worth noting that when Transpo Group originally identified and evaluated different alteranatives, this scenario was never even an option. This is now a hybrid of multiple options that was neither properly vetted nor voted on.

Outreach Process

-I can speak to my experience and what I have observed of others. I have been left out of the outreach/stakeholder process. I'm not sure who makes the judgement as to who the "stakeholders" are, but I can say that I believe that to include affected parties to major changes. As THE person who has a new road proposed to go through their property, I would think I would be included in the ongoing conversation and be on the list of "stakeholders" that were chosen to be interviewed. I haven't, nor were other substantially affected property owners. There are surrounding neighbors and property owners that are completely unaware of these plans. Everyone that could be affected by this, should be notified, have a say, and a seat at the table.

-Notifications of meetings like this and public comment are not visible so how is anyone supposed to know this is happening unless they are checking the agenda weekly? There is no notification on social media or through email about this public comment opportunity. If input is truly valued and wanted, there needs to be proper notice and plenty of lead time (30 days minimum, not several days before a meeting).

-I recently noticed an email sent by the city on 8/2/2024 about a public comment for a Determination of Non-Significance in the SEPA process for the Meridian corridor project. This is an environmental review notice, not the actual adoption of the study that is now before you. Nothing was listed on the website or any other social media platforms. Where is the awareness if it was known at the beginning of August that this would be out for public comment? The email also states that more information can be found on the city portal by searching for file number "24-1282." A search with this number through their link yields a message of "No results found."

-It should be a priority to engage the relevant stakeholders, affected property owners, neighbors to the proposal and residents that use this road to travel home.

Data

-Traffic Analysis and plans were made before the park was finished. There is a very high volume of park traffic and this has not been brought into consideration for the Chrisella realignment plan. A subsequent traffic count placed the counter east of the park entrance, and thus never accounted for the majority of the traffic that enters the park from 36th Street eastbound.

-Traffic counts used were from 7am-9am, while overall traffic data shows the peak traffic numbers between 10am-5pm.

-Transpo Group stated a 5 leg roundabout at Meridian would produce a LOS A, while a 4 leg roundabout would produce LOS B. There was no analyzation of the LOS that would be produced at a realigned Chrisella intersection.

-When this realignment "concept" was put forth, it was coupled with leaving Meridian/36th a signalized intersection, not making it a roundabout as well. This is why the concept of a 4 leg roundabout went un-analyzed by Transpo Group. This plan has now changed.

-Traffic data is from 9/19/2022-9/25/2022. Data newer than 2 years old would be beneficial to accurately analyze the situation.

-In a public comment several years ago, there were 29 responses, 2 supported this realignment. This plan is not the will of the people.

Final Thoughts

There are many reasons that this specific road realignment deserves a second look before adoption with the rest of the improvements in the study. There have been recent material changes that are not being reflected. This plan solves the issues that existed in decades past, but does not properly address the current and future needs and conditions of this area. There are fiscal concerns, safety concerns, data concerns, ingress/egress concerns, property damage concerns, and concerns with the inclusivity of the outreach process. If this is being done to connect to a parallel road that will never exist, it may be time to reanalyze the purpose and how dollars to these different projects are being allocated. If a 5 leg roundabout could save the city \$3.5-4 (plus) million dollars and allows my project of great community benefit to happen, I'm not sure where the harm is in that. I do see the harm of not looking into that option. I appreciate your time in reviewing this information and welcome conversation about this issue. From a personal perspective, while this is just another "thing" on the docket to most, this is my property, these are my dreams and wants to give back to the community, and never knowing if something is going to "show up" about this from week to week is incredibly stressful. As said, there is little to no notice about any of this as it steams ahead. I would imagine I am probably the only one that this keeps awake at night. I am a real person, with real plans and if someone can show me how this realignment makes sense at this point in time, I would love to figure out a way to be on board with it. I continue to advocate for an outcome that best serves all of the stakeholders as well as the citizens of Edgewood and our surrounding communities.

Some of you are aware of my recent open-heart surgery, so it may be well understood that I am interested in a stress-free way of navigating through this situation. Communication and transparency should be paramount. I appreciate your review of this information and welcome more conversation about this issue. Please feel free to reach out to me at any time.

Thank you for your time and consideration,

Ryan Erickson

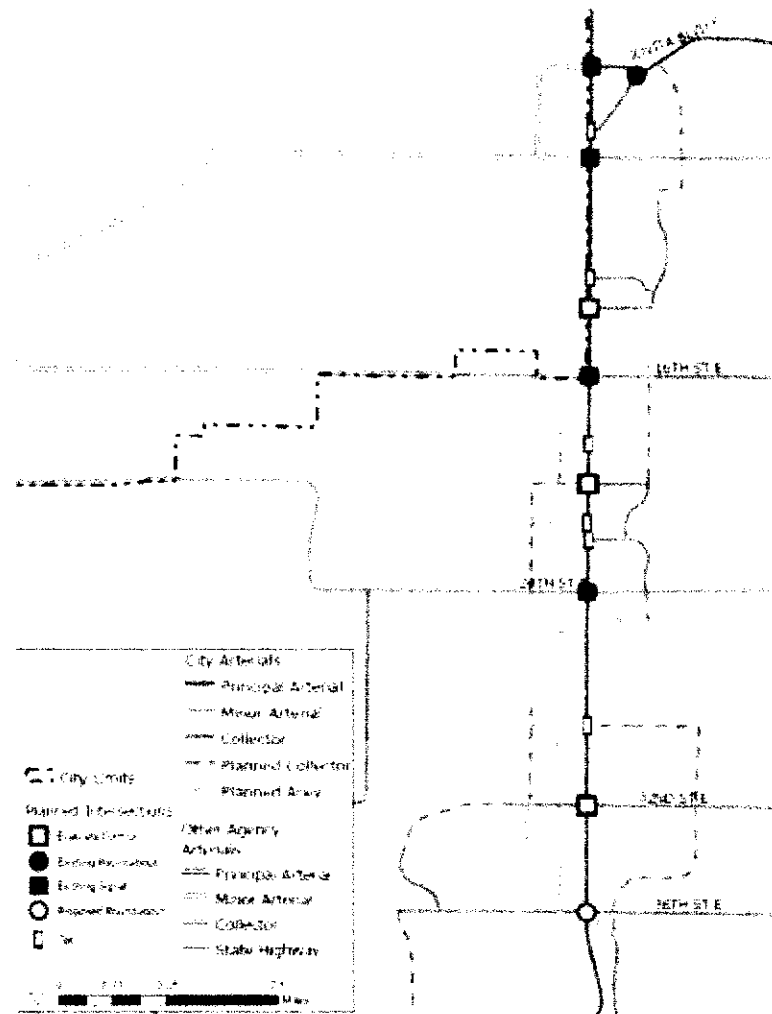
425-260-7926

Please See Attached Reference Documents Below

T-10 – Meridian Parallel Road Network Construction (TIP No. 11)

Fund:
General Fund

Project Category:
Transportation



Project Description: In an effort to encourage development of the overall Meridian Corridor, this project will annually review and identify critical segments of the Parallel Road Network for design and construction. This will help facilitate access and circulation along the corridor, in turn improving mobility and safety.

Applicable Comprehensive Plan Goals –

- T.I: Develop a safe and efficient street system that accommodates all transportation modes and maximizes people-carrying capacity. Improve the operating efficiency of the existing system and maintain the capacity to adequately serve present and future travel demand.
- T.II: Develop a transportation system that enhances the delivery and transport of goods and services.
- T.IV: Support improved transit coverage and service throughout the region to improve mobility options for Edgewood.
- T.VII: Minimize transportation conflicts to ensure safety.
- CF.II: Provide adequate capital facilities that address past deficiencies, meet the needs of growth and enhance the quality of life through acceptable levels of service.

Service Impact: Improves the movement of people and freight through the Meridian corridor by providing managed access to adjacent property.

Total 6-Year Project Budget: \$4,400,000

Funding Sources:

- Traffic Impact Fees

Critical Milestones:

- Ongoing – Identify / Design priorities
- 2021 – Begin construction

MEMORANDUM

Date:	April 28, 2021	TG:	18149.00
To:	Jeremy Metzler, Public Works Director, City of Edgewood		
From:	Brett Schock, PE, AICP, RSP2i, Transpo Group		
Subject:	36th Street E/Chrisella Road E/SR 161 (Meridian Ave 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 Ave E). Several alternatives are being evaluated and the following memorandum documents an alternatives assessment at the intersection.

Evaluation Summary

The purpose of the alternatives evaluation is to further assist the City in evaluating the preferred approach to addressing safety, connectivity, and traffic operations at the existing intersection. The four alternatives that were evaluated are:

- **Alternative 1: No-Build**
Alternative 1 makes no changes and maintains the existing configuration at the intersection.
- **Alternative 2: Realignment of Chrisella Road E**
Alternative 2 relocates the roadway alignment of Chrisella Road E to a new stop-controlled tee intersection with 36th Street E approximately 400 feet east of the existing intersection. Chrisella Road E would deviate from the current alignment approximately 600 feet south of 36th Street E.
- **Alternative 3: 5-leg Roundabout**
Alternative 3 replaces the existing signalized intersection with a 5-leg roundabout. The roundabout would be a two-lane approach in the north/south direction. The east-west approaches and Chrisella Road E would remain single-lane approaches to the roundabout. Chrisella Road E would stay in the existing alignment, except for required deviations at the immediate approach to the roundabout.
- **Alternative 4: Traffic Signal Modification with Minor Realignment**
Alternative 4 realigns the northern 100 feet of Chrisella Road E, relocating the northwestbound approach, the southbound entry and northbound right turns from Meridian Avenue E. Chrisella Road E is provided with a dedicated traffic signal phase and added signal heads. The east-west phases for 36th Street E would also be split to accommodate the realigned approach of Chrisella Road E.

Each of the four alternatives were compared on the basis of criteria that align with the City's goals for the study of a realignment of Chrisella Road E. The criteria were discussed with City Staff for input and equally weighted. Criteria include:

- Traffic Operations
- Traffic Safety
- Pedestrian Connectivity and Safety
- Property Impacts
- Coordination with the City's Parallel Roads Ordinance

- Project Costs

The assessment of alternatives against the criteria identified Alternative 2, the realignment of Chrisella Road E, as the preferred alternative to address the City's goals of addressing safety, connectivity and operations.

Existing Conditions

The existing 36th Street E, Chrisella Road E, and SR 161 (Meridian Ave E) intersection is signalized with approaches from the north and south (Meridian Ave E), east and west (36th Street E) and a fifth northwesterly approach (Chrisella Road E) in the southeast corner of the intersection. The southeastern movement to Chrisella Road E, perpendicular to 36th Street E, is stop controlled. Meridian Ave E has two lanes in the northbound direction and one lane in the southbound direction, with dedicated left turn lanes at the intersection. 36th Street E is a single lane in each direction. 36th Street E does not outlet west of Meridian Ave E.

The parcels south of 36th Street E on both sides of Meridian Ave E near the intersection are developed, with existing buildings and parking lots. 36th Street E east of Meridian Ave E is developed on the south side with a mix of residential and commercial properties, and currently undeveloped on the north. 36th Street E has large lot single family residential development on both sides west of Meridian Ave E. The parcels north of 36th Street E are generally undeveloped, but the northeast corner is being developed by the City into a new park as of the writing of this memo. Meridian Ave E is undeveloped south of 36th Street E, with steep topography and a winding horizontal alignment. Chrisella Road E is only developed on the east side with single family residential, and also has steep topography and a winding horizontal alignment.

The signal currently operates with protected lefts for the north/south approach and permissive lefts for the east/west approach. The existing signal system consists of single mast arms poles serving the southbound and westbound direction while the northbound and eastbound directions are served by a single double mast arm pole. Existing overhead utilities cross the intersection in the east/west direction and the north/south direction, with two poles near the intersection. The signal has pedestrian signal heads, but the pushbuttons are not fully APS.

Sidewalks are present at the southwest corner of the intersection and along the south side of 36th Street, with separated pathways to be constructed at the northeast corner in conjunction with the proposed park. There are marked crosswalks on the western, northern, and eastern legs of the intersection. The eastern crosswalk is 90 feet in length and crosses both the eastern leg of the intersection and the northwestern approach of Chrisella Road E, without provision of a pedestrian refuge area or physical barrier to Meridian Ave E. The existing design of the crosswalk leads to longer crossing times for pedestrians, and potential conflicts with vehicles turning left and right onto two different roadways. In particular, the left turn onto Chrisella Road E is very shallow, which could lead to higher turning speeds through the crosswalk.

Based on 2021 traffic volumes, the intersection operates at LOS C – meeting the City of Edgewood's LOS E or better standard for intersections along Meridian Avenue E. However, the stop-controlled approach of Chrisella Road E, directly east of the intersection may be impacted by westbound queues, which extend approximately 80 feet (three to four car lengths) from the intersection. This may result in difficulty turning left from Chrisella Road E to 36th Street E, which is the predominant move at this approach.

While there were no recorded collisions directly at the intersection between 2014 and 2018, there were several collisions along Chrisella Road E, directly south of the intersection along the



roadways horizontal curve. Two crashes involved drivers who were impaired, and two crashes involved drivers who were exceeding a reasonably safe speed.

Evaluation of Alternatives

To understand the high-level impacts, improvements, and areas of concern related to the intersection alternatives, several criteria were defined for evaluation. These criteria best capture the goals of the project in relation to existing concerns at the intersection as well as the desired future development of the surrounding area. The following section defines the evaluation criteria and summarizes the evaluation of each intersection alternative.

Evaluation Criteria

The evaluation methods for each criterion are described below.

Traffic Operations

PM peak hour levels of service (LOS), delays, queues and as applicable, volume-to-capacity (v/c) ratios were calculated for each intersection alternative, to determine each alternative's compliance with the City of Edgewood's LOS E or better standard for intersections along Meridian Avenue E and LOS D or better standard for all other intersections. As a basis for this analysis, 2021 existing volumes were grown by 1 percent annually to develop 2023 traffic volumes – the assumed project completion date.

For alternatives including signals and stop-controlled intersections, operations were evaluated using *Synchro 10* software and for alternatives including a roundabout, operations were evaluated using *Sidra 8*. Sidra model settings used for roundabout analyses were based on the guidelines in the *WSDOT Sidra Policy Settings*, October 2019.

In addition to LOS results, the potential for future traffic growth and the ability to address existing traffic operations concerns were considered in the evaluation.

Traffic Safety

Evaluation of traffic safety used crash data from the City's Local Road Safety Plan (LRSP) as a baseline and assessed each alternative based on Crash Modification Factors, priority risk factors from the LRSP and a qualitative assessment of safety impacts for each alternative.

Pedestrian Connectivity and Safety

Each alternative was evaluated based on its qualitative impact on pedestrian connectivity and safety, including improvements from existing conditions, connections to the existing and future roadway network and planned park, and proven safety countermeasures.

Property Impacts

Each alternative was evaluated based on the potential impacts to surrounding properties and associated right-of-way needs.

Coordination with the City's Parallel Roads Ordinance

The alternatives were evaluated based on their adherence with the City of Edgewood's Parallel Roads Ordinance, as updated in 2019, which was developed to address a vision for alternative access to parcels that would develop in the future, with frontage on Meridian Avenue. The primary goals of the ordinance are as follows:



1. Encouragement of efficient multimodal transportation systems
2. Balance the transportation needs of community and the region and maintain LOS
3. Limit access points to Meridian Avenue for safety and efficiency

Project Cost

The planning-level estimated cost, which is based on known project elements, and recent bid results, with lump sum estimates used to address elements that are not designed at the 10% level used for the concepts in the study, was used to compare each alternative. Costs were escalated to represent likely costs in 2023.

Alternatives Evaluation

Based on the above criteria, the four intersection alternatives were evaluated:

Alternative 1: No Build

Traffic operations would generally remain consistent with existing conditions. As such, Alternative 1 meets the City's LOS standards, but does not address westbound queues and the impacts to vehicles turning left onto 36th Street E from Chrisella Road E. Under this alternative there would be no implementation of traffic safety improvements, pedestrian connectivity and safety improvements, or measures to address the City's Parallel Road Ordinance. This alternative does not result in any impacts to adjacent properties and there are no associated project costs.

Alternative 2: Realignment of Chrisella Road E

This alternative involves relocating the roadway alignment of Chrisella Road E, through three parcels not currently designated as right of way, to a new tee intersection at 36th Street E approximately 400 feet east of the existing intersection. The proposed roadway cross section includes a single 12-foot lane in each direction with a 6-foot sidewalk behind the curb. The existing Chrisella Road E approach at the 36th Street E and Meridian Ave E intersection would be redesigned to remove the Chrisella Road E approach. The north end of the existing Chrisella Road E would be terminated in a cul-de-sac, hammerhead or other turnaround, north of the deviation point from the existing alignment, to serve the residents and emergency access along Chrisella Road E. The existing signalized intersection would be configured to a traditional four-legged intersection. A preliminary concept is provided in Attachment A.

Traffic Operations

Under Alternative 2, the intersection of Meridian Avenue and 36th Street E operates at LOS C, consistent with existing conditions. The realignment of Chrisella Road E results in a new stop-controlled intersection with 36th Street E approximately 400 feet east of the existing intersection. The new intersection would be side-street stop-controlled with the Chrisella Road approach operating at LOS B and free-flowing traffic along 36th Street E. The intersection would likely not meet warrants for an all-way stop. Both intersections meet the City's LOS standards, while also addressing westbound queues at the signal and the impacts to vehicles turning left onto 36th Street E from Chrisella Road E.

Traffic Safety

One of the high priority risk factors identified in the City's LRSP is the existing presence of sharp horizontal and vertical curves, such as those that exist along Chrisella Road E approaching 36th Street E/Meridian Avenue. The City has plans to implement hardscape improvements along Chrisella Road E south of the 36th Street to address existing issues, and the realignment of Chrisella Road E would further advance the effectiveness of these improvements by softening an existing sharp horizontal curve that has observed multiple crashes over the last several years.



Pedestrian Connectivity and Safety

The realigned segment of Chrisella Road E would include a 6-foot sidewalk, providing a dedicated pedestrian walkway where one does not currently exist. Additionally, a north-south crosswalk along 36th Street E would be installed to provide access to the planned park at the northeast corner of Meridian Avenue E and 36th Street E. The crosswalk would be recommended for enhancement with a Rectangular Rapid Flashing Beacon (RRFB) to increase safety, comfort and visibility for crossing pedestrians.

The existing intersection of Meridian Avenue/36th Street E would be redesigned such that the crosswalk along the eastern leg of the intersection is shortened and pedestrian connectivity at the intersection is improved. Additionally, APS pushbuttons would be installed at each corner.

Property Impacts

To construct Alternative 2, three properties (3621 Chrisella Road E, 3703 Chrisella Road E, and 10218 36th Street E) would be affected and approximately 42,000 square feet of right-of-way would need to be acquired. Relocations would be required as part of the right of way acquisition.

Coordination with City's Parallel Road Ordinance

While the realignment of Chrisella Road E is not directly defined in the recommended Parallel Road network, Alternative 2 effectively meets the goals of the ordinance by reducing direct access from Meridian Avenue.

Project Cost

The planning-level cost estimate for Alternative 2, escalated to 2023 costs is \$4,100,000.

Alternative 3: 5-leg roundabout

Alternative 3 removes the existing signalized intersection and replaces it with a 5-leg roundabout. The roundabout would consist of two-lane approaches in the north and south directions, and single lane approaches on other legs. Chrisella Road E would not be realigned with Alternative 3, except for the required changes to meet the roundabout entry point and deflection angles. A preliminary concept for Alternative 3 is included in Attachment A. As a 5-leg roundabout, access to Chrisella Road E is still restricted from some approaches, due to the circulation paths as shown in Attachment A. Removing the access to Chrisella Road entirely, and creating a 4-leg roundabout intersection could reduce property impacts and cost. A reduced size, 4-leg roundabout was not designed for this analysis.

Traffic Operations

The 5-leg roundabout is projected to operate at LOS A with a maximum v/c of 0.61 in the southbound direction. The design would adequately accommodate all 95th percentile vehicular queues. Overall, the intersection would experience improved vehicular operations over existing conditions.

Traffic Safety

Roundabouts are considered safer than traffic signals as they have fewer conflict points, lower speeds, and only require crossing one direction of traffic at a time. However, some of the safety benefits are diluted as additional legs are added to the roundabout; particularly if optimal entry angles aren't achievable, which is the case for the 5-leg roundabout alternative. A roundabout at the intersection would result in traffic safety improvements over existing conditions, but safety could be improved by considering other alternatives such as a 4-leg roundabout.

Pedestrian Connectivity and Safety

The roundabout alternative would provide significant safety improvements for pedestrians. Sidewalks, crosswalks and ADA-compliant curb ramps would be provided at the splitter islands

along all approaches, resulting in a pedestrian crossing along the southern leg where one does not currently exist and improved pedestrian connectivity.

Property Impacts

To construct Alternative 3, right-of-way would need to be acquired at all corners of the intersection, totaling approximately 29,000 square feet. Relocations may be avoidable, depending on the final layout of the Alternative 3 roundabout. In order to minimize impact to the existing properties on the southwest and southeast corners, the overall roundabout footprint would be shifted north. Notably, this would result in design impacts to the planned park at the northeast corner of the intersection. Addressing restricted access to some legs of a 5-leg roundabout would increase the size of the roundabout and property impacts. A 4-leg roundabout could reduce the impact.

Coordination with City's Parallel Road Ordinance

This alternative does not preclude the development of recommended parallel roadways; however, it does not further the goals of the ordinance.

Project Cost

The planning-level cost estimate for Alternative 3, as shown in Attachment A, escalated to 2023 costs is more than \$7,000,000. Eliminating the 5th leg of the intersection could reduce the size and cost of the roundabout by as much as 20%.

Alternative 4: Chrisella Road Traffic Signal Modification

Alternative 4 realigns approximately 100 feet of Chrisella Road E northbound approach such that the approach is brought into the signal at Meridian and 36th as a standalone roadway with a new, separate phase. For vehicles turning right onto 36th Street E from Chrisella Road E, a channelized, stop-controlled turn lane would be constructed on Chrisella Road E such that vehicles do not enter the signalized intersection. The pedestrian crossing along the eastern leg would be divided into two shorter crossings with improved delineation and northbound right turns onto Chrisella Road E would be restricted by physical channelization devices. A preliminary concept is included in Attachment A.

Traffic Operations

The 5-leg signalized intersection is projected to operate at LOS C. The intersection would meet the City's LOS standards, while also addressing impacts to vehicles turning left onto 36th Street E from Chrisella Road E by bringing the approach into the intersection; however, the addition of a standalone phase results in increased overall delay compared to existing conditions and increased delay for vehicles along SR 161. Additionally, a standalone phase for Chrisella Road E limits flexibility in signal timing adjustments to accommodate future growth.

Traffic Safety

While the alternative more actively controls vehicular traffic traveling to and from Chrisella Road E, a 5-legged signalized intersection has its own traffic safety considerations. It results in less efficient operations and creates additional conflict points within the intersection. Additionally, this alternative does not adequately address existing vertical sight distance challenges or the long distance between signal heads and the stop bars for vehicles traveling northbound. The northbound right-turn restriction, while addressing these conditions to an extent, also leads to the potential for violation by drivers used to make the turn, which could be a safety concern.

Pedestrian Connectivity and Safety

Alternative 4 addresses the existing crosswalk issue along the eastern leg of the intersection by bisecting the crosswalk and adding a pedestrian refuge space in the middle. This design also improves predictability at the intersection as it relates to vehicle-pedestrian conflict points. APS pushbuttons would be installed at each corner.



Property Impacts

Alternative 4 could be constructed within the existing right-of-way and would not result in impacts to adjacent properties. However, the design includes the restriction of northbound right turns onto Chrisella Road E which may impact access to small number of homes and businesses.

Coordination with City's Parallel Road Ordinance

Alternative 4 does not preclude the development of recommended parallel roadways; however, it does not further the goals of the ordinance.

Project Cost

The planning-level cost estimate for Alternative 4, escalated to 2023 costs is \$470,000.

Evaluation Matrix

To help select the most desirable alternative, a three-point scale was developed based on the information provided above for each alternative and the evaluation methodology for each criteria, as follows:

- Traffic Operations
 - Degradation from existing conditions – 1 point
 - Limited or no change from existing conditions – 2 points
 - Improvement from existing conditions – 3 points
- Traffic Safety + Pedestrian Connectivity and Safety
 - Limited or no change from existing conditions – 1 point
 - Minor improvement from existing conditions – 2 points
 - Significant improvement from existing conditions – 3 points
- Property Impacts
 - Significant ROW acquirement necessary – 1 point
 - Minor access impacts – 2 points
 - No access impacts or ROW needed – 3 points
- Parallel Road Ordinance
 - In opposition to ordinance – 1 point
 - Does not preclude, but does not support ordinance – 2 points
 - Meets at least one ordinance goal – 3 points
- Project Cost
 - Cost above \$1 million – 1 point
 - Cost below \$1 million – 2 points
 - No cost – 3 points

. A summary of the ranking for each alternative is shown in Table 1.



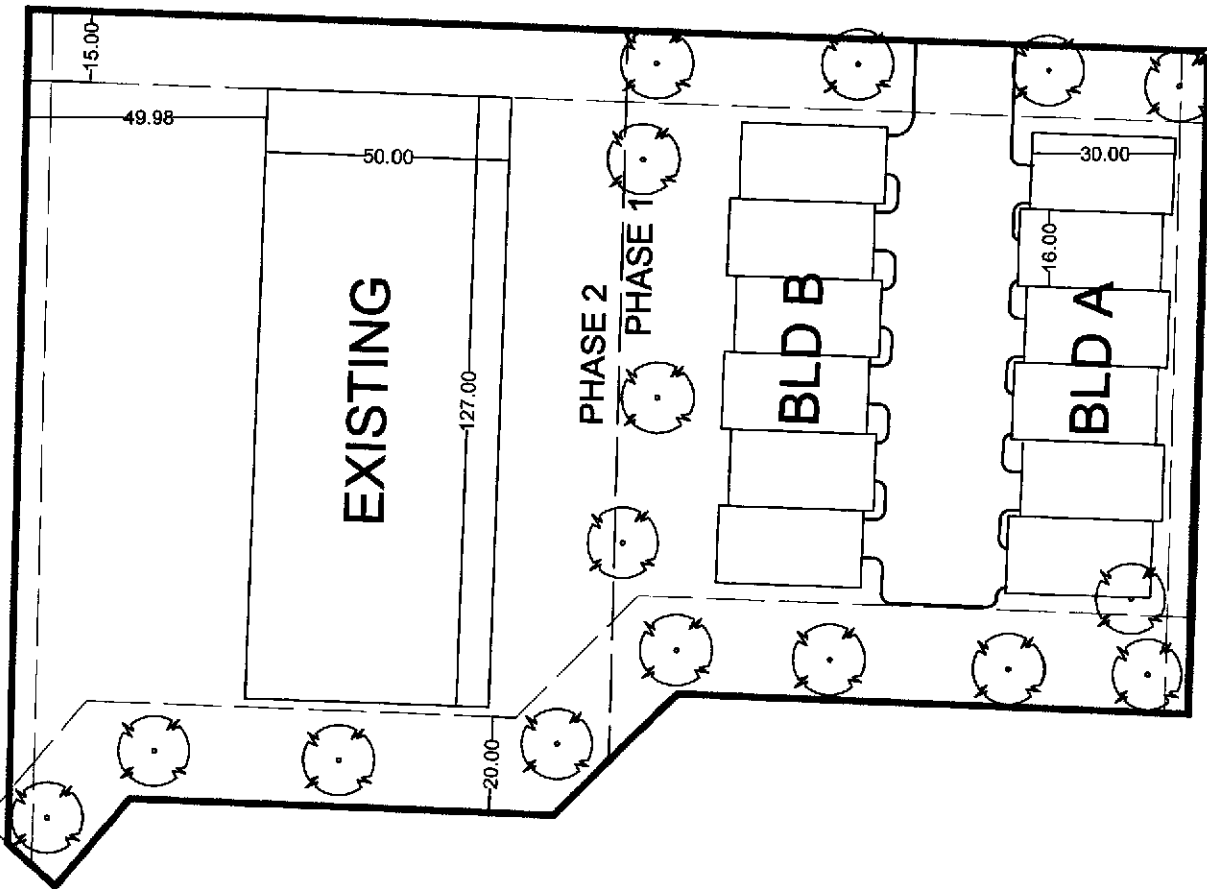
Table 1. High Level Evaluation of Alternatives

Alternative	Traffic Operations	Traffic Safety	Pedestrian Connectivity and Safety	Property Impacts	Parallel Roads Ordinance	Project Cost	Total
Alternative 1 <i>No Build</i>	2	1	1	3	2	3	12
Alternative 2 <i>Chrisella Realignment</i>	3	3	3	1	3	1	14
Alternative 3 <i>5-Leg Roundabout</i>	3	2	3	1	2	1	12
Alternative 4 <i>Traffic Signal Mod</i>	2	2	2	2	2	2	12

Selection of a Preferred Alternative

Based on the above analysis, the preferred alternative is Alternative 2, the realignment of Chrisella Road E in a new right of way. The preferred alternative meets the City's goals, and most satisfies the evaluation criteria. Most notably, the alternative addresses key vehicular and pedestrian safety concerns, while improving overall traffic operations. By realigning Chrisella Road E to the east of its existing location, left turns from Chrisella Road E to 36th Street E will no longer be impacted by vehicle queues leading up to the traffic signal, the existing horizontal curve along Chrisella Road E is significantly lessened, pedestrian safety and connectivity is improved at the intersection of Meridian Ave and 36th Street E by removing the Chrisella Road E approach, and additional pedestrian connectivity to the planned park is achieved.

36TH ST E



S4
Group

Land Surveying
Land Development Consultants
Subdivision Specialists
Construction Surveying

Existing Building & Proposed Phase 1

Scale 1" = 40'
Date: October 2019
Drawn by: GR
Job 2019-103

Sheet 1

Parcel No. 042 015 2146



From: [Jill Schwerzler-Herrera](#)
Cc: [Wednesday Group](#)
Subject: FW: Chrisella proposal
Date: Thursday, August 29, 2024 8:29:03 AM
Attachments: [image001.jpg](#)

Good morning,

Please see the email received below regarding the Chrisella Rd realignment.

Sincerely,



Jill Schwerzler-Herrera, CMC, CPRO
City Clerk/HR Director
Direct: 253-831-4250 | City Hall: 253-952-3299
2224 104th Ave E., Edgewood, WA 98372
M-F 6:30AM – 3:00PM

NOTICE OF PUBLIC DISCLOSURE: This e-mail is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

From: Marcie Coe <marciecoe1@comcast.net>
Sent: Wednesday, August 28, 2024 4:33 PM
To: Jill Schwerzler-Herrera <jill@cityofedgewood.org>
Cc: gregorycoe1@comcast.net
Subject: Chrisella proposal

Hello Jill,

My name is Marcie Coe, and I am a life long resident of Edgewood. We live at 10326 36th St E., right next to the proposed re-alignment of Chrisella. My husband and kids live here with me. We also attend church here, run a business, and our kids attend Puyallup School up here on the hill. We tried to be as involved in this community as possible.

I would like to state that I am against the re-alignment of Chrisella. My husband, Greg, attended the tail end of the city council meeting last night, but unfortunately was too late to give public comment.

I personally think it would be a waste of time, money, and would add to frustration of overdevelopment, especially if the state plans to put a roundabout at that intersection anyway. And it would draw more traffic by our houses, the park, and the ballet school,

which my daughter and her friends have attended. The realignment of Chrisella would compromise the safety of our children and families. As an example, the park is accessible only by car, and sidewalk access is non-existent from 36th St, which compromises safety.

It also invades the property of Ryan that has a business running. (yes, I do not think his property is super attractive, but I also don't like governments taking property from rightful owners). I don't think the easement that was talked about is fair for the property owner. He pays his taxes he should be respected.

You would also have to buy more property from the other neighbors behind us and then the residence at the top of the road would be isolated in a weird way. More money being wasted in my opinion.

I also think the millions of dollars this would cost the city could be better spent improving sidewalks and such. This is what the citizens want. To keep the city, a beautiful, peaceful, safe place to live. My parents bought a home here in the 80's and have always told me that Edgewood is a desirable place to live and why we chose to buy a home here. I noticed lots of side roads that could use repaving.

I also don't know who is doing the "study" but I would hope it is someone unbiased and I hope there is a way to get more than one opinion. This could also bring a lot more traffic noise pollution, and if you install lights, light pollution as well. I hope all these things are considered when the study happens.

All of this to say, I do not want a road right by my backyard. This seems inconsiderate to our family and the several neighbors that this would affect. When we bought our house, there was a house on the parcel right behind us so we expected to have neighbors living next to us, not a road.

I know there are councilman that agree with me and would hope that their opinion and the voices of the citizens would be respected and honored.

Respectfully,
Greg and Marcie Coe
Marcie Coe

This is an external email. Please use caution when opening any attachments.

Email from Michael Snider received 8/27/2024 at 5:28pm:

Comment: I find it suspect that there are no sensitive areas within this corridor and proposed project area listed on the DNS in the SEPA process. A simple look on the national wetland database shows otherwise. This should follow the guidelines that any other individual would have to go through.

Response: *Agreed – The referenced DNS is for the Meridian Corridor Study only, not any subsequent project designs or construction. All future design and construction efforts will be subject to separate SEPA review processes.*

Comment: In the April meeting, a hybrid of street designs were talked about but never visually presented. Having a visual presentation of these concepts would be good to have in the file before any adoption of the study.

Response: *The various design alternatives considered were presented in person at a public workshop in July 2023, and these designs are available for review on the City's website (cityofedgewood.org/414), directly linked here: [Roadway Design Alternatives](#).*

Comment: I had heard for years that WSDOT had preferred a five-way roundabout at 36th and Meridian, which would be a great treatment to this section of road. This shows moving Chrisella slightly to the East past the new park entrance? This looks like a disaster in the making. I would definitely re-think this faux pas.

Response: *Work by WSDOT in the 2000's showed realignment of Chrisella Road to the east (confirmed by Ryan Erickson comment below), but this was deferred when the south limit of WSDOT's last improvement was cut back to 24th St E. Assessments were performed by the City's on-call transportation engineering consultant in 2021 and 2022 (attached), and in both instances the four-approach roundabout and relocation of Chrisella to the east was the recommended alternative. The City Council also passed Resolution 21-0604 (attached) in November 2021, identifying the relocation of Chrisella as the preferred alternative.*

Emailed letter from Ryan Erickson received 8/27/2024 at 5:08pm:

Comment: I own a parcel [10218 36th St E] that I purchased back in 2012 with plans to develop and pass down through my family for generations to come. Prior to the purchase of my property, I did my due diligence and met with city officials. At that time Kevin Stender was the Community Development Director and Eric Phillips was the Assistant City Manager. We went over the property together and while WSDOT had old plans to run Chrisella directly through where the warehouse building lies to connect to a planned parallel road network, they stated that Chrisella would collect into a roundabout at Meridian and that a road would NEVER run through this parcel... Since then, I have made plans to develop and retain a 12-unit townhome project, that would self-fund a community outreach center and Edgewood heritage museum out of the existing warehouse building.

Response: *While current city staff empathizes with the comment, plans change over time and nothing is guaranteed. As of this date, the city has not received any application(s) for review of the*

proposed townhome project. Had application(s) been submitted for the townhome project, the recent transportation assessments may have yielded different results.

Comment: Four years ago the City of Edgewood purchased the parcel behind me [3703 Chrisella Rd E, Parcel No. 0420152147] for \$260,000, with plans to run a road through my property unbeknownst to me. It was purchased for a planned parallel road network that would run through where the new park now lies. At this point, there will not be a road running through the park and the purpose of this planned realignment will never be realized.

Response: *Work was performed in 2019 and 2020 to review and consider updates to the Meridian Parallel Road Network, but modeling performed during that effort showed Chrisella Road E realigned and separate from the potential routing through the new park property. The referenced property purchase was authorized by Resolution 20-0517 (attached), which states in part, “the property located at 3703 Chrisella Road East in Edgewood became available for sale and was viewed favorably by the Mayor and City staff for its proximity to the intersection of Meridian Ave. E / 36th Street E / Chrisella Road E, which has been identified in the City’s Transportation Improvement Plan (TIP) for an intersection improvement,” and “should the City be successful in acquiring said property, the Mayor and staff will bring forward a separate resolution and agreement to cause the demolition and waste removal of the existing fire damaged building at a later date.” The City purchased the parcel for the potential of relocating Chrisella Road E, rather than allow a fire-damaged structure to be rebuilt in-place. Finally, the recent transportation assessments cite cost and safety concerns relating to the intersection at Meridian as reasons for recommending realignment of Chrisella Road to the east – not the parallel road network effort.*

Comment: Plans show a median directly in front of my driveway which would prohibit a long vehicle’s access to my property. I regularly have long vehicles/commercial trailers that need to make this maneuver.

Response: *Any plans drafted for this study are preliminary, and abutting property owners would be consulted during the future project’s design to ensure adequate and appropriate access.*

Comment: With increased traffic to the park... I already struggle constantly with ingress/egress to my property at my main entrance. This is not accounting for the proposed Chrisella traffic that would then be traveling on this short section of road. This park traffic combined with Chrisella traffic also creates a very long queue at the southbound left turn signal onto 36th/Chrisella from Meridian.

Response: *Access and queueing would be analyzed and coordinated with abutting property owners during future project design. Construction of a roundabout would eliminate the southbound left turn queues on Meridian.*

Comment: The crosswalk sign at Meridian and Chrisella is regularly damages... from large vehicles and semis making this turn. This would make the northeast corner of my property the new contact point... This would likely have a large impact on my property insurance as well.

Response: Turning movements would be analyzed during future project design, and any elements in the path of said vehicles would be within the public right-of-way.

Comment: Many drivers on Chrisella use it as a pass through, do not live in the city and often drive aggressively.

Response: The roundabout configuration by design would require drivers to travel slower through this area than they currently do. Southbound drivers would average about 20 MPH to maneuver around three-quarters of a circle to the left, travel a few hundred feet, then go 15 MPH around a right-hand corner onto Chrisella Road. Northbound drivers would come to a complete stop at Chrisella, turn left onto 36th, travel a few hundred feet, then likely queue shortly and yield into the roundabout.

Comment: If the road is to be realigned, it will head straight towards a walking path at the park.

Response: The walking path and its alignment with the roadway would be analyzed during future project design, and appropriate safety elements and/or pathway relocation would be considered.

Comment: Fiscal Concerns section, also summarized under Final Thoughts – If a 5-leg roundabout could save the city \$3.5-4 (plus) million dollars and allows my project of great community benefit to happen, I'm not sure where the harm is in that.

Response: Page 7 of the 2022 Assessment (attached), under Cost, states, "Alternative 1 [five-approach roundabout] is estimated at more than \$7,000,000 in Transpo Group's April 2021 analysis. Unexpectedly high inflation in construction costs that has occurred since the 2021 memo would likely increase the cost of Alternative 1 to a price of more than \$8,000,000 (in today's [2022] dollars). The estimated cost of Alternative 2 [realignment of Chrisella to the east] is \$5,970,000 (Table 3, Package 3, Transpo, April 2022)." In summary, the realignment alternative is expected to save more than \$2 million over the five-approach roundabout.

Comment: I have been left out of the outreach/stakeholder process.

Response: Outreach for the Meridian Corridor Study was focused on Meridian Ave E (SR-161), and it was not intentional to leave out those impacted by a potential realignment of Chrisella Road E in this effort. This study took into consideration the prior analyses and actions taken by the City Council in the development of its recommended alternative.

Comment: Notifications of meetings like this and public comment are not visible... If input is truly valued and wanted, there needs to be proper notice and plenty of lead time (30 days minimum, not several days before a meeting).

Response: The City publishes notices for any public hearing at least 14 days in advance. A Notice of Public Hearing was published in the Tacoma News Tribune (the City's official newspaper) on August 2, 2024.

MEMORANDUM

Date:	April 28, 2021	TG:	18149.00
To:	Jeremy Metzler, Public Works Director, City of Edgewood		
From:	Brett Schock, PE, AICP, RSP2i, Transpo Group		
Subject:	36th Street E/Chrisella Road E/SR 161 (Meridian Ave 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 Ave E). Several alternatives are being evaluated and the following memorandum documents an alternatives assessment at the intersection.

Evaluation Summary

The purpose of the alternatives evaluation is to further assist the City in evaluating the preferred approach to addressing safety, connectivity, and traffic operations at the existing intersection. The four alternatives that were evaluated are:

- **Alternative 1: No-Build**
Alternative 1 makes no changes and maintains the existing configuration at the intersection.
- **Alternative 2: Realignment of Chrisella Road E**
Alternative 2 relocates the roadway alignment of Chrisella Road E to a new stop-controlled tee intersection with 36th Street E approximately 400 feet east of the existing intersection. Chrisella Road E would deviate from the current alignment approximately 600 feet south of 36th Street E.
- **Alternative 3: 5-leg Roundabout**
Alternative 3 replaces the existing signalized intersection with a 5-leg roundabout. The roundabout would be a two-lane approach in the north/south direction. The east-west approaches and Chrisella Road E would remain single-lane approaches to the roundabout. Chrisella Road E would stay in the existing alignment, except for required deviations at the immediate approach to the roundabout.
- **Alternative 4: Traffic Signal Modification with Minor Realignment**
Alternative 4 realigns the northern 100 feet of Chrisella Road E, relocating the northwestbound approach, the southbound entry and northbound right turns from Meridian Avenue E. Chrisella Road E is provided with a dedicated traffic signal phase and added signal heads. The east-west phases for 36th Street E would also be split to accommodate the realigned approach of Chrisella Road E.

Each of the four alternatives were compared on the basis of criteria that align with the City's goals for the study of a realignment of Chrisella Road E. The criteria were discussed with City Staff for input and equally weighted. Criteria include:

- Traffic Operations
- Traffic Safety
- Pedestrian Connectivity and Safety
- Property Impacts
- Coordination with the City's Parallel Roads Ordinance

- Project Costs

The assessment of alternatives against the criteria identified Alternative 2, the realignment of Chrisella Road E, as the preferred alternative to address the City's goals of addressing safety, connectivity and operations.

Existing Conditions

The existing 36th Street E, Chrisella Road E, and SR 161 (Meridian Ave E) intersection is signalized with approaches from the north and south (Meridian Ave E), east and west (36th Street E) and a fifth northwesterly approach (Chrisella Road E) in the southeast corner of the intersection. The southeastern movement to Chrisella Road E, perpendicular to 36th Street E, is stop controlled. Meridian Ave E has two lanes in the northbound direction and one lane in the southbound direction, with dedicated left turn lanes at the intersection. 36th Street E is a single lane in each direction. 36th Street E does not outlet west of Meridian Ave E.

The parcels south of 36th Street E on both sides of Meridian Ave E near the intersection are developed, with existing buildings and parking lots. 36th Street E east of Meridian Ave E is developed on the south side with a mix of residential and commercial properties, and currently undeveloped on the north. 36th Street E has large lot single family residential development on both sides west of Meridian Ave E. The parcels north of 36th Street E are generally undeveloped, but the northeast corner is being developed by the City into a new park as of the writing of this memo. Meridian Ave E is undeveloped south of 36th Street E, with steep topography and a winding horizontal alignment. Chrisella Road E is only developed on the east side with single family residential, and also has steep topography and a winding horizontal alignment.

The signal currently operates with protected lefts for the north/south approach and permissive lefts for the east/west approach. The existing signal system consists of single mast arms poles serving the southbound and westbound direction while the northbound and eastbound directions are served by a single double mast arm pole. Existing overhead utilities cross the intersection in the east/west direction and the north/south direction, with two poles near the intersection. The signal has pedestrian signal heads, but the pushbuttons are not fully APS.

Sidewalks are present at the southwest corner of the intersection and along the south side of 36th Street, with separated pathways to be constructed at the northeast corner in conjunction with the proposed park. There are marked crosswalks on the western, northern, and eastern legs of the intersection. The eastern crosswalk is 90 feet in length and crosses both the eastern leg of the intersection and the northwestern approach of Chrisella Road E, without provision of a pedestrian refuge area or physical barrier to Meridian Ave E. The existing design of the crosswalk leads to longer crossing times for pedestrians, and potential conflicts with vehicles turning left and right onto two different roadways. In particular, the left turn onto Chrisella Road E is very shallow, which could lead to higher turning speeds through the crosswalk.

Based on 2021 traffic volumes, the intersection operates at LOS C – meeting the City of Edgewood's LOS E or better standard for intersections along Meridian Avenue E. However, the stop-controlled approach of Chrisella Road E, directly east of the intersection may be impacted by westbound queues, which extend approximately 80 feet (three to four car lengths) from the intersection. This may result in difficulty turning left from Chrisella Road E to 36th Street E, which is the predominant move at this approach.

While there were no recorded collisions directly at the intersection between 2014 and 2018, there were several collisions along Chrisella Road E, directly south of the intersection along the

roadways horizontal curve. Two crashes involved drivers who were impaired, and two crashes involved drivers who were exceeding a reasonably safe speed.

Evaluation of Alternatives

To understand the high-level impacts, improvements, and areas of concern related to the intersection alternatives, several criteria were defined for evaluation. These criteria best capture the goals of the project in relation to existing concerns at the intersection as well as the desired future development of the surrounding area. The following section defines the evaluation criteria and summarizes the evaluation of each intersection alternative.

Evaluation Criteria

The evaluation methods for each criterion are described below.

Traffic Operations

PM peak hour levels of service (LOS), delays, queues and as applicable, volume-to-capacity (v/c) ratios were calculated for each intersection alternative, to determine each alternative's compliance with the City of Edgewood's LOS E or better standard for intersections along Meridian Avenue E and LOS D or better standard for all other intersections. As a basis for this analysis, 2021 existing volumes were grown by 1 percent annually to develop 2023 traffic volumes – the assumed project completion date.

For alternatives including signals and stop-controlled intersections, operations were evaluated using *Synchro 10* software and for alternatives including a roundabout, operations were evaluated using *Sidra 8*. Sidra model settings used for roundabout analyses were based on the guidelines in the *WSDOT Sidra Policy Settings*, October 2019.

In addition to LOS results, the potential for future traffic growth and the ability to address existing traffic operations concerns were considered in the evaluation.

Traffic Safety

Evaluation of traffic safety used crash data from the City's Local Road Safety Plan (LRSP) as a baseline and assessed each alternative based on Crash Modification Factors, priority risk factors from the LRSP and a qualitative assessment of safety impacts for each alternative.

Pedestrian Connectivity and Safety

Each alternative was evaluated based on its qualitative impact on pedestrian connectivity and safety, including improvements from existing conditions, connections to the existing and future roadway network and planned park, and proven safety countermeasures.

Property Impacts

Each alternative was evaluated based on the potential impacts to surrounding properties and associated right-of-way needs.

Coordination with the City's Parallel Roads Ordinance

The alternatives were evaluated based on their adherence with the City of Edgewood's Parallel Roads Ordinance, as updated in 2019, which was developed to address a vision for alternative access to parcels that would develop in the future, with frontage on Meridian Avenue. The primary goals of the ordinance are as follows:

1. Encouragement of efficient multimodal transportation systems
2. Balance the transportation needs of community and the region and maintain LOS
3. Limit access points to Meridian Avenue for safety and efficiency

Project Cost

The planning-level estimated cost, which is based on known project elements, and recent bid results, with lump sum estimates used to address elements that are not designed at the 10% level used for the concepts in the study, was used to compare each alternative. Costs were escalated to represent likely costs in 2023.

Alternatives Evaluation

Based on the above criteria, the four intersection alternatives were evaluated:

Alternative 1: No Build

Traffic operations would generally remain consistent with existing conditions. As such, Alternative 1 meets the City's LOS standards, but does not address westbound queues and the impacts to vehicles turning left onto 36th Street E from Chrisella Road E. Under this alternative there would be no implementation of traffic safety improvements, pedestrian connectivity and safety improvements, or measures to address the City's Parallel Road Ordinance. This alternative does not result in any impacts to adjacent properties and there are no associated project costs.

Alternative 2: Realignment of Chrisella Road E

This alternative involves relocating the roadway alignment of Chrisella Road E, through three parcels not currently designated as right of way, to a new tee intersection at 36th Street E approximately 400 feet east of the existing intersection. The proposed roadway cross section includes a single 12-foot lane in each direction with a 6-foot sidewalk behind the curb. The existing Chrisella Road E approach at the 36th Street E and Meridian Ave E intersection would be redesigned to remove the Chrisella Road E approach. The north end of the existing Chrisella Road E would be terminated in a cul-de-sac, hammerhead or other turnaround, north of the deviation point from the existing alignment, to serve the residents and emergency access along Chrisella Road E. The existing signalized intersection would be configured to a traditional four-legged intersection. A preliminary concept is provided in Attachment A.

Traffic Operations

Under Alternative 2, the intersection of Meridian Avenue and 36th Street E operates at LOS C, consistent with existing conditions. The realignment of Chrisella Road E results in a new stop-controlled intersection with 36th Street E approximately 400 feet east of the existing intersection. The new intersection would be side-street stop-controlled with the Chrisella Road approach operating at LOS B and free-flowing traffic along 36th Street E. The intersection would likely not meet warrants for an all-way stop. Both intersections meet the City's LOS standards, while also addressing westbound queues at the signal and the impacts to vehicles turning left onto 36th Street E from Chrisella Road E.

Traffic Safety

One of the high priority risk factors identified in the City's LRSP is the existing presence of sharp horizontal and vertical curves, such as those that exist along Chrisella Road E approaching 36th Street E/Meridian Avenue. The City has plans to implement hardscape improvements along Chrisella Road E south of the 36th Street to address existing issues, and the realignment of Chrisella Road E would further advance the effectiveness of these improvements by softening an existing sharp horizontal curve that has observed multiple crashes over the last several years.

Pedestrian Connectivity and Safety

The realigned segment of Chrisella Road E would include a 6-foot sidewalk, providing a dedicated pedestrian walkway where one does not currently exist. Additionally, a north-south crosswalk along 36th Street E would be installed to provide access to the planned park at the northeast corner of Meridian Avenue E and 36th Street E. The crosswalk would be recommended for enhancement with a Rectangular Rapid Flashing Beacon (RRFB) to increase safety, comfort and visibility for crossing pedestrians.

The existing intersection of Meridian Avenue/36th Street E would be redesigned such that the crosswalk along the eastern leg of the intersection is shortened and pedestrian connectivity at the intersection is improved. Additionally, APS pushbuttons would be installed at each corner.

Property Impacts

To construct Alternative 2, three properties (3621 Chrisella Road E, 3703 Chrisella Road E, and 10218 36th Street E) would be affected and approximately 42,000 square feet of right-of-way would need to be acquired. Relocations would be required as part of the right of way acquisition.

Coordination with City's Parallel Road Ordinance

While the realignment of Chrisella Road E is not directly defined in the recommended Parallel Road network, Alternative 2 effectively meets the goals of the ordinance by reducing direct access from Meridian Avenue.

Project Cost

The planning-level cost estimate for Alternative 2, escalated to 2023 costs is \$4,100,000.

Alternative 3: 5-leg roundabout

Alternative 3 removes the existing signalized intersection and replaces it with a 5-leg roundabout. The roundabout would consist of two-lane approaches in the north and south directions, and single lane approaches on other legs. Chrisella Road E would not be realigned with Alternative 3, except for the required changes to meet the roundabout entry point and deflection angles. A preliminary concept for Alternative 3 is included in Attachment A. As a 5-leg roundabout, access to Chrisella Road E is still restricted from some approaches, due to the circulation paths as shown in Attachment A. Removing the access to Chrisella Road entirely, and creating a 4-leg roundabout intersection could reduce property impacts and cost. A reduced size, 4-leg roundabout was not designed for this analysis.

Traffic Operations

The 5-leg roundabout is projected to operate at LOS A with a maximum v/c of 0.61 in the southbound direction. The design would adequately accommodate all 95th percentile vehicular queues. Overall, the intersection would experience improved vehicular operations over existing conditions.

Traffic Safety

Roundabouts are considered safer than traffic signals as they have fewer conflict points, lower speeds, and only require crossing one direction of traffic at a time. However, some of the safety benefits are diluted as additional legs are added to the roundabout; particularly if optimal entry angles aren't achievable, which is the case for the 5-leg roundabout alternative. A roundabout at the intersection would result in traffic safety improvements over existing conditions, but safety could be improved by considering other alternatives such as a 4-leg roundabout.

Pedestrian Connectivity and Safety

The roundabout alternative would provide significant safety improvements for pedestrians. Sidewalks, crosswalks and ADA-compliant curb ramps would be provided at the splitter islands

along all approaches, resulting in a pedestrian crossing along the southern leg where one does not currently exist and improved pedestrian connectivity.

Property Impacts

To construct Alternative 3, right-of-way would need to be acquired at all corners of the intersection, totaling approximately 29,000 square feet. Relocations may be avoidable, depending on the final layout of the Alternative 3 roundabout. In order to minimize impact to the existing properties on the southwest and southeast corners, the overall roundabout footprint would be shifted north. Notably, this would result in design impacts to the planned park at the northeast corner of the intersection. Addressing restricted access to some legs of a 5-leg roundabout would increase the size of the roundabout and property impacts. A 4-leg roundabout could reduce the impact.

Coordination with City's Parallel Road Ordinance

This alternative does not preclude the development of recommended parallel roadways; however, it does not further the goals of the ordinance.

Project Cost

The planning-level cost estimate for Alternative 3, as shown in Attachment A, escalated to 2023 costs is more than \$7,000,000. Eliminating the 5th leg of the intersection could reduce the size and cost of the roundabout by as much as 20%.

Alternative 4: Chrisella Road Traffic Signal Modification

Alternative 4 realigns approximately 100 feet of Chrisella Road E northbound approach such that the approach is brought into the signal at Meridian and 36th as a standalone roadway with a new, separate phase. For vehicles turning right onto 36th Street E from Chrisella Road E, a channelized, stop-controlled turn lane would be constructed on Chrisella Road E such that vehicles do not enter the signalized intersection. The pedestrian crossing along the eastern leg would be divided into two shorter crossings with improved delineation and northbound right turns onto Chrisella Road E would be restricted by physical channelization devices. A preliminary concept is included in Attachment A.

Traffic Operations

The 5-leg signalized intersection is projected to operate at LOS C. The intersection would meet the City's LOS standards, while also addressing impacts to vehicles turning left onto 36th Street E from Chrisella Road E by bringing the approach into the intersection; however, the addition of a standalone phase results in increased overall delay compared to existing conditions and increased delay for vehicles along SR 161. Additionally, a standalone phase for Chrisella Road E limits flexibility in signal timing adjustments to accommodate future growth.

Traffic Safety

While the alternative more actively controls vehicular traffic traveling to and from Chrisella Road E, a 5-legged signalized intersection has its own traffic safety considerations. It results in less efficient operations and creates additional conflict points within the intersection. Additionally, this alternative does not adequately address existing vertical sight distance challenges or the long distance between signal heads and the stop bars for vehicles traveling northbound. The northbound right-turn restriction, while addressing these conditions to an extent, also leads to the potential for violation by drivers used to make the turn, which could be a safety concern.

Pedestrian Connectivity and Safety

Alternative 4 addresses the existing crosswalk issue along the eastern leg of the intersection by bisecting the crosswalk and adding a pedestrian refuge space in the middle. This design also improves predictability at the intersection as it relates to vehicle-pedestrian conflict points. APS pushbuttons would be installed at each corner.

Property Impacts

Alternative 4 could be constructed within the existing right-of-way and would not result in impacts to adjacent properties. However, the design includes the restriction of northbound right turns onto Chrisella Road E which may impact access to small number of homes and businesses.

Coordination with City's Parallel Road Ordinance

Alternative 4 does not preclude the development of recommended parallel roadways; however, it does not further the goals of the ordinance.

Project Cost

The planning-level cost estimate for Alternative 4, escalated to 2023 costs is \$470,000.

Evaluation Matrix

To help select the most desirable alternative, a three-point scale was developed based on the information provided above for each alternative and the evaluation methodology for each criteria, as follows:

- Traffic Operations
 - Degradation from existing conditions – 1 point
 - Limited or no change from existing conditions – 2 points
 - Improvement from existing conditions – 3 points
- Traffic Safety + Pedestrian Connectivity and Safety
 - Limited or no change from existing conditions – 1 point
 - Minor improvement from existing conditions – 2 points
 - Significant improvement from existing conditions – 3 points
- Property Impacts
 - Significant ROW acquirement necessary – 1 point
 - Minor access impacts – 2 points
 - No access impacts or ROW needed – 3 points
- Parallel Road Ordinance
 - In opposition to ordinance – 1 point
 - Does not preclude, but does not support ordinance – 2 points
 - Meets at least one ordinance goal – 3 points
- Project Cost
 - Cost above \$1 million – 1 point
 - Cost below \$1 million – 2 points
 - No cost – 3 points

. A summary of the ranking for each alternative is shown in Table 1.

Table 1. High Level Evaluation of Alternatives

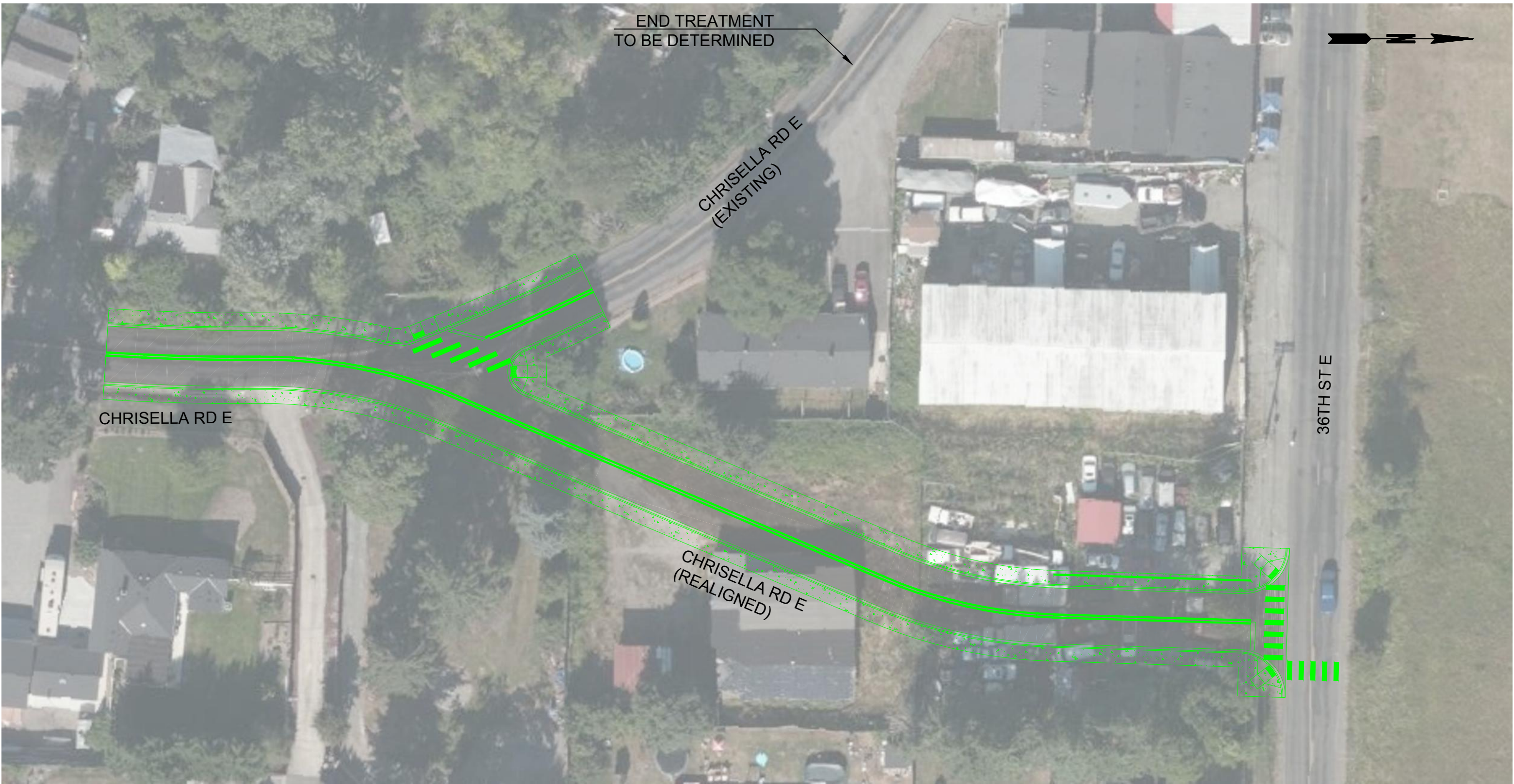
Alternative	Traffic Operations	Traffic Safety	Pedestrian Connectivity and Safety	Property Impacts	Parallel Roads Ordinance	Project Cost	Total
Alternative 1 <i>No Build</i>	2	1	1	3	2	3	12
Alternative 2 <i>Chrisella Realignment</i>	3	3	3	1	3	1	14
Alternative 3 <i>5-Leg Roundabout</i>	3	2	3	1	2	1	12
Alternative 4 <i>Traffic Signal Mod</i>	2	2	2	2	2	2	12

Selection of a Preferred Alternative

Based on the above analysis, the preferred alternative is Alternative 2, the realignment of Chrisella Road E in a new right of way. The preferred alternative meets the City's goals, and most satisfies the evaluation criteria. Most notably, the alternative addresses key vehicular and pedestrian safety concerns, while improving overall traffic operations. By realigning Chrisella Road E to the east of its existing location, left turns from Chrisella Road E to 36th Street E will no longer be impacted by vehicle queues leading up to the traffic signal, the existing horizontal curve along Chrisella Road E is significantly lessened, pedestrian safety and connectivity is improved at the intersection of Meridian Ave and 36th Street E by removing the Chrisella Road E approach, and additional pedestrian connectivity to the planned park is achieved,

Attachment A

Chrisella Road E Realignment Concepts



Alternative 2 - Chrisella Rd E / 36th St E / SR 161 (Meridian Ave E) Traffic Signal Modification Concept

1.18149.00 - 2018 City of Edgewood On-Call

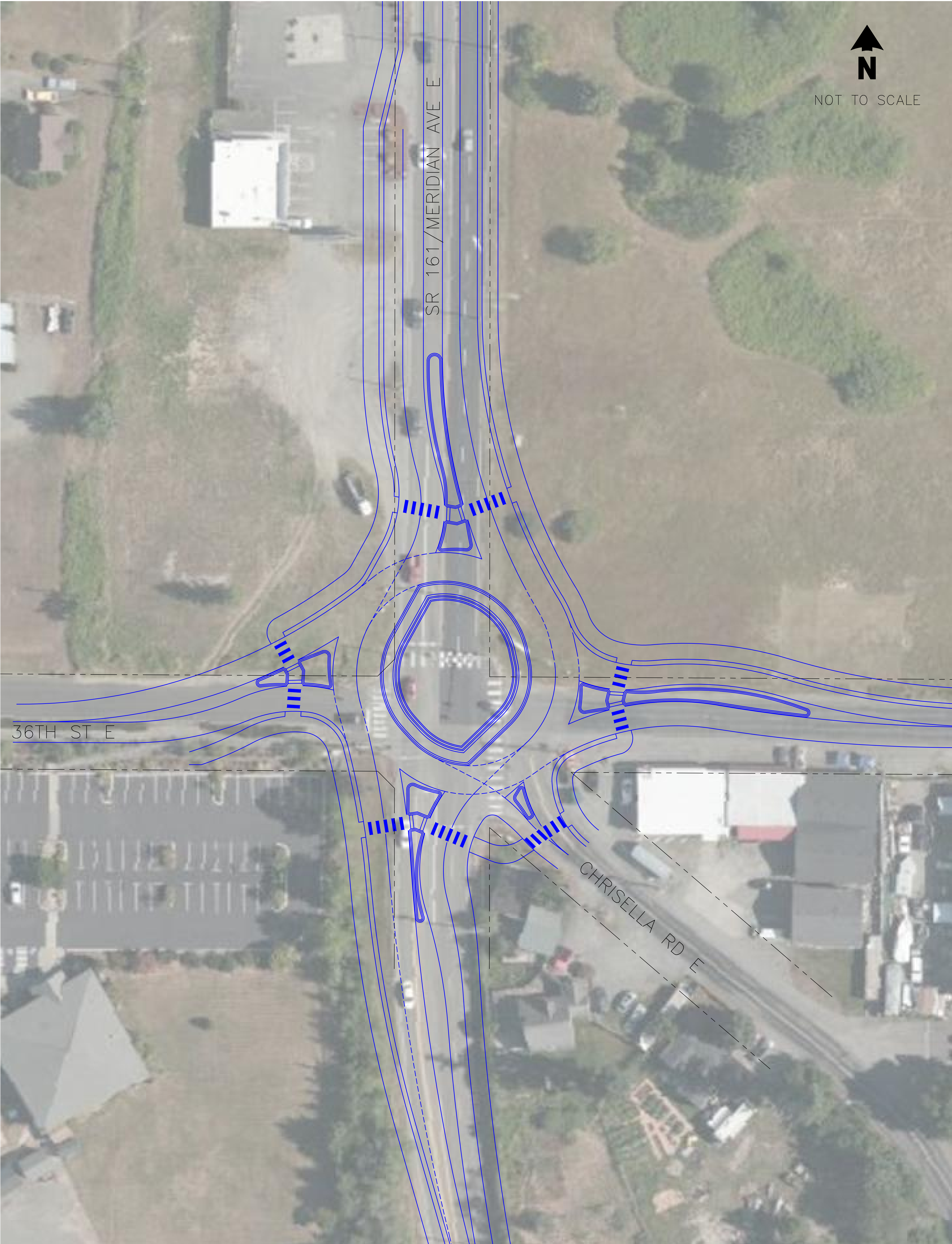
May 04, 2021 - 1:34pm tuann M:\181\1.18149.00 - 2018 City of Edgewood On-Call\Task 23 - Chrisella Road Realignment\Engineering\CAD\Conceptual\Chrisella Road Realigned Roadway.dwg Layout: Alternative C

May 4, 2021



FIGURE

1



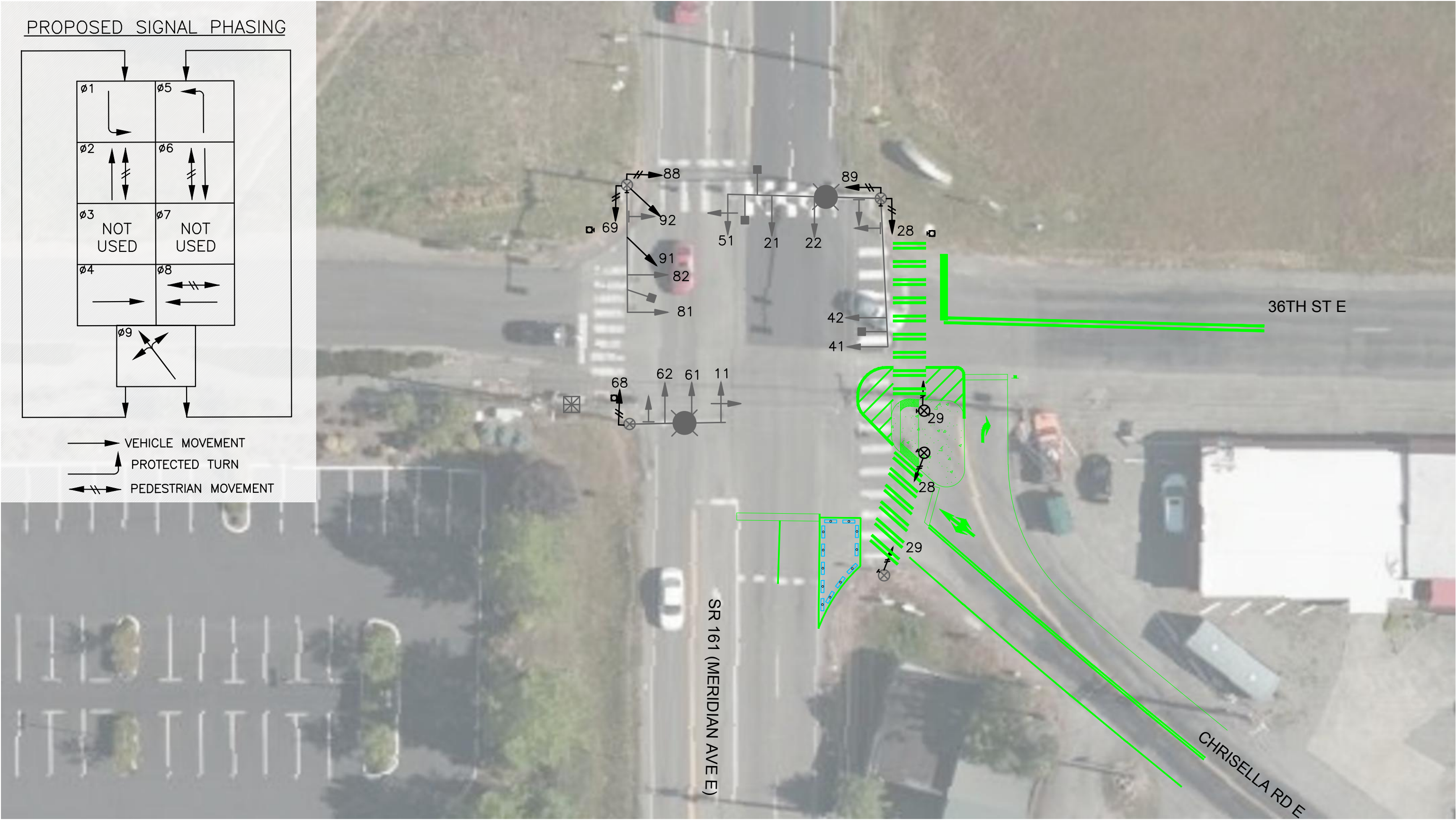
LEGEND	
DESCRIPTION	SYMBOL
RIGHT-OF-WAY	
PROPOSED FEATURE	

Alternative 3
SR 161/Meridian Ave E & 36th St E - Roundabout Concept - 5-Leg Option

April 23, 2021

FIGURE
2

City of Edgewood On-Call



Alternative 4 - Chrisella Rd E / 36th St E / SR 161 (Meridian Ave E) Traffic Signal Modification Concept

1.18149.00 - 2018 City of Edgewood On-Call

Mar 30, 2021 - 1:39pm tuann M:\18\1.18149.00 - 2018 City of Edgewood On-Call\Task 23 - Chrisella Road Realignment\Engineering\CAD\Conceptual\Chrisella Road Signal Concept.dwg Layout: Alternative B

March 12, 2021



FIGURE

3

MEMORANDUM

Date:	August 18, 2022	TG:	21147.08
To:	Jeremy Metzler, PE, City of Edgewood		
From:	Brett Schock, PE, AICP, RSP2i, Transpo Group		
cc:	Jon Pascal, PE, Transpo Group		
Subject:	36th Street E/Meridian Avenue E/Chrisella Road Intersection Configuration		

Background

The intersection of Meridian Avenue E (State Route 161), 36th Street E and Chrisella Road E in the City of Edgewood is likely to be converted from a signalized intersection to a roundabout in the future, due to operational challenges and WSDOT preference for roundabouts. The intersection has been the subject of several previous studies by the City, including:

- A conceptual design process for a 5-leg roundabout, replacing the existing 5-leg signalized intersection (SCJ Alliance, 2016)
- An alternatives analysis comparing four alternatives to addressing Chrisella's inclusion in the intersection with Meridian and 36th (Transpo Group, April 2021)
- An alternatives analysis for relocation concepts for Chrisella along 36th, east of the existing intersection (Transpo Group, April 2022)

Through each analysis, the City has identified safety and operational benefits, as well as tradeoffs in access and cost, from various configurations of the intersection of the three roads. The following analysis advances the results of each study and compares the approaches to the intersection configuration, as well as a potential new alternative of relocating the intersection of Chrisella with Meridian to a point south of the existing signalized intersection.

Existing Conditions

The existing intersection is signalized, with all 5 legs having full two-way access. Meridian is a four-lane section through the intersection, with two northbound through lanes, one southbound through lane, and a left turn lane approaching from the north and south legs. 36th and Chrisella are two lane roads approaching the intersection. Chrisella is not striped directly into the intersection, but the striped centerline is only 35 feet east of the intersection, so it functions as a fifth leg. Traffic can access Chrisella directly from either 36th or Meridian. The intersection is sloped from north to south, and the grade of Meridian gets much steeper south of the intersection.

Marked crossings are only present on the west, north and east legs of the intersection. The pedestrian crossing on the east leg of the intersection, which crosses 36th and Chrisella, is 85 feet long, nearly triple the length of the crossing on the west leg of the intersection. The only sidewalk present in the vicinity of the intersection is along the 36th frontage of the property on the southwest corner. New pedestrian paths in Edgewood Community Park connect to the intersection in the northeast corner, but they do not directly abut the edge of the travel lanes or intersection.

There are existing businesses and residences on the southeast corner of the intersection, fronting both 36th and Chrisella. The northeast corner of the intersection was developed in 2021 into a new community park by the City of Edgewood. The park has a playground with a large, destination play structure, grassy amphitheater, a picnic shelter, trails and open green spaces.

Development Forecast

36th, west of Meridian, is the subject of active developments that will add more than 100 new single-family residences. Multimodal traffic on 36th, especially pedestrians accessing the new Edgewood Community Park, is expected to increase the pedestrian demand at the intersection of 36th and Meridian significantly in the next few years.

Alternatives Considered

The City has, through the various studies identified in the background, narrowed the alternative approaches for converting the subject intersection from a signalized intersection to a roundabout to three feasible options:

Alternative 1. 5 Leg roundabout

The 5 leg roundabout alternative maintains the three existing roads (Meridian, 36th and Chrisella) in their existing alignments. The roundabout would be designed in a manner that allows access to and from each leg. Physical constraints may not allow direct movements between all legs, such as northbound Meridian to southbound Chrisella, without use of the full roundabout circulation. Further description of this alternative is included in technical memoranda from Transpo Group presented to the Edgewood City Council in 2021 and 2022.

Alternative 2. 4 Leg roundabout, Chrisella relocated east

Relocating Chrisella to the east, at least 300 feet from the existing signal, removes Chrisella from the intersection, allowing for a more typical 4-leg, 90-degree intersecting roundabout connecting Meridian and 36th. The relocated Chrisella would connect to 36th as a minor road intersection. Further description of this alternative is included in the technical memorandum from Transpo Group presented to the Edgewood City Council in 2022.

Alternative 3. 4 Leg roundabout, Chrisella relocated south

Relocating Chrisella to the south, at least 300 feet from the existing signal, also allows for a more typical 4-leg, 90-degree intersecting roundabout connecting Meridian and 36th. The relocated Chrisella would connect to Meridian as a minor road intersection, and is not likely to be a signalized access due to present WSDOT intersection control and access standards. This relocation of Chrisella would also require the acquisition of right of way and the dead-ending of the existing alignment, similar to Alternative 2.

Evaluation of Alternatives

To compare the three alternatives, several criteria were selected to determine which alternative best met the overall goals of improving safety, especially for active mode users, improving traffic operations and being feasible to permit and construct in a reasonable timeframe. The highest priority for the City is addressing active mode safety, especially considering the new development in progress to the west along 36th and the recent opening of the Edgewood Community Park.

Pedestrian Safety

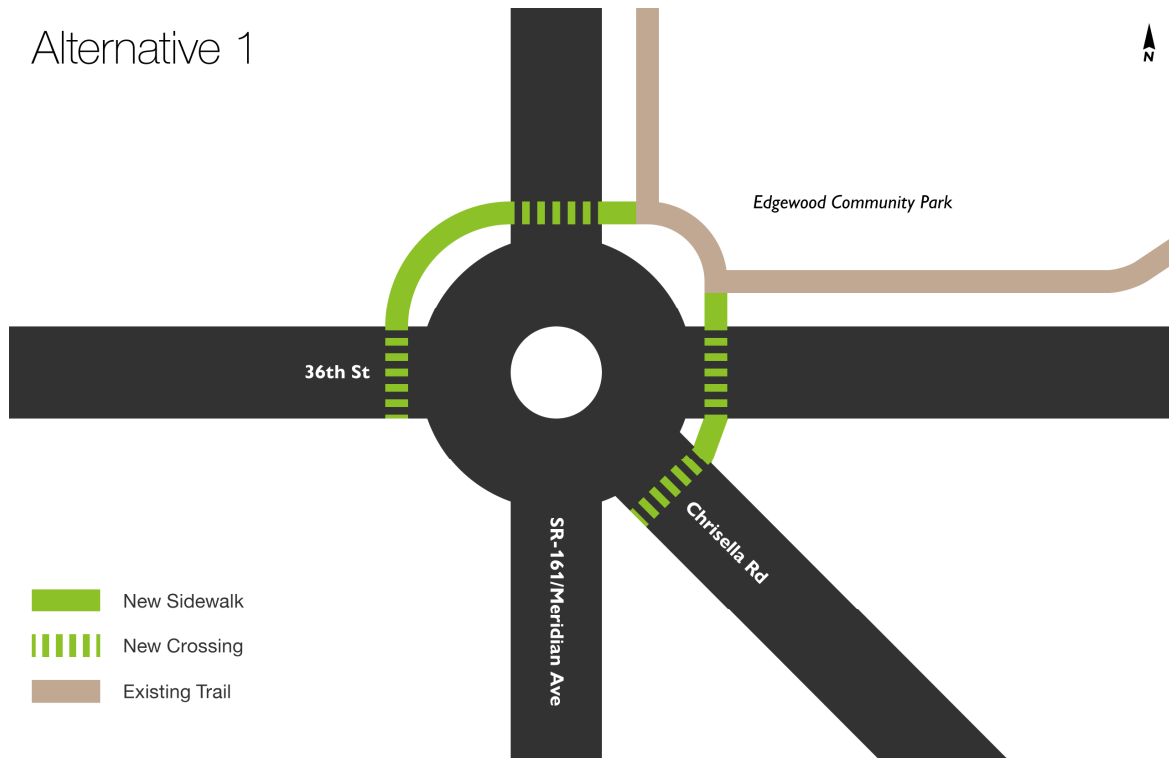
The existing intersection is uncomfortable for pedestrians, with several safety risk factors, especially on the east leg.



Existing intersection crossings

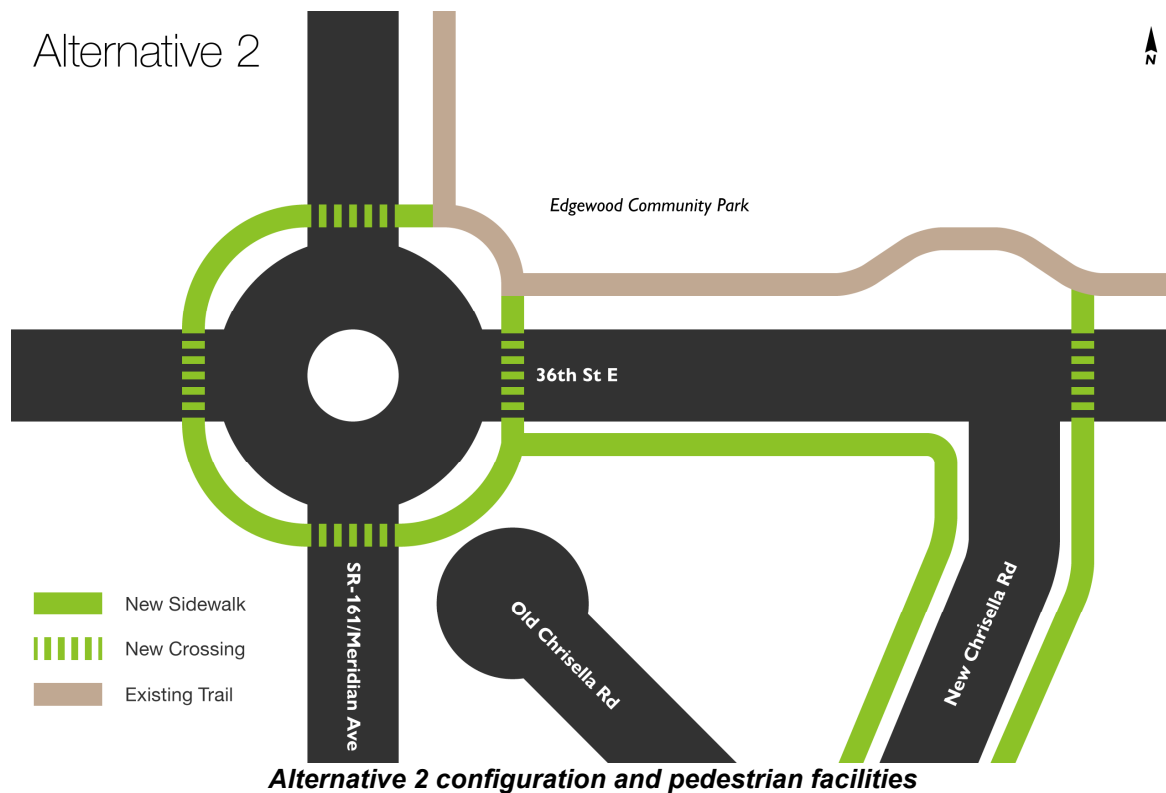
Each of the roundabout alternatives improves on the current conditions, reducing crossing distances, providing refuge islands, and per standard, providing rectangular rapid flashing beacons (RRFBs) on multi-lane crossings. The 5-leg roundabout, Alternative 1, would require an extra pair of roadway crossings at Chrisella to access the Community Park for those approaching from the southwest corner of the intersection, assuming the southern crosswalks are even provided. The southern leg crosswalks in Alternative 1 may not be feasible due to ADA concerns related to the sharp change in vertical grade south of 36th. The roundabout for Alternative 1 is larger than the other alternatives and pushes the southern crossings further down this non-ADA-compliant grade.

Alternative 1

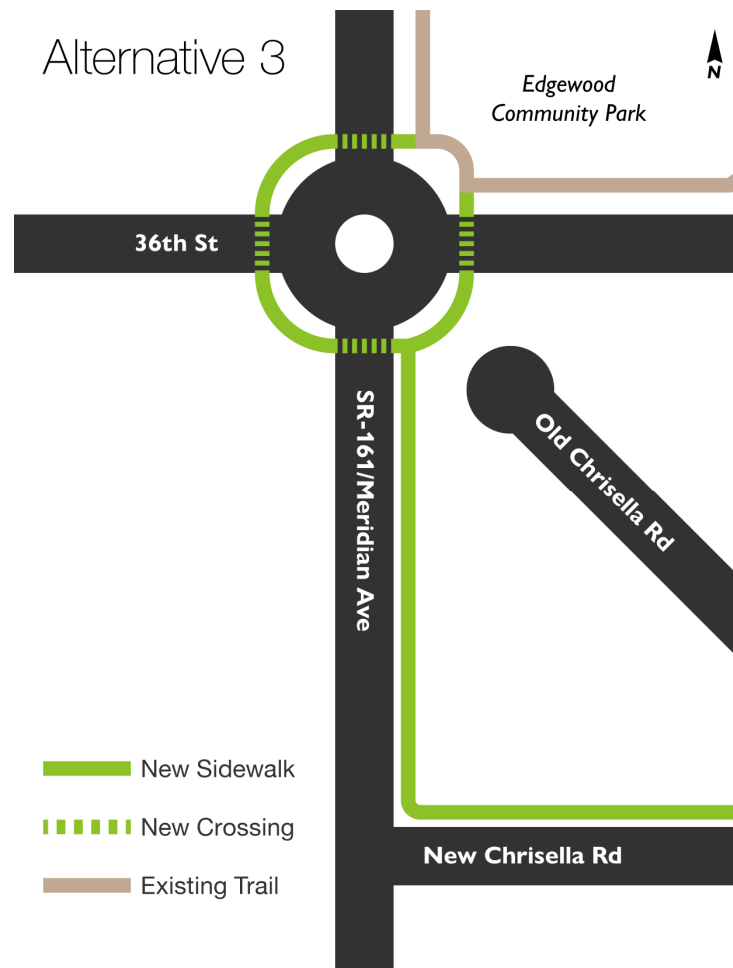


Alternative 1 configuration and pedestrian facilities

Alternative 2 includes new crossings at the roundabout in a slightly more compact footprint, requiring less total distance for pedestrians crossing from the southwest corner (new 36th Street development) to the northeast corner (Edgewood Community Park). Alternative 2 also includes new sidewalk along 36th and along Chrisella. The 36th and Chrisella sidewalks are not included in either Alternative 1 or 3.



Alternative 3's roundabout crossings are the same as Alternative 2. But, alternative 3 does not provide separated pedestrian facilities along 36th from Meridian to the Park entrance, which are included in Alternative 2. Alternative 3 could include pedestrian facilities along the east side of Meridian, connecting to the new Chrisella connection. No other sidewalks along Chrisella would be included in Alternative 3. A new crossing would not be provided at the south Chrisella and Meridian intersection.



Alternative 3 configuration and pedestrian facilities

Vehicle Safety

The roundabout alternatives each improve on the safety for vehicle modes in the intersection. Removing the fifth leg, Chrisella, creates a roundabout that is more intuitive and familiar to drivers, as compared to the 5-leg roundabout, and it would remove the possible need for northbound Meridian drivers to navigate the entire roundabout for access to Chrisella (more than a 360° movement).

Relocating Chrisella along the lower volume, 2-lane 36th (Alternative 2) creates a safer approach and connection for vehicles to Chrisella. In Alternative 3, vehicles looking to access Chrisella on southbound Meridian, and from 36th, may need to turn left across the higher traffic volumes of Meridian. The potential location of the Chrisella intersection in Alternative 3 is located in a section of Meridian with significant vertical grade and near to a significant horizontal curve. Turns to and from Chrisella in Alternative 3 would have potential sight distance issues, which may require right-in-right-out only for safety of drivers on both roads, not to mention additional risk factors due to lower light conditions, precipitation or ice and snow events.

WSDOT Approval

WSDOT has a strong preference for replacing signalized intersections with roundabouts on state routes such as Meridian (SR 161). A 5-leg roundabout may generate additional comments and requested modifications from WSDOT during the permitting process, compared to a more

traditional 4-leg intersection. Relocating Chrisella along 36th (Alternative 2) creates an intersection on local Edgewood roads, removing WSDOT from the permitting process of Chrisella's relocation. Relocating Chrisella to a point south along Meridian (Alternative 3) would require additional WSDOT coordination to approve the new connection and the configuration. WSDOT may require the new connection to be right-in-right-out only for safety, reducing local access to Chrisella compared to the other alternatives. Any limited access to Chrisella may result in other traffic pattern changes along 36th to the east, like increased traffic volumes on 108th Avenue E and 114th Avenue E, as Chrisella is a well-known bypass route for afternoon commute traffic when delays on Meridian to the south are significant.

Environmental Impact

The 5-leg roundabout would have a wider footprint than the two 4-leg roundabout alternatives, requiring additional right of way and more impervious area compared to the other two alternatives. Recent findings about tire-related pollutants affecting local salmon have increased the focus on limiting pollution-generating impervious surfaces, and surface water runoff from this project area drains through seasonal drainage courses and wetlands on its way toward Wapato Creek. Mitigation of the effects of pollution generating surfaces may be costly, and the timeline for review and approval is currently more than two years. A south relocation of Chrisella would cross an intermittent waterway and require impacting vegetation and soils on a steep slope approaching Meridian. The east relocation of Chrisella would require property acquisition and relocation/demolition of existing structures but is at a flatter topography. Both relocations (Alternatives 2 and 3) will have similar pollution generating footprints.

Cost

The costs of Alternatives 1 and 2 are covered in the previous studies completed for the intersection. Alternative 1 is estimated at more than \$7,000,000 in Transpo Group's April 2021 analysis. Unexpectedly high inflation in construction costs that has occurred since the 2021 memo would likely increase the cost of Alternative 1 to a price of more than \$8,000,000 (in today's dollars). The estimated cost of Alternative 2 is \$5,970,000 (Table 3, Package 3, Transpo, April 2022). A cost for Alternative 3 would include the same roundabout cost as Alternative 2, but it is estimated because of the more complex topography, environmental and WSDOT permitting and connection with a higher volume roadway, the cost of the realignment of Chrisella will be approximately 150% of the cost in Alternative 2. Therefore, for comparison of the alternatives, the estimated cost of Alternative 3 is \$6,800,000.

Traffic Operations

Implementation of a roundabout at the existing intersection will improve traffic operations over the existing signalized intersection. Each of the roundabout options provides some operational benefit. Alternative 1 (with the 5th leg for Chrisella) may experience some operational impact from the entry and exit of traffic to Chrisella compared to the other alternatives. Outside of the intersection, Alternative 3 may have an operational impact from traffic making left turns, if allowed, to the relocated Chrisella from Meridian. Even in a right-in-right-out scenario, there may be operational impacts to Chrisella and/or Meridian south of the roundabout with Alternative 3, compared to the other alternatives.

Local Access

Local access to Chrisella, especially north of the point where a relocated/realigned Chrisella would deviate from the existing alignment, will differ among the three alternatives. Alternative 1 maintains local access in the existing locations, but geometric constraints mean that northbound Meridian traffic would not be able to turn directly onto Chrisella and would need to make a full circulation "U-turn" at the roundabout. In Alternatives 2 and 3, local access is maintained from other roadways to Chrisella, meaning some parcels near the existing intersection will be accessed via a remnant stub and cul-de-sac/dead end. Access to Chrisella from 36th in Alternative 2 is likely to be easier,

compared to Alternative 3's higher volume access on Meridian where access may be restricted to right-in-right-out.

Summary of Evaluation and Scoring

Summarizing the analysis for the three alternatives, a score is developed for each alternative based on the advantages each has in each of the criteria. Advantages or disadvantages are evaluated based on comparing to the existing conditions and comparing between the three alternatives. A significant advantage or disadvantage is worth +2 or -2 points respectively. An advantage or disadvantage is worth +1 or -1 points respectively. If an alternative is evaluated to have no distinct advantage or disadvantage compared to existing conditions or compared to the other alternatives, 0 points are given.

Table 1 shows the summary of evaluation and the scores for each alternative.

Table 1. 36th Street E/Meridian Avenue/Chrisella Road Alternatives

A "choose by advantages" comparison of alternatives

Alternative	Pedestrian Safety	Vehicle Safety	WSDOT Approval	Environmental Impact	Cost	Traffic Operations	Local Access	Total Score
1 – 5 Leg RAB	▲	▲	▲	◄►	▽▽	▲	▲	+3
2 – 4 Leg RAB, East Chrisella	▲▲	▲▲	▲▲	▲	◄►	▲▲	◄►	+9
3 – 4 Leg RAB, South Chrisella	▲	◄►	▲	▽	▽	▲	▽	0

1. Evaluation in each criteria is relative to existing conditions and the other alternatives. ▲▲ represents a significant advantage, ▲ an advantage, ◄► indicates no advantage or disadvantage, ▽ a disadvantage and ▽▽ a significant disadvantage.
2. Scoring is based on +1 point for each ▲ and -1 point for each ▽. A ◄► is worth 0 points.

Preferred Alternative

Based on the criteria discussed above, the preferred alternative for the future configuration of the 36th/Meridian/Chrisella intersection is Alternative 2: a 4-leg roundabout with Chrisella relocated to a new connection with 36th to the east of the existing intersection. The preferred alternative matches the preferred alternative identified in Transpo's 2022 memorandum. The preferred alternative provides the highest level of safety and comfort improvements for active mode and motorized users over the existing conditions, as well as compared to the other alternatives. The preferred alternative is expected to have the easiest WSDOT and environmental permitting process and provides the best local access to businesses and residences along both 36th and Chrisella near the existing intersection, without requiring complex movements like full roundabout U-turns or left turns near tight horizontal curves and vertical grades in higher traffic areas.

The City has placed a high priority on improving pedestrian safety in the identification of a preferred alternative and improvements at the subject intersection. Even without additional weight given to the pedestrian safety criteria, Alternative 2 is the preferred alternative. To further improve upon pedestrian safety, especially connecting the future development along 36th to the west of the intersection and the Edgewood Community Park, additional crossing enhancements on the north leg of the Alternative 2 roundabout could include:

- RRFBs, as required by standard, on both two-lane crossings
- Additional flashing "Crosswalk ahead" signage in advance of both crossings (north of the intersection and in the south approach to the roundabout) actuated by the same pushbuttons for the north leg crossings

RESOLUTION NO. 21-0604

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, IDENTIFYING THE PREFERRED ALTERNATIVE FOR THE 36TH STREET E / CHRISSELLA ROAD E / SR 161 (MERIDIAN AVE E) ALTERNATIVES EVALUATION

WHEREAS, the City has undertaken a study of design alternatives 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 Ave E); and

WHEREAS, the City's on-call traffic engineering consultant, Transpo Group, evaluated four alternatives focused on how to address the north end of Chrisella Road, including:

Alternative 1) No-Build - keep existing conditions with no changes;

Alternative 2) Realignment of Chrisella Rd E - relocate the north end of Chrisella to the east, making 36th & Meridian a four-leg intersection;

Alternative 3) 5-leg Roundabout - keep five-leg intersection, but replace the signal with a roundabout to eliminate left-turn conflicts; and

Alternative 4) Traffic Signal Modification with Minor Realignment - include Chrisella as a separate phase in the signal timing at the existing intersection; and

WHEREAS, Alternative 2 scored highest based on Transpo Group's analysis; and

WHEREAS, the City Council held a public hearing on June 22, 2021, during its regular meeting, to receive public input and comment on the alternatives and the project; and

WHEREAS, the City received numerous written and oral comments from the public generally expressing concerns about traffic volumes increasing on 36th Street E near existing businesses and a new community park as a result of Alternative 2; and

WHEREAS, on October 28, 2021, the Edgewood City Council held an Open House to discuss city-wide transportation, allowing for further discussion and input on this intersection; and

WHEREAS, on November 2, 2021, the Edgewood City Council further considered the alternatives in a study session, acknowledging that separating Chrisella Road E from the intersection may provide the greatest overall improvements in safety and performance; and

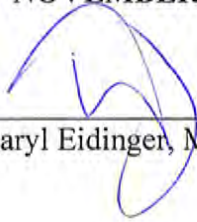
WHEREAS, on November 9, 2021, the Edgewood City Council took final action on this Resolution during its regular meeting; and

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

Section 1. Preferred Alternative Identification. The City Council has identified Alternative 2 as the preferred alternative for the intersection of 36th Street E, Chrisella Road E, and SR 161 (Meridian Ave E).

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

ADOPTED THIS 9TH DAY OF NOVEMBER, 2021



Daryl Eiding, Mayor

ATTEST:



Rachel Pitzel, CMC
City Clerk

MEMORANDUM

Date:	April 28, 2021	TG:	18149.00
To:	Jeremy Metzler, Public Works Director, City of Edgewood		
From:	Brett Schock, PE, AICP, RSP2i, Transpo Group		
Subject:	36th Street E/Chrisella Road E/SR 161 (Meridian Ave 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 Ave E). Several alternatives are being evaluated and the following memorandum documents an alternatives assessment at the intersection.

Evaluation Summary

The purpose of the alternatives evaluation is to further assist the City in evaluating the preferred approach to addressing safety, connectivity, and traffic operations at the existing intersection. The four alternatives that were evaluated are:

- **Alternative 1: No-Build**
Alternative 1 makes no changes and maintains the existing configuration at the intersection.
- **Alternative 2: Realignment of Chrisella Road E**
Alternative 2 relocates the roadway alignment of Chrisella Road E to a new stop-controlled tee intersection with 36th Street E approximately 400 feet east of the existing intersection. Chrisella Road E would deviate from the current alignment approximately 600 feet south of 36th Street E.
- **Alternative 3: 5-leg Roundabout**
Alternative 3 replaces the existing signalized intersection with a 5-leg roundabout. The roundabout would be a two-lane approach in the north/south direction. The east-west approaches and Chrisella Road E would remain single-lane approaches to the roundabout. Chrisella Road E would stay in the existing alignment, except for required deviations at the immediate approach to the roundabout.
- **Alternative 4: Traffic Signal Modification with Minor Realignment**
Alternative 4 realigns the northern 100 feet of Chrisella Road E, relocating the northwestbound approach, the southbound entry and northbound right turns from Meridian Avenue E. Chrisella Road E is provided with a dedicated traffic signal phase and added signal heads. The east-west phases for 36th Street E would also be split to accommodate the realigned approach of Chrisella Road E.

Each of the four alternatives were compared on the basis of criteria that align with the City's goals for the study of a realignment of Chrisella Road E. The criteria were discussed with City Staff for input and equally weighted. Criteria include:

- Traffic Operations
- Traffic Safety
- Pedestrian Connectivity and Safety
- Property Impacts
- Coordination with the City's Parallel Roads Ordinance

- Project Costs

The assessment of alternatives against the criteria identified Alternative 2, the realignment of Chrisella Road E, as the preferred alternative to address the City's goals of addressing safety, connectivity and operations.

Existing Conditions

The existing 36th Street E, Chrisella Road E, and SR 161 (Meridian Ave E) intersection is signalized with approaches from the north and south (Meridian Ave E), east and west (36th Street E) and a fifth northwesterly approach (Chrisella Road E) in the southeast corner of the intersection. The southeastern movement to Chrisella Road E, perpendicular to 36th Street E, is stop controlled. Meridian Ave E has two lanes in the northbound direction and one lane in the southbound direction, with dedicated left turn lanes at the intersection. 36th Street E is a single lane in each direction. 36th Street E does not outlet west of Meridian Ave E.

The parcels south of 36th Street E on both sides of Meridian Ave E near the intersection are developed, with existing buildings and parking lots. 36th Street E east of Meridian Ave E is developed on the south side with a mix of residential and commercial properties, and currently undeveloped on the north. 36th Street E has large lot single family residential development on both sides west of Meridian Ave E. The parcels north of 36th Street E are generally undeveloped, but the northeast corner is being developed by the City into a new park as of the writing of this memo. Meridian Ave E is undeveloped south of 36th Street E, with steep topography and a winding horizontal alignment. Chrisella Road E is only developed on the east side with single family residential, and also has steep topography and a winding horizontal alignment.

The signal currently operates with protected lefts for the north/south approach and permissive lefts for the east/west approach. The existing signal system consists of single mast arms poles serving the southbound and westbound direction while the northbound and eastbound directions are served by a single double mast arm pole. Existing overhead utilities cross the intersection in the east/west direction and the north/south direction, with two poles near the intersection. The signal has pedestrian signal heads, but the pushbuttons are not fully APS.

Sidewalks are present at the southwest corner of the intersection and along the south side of 36th Street, with separated pathways to be constructed at the northeast corner in conjunction with the proposed park. There are marked crosswalks on the western, northern, and eastern legs of the intersection. The eastern crosswalk is 90 feet in length and crosses both the eastern leg of the intersection and the northwestern approach of Chrisella Road E, without provision of a pedestrian refuge area or physical barrier to Meridian Ave E. The existing design of the crosswalk leads to longer crossing times for pedestrians, and potential conflicts with vehicles turning left and right onto two different roadways. In particular, the left turn onto Chrisella Road E is very shallow, which could lead to higher turning speeds through the crosswalk.

Based on 2021 traffic volumes, the intersection operates at LOS C – meeting the City of Edgewood's LOS E or better standard for intersections along Meridian Avenue E. However, the stop-controlled approach of Chrisella Road E, directly east of the intersection may be impacted by westbound queues, which extend approximately 80 feet (three to four car lengths) from the intersection. This may result in difficulty turning left from Chrisella Road E to 36th Street E, which is the predominant move at this approach.

While there were no recorded collisions directly at the intersection between 2014 and 2018, there were several collisions along Chrisella Road E, directly south of the intersection along the

roadways horizontal curve. Two crashes involved drivers who were impaired, and two crashes involved drivers who were exceeding a reasonably safe speed.

Evaluation of Alternatives

To understand the high-level impacts, improvements, and areas of concern related to the intersection alternatives, several criteria were defined for evaluation. These criteria best capture the goals of the project in relation to existing concerns at the intersection as well as the desired future development of the surrounding area. The following section defines the evaluation criteria and summarizes the evaluation of each intersection alternative.

Evaluation Criteria

The evaluation methods for each criterion are described below.

Traffic Operations

PM peak hour levels of service (LOS), delays, queues and as applicable, volume-to-capacity (v/c) ratios were calculated for each intersection alternative, to determine each alternative's compliance with the City of Edgewood's LOS E or better standard for intersections along Meridian Avenue E and LOS D or better standard for all other intersections. As a basis for this analysis, 2021 existing volumes were grown by 1 percent annually to develop 2023 traffic volumes – the assumed project completion date.

For alternatives including signals and stop-controlled intersections, operations were evaluated using *Synchro 10* software and for alternatives including a roundabout, operations were evaluated using *Sidra 8*. Sidra model settings used for roundabout analyses were based on the guidelines in the *WSDOT Sidra Policy Settings*, October 2019.

In addition to LOS results, the potential for future traffic growth and the ability to address existing traffic operations concerns were considered in the evaluation.

Traffic Safety

Evaluation of traffic safety used crash data from the City's Local Road Safety Plan (LRSP) as a baseline and assessed each alternative based on Crash Modification Factors, priority risk factors from the LRSP and a qualitative assessment of safety impacts for each alternative.

Pedestrian Connectivity and Safety

Each alternative was evaluated based on its qualitative impact on pedestrian connectivity and safety, including improvements from existing conditions, connections to the existing and future roadway network and planned park, and proven safety countermeasures.

Property Impacts

Each alternative was evaluated based on the potential impacts to surrounding properties and associated right-of-way needs.

Coordination with the City's Parallel Roads Ordinance

The alternatives were evaluated based on their adherence with the City of Edgewood's Parallel Roads Ordinance, as updated in 2019, which was developed to address a vision for alternative access to parcels that would develop in the future, with frontage on Meridian Avenue. The primary goals of the ordinance are as follows:

1. Encouragement of efficient multimodal transportation systems
2. Balance the transportation needs of community and the region and maintain LOS
3. Limit access points to Meridian Avenue for safety and efficiency

Project Cost

The planning-level estimated cost, which is based on known project elements, and recent bid results, with lump sum estimates used to address elements that are not designed at the 10% level used for the concepts in the study, was used to compare each alternative. Costs were escalated to represent likely costs in 2023.

Alternatives Evaluation

Based on the above criteria, the four intersection alternatives were evaluated:

Alternative 1: No Build

Traffic operations would generally remain consistent with existing conditions. As such, Alternative 1 meets the City's LOS standards, but does not address westbound queues and the impacts to vehicles turning left onto 36th Street E from Chrisella Road E. Under this alternative there would be no implementation of traffic safety improvements, pedestrian connectivity and safety improvements, or measures to address the City's Parallel Road Ordinance. This alternative does not result in any impacts to adjacent properties and there are no associated project costs.

Alternative 2: Realignment of Chrisella Road E

This alternative involves relocating the roadway alignment of Chrisella Road E, through three parcels not currently designated as right of way, to a new tee intersection at 36th Street E approximately 400 feet east of the existing intersection. The proposed roadway cross section includes a single 12-foot lane in each direction with a 6-foot sidewalk behind the curb. The existing Chrisella Road E approach at the 36th Street E and Meridian Ave E intersection would be redesigned to remove the Chrisella Road E approach. The north end of the existing Chrisella Road E would be terminated in a cul-de-sac, hammerhead or other turnaround, north of the deviation point from the existing alignment, to serve the residents and emergency access along Chrisella Road E. The existing signalized intersection would be configured to a traditional four-legged intersection. A preliminary concept is provided in Attachment A.

Traffic Operations

Under Alternative 2, the intersection of Meridian Avenue and 36th Street E operates at LOS C, consistent with existing conditions. The realignment of Chrisella Road E results in a new stop-controlled intersection with 36th Street E approximately 400 feet east of the existing intersection. The new intersection would be side-street stop-controlled with the Chrisella Road approach operating at LOS B and free-flowing traffic along 36th Street E. The intersection would likely not meet warrants for an all-way stop. Both intersections meet the City's LOS standards, while also addressing westbound queues at the signal and the impacts to vehicles turning left onto 36th Street E from Chrisella Road E.

Traffic Safety

One of the high priority risk factors identified in the City's LRSP is the existing presence of sharp horizontal and vertical curves, such as those that exist along Chrisella Road E approaching 36th Street E/Meridian Avenue. The City has plans to implement hardscape improvements along Chrisella Road E south of the 36th Street to address existing issues, and the realignment of Chrisella Road E would further advance the effectiveness of these improvements by softening an existing sharp horizontal curve that has observed multiple crashes over the last several years.

Pedestrian Connectivity and Safety

The realigned segment of Chrisella Road E would include a 6-foot sidewalk, providing a dedicated pedestrian walkway where one does not currently exist. Additionally, a north-south crosswalk along 36th Street E would be installed to provide access to the planned park at the northeast corner of Meridian Avenue E and 36th Street E. The crosswalk would be recommended for enhancement with a Rectangular Rapid Flashing Beacon (RRFB) to increase safety, comfort and visibility for crossing pedestrians.

The existing intersection of Meridian Avenue/36th Street E would be redesigned such that the crosswalk along the eastern leg of the intersection is shortened and pedestrian connectivity at the intersection is improved. Additionally, APS pushbuttons would be installed at each corner.

Property Impacts

To construct Alternative 2, three properties (3621 Chrisella Road E, 3703 Chrisella Road E, and 10218 36th Street E) would be affected and approximately 42,000 square feet of right-of-way would need to be acquired. Relocations would be required as part of the right of way acquisition.

Coordination with City's Parallel Road Ordinance

While the realignment of Chrisella Road E is not directly defined in the recommended Parallel Road network, Alternative 2 effectively meets the goals of the ordinance by reducing direct access from Meridian Avenue.

Project Cost

The planning-level cost estimate for Alternative 2, escalated to 2023 costs is \$4,100,000.

Alternative 3: 5-leg roundabout

Alternative 3 removes the existing signalized intersection and replaces it with a 5-leg roundabout. The roundabout would consist of two-lane approaches in the north and south directions, and single lane approaches on other legs. Chrisella Road E would not be realigned with Alternative 3, except for the required changes to meet the roundabout entry point and deflection angles. A preliminary concept for Alternative 3 is included in Attachment A. As a 5-leg roundabout, access to Chrisella Road E is still restricted from some approaches, due to the circulation paths as shown in Attachment A. Removing the access to Chrisella Road entirely, and creating a 4-leg roundabout intersection could reduce property impacts and cost. A reduced size, 4-leg roundabout was not designed for this analysis.

Traffic Operations

The 5-leg roundabout is projected to operate at LOS A with a maximum v/c of 0.61 in the southbound direction. The design would adequately accommodate all 95th percentile vehicular queues. Overall, the intersection would experience improved vehicular operations over existing conditions.

Traffic Safety

Roundabouts are considered safer than traffic signals as they have fewer conflict points, lower speeds, and only require crossing one direction of traffic at a time. However, some of the safety benefits are diluted as additional legs are added to the roundabout; particularly if optimal entry angles aren't achievable, which is the case for the 5-leg roundabout alternative. A roundabout at the intersection would result in traffic safety improvements over existing conditions, but safety could be improved by considering other alternatives such as a 4-leg roundabout.

Pedestrian Connectivity and Safety

The roundabout alternative would provide significant safety improvements for pedestrians. Sidewalks, crosswalks and ADA-compliant curb ramps would be provided at the splitter islands

along all approaches, resulting in a pedestrian crossing along the southern leg where one does not currently exist and improved pedestrian connectivity.

Property Impacts

To construct Alternative 3, right-of-way would need to be acquired at all corners of the intersection, totaling approximately 29,000 square feet. Relocations may be avoidable, depending on the final layout of the Alternative 3 roundabout. In order to minimize impact to the existing properties on the southwest and southeast corners, the overall roundabout footprint would be shifted north. Notably, this would result in design impacts to the planned park at the northeast corner of the intersection. Addressing restricted access to some legs of a 5-leg roundabout would increase the size of the roundabout and property impacts. A 4-leg roundabout could reduce the impact.

Coordination with City's Parallel Road Ordinance

This alternative does not preclude the development of recommended parallel roadways; however, it does not further the goals of the ordinance.

Project Cost

The planning-level cost estimate for Alternative 3, as shown in Attachment A, escalated to 2023 costs is more than \$7,000,000. Eliminating the 5th leg of the intersection could reduce the size and cost of the roundabout by as much as 20%.

Alternative 4: Chrisella Road Traffic Signal Modification

Alternative 4 realigns approximately 100 feet of Chrisella Road E northbound approach such that the approach is brought into the signal at Meridian and 36th as a standalone roadway with a new, separate phase. For vehicles turning right onto 36th Street E from Chrisella Road E, a channelized, stop-controlled turn lane would be constructed on Chrisella Road E such that vehicles do not enter the signalized intersection. The pedestrian crossing along the eastern leg would be divided into two shorter crossings with improved delineation and northbound right turns onto Chrisella Road E would be restricted by physical channelization devices. A preliminary concept is included in Attachment A.

Traffic Operations

The 5-leg signalized intersection is projected to operate at LOS C. The intersection would meet the City's LOS standards, while also addressing impacts to vehicles turning left onto 36th Street E from Chrisella Road E by bringing the approach into the intersection; however, the addition of a standalone phase results in increased overall delay compared to existing conditions and increased delay for vehicles along SR 161. Additionally, a standalone phase for Chrisella Road E limits flexibility in signal timing adjustments to accommodate future growth.

Traffic Safety

While the alternative more actively controls vehicular traffic traveling to and from Chrisella Road E, a 5-legged signalized intersection has its own traffic safety considerations. It results in less efficient operations and creates additional conflict points within the intersection. Additionally, this alternative does not adequately address existing vertical sight distance challenges or the long distance between signal heads and the stop bars for vehicles traveling northbound. The northbound right-turn restriction, while addressing these conditions to an extent, also leads to the potential for violation by drivers used to make the turn, which could be a safety concern.

Pedestrian Connectivity and Safety

Alternative 4 addresses the existing crosswalk issue along the eastern leg of the intersection by bisecting the crosswalk and adding a pedestrian refuge space in the middle. This design also improves predictability at the intersection as it relates to vehicle-pedestrian conflict points. APS pushbuttons would be installed at each corner.

Property Impacts

Alternative 4 could be constructed within the existing right-of-way and would not result in impacts to adjacent properties. However, the design includes the restriction of northbound right turns onto Chrisella Road E which may impact access to small number of homes and businesses.

Coordination with City's Parallel Road Ordinance

Alternative 4 does not preclude the development of recommended parallel roadways; however, it does not further the goals of the ordinance.

Project Cost

The planning-level cost estimate for Alternative 4, escalated to 2023 costs is \$470,000.

Evaluation Matrix

To help select the most desirable alternative, a three-point scale was developed based on the information provided above for each alternative and the evaluation methodology for each criteria, as follows:

- Traffic Operations
 - Degradation from existing conditions – 1 point
 - Limited or no change from existing conditions – 2 points
 - Improvement from existing conditions – 3 points
- Traffic Safety + Pedestrian Connectivity and Safety
 - Limited or no change from existing conditions – 1 point
 - Minor improvement from existing conditions – 2 points
 - Significant improvement from existing conditions – 3 points
- Property Impacts
 - Significant ROW acquirement necessary – 1 point
 - Minor access impacts – 2 points
 - No access impacts or ROW needed – 3 points
- Parallel Road Ordinance
 - In opposition to ordinance – 1 point
 - Does not preclude, but does not support ordinance – 2 points
 - Meets at least one ordinance goal – 3 points
- Project Cost
 - Cost above \$1 million – 1 point
 - Cost below \$1 million – 2 points
 - No cost – 3 points

. A summary of the ranking for each alternative is shown in Table 1.

Table 1. High Level Evaluation of Alternatives

Alternative	Traffic Operations	Traffic Safety	Pedestrian Connectivity and Safety	Property Impacts	Parallel Roads Ordinance	Project Cost	Total
Alternative 1 <i>No Build</i>	2	1	1	3	2	3	12
Alternative 2 <i>Chrisella Realignment</i>	3	3	3	1	3	1	14
Alternative 3 <i>5-Leg Roundabout</i>	3	2	3	1	2	1	12
Alternative 4 <i>Traffic Signal Mod</i>	2	2	2	2	2	2	12

Selection of a Preferred Alternative

Based on the above analysis, the preferred alternative is Alternative 2, the realignment of Chrisella Road E in a new right of way. The preferred alternative meets the City's goals, and most satisfies the evaluation criteria. Most notably, the alternative addresses key vehicular and pedestrian safety concerns, while improving overall traffic operations. By realigning Chrisella Road E to the east of its existing location, left turns from Chrisella Road E to 36th Street E will no longer be impacted by vehicle queues leading up to the traffic signal, the existing horizontal curve along Chrisella Road E is significantly lessened, pedestrian safety and connectivity is improved at the intersection of Meridian Ave and 36th Street E by removing the Chrisella Road E approach, and additional pedestrian connectivity to the planned park is achieved,

Attachment A

Chrisella Road E Realignment Concepts



Alternative 2 - Chrisella Rd E / 36th St E / SR 161 (Meridian Ave E) Traffic Signal Modification Concept

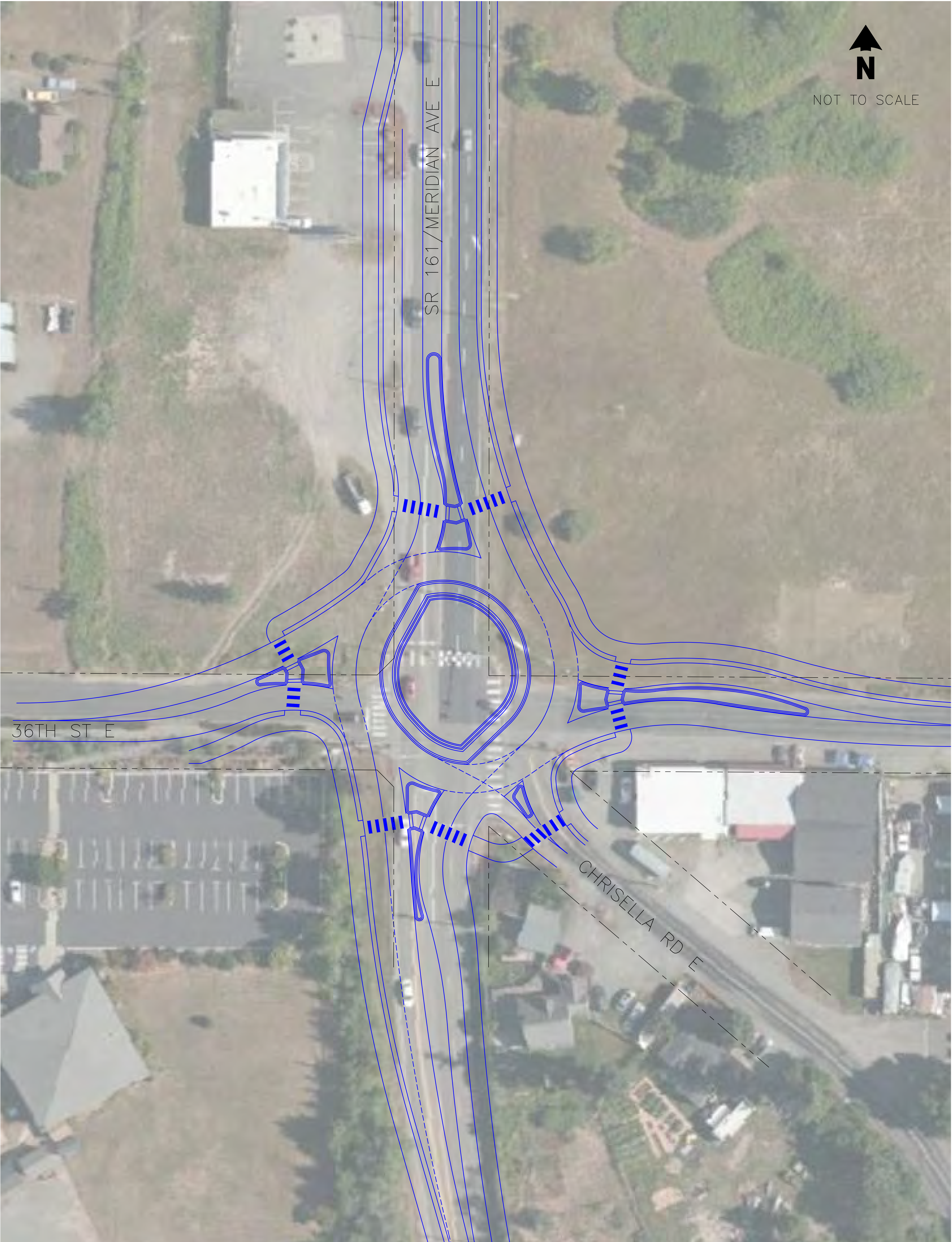
1.18149.00 - 2018 City of Edgewood On-Call

May 04, 2021 - 1:34pm tuann M:\18\1.18149.00 - 2018 City of Edgewood On-Call\Task 23 - Chrisella Road Realignment\Engineering\CAD\Conceptual\Chrisella Road Realigned Roadway.dwg Layout: Alternative C

May 4, 2021



FIGURE
1

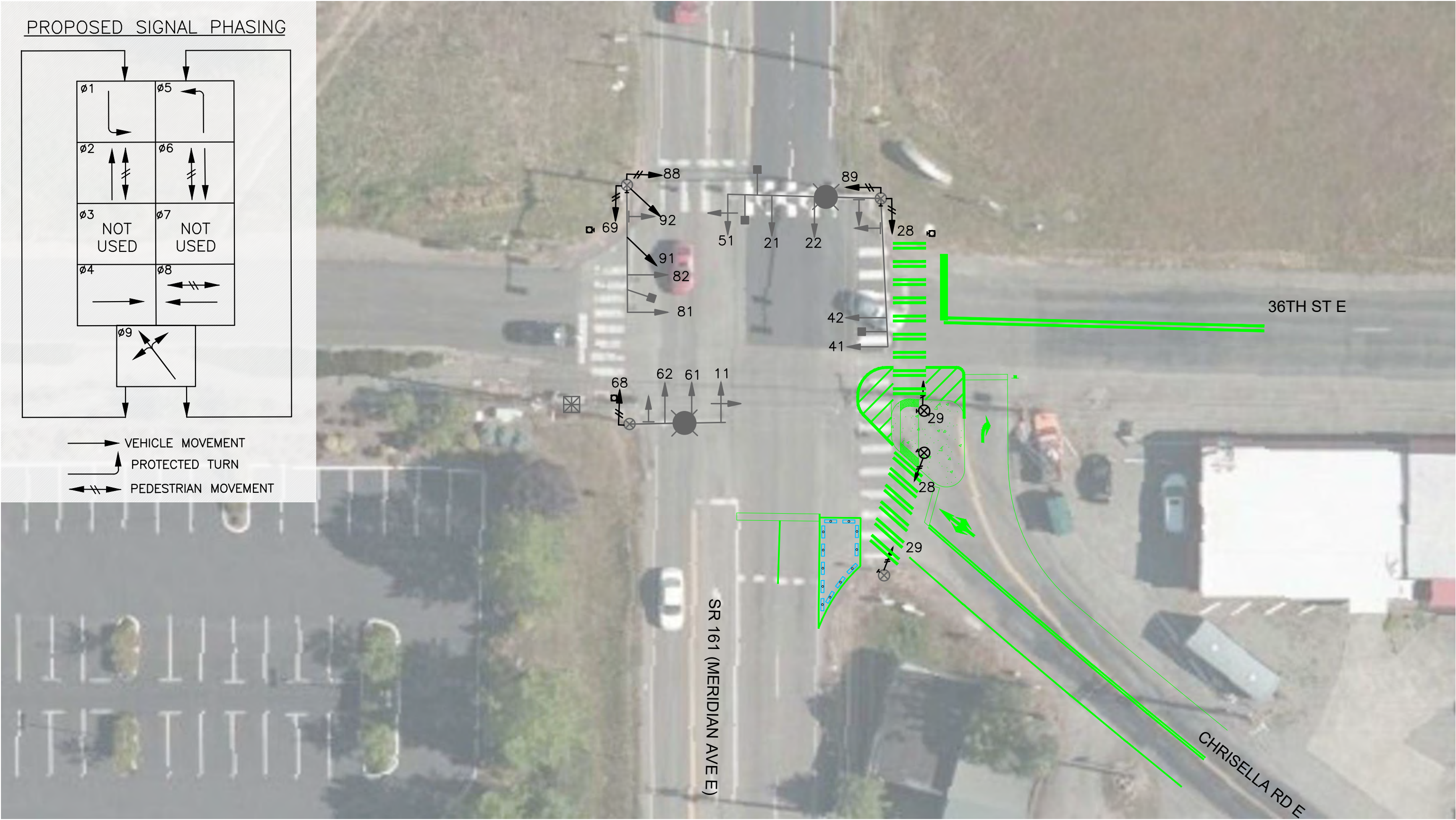


LEGEND	
DESCRIPTION	SYMBOL
RIGHT-OF-WAY	-----
PROPOSED FEATURE	_____

Alternative 3
SR 161/Meridian Ave E & 36th St E - Roundabout Concept - 5-Leg Option
City of Edgewood On-Call

April 23, 2021

FIGURE
2



Alternative 4 - Chrisella Rd E / 36th St E / SR 161 (Meridian Ave E) Traffic Signal Modification Concept

1.18149.00 - 2018 City of Edgewood On-Call

Mar 30, 2021 - 1:39pm tuann M:\18\1.18149.00 - 2018 City of Edgewood On-Call\Task 23 - Chrisella Road Realignment\Engineering\CAD\Conceptual\Chrisella Road Signal Concept.dwg Layout: Alternative B

March 12, 2021



FIGURE
3

RESOLUTION NO. 20-0517

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, AUTHORIZING THE MAYOR'S EXECUTION OF A PURCHASE AND SALE AGREEMENT FOR THE PURCHASE OF PROPERTY LOCATED AT 3703 CHRISELLA ROAD IN EDGEWOOD, IN THE AMOUNT OF \$260,000, IN PREPARATION FOR A FUTURE ROAD IMPROVEMENT.

WHEREAS, the 2020 Appropriated City Budget for Capital Roads includes funding for road improvement for public safety, parallel road expansion and pedestrian safety improvements; and

WHEREAS, the property located at 3703 Chrisella Road East in Edgewood became available for sale and was viewed favorably by the Mayor and City staff for its proximity to the intersection of Meridian Ave. E / 36th Street E / Chrisella Road E, which has been identified in the City's Transportation Improvement Plan (TIP) for an intersection improvement; and

WHEREAS, with Council direction, the Mayor has negotiated a Purchase and Sale Agreement with the property owner, based on an appraisal for the property obtained by the City and considering the approximate cost of demolition and waste removal for the existing fire-damaged residence, and is seeking Council approval to execute the document; and

WHEREAS, with Council approval, the City performed a Phase I environmental analysis for hazardous materials, which did not reveal any hazards beyond the removal of the damaged building; and

WHEREAS, should the City be successful in acquiring said property, the Mayor and staff will bring forward a separate resolution and agreement to cause the demolition and waste removal of the existing fire damaged building at a later date; and

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

Section 1. The City Council hereby authorizes the Mayor to execute a Purchase and Sale Agreement for the property located at 3703 Chrisella Road, Edgewood, WA, for \$260,000 plus incidental closing costs, if any.

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

ADOPTED THIS 25TH DAY OF AUGUST, 2020

Daryl Eidinger, Mayor

ATTEST:

Rachel Pitzel, City Clerk



City Of Edgewood Council Agenda Summary Sheet

Subject: EMC 18.100.030 Animals	Agenda Item #: 3.D
	For Agenda of: 9/3/2024
	Prepared by: Jeremy Metzler
Attachments (list): 1. DRAFT EMC Redlines 2. Lacey Municipal Code 16.21 Example	
Approval of Materials: Jeremy Metzler Rachel Pitzel, Assistant City Administrator 8/30/2024 Dave Olson 8/30/2024	Expenditure Required: N/A
	Amount Budgeted: N/A
	Timeline: 07/16/2024 SS 09/03/2024 SS <u>Tentative Timeline:</u> 09/09/2024 Planning Commission (PC) 09/20/2024 Notice to Dept. of Commerce 10/14/2024 PC Public Hearing (PH) 11/05/2024 SS 11/12/2024 RCM PH 11/19/2024 SS 11/26/2024 RCM

Summary Statement: On April 9, 2024, the City Council received several public comments regarding livestock and large animals on residentially-zoned properties. To summarize, concerns were expressed about land use code changes in June 2020 that limited residents' ability to have large animals on their property. Those changes were implemented under Ordinance 20-0579, which was a broad update of the City's land use table.

Following further research by staff, the City Council continued conversation on this topic at their July 16, 2024 Study Session, and those materials can be found here: [Meeting Overview and Materials](#). In summary:

- There was a focus on removing any slaughterhouse use from the land use table, which led to conversations about family farms and large animal limitations
- [EMC 18.20.090](#) defines "Family Farm", which is allowable in certain zones pursuant to [EMC 18.70.050](#)
- The provisions of [EMC 18.100.030\(B\)](#) are in conflict: "*No other animals are allowed in residential districts other than pets.*"
- Staff believes the intent was to allow Family Farm uses pursuant to [EMC 18.70.050](#), in lieu of [EMC 18.100.030](#)
- Staff noted opportunities to add clarifying definitions to EMC 18.20, clarify the intent of several items listed in the Land Use Table in EMC 18.70, and consider adding performance standards to EMC 18.100

- DM Tomyon spoke to Growth Management Act (GMA) requirements and pressure to reduce/remove agricultural uses in cities
- CM Ramirez expressed interest in reviewing Lacey Municipal Code 16.21, seeking assistance from the Pierce Conservation District, and considering portions of Pierce County code
- CM Southard asked about how far the Land Use Table could be "rolled back" and still be compliant with GMA (with others also expressing interest in this later in the meeting)
- CM West asked about what portion of the Land Use Table relating to agriculture is being driven by GMA requirements, and expressed interest in seeing a comparison of agricultural uses between old and current Land Use Tables
- CM Pazaruski noted several items listed in the Land Use Table that could use clarification regarding their intensity, identified that onsite slaughtering of animals raised onsite could use clarification, and noted that some pending Land Use and Zoning Map updates need to be considered

Following the study session discussion, public comments were received by email and at the regular meeting on July 23, 2024, summarized as follows:

- Expressing frustration with changes and loss of things that made Edgewood special
- Suggesting regulation that does not arbitrarily limit livestock by numbers or density, but instead allows for flexibility and responsible management
- Seeking preservation of small farms and animals in the community
- Seeking a clear pathway for allowing livestock in mixed residential low, including clear codes for pigs
- Supporting repeal of Ordinance 20-0579 and preserving Edgewood
- Question about the intent of Ordinance 20-0579, if there is a public concern regarding large animals, and exemptions for family farms larger than 10 acres operating for over 50 years
- Seeking restoration of EMC 18.100.030 to Ordinance 03-203 language, which included clear slaughtering language for farm animals
- Example of a small family farm in Edgewood for four generations, teaching responsibility, and hosting field trips for preschool students, closing by expressing support for updating the code

Upon review of Pierce County Code, Lacey Municipal Code, Pierce Countywide Planning Policies, and GMA resources in the context of the last discussion with the City Council, staff recommends making some modest updates to the code to remove unintended conflicts and clarify the permissibility of livestock-oriented uses. Attached are draft redlines and some example code for further consideration by Council and the Planning Commission.

As staff is preparing to discuss this topic with the Planning Commission later this month, the intent of tonight's item is to share the attached draft information with Council for initial feedback. Since EMC Title 18 is a development regulation, any proposed change(s) requires consideration and action by the Planning Commission. The Tentative Timeline presented above is an optimistic expectation, as additional time for research and coordination may be needed due to limited staff resources.

Item History:

See July 16, 2024 [Meeting Overview and Materials](#)

Recommended Action:

Hold a discussion and provide staff guidance regarding EMC 18.100.030 Animals

Fiscal Note/Consideration:

N/A

18.20.040 A definitions.

...

“Animal production and aquaculture, all other” means commercial and industrial uses involving the raising or fattening of animals for the sale of animals or animal products and/or raising aquatic plants and animals in controlled or selected aquatic environments for the sale of aquatic plants, animals, or their products. This excludes raising hogs, pigs, cattle, and fish as specified elsewhere. Further described in NAICS 112 (except 112210, 112112, and 112511).

“Animal slaughtering and processing” means commercial and industrial uses that involve slaughtering animals; preparing processed meats and meat byproducts; and rendering and/or refining animal fat, bones, and meat scraps. Further described in NAICS 3116.

...

18.20.060 C definitions.

...

“Cattle feedlots” means commercial and industrial uses involving feeding cattle for fattening. Further described in NAICS 112112.

...

18.20.090 F definitions.

...

“Family farm” means a farm of 10 acres in size or less, with associated commercial raising and harvesting of row crops, field crops or tree crops, as well as the commercial raising, training and boarding of animals and the production of animal products. This definition excludes the processing of agricultural products produced off site or the slaughter of animals raised off site, or the commercial boarding of more than six animals. Further described in NAICS 111.

“Farm animal, small” means poultry, rabbit, hogs, pigs, goats, or other similar size and type of animal. Dogs, cats and other house pets are not considered farm animals for the purpose of this title.

“Farm animal, large” means horses, cows, llamas, or other similar size and type of animal. Dogs, cats and other house pets are not considered farm animals for the purpose of this title.

...

18.20.110 H definitions.

...

“Hog and pig farming” means commercial and industrial uses involving the raising of hogs and pigs, which may include farming activities, such as breeding, farrowing, and the raising of weanling pigs, feeder pigs, or market size hogs. Further described in NAICS 112210.

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18.70.050 Land use table.

...

Agriculture and Resource (Sector 11-21)													
✓ – Permitted Use CUP – Use may be approved via CUP – Prohibited Use A – Approval Requires AUP	NAICS Code	SF2	SF3	SF5	MR1	MR2	MUR	TC	C	BP	I	P	All Uses Subject to Conditions 1 and 6
Family Farm (see definition in EMC 18.20.090)	111; Special	✓	✓	A	–	–	–	–	–	–	✓	✓	Activities must be performed on parcels larger than two acres in size, unless in the SF2 or SF3 zone
Agricultural Sales	454390, part	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Activities permitted in all districts, but require TUP and must comply with EMC 18.50.070
Crop Production													
Marijuana Production	111; Special	–	–	–	–	–	–	–	–	–	–	–	See Condition 2
Crop Production, All Other	111	✓	✓	A	–	–	–	–	–	–	✓	✓	
Animal Production and Aquaculture													
Hog and Pig Farming (see definition in EMC 18.20.110)	112210	–	–	–	–	–	–	–	–	–	–	–	Hogs and pigs may be allowable in all zones pursuant to EMC 18.100.030(A)
Cattle Feedlots (see definition in EMC 18.20.060)	112112	CUP	–	–	–	–	–	–	–	–	–	–	Cattle may be allowable in all zones pursuant to EMC 18.100.030(A)
Animal Production and Aquaculture, All Other (see definition in EMC 18.20.040)	112 except 112210; 112112; 112511, part	✓	CUP	–	–	–	–	–	–	–	✓	CUP	Farm animals may be allowable in all zones pursuant to EMC 18.100.030(A)

...

Manufacturing (Sector 31-33)													
Animal Slaughtering and Processing (see definition in EMC 18.20.040)	3116	-	-	-	-	-	-	-	-	-	-	-	Slaughtering of farm animals may be allowable in all zones pursuant to EMC 18.100.030(A)

...

18.100.030 Animals.

A. Farm Animals. Farm animals owned by the underlying property owner, situated on property occupied by the underlying property owner, are allowed for noncommercial purposes in all zoning districts as follows:

1. Small Farm Animals: Four small farm animals (~~noncommercial~~) shall be allowed per legal lot of record. Lots that are one contiguous half acre in size or greater shall be allowed no more than 12 small farm animals per acre, ~~except as restricted under subsection (2) below~~. All small farm animals kept outside shall be cooped or kept in hutches or pens or similar enclosures.
2. Large Farm Animals: Lots that are less than one half acre in size cannot have any large farm animals. Lots that are one contiguous half acre in size or greater shall be allowed no more than 2 large farm animals per acre. For every large farm animal per acre present on a lot, the small farm animal allowance shall be reduced by 4 per acre.
- 1.3. Slaughtering of Farm Animals. Farm animals that are allowed under this subsection are permitted to be slaughtered by a licensed slaughtering contractor on the lot where the farm animal is situated. Notice must be provided to the Edgewood Police Department in advance if a weapon will be discharged to slaughter the farm animal.

B. Other Animals. Except as allowed under subsection (A) above, ~~N~~no other animals are allowed in residential districts other than pets.

16.21.005 Purpose.

The City of Lacey finds there is a need to accommodate farming activity commonly referred to as urban agriculture. This can include a range of activities, such as production of food on a single family residential lot for a family's personal use, urban vegetable gardens on common property for community use, or a small commercial farm activity located in areas zoned for this use.

While agricultural activity has often been considered inconsistent with smart growth principles of accommodating density in urban areas, the two do not need to be mutually exclusive. Urban agricultural activity for personal use on individual single family lots, or on common property for community agricultural use, or in the form of small commercial urban farms, can add to the urban fabric and create a richer context for urban neighborhoods. These beneficial uses can be accommodated without sacrificing the objectives of the state Growth Management Act (GMA) and designated urban areas.

Urban agricultural activities managed in a responsible way, with sensitivity to urban density and land use compatibility issues, can benefit the individuals participating in the activity and the community at large by providing fresh produce, additional food choices, economic development opportunity, a more sustainable lifestyle and urban neighborhoods with more variety and interest. This section has been developed with the purpose of providing Lacey citizens an opportunity to participate and benefit from these activities. (Ord. 1368 §9, 2011).

16.21.010 Intent.

It is the intent of this chapter to:

- A. Develop opportunities for a range of urban agricultural activities, at a level and intensity that is compatible with Lacey's neighborhoods.
- B. Define levels of urban agriculture beneficial to neighborhoods and specific zoning designations, considering the context of Lacey's urbanized areas.
- C. Establish design standards to ensure urban agricultural activities do not compromise the livability of neighborhoods by introducing nuisances that could degrade the quality of life for surrounding residents. Nuisances include, but are not limited to, such things as:

- Noise.
- Odors from poor care and clean up of animal waste.
- Pest problems from improper feeding techniques.
- Aesthetic impacts.

- Other issues that are disruptive to the neighborhood or distract from the quality and enjoyment of the neighborhood environment.
- D. Encourage and support personal urban agricultural opportunities for individuals and families.
- E. Encourage and support urban agricultural opportunities for community groups, religious organizations, home owner associations and food co-ops.
- F. Encourage the preservation of good agricultural uses for their value as economic assets as well as their value as open space, contribution to sustainability and healthy lifestyle and food choices for the community;
- G. Provide a designation exclusively for agricultural activities that pre-existed Lacey's first GMA Plan and those agricultural uses that are of a size and intensity they need space and standards to coexist in an urbanized area to avoid compatibility issues.
- H. Retain the Agricultural District designation to serve as a place holder with a viable use pending the need for transition to other urban uses. This is intended to facilitate the orderly transition of properties that are being used for agricultural production to more intensive residential use, if and when such agricultural uses are no longer feasible for economic, cultural or technical reasons. (Ord. 1368 §10, 2011).

16.21.014 Urban agriculture activities.

- A. Urban agriculture activities are described and permitted according to expected compatibility with other urban uses. It is expected that urban agricultural uses will be located on a single-family residential lot with space to adequately accommodate the use. However, a multifamily lot may accommodate an urban agricultural activity if all of the following requirements are satisfied:
- The use is approved in writing by the owner of the building(s);
 - Land area is assigned in writing by the owner of the building(s) to accommodate the planned agricultural activity;
 - Area assigned to accommodate the urban agricultural activity meets applicable thresholds of this title to adequately accommodate the use;
 - The intent of this section to provide an urban agricultural opportunity while adequately mitigating impacts to neighbors can be fully satisfied;
 - The director of community and economic development determines the use is appropriate to the context of the multifamily complex given assigned area and design.
1. Urban agricultural uses permitted on residential lots less than one acre in size. The following urban agricultural activity is permitted as an accessory use to a residence:

a. All horticultural activity for personal use and incidental sales or distribution on site and off site at a farmers market or approved retail area; provided commercial sales may be accommodated subject to the FDA food code, Chapter [246-215](#) WAC, and requirements of a home occupation pursuant to Chapter [16.69](#) LMC.

b. Limited animal husbandry of small farm animals for personal use; provided commercial sales may be accommodated subject to the FDA food code, Chapter [246-215](#) WAC, and requirements of a home occupation pursuant to Chapter [16.69](#) LMC. This activity shall be limited to the following:

(1) Domestic fowl and rabbits:

(a) The maximum number of all fowl permitted accessory to a single-family residential home on an urban lot shall be one per one thousand square feet of lot area, up to a maximum of ten.

(b) Roosters, geese, turkeys, peacocks and exotic species are prohibited.

(c) Rabbits kept in accordance with recommendations of the American Rabbit Breeders Association (ARBA) and a minimum three and one-half square feet of hutch space per rabbit up to a maximum of two dozen rabbits.

(d) Structures housing domestic fowl or rabbits must be located and designed as follows:

- Located ten feet away from property lines provided no such structure shall be located closer to the front property line than a dwelling.
- Designed to prevent rodents by incorporation of one of the following:
 - Raising the floor area eight to twelve inches above grade.
 - Portable pens moved every few days with cleanup of ground.
 - Other techniques that have similar results.

(2) Miniature goats commonly known as pygmy, dwarf and miniature goats provided:

(a) Male miniature goats are neutered.

(b) Lots accommodating miniature goats must be a minimum of seven thousand five hundred square feet and may be allowed at a ratio of four miniature goats per one acre of property.

(3) Beekeeping provided:

(a) Beekeeping may include honey bees, mason bees, cutter bees, cavity nesting bees or similar bees used for honey or pollination purposes.

(b) Honey bees must be registered with the State Department of Agriculture according to provisions of RCW [15.60.021](#) and meet the following restrictions:

- A maximum of four honey bee hives is permitted as an accessory use to a single-family home;
 - Honey bee hive shall not be located within twenty-five feet of any lot line, provided this distance may be reduced to ten feet if strategies are employed to require bees to gain elevation before crossing the property line. This may include elevation changes, solid fencing or other techniques that can achieve this objective.
- (c) Area housing bee varieties other than honey bees must be a minimum of ten feet from adjacent properties and limited in size appropriate for pollination of the owner's lot.
- (4) Other poultry and small animals not specified may be permitted or prohibited by the director of community and economic development upon finding that the species can or cannot reasonably be accommodated without impacts to adjacent properties. Limitations shall be applied as considered appropriate to mitigate potential impacts. Approval under this provision shall be at the sole discretion of the director of community and economic development based upon written findings articulating the intent of this chapter.
- (5) Cows, horses, sheep and other similar large farm animals are not permitted as an accessory use on lots less than one acre in size.
2. *Urban agricultural uses permitted on residential lots greater than one acre in size.* The following urban agricultural activity is permitted as an accessory use to a residence:
- a. All uses permitted under subsection [\(A\)\(1\)](#) of this section according to ratios, conditions and restrictions therein.
 - b. On lots or parcels of one acre or more, livestock may be kept; provided, that the number of head of livestock shall not exceed one for each half acre of lot area; and further that barns or other structures for the housing or sheltering thereof be set back not less than thirty-five feet from all property lines. In addition, urban agricultural uses shall employ best management practices, such as may be included in a farm plan developed by the Thurston Conservation District.
 - c. All uses permitted under subsection [\(A\)\(4\)](#) of this section (community urban agricultural use) according to the ratios, conditions and restrictions therein.
3. *Urban agricultural activity on a nonresidential lot.* As an accessory use or transitional use, the following urban agricultural activities may be permitted:
- a. All uses permitted under subsection [\(A\)\(1\)](#) of this section according to ratios, conditions and restrictions therein.
 - b. All uses permitted under subsection [\(A\)\(4\)](#) of this section (community urban agricultural use) according to the ratios, conditions and restrictions therein.

4. *Community/communal urban agricultural activities.* Permitted according to the following descriptions and restrictions:

a. Horticulture may include all horticultural activity organized in the form of communal farming arrangements on property used in common for these purposes or where small lots or back yards have raised beds or segregated plots for lease for gardening activity. This may include activities such as community pea patches, community garden plots, shared garden plots, publicly owned garden plots for community use, gardens owned and operated by nonprofit organizations, homeowners associations and religious organizations for use by members or community groups, yard area with segregated raised garden beds developed by an owner for lease and other similar activities. Said activity shall be subject to the following requirements:

(1) All horticultural activities taking place on a lot or portions of a lot that is less than two acres shall be reviewed by the community and economic development department as follows:

(a) Subject to limited administrative review under Chapter 1 of the Development Guidelines and Public Works Standards to document the proposal, discuss the level of activity and development of a project management plan necessary to ensure compatibility with adjacent neighbors.

(b) If considered necessary to ensure compatibility with adjacent land use, a formal site plan review (SPR) may be required, including preparation and approval of an urban agriculture impact mitigation plan. Such determination shall be at the sole discretion of the community and economic development director.

(2) All urban farming activities taking place on a lot or portions of a lot more than two acres in size shall require a site plan review approval.

(3) Produce in excess of member needs may be provided on or off site to individual community members in need, food banks, religious organizations and other nonprofits for distribution to the public.

(4) Incidental sales of produce in excess of member needs may occur on site, at local farmers markets or at approved commercial sites. On-site retail sales must not result in adverse impacts to the neighborhood area as a result of signage, traffic or other related activity. Determinations regarding impact of on-site retail activity and mitigation requirements will be up to the sole discretion and determination of the community and economic development director and may be subject to the provisions of Chapter [16.70](#) LMC (street merchant ordinance).

(a) Animal husbandry is limited to those activities permitted with requirements as specified in subsection [\(A\)\(1\)\(b\)](#) of this section with the following additional considerations and requirements:

- Such activity must take place as a secondary and incidental use in conjunction with community urban farming horticultural activities.

- “Personal use” in the context of community urban agricultural use shall include all members of the group participating in the urban agricultural activity.

(5) Commercial urban farms: Commercial urban agricultural use in Lacey and its growth area is generally farming activity that existed at the time Lacey’s first GMA Plan was adopted. Most areas with small commercial farm activity were zoned Agricultural District to provide for continuation of these activities in a zone designed to accommodate this use. Future provision may be made for small farms in other zoning designations under criteria necessary to ensure compatibility. This concept is reserved for future consideration.

B. Permitted where: All zoning designations will reference the urban agriculture activities and appropriate provisions of this chapter applicable to the zone. (Ord. 1539 §66, 2019; Ord. 1427 §7, 2013; Ord. 1368 §11, 2011).

The Lacey Municipal Code is current through Ordinance 1662, passed July 16, 2024.

Disclaimer: The City Clerk’s Office has the official version of the Lacey Municipal Code. Users should contact the City Clerk’s Office for ordinances passed subsequent to the ordinance cited above.

[City Website: CityofLacey.org](http://CityofLacey.org)

[Hosted by General Code.](#)