



CITY OF EDGEWOOD

PLANNING COMMISSION MEETING AGENDA

Monday, December 9, 2024 – 6:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

Join Via Zoom <https://zoom.us/j/97065969184> Meeting ID: 970 6596 9184

1. CALL TO ORDER

- a. Pledge of Allegiance and Roll Call

2. CONSENT AGENDA: *All matters listed under Item 2, Consent Agenda, are considered routine in nature and will be enacted by one motion. Individual discussion of these items is not planned. A member, however, may remove any item to discuss as an item for separate consideration under New Business.*

- a. Agenda Approval or Modifications
- b. Review Planning Commission meeting minutes from November 6, 2024

3. CITIZEN COMMENT PERIOD *This portion of the agenda is reserved for the public to comment on items not on the agenda. The Planning Commission may invite additional public comment on agenda items noted for discussion later in the meeting.*

4. ACTION ITEMS

- a. 2024 Comprehensive Plan Update
- b. SB 5290 Process Code Updates

5. DISCUSSION ITEMS

- a. Animals/Livestock
- b. Non-Conforming Uses and Lawful Establishment Date - Status Update
- c. Middle Housing Grant - Public Participation Status Update

6. STAFF COMMENTS

7. COMMISSIONER UPDATES

8. ADJOURN

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



CITY OF EDGEWOOD

PLANNING COMMISSION MEETING AGENDA SUMMARY

Wednesday, November 6, 2024 – 6:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1 CALL TO ORDER

a. Pledge of Allegiance and Role Call

Chair Overfield called the meeting to order at 6pm and led attendees in the Pledge of Allegiance. **Present:** Carly Guillory, JoAnn Overfield, Tom Greene, Sarah Wagner, Jan Furey, Leyla Church, Carly Lenoir **Staff Present:** Senior Planner Dorner, Community Development Director Metzler, Planning Manager Kubitza

2 CONSENT AGENDA:

a. Agenda Approval or Modifications

b. Review Planning Commission meeting minutes from October 14, 2024

Motion: As Read **Action:** Approved, **Moved by:** Commissioner Furey **Seconded by:** Commissioner ? **Motion Passed 7-0**

3 CITIZEN COMMENT PERIOD

There were no public comments at this time. However, after the Public Hearing for the Comprehensive Plan Update, the rules were suspended to allow for public comment to be reopened and allow for John Barth, Karen Baldrige, and Terry Howard, to speak.

Motion: To suspend the rules and reopen the Citizen Comment period **Action:** Approved, **Moved by:** Commissioner ? **Seconded by:** Commissioner ? **Motion Passed 7-0**

4 PUBLIC HEARINGS

a. Comprehensive Plan Update

Chair Overfield read the rules for the public hearing into the record. She then opened the public hearing at 6:03pm. Community Development Director Metzler spoke briefly about the topic. There were no public comments, and Chair Overfield closed the public hearing at 6:06pm.

b. SB 5290 - Review Process Code Updates

Chair Overfield opened the public hearing at 6:16pm. Planning Manager Kubitza gave an overview of the topic. There were no public comments, and Chair Overfield closed the public hearing at 6:25pm.

5 ACTION ITEMS

a. General Sewer Plan Update

Motion: As Read **Action:** Approved, **Moved by:** Commissioner Furey **Seconded by:** Commissioner Greene **Motion Passed 7-0**

6 DISCUSSION ITEMS

a. Comprehensive Plan Update

The Commissioners discussed this agenda item in great detail. They thanked those in attendance both in person and online, encouraging them to continue attending and

speaking in order to assist them with their decision-making process.

b. SB 5290 - Review Process Code Updates

The Planning Commission held a public hearing on this item and discussed its details with staff.

c. Animals / Livestock

Based on the feedback from the Planning Commission at the prior meeting, staff revised the proposed amendments to address the various concerns. Staff asked that the Commissioners review those amendments and provide feed back to staff.

d. House Bill 1181 Climate Planning

Staff requested the Commissioners review the proposed RFP and provide feedback as it is tentatively scheduled to be published November 10, 2024.

e. Non-Conforming Uses and Lawful Establishment Date

Since this would require a modification to the city's development regulation code, the staff requested the Commissioners discuss the matter and provide feedback ahead of their next meeting.

7 STAFF COMMENTS

Planning Manager Kubitza spoke.

8 COMMISSIONER UPDATES

There were no Commissioner updates.

9 ADJOURN

Chair Overfield adjourned the meeting at 8:14pm.



CITY OF EDGEWOOD STAFF REPORT PLANNING COMMISSION AGENDA ITEM

Date: December 9, 2024

Title: Comprehensive Plan Periodic Update – Discussion & Recommendation

Attachments: Draft Comprehensive Plan Recommendation
Proposed 2024 Comprehensive Plan
Proposed Current Zoning Map
SEPA DNS
Consolidated Public Comments

Submitted By: Jeremy Metzler, PE – Community Development Director

Background Information:

The Comprehensive Plan sets the goals and policies that serve as the day-to-day guide for City staff and representatives, including City Council and the Mayor. Edgewood is in the process of planning for its future by performing a periodic update of its Comprehensive Plan. The concept of “growth management” is central to city planning in Washington State. The Growth Management Act (GMA) is a series of state statutes, first adopted in 1990, focused on managing population growth throughout Washington. The Growth Management Act requires cities and counties to update their own Comprehensive Plans to stay current on population growth and other key topics like housing, transportation, parks and recreation, capital facilities, utilities, land use and zoning, economic development, and the environment.

Current Discussion:

Attached for the Planning Commission’s consideration is a formal recommendation to the City Council regarding the Final Draft of the 2024 Comprehensive Plan and Current Zoning Map, also attached. All public comments received are also attached and viewable under the “Public Participation” section of the City’s project website (<https://www.cityofedgewood.org/434>). A public hearing was held at last month’s Planning Commission Meeting, where no additional comments were provided.

Staff Recommendation:

Following any further discussion on the matter, the Planning Commission is invited to make a formal recommendation to the City Council on adoption of the 2024 Comprehensive Plan and Current Zoning Map.



CITY OF EDGEWOOD
PLANNING COMMISSION
RECOMMENDATION

The Planning Commission voted X-X to recommend that the City Council adopt the 2024 Comprehensive Plan and Current Zoning Map as presented, with proposed effective date of January 1, 2025.

RECOMMENDED BY THE CITY OF EDGEWOOD PLANNING COMMISSION
ON THE 9TH DAY OF DECEMBER 2024.

JoAnn Overfield
Planning Commission Chair

Attest by:

Jeremy Metzler, PE
Community Development Director

INTRODUCTION



OVERVIEW

The Edgewood Comprehensive Plan looks forward to 2044, provides a vision for the future, identifies goals and policies to achieve that vision, creates a basis for the City's regulations and guides future decision-making.

This plan builds on the City's existing Comprehensive Plan, responds to community needs and fulfills the Washington State **Growth Management Act** (GMA) requirements for periodic review. It also conforms to Pierce County's Countywide Planning Policies and guidance from the Puget Sound Regional Council's VISION 2050 Plan.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a broad statement of the community's values and vision for its future. It is a policy road map that directs the orderly and coordinated physical development of the City for the next 20 years. It anticipates change and provides guidance for action to address and manage that change. The Edgewood Comprehensive Plan is specifically intended to sustain the small-town character, ambiance and charm that Edgewood has maintained throughout its history.

The Plan encompasses topics that address the physical, social, and economic health of the City. A comprehensive plan takes a long-range perspective. For this reason, guidance is intentionally general, providing broad direction that does not prescribe outcomes. A plan is also a living document that can be adapted to evolving conditions and offer a framework for considering of policy changes.

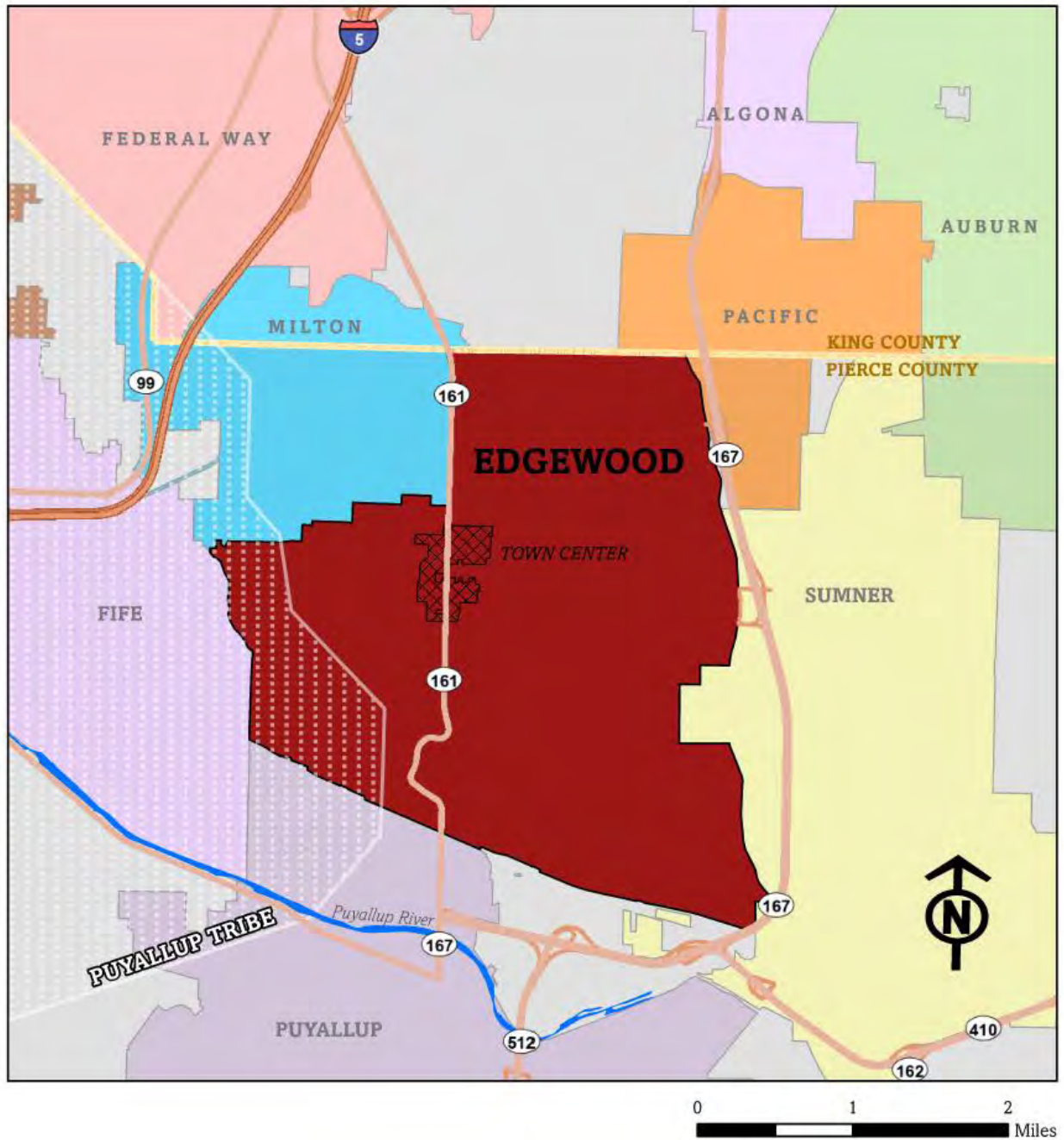
WHAT'S INSIDE THE PLAN?

As established by the GMA, the City is required to include certain chapters, or elements, that address land use, housing, transportation, capital facilities and utilities. The City may also include chapters on other topics of local importance. In this case, the City of Edgewood has opted to include chapters on the environment, economic development, community character, parks, and energy, plus a Town Center Element. Each chapter contains associated goals and policies that guide future actions by the City. The contents of each element are briefly summarized in Table 1.

Table 1: Plan Contents

ELEMENT	ELEMENT FOCUS
Natural Environment	Environmental stewardship, water quality, air quality, fish and wildlife habitat, natural hazards, tree canopy, climate change
Land Use	Land use classifications to meet projected growth, land use patterns, compatibility, sense of place, environmental protection, healthy living, equitable land use decisions, site and building design, vegetation and landscaping, public spaces, neighborhood character, and historic preservation
Town Center	Vision and guiding principles for the development of a vibrant, welcoming, and efficient mixed-use center in Edgewood; existing challenges and future opportunities
Housing	Housing capacity to meet projected growth, housing preservation, housing design, provision of a range of housing types to serve diverse needs and all economic segments of the community
Transportation	Transportation to support land uses envisioned by the Comprehensive Plan, movement of people and goods, transportation projects, financing, maintenance, safety, environmental protection
Parks, Recreation, Open Space, and Trails	Parks, trails and open space goals, policies and priorities as established in the City's Parks, Recreation, Open Space and Trails (PROST) Plan
Capital Facilities and Utilities	Facilities, utilities, and infrastructure needed for public services that will support planned population and employment, level of service standards, financing strategies, design and location, maintenance, collaboration with regional partners
Energy	Energy efficiency, conservation, alternative energy sources, public outreach and information, resiliency
Economic Development	Investment and economic opportunity, employment and industry trends and forecasts

Figure 1: Vicinity Map¹



¹ The map depicts the Puyallup Tribe of Indians treaty boundary which covers a part of Edgewood; however, not all Tribe boundaries are shown on the map

PUYALLUP TRIBE OF INDIANS

The City is located on the traditional homelands of the spuyaləpabš (people from the bend at the bottom of the river), also known as the Puyallup Tribe of Indians. The Puyallup people have lived on and stewarded these lands since time immemorial and continue to do so today. Traditionally, the Tribe has hunted, gathered, and fished throughout the Puget Sound, not just the Puyallup River Valley. In 1854, the Treaty of Medicine Creek established the initial Puyallup, Nisqually, and Squaxin Island Reservations and retained specific treaty rights to each people. The purpose of these lands is to house, sustain, and benefit the Puyallup people. The Treaty ceded lands that now encompass the entire geographical area of the City of Edgewood.

In 1857, the Puyallup Reservation area was expanded from what is now downtown Tacoma to include land in southwest Edgewood and the neighboring jurisdictions of Fife, Milton, Puyallup, Tacoma, and Pierce County. Approximately 10% of the City is located within the current boundaries of the Reservation (Figure 1).

Over the next century, the Tribe would see almost all of its lands sold off or taken as a result of inconsistent enforcement of the treaty. Despite this, the Tribe has persevered, actively working to purchase land within the Reservation and practice its traditional treaty rights to benefit its people. The Tribe is a major employer in Pierce County, with a total estimated employment of 1,300, and approximately 19% of the 5,800 enrolled tribal members (2021) live on the Reservation.

Today, the Puyallup Tribe of Indians has developed its own Comprehensive Land Use Plan, focused primarily on topics critical to maintaining treaty rights associated with access to housing, environmental stewardship, conservation of cultural resources, climate change, and economic opportunity. The Plan includes all land in Edgewood located west of Meridian Ave E.

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We gratefully honor and acknowledge that we rest on the traditional lands of the Puyallup People. The Puyallup people have lived on this land since the beginning of time. They are still here today. They live, work, raise their children, take care of their community, practice their traditional ways and speak the Twulshootseed language – just as their ancestors did.

The City of Edgewood recognizes the value of coordinated, meaningful, intergovernmental planning with the Puyallup Tribe of Indians, particularly in regard to:

- Housing;
- Natural resources;
- Cultural and archaeological preservation;
- Climate and resiliency planning; and
- Permit intake and review in for proposals within and directly impacting the Reservation.

A CURRENT SNAPSHOT OF EDGEWOOD

The City of Edgewood is located in northern Pierce County. It borders the cities of Sumner and Pacific to the east, the City of Puyallup and unincorporated Pierce County to the south, the cities of Milton and Fife to the west and unincorporated King County to the north. The city comprises a land area of approximately 5,382 acres, or approximately 8.41 square miles.

Following homestead settlement of the region in the late 19th century, the area was mostly converted to farmsteads, orchards, grazing lands, and woodlots. The first known homesteader in the area that became Edgewood was William Benston. The local post office was established in 1894. The Seattle-Tacoma Interurban Railway began service in 1902, bringing significant growth and development to the area.

The City incorporated on February 28, 1996, and has maintained its character as a primarily residential community with a pastoral quality. While there is strong potential and pressure for urban growth, the community has expressed a desire to retain a small-town character and feeling.

The majority of residential units are single-family, but there are also recently constructed multi-family developments and duplexes located throughout the City. Commercial, mixed-use, and multi-family development is concentrated along Meridian Ave E, particularly near and in an area known as “Town Center,” where City Hall and the Civic Campus are

located.

Outside of the Meridian Ave E corridor and Town Center, the City is home to many small, home-based businesses. Public land uses, such as parks, schools, civic buildings, and utility facilities, are distributed throughout the City. Places of worship and the Mountain View Community Center are also important to the character of the community.

VISION AND PLANNING FRAMEWORK

This section contains the City of Edgewood Comprehensive Plan Vision Statement and frameworks for planning for healthy communities, citizen participation and amending and implementing the Comprehensive Plan.

EDGEWOOD VISION

A vision statement is an aspirational description of the future that the City is trying to achieve through its plans and actions. For this Comprehensive Plan, the vision statement uses words to paint a picture of the City of Edgewood in 2044.

Vision Statement

In 2044, we have preserved our small-town character, welcoming and family-friendly neighborhoods and our trees and open spaces. Town Center is the city's core and home to a vibrant local economy. Pedestrian and bike paths connect people and places throughout our community. We are fiscally sustainable, providing high-quality public services within our financial capacity. Similarly, we strive to be environmentally sustainable, living within the capacity of our natural systems. We are a community of active citizens who are engaged in the decisions that shape our future and make Edgewood a unique and special place.

COMMUNITY HEALTH

Healthy communities are built on a foundation that considers the needs of the community with respect to environmental quality, economic vitality and social equity. As shown in Figure 2, healthy and sustainable communities are in balance with respect to people, prosperity and planet. Although health has not traditionally been a component of comprehensive planning processes, new state, regional and county policy guidance recognizes the link between health and the built environment. This guidance supports cities in assessing how they can improve the physical, social and mental wellbeing of community members.

The City of Edgewood has considered health as an integral part of the plan update and policies that promote healthy living are included throughout the Plan. For example, the Land Use Element contains policies that promote healthy living by supporting land use patterns that provide opportunities for people in Edgewood to be physically active and to eat healthy food.

Figure 2: Healthy Communities Diagram



REGIONAL PLANNING AND VISION 2050

The Edgewood Comprehensive Plan was developed to support and help implement the multicounty policy guidance of VISION 2050. The following briefly summarizes how the city's Comprehensive Plan advances the overall direction established by VISION 2050.

Edgewood's Comprehensive Plan advances a sustainable approach to growth and future development. The plan considers sustainability holistically, with policies that support environmental, fiscal, and social sustainability. Collectively, these provisions ensure a

healthy environment as a legacy for future generations.

The Comprehensive Plan has been updated based on residential and employment targets that recognize VISION 2050. Through the targeting process the plan has identified the number of housing units in the city for the year 2044 and establishes a realistic approach to providing affordable housing in our community.

The Comprehensive Plan addresses each of the policy areas in VISION 2050.

- Comprehensive plan policies address habitat protection, water conservation, air quality, and climate change.
- Environmentally-friendly development techniques, such as low-impact development and stormwater management techniques are supported.
- The plan calls for compact urban development focused in the Town Center and supports the City's design guidelines for mixed-use development.
- The housing element commits to expanding housing production at all income levels to meet the diverse needs of both current and future residents.
- Economic development policies support a distinctive built and natural character and high quality of life as key economic development drivers.
- Transportation policies advance cleaner and more energy efficient mobility, with strategies that advance alternatives to driving alone.
- Transportation planning is coordinated with the state and neighboring jurisdictions, including level-of-service standards and concurrency provisions. Public service policies emphasize sustainability and conservation.
- The Plan also addresses local implementation actions in VISION 2050.

CITIZEN PARTICIPATION

An active public participation program was an essential part of the 2024 Comprehensive Plan update. The public participation effort was intended to achieve specific desired outcomes, including:

- Providing clear information to the public on the purpose of the update process and how it worked;
- Public meetings and events designed to provide opportunities for all interested parties to be heard, and for people to listen and learn from one another;
- Public participation events conducted in locations and at times where it will be convenient for citizens to contribute to the update process and provide opportunities for involvement from individuals who are unable to attend

- meetings;
- Broad participation of all interested groups and individuals regardless of point of view;
 - Consideration of all participant viewpoints, even if views are not reflected in the outcomes; Encouragement of participation across all populations, including vulnerable and overburdened populations, in alignment with the planning goals of RCW 36.70A.020; and
 - A transparent process that clearly documents all public input and makes it available for public review.

In order to achieve these goals, the City undertook a wide variety of activities. The City utilized a series of open houses and community surveys to both relay information on the update process and to receive meaningful public input. Main components of the communication program included:

- **Surveys:** The City conducted three public surveys: community preference, land use & housing, transportation.
- **Public Workshops / Open Houses:** The City hosted 6 total public workshops and open houses: kick-off open house, key policy workshop, land use & housing strategies workshop, transportation workshop, land use and housing review workshop, and the final wrap up open house.
- **Webpage:** A specific website was set up for interested parties to receive updates, participate in surveys, submit comments, obtain notices and documents, and sign up for a mailing list. The City's website hosted a page dedicated to the 2024 Comprehensive Plan periodic update, including a link to the dedicated website.
- **Public notices:** Notices of workshops, public hearings, and other update events and milestones were placed on the website, posted at City Hall, and published in the Tacoma News Tribune (the local newspaper of record).
- **Comment forms:** Comment forms were made available at public facilities, such as City Hall and the Milton/Edgewood library, and at events.
- **Written Comments:** Written comments were taken in the form of letters or emails sent to the City regarding the plan.
- **Planning Commission meetings:** Between mid-2023 and adoption of the Comprehensive Plan in 2024, the Planning Commission met approximately numerous times to review information, discuss policy issues and make

recommendations on policy direction. All meetings were open to the public and public comment was invited. Meetings were held in the evening to maximize public participation. Planning Commission meeting information was also posted on the City's website.

FRAMEWORK FOR CITIZEN PARTICIPATION

Going forward, active citizen participation remains a vital component of the City's planning process. The framework for citizen participation is as follows:



FRAMEWORK FOR IMPLEMENTING THE COMPREHENSIVE PLAN

Consistent with GMA requirements, the Comprehensive Plan also includes discussion focused on actions necessary to implement the Plan. This includes:

- Developing a work plan, including a proposed schedule and priorities.
- Tracking and reporting on progress five years after the periodic update.
- Maintaining the Comprehensive Plan to ensure that changing conditions, including changes in the community and changes to regional, state and federal policies and regulation, are reflected in the Plan.

- Considering amendments to this plan no more than once a year (with certain exceptions such as initial adoption of a subarea plan, amendment of the capital facilities element that is part of the adoption or amendment of the City budget). Emergency amendments are permitted under certain circumstances.
- Ensuring that the Comprehensive Plan, development regulations, City and other agency functional plans and budgets are mutually consistent and reinforce each other.
- Collaborating with partners to address regional policy issues, including city, county, state, federal and tribal governments; regional entities; the private sector; non-profit organizations; research institutions and community groups.
- Establishing a process to verify that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property.

NATURAL ENVIRONMENT



INTRODUCTION

Edgewood's environment is comprised of both natural and built features. Scenic views, mature trees, rugged slopes, natural vegetation, streams, wetlands and depressional potholes are some of the aspects of the natural environment that Edgewood citizens value. The relationships between the City's natural environment and development have profound impacts on the quality of life in Edgewood. Edgewood's very name reflects the importance of the natural environment to community identity.

As development pressure intensifies in Edgewood, the protection of the natural environment becomes more important. The City must continually assess the relationship between the natural and built environments and evaluate the potential impacts of development on the environment and the community. Maintaining a quality natural environment in the City depends on coordinated actions between government, the private sector, and individuals.

This Natural Environment Element guides City efforts to protect and enhance the natural environment for present and future residents and provides a framework for achieving land use and development practices that are compatible with the natural environment. It is intended to meet the objectives of the state's Growth Management Act (GMA), the federal Endangered Species Act (ESA), State Environmental Policy Act (SEPA), County-Wide Planning Policies for Pierce County and other applicable federal, state and county policies.

This Element also provides guidance for reducing the risks to people, property, and the environment posed by geological and flood hazard areas. The City's Hazard Mitigation Plan and the Pierce County's Hazard Mitigation Plan both provide additional mitigation strategies and background information about natural hazards.

Some environmental impacts from development (e.g., heat island effect, greenhouse gas emissions) are not currently regulated by city code or state regulations. However, in 2023 the Washington State Legislature added a climate goal to the GMA. Accordingly, Edgewood is required add a *Climate Element* to the comprehensive plan by mid-2029, which will include topics addressing resilience and the mitigation of greenhouse gas emissions.

BACKGROUND INFORMATION

OVERVIEW

Edgewood was once primarily an agricultural and wooded area. Since incorporation, the City has become increasingly urban. Edgewood is located on top of a drumlin, an elongated plateau formed by glacial till. Most of the city area is located on this upland plateau bordered by the steep walls of the Puyallup River valley to the west and south and of the White River valley to the east and south. The southernmost portion of the City is in the Puyallup River valley. Elevations within the City begin at 20 feet above sea level and rise to approximately 500 feet. The highest elevations are found in the southeast corner of the City. There are several closed topographic depressions throughout the City, locally known as “potholes.” Natural areas within the City also include steep slopes, ravines, natural reserves, wetlands, streams, flood areas, aquifer recharge areas, native growth easements and stands of mature trees. These areas are found on both private and public property.

Climate

The City experiences a typical maritime climate of mild, wet winters and relatively cool, dry summers. On average the city receives approximately 38.3 inches of precipitation annually, which occurs primarily in an eight-month period beginning in October and ending in May. The average annual temperature for the area is 50.8 degrees Fahrenheit. Over the course of a year, the temperature typically varies from 37 degrees Fahrenheit to 79 degrees Fahrenheit and is rarely below 27 or above 89 degrees Fahrenheit.

CRITICAL AREAS

The GMA requires cities to develop policies and development regulations to protect critical areas using best available science. Critical areas include wetlands, areas with a critical recharging effect on aquifers used for drinking water, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. The City has identified and mapped many critical areas, shown in Figure 1, 2 and 3. Identification of additional critical areas is an ongoing process and generally occurs concurrent with development activities when critical area protection measures are applied as part of the application review.

As mandated by the GMA, the City of Edgewood's Critical Areas Ordinance (Codified at

Edgewood Municipal Code Title 14) promotes the maintenance, enhancement, and preservation of critical areas and environmentally sensitive natural systems by avoiding or minimizing adverse impacts from construction and development. Under the GMA, local governments are required to use the Best Available Science (BAS) when reviewing and revising policies and regulations for critical areas. “Buffers” are areas that may be adjacent to a critical area that have specific building and development activities restrictions intended to protect the resource. The plans and regulations designed to protect critical areas are not intended to deny a reasonable use of private and public property, but to assure that development on or near critical areas is accomplished in a manner that is sensitive to the environmental resources of the community.

Note: The locations of the critical areas in the figures below can also be found on the Edgewood GIS online mapping system. Additional critical areas maps and data can be found on the Washington State Department of Natural Resources (DNR) GIS open data portal and the Pierce County GIS open data portal.

Figure 1: Critical Areas - Steep Slopes

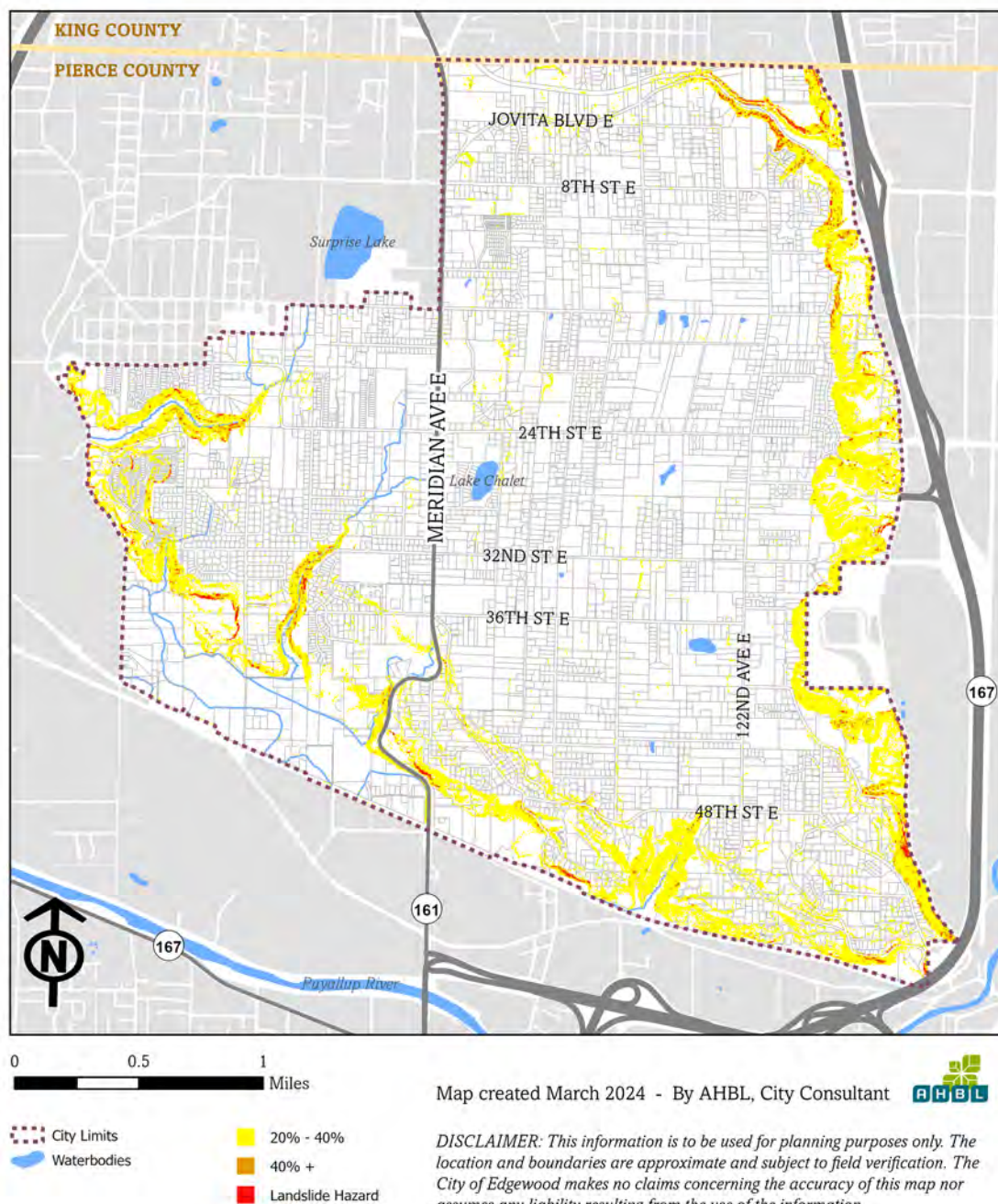
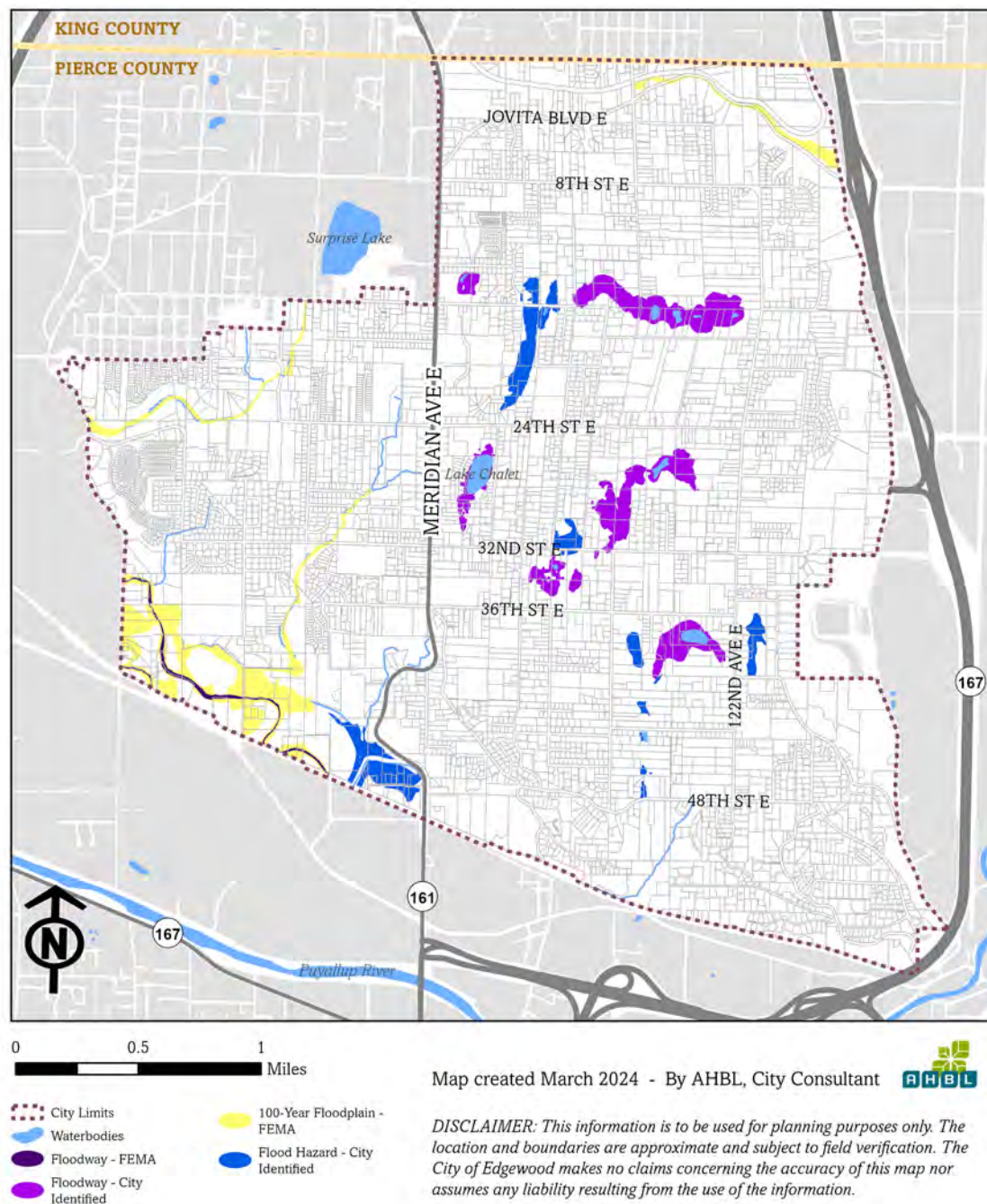
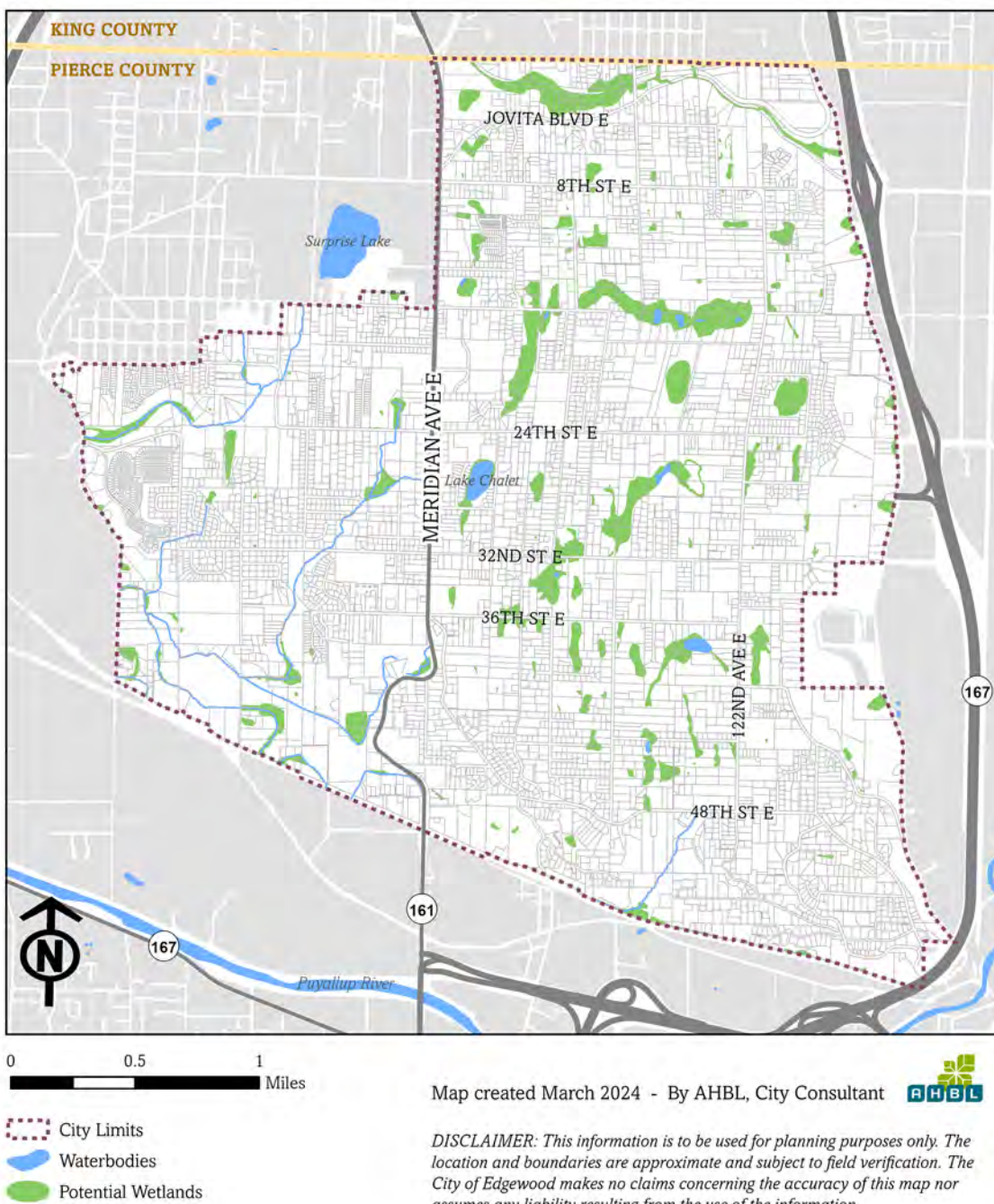


Figure 2: Critical Areas - Flood Hazards



The following map indicates the locations of wetlands within the City, excluding buffers required per EMC 14.40.030.

Figure 3: Critical Areas – Wetlands



EARTH RESOURCES

Soils

The soils of Edgewood are in the Alderwood-Everett association on the plateau and the Puyallup-Sultan association in the Puyallup and White River valleys in the eastern and southern portions of the City. On the plateau, the predominant soil is Alderwood, with large areas of Kapowsin. The plateau soils also contain large pockets of Everett, Indianola and Neilton soils. The valley areas in the southern and eastern portions of the City contain primarily Snohomish, Briscot, Puyallup, Shalcar and Sultan soils.

Near surface soil within Edgewood has varying runoff potential and infiltration

rates and thus varying degrees of suitability for development. The higher the runoff potential and the lower the infiltration rate, the less suitable an area may be for development. Table 1 to above shows the runoff potential and infiltration rate of each soil type within the City. Many exceptions to these classifications exist.

Table 1: Soil Types

SOIL TYPE	RUNOFF POTENTIAL	INFILTRATION RATE
Everett	Low	High
Indianola	Low	High
Neilton	Low	High
Puyallup	Moderately low	Moderate
Alderwood	Moderately high	Low
Sultan	Moderately high	Low
Briscot	High	Low
Kapowsin	High	Low
Shalcar	High	Low
Snohomish	High	Low

Geologically Hazardous Areas

Geologically hazardous areas include areas susceptible to erosion, sliding, earthquake, or other geological events. They pose a threat to the health and safety of citizens when incompatible commercial, residential, or industrial development is sited in areas of significant hazard. Some geological hazards can be reduced or mitigated by engineering, design, or modified construction or mining practices so that risks to public health and safety are minimized. When technology cannot reduce risks to acceptable levels, development in geologically hazardous areas must be avoided.

Erosion

Erosion is a natural process where rain, running water and wind loosen and transport soil from one location to another. Of these natural forces, erosion by rain and running water is by far the most common within the Puget Sound region. The susceptibility of any soil type to erosion depends upon the physical and chemical characteristics of the soil, its protective vegetative cover, slope length and gradient, intensity of rainfall, and the velocity of water runoff. The City contains areas that are prone to erosion activity. Steep slope areas and areas cleared of vegetation are the most susceptible to erosion.

Steep Slopes and Landslide Hazards

The steepest slopes in the City are generally found along the southern, eastern, and western hillsides, and particularly Jovita Canyon near the Edgewood city limits, exceeding 30 percent in places. Potentially unstable slopes are a major hazard to people, structures, and other land uses and infrastructure. Landslide and steep slope hazards were evaluated in the City of Edgewood Surface Water Management Plan (SWMP, December 2018). The SWMP documented the observed presence of landslide features, soil conditions that are conducive to landslides and slope inclination.

Seismic and Volcanic Mudslide (Lahar) Hazards

Seismic hazard areas are those areas subject to severe risk of earthquake damage because of settlement, lateral spreading, slope failure or soil liquefaction. These conditions occur in areas underlain by soils with low cohesion and density, usually in association with a shallow groundwater table. When shaken by an earthquake, certain soils lose their ability to support a load (such as a structure). Some soils will flow like a fluid; this process is called liquefaction. Loss of soil strength can also result in failure of the ground surface and damage to structures supported in or on the soil. Loose, water-saturated materials are the most susceptible to ground failure due to earthquakes. The primary areas of seismic hazards within the City of Edgewood are those along steep slopes, within valley bottoms, atop alluvial fans (for example, the mouth of Jovita canyon) and some areas of filled/graded land.

In addition to seismic hazards, some of the areas within Edgewood are prone to volcanic mudslide hazards. A major landslide on Mount Rainier, southeast of Edgewood, could affect some areas in the southwestern parts of the City.

VEGETATION AND WILDLIFE HABITAT

Forested open space, wetlands, and native vegetation are important resources that should be preserved. Trees and native vegetation help stabilize soil on steep slopes and some tree stands can serve as wind and sound barriers. Trees provide oxygen, purify the air, slow and absorb stormwater runoff, stabilize slopes, prevent erosion, and provide shade. They can greatly enhance a community's appearance and provide natural beauty. Plants replenish the soil with nutrients and generate oxygen and clean pollutants from the air. The native vegetation found near creeks, lakes, wetlands and depressional potholes offer habitats for a wide variety of wildlife including migratory species. Less-developed wooded areas associated with stream courses and steep slopes also provide habitats for many birds and mammals. In addition, wetlands, depressional potholes, and riparian vegetation provide surface water storage and help clean surface water of pollutants and sediment and provide habitat for species regulated under the Endangered Species Act including the Northwestern Pond Turtle and Salmon. Forest cover also protects riparian habitat, keeping water temperatures cool.

The largest, most contiguous areas of native vegetation in Edgewood are primarily found on the southern, western, and eastern hillsides. These areas, together with wetlands and depressional areas, provide the highest quality wildlife habitat found in the City. However, areas of less intensive development also contain mature trees and other native vegetation, which provide secondary wildlife habitat and substantially contribute to the quality of life in the City.

Development often results in the conversion of habitat areas to other uses. The loss of certain types of habitat can have significant and adverse effects on the health of fish and wildlife species. The City has development regulations in place to protect and limit impacts to habitat during development. This includes critical fish and wildlife habitat areas, which provide habitat for species designated by state or federal agencies as endangered, threatened, sensitive, candidate, or priority species.

Wildland Urban Interface

As described above, beautifully forested areas surround and extend into Edgewood. When urban development extends into areas that were previously undisturbed, an area known as the "Wildland – Urban Interface" forms. The Wildland-Urban Interface (WUI) can be thought of as a zone where natural areas and development meet. This is where the possible threat of wildfires on structures is increased due to the proximity of fire-prone vegetation near the structures. Climate conditions, weather patterns, topography,

hydrology, and development conditions all contribute to the set of conditions that can increase potential threat of catastrophic events. Through implementation of land use and related land development policies and regulations, the City can support mitigation, particularly where firefighting (or suppression) systems may be limited.

AIR QUALITY

One of the basic characteristics of a livable city is clean air. Numerous federal, state, and regional agencies enact and enforce legislation to protect air quality. Good air quality in Edgewood, and in the region, requires controlling emissions from all sources, including: internal combustion engines, industrial operations, indoor and outdoor burning and wind-borne particles from land clearing and development. In the Puget Sound region, vehicle emissions are the primary source of air pollution and particulates and smoke generated from wildland fires across the Western US and Canada can also have substantial impacts.

Seattle-Tacoma International Airport is the major aviation hub connecting the Puget Sound region to cities across the globe which continues to grow and expand. Airplanes contribute to air pollution and can worsen air quality and pollution emitted from aircraft is often even smaller than pollutants emitted from roadways. Smaller pollution particles can filter into the body with greater ease, and cause health issues for vulnerable populations including pregnant women and youth. In addition, ultrafine particles are not monitored or regulated by the EPA. Thus, the impacts of air pollution as outlined in the study will likely worsen as passenger traffic increases at the airport. Edgewood lies south of SeaTac airport and within the flightpath aligning with the runways.

Local and regional components must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions, and vehicle trip demand management strategies.

Air quality is measured by the concentration of chemical compounds and particulate matter in the air outside of buildings. Air that contains carbon monoxide, ozone, and particulate matter can degrade the health of humans, animals, and plants. Human health risks from poor air quality range in severity from headaches and dizziness to cancer, respiratory disease, and other serious illnesses, to premature death. Potential ecological impacts include damage to trees and other types of vegetation. Quality of life concerns relating to poor visibility and deposit of soot and other particulate matter on homes and other property are additional concerns.

The City seeks long-term strategies to address air quality problems, both on the local level, and also in the context of the entire Puget Sound Basin with coordination and major direction from the Puget Sound Air Pollution Control Agency.

WATER

Drainage Systems and Flood Hazards

Edgewood is part of the Puyallup River and White River watersheds. Drainage basins in the City include closed depressions, creeks, steep slope ravines, and year-round water bodies. Some of the closed depressions, locally known as potholes, are identified in the City of Edgewood Surface Water Management Plan.

Edgewood is located within the Puyallup-White River Watershed Resource Inventory Area (WRIA) 10. Watershed planning is performed at the regional level and the City participated in the creation and approval of the WRIA 10 Final Draft Watershed Restoration and Enhancement Plan¹, adopted by Ecology in 2021.

The surface drainage system of the City of Edgewood also includes floodplains. Digital Flood Insurance Rate Maps (DFIRMS) prepared by the Federal Emergency Management Agency (FEMA) are official flood map used in the National Flood Insurance Program. These maps are regulatory tools and provide a lot of information including the location of “100-year” flooding (the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year) and “500-year” floods (areas of minimal flood hazard but which still have a 0.2-percent change of flooding in any given year). The City has designated the 100-year flood hazard areas as frequently flooded areas.

As development continues in Edgewood, it will affect water quality and stormwater quantity. New development can cause or aggravate drainage problems by increasing impervious area, reducing vegetative cover, changing runoff routes, accelerating runoff rate and in other ways. By increasing stormwater quantity and velocity, development can diminish water quality. Improvements and mitigation measures are needed to reduce the risk of erosion, landslides and flooding, and secondary impacts such as property damage, road closures, degradation of fish and wildlife habitat and inundation of septic systems.

Streams and Creeks

¹ Edgewood Resolution No. 21-0548

Numerous small streams and creeks are found within or adjacent to the City of Edgewood. Many of these streams have been placed in culverts, channels, or are otherwise altered. Jovita Creek flows eastward into the White River. Surprise Lake Creek begins within the City limits of Milton, flows through Edgewood, then out through Edgewood's western boundary. Wapato Creek flows through the southwestern corner of Edgewood, then westward into the City of Fife. Before leaving Edgewood, Wapato Creek is joined by Simons Creek. Coho salmon, steelhead and cutthroat are present in Jovita Creek, Simons Creek and Wapato Creek. Coho and steelhead spawn in Simons Creek and Jovita Creek.

Some portions of the watersheds drained by creeks in the City have been paved or otherwise developed. This development dramatically increases the volume of water in the creeks during storm surges and reduces in-stream flows during drier periods of the year. This combination of more intense storm surges and overall lower flows causes numerous environmental problems, including: increased stream bank erosion, scouring and deepening of the stream channel, reduced water quality, sedimentation of gravel, damage to stream-side vegetation and reduction or elimination of habitat for wildlife, fish and the insects on which fish feed. Creeks can be damaged as a result of large quantities of storm water as well as by pollutants they may contain. The City has adopted regulations to address these issues².

Wetlands

Wetlands are defined throughout Washington State as areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands within the City are part of a Palustrine System. Palustrine systems include all non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens. When planning for the future of the community, it is important to consider the specialized functions that wetlands perform as part of the natural ecosystem. To maintain water quality, support groundwater, vegetation and wildlife, it is imperative that wetlands,

² None of the waterbodies are large enough to be classified as a Shoreline of the State, and therefore the City is not required to maintain a Shoreline Management Plan (SMP) under the Shoreline Management Act (1971).

and their functions and values, be preserved to the extent possible. Clearing of vegetation, grading, filling, and draining and other activities associated with land development, may decrease the ability of wetland areas to provide drainage, stabilize stream banks, provide wildlife habitat, and filter pollutants from the water.

Wetlands also play a significant role in flood control. During flooding, streams overflow their banks and spread out across the floodplain. Wetlands attenuate the peak flows from storm events by storing water during wet periods and discharging the stored water during dryer periods. Some of the wetlands within the City of Edgewood have been identified and mapped. Other wetlands have not been identified and will be identified during development review. Several wetland areas exist in the depressional potholes. Stream corridors in Edgewood are generally too steep to contain continuous wetlands, but wetlands can still develop in these areas.

Groundwater and Aquifer Recharge Areas

When precipitation occurs, rainwater infiltrates the soil and percolates to the water table. This action recharges the groundwater system. Groundwater moves down a hydraulic gradient to where the water table either coincides with or lies above the land surface—this is the discharge area. Areas of permeable soil and areas where surface water accumulates are likely to be aquifer recharge areas.

Preventing groundwater contamination is much more cost-effective than groundwater cleanup requirements, and the GMA requires protection of the public groundwater drinking supplies.

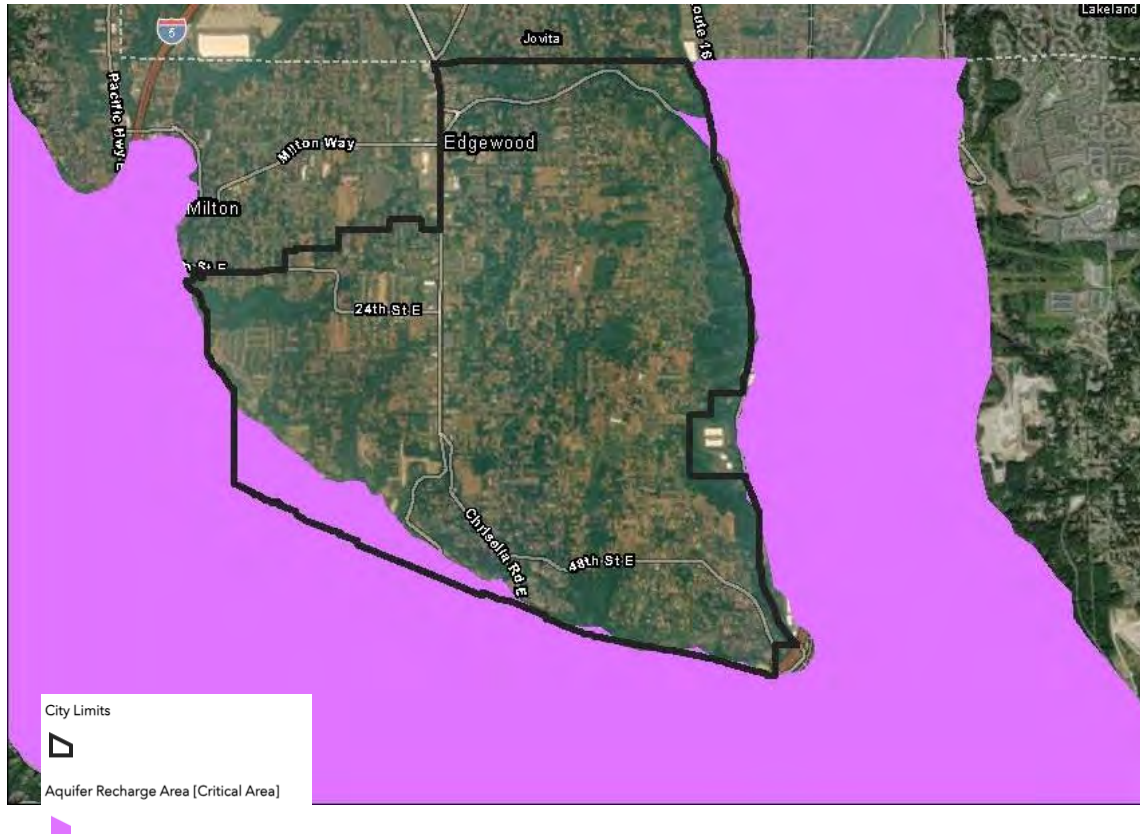
The state of aquifer recharge areas affects the quantity and quality of groundwater. For instance, polluted areas and areas with a high amount of impervious surfaces can have a negative impact on groundwater supplies. Pollution contaminates water, whereas impervious surfaces reduce the amount of water returning to groundwater storage systems. Land uses directly impact the state of aquifer recharge areas.

The GMA requires that cities and counties identify and regulate “areas with a critical recharging effect on aquifers used for potable water.” Aquifer recharge areas exist throughout the City. Studies have not been conducted to determine the exact locations of critical recharge areas. However, the depressional potholes act as aquifer recharge areas by concentrating runoff. In addition, upland deposits of sand and gravel provide important storage and likely function as recharge areas.

The City contains many observed springs and seeps along the hillsides to the east,

southeast and southwest from the upland plateau, which attests to one or more water bearing zones above the valley floors.

Figure 4: Critical Aquifer Recharge Areas



NATURAL RESOURCE LANDS

The GMA required that counties classify natural resource lands of long-term commercial significance, to include agricultural, forest, or mineral resource lands. No land in Edgewood has a natural resource land classification or designation.

GOALS AND POLICIES

🌲 Please look for this icon for goals and policies that focus specifically on Climate Change.

Goal NA.1 Protect and enhance the natural environment for the benefit of current and future generations.

- NA.1a Conduct all City activities, including policy and regulatory decisions, budget decisions, public projects and departmental operations in a manner that minimizes adverse environmental impacts.
- NA.1b Maintain the City's inventory of designated critical areas, and continue to update the information as new critical areas are identified.
- NA.1c Maintain and implement development regulations that conserve and protect the functions and values of critical areas, updating development regulations as necessary to respond to advances in the best available science and changing conditions in the City.
 - Give special consideration to protecting critical areas that provide habitat for anadromous fish.

In addition to their intrinsic value, healthy natural systems provide multiple benefits to Edgewood. These include raw materials and pastoral scenery that support the City's economy, healthy living conditions for residents and ecosystem services such as stormwater control.

- NA.1d Cooperate with other governments, the private sector, community groups and non-profit organizations to protect and enhance the environment.
- NA.1e 🌲 Explore the use of new and evolving technologies and strategies to support environmental sustainability.
- NA.1f 🌲 Support education and involvement programs that empower community members to practice environmental stewardship.
- NA.1g Coordinate with community members to preserve natural open space lands.
- NA.1h Direct development to areas where adverse impacts on natural resources can be minimized.

- NA.1i Provide incentives for development that is designed, sited and constructed to minimize environmental impacts.
- NA.1j Require mitigation for new development that creates environmental impacts.
- NA.1k Require measures to minimize excessive noise and light emitted from commercial land uses, industrial land uses, and other sources.
- NA.1l Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.
- NA.1m Prioritize the reduction of environmental impacts to vulnerable populations that have been disproportionately affected³.
- NA.1n Develop strategies to clean up brownfields and other contaminated sites.
- NA.1o Seek funding from the Washington State Department of Commerce to cover the costs of adding a Climate Element to the Comprehensive Plan, such as technical assistance, in accordance with the state's Climate Commitment Act.
- NA.1p By June 30, 2029 add a Climate Element, comprised of two sub-elements (a Greenhouse Gas Emissions Reduction sub-element and a Resiliency sub-element) to this Plan per RCW 36.70A.070(9).
- NA.1q Reduce and mitigate the risk to lives and property posed by wildfires through implementation of portions of the wildland urban interface code.

Goal NA.2 Protect and enhance water quality and hydrological functions.

- NA.2a Work with neighboring jurisdictions and other partners to maintain and restore natural hydrological functions on a drainage-basin level.
- NA.2b Promote the sustainable use of water resources, including conservation efforts and implement the Water Use Efficiency Program within City

³ See SSHA³P work documents available at <https://southsoundaffordablehousing.org/middle-housing/> (2023, Berk).

facilities and buildings.

- NA.2c Prevent pollution of surface water, soil and groundwater resources through regulations, programs, and public education.
- NA.2d Require new development to utilize stormwater best management practices, including low impact development (LID) principles such as reducing stormwater runoff, and other techniques to replicate natural drainage processes.

Best management practices (BMPs) are physical, structural, and/or managerial practices that reflect the current best balanced thinking on how to achieve results.

- NA.2e Strive to minimize impervious surfaces in the City, particularly in the potholes areas.
- NA.2f Encourage the proliferation of sanitary sewers throughout the City and ensure the proper use and maintenance of on-site sanitary systems.
- NA.2g Protect and preserve areas that are critical for aquifer recharge, such as wetlands, streams, and water bodies.
- NA.2h Strive for “no net loss” of wetland area, function, and value within each drainage basin over the long-term.
- NA.2i Support initiatives to reduce impervious surfaces, prevent surface erosion, decrease the use of fertilizer and pesticides, and prevent contamination of stormwater runoff.
- NA.2j Consider updating the existing clearing and grading ordinance to minimize ground disturbance, prevent potential flooding hazards, and protect water quality.

Goal NA.3 Protect and enhance air quality, including addressing climate change.

- NA.3a Support federal, state and regional clean air policies, including the Puget Sound Clean Air Agency’s growth management policies.
- NA.3b  Participate in regional efforts to address climate change.
- NA.3c  Monitor the potential adverse effects of climate change on Edgewood, and update adaptation and mitigation strategies as needed.

- NA.3d  Promote energy efficiency and the use of renewable and alternative energy sources that help to improve air quality and reduce greenhouse gases (see Energy Element).
- NA.3e  Encourage non-motorized and public transportation and provide opportunities for reduced automobile travel.
- NA.3f  Support transportation system design that reduces idling and enables efficient movement of cars through the City, such as optimized signal timing (see Transportation Element and Energy Element).
- NA.3g Maintain and consider enhancing dust abatement activities and regulations.
- NA.3h Encourage the retention of native vegetation, and the incorporation of native landscaping in developed areas.
- NA.3i Promote healthy indoor air quality through building regulations and through public education.
- NA.3j  Divert organic material going to landfills in order to reduce methane emissions through the implementation of the City's compost procurement policy and conduct educational outreach to inform residents about the value of compost and how the city uses compost.

Goal NA.4 Protect and enhance fish and wildlife habitat.

- NA.4a Plan for and preserve habitat areas, including wildlife corridors and areas with healthy native ecosystems, through development regulations and as part of the Parks, Open Space and Recreation Plan.
- NA.4b Actively participate in regional species protection efforts, including salmon habitat protection and restoration.
- NA.4c Encourage the removal of invasive species and the replanting of native vegetation.
- NA.4d With the exception of habitat improvements, stream alterations should only occur when absolutely necessary and should minimize adverse impacts to aquatic life.

Goal NA.5 Minimize risks to people, property and the environment posed by geological and flood hazard areas.

- NA.5a Encourage new development to locate outside of geological and flood hazard areas.
- NA.5b Regulate development in hazard areas to ensure that it does not cause safety risks, and that appropriate building standards and mitigation measures are used to address site conditions.
- NA.5c Promote retention of vegetation and limit land disturbance in identified steep slope and landslide hazard areas.
- NA.5d Protect existing natural areas that provide stormwater storage during flood events.
- NA.5e Promote educational efforts to inform landowners about hazard areas and steps they can take to mitigate risks and prepare for emergencies.

Goal NA.6 Protect and enhance the City's tree canopy.

- NA.6a  Enhance the urban tree canopy to support climate resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.
- NA.6b Review the feasibility of establishing an urban forestry program.
- NA.6c Establish an urban forest manual or guide with an approved or recommended tree lists appropriate for use in streetscapes, landscaping, and critical areas.
- NA.6d Maximize the number, diversity, suitability, location, and size of trees planted.
- NA.6e Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.
- NA.6f Review the feasibility of establishing a Fee In Lieu Program option for tree replacement for development projects within the City.

LAND USE



INTRODUCTION

The Land Use Element guides future use of land in Edgewood and describes development patterns that support the City's vision for the future. The element includes policies promoting community character, preserving and strengthening residential neighborhoods, respecting and promoting the natural environment, and promoting healthy living. The Element also describes and sets out land use designations while including specific policies fostering the focused development of the Town Center and Meridian Corridor as vibrant, mixed-use community hubs.

The requirement for a Land Use Element in comprehensive plans is one of the key components of the Growth Management Act (GMA). The GMA requires cities to show how they will accommodate 20 years of growth through sufficient buildable land that is zoned appropriately to support future development. The Pierce County Countywide Planning Policies establish Edgewood's 2044 population target of 18,258 people.

In addition to managing growth, the Land Use Element also sets goals and policies for the design and spatial layout of cities. These goals and policies provide the opportunity to shape communities into more livable spaces supporting positive health outcomes in the community.

BACKGROUND INFORMATION

The GMA requires cities to maintain a comprehensive plan with a Land Use Element to designate the proposed categories and intensities of land uses. The GMA further specifies that the Land Use Element is the foundation of a comprehensive plan. This process of designating future land uses must account for future population growth and must be supported by adequate levels of public facilities and services provided concurrent with development.

Consistent with this legislative intent, the Washington Administrative Code (WAC) identifies general features of a Land Use Element as listed below (though these items can be in a Land Use Element or other plan elements).

- Designation of the proposed general distribution, location, and extent of land for all projected uses.
- Population densities, building intensities, and estimates of future population growth.
- Provisions for protection of the quality and quantity of ground water used for public water supplies.
- Consideration of urban planning approaches to promote physical activity.
- Review of drainage, flooding, and stormwater runoff and guidance for discharges that pollute waters of the state.

To ensure consistency with regional goals and objectives, the Puget Sound Regional Council VISION 2050 and Pierce County Countywide Planning Policies (CPPs) were consulted as part of the Land Use Element update. Feedback provided at community meetings and through other engagement activities also provided key direction for updating the Land Use Element and helped guide the update of the City's Official Future Land Use Map.

The GMA requires the City of Edgewood to identify and designate lands for public use to ensure there is sufficient land available for schools, recreation, landfills, stormwater facilities, and other public uses. Edgewood ensures this responsibility is met by collaborating with the local school districts, fire districts, and the county planning department to site new facilities as needed; and determine current and future needs in this plan's Capital Facilities Element.

EXISTING CONDITIONS

Natural Environment

Edgewood's natural environment includes stands of mature trees, steep slopes, ravines, closed topographic depressions (known as potholes), and several water features.

Lake Chalet is in west-central Edgewood. Four perennial creeks flow through the City: Jovita Creek, Surprise Lake Creek, Simons Creek, and Wapato Creek. Wetlands are found adjacent to these creeks and throughout the City. While there are no rivers in Edgewood, the City's southern and eastern boundaries are defined by the steep valley walls of the Puyallup River and the White River.

Edgewood's topography and hydrology influence land use patterns. For instance, steep slopes, streams, and critical areas limit development potential. The City may also choose

to preserve natural areas to meet community objectives.

Existing Land Use

The City of Edgewood is approximately 8.41 square miles (or 5,382 acres) in area. Residential land uses make up the majority of the City. Single-family residences are the primary residential use, but there are also multi-family developments and duplexes located throughout the City. The City is also encouraging mixed-use development through its zoning designations in specific locations along Meridian Avenue and Freeman Road.

Commercial land uses are located primarily along the Meridian Avenue corridor and include services, office space, and retail sales. Additionally, many residential uses include home occupations. Industrial lands are limited in Edgewood, with most of the regional focus in the adjoining communities of Fife, Pacific, Puyallup, and Sumner.

Public land uses such as schools, parks, utilities, and roads are distributed throughout the City.

There are a number of undeveloped open spaces in private ownership, many of which are on steep slopes or around streams and wetlands thereby limiting development options.

Urban Growth Areas (UGAs) can include areas around cities that are eligible for annexation. Edgewood does not have a UGA that extends beyond the City limits.

Growth Targets

Edgewood's estimated 2024 population is 14,080. The state sets targets for the amount of growth counties will accommodate within the next twenty years by household income level, and counties and cities work together to allocate that growth in a manner consistent with state and regional guidelines. Next, Edgewood's 2044 growth target was established by the Pierce County Countywide Planning Policies and adopted by the Pierce County Council¹ based on guidance provided in PSRC's VISION 2050 plan, which apportions growth among various "regional geographies." VISION 2050 organizes cities and places into various categories: *Metropolitan Cities, Core Cities, High Capacity Transit (HCT) Communities* and *Cities and Towns*. Edgewood is included in the "Cities and Towns" category due to various factors, and primarily to account for the locational attributes with respect to employment centers and transit. The targets (which are the final values to be planned for, including growth) are shown in Table 1. Over the coming twenty-year period t²

¹ Pierce County Ordinance Nos. 2022-46s and 2023-22s

² As this Comprehensive Plan was developed, the future growth which is set out in this plan, which is driven in large part by changes needed to provide sufficient land capacity for housing needs at all income levels, was

he city is forecasted to grow by almost 30 percent in population count. See the capacity analysis at Appendix B for more information.

Table 1: City of Edgewood Population, Housing and Employment Targets

CATEGORY	2044 TARGET
Population	18,258
Housing	7,522*
Employment	4,206

*See Housing Element for housing targets by income level

Table 2: Comparison of Growth Targets and Available Capacity

	EXISTING (2020)	2044 TARGET
Housing Units	5,125 units	7,557 units
Employment	2,244 jobs	4,206 jobs

The City's Official Future Land Use Map (Figure 3) shows the broad, future use categories of the community and how those uses will be distributed.

Future Land Use Designations

Information about the City's future land use designations are summarized in Table 3. The purpose of each of the designations is described on the following pages.

coordinated among planning efforts for capital facilities, utilities and transportation as identified in the corresponding elements.

Table 3: Acreage according to Land Use Designations

LAND USE DESIGNATION	IMPLEMENTING ZONING DISTRICTS*	ACRES	PERCENT OF TOTAL CITY ACREAGE
Residential - 1	Single Family 2 (SF 2)	1,510	28.3
Residential - 2	Single Family 3 (SF 3)	448	8.4
Mixed Residential Low	Mixed Residential 1 (MR-1)	2,122	39.7
Mixed Residential Moderate	Mixed Residential 2 (MR-2)	362	6.8
Mixed Use Residential	Mixed Use Residential (MUR)	171	3.2
Commercial	Commercial (C)	104	1.9
Town Center	Town Center (TC)	125	2.3
Public	Public (P)	285	5.4
Business Park	Business Park (BP)	41	0.8
Industrial	Industrial (I)	171	3.2

**As listed in the Municipal Code as of the passage of Ordinance 24-0669 or as subsequently renamed/ revised.*

Residential

The City has several land use categories for residentially focused areas. Residential -1 and Residential – 2 are intended to preserve the identity of areas with patterns of large residential lots, preserve tree stands and reduce traffic volumes in east-west arterial corridors. It is also used in areas lacking service and where critical area protections may be in place or the presence of potholes limits development capacity.

Mixed Residential

There are two mixed residential land use classifications providing for moderate residential density using a variety of urban housing types such as small-lot detached dwellings, duplexes, and townhouses.

Mixed Use

There are four mixed use land use classifications. First, the Town Center category is in place to facilitate development at the city's core, reflecting the unique local character and rural roots. The land use category accommodates a range of compatible uses emphasizing a variety of vertical and horizontal mixed-use development, pedestrian-oriented retail, multifamily residential, senior housing and civic uses. Next, the Commercial category is assigned to lands where a visual and functional transition between the town center and other less intensive uses are in place or intended. This category is primarily intended for commercial development but also accommodates light industrial and multifamily housing uses. The Mixed Use Residential land use category accommodates a range of medium density residential housing types as well as some commercial uses and professional office uses. Finally, the Business Park land use classification accommodates a wide range of employment and commercial uses, including professional office, senior housing and apartments, light industrial and retail uses.

Industrial

The City has a limited amount of lands classified as Industrial providing for regional research, light manufacturing, warehousing, and other major regional employment uses. Industrial lands are limited to areas where regional transportation access is available.

Public

The Public land use classification accommodates and provides lands for moderate-scale and large-scale activities relating to the purpose of state and local governmental entities and semi-public institutions providing necessary public services.

COMMUNITY CHARACTER

Edgewood's community character is shaped by its rich history, small town amenities, pastoral and natural areas, residential neighborhoods and its growing mixed-use corridor along Meridian Ave E. The intent of the Goals LU.3 through LU.6 and their associated policies in this element is to guide public and private development, protect the community's positive attributes and foster community design that is people-oriented, diverse, and aesthetically appealing.

Community character can be supported and enhanced through quality community design. Community design combines aspects of architecture, landscape, public works

facilities, public art, and transportation systems. High quality community design does not have to be extravagant, it can simply be a thoughtful approach to the look of new development. Design quality refers to development's overall contribution to the appearance and function of the community. For example, within new developments, retention of existing vegetation and integration of appropriate landscaping contributes to Edgewood's rurally-inspired image and ensures that trees will continue to provide benefits to the community for years to come. Design also has to do with the way development is related to surrounding properties. When development integrates attributes of adjacent sites, the overall function and appeal of the area is improved. Examples include shared driveways, similar landscaping, pedestrian connections and consistent building form.

Quality community design is essential in Edgewood to ensure that the growth anticipated in the next 20 years will maintain and enhance community character.

New commercial and industrial development is anticipated during this time in areas near existing single family residential neighborhoods. For this development to be compatible with existing neighborhoods, it is necessary to have appropriate transitions and mitigate for potential negative impacts. If designed thoughtfully, new development can have positive impacts such as increased access to local services and improved pedestrian connectivity.

LAND USE COMPATIBILITY

The City promotes the health, safety, and general welfare of Edgewood's residents by guiding planning and land use decisions. The City has defined different land use zones to implement this Plan, support the future development of each zone, and promote compatibility between zones. The City's zoning code addresses impacts such as noise, light trespass, vibrations, glare, and traffic volume in considering classifications. In addition, the City uses height and bulk dimensional regulations to ensure that buildings are compatible with the identity of the surrounding area. For some development, design standards are applied to assure quality physical development occurs in each zone including the regulation of landscape screening, streetscape features, and other controls incorporated between different uses to create continuity between zones.

Integrating Health Considerations into the Urban Form

Maintaining a healthy and safe quality of life for all community members in Edgewood is a top priority when planning for the future of the city. Land use decisions that support

healthy living are encouraged by the city such as preserving the environment, supporting walkable neighborhoods, expanding safe pedestrian and bicycle access, and locating parks and active recreation opportunities nearby residential housing. Through these decisions, the City is able to encourage active lifestyles through the built environment.

Infill Development

The City has undeveloped land located throughout the community that can provide opportunities for new infill development. The focus on opportunities to develop parcels within existing urban areas can reduce sprawl, support improved transportation, increase residential densities, and promote more connectivity throughout the city. Additionally, infill projects can increase the variety of housing forms available in certain areas.

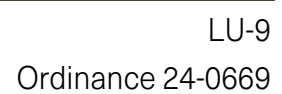
Joint Base Lewis McChord

Joint Base Lewis McChord (JBLM) is located southwest of Edgewood and is a major regional center that impacts economics, transportation, and community character in the South Sound. In 2015, JBLM worked in collaboration with jurisdictions surrounding the Base to conduct a Joint Land Use Study (JLUS), which is a strategic plan that provides specific implementation actions to ensure compatible civilian growth and development in the vicinity of JBLM. The South Sound Military & Communities Partnership found that Edgewood's land uses are compatible with JBLM uses in accordance with federal guidance regarding joint land use planning.

GOALS AND POLICIES

- Goal LU.1 Establish a future land use pattern that is consistent with the City's vision.**
- LU.1a Ensure that adequate land areas are provided to accommodate projected growth and provide opportunities for economic development activities, while protecting open space and natural resources.
- LU.1b Use the Future Land Use Map that is adopted as part of this plan to guide land use and development regulations, and update it as needed (Figure 3).

The City is planning to study the feasibility of changing land use designations in the Special Land Use Study Overlay shown on the Future Land Use Map (Figure 3). A number of factors have led to interest in possible redesignation of land uses (together with zoning and allowed uses) in the overlay areas,

Edgewood Comprehensive Plan
LAND USE

- LU.1c Establish zoning overlays, where appropriate, to provide more specific regulation or standards in areas of special concern including, but not limited to, sub-areas or districts, special uses, or environmental protection.
- LU.1d Study the potential for new land use designations within the City on an as-needed basis, in response to changing community conditions or regulatory requirements. Consider the following as part of the study:
- Potential for a master plan or small area plan
 - Potential for economic development, including recruitment of businesses that provide family-wage jobs and support for locally- owned businesses
 - Transportation access
 - Availability of public facilities and services
 - Environmental constraints
 - Compatibility with surrounding development
 - Community input
 - Property owner interests
 - Consistency with City plans and policies
 - Open space preservation, where appropriate
- Zoning regulations for allowable density and intensity are set forth in Edgewood's Municipal Code. These regulations support the land use pattern called for in the Comprehensive Plan.*
- LU.1e Ensure that the City's sewer plan, water plan, Capital Improvement Plan (CIP), Capital Facilities Plan (CFP), Parks, Recreation, Open Space, and Trails (PROST) Plan, and other functional plans are supportive of the land use patterns outlined in this Element.
- LU.1f Reassess the Land Use Element if probable funding falls short of meeting existing needs.
- LU.1g Maintain communication with neighboring jurisdictions including Milton and regional partners to ensure coordination across boundaries.

RESIDENTIAL

- LU.1h The Residential – 1 designation is intended to preserve the identity of areas with development limitations due to environmental factors or lack

of access to sewer. Environmental factors include critical areas and pothole basins. Allowable uses include single family detached dwelling units and compatible uses.

LU.1i The Residential-2 designation is intended to preserve and maintain established residential neighborhoods. Allowable uses include single family detached dwelling units, middle housing types at a scale that is consistent with surrounding neighborhoods, and compatible uses.

LU.1j The Mixed Residential Low and Mixed Residential Moderate designations are intended to provide for a variety of urban housing types. Allowable uses include a range of housing types such as small-lot detached dwellings, duplexes and townhouses, multi-family dwellings and senior housing facilities. Compatible uses are also allowed.

LU.1k The Mixed-Use Residential designation aims to accommodate a range of medium density residential housing types and provides a visual and functional transition between residential neighborhoods and areas of more intensive development. A mix of land uses is allowed, including commercial, professional, and other uses that are not incompatible due to noise, truck traffic, odors, or design / scale of structures.

LU.1l Designate sufficient land area at a variety of densities for residential uses to accommodate a projected city population of 18,258 in 2044.

TOWN CENTER

LU.1m The Town Center designation is intended to support a well-designed, pedestrian-friendly community center that embodies Edgewood's distinctive local character and rural roots. It allows for a range of uses including a variety of vertical and horizontal mixed-use development, pedestrian-oriented retail, multifamily residential opportunities, senior housing, and civic uses. Compatible uses are also allowed.

LU.1n Strive to provide a sufficient mix of land uses in the Town Center to achieve a compact built environment that promotes walking, biking, and transit use to access goods, services, and employment opportunities.

COMMERCIAL

LU.1o The Commercial designation is intended to accommodate a wide range

of commercial uses.

BUSINESS PARK

- LU.1p The Business Park designation accommodates a wide range of employment and commercial uses, including professional office, senior housing and apartments, light industrial and retail uses, contributing both revenues and jobs to the local economy.

INDUSTRIAL

- LU.1q The Industrial designation is intended to accommodate industrial uses providing local and regional employment opportunities, such as research, light manufacturing and warehousing. Compatible uses are also allowed.

PUBLIC

- LU.1r The Public designation allocates land for moderate-scale and large-scale activities relating to the purpose of state and local governmental entities and semi-public institutions providing necessary public services. Allowable uses include civic, utility, and recreation uses. Compatible uses are also allowed.

Goal LU.2 Promote a land use pattern that strengthens Edgewood's identity and sense of place.

- LU.2a Consider entry and gateway features such as signage, enhanced landscaping, streetscaping features and public art that reinforce City identity.
- LU.2b Promote community character and identity, in a welcoming way, including consideration of the following:
- Compatibility with natural site characteristics
 - Development at a scale and character appropriate to the site and surrounding vicinity
 - Design that reflects the community's current and historic character with a small-town feeling
 - Landscaping to enhance building and site appearance

Goal LU.3 Promote commercial and residential development that is carefully considered, aesthetically pleasing and functional.

SITE & BUILDING DESIGN

- LU.3a Encourage designs of major private and public buildings to create distinctive reference points in the community.
- LU.3b Incorporate design standards for new development that assures that new projects contribute to the community and complement adjacent uses.
- LU.3c Ensure that development relates, connects and continues the design quality and site functions from site to site in multi-family, public facility and commercial areas.
- LU.3d Encourage developments surrounding public places to use enhanced architectural elements and building materials.
- LU.3e Use building and site design, landscaping, and shielded lighting to buffer the visual impact of development on areas adjacent uses.
- LU.3d Incorporate pedestrian amenities into the design of public and commercial areas.

SIGNS

- LU.3e Encourage sign design and placement that complements building architecture.
- LU.3f Discourage the use of large signs and off-site signs.
- LU.3g Encourage consolidation of signs on a single structure where a commercial development contains multiple businesses.

VEGETATION & LANDSCAPING

- LU.3h Encourage coordination of site planning and consolidation of landscaped areas in commercial development.
- LU.3i Encourage concentrated seasonal-color planting in highly visible areas.

OPEN SPACE

- LU.3j Preserve and encourage open space as a dominant element of the

community's character through parks, trails, water features, cemeteries and other significant properties that provide public benefit.

Goal LU.4 Promote the creation of highly usable public spaces that maintain community character and increase public safety.

PUBLIC PLACES

- LU.4a Ensure that public and semi-public places are designed to include pedestrian amenities such as seating, landscaping, kiosks, walkways, pavilions, canopies, awnings, and public art.
- LU.4b Consider the edges of public places that abut adjacent property for special design treatment to create a buffer effect.
- LU.4c Design buildings and open areas that minimize the effects of building shadows.

PEDESTRIAN LINKAGES

- LU.4d Provide clear and identifiable systems of accessible sidewalks, walkways and trails.

STREET CORRIDORS

- LU.4e Provide “complete streets” that include amenities to enhance community character and provide safe pedestrian design elements, especially at the corners of intersections.
- LU.4f Encourage the designation and development of a City “gateway”.
- LU.4g Enhance the Meridian Avenue Corridor to include pedestrian amenities, landscaping, cohesive frontage improvements and other design considerations.

TRANSIT FACILITIES

- LU.4h Encourage site planning and building designs that support and connect with existing and planned transit facilities in the City.
- LU.4i Design and locate bike racks, benches, shelters and pedestrian amenities, so that they are accessible and coordinated with transit

facilities.

Goal LU.5 Enhance the identity and appearance of residential and commercial neighborhoods.

- LU.5a Encourage commercial development to achieve a level of architectural quality and site planning that enhances the visual image and identity of Edgewood.
- LU.5b Incorporate architectural character, landscaping, lighting and signs into commercial areas to create a balance between appearance and functions.
- LU.5c Ensure that perimeters of commercial areas use appropriate planting, lighting and signs consistent with surrounding commercial developments and to buffer adjacent residential neighborhoods.
- LU.5d Encourage buildings on adjacent properties to have common walls and to utilize “zero lot line” provisions.
- LU.5e Encourage small-scale commercial and mixed-use development to incorporate unobtrusive parking areas, pedestrian connectivity, and ample landscaping.
- LU.5f Encourage improvements that enhance neighborhood appearance and pedestrian and vehicular safety.

Goal LU.6 Protect and enhance Edgewood’s cultural, scenic, historical and natural attributes.

- LU.6a Recognize the heritage of the community by naming parks, streets and other public places after major figures, events, or native names.
- LU.6b Designate and inventory historic landmark sites and structures.
- LU.6c Review proposed changes and develop incentives such as fee waivers and code flexibility to encourage preservation of City landmarks or important features.
- LU.6d Work jointly with other jurisdictions, agencies, organizations, tribes, and property owners to preserve historic resources and consider potential

impacts to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.

Tribes that may have interest in culturally significant sites in Edgewood may include, but are not limited to: the Yakama Nation, the Squaxin Island Tribe, the Nisqually Indian Tribe, the Suquamish Tribe, The Muckleshoot Indian Tribe, the Puyallup Tribe of Indians, and the Snoqualmie Indian Tribe.

Goal LU.7 Promote development that respects and preserves the natural environment.

Additional policy guidance for promoting and protecting the natural environment is included in the Natural Environment Element. Open space corridors are also addressed in the Parks, Recreation and Open Space Element on page PR-15.

- LU.7a Provide design flexibility to encourage the preservation and integration of existing natural site features in new development, including clusters of trees, watercourses, slopes, and open spaces.
- LU.7b Encourage the retention of existing landscaping and native vegetation in new development, particularly focusing on drought-tolerant species and the preservation of significant trees.
- LU.7c Recognize and promote tree preservation as an integral part of community character.
- LU.7d Identify and preserve scenic vistas.
- LU.7e Protect the quality and quantity of water resources.

Goal LU.8 Promote the quality, character and function, and a welcoming sense of place for residential neighborhoods.

- LU.8a Consider natural constraints, surrounding development and proximity to services and facilities when establishing residential densities.

Low-impact development (LID) is a stormwater and land use strategy that strives to mimic pre-disturbance hydrologic processes. LID measures emphasize conservation, use of on-site natural features, site planning, and integration of stormwater management practices into project design.

- LU.8b Support innovative design and site planning options that help to

preserve significant natural features and provide transitions between residential uses and other uses, such as zero lot line housing and locating townhouses and cottage housing in areas near services.

- LU.8c Encourage infill development in locations with adequate facilities to accommodate the development that is generally compatible with surrounding development.
- LU.8d Provide for flexibility in order to retain open space, preserve sensitive areas, and allow for continued agricultural uses.
- LU.8e Focus multifamily development in areas nearest to transportation facilities, commercial services, and other amenities.
- LU.8f Encourage a high-quality pedestrian environment near multi-family housing.

Goal LU.9 Establish Town Center as the commercial, mixed use heart of Edgewood.

- LU.9a Foster the continued development of the Town Center to better serve the community and to attract regional visitors.
- LU.9b Consider leveraging City-owned property along Meridian Ave E to catalyze the development of Town Center.

Co-working spaces are working environments shared by individuals who do not work for the same organization. Typically, co-working spaces are attractive to sole proprietors, independent contractors or other small businesses.
- LU.9c Explore partnerships with developers to support development of unique, community-serving projects such as co-working spaces or a community center.
- LU.9d Support the development of distinctive landmarks within Town Center.
- LU.9e Promote a mix of uses in Town Center, including residential, retail, office and community gathering places.
- LU.9f Support pedestrian-oriented features and uses in Town Center.
- LU.9g Encourage ground floor commercial or public uses in all development.
- LU.9h Explore opportunities for public spaces and recreation facilities.

- LU.9i Consider standards to ensure a smooth and compatible transition to adjacent residential areas, including:
- Limitations on building height and bulk, lighting and parking adjacent to residential areas
 - Clustering of buildings away from residential development
 - Preservation and enhancement of critical areas and open space adjacent to residential areas
- LU.9j Prioritize investments that support development of Edgewood's Town Center, such as investments that improve transportation systems and public spaces.
- Goal LU.10 Promote commercial uses that offer unique and essential services and goods for residents and visitors and that distinguish Edgewood from surrounding commercial centers.**
- LU.10a Ensure City land use policies and regulations enable and support commercial development that captures the spending power of residents, regional commuters and of those seeking alternative retail experiences.
- LU.10b Encourage diversification of the City's commercial offerings.
- LU.10c Support the long-term economic vitality of commercial development.
- LU.10d Establish standards to ensure long-term compatibility of commercial development with surrounding areas.
- LU.10e Promote safe and easy access to commercial corridors and centers for pedestrians, bicyclists and transit users.
- LU.10f Encourage ground floor commercial uses in mixed use development.
- Goal LU.11 Accommodate and facilitate industrial development that positively contributes to Edgewood's economy and character.**
- LU.11a Establish opportunities for a range of industrial uses, such as regional

research, manufacturing, warehousing or other regional employment uses.

- LU.11b Expand the number and type of industrial uses in the City through more intensive use of existing industrial lands and expansion of industrial uses in appropriate locations.

Goal LU.12 Ensure that public uses support and strengthen community character.

- LU.12a Create community landmarks and promote identity through public development and public-private partnerships.
- LU.12b Support convenience and vitality of public amenities through joint siting and use of public facilities.
- LU.12c Update streetscape standards as needed to support the community vision, including design guidelines for signage, lighting, landscaping and hardscaping.

Goal LU.13 Establish a land use pattern that supports physical activity for all abilities, including biking and walking.

- LU.13a Promote neighborhood connectivity through improvements to the existing and planned trail system.
- LU.13b Encourage pedestrian scale improvements such as plantings, lighting, street furniture, signage, sidewalks, and attractive street fronts.
- LU.13c Support safe routes to schools.
- LU.13d Consider how the spatial arrangement of different land uses can foster active transportation between those uses.

Goal LU.14 Ensure continued access to healthy foods and healthcare.

- LU.14a Protect continued agricultural uses in the City.
- LU.14b Promote community gardens, farmers' markets and other activities that provide access to healthy foods.

LU.14c Identify areas which would benefit from food retailers or healthcare and ensure that zoning supports the needs.

LU.14d Incorporate multi-modal connections to food resources and healthcare.

Goal LU.15 Ensure that land use decisions are fair and equitable.

LU.15a Create public engagement opportunities for all groups.

LU.15b Seek methods to overcome barriers to equitable engagement such as language and culture.

LU.15c Review land use decisions for disproportionate impacts to marginalized groups.

LU.15d Ensure mitigation to address disproportionate impacts to minority, low income and tribal communities in projects and proposals.

LU.15e Support inclusive engagement to ensure land use decisions do not negatively impact historically marginalized communities.

LU.15f Develop strategies to mitigate against potential residential and commercial displacement.

LU.15g Limit incompatible uses adjacent to Tribal reservation lands.

TOWN CENTER



INTRODUCTION

Town Center is a designated mixed-use zone, located geographically central within the City of Edgewood around the intersection of Meridian Avenue and 24th Street East. The “Heart of Edgewood”—as Town Center is dubbed—is envisioned to have attractive pedestrian and bike routes, as well as places to live, shop, eat, drink, relax, and work. Its location on Meridian Avenue, a high-capacity state transit corridor, creates opportunity for urban development characterized by medium-density residential/mixed use, community-scale retail, and a range of public facilities with City Hall and the Civic Campus as its epicenter.

Town Center is envisioned to reflect Edgewood’s community character while bringing new people, places, and opportunities to the City. Attracting this type of development requires a planning effort that will establish a clear implementation strategy for public and private investments. This element sets out a vision for Town Center and articulates a series of goals and policies intended to facilitate it.

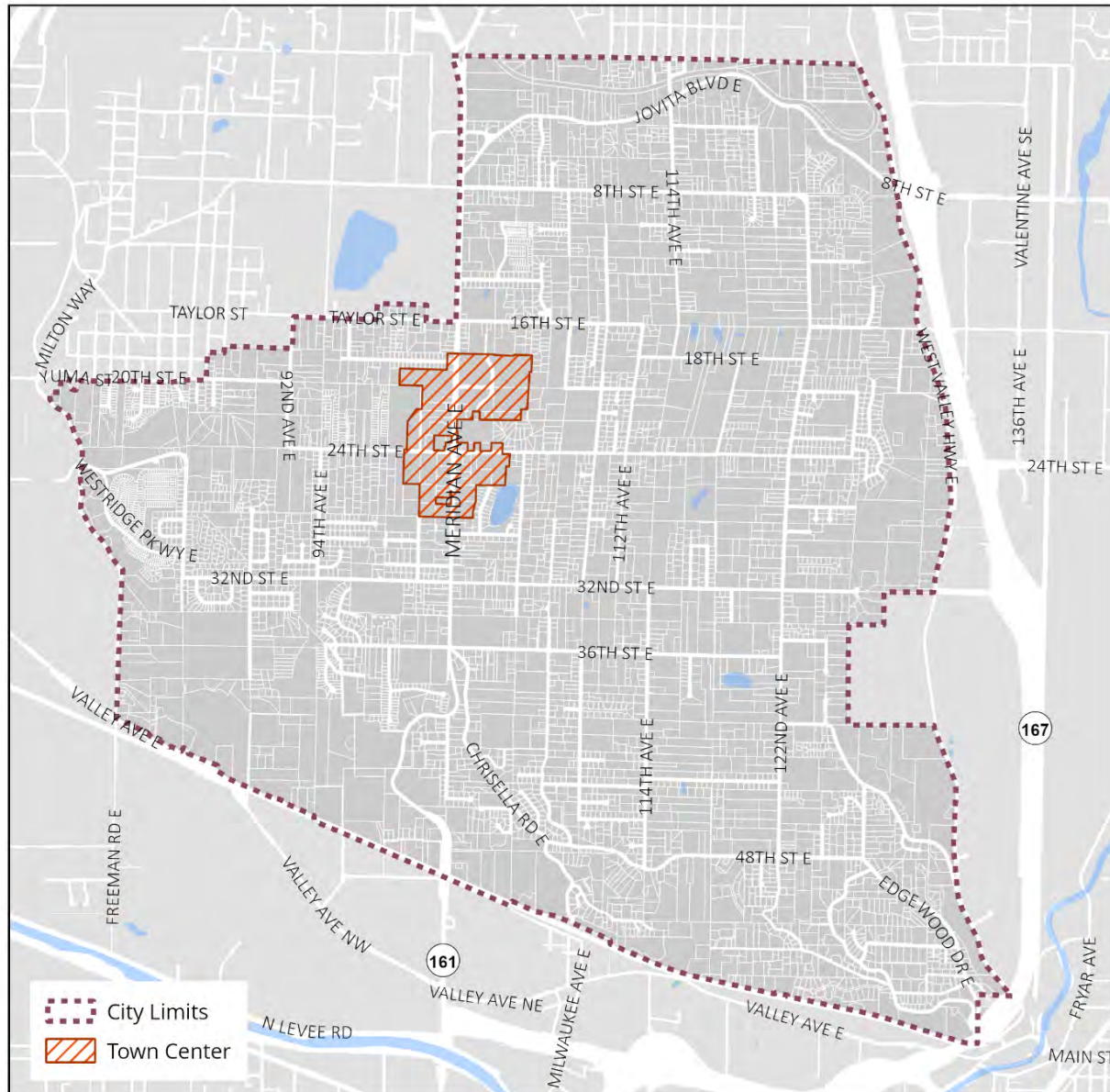
Pierce County has designated the Edgewood Town Center as a “Center of Local Importance”, a County designation for regional planning purposes. The Pierce County Comprehensive Plan includes priorities for connecting Centers of Local Importance within the County through means such as shared use paths and regional trails.

TOWN CENTER LOCATION

The Town Center is about 112 acres in size and centrally located in Edgewood, with its epicenter near the intersection of 24th Street East and Meridian Avenue East, also known as State Route 161 (SR 161). Figure 1 depicts the location within the City. The city council established the Town Center zoning district in 2001 after several years of public involvement activities and various community planning efforts to promote mixed-use, community-scale development. The Town Center is situated entirely within the Town Center land use zone.

Thus, Town Center is poised to absorb the most significant and highest density of urban growth in the City. Furthermore, the Town Center is relatively central location in the City supports the community’s vision for Town Center as a community gathering place and the metaphorical “Heart of Edgewood.”

Figure 1: Town Center Location Map



BACKGROUND

There is a history of plans prepared for Edgewood's Town Center dating back to 1990, making this study area the subject of over 30 years of planning. Some of these plans are broader in scope, but many focus specifically on Town Center.

There is also a robust collection of memorandums, reports, and presentations related to Town Center and its adjacent corridors, including design guidelines and market analyses. This element builds upon and distills the findings and recommendations from these documents to produce a definitive direction for Edgewood's Town Center, *the Heart of Edgewood*.

A complete list of downloadable documents is available at the City's website: <https://wa-edgewood.civicplus.com/320/Historic-Community-Planning-Resources>

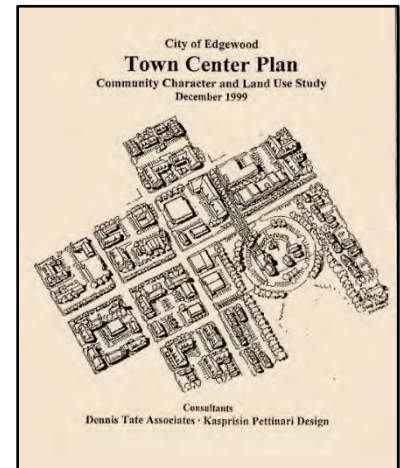


Figure 2: Town Center Plan cover

BUILDING UPON PAST PLANNING

The origins of the Town Center urban design vision reach back to the 1999 Town Center Plan: Community Character and Land Use Study. A community design workshop, conducted during the study, revealed a strong preference for the following urban design characteristics:

- Segmented, smaller scaled individual shops with well-defined building mass, linked to a network of pedestrian plazas and walks.
- Buildings moved closer to the street with architecture communicating shopping functions to passing traffic and smaller pedestrian scale signage.
- Two to two-and-one-half story buildings with smaller footprints or pads adjustable to varying site conditions with opportunity to protect natural site elements such as significant clusters of trees, slopes, and creeks.



Figure 3: The Nyholm Windmill is a historic symbol of the City's past and is centrally located in Town Center.

- Parking broken up into smaller lots dispersed around the site and linked by small driving lanes and defined by landscape and pedestrian walkways.
- Architectural features evoking farmsteads and a small-town character with owner operated businesses.

EXISTING CONDITIONS

Today, the Town Center is characterized by small-scale, disconnected commercial development and comparatively newer small to medium scale residential developments along Meridian Ave. Development on the east side of Meridian Ave includes the relatively newer low-rise (two-three story), multi-family housing developments Edgewood Heights and the Arbors at Edgewood. These residential developments are in contrast to the older, single-story, commercial buildings on the west side. There are also several vacant lots fronting Meridian Ave creating a patchwork of form and character in Town Center.

The existing conditions of Town Center generally do not reflect what was envisioned nor the preferred urban design characteristics that were identified in the 1999 Town Center Land Use Study as described above.



Figure 4: Edgewood Heights development
Source: Google

VISION STATEMENT AND GUIDING PRINCIPLES

Town Center Vision Statement:

Town Center is the livable, affordable, accessible, and sustainable Heart of Edgewood. People move freely through a walkable Town Center via connected sidewalks, bike lanes, pathways, and transit. A wide range of housing options and businesses activate the main street and the entire center. The bustling civic campus is a gathering place providing meaningful resources and events. Well-designed buildings; landscaped areas; vibrant shops and restaurants; and public spaces welcome locals and visitors.

Figure 5: Concept Drawing



This concept drawing demonstrates the character of building frontages and facades.

GUIDING PRINCIPLES

The following guiding principles are derived from some of the earlier planning efforts and continue to guide the goals, and policies that implement the Town Center vision.

- 1. Focus on future commercial and residential growth along the Meridian Avenue corridor.**
- 2. Create a Town Center between key intersections along Meridian Avenue (SR 161).**
- 3. Retain lower density residential areas and other less intensive development outside the Town Center.**
- 4. Direct future infrastructure and transportation improvements within the Town Center.**
- 5. Provide improved transit access within and to Town Center.**
- 6. Within the Town Center, provide for a diversity of housing types and affordability.**
- 7. Encourage small, owner-operated neighborhood commercial development within the Town Center.**
- 8. Create a new neighborhood street network within the Town Center the provides local access and alternate pedestrian connections to Meridian Avenue. The new street system should build upon existing streets to create an inter-connected network or grid with development blocks and alleys for future residential and commercial development.**
- 9. Provide new crossroad intersections within the Town Center with safe pedestrian crossings.**
- 10. Locate new commercial and mixed-use residential development in close proximity to (within $\frac{1}{4}$ mile) to transit stops.**

CHALLENGES AND OPPORTUNITIES IN TOWN CENTER

INCREASED MARKET DEMAND FOR HOUSING

Over the past decade, Edgewood has experienced significant growth in its population. Between 2016 and 2019, 628 multi-family apartment units were constructed, primarily along the Meridian Ave corridor, and more are in the pipeline. At the same time, there is still additional capacity for housing in the Town Center. Currently, there continues to be demand to develop more high-density residential projects in Town Center. However, there is concern that commercial development has not kept up pace with residential growth.¹

Looking forward, the housing options in Town Center should include multi-family apartments and condominiums, townhomes, live-work, and senior-oriented living. Whenever possible, residential and commercial land uses should be mixed to support a critical mass of activity and make efficient use of land.

LACK OF EMPLOYMENT OPPORTUNITY

Relative to other regional commercial centers, retail and employment growth have been slow and the jobs-to-population ratio is relatively low. This is due in part to Edgewood's geographic position in the market. While Meridian Avenue / SR 161 provides regional access, competing retail areas are located close to major regional arterial and highway connections.¹ In a sense, Edgewood is a community caught between these more "regionally competitive" commercial centers and must provide a local and alternative shopping and service experience to thrive.

CHALLENGES FOR MIXED-USE COMMERCIAL DEVELOPMENT

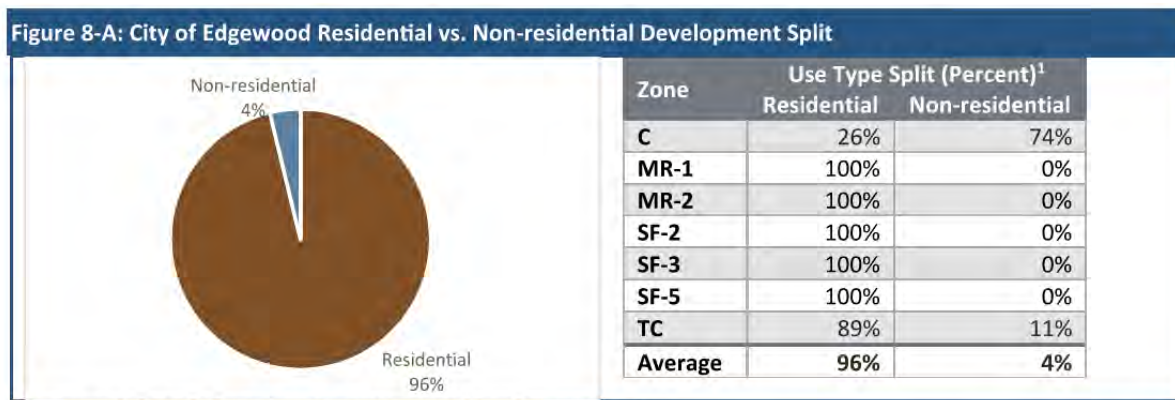
Mixed-use development continues to be challenging in Town Center. This is in part attributed to vacancy and capitalization rates that suggest residential development may be more desirable than other real estate classes.¹ The 2021 Pierce County Buildable Lands Report demonstrates that land use in Town Center is presently split 89 percent residential and 11 percent non-residential.

As of 2021, Town Center was 89 percent residential and 11 percent non-residential, as

¹ Planning and Economic Development Study for the TC & MUR Districts, BERK Consulting, April 2020

seen in Figure 6 below.

Figure 6: Percentage of Residential and Non-residential Development Split within the City of Edgewood



¹Does not include single-family permits in order to avoid double-counting acreage.

Sources: City Permit Data, Pierce County Assessor-Treasurer Tax Parcels, Puget Sound Regional Council Housing Unit Permit Database.

There is opportunity for the City to attract long term commercial development by ensuring that in places where multi-family development occurs, an efficient pedestrian network connects these developments to and through Town Center. This may be a stronger approach than attempting to compete with regionally-oriented retail locations.

MERIDIAN AVENUE TRAFFIC

Meridian Avenue accommodates a significant traffic volume. The challenge is to create a walkable Town Center around this roadway, balancing the needs of multiple and often conflicting modes of transportation. Because Meridian Avenue has been a major corridor for quite some time, much of the development has been designed around automobile access. To realize the vision for Town Center, commercial development will likely need to be clustered in a way that encourages pedestrians to linger in the area, while recognizing that most residents of Edgewood primary mode of transport is the automobile. This will be challenging, given the currently fragmented state of ownership along the corridor.

ECONOMIC DEVELOPMENT

A 2020 Planning and Economic Development Study² included a summary of findings from its community profile highlighting considerations for how the City could manage broader issues of economic development that would impact the Town Center. The major findings suggest:

- Previous population targets for Edgewood were low and have been reduced over time.
- New growth has been predominantly in the form of multi-family developments.
- Edgewood is primarily a community of commuters.
- Growth in retail in Edgewood will be challenged by competing retail centers with regional access.
- Local commercial development may also be challenged by high area-wide vacancy rates.

Although slow employment growth reflects Edgewood's largely residential character and history, it highlights the potential of the Town Center to generate new business and employment opportunities.

GOALS AND POLICIES

Goal TC.1 Create vibrant, pedestrian-orientated streetscapes to create a walkable, pedestrian-friendly Town Center.

- | | |
|-------|--|
| TC.1a | Prioritize completion of the pedestrian network throughout Town Center and to/from nearby neighborhoods and commercial districts. |
| TC.1b | Ensure private development includes both internal and external pedestrian connectivity to adjacent destinations, public open spaces, pedestrian routes, public rights-of-way, and transit. |
| TC.1c | Build upon existing trails, pathways, and sidewalks to increase non-motorized connections between parks, schools, transit, services, businesses, and other community amenities in Town Center. |
| TC.1d | Prioritize safely and comfortably connecting for all modes to/from Town |

² Planning and Economic Development Study for the TC & MUR Districts, BERK Consulting, April 2020

Center and the Edgewood Community Park, on the northeast corner of 36th and Meridian.

- TC.1e Ensure streetscape improvements create a comfortable, lively, and active street environment that supports and encourages pedestrian activity and public enjoyment of the Town Center, such as outdoor patios, seating, bike amenities, comfortable lighting, weather protection, artwork, and cultural features.
- TC.1f Ensure pedestrian pathways and crossings are oriented to/from transit.
- TC.1g Prioritize pedestrian safety at intersections and road crossings by provide enhanced pedestrian safety features and improvements at key locations across Meridian Avenue, such as pedestrian “safety islands”, raised or special-paving, traffic-calming methods, lighting, or other features.



Figure 7: In situations with more than one travel lane in each direction, the pedestrian refuge should be scaled up to match the proportion of space dedicated to vehicles. This creates the added benefit of sufficient space for trees, which further aid in traffic calming and fulfill other urban design goals. (Source: NACTO³)

Goal TC.2 Encourage a variety of commercial and residential mixed-use development within Town Center.

- TC.2a Encourage a range of affordable residential living options at all price points to allow for a diverse, multi-generational community.
- TC2.b Explore collaboration with larger developers for high-quality, diverse commercial, and mixed-use, especially those that have experience with

³ <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/pedestrian-safety-islands/>

integrated mixed-use projects and larger developments.

- TC2.c Prioritize the development of vacant land and the redevelopment of the underdeveloped properties at the corners of 24th Street East and Meridian Avenue.
- TC2.d Ensure development provides the opportunity for a variety of commercial uses within the Town Center.
- TC2.e Ensure new development would be resilient to market changes and the ebbing flow of real estate demands, such as ensuring ground-floors are constructed to easily accommodate a mix of uses (retail, restaurant, office, residential, etc.) and reduce the costs of future tenant improvements if later converted.
- TC2.f Use findings from the City's middle housing analysis to inform possible infill housing opportunities within Town Center.

Goal TC.3 Support and encourage businesses in the Town Center.

- TC3.a Identify opportunities for local business collaboration and branding of the Town Center.
- TC3.b Highlight clusters of existing businesses and promote new businesses that can help enhance the Town Center character.
- TC3.c Encourage and support proposed mixed-use developments to avoid an uneven patchwork of commercial through Town Center.
- TC3.d Explore partnerships to encourage different types of catalyzing projects, such as co-working spaces, community kitchens, pop-ups, and start-ups.
- TC3.e Ensure safe and efficient commercial business use in the Town Center, such as deliveries and loading/unloading.

Goal TC.4 Support long-term transit improvements.

- TC4.a Coordinate with Pierce Transit on future transit planning in Town Center.
- TC4.b Integrate current and planned transit stops within plans for future

development or improvements in Town Center.

- TC4.c Enhance existing transit locations to ensure comfortability, improved access, and safety.
- TC4.d Provide development incentives for transit-oriented development within the Town Center, such as reduced parking, increased density, or height allowances.
- TC4.e Promote and encourage alternative transit opportunities for businesses, residential development, and workplaces for vanpools, rideshares, and other carpooling programs.
- TC4.f Ensure clear connections between from private developments and public spaces to transit are provided.

Goal TC.5 Explore alternative options for parking quantity and placement in Town Center.

- TC.5a Reduce or eliminate minimum parking requirements for Main Street businesses and transit-oriented development.
- TC.5b Explore opportunities for public parking.
- TC.5c Identify parking management strategies that consider customer and business needs.
- TC.5d Ensure bike parking infrastructure is provided at key locations, such as public spaces, near building entries, near sidewalks, and near transit stops.
- TC.5e Parking should be located within, below, or behind structures and screened.
- TC.5f Consider adding on-street parking where practicable, to reduce demand for off-street parking lots, calm traffic, provide separation from other modes, and encourage commerce for street-fronting businesses.

Goal TC.6 Explore urban design strategies to enable the realization of the Town Center Vision.

- TC.6.a Consider amending the municipal design standards to reflect the desired built form and character of Town Center.
- TC.6b Explore ways to encourage through-block connections throughout the Town Center.
- TC.6c Promote the development of Town Center gateways at key intersections.
- TC 6.d Where permissible, stand-alone multi-family residential development should be appropriately scaled and formally reflective of the community character.
- TC 6.e Consider reducing minimum lot sizes and opportunities for neighborhood commercial uses for residential zones within a half mile walkshed of Town Center.
- TC.6.f Provide opportunities for creativity, street art, unique building designs that honor Edgewood's heritage and increase visual interest throughout the Town Center.
- TC.6.g Ensure variety between buildings of the same development and between properties.
- TC.6.h Encourage activated rooftops with patio areas, potential businesses, and communal spaces.
- TC 6.i Ensure the first floor of development along street frontages and facing open spaces is pedestrian-oriented and is connected to the pedestrian environment.

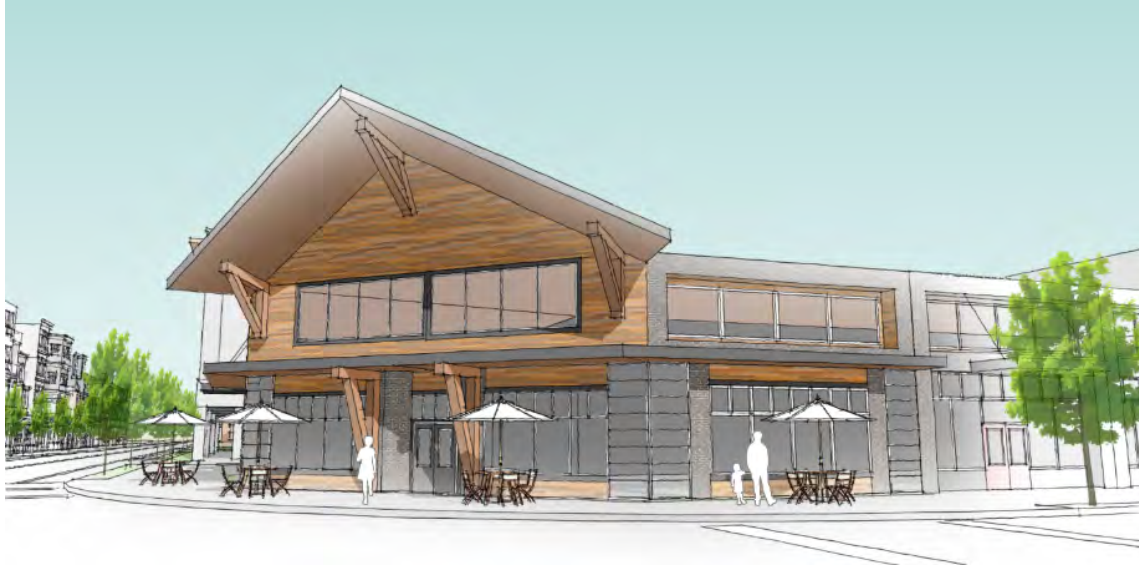


Figure 8: A signature market and grocery at the intersection would be architecturally appropriate and could become a catalyzing commercial business for Town Center.

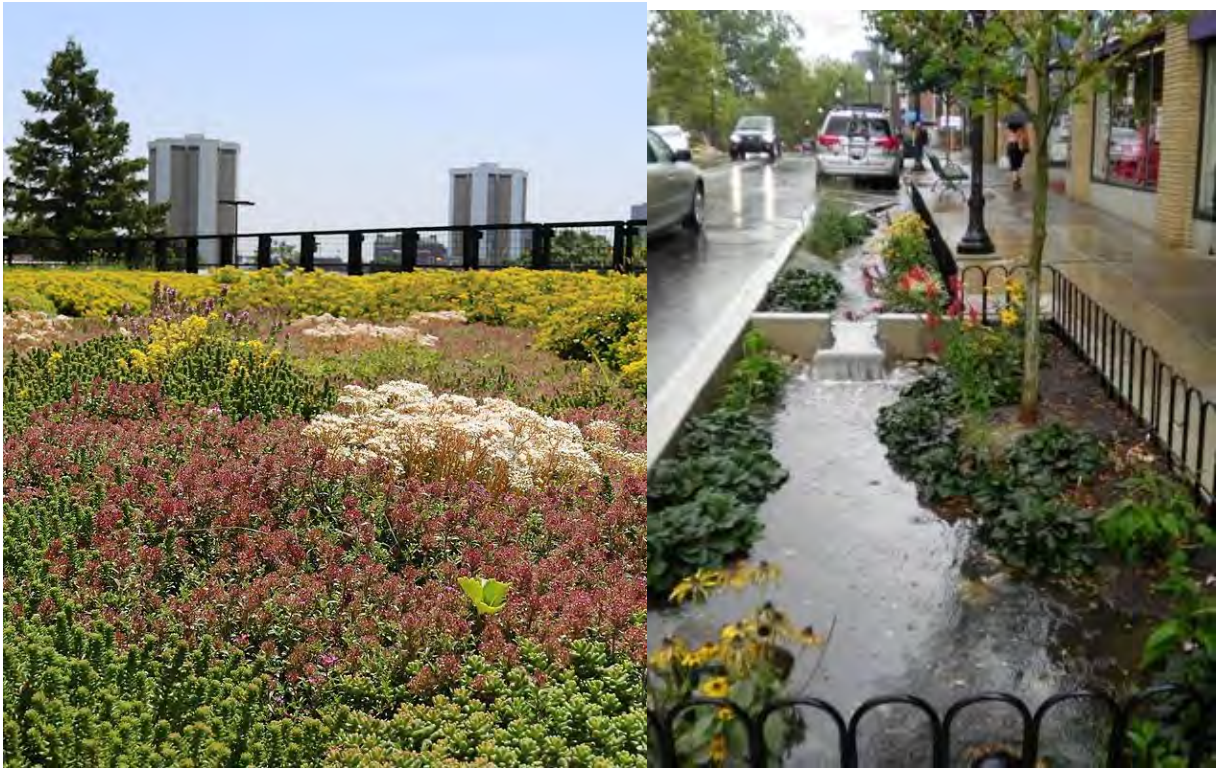
Goal TC.7 Enhance the sense of community within the Town Center

- TC.7a Explore opportunities for community activities within the Town Center that bring Edgewood together, such as street fairs, markets, outdoor movies, and cultural events.
- TC.7b Form a plan for the City Hall Civic Campus property that achieves the vision, goals, and policies of the Town Center as the heart of Edgewood.

Goal TC.8 Ensure Town Center development is sustainable and enhances the natural environment.

- TC.8a Encourage dense and compact development, reduced surface parking areas, and open space preservation in Town Center.
- TC.8b Require development to incorporate green stormwater infrastructure and low-impact development (LID) strategies.
- TC.8c Seek strategies to address the urban heat island effect resulting from an increase in impervious surfaces.
- TC.8d Require the use of native, drought-tolerant landscaping.
- TC.8e Ensure development is compatible with the Energy Element vision, goals, and policies.
- TC.8f Incentivize development that orients lots, roads, and buildings to limit solar exposure, maximize potential solar energy capture, weaken wind velocity, and create wind disturbances that reduce cooling costs.
- TC.8g Protect and expand existing tree canopies within Town Center, especially within both public and private spaces and along pedestrian, multi-modal, and transit routes and roadways.
- TC.8h Encourage installation of charging infrastructure for electric vehicles and consider regulations that would require the installation of conduit at the time of development, to facilitate the future addition of charging stations.
- TC.8i Protect and expand existing tree canopies within Town Center, especially within both public and private spaces and along pedestrian, multi-modal, and transit routes and roadways.
- TC.8j Explore recycling and composting programs for residential and commercial uses within the Town Center.
- TC.8k Provide opportunities for waste and recycling for pedestrians and in public spaces and along the street environment.

Figure 9: Native plantings, mixed vegetation and LID designs are encouraged in landscaping of all kinds, including in parking lots and streetscapes. Green roofs are also encouraged.



HOUSING



INTRODUCTION

This Element of the Comprehensive Plan sets out the vision, goals, and policies to address current and projected housing needs for the next 20 years (2024 to 2044), inclusive of the diverse needs of the whole community across the income spectrum. The community is facing housing challenges that could benefit from improved access to more housing options including more housing for seniors and young adults, smaller housing, more rentals and affordable homeownership opportunities, all of which the City can have a role in supporting.

The Housing Element is supported by a housing needs assessment (provided below) that quantifies existing housing and projected housing needed to accommodate projected growth¹. Housing analysis is an important exercise as Edgewood's housing needs tend to continually evolve based on changes in the broader economy, local demographics, and the regulatory environment. In addition to an assessment of housing needs based on the best available existing data, the Housing Element goals and policies reflect community input, state legislative requirements, and City of Edgewood priorities.

The following section provides background on the planning framework and highlights the analytical findings associated with current and projected housing including details on Edgewood's community demographics, housing stock, housing market dynamics, expected housing demand, and special housing needs. The insights from this analysis help to build a factual basis for the housing policy updates.

BACKGROUND

PLANNING FRAMEWORK

After incorporation in 1996, a Comprehensive Plan for the City of Edgewood was first adopted in 2001. This plan has been regularly updated, with the most recent major periodic update occurring in 2015 to fulfill the requirements of Washington State's Growth Management Act (GMA). The GMA is a series of state statutes first adopted in 1990

¹ Also see the capacity analysis at Appendix B for more information.

aimed at managing population growth, particularly in the state’s fast-growing areas. In Pierce County, Revised Code of Washington (RCW) 36.70A.040 requires all cities to “fully plan” for the elements of a Comprehensive Plan, including land use, housing, capital facilities, utilities, transportation, and climate change.²

As part of the Puget Sound region, Edgewood is also represented by the Puget Sound Regional Council (PSRC), which convenes local jurisdictions and public agencies within Pierce, Kitsap, Snohomish, and King counties. In 2020, the PSRC adopted the VISION 2050 plan as a long-range growth management plan which prioritizes housing as a top need for residents of the region and provides the region with the 30-year vision that: *“The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.”*

The Pierce County Regional Council (PCRC) is a group of elected leaders comprised of representatives from all jurisdictions as well as County staff which coordinates planning efforts that bring together multiple local governments (such as cities, tribes, ports, etc.). The PCRC is responsible for coordination between jurisdictions, monitoring implementation of the VISION 2050 Plan within the County, and making a recommendation to Pierce County Council. In turn, Pierce County Council adopts Countywide Planning Policies (CPPs) per RCW 36.70A.210.³ The CPPs include policies and goals for housing and are intended to be consistent with local jurisdictions.

Pierce County completed its most recent Buildable Lands Report in 2021, which meets statewide standards to plan for future growth as part of the Buildable Lands Program (RCW 36.70A.215). This report analyzes the capacity within Pierce County jurisdictions to meet future community needs for jobs and housing, including analysis specific to the City of Edgewood. The County’s assessment relies on a combination of historic development trends, zoning, and the existing inventory of parcels in each jurisdiction to determine if they are aligned with growth targets for the 2020-2044 planning period. The results of the Pierce County Buildable Lands Report determined that there is capacity for 3,584 new housing units within the City of Edgewood, indicating sufficient capacity to meet

² The GMA includes other optional elements for economic development, parks and recreation, conservation, energy, subarea plans, and ports. The City of Edgewood has chosen to include Parks and Recreation and Energy as elements in its current plan and is adding an Economic Development element as part of the current process.

³ This state statute requires that “the legislative authority of a County that plans under RCW 36.70A.040 shall adopt a Countywide planning policy in cooperation with the cities located in whole or in part within the County”

projected housing needs for 2044.⁴ A Housing Land Capacity Analysis is included as an Appendix to this Plan.⁵

COMMUNITY ENGAGEMENT

As a part of this Comprehensive Plan update, the project team engaged with community members and stakeholders to learn about their housing needs and insights. The City hosted a series of meetings and two (2) surveys to provide findings relevant for the housing priorities and needed updates. Key findings from the surveys regarding housing needs are summarized below.

- The character of neighborhoods was the top response for what residents enjoy most about living in Edgewood, followed by location and proximity to other places in the region, and people in the community.
- Development and growth were a key theme for what people would like to see change about Edgewood, emphasizing the need to maintain a small town environment and manage growth within the capacity of the City's infrastructure and designated centers.
- Respondents most commonly cited the following as their top five (5) priorities for the City to focus on in the next 20 years:
 - Public Safety;
 - Community Character;
 - Walking and Biking;
 - Parks and Recreation; and
 - Businesses.
- From a list of housing types, the top preferences from respondents for housing types beyond single-family detached dwelling units were cottage housing (groups of smaller detached dwelling units around a common open space), accessory dwelling units (attached or detached small-scale units on the same lot as a single-family home), and duplexes (two residential units in one building, either side-by-side or stacked).
- Amongst larger scale housing types, respondents had the strongest preference for mixed-use, mid-rise apartments (housing units in a building with other uses like

⁴ Pierce County Planning and Public Works, 'Pierce County Buildable Lands Report,' November 2022, <https://www.piercecountywa.gov/923/Buildable-Lands>, 96-106.

⁵ Housing Land Capacity Analysis prepared by AHBL, Inc. dated November 2024

retail).

- When asked about different priorities for new housing development, respondents gave the greatest importance for the City to have regulations and rules to ensure high quality design for new multi-family housing and to ensure that property owners have a wide variety of options for what they can do with their land.
- When asked about the most important needs for housing affordability, the top choices noted that older adults should be able to age in place and families and single parent households should be able to live in Edgewood. A top housing concern was fearing that their children might be unable to afford living in the City when they are adults.
- When asked about individual challenges and motivations for buying a home in Edgewood, survey respondents noted cost as the biggest challenge. Cost of living was the least frequently cited response as to why residents enjoyed living in Edgewood.

In addition to engaging the community, the project team analyzed the best available data describing housing conditions, community needs, housing market trends, and a housing needs analysis that quantifies existing and projected housing needs and identifies the number of housing units necessary to accommodate projected growth. Housing analysis is an important exercise as a community's housing needs tend to continually evolve based on changes in the broader economy, local demographics, and the regulatory environment. This assessment relied on data primarily sourced from the United States Census Bureau's 5-year American Community Survey (ACS) estimates,⁶ CoStar, the Washington State Office of Financial Management (OFM), the United States Department of Housing and Urban Development (HUD), the Puget Sound Regional Council (PSRC), and the City of Edgewood. OFM provides official state and local population estimates and projections for use in the allocation of funds, growth management, and other planning functions. In the Puget Sound Region, the PSRC operates as a Metropolitan Planning Organization, which develops policies and coordinates decisions about managing growth as well as planning for transportation and economic development in King, Kitsap, Pierce and Snohomish counties and jurisdictions within them.

⁶ 5-year estimates use data collected over a longer period of time used to increased statistical reliability of the data by using a larger sample for geographies with populations under and small groups within a population. Since Edgewood's population is below the threshold of 65,000 residents, 1-year estimates are not available at the city level. This report generally uses the most current estimates at the time of writing; for ACS data this is 2018-2022, as well as comparison over time to 2008-2012 data.

Summary of Housing Needs Findings

A summary of key housing analysis findings are highlighted below to identify the housing needs of today and for the next 20 years, forming the basis for this Element.

COMMUNITY DEMOGRAPHIC TRENDS

Since 2000, Edgewood has grown at a faster rate than Pierce County or Washington State overall, with an average annual growth rate (AAGR) of 1.8%, growing from a little over 9,000 persons to 13,590 persons in 2023 (see Figure H-1). The City also saw a higher annual rate of household growth compared to Pierce County and Washington.

Figure H-1. Annual Population Change, 2000-2023



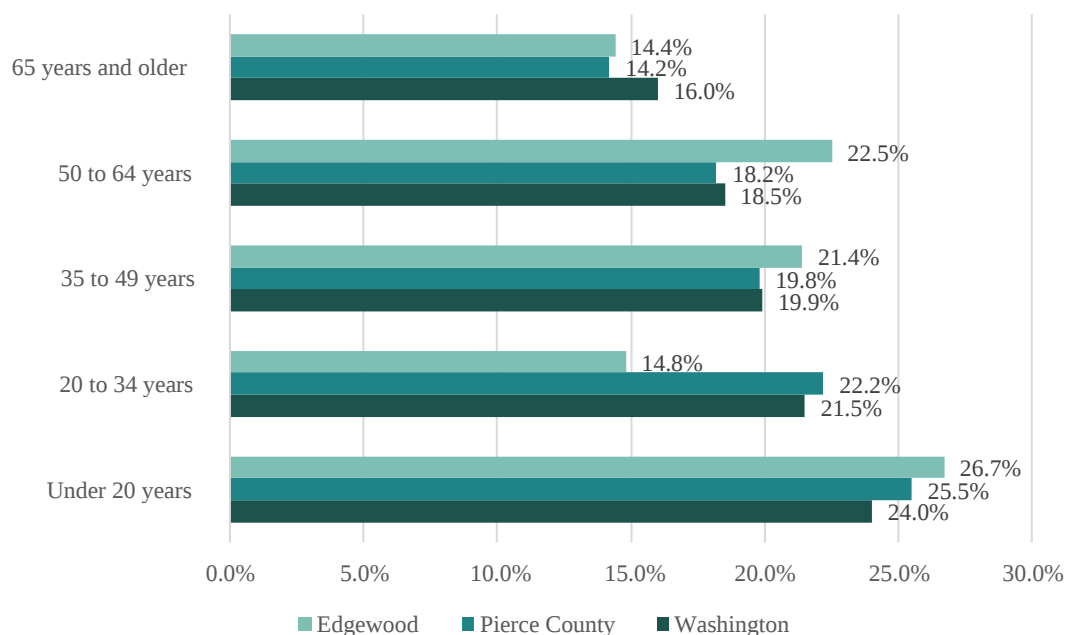
JURISDICTION	POPULATION BY YEAR			CHANGE 2000-2023	AAGR 2000-2023
	2000	2010	2023		
City of Edgewood	9,089	9,387	13,590	4,501 (49.5%)	1.8%
Pierce County	700,818	795,225	946,300	245,482 (35.0%)	1.3%

Source: WA OFM (Intercensal and postcensal). Year-over-year population change.

Age

Evaluating the age of the population is important in the context of housing needs as these needs can shift during different life stages. For example, early career workers, multigenerational families with children, and older persons entering retirement may have different needs regarding the location, price, size, and layout of their home. As shown in Figure H-2, Edgewood has seen growth in those aged 50-64 years and under 20 years. This finding aligns with the observed increased share of couples with children and single parents with children compared to Pierce County and Washington State (see Figure H-4 below). Another indicator, median age, indicates that the City's median age has decreased from 45 to 40.3 years from 2012 to 2022. As of 2022, Edgewood's median age of 40.3 years remained higher than Pierce County's median age of 36.5 years.

Figure H-2. Age Distribution, 2022

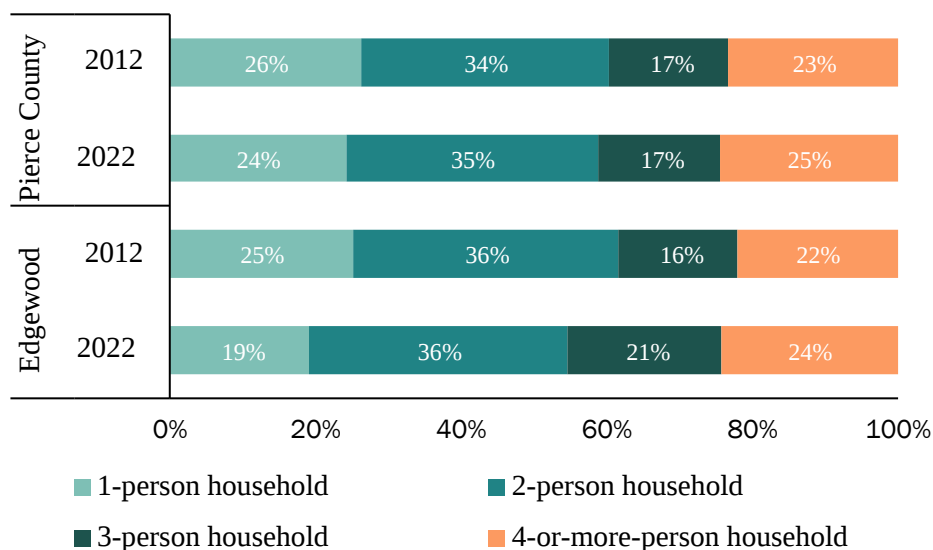


Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates.

Household Size

The City's growth in average household size slightly increased from 2.48 persons per household in 2012 to 2.73 persons in 2022 (see Figure H-3). This could indicate a variety of different factors, such as growing housing demand for families with children, multigenerational households, or other larger household types.

Figure H-3. Household Size Distribution, 2012-2022

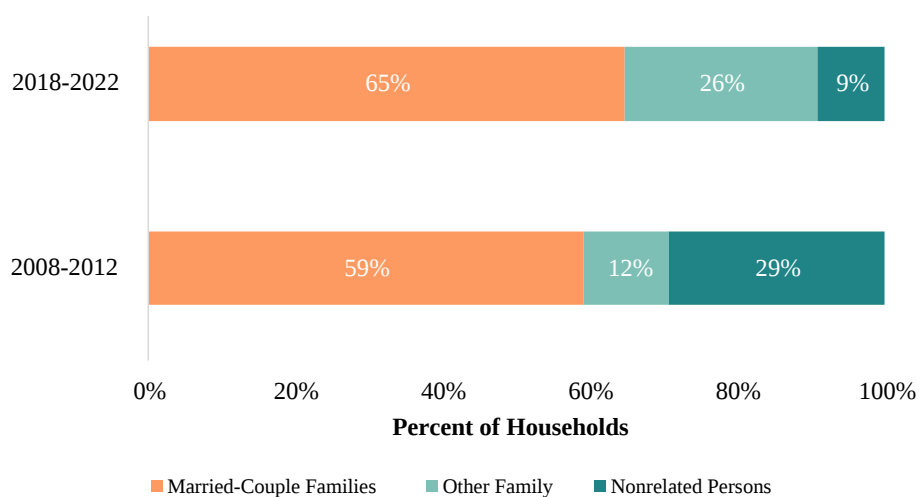


Source: U.S. Census Bureau, 2008-2012 and 2018-2022 ACS 5-Year Estimates

Household Type

Changing household size and age demographics are likely related to changing household types. In 2022, Edgewood had a larger share of both couples and families with children as well as single parents compared with Pierce County and Washington state. Likewise, the City's age demographics indicate growth in youth under the age of 20 (Figure H-4). Since 2012, the share of non-related persons living together decreased by 20 percentage points.

Figure H-4. Household Type, 2022

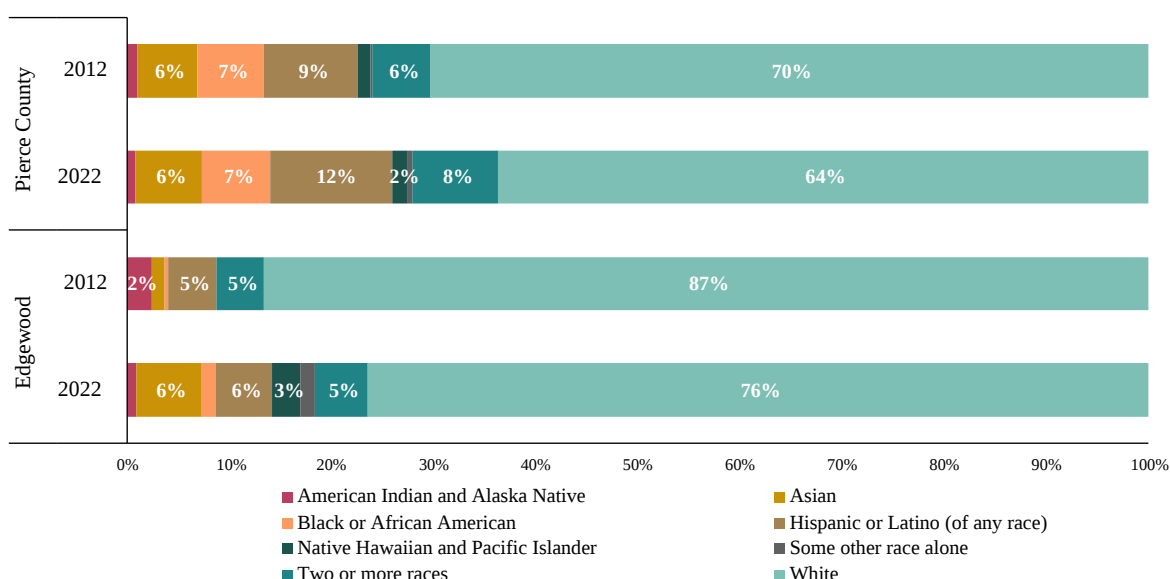


Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

Race and Ethnicity

Edgewood is becoming a more diverse community, with approximately one-quarter of the total population identifying as Persons of Color in 2022, increasing by 11 percentage points since 2012. In 2022, the largest groups of Persons of Color in Edgewood were Asian residents and Hispanic or Latino residents, each making up approximately 6% of the City's population. Out of the many groups identified as Persons of Color (see Figure H-5), the City of Edgewood saw the greatest growth over the past decade in its Asian and Native Hawaiian and Pacific Islander populations, growing by 5 and 3 percentage points, respectively.

Figure H-5. Population by Race and Ethnicity, 2012-2022



Source: U.S. Census Bureau, 2008-2012 & 2018-2022 ACS 5-Year Estimates. ⁷

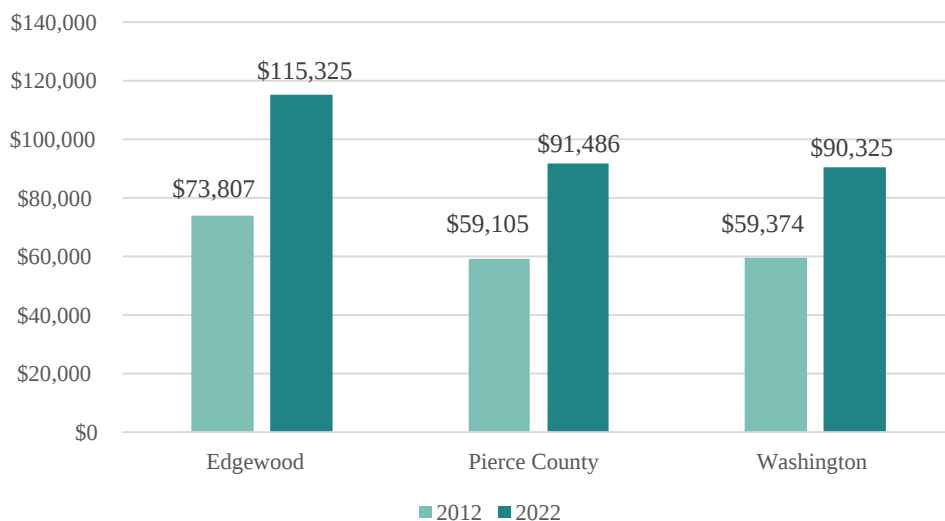
Household Income

Edgewood's median household income in 2022 was about \$115,000 annually, rising by 56% in nominal dollars since 2012 and was higher than the countywide figure of \$91,000.

Edgewood's growth in median household income was driven by an increase in households earning \$150,000 or more annually, which grew by 20 percentage points since 2012 (see Figure H-6).

⁷ Labels not included for values $\leq 1\%$ on chart.

Figure H-6. Median Household Income, 2012-2022

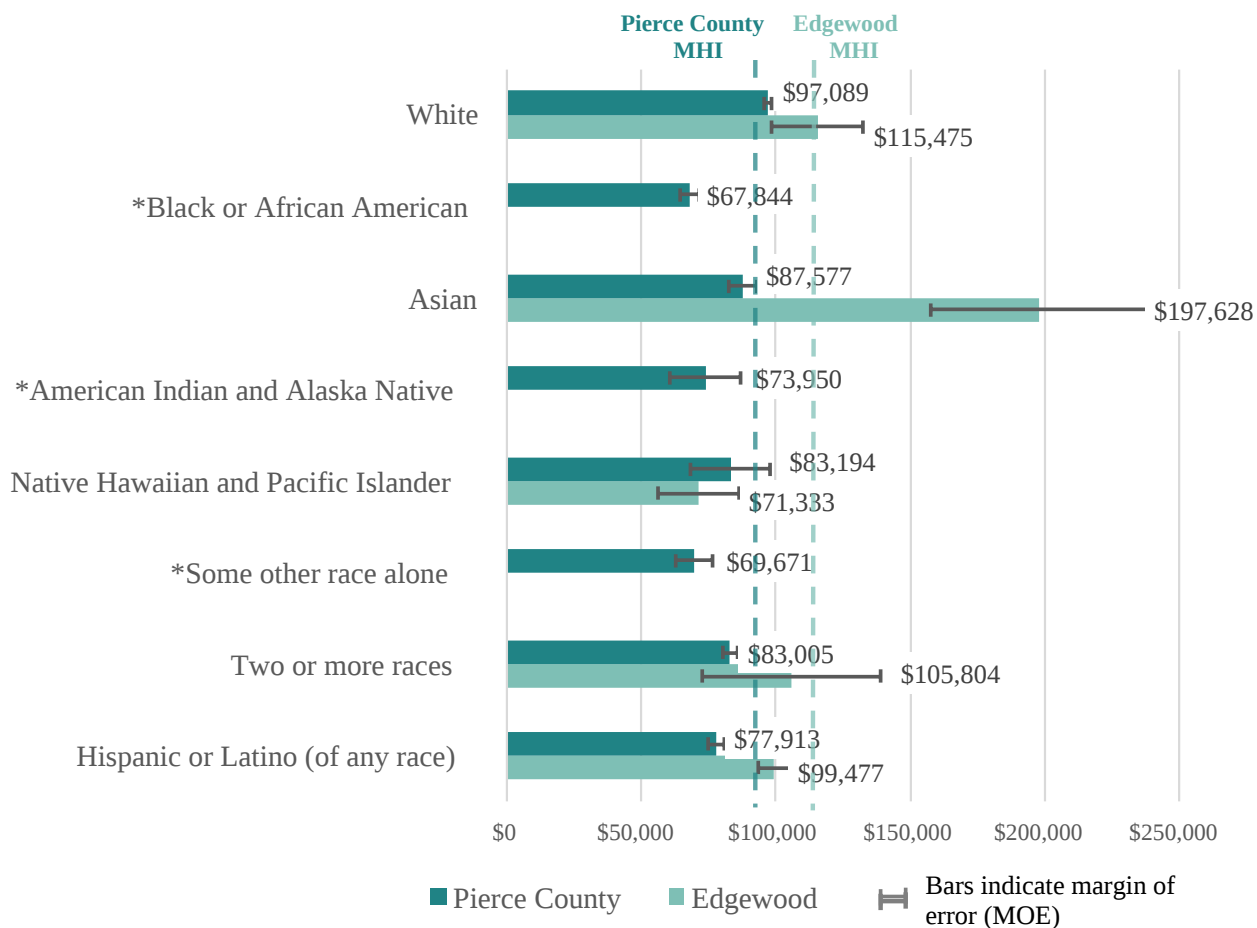


Source: U.S. Census Bureau, 2008-2012 and 2018-2022 ACS 5-Year Estimates⁸

Household income levels vary in Edgewood and Pierce County by race and ethnicity as shown below in Figure H-7. In Edgewood, the median household income for Native Hawaiian and Pacific Islander and for Hispanic or Latino households was lower than overall City average according to recent data from 2022. Overall, Pierce County trends show lower median household incomes for residents who are Black, Hispanic or Latino, American Indian or Alaska Native, multiracial, or of another race.

⁸ 2008-2012 values not adjusted for inflation.

Figure H-7. Median Household Income (MHI) by Race and Ethnicity, 2022



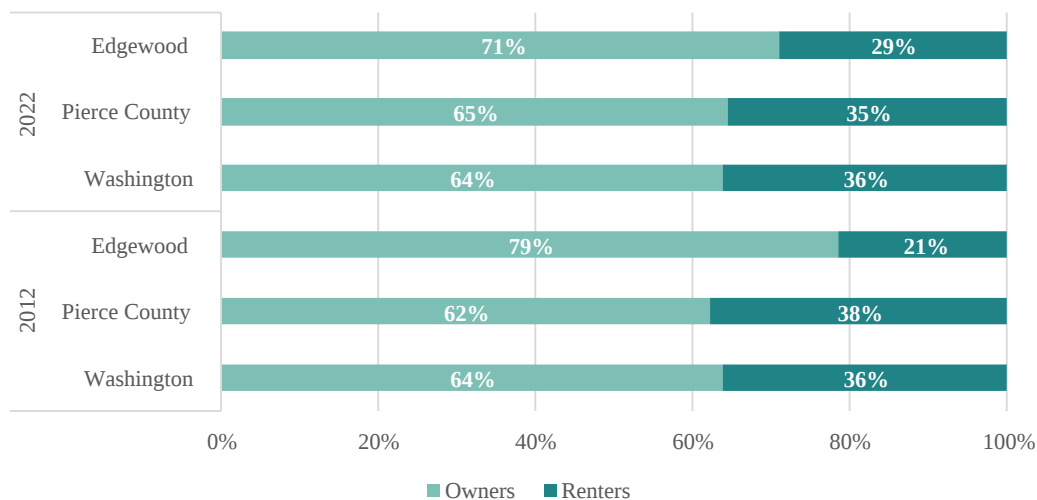
Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates⁹.

⁹ The Margin of Error (MOE) was too high for some categories and higher MOEs reduces the accuracy of the information.

HOUSING MARKET

Most households in Edgewood own their home with around 71% owning their homes in 2022, a higher rate than either Pierce County (see Figure H-8). However, the share of renter households is growing in Edgewood, showing an increase of 8 percentage points since 2012.

Figure H-8. Household Tenure, 2012-2022

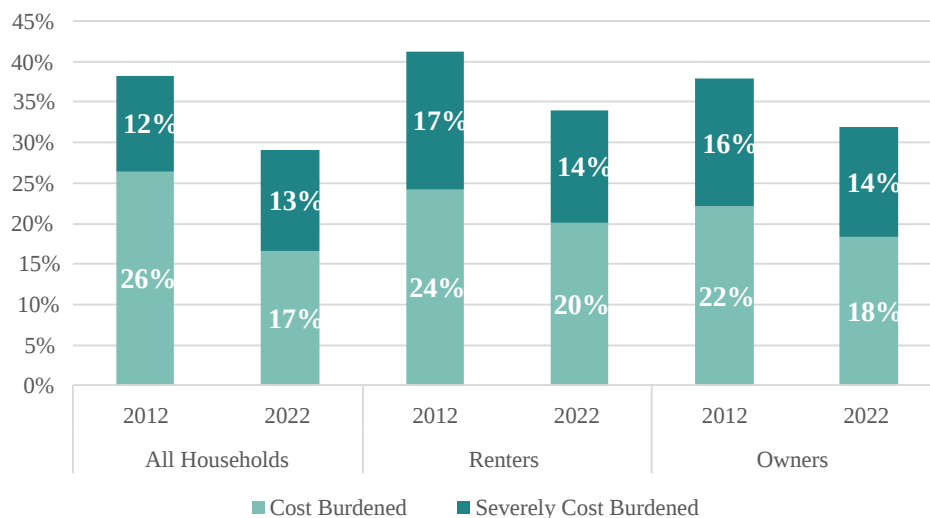


Source: U.S. Census Bureau, 2008-2012 and 2018-2022 ACS 5-Year Estimates

Housing Costs

Total rates of cost burden were lower for households in Edgewood in 2022 than in Pierce County and Washington State, with about 17% of households experiencing cost burden in the City (paying 30-50% of monthly income towards housing costs) and an additional 13% experiencing severe cost burden (paying more than 50% of income towards housing costs).

Figure H-9. Cost Burden and Severe Cost Burden by Tenure, 2012-2022



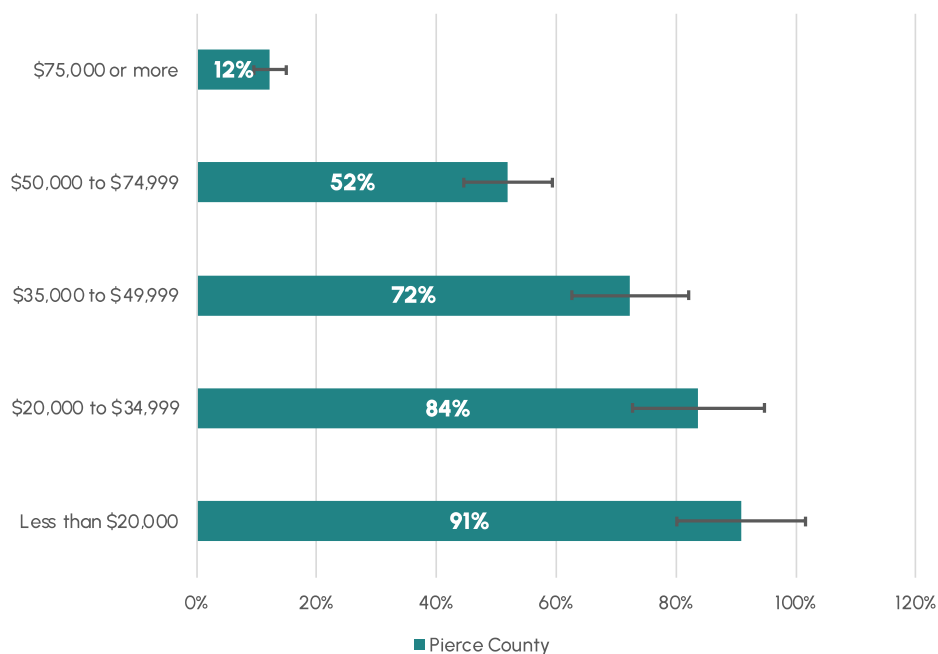
Source: U.S. Census Bureau, 2008-2012 and 2018-2022 ACS 5-Year Estimates

Household Income

Pierce County households with lower income levels tended to experience housing cost burden more frequently than households earning \$75,000 or more per year in 2022. Nearly all household earning \$34,999 or less were cost burdened in this time period.¹⁰ Like disparities in median income, Persons of Color in Pierce County also saw disparate rates of housing cost burden, particularly for renter households. Households that were Black, Hispanic, or Latino, and another race saw higher total rates of cost burden.

¹⁰ City of Edgewood data describing cost burden by household income levels was not reliable enough to report.

Figure H-10. Cost Burdened Households by Income Level, Pierce County, 2022



Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates¹¹

Total Housing Units

Edgewood, Pierce County, and other surrounding cities have seen growth in the number of housing units in the past two (2) decades. As shown in Figure H-11 Edgewood has seen a 62% increase since 2000 (annually this equals 2.7% growth or 96 new homes per year), exceeding the City's population growth and indicating that the City has been adding steadily to its supply to meet the rising demand.

¹¹ Chart shows the share of all households within each income level experiencing housing cost burden.

Figure H-11. Total Housing Units, Edgewood and Pierce County, 2000-2023

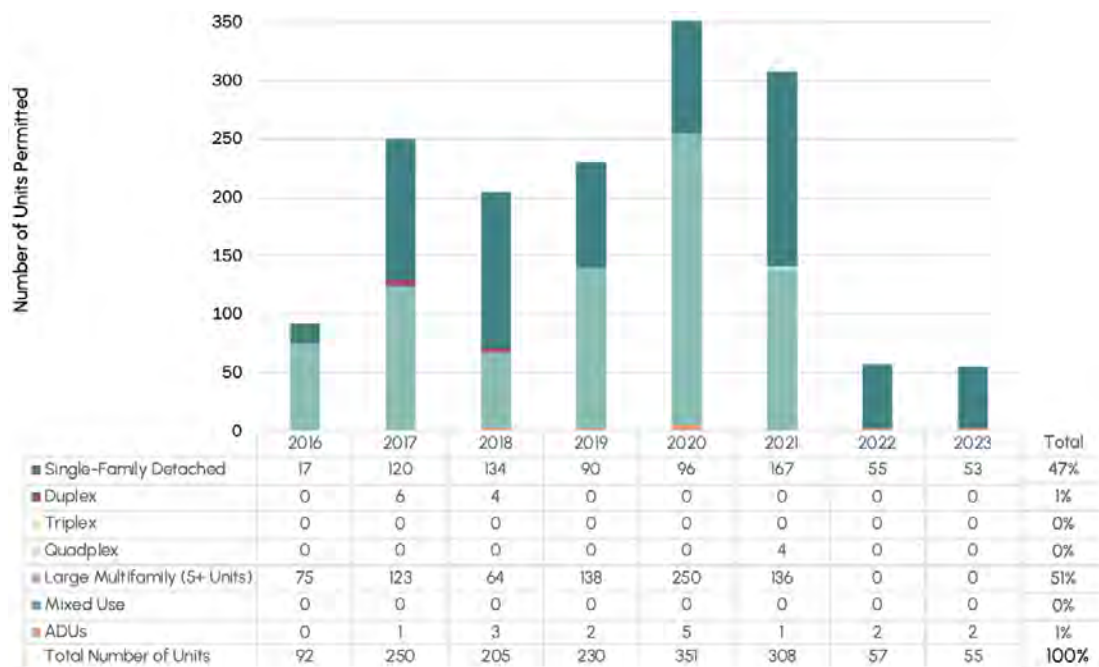
JURISDICTION	HOUSING UNITS			CHANGE, 2000- 2023	PERCENT CHANGE, 2000- 2023	AAGR 2000- 2023
	2000	2010	2023			
City of Edgewood	3,562	3,801	5,782	2,220	62%	2.1%
Pierce County	277,060	325,375	372,113	95,053	34%	1.3%

Source: WA Office of Financial Management (Intercensal and postcensal). Average Annual Growth Rate (AAGR)

Housing Types

As shown in Figure H-12, a sharp spike in housing production in 2017 and 2020 primarily reflected large new multifamily developments. Edgewood is experiencing a steady increase in new units permitted, with the greatest share of new units originating from multifamily buildings (51%) or detached single-family homes (47%). However, the total number of new units permitted in 2022 to 2023 was lower than prior years. Only 2% of new homes fell into ‘middle housing’ types, which describes moderate density housing such as duplexes and triplexes.

Figure H-12. City of Edgewood Housing Permit Changes, 2016-2023



Source: City of Edgewood¹²

¹² This figure only includes permits finalized as of 2023. While this does not indicate that construction may be complete on all new units, it demonstrates the number of new housing units in Edgewood.

KEY BENEFITS OF MIDDLE HOUSING

Since 2016, Edgewood has seen slow growth in middle housing types such as duplexes, triplexes, and quadplexes (see **Figure H-12** above). Encouraging more middle housing can have benefits for communities such as:

- » **Diverse Housing Options:** Middle housing can offer smaller units and yards for those wanting less home maintenance responsibilities. Multiunit buildings can also serve multigenerational and caregiver housing needs.
- » **Affordability by Design:** Compared with new single-detached homes, middle housing commonly offers smaller units and spreads land costs over more units on the same lot, offering more attainable housing costs.
- » **Smart Land Use and Sustainability:** Middle housing can be focused in areas near existing public facilities, support compact development in newly developing neighborhoods, and reduce the need to convert undeveloped land to housing. It can support walkable neighborhoods and allow more people to live near where they work. Middle housing with smaller units, attached units, or smaller yards also tends to use less energy and water than single-detached homes.
- » **Equity and Homeownership:** Middle housing can expand homeownership opportunities for people of various income levels since the entry-level purchase price tends to be lower, allowing more people to benefit from the stability, tax advantages, and economic mobility associated with homeownership. Integrating middle housing within high-opportunity neighborhoods can also expand access to quality schools, parks, and employment opportunities.
- » **Aging in Place:** Middle housing can offer downsizing options for older adults to continue living independently in their homes and communities as they age.

Vacancy

According to U.S. Census data, Edgewood saw an increase in residential unit vacancies from 2 to 5% from 2012 to 2022 while Pierce County overall saw a slight decrease. The City and County had identical vacancy rates of 5%, indicating a healthy housing market with natural rates of turnover (extremely low vacancy can indicate a more constrained supply not meeting demand).

Affordability

While Edgewood home prices and rents are higher than overall Pierce County averages, housing prices increased at a lower overall rate in recent years. In 2023, the median home sale price in Edgewood was roughly \$718,000 (\$168,000 higher than Pierce County

overall). Average monthly rents in Edgewood were \$1,768 in 2023 (\$175 higher than Pierce County overall). To afford the average housing unit in Edgewood, households would need two full time earners making \$34/hour each to avoid cost burden (see Figure H-13).

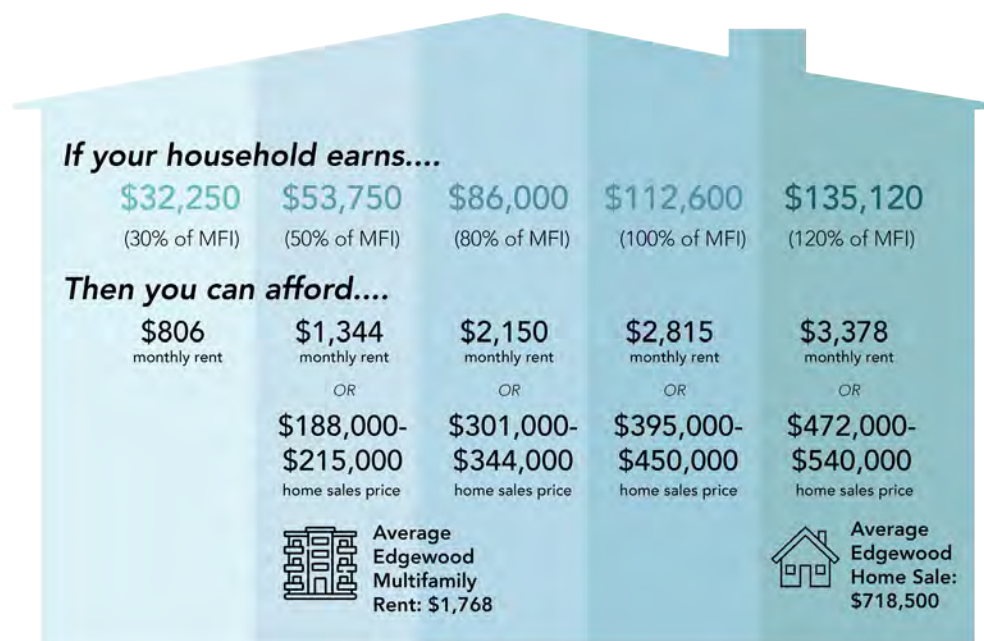
Figure H-13. Monthly Rental and Home Sale Costs, Edgewood and Pierce County, 2023

JURISDICTION	AVERAGE MULTIFAMILY RENT	MEDIAN HOME SALE PRICE
City of Edgewood	\$1,776	\$718,533
Pierce County	\$1,614	\$550,110

Figure H-14 demonstrates how much a household in Edgewood in 2023 could afford to pay for monthly rent or a home sales price based on their income level. The US Department of Housing and Urban Development (HUD) uses data from the US Census to define an area's Median Family Income (MFI, also referred to as AMI).

In Edgewood, the average rent in 2023 for multifamily units is affordable for households at about 60% of MFI without experiencing cost burden (where households pay more than 30% of monthly income towards housing costs). However, purchasing a home with an average sale price for 2023 is out of reach even for many households above the median income level (100% median income level). In fact, a household would need to make about \$180,000 annually to afford the average home in Edgewood (or about 150% of Median Family Income).

Figure H-14. Household Affordability Compared to Monthly Housing Costs, 2023



Source: US Department of Housing and Urban Development, CoStar, Redfin. Graphic: EConorthwest¹³

Barriers to Rent-Restricted Affordable Housing, Emergency Housing, and Permanent Supportive Housing:

- The limited ability of developers to build affordable housing due to the insufficient development feasibility and subsidies.
- Limited permit fee incentives and permit procedure support for affordable housing.
- Lack of incentives such as the property tax exemptions and tax incentives dedicated to affordable housing.
- Limited access to public transit and other community services and healthcare resources compared to other, larger cities in the Puget Sound region, together with of financial resources in the City to support the development of affordable housing.

¹³ Monthly Family Income (MFI) means the same thing as AMI. This chart uses the median household income based on HUD MFI. Home sale prices are calculated using an assumption of 3.5-4 times annual salary as a benchmark.

Demand

- The Pierce County Countywide Planning Policies set population growth targets for jurisdictions within the County, with projections between 2020 and 2044. Edgewood is expected to continue to grow increasing by 48% between 2020 and 2044 (or an average annual growth rate of 1.6%), as shown in **Error! Reference source not found..** This same growth pattern is reflected in the projected growth for households in the City. The City of Edgewood population change forecasted in the 2020 to 2024 time period comprises 2.14% of the total population growth anticipated for Pierce County.
- **Figure H-15. Population Growth Targets, 2020-2044**

JURISDICTION	2020 CENSUS POPULATION	2044 PROJECTION	CHANGE (NUMBER)	CHANGE	AAGR, 2020 TO 2044
City of Edgewood	12,327	18,217	5,890	48%	1.6%
Pierce County	921,130	1,196,798	275,668	30%	1.1%

- - Source: Pierce County Population Growth Targets, Exhibit A to Ordinance No. 2022-46s. AAGR: Average Annual Growth Rate. Note: This shows the AAGR from 2020 to 2024.

Allocations

The Washington State Department of Commerce Housing for All Planning Tool (HAPT) includes two (2) allocation methods for determining how a County's future housing supply needs can be assigned among jurisdictions. In 2023, Pierce County adopted allocations using HAPT tool Method A. Figure H-16 shows that in total, an estimated 2,396 permanent housing units are needed by 2044 in the City of Edgewood. The HAPT is calibrated to 2020, and the City of Edgewood has already permitted 496 new housing units during the years 2021-2023.

The allocations below assume that the City would meet a large share (about 30%) of its new permanent housing target with units priced for moderate to high income households earning 100% or more of AMI. The City of Edgewood currently has no units of Permanent

Supportive Housing (PSH) ¹⁴ or emergency units;¹⁵ and to meet these targets the City will need to accommodate 418 and 147 new units of these housing types respectively by 2044.

In addition, the City of Edgewood had no regulated affordable housing (as of 2021) which focus on providing housing for low to moderate income households. The City will need to build new affordable housing to meet its allocated targets.

Figure H-16. Housing Unit Allocations by Income, Edgewood, 2020-2044

	0-30% AMI		>30-50% AMI	>50-80% AMI	>80-100% AMI	>100-120% AMI	>120% AMI	TOTAL	TOTAL EMERG-ENCY BEDS
	Non-PSH	PSH							
2020 Est. Supply	165	0	356	744	644	875	2,341	5,125	0
New Unit Allocation by 2044	310	418	445	351	151	137	585	2,397	147
Total Units (2044)	475	418	801	1,095	795	1,012	2,926	7,522	147

¹⁴ "Subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors" Washington RCW 36.70A.030(31)

¹⁵ "Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement." - Washington RCW 36.70A.030(14)

WA STATE HOUSING ALLOCATIONS

In 2021, HB 1220 created a new way that communities in the state are required to plan for housing needs. This legislation requires that jurisdictions plan for sufficient land supp for housing needs, including all economic segments of the population (moderate, low, very low and extremely low income, as well as emergency housing and permanent supportive housing).

- » Since 2000, the City of Edgewood has had an average annual growth rate in housing units of 96 new units per year.
- » Comparatively, the City will need to add an average of 120 new units per year to reach its allocation.

Housing for Older Adults

Addressing housing needs for older adults (those aged 60 and over) also requires additional considerations for housing choice. Within the group of older adults, housing needs also vary. Nationally, trend show that “the 82-to-86-year-old cohort dominates the assisted living and more intensive care sector”¹⁶ while new or near-retirees may prefer aging in place or active, age-targeted communities. Households for adults 65 years or older also typically have different financial situations than younger adults; low-income households with older adults may not have the financial resources to afford years in a nursing home and may instead choose to downsize to smaller, more affordable units. Others living nearby relatives may also choose to live in multigenerational households. Although the City of Edgewood has no regulated affordable housing units, the City does have several long-term care residential facilities for older adults providing 77 units (see Figure H-18).

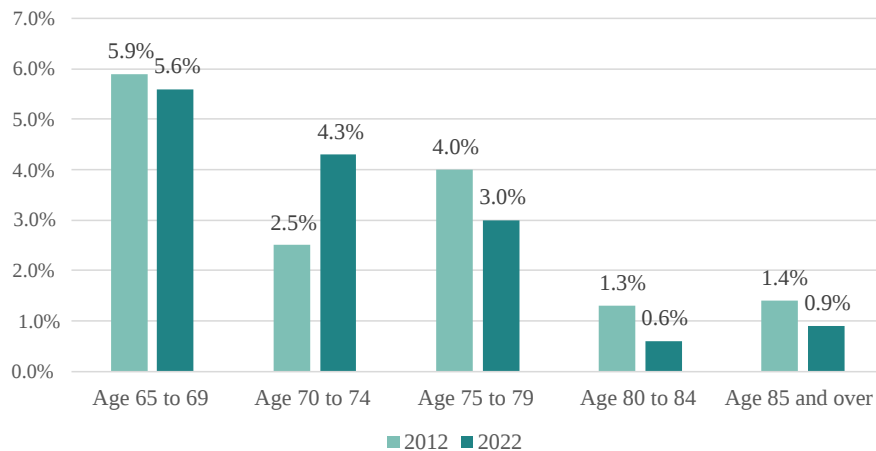
In the City of Edgewood, adults aged 65 to 69 are the largest share of older adults, with the share of adults 70 to 74 growing the most since 2012, while the share of adults 80 years and over declined (see Figure H-17). Addressing housing needs for different segments of older adults requires a range of housing policies. For example, “the 82-to-86-year-old cohort dominates the assisted living and more intensive care sector” while new or n¹⁷

¹⁶ Urban Land Institute, ‘Emerging Trends in Real Estate, United States and Canada,’ 2018.

¹⁷ Urban Land Institute, ‘Emerging Trends in Real Estate, United States and Canada,’ 2018.

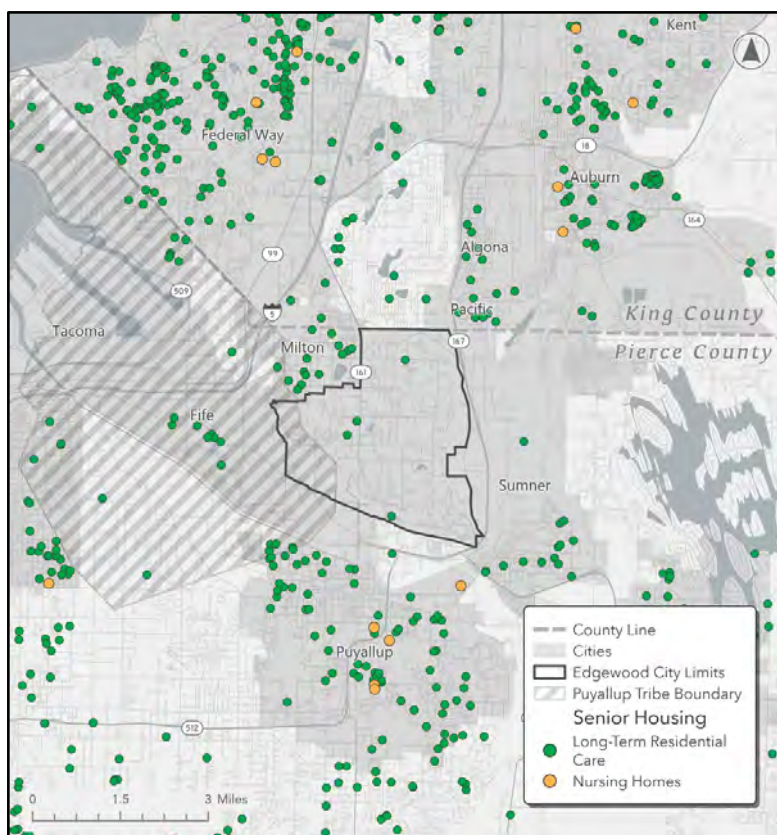
ear-retirees aged 65 to 80 may prefer aging in place or active, age-targeted communities. Senior households earning different incomes may require different housing choices. For instance, low-income seniors or those on a fixed income may not have the financial resources to live out their years in a nursing home and may instead choose to downsize to smaller, more affordable units.

Figure H-17. Older Adults as a Percentage of Total Population, 2012-2022



Source: U.S. Census Bureau, 2008-2012 and 2018-2022 ACS 5-Year Estimates

Figure H-18. Map and Inventory of Housing for Older Adults



LONG TERM CARE RESIDENTIAL FACILITY	NUMBER OF UNITS (BEDS)
Edgewood Country Retreat Inc.	6
Edgewood Manor AFH LLC	5
The Ashley House	6
The Cottages at Edgewood	60
Total	77

Source: ECONorthwest, Washington State Department of Health and Social Services

Additionally, 8% of residents in Edgewood as of 2022 had at least one disability, increasing slightly from 2012 according to U.S. census data. This indicates that the City

may have increasing needs for accessible housing. The most common type of disability in the City was ambulatory difficulties, which can require housing accommodations such as zero-step entryways, ramps, lifts, or other accessibility features.

POLICY CONTEXT

The Housing Element should accommodate the diverse needs of the whole community providing different options with sufficient variety for different household incomes and sizes, life stages of people, and community location needs. The Housing Element identifies sufficient land capacity and strategies to accommodate existing and projected housing needs for all segments of the community over the next 20 years. It seeks to enhance neighborhoods, support the maintenance and improvement of existing housing stock and guide the development of new housing stock to accommodate a range of income levels, ages, abilities, household sizes, and special needs.

STATE AND REGIONAL PLANNING CONTEXT

The City of Edgewood Comprehensive plan must fit within the planning framework established through the enactment of state, regional and county laws, directives, goals and policies.

At the state level, the Growth Management Act requires local jurisdictions to adopt housing elements that are consistent with statewide goals and objectives. The Housing Element must include an inventory and analysis of existing and projected housing needs that identifies the number of housing units by income level necessary to manage projected growth including permanent supportive and emergency housing. Recent state legislation calls for cities to expand middle housing allowances in single family residential zones (HB 1110) and support Accessory Dwelling Unit development (HB 1337). These changes require cities to allow up to two Accessory Dwelling Units (ADUs) on all lots zoned to allow single-family homes. Edgewood is counted as a Tier 3 city under the HB 1110 Middle Housing policy, which requires the City to allow two dwelling units (or higher) per lot in predominantly residential zoning districts.

At the regional level, the PSRC has established multi-county housing policies in VISION 2050, which encourage local jurisdictions to adopt best housing practices and innovative techniques to advance the provision of affordable, healthy, and safe housing for all the

Puget Sound region's residents. Updates to the Puget Sound region's local comprehensive plans must be reviewed for consistency with PSRC policies as a part of the plan certification process.

At the county level, the Pierce County Countywide Planning Policy establishes a countywide framework to ensure that municipal and county comprehensive plans are consistent.

Consistent with the Pierce County Countywide Planning Policies and RCW 36.70A.070, this element includes:

- A housing inventory describing the diverse housing needs among different household income levels and special housing needs including permanent supportive and emergency housing.
- Review of racially disparate impacts and measures to address these impacts¹⁸.
- Displacement risk and anti-displacement measures.
- Evaluation of land capacity to meet housing needs.

In addition, the South Sound Housing Affordability Partners¹⁹ Racial Equity Analysis (2023) informed this Housing Element update. This study showed higher levels of housing segregation for the Black population in Edgewood relative to other cities studied, disparity in the rate of homeownership for the Hispanic/Latino households, and a higher overall rate of housing cost-burden in Edgewood for Persons of Color. Although Edgewood exhibits low displacement risk, there are risks associated with limited availability of low to moderate-income housing (no rent-restricted affordable housing), rising rents, and a growing share of Persons of Color.

This Element addresses the major housing issues facing Edgewood over the next 20 years. These issues include:

¹⁸ See Appendix A.

¹⁹ The South Sound Housing Affordability Partners (SSHA³P) is a collaboration established in 2021 via an interlocal agreement involving Edgewood, several other cities and towns in Pierce County, Pierce County itself, and the Puyallup Tribe of Indians. Together, they create and preserve *affordable, attainable, and accessible* housing throughout their communities.

- Support housing availability that is affordable inclusively for all economic segments of the community and for those in need of transitional or emergency housing (in compliance with Pierce Countywide Planning Policies and HB 1220).
- Include strategies to provide broader homeownership opportunities and housing for those working in Edgewood.
- Expand attainable housing options available for those wishing to downsize or age in place or in the same community.
- Provide strategies to prevent and minimize displacement of people from their housing particularly due to redevelopment of housing currently used by low to moderate-income residents.
- Increase the range of housing choices that are reflective of rapidly changing demographics, preferences and needs.
- Provide supportive policies for the housing targets consistent with the PSRC VISION 2050 Regional Growth Strategy and PSRC growth projections for 2050 and meeting the Pierce County GMA population and housing targets for 2044 as outlined in this Housing Element.

GOALS AND POLICIES

- Goal H.1 Ensure new housing development supports City and regional growth plans.**
- H.1a Provide an adequate supply of land to accommodate the City's housing growth target of 2,397 new housing units and 147 emergency beds by 2044, attainable across various household income levels.
- H.1b Allow new housing development where it can be supported by existing and planned infrastructure
- H.1c Encourage a mix of residential types and uses in pedestrian-oriented commercial and mixed-use districts.
- H.1d Facilitate coordination between plans for new housing development with plans for expansion of utilities (such as sewer) and services (such as transit access).
- H.1e Collaborate with regional jurisdictions and the South Sound Housing Affordability Partners to meet housing growth targets and address housing issues that cross jurisdictional boundaries. Support efforts by Pierce County and other municipalities in the County to establish a countywide program by an organization capable of long-term consistent coordination of regional housing planning, design, development, funding, and housing management.
- H.1f Develop implementation plans and strategies to ensure that adequate housing is available for all community members across all income segments in the future, in accordance with the policies contained in the Comprehensive Plan and 20-year housing targets for Edgewood.
- H.1g Support a long-term strategy to convert existing development from septic systems to sanitary sewer, recognizing that alternative technologies may be appropriate in certain situations if they can be shown to produce treatment at acceptable standards and where a long-term maintenance plan is in place.
- H.1h Achieve and sustain the housing targets by income group allocation for Edgewood as adopted by the Pierce County Council. Monitor and

assess the City's progress in meeting housing needs at least every five years.

- Goal H.2 Encourage housing design that provides quality living and community spaces that enhance neighborhood livability.**
- H.2a Encourage high quality construction that is safe, durable, and sustainable.
 - H.2b Create visitability standards and incentivize universal design to maximize building lifecycle and creation of accessible units.²⁰
 - H.2c Promote building designs and site design features that celebrate Edgewood's agricultural heritage.
 - H.2d Promote site planning that creates quality outdoor spaces and harmony within neighborhoods and districts.
 - H.2e Encourage cluster residential development that preserve open spaces and natural areas and make them accessible for community enjoyment.
 - H.2f Provide guidelines for transitions between different uses and buffers to mitigate to mitigate potential impacts and foster quality living environments for all community members.
 - H.2g Ensure regulations, requirements, and procedures are clear and predictable to applicants and the community-at-large to minimize unnecessary permitting delays.

²⁰ Universal design is the principle that people of all ages and ability levels can use buildings, products, and the built environment without adaptation. Examples of universal design in housing include wide doorways, adequate maneuvering space in kitchens and bathrooms, switches and handles that are easy to reach and operate, and slide-out shelves. These and other relatively simple features enable people to remain in their homes even as their needs change over time. Visitability features are a subset of universal design that addresses access to the main part of the house to ensure that visitors with mobility limitations are able to go to the homes of friends and relatives. Being able to do this supports important, life-enriching interactions. Visitability features include wide doorways, a zero-step entrance, and no-stair access to a toilet facility with adequate space for maneuverability. (AARP, <https://www.aarp.org/livable-communities/housing/info-2020/homefit-guide.html>).

Goal H.3	Promote a mix of housing types to meet the needs of current and future residents.
H.3a	Encourage the preservation, maintenance, and enhancement of the City's existing housing stock.
H.3b	Promote housing rehabilitation programs that help homeowners maintain or repair their homes and preserve affordable housing and work with partners to help rehabilitate existing housing that serves low to moderate-income households. Explore measures to preserve affordable housing, such as a manufactured housing preservation program focused on supporting healthy living conditions.
H.3c	Encourage residential infill development that includes middle housing types.
H.3d	Increase the diversity of the City's housing stock by encouraging construction of moderate- and higher-density housing, such as apartment buildings, mixed use developments, townhomes, multiplexes, and cottage housing.
H.3e	Encourage a range of unit sizes to accommodate different household types and lifestyles, including single person, two-person, families, seniors, and co-living spaces.
H.3f	Encourage the supply of affordable housing units (both rental and ownership) available to all of Edgewood's household income segments to provide greater housing choices for all community members.
H.3g	Allow for and provide incentives to support accessory dwelling units in new and existing residential developments.
H.3h	Encourage construction of senior housing and accessible housing types that allow residents to "age in place" to support aging populations and allow residents to continue living in Edgewood.
H.3i	Promote and incentivize homeownership opportunities for moderate to low-income households by allowing for a variety of housing types, densities, and community land trust arrangements.

Goal H.4 Provide a diversity of affordable housing units.

- H.4a Work with public and private sector partners to provide a supply of affordable housing for low income and moderate income households in Edgewood.
- H.4b Incentivize affordable housing construction, such as through density bonuses, height allowances, reduced parking requirements, and tax incentives.
- H.4c Coordinate with the Pierce County Housing Authority and non-profit groups to explore opportunities for acquiring funding to address affordable housing needs in Edgewood, including private foundations and federal, state and local programs. Seek and secure state funds such as the Housing Trust Fund and federal subsidy funds to implement affordable housing projects.
- H.4d Collaborate with and support non-profit organizations that construct and manage affordable housing.
- H.4e Encourage new affordable housing units near community amenities, multi-modal infrastructure, and transit..
- H.4f Encourage energy efficient design features in new affordable housing units to provide low utility costs for future residents.
- H.4g Expand opportunities for affordable housing by ensuring that manufactured housing and modular housing is allowed in residential zones and is regulated the same as site-built housing.
- H.4h Connect residents to programs that teach financial literacy and offer homeownership counseling and resources, such as creating a webpage with a list of relevant resources.
- H.4i Consider the impacts of City regulations on housing cost and supply and take steps to mitigate any negative impacts.
- H.4j Evaluate the potential use of the Washington State Multifamily Tax Exemption (MFTE) program to test out program options and their associated costs and benefits helping to support overall housing production and affordable housing targets.

H.4k	Work with Pierce County, other Pierce County municipalities, and entities such as the South Sound Housing Affordability Partners to cooperatively maximize available local, state, and federal funding opportunities and private resources for the development of affordable housing. Explore and identify opportunities to reduce land costs to build affordable housing.
H.4l	Ensure the Edgewood Municipal Code is consistent with Pierce County and State agencies, such as updating definitions for affordable housing and residential use related, different income levels, and workforce housing.
Goal H.5	Work with community partners to provide housing for special needs populations.
H.5a	Work with community and regional partners to understand the demand for special needs housing in Edgewood.
H.5b	Support organizations that provide special needs housing in Edgewood.
H.5c	Direct resources and work with partners to provide opportunities for the provision of accessible and assisted living housing, including group homes, assisted care facilities, nursing homes and other facilities.
H.5d	Develop a strategy or action plan to secure grants and loans by agencies, private developers, and nonprofit organizations that are tied to the provision of permanent supportive housing, emergency shelter beds, transitional housing, and other housing serving at-risk populations.
H.5e	Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to address the impacts of displacement and people at risk of becoming homeless.

TRANSPORTATION

INTRODUCTION

The intent of the Transportation Element is to guide the development of a transportation system that improves safety and mobility and offers a range of transportation choices for all users. This Transportation Element identifies the pedestrian, bicycle, automobile, public transit and freight systems that are envisioned by the City. Transportation projects and programs are outlined that support the land use plan and meet City goals and policies. The Element also recognizes the regional nature of the transportation system and the need for continuing interagency coordination at the local, state, and federal level.

GROWTH MANAGEMENT ACT AND VISION 2050

Under the Growth Management Act (RCW 36.70A.070), the Transportation Element is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The plan must contain:

- An inventory of existing facilities;
- An assessment of future facility needs to meet current and future demands;
- A multi-year plan for financing proposed transportation improvements;
- Forecasts of traffic for at least 10 years based on adopted land use plan;
- Multimodal level of service (LOS) standards for arterials and public transportation, including actions to bring deficient facilities into compliance;
- Transportation Demand Management (TDM) strategies;
- Identification of intergovernmental coordination efforts;
- A collaborative pedestrian bicycle component aimed at identifying planned enhancements of active modes of transportation; and
- Implementing steps to upgrade local transportation facilities or services below the set service standard.

The Puget Sound Regional Council (PSRC) adopted VISION 2050 as the central Puget Sound region's long-range strategy for growth management, the environment, economic development, and transportation. It represents the regional plan aimed at establishing a sustainable future across King, Kitsap, Pierce, and Snohomish Counties. The plan addresses economic, social, and environmental concerns, enhancing resilience against challenges like climate change and housing scarcity. VISION 2050 advocates for

equitable, sustainable approaches to housing, mobility, and services. Realizing the plan's success relies on coordinated efforts among local governments and agencies.

In 2023, the Washington State Legislature passed House Bill (HB) 1181 to integrate climate change into the Growth Management Act (GMA), establishing new transportation expectations and deadlines for larger jurisdictions, and addressing multimodal service, active transportation planning, state facility impacts, and costs. While further guidance might be necessary, jurisdictions should anticipate and incorporate changes into the 2024 update to the extent feasible. The bill promptly influenced transportation and climate goals, aligning with Puget Sound Regional Council's (PSRC) VISION 2050.

CONTEXT

Edgewood is primarily a residential community with ready access to employment and shopping opportunities within and outside the City limits. Edgewood's existing street system was originally developed to serve the basic needs of a rural agricultural community. While most of the roads of Edgewood currently have adequate vehicle capacity, much of the current system lacks urban pedestrian and bicycle facilities and is not constructed to current roadway standards. The future multimodal transportation system will feature a balance of rural and urban transportation facilities to meet the needs of a growing community.

BACKGROUND INFORMATION

INVENTORY OF EXISTING TRANSPORTATION FACILITIES AND CONDITIONS

A range of transportation facilities and services meet the local travel needs. These facilities and services provide for travel within the City and also connect Edgewood with the rest of the region. The City's existing transportation system is comprised of a state highway, arterials, collectors and local roads, as well as facilities for pedestrians, bicycles and transit. The following summarizes key elements of the existing transportation system serving the City. This inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs.

Street and Highway System

The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and

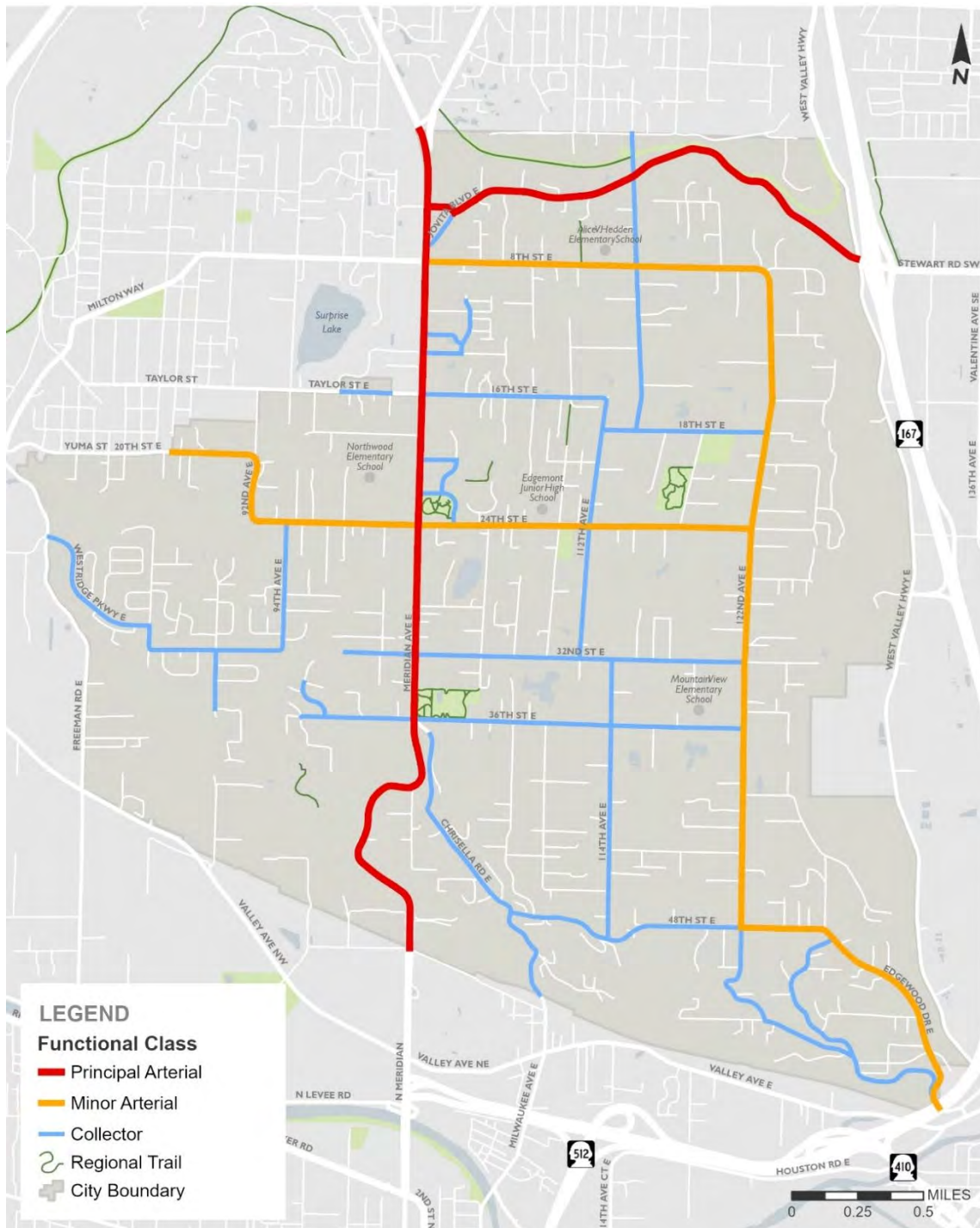
users. Roadways are classified according to their intended function and desired service. The City's roadway functional classification is identified in the Transportation Systems Plan Section and is based on existing and future transportation needs.

To provide background for identifying the transportation improvement projects and programs, a summary of existing conditions of the City roadway system is presented. This includes the number of lanes and existing traffic controls, traffic volumes and operations, transportation safety conditions and the freight system. Active transportation and transit facilities and services, which use the roadway system, are described in the subsections that follow.

Street Network

Figure 1 shows the existing state highway and road arterial system serving Edgewood. The City is served by several major, minor, and local streets.

Figure 1 - Existing Street Network and Functional Classification



The PSRC classifies Meridian Avenue E (SR 161) as a Highway of Regional Significance (HRS). Meridian Avenue E is a key vehicular, transit, and freight corridor, as well as the commercial backbone of the City supporting a significant through-traffic function. This roadway is generally 5 lanes wide north of 24th Street E and 3 lanes wide south of there. This roadway connects to I-5 and Federal Way to the north, and to SR 167 and SR 512 to the south in Puyallup.

Jovita Boulevard E is a major east-west route in the northern part of the City. It provides access to SR 167 and regional points east of the City. The roadway is 2 lanes wide with posted speeds of 35 mph. There is a roundabout at Emerald Street E near the western terminus of Jovita Boulevard E, which has moved major vehicle access to SR 161 to the north of the 8th Street E (Milton Way) intersection.

Milton Way, Taylor Street (16th Street E) and 24th Street E are major east-west routes in the western half of the City (and extending outside the City) providing access to Fife, I-5 and other Pierce County points to the west. All are 2 or 3 lanes wide, with Milton Way having a posted speed of 35 mph and the others having posted speeds of 25 mph.

Edgewood Drive E, 122nd Avenue E, 24th Street E, and 8th Street E are major routes in the eastern half of the City. Each is 2 lanes wide and is used more by local traffic to access residential areas within the City. Speed limits on 8th Street E and 122nd Avenue E are 35 mph, while the others are 25 mph.

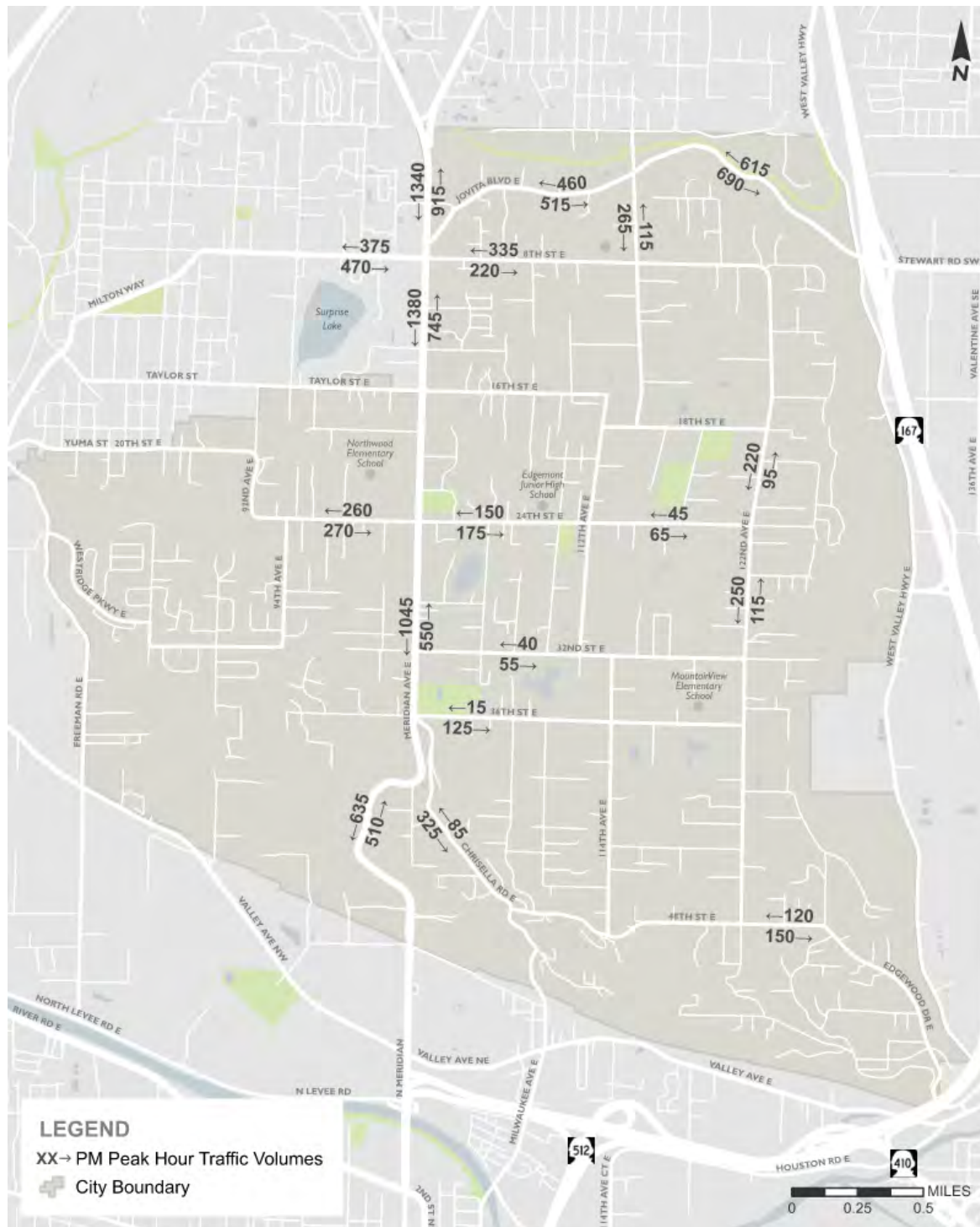
The remainder of the City network is intended for local neighborhood circulation and the streets provide access to adjacent properties. These local roadways are generally 2 lanes wide with posted speeds of 25 mph.

Existing Traffic Volumes

Recent traffic counts were assembled from a variety of sources to determine current vehicle demands on City roadways. Daily vehicle volumes were assembled from WSDOT records for Meridian Avenue E (SR 161). Weekday PM peak hour volumes were also assembled for major intersections throughout the City. The weekday PM peak hour is typically the period when traffic volumes are the highest within the City.

The average annual daily traffic (AADT) volumes along Meridian Avenue E ranged from approximately 24,200 north of 8th Street E to 19,000 north of 36th Street E (WSDOT, 2022). Existing (2023) PM peak hour traffic volumes across City roadways are shown in Figure 2.

Figure 2 - Existing (2023) Weekday PM Peak Hour Traffic Volumes



Traffic Operations

Traffic volumes were used to evaluate existing traffic operations in Edgewood through the evaluation of levels of service (LOS) as defined in the Travel Forecasts and Needs Evaluation section of this Element.

Major intersections along the City's two principal arterials, Meridian Avenue E and Jovita Boulevard E, were evaluated based on the latest level of service methodology defined in the Highway Capacity Manual (HCM), 6th Edition (Transportation Research Board). The City's LOS standard is LOS E or better for the Meridian Avenue E, corridor consistent with the PSRC's adopted standard for HRSs. For intersections off the state highway, LOS D or better is the standard. Figure 3 shows the level of service at each of the major intersections.

LEGEND

Intersection Control

- Stop
- ▽ Roundabout
- Signal

Intersection LOS

- A - C
- D
- F

Regional Trail

City Boundary

0 0.25 0.5 MILES

As shown in Figure 3, all signalized study intersections operate at LOS D or better. Due to higher volumes of traffic along Meridian Avenue E, several minor-street movements at unsignalized intersections will experience higher levels of delay, similar to what is shown at the Meridian Avenue E / 32nd Street E intersection (which is operating at LOS F with average delays of almost 90 seconds for the westbound approach).

The City also monitors roadway segment LOS along its minor arterials and collector streets as shown in Table 1. The City's LOS standard is LOS C or better for roadway segments, which is based on a volume-to-capacity (V/C) ratio of 0.80 or less.

Table 1 – Existing (2023) Weekday PM Peak Hour Roadway Segment Level of Service

SEGMENT	SOUTHBOUND/ WESTBOUND ¹		NORTHBOUND/ EASTBOUND ²	
	V/C RATIO ³	LOS ⁴	V/C RATIO	LOS
114th Ave E, south of Jovita Blvd E	0.12	A	0.27	A
8th St E, east of Meridian Ave E	0.22	A	0.34	B
24th St E, west of Meridian Ave E	0.27	A	0.26	A
24th St E, east of Meridian Ave E	0.18	A	0.15	A
24th St E, west of 122nd Ave E	0.07	A	0.05	A
122nd Ave E, north of 24th St E	0.10	A	0.22	A
122nd Ave E, south of 24th St E	0.12	A	0.25	A
32nd St E, west of Meridian Ave E	0.02	A	0.03	A
36th St E, west of Chrisella Rd E	0.13	A	0.02	A
48th St E, east of 122nd Ave E	0.15	A	0.12	A
Chrisella Rd E, south of 48th St E	0.09	A	0.33	B

Source: Transpo Group, 2023 Notes:

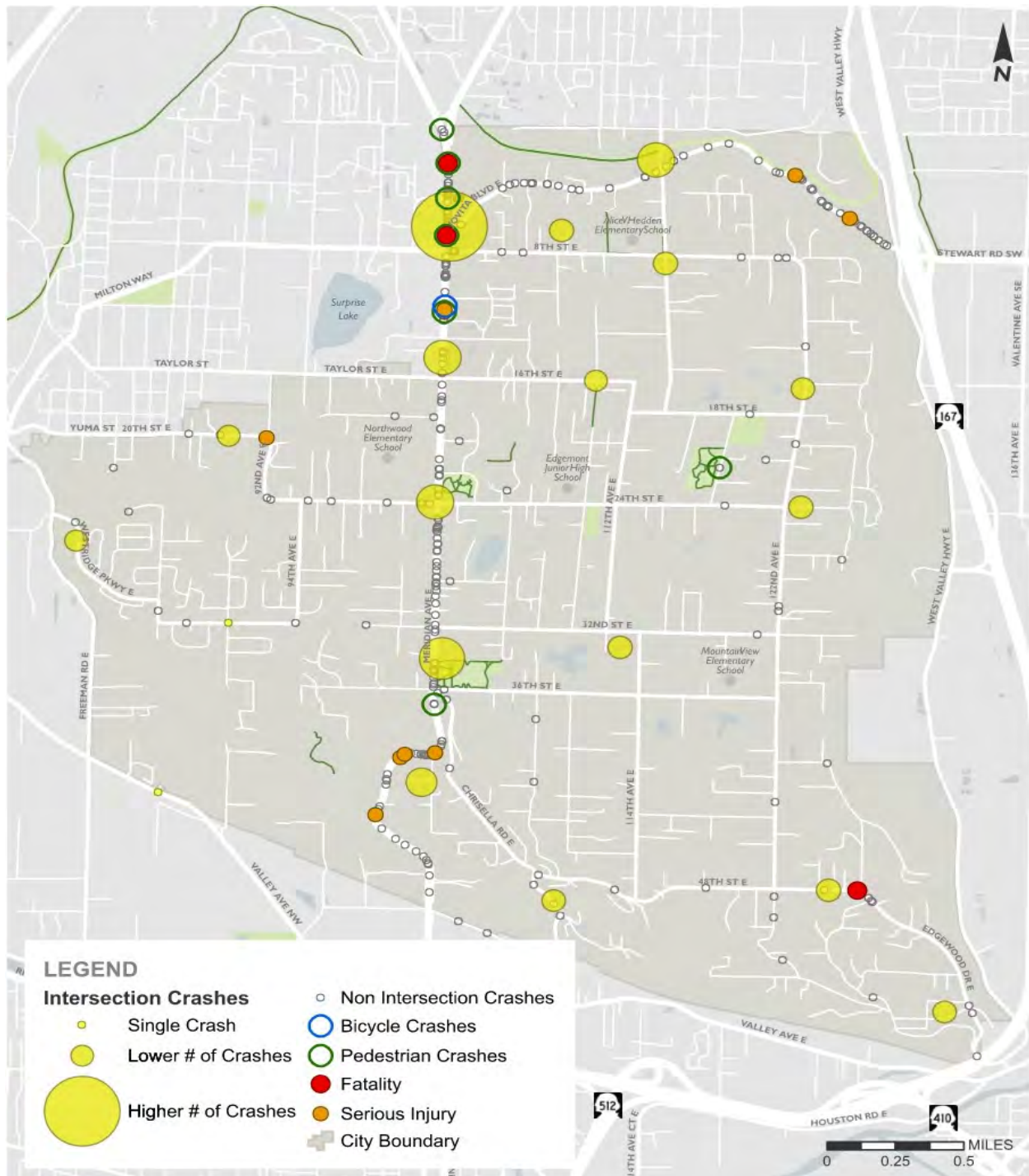
1. Intersection control; TWSC is two-way, stop control
2. Level of Service (A to F)
3. Average delay per vehicle in seconds
4. For TWSC, delay represents the worst performance among the traffic movements

As shown in Table 1, roadway segment volumes are well under capacity, with most segments operating at LOS A and only a couple at LOS B. This indicates that transportation capacity issues are primarily associated with Meridian Avenue E and Jovita Boulevard E.

Traffic Safety

A traffic safety review was conducted within the City of Edgewood. WSDOT provided collision records for all roadways for a five-year period from 2018 to 2022. Collisions are categorized as either intersection crashes, non-intersection crashes, pedestrian and bicycle crashes, or fatal and serious injury crashes. The map of the collision history of each category is shown in Figure 4.

Figure 4 - Citywide Collision Data (2018 - 2022)



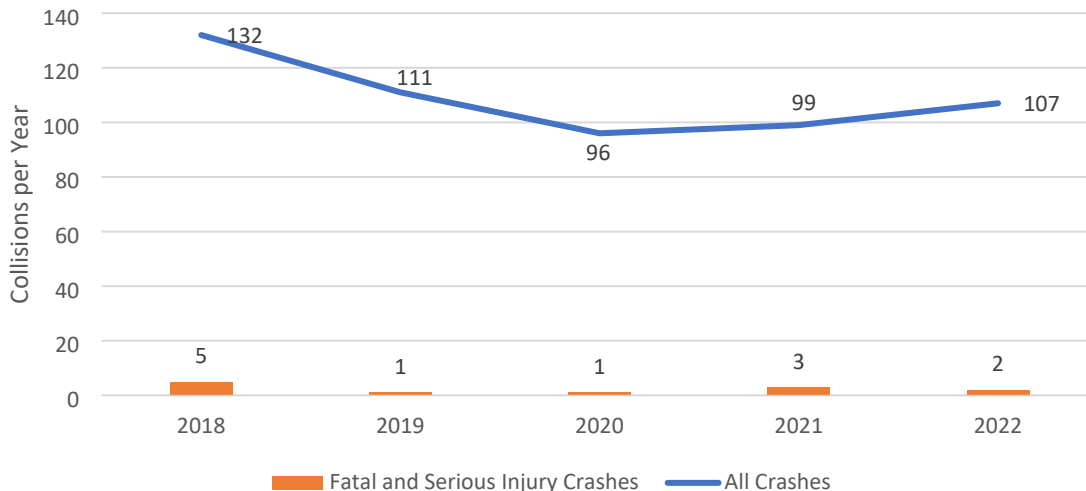
Based on the five years of data collected by WSDOT, 160 collisions occurred with a concentration at intersections with high traffic movements. A few instances of pedestrian and bicycle crashes with multiple injury and fatality collisions are recorded across the city. Meridian Avenue E has the highest frequency of collisions, particularly the northern segment extending from the city boundary south to 16th Street E. Major intersections along Meridian Avenue E, including Emerald Street and 8th Street E, 24th Street E, and 36th Street E, have high crash rates, often involving rear-end collisions.

The intersection of 36th Street E is a five-leg signalized intersection with a stop sign at one approach that suggests that inconsistency of traffic controls might be the main contributor to these collisions. The City of Edgewood completed the Meridian Avenue E Corridor Study in July 2024, which outlines the ultimate vision for the intersection of 36th Street E and Meridian Avenue E as a roundabout. Outside of Meridian Avenue E, the Jovita Blvd / 114th Ave E intersection also has a relatively high number of collisions, primarily involving approach turn and angle collision types, often attributed to left-turn movements.

There are three fatalities in the collision records. One of these occurred on Jovita Boulevard E and Meridian Avenue E, which involved a motorcycle traveling over the speed limit. The other two fatalities include one fixed object collision and another one involving a pedestrian where both driver and pedestrian distractions were identified as corresponding causes. Pedestrian and bicycle collisions were mostly scattered along Meridian Avenue E, characterized by low lighting, and wet driving conditions. These collisions were primarily attributed to driver distraction or unusual driving conditions.

Based on the five-year data collected by WSDOT, the total number of crashes in the City of Edgewood has shown a downward trend from 2018 to 2022, as depicted by the trendline in Figure 5. Furthermore, there has been a decrease in fatal and serious injuries during this period. The decline in 2020 and 2021 may be attributable to reduced traffic volumes resulting from the COVID-19 pandemic.

Figure 5 – Citywide Annual Collision Trends in Edgewood



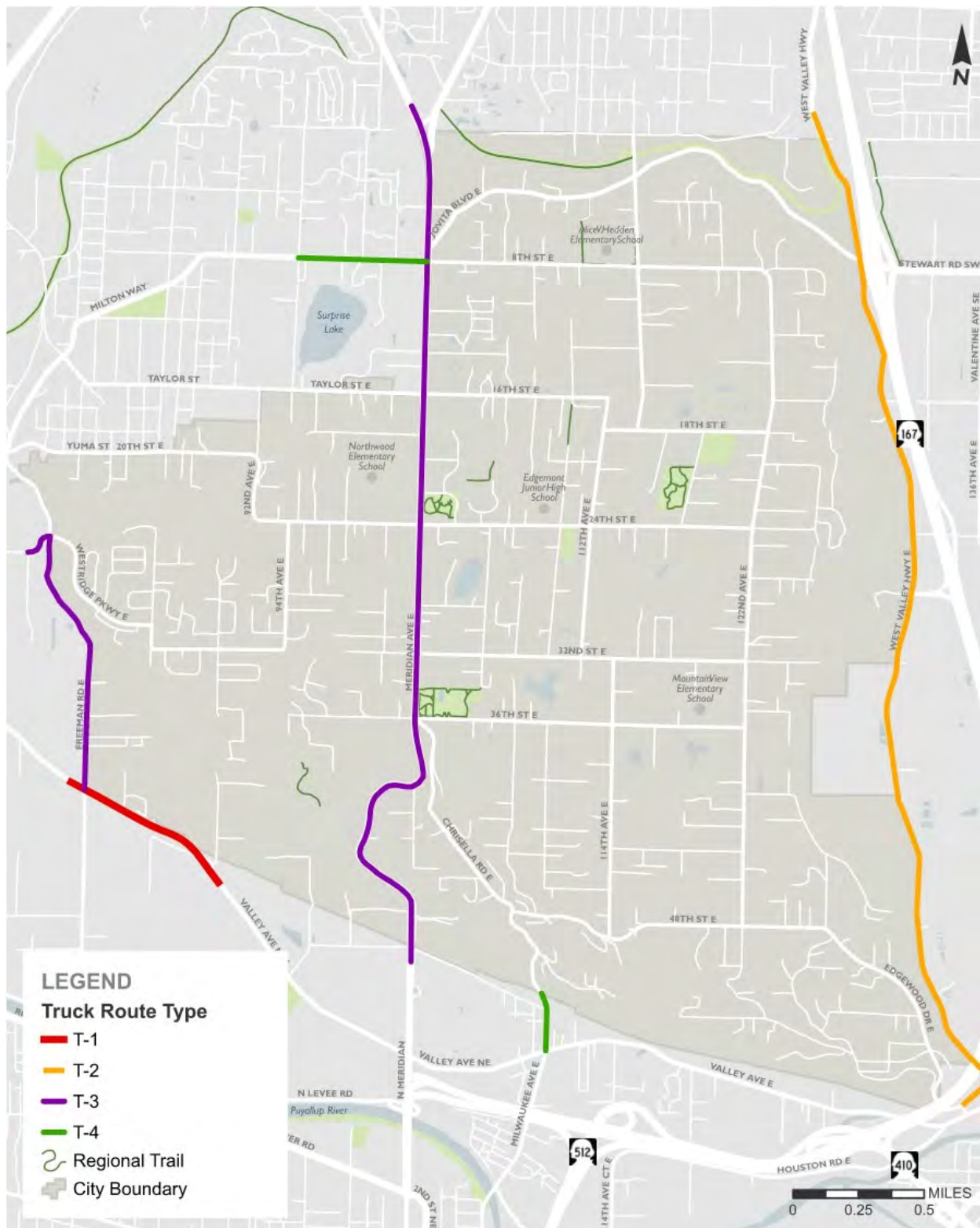
Freight System

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and City streets according to the average annual gross truck tonnage they carry as directed by Revised Code of Washington (RCW) 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. Within the City of Edgewood, there are no T-1 or T-2 classifications (W Valley Highway E is classified at T-2 but is just outside the City's jurisdiction).

Meridian Avenue E is classified as T-3 through the City. Milton Way, within the City of Milton, is classified as a T-4 corridor, between 23rd Avenue and Meridian Avenue E. Part of Valley Avenue E is also classified as T-1. Milwaukee Avenue, just south of Edgewood city limits is also classified as a T-4 route. The map of truck routes within and adjacent to the City limits is shown in Figure 6.

Figure 6 - Freight and Goods Transportation System (FGTS) - Freight Map



Active Transportation System

Pedestrian and bicycle facilities play a vital role in the City's transportation environment. The active transportation system is comprised of facilities that promote mobility without motorized vehicles use. A well-established system encourages healthy recreational activities, reduces travel demand on City roadways, and enhances safety within a livable community. Pedestrian and bicycle facilities also provide access to/from transit stops. Good transit access can additionally increase the use of non-automobile travel modes.

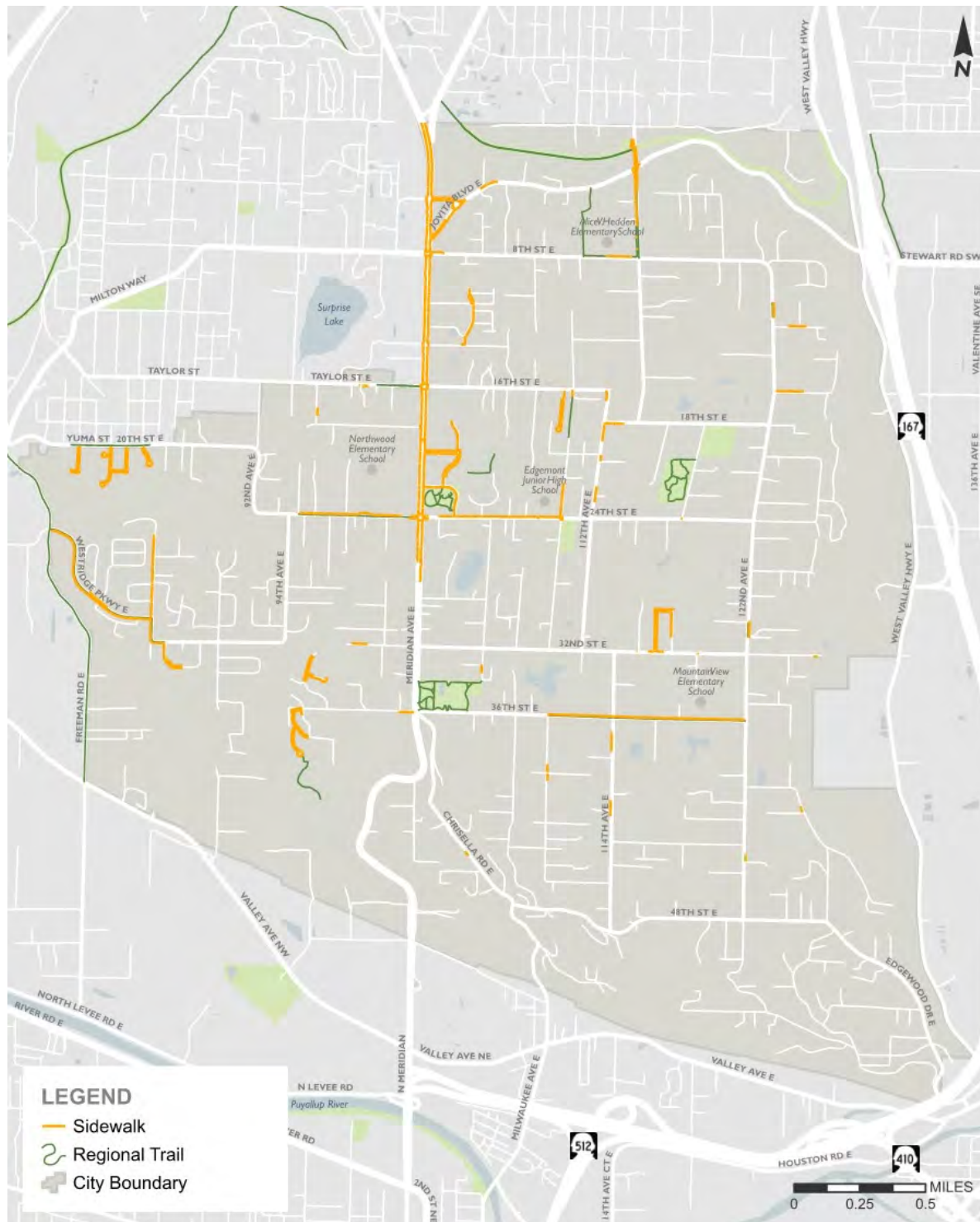
The City of Edgewood has developed a Parks, Recreation, Open Space, and Trails (PROST) Plan. This Transportation Element highlights the mobility and travel aspects noted in the PROST Plan, including existing conditions as well as planned improvements.

The Interurban Trail is in the northeastern part of the City, running roughly parallel to Jovita Boulevard E following Jovita Creek. The City has established a trailhead park near 114th Avenue E. The City's section of the Interurban Trail does not currently connect to other portions of the Interurban Trail but there are regional plans for future connections. In addition, the Edgewood Community Park is located at the northeast corner of 36th Street E and Meridian Avenue E which officially opened in March 2022 and includes 0.7 miles of paved and gravel surface trails.

There is an existing Urban Bike and Pedestrian Route along Meridian Avenue E between the north City limits and 24th Street E. Active transportation facilities were recently improved as part of the Meridian Avenue E widening project. Future plans include extending active transportation facilities south to 36th Street E. Signalized intersections and one mid-block crossing near 18th Street Court E provide safe, active transportation connections across this heavily traveled corridor.

There are existing Rural Bike and Pedestrian Routes in short sections in the eastern areas of the City, with plans to expand to most arterials and collector streets. The identified routes are envisioned to include wider shoulders for bicyclists and an adjoining paved pathway along one side to provide safe travel for all road users. Figure 7 is a map of the existing facilities in Edgewood.

Figure 7 – Existing Pedestrian and Bicycle Facilities



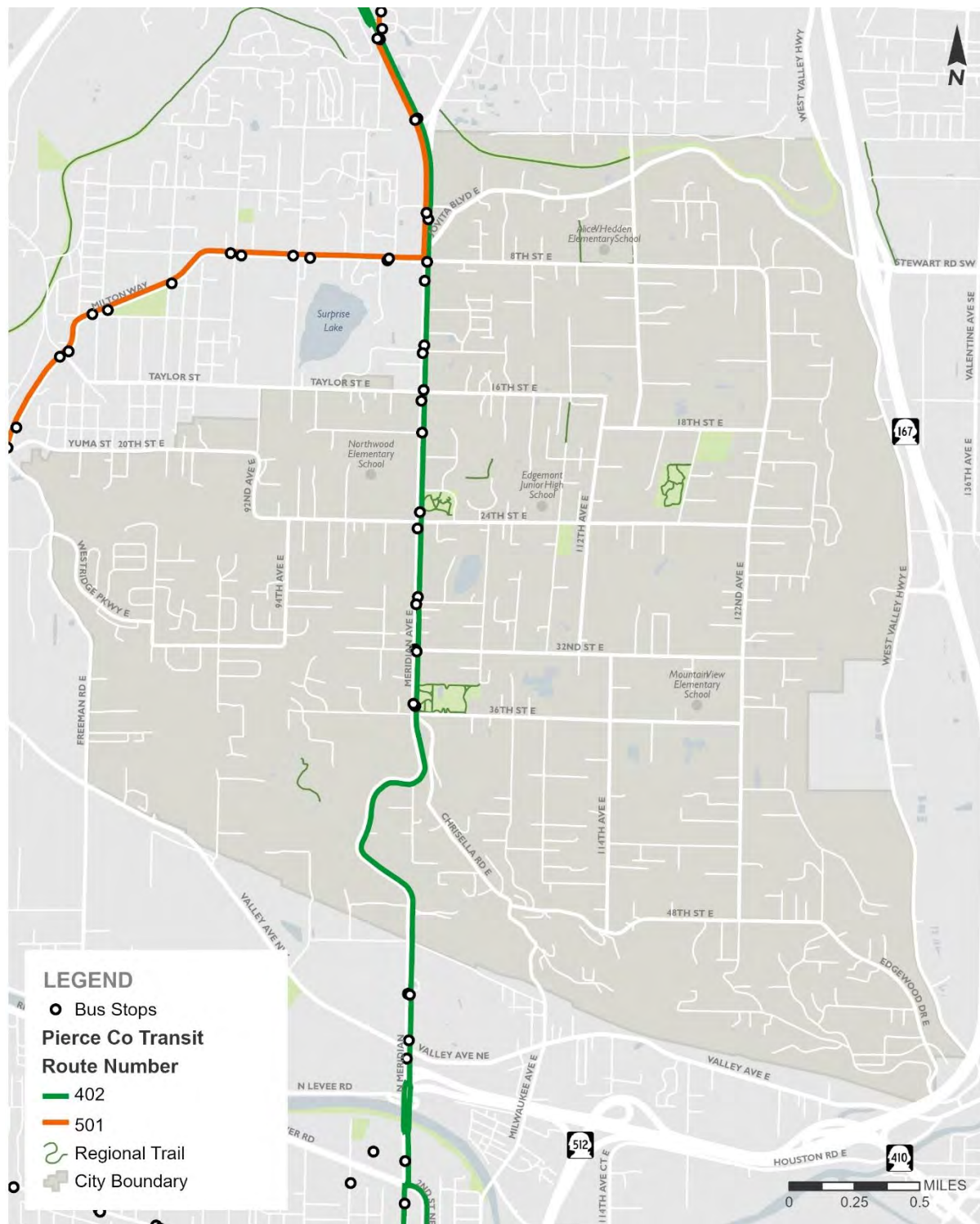
Transit System

Pierce Transit provides transit services to Edgewood via two routes. The transit routes generally run every 60 minutes during weekdays, though with limited operating hours.

Figure 8 is a map of the routes.

- Route 402 operates along Meridian Avenue E (Federal Way to Puyallup) which runs every 30 minutes during weekdays and every 60 minutes with limited operating hours during weekends.
- Route 501 operates along Milton Way and north up Meridian Avenue E (Tacoma to Federal Way).
- Edgewood residents can also access regional bus and commuter rail services (operated by Sound Transit) through local bus connections or park-and-ride facilities developed by Sound Transit in Sumner, Puyallup, Auburn, Tacoma, and Federal Way.

Figure 8 - Transit Routes within the City of Edgewood



TRAVEL FORECASTS AND NEEDS EVALUATION

In addition to addressing existing transportation system issues, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. The City has adopted 2044 as the forecast year for this Comprehensive Plan.

A travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment identified in the Land Use Element. The City's travel demand model was updated to support the evaluation of future transportation system needs. The model is also useful in evaluating transportation system alternatives. However, it must be noted that the specific land use forecasts included in the model are intended for planning purposes only and in no way are intended to restrict or require specific land use actions. The land use forecasts are consistent and supportive of the City's growth targets.

Land Use Forecasts

Travel forecasts are largely derived based on changes in residential dwelling units and employment within the City and surrounding communities. Travel forecasts must incorporate growth in travel demand entering and exiting the greater Edgewood area, which reflect changes in regional growth forecasts. The regional changes in travel demand are based on data from the PSRC model, with refinements to align with future land use projections in the City of Edgewood and City of Milton.

Dwelling Unit Growth

Within the City of Edgewood, the number of residential dwelling units was forecast to grow from 4,670 units (year 2020 data) to 7,041 units by 2044. This represents an annual growth rate of 2.1 percent.

Approximately 15 percent of the dwelling unit growth is expected to be located near the Meridian Avenue E corridor. These dwelling units will mostly be higher density residential units, rather than traditional single-family homes. Approximately 30 percent of the growth will be in the western areas of the City and 55 percent in the east. These dwelling units will be comprised mostly of traditional single-family housing, with some moderate density housing in select locations throughout the City.

Employment Growth

Within the City of Edgewood, the number of employees was forecast to grow from 2,243 (year 2020 data) to 4,207 employees by 2044. This represents an annual growth rate of 3.2

percent.

Approximately 35 percent of the employment growth is expected to be located near the Meridian Avenue E corridor. The employment is expected to comprise of service, retail and small office type of uses. Approximately 55 percent of the growth will be in the southwestern areas of the City near the Union Pacific railroad corridor and reflect manufacturing and industrial/warehousing land uses. The remaining 10 percent will be in the eastern areas of the City.

Planned Improvements

Adapted from the existing street network, the future street network includes various planned transportation improvements. For traffic analysis purposes, only projects associated with vehicle operations and roadway capacity have been analyzed in the City's travel demand model.

The future 2044 Baseline scenario includes only the projects that have been recently completed or will be completed in the near future. This scenario provides a baseline for identifying future traffic operational deficiencies, which are used to establish a framework for developing the Transportation Systems Plan. The 2044 Baseline scenario includes the following planned improvements (or improvements occurring after the 2024 model development).

- Edgewood Drive E safety improvement project between 48th Street E and south of 56th Street E. Improvements associated with this project include roadway widening, curb, gutter, stormwater system and pedestrian walkway. This project would not add additional travel lanes to this roadway.

The future 2044 Plan scenario includes improvement projects expected to be completed as part of the City's transportation element. The 2044 Plan scenario includes the following long-term improvement projects:

- All the 2044 Baseline Improvements;
- New roundabout at Meridian Avenue E / 20th Street E
- Supporting collector street system along the Meridian Avenue E corridor;

As part of the forecasting process, it was assumed that the SR 167 freeway would be extended to I-5 from its current terminus at SR 161. Funding has been secured for this project and construction of the initial project phases has been completed or is in progress. Completion of the full project is expected in 2029. The project is expected to

shift travel patterns in the region, resulting in less regional cut-through traffic along SR 161 through Edgewood. These changes in travel patterns are accounted for in the volume forecasting and future analysis conducted for the Transportation Element.

Level of Service Standards

Level of service (LOS) standards establish the basis for the concurrency (the measurement of the transportation network's adequacy to support planned growth) requirements in the GMA, while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to "adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development" (RCW 36.70A.070(6)(b)). Therefore, setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Element.

In May 2023, the Washington State Legislature passed House Bill 1181 enacting revisions to the Revised Code of Washington (RCW) §36.70A.070 governing the Comprehensive Plan update process under the GMA. As a result of these changes, cities and local agencies are required to adopt LOS standards for all travel modes when evaluating locally owned roadways and transit routes. These multimodal LOS standards are to be used identify deficiencies within the vehicular, pedestrian, bicycle and transit networks and necessary transportation improvements. In compliance with the updated RCW §36.70A.070, the City developed and implemented LOS standards to evaluate the City's transportation networks as part of the Transportation Element.

Vehicular Level of Service Definitions

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

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

- LOS B: Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and control delays at signalized intersections are not significant.
- LOS C: Stable traffic flow operations. However, the ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues, adverse signal coordination or both may contribute to lower-than-average travel speeds.
- LOS D: Small increases in traffic flow may cause substantial increases in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, poor signal timing, high volumes or some combination of these factors.
- LOS E: Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections and poor signal timing.
- LOS F: Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized intersections, with high delays, high volumes and extensive vehicle queuing.

State Highway Level of Service Standards

SR 161 is classified as a Tier 1 Highway of Regional Significance (HRS). The LOS standard for regionally significant state highways in the central Puget Sound region is set by the PSRC in consultation with WSDOT and the region's cities and counties. The LOS standard for Tier 1 highways is "LOS E-Mitigated" meaning that mitigation must be provided if the level of service falls below LOS E. The PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, the PSRC indicates that it is up to local agencies to decide whether to apply concurrency to HRSs.

WSDOT applies these standards to highway segments, intersections and freeway interchange ramp intersections. When a proposed development affects a segment or intersection where the level of service is already below the region's adopted standard, then the pre-development level of service is used as the standard. When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the SEPA process to identify reasonable and proportional mitigation

required to offset the impacts. Mitigation could include access constraints, constructing improvements, right-of-way dedication or contribution of funding to needed improvements.

City of Edgewood Level of Service Standards

The City has adopted LOS standards for transportation facilities under its jurisdiction as required under the GMA. The City has established both an intersection methodology and roadway methodology for monitoring performance according to the established levels of service measures.

Intersection

The City has established an LOS E or better standard for intersections along Meridian Avenue E (SR 161) and LOS D or better for all other intersections in the City. Setting different LOS standards for specific areas is a common practice to account for the function and use of the roadways. The City applies the intersection LOS standards to the weekday PM peak hour and to other time periods as appropriate based on the type and location of development.

Intersection control types (e.g., traffic signals, roundabouts and stop signs) have different level of service measures. For two-way and one-way stop-controlled intersections, the LOS is defined by the amount of time vehicles are waiting at the stop sign. Although a substantial volume of traffic can proceed through the intersection without any delays, a small volume at the stop sign can incur delays that would exceed LOS D. To avoid mitigation that would only serve a small volume of traffic, the City may allow two-way and one-way stop-controlled intersections to operate worse than the LOS standards. However, the City requires that these instances be thoroughly analyzed from an operational and safety perspective.

As appropriate, mitigation will be identified and required to address potential impacts to safety or operations. Potential installation of traffic signals or other traffic control devices at these locations shall be based on the Manual on Uniform Traffic Control Devices (MUTCD), the Transportation Element, and sound engineering practices. This allowance within the LOS standards is needed because the installation of a traffic signal or other traffic control device may not be warranted per the MUTCD, or it may not be desirable based on the proximity of other current or planned traffic controls as identified in the Transportation Element.

Roadway

In addition to intersection LOS, the City has also established a roadway segment standard. For all minor arterials and collector streets within the City a standard of LOS C or better is established based on a volume-to-capacity (V/C) ratio of 0.80 or less. The V/C ratio ranges are shown in Table 2 and have been developed for determining roadway segment level of service based on the highest one-way directional volumes during the weekday PM peak hour. Roadway capacities are calculated based on the HCM methodology.

Table 2 –Level of Service Criteria for Roadway Segments

LOS		V/C RATIO
A	Less than or equal to	0.3
B	Less than or equal to	0.5
C	Less than or equal to	0.80
D	Less than or equal to	0.90
E	Less than or equal to	1.0
F	Greater than	1.0

Pedestrian LOS

Pedestrian Level of Service Definitions

Pedestrian LOS standards are established in alignment with the types of pedestrian facilities designated within the City. Figure 14 depicts the planned pedestrian network. As shown in this figure, the planned pedestrian network is comprised of both on-street and off-street sidewalk and trail facilities. The planned pedestrian network identifies four roadway/facility types: (1) roadways with sidewalk facilities along both sides of the roadway, (2) roadways with an asphalt path or sidewalk along one side of the roadway, (3) multi-use paths, and (4) off-street trails. Each of these roadway/facility types for the planned pedestrian network is defined further in the Transportation Systems Plan section of the Transportation Element.

Table 3 provides the pedestrian LOS standards. These standards emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways, or

along off-street corridors. The LOS designations are shown in green, orange, and red to correspond with good, acceptable, and poor LOS, respectively. While the planned pedestrian network identifies the appropriate pedestrian facilities for roadways of all functional classifications, the pedestrian LOS standards only apply to arterial and collector roadways. Additionally, LOS standards are not applied to the planned off-street trail facilities.

Generally, a green/good LOS indicates that a roadway provides the corresponding pedestrian facilities identified in the planned pedestrian network, while an orange/acceptable LOS indicates that a pedestrian facility is provided but does not align with the identified pedestrian facility in the planned pedestrian network. A red/poor LOS generally indicates no designated facilities are provided for pedestrians and is considered unacceptable.

Table 3 –Level of Service Criteria for Pedestrian Network

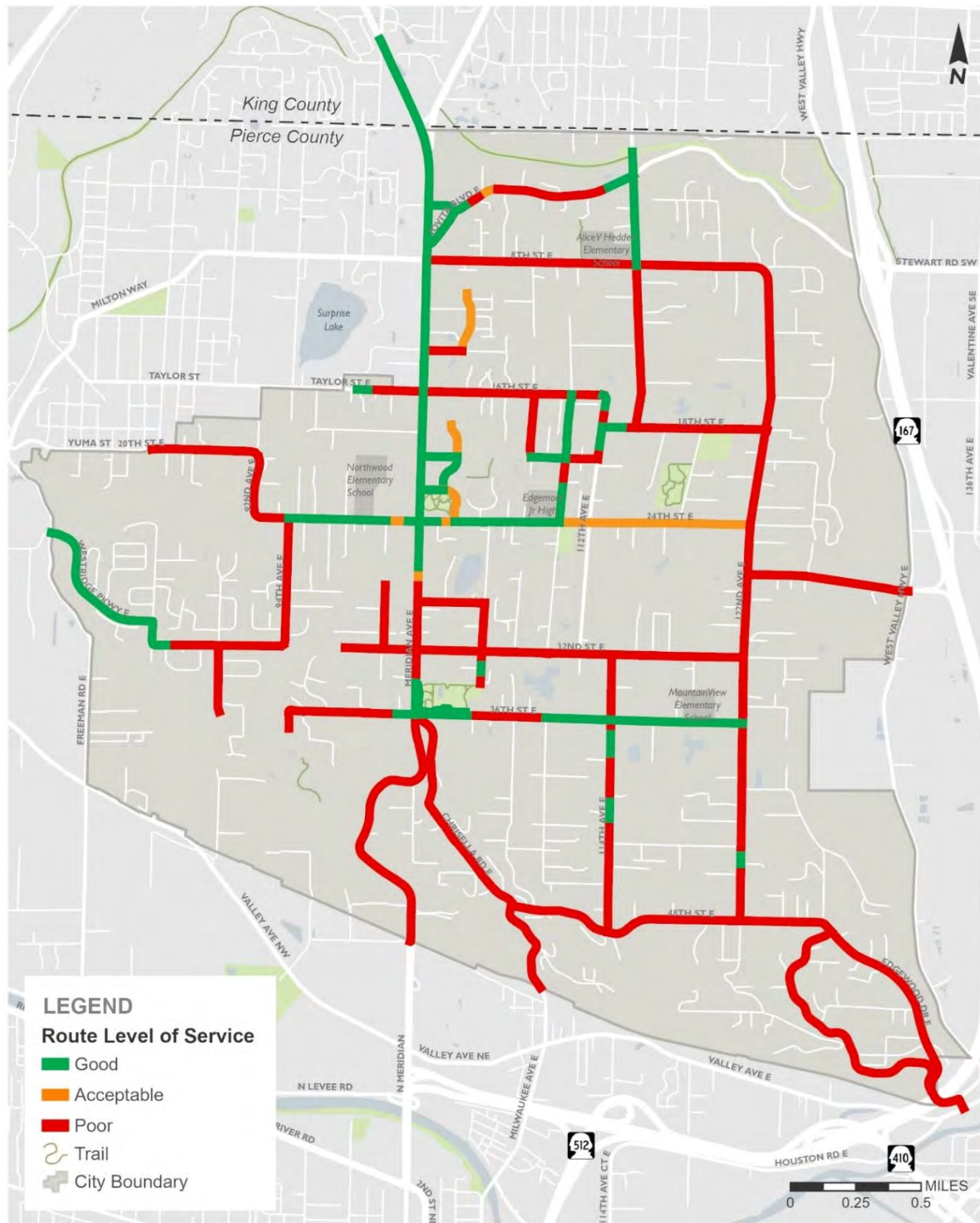
LOS	Rating	Standard
	Good	Pedestrian facilities built as identified in planned network
	Acceptable	Pedestrian facilities exist, but not as identified in planned network
	Poor	No pedestrian facilities present

Pedestrian Level of Service Standards

The City LOS standards for its pedestrian network based on the methodology presented in Table 3. Figure 9 provides the existing pedestrian LOS for roadways within the pedestrian network. The long-term vision for the City would be to have all arterial and collector roadways within the planned pedestrian network achieve a green or good LOS; however, in the near-term, the objective will be to achieve, at minimum, an orange or acceptable LOS along all roadways. As the City grows and develops, the City plans to update the pedestrian LOS standard to require a green/good LOS along all roadways to accommodate increased pedestrian demand associated with growth and development. The

City applies these standards to prioritize investments in the pedestrian network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the orange LOS, at minimum, along all roadways in the pedestrian network.

Figure 9 - Pedestrian Level of Service



Bicycle LOS

Bicycle Level of Service Definitions

Similar to the pedestrian LOS standards, bicycle LOS standards were also developed in alignment with the types of facilities designated for the City's roadways.

Figure 15 depicts the planned bicycle network. The planned bicycle network is comprised of both on-street and off-street bicycle facilities. The planned bicycle network identifies three roadway/facility types: (1) roadways with dedicated bike lanes, (2) shared roads, and (3) multi-use paths/off-street trails. Each of the roadway/facility types for the planned bicycle network is defined further in the Transportation Systems Plan section of the Transportation Element.

The bicycle LOS standards are presented in Table 4. These standards emphasize the expansion and completion of dedicated and shared use bicycle facilities on arterial and collector roadways, as well as off-street corridors. The LOS designations are shown in green, orange, and red and correspond with good, acceptable, and poor LOS, respectively. While the planned bicycle network identifies the appropriate bicycle facilities for roadways of all functional classifications, the bicycle LOS standards only apply to arterial and collector roadways.

Generally, a green/good LOS indicates a roadway that provides the corresponding bicycle facilities (with appropriate striping/signage) identified in the planned bicycle network, while an orange/acceptable LOS indicates that a bicycle facility is provided but does not align with the identified bicycle facility in the planned bicycle network or that inadequate striping/signage is provided to demarcate the facility. A red/poor LOS generally indicates no designated facilities are provided for bicycles and is considered unacceptable.

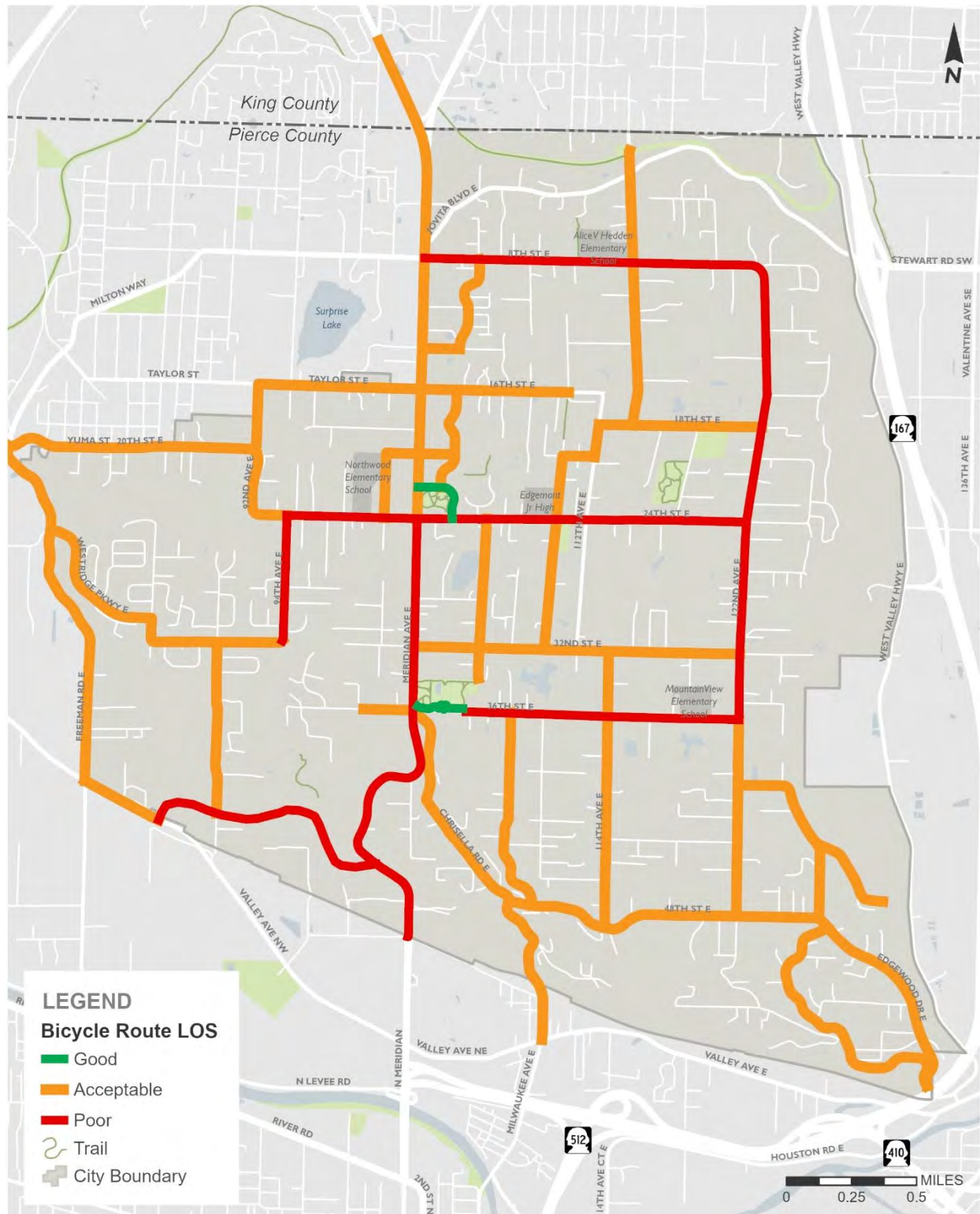
Table 4 –Level of Service Criteria for Bicycle Network

LOS	Rating	Standard
	Good	Bicycle facilities built as identified in planned network
	Acceptable	Bike facilities exist, but not as identified in planned network
	Poor	No bicycle facilities present

Bicycle Level of Service Standards

The City has established LOS standards for its bicycle network based on the criteria presented in Table 4. The existing bicycle LOS for roadways within the bicycle network is shown in Figure 10. The long-term vision for the City would be to have all arterial and collector roadways within the planned bicycle network achieve a green or good LOS; however, in the near-term, the objective would be to achieve, at minimum, an orange or acceptable LOS along all roadways. As the City grows and develops, the City plans to update the bicycle LOS standard to require a green/good LOS along all roadways to accommodate increased bicycle demand associated with land use growth. The City utilizes these standards to prioritize investments in the bicycle network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the orange LOS, at minimum, along all roadways in the bicycle network.

Figure 10 - Bicycle Level of Service



Transit LOS

Transit Level of Service Definitions

While transit service is not under the City's control, it is a key component of the overall transportation system. As required by GMA, the City has adopted transit level of service standards defining the type of local amenities that the City can help provide to allow for safe and convenient access to transit stops, and comfortable facilities when transit riders reach a transit stop.

The future transit network assumes eventual implementation of Pierce Transit's Destination 2040 Long Range Plan that envisions increased service frequency and coverage throughout the County. In Edgewood, only local transit service (15-60 min service, fixed route) currently exists or is planned to be provided within Edgewood in the future (there are no express or other types of service beyond local service).

The transit LOS standards shown in Table 5 emphasize improved access to transit stops, along with improved amenities. The LOS designations are shown in green, orange, and red and correspond to good, acceptable, and poor LOS, respectively. A green/good LOS indicates a transit stop that has high quality amenities, and sidewalks and crosswalks serving it. An orange/acceptable LOS indicates a transit stop is lacking some critical amenities or is missing sidewalk/crosswalk connection. Transit riders accessing transit stops with an orange LOS may be required to travel out of direction to utilize a crosswalk or walk for a short distance along a shoulder or gravel pathway. A red LOS indicates no designated facilities are provided at or around the transit stops and is considered unacceptable.

Table 5 –Level of Service Criteria for Transit Network

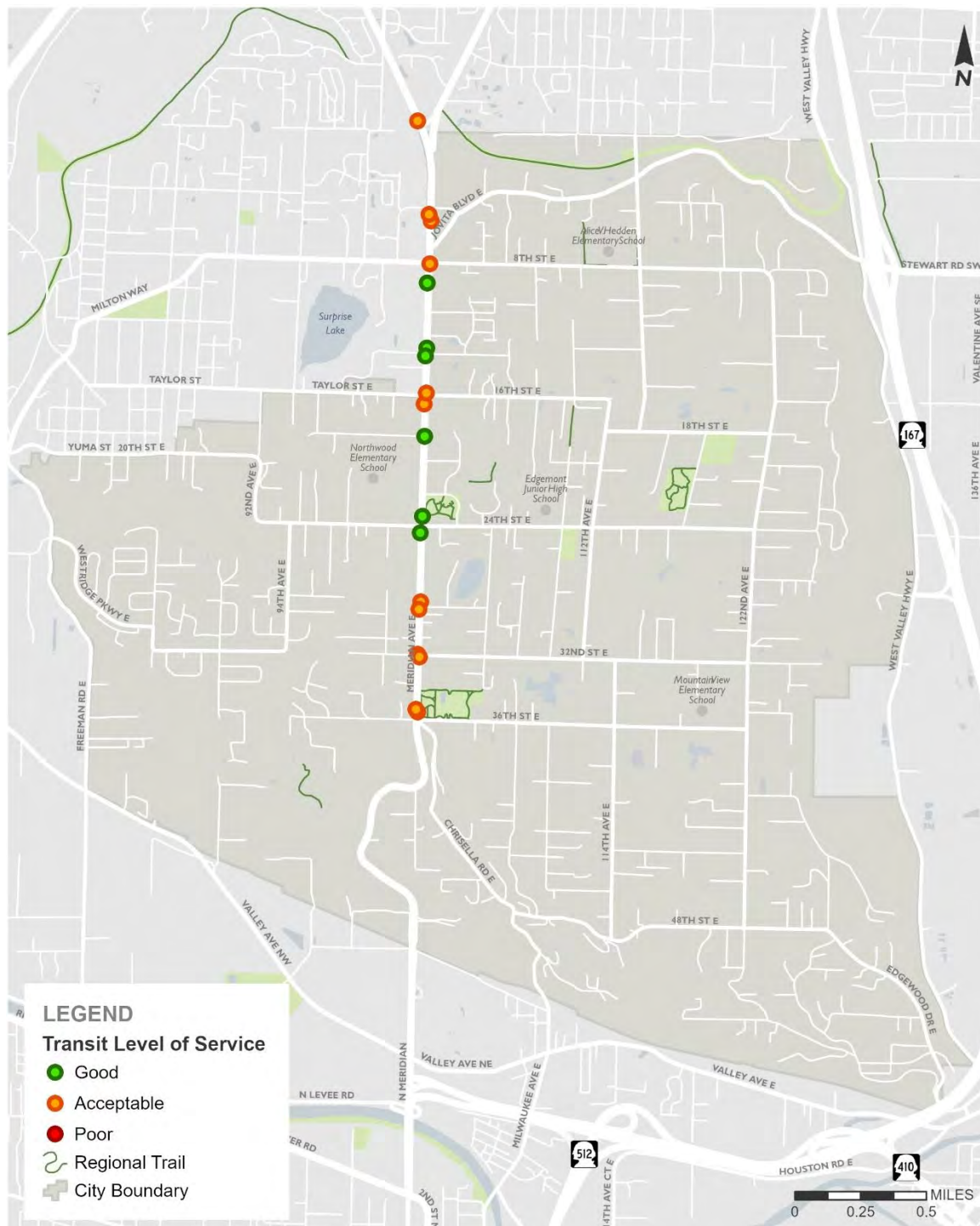
LOS	Rating	Standard
	Good	High quality stop amenities & sidewalks and marked crossings serving stops
	Acceptable	Missing stop amenities or sidewalks / crossing
	Poor	Missing stop amenities and sidewalk / crossings
Note: Bus stop amenities considered as part of the LOS evaluation include weather shelters, benches, and schedule information.		

Transit LOS Standards

The City has established LOS standards for transit based on the expected type of service being planned for in the Destination 2040 Long Range Plan. The existing transit LOS for transit stops in the City is shown in Figure 11. While the long-term vision for the City would be to achieve a green/good LOS for all transit stops, an orange/acceptable LOS is the standard for the existing and planned local service routes which serve the City in the near-term. The long-term project list identified in the Transportation Element would implement the orange LOS along existing and planned local routes.

It should be noted that bus rapid transit (BRT) service is being considered for the Meridian Avenue E corridor through Edgewood. Currently, BRT service is planned along Meridian Avenue between Downtown Puyallup and South Hill as part of the Destination 2040 Long Range Plan; however, extension of this service through Edgewood to the Federal Way is being considered following the completion of the Sound Transit Line 2 Extension project. Implementation of BRT service along Meridian Avenue E would reduce transit headways to 15 minutes. Should these improvements be enacted, the City would elevate the transit LOS standard for stops along Meridian Avenue E to achieve a green/good LOS.

Figure 11 - Transit Level of Service



Funding for Improvements to Meet LOS Standards

If expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet the adopted vehicular, pedestrian, bicycle, or transit LOS standards, then the City may pursue one or more of the following options:

- Lower the LOS standard for the system or for portions of the system that cannot be improved without a significant expenditure;
- Revise the City's current land use element to reduce density or intensity of development so that the LOS standard can be met; and/or,
- Phase or restrict development to allow more time for the necessary transportation improvements to be completed.

Funding of the transportation improvements required to meet the City's LOS standards is discussed in the Plan Implementation section.

2044 Baseline and Plan Evaluation

The travel forecasting model was used to convert the existing (2023) and forecast (2044) land use data into vehicle travel demand growth on City roadways. This growth, combined with 2023 traffic counts, was used to forecast 2044 traffic volumes and travel patterns.

The results of the 2044 Baseline scenario operations analyses have been summarized in Figure 12. Both the future intersection and roadway segment LOS results are compared with the existing conditions results to understand potential deficiencies in the transportation system, and whether the identified long-term transportation improvements address the baseline deficiencies.

Edgewood Comprehensive Plan
TRANSPORTATION

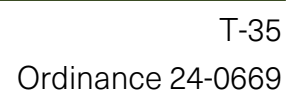


Table 6 – Future (2044) Weekday PM Peak Hour Roadway Segment Level of Service

SEGMENT	SOUTHBOUND/WESTBOUND ¹				NORTHBOUND/EASTBOUND ²			
	2024		2044 Forecast		2024		2044 Forecast	
	V/C ³	LOS ⁴	V/C	LOS	V/C	LOS	V/C	LOS
114th Ave E, south of Jovita Blvd E	0.27	A	0.36	B	0.12	A	0.21	A
8th St E, east of Meridian Ave E	0.34	B	0.41	B	0.22	A	0.33	B
24th St E, west of Meridian Ave E	0.26	A	0.41	B	0.27	A	0.57	C
24th St E, east of Meridian Ave E	0.15	A	0.20	A	0.18	A	0.38	B
24th St E, west of 122nd Ave E	0.05	A	0.08	A	0.07	A	0.14	A
122nd Ave E, north of 24th St E	0.22	A	0.33	B	0.10	A	0.13	A
122nd Ave E, south of 24th St E	0.25	A	0.42	B	0.12	A	0.17	A
32nd St E, west of Meridian Ave E	0.03	A	0.04	A	0.02	A	0.03	A
36th St E, west of Chrisella Rd E	0.02	A	0.02	A	0.13	A	0.15	A
48th St E, east of 122nd Ave E ⁵	0.12	A	0.22	A	0.15	A	0.13	A
Chrisella Rd E, south of 48th St E	0.35	B	0.40	B	0.10	A	0.15	A

Source: Transpo Group, 2024

Notes:

1. Direction of travel; southbound traffic volumes or westbound traffic volumes
2. Direction of travel; northbound traffic volumes or eastbound traffic volumes
3. Volume-to-Capacity ratio
4. Level of Service (A to F), based on volume-to-capacity ratio. V/C less than 0.3 is A, less than 0.5 is B, less than 0.8 is C, less than 0.9 is D, less than 1.0 is E and greater than 1.0 is F.
5. Eastbound PM peak hour roadway volumes are expected to decrease along 48th Street E due to completion of the SR 167 Extension Project which is expected to reduce existing cut-through trips through Edgewood residential neighborhoods.

As shown in 2044 Baseline conditions in Figure 12, the major intersections along Meridian Avenue E continue to see added delay as traffic volumes grow. Each of the signalized intersections are forecast to operate at LOS D or better, which meets the regional LOS E or better standard for the corridor. However, the following two-way stop-controlled intersection along Meridian Avenue E would continue to operate at LOS F without any additional improvements:

- Meridian Avenue E / Jovita Boulevard E
- Meridian Avenue E / 13th Street Ct E
- Meridian Avenue E / 20th Street E
- Meridian Avenue E / 29th Street E
- Meridian Avenue E / 32nd Street E

The City of Edgewood LOS standards allow for side street delays to exceed LOS standard on minor street roadways, to ensure that signals or roundabouts are not installed only to serve a small number of minor street vehicles. The expansion of the parallel roadway network will continue to provide additional access locations to Meridian Avenue E if side street delays become sufficiently large. The Transportation Improvement Project section identifies projects to address some LOS deficiencies at intersections but does not suggest adding new intersection control to each intersection listed above.

Roadway segment level of service was also evaluated for the City's minor arterials and collector streets and is summarized in Table 6. All roadway segments will continue to operate at LOS C or better for the Baseline 2044 scenario and therefore meet the City's LOS C or better standard for roadway segments.

TRANSPORTATION SYSTEMS PLAN

The transportation system improvement recommendations provide a long-range strategy for the City of Edgewood to address current and forecast transportation issues and needs. Transportation system improvements are required to safely and more efficiently accommodate the projected growth in population and employment within the City. The recommended improvements are based upon analyses of the existing transportation system, forecasts of future travel demand, anticipated availability of funding resources and the desire of the community to create an efficient multimodal transportation system that puts a priority on community livability.

Street and Highway System

Streets and state highways are the core of the transportation system serving the City of

Edgewood and surrounding communities. These facilities provide for the overall movement of people and goods through a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools and bicycle/ pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system of the City.

Roadway Functional Classification

A roadway functional classification system allows the City to group highways, roads and streets that comprise the transportation system into a hierarchy. The functional classification of a roadway is typically based on the types of trips that occur on it, the basic purpose for which it was designed and the amount of traffic it carries. Higher classifications (e.g., freeways, principal arterials) provide a high degree of mobility with higher traffic volumes, generally at higher speeds, and should have limited access to adjacent land uses. Lower classifications (e.g., local access streets) provide greater access to adjacent land and are not intended to serve through traffic, carrying lower volumes at lower speeds. Collectors balance the function between mobility and access.

Based on state law, cities are required to adopt a roadway functional classification system that is consistent with state and federal guidelines. In Washington, these requirements are codified in RCW 35.78.010 and RCW 47.26.090. Each local jurisdiction is responsible for defining its transportation system into at a minimum, three functional classifications: principal arterial, minor arterial and collector. All other roadways are assumed to be local streets. Edgewood’s roadway functional classification system has four categories, as presented in Table 7. Figure 13 shows the functional classification for streets within the City.

Table 7 – Roadway Functional Classification Descriptions

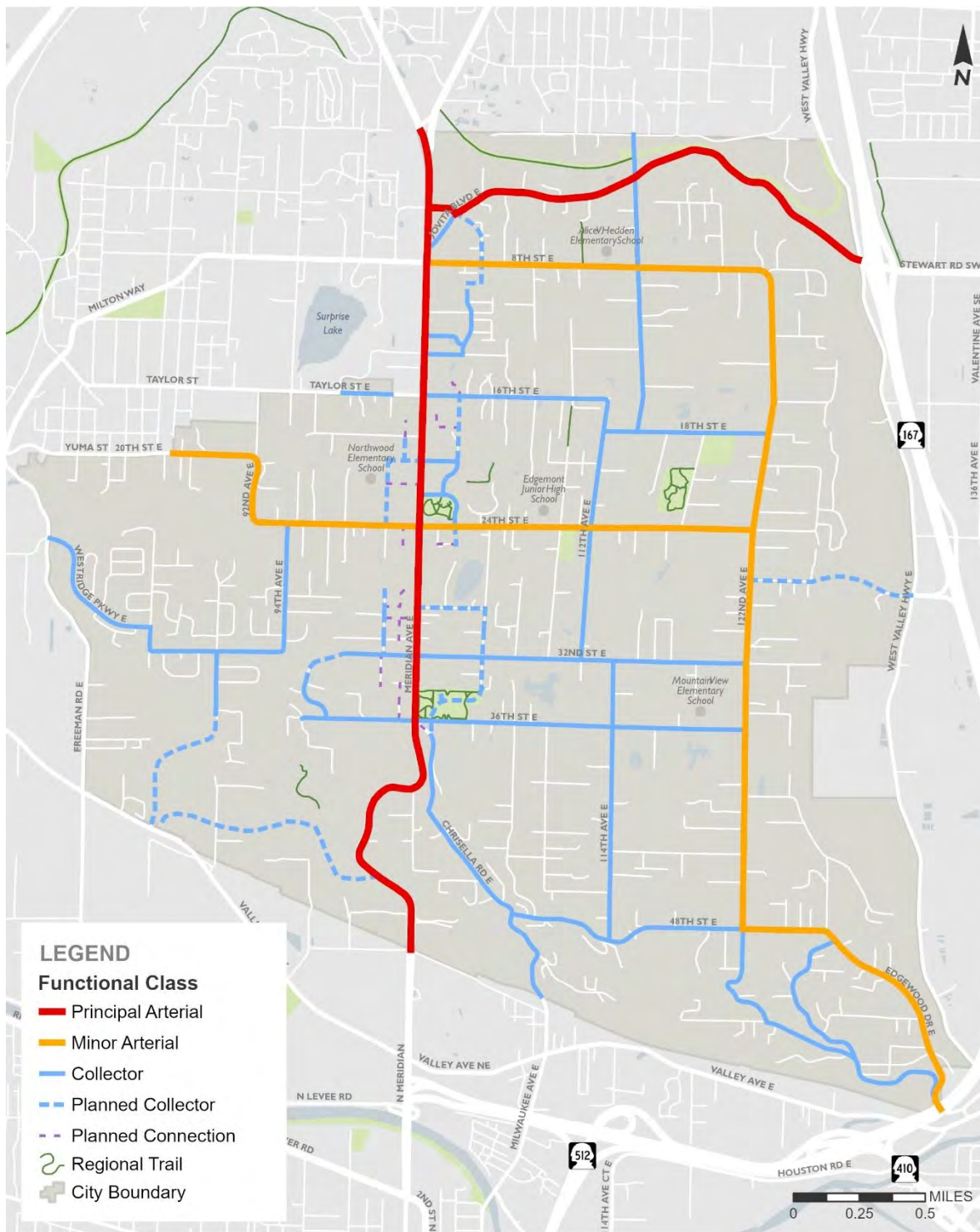
CLASSIFICATION	DESCRIPTION
Principal Arterial	Principal arterials are roadways that connect major community centers and facilities and are often constructed with limited direct access to abutting land uses. Principal arterials carry the highest traffic volumes and provide the greatest mobility in the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

CLASSIFICATION

DESCRIPTION

Minor Arterial	Minor arterials are roadways that connect with and augment principal arterials. Minor arterials provide densely populated areas easy access to principal arterials and provide a greater level of access to abutting properties. Minor arterials connect with other arterial and collector roads extending into the urban area, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. Minor arterials serve as boundaries to neighborhoods and collect traffic from collector streets. Minor arterials also carry transit traffic.
Collectors	Collectors are roadways providing easy movement within neighborhoods, and they connect two or more neighborhoods or commercial areas while also providing a high degree of property access within a localized area. These roadways “collect” traffic from local neighborhoods and distribute it to higher classification roadways. Additionally, collectors provide direct services to residential areas, local parks, churches and areas with similar land uses. Collectors provide the link between local access streets and larger arterials.
Local Streets	Local access streets are intended for use within commercial, single-family and multi-family subdivisions to provide direct access to abutting lots and to collect traffic from cul-de-sacs. Restrictions may be placed on entry and exit locations for traffic safety relative to intersections. Traffic volumes are typically very low for compatibility with abutting land uses, to accommodate turning movements and significant amounts of pedestrian activity, while providing minimal disturbance to the tranquility of the residential environment. Local streets are not designed to accommodate transit service. All roadways that have not been designated as an arterial or collector roadway are considered to be local access streets. Local access streets comprise the largest portion of roadway miles in Edgewood.

Figure 13 - Functional Classification System



The adopted Preferred Alternative Road Network Plan for the Meridian Avenue E/SR 161 Corridor (parallel road plan) further defines future roadway functional classifications

within the designated Meridian Avenue E Corridor/Town Center area. The collector street classifications are defined in Table 7 and included as future roadways on the functional classification map (Figure 13).

Maintaining a network of connected streets helps to facilitate the efficient and safe movement of people and goods between activity areas, neighborhoods, and employment centers. The functional classification system supports the addition of new collector arterials to improve access for emergency vehicles, allow alternate routes in case of blockage or congestion, improve travel time, and reduce travel distances for all transportation modes.

Roadways Standards

The City has sought to standardize road design elements for consistency and to assure that motoring, bicycling and pedestrian public safety needs are met. Considerations include safety, convenience, aesthetics, proper drainage and economical maintenance. These standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities, and roadway and intersection radii.

The intent of these standards is to support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community, as well as complying with storm water management, sensitive areas and other regulations. The standards will assist design professionals and developers in planning for new and reconstructed roadways and right-of-way facilities, both public and private, within the City. At this time, the City has adopted Pierce County's roadway design standards on an interim basis, with the goal of developing stand-alone roadway standards for the City in the near future, as identified as part of the Transportation Element.

Pedestrian System Plan

Expansion of the network of pedestrian facilities plays a vital role in the City's transportation environment. The City's pedestrian system is comprised of facilities that support mobility through walking or the use of scooters or other mobility devices. A well-established system encourages healthy transportation modes, reduces vehicle demand on City roadways, and enhances safety within the community. In 2024, the City completed an Americans with Disabilities Act (ADA) self-evaluation and Transition Plan which evaluated the City's pedestrian network to identify gaps/barriers and recommend a list of improvements to ensure the ongoing commitment to providing equal access for all roadway users, especially those with mobility limitations.

As part of its long-term vision, the City desires to have pedestrian facilities which connect to all parts of Edgewood. The City's Traffic Safety Program conducts an annual review of the transportation network to identify necessary improvements to the network, which can include sidewalks, crosswalks, and improved pedestrian signage. Segments of arterials and collectors that do not have sidewalks or adequate walkways along the roadway are improved as part of the identified improvement projects.

The Planned Pedestrian Network, shown in Figure 14, identifies the future vision of a comprehensive network of pedestrian facilities. The City envisions an interconnected system of on-road and off-road facilities that include sidewalks, shared-use pathways, trails, and key connections.

The planned pedestrian network identifies four roadway/facility types: (1) roadways with sidewalk facilities along both sides of the roadway, (2) roadways with an asphalt path or sidewalk along one side of the roadway, (3) multi-use paths, and (4) off-street trails. These roadway/facility designations are defined in Table 8:

Table 8 – Pedestrian Network Facility Descriptions

Facility/Roadway	DESCRIPTION
Roadways with Sidewalks on Both Sides	These roadways are designated to have minimum 5-foot sidewalks on both sides of the roadway with vertical separation from vehicular traffic via a concrete curb.
Roadways with Asphalt Path or Sidewalk on One Side	These roadways are designated to have a minimum 5-foot concrete sidewalk or asphalt pedestrian along one side of the roadway. Vertical separation from vehicular traffic may or may not be provided with the installation of a curb.
Multi-Use Path	These roadways are designated to provide a wide (10 feet wide or more) pathway along one side of the roadway for pedestrian and bicycle travel.
Trails	These off-street alignments provide additional pedestrian connectivity through the City. These trails may or may not be paved.

The planned pedestrian improvements identified for the City's roadways were used to confirm specific LOS standards for the pedestrian network and to identify and develop the long-term multimodal project list.

Figure 14 - Planned Pedestrian Network



Bicycle System Plan

As with the planned pedestrian network, expansion of the City's bicycle network is key to establishing a robust transportation environment. The City's bicycle system is comprised of dedicated and shared-use facilities supporting bicycle mobility. A well-connected and wide-reaching network will likely encourage the use of alternative travel modes, reducing vehicular demand on the roadway network, and increasing roadway safety for all users.

As part of its long-term transportation vision, the City seeks to provide bicycle facilities along roadways throughout all parts of Edgewood. Several roadway improvement projects currently planned within the City incorporate bicycle facility improvement to advance the creation of the bicycle network vision. As these projects are implemented, the City's on- and off-street bicycle network will be enhanced and expanded.

The Planned Bicycle Network, shown in Figure 15, identifies the future vision of a comprehensive network of bicycle facilities. The City envisions an interconnected system of on-road and off-road facilities, which include sidewalks, shared-use pathways, trails, and key connections.

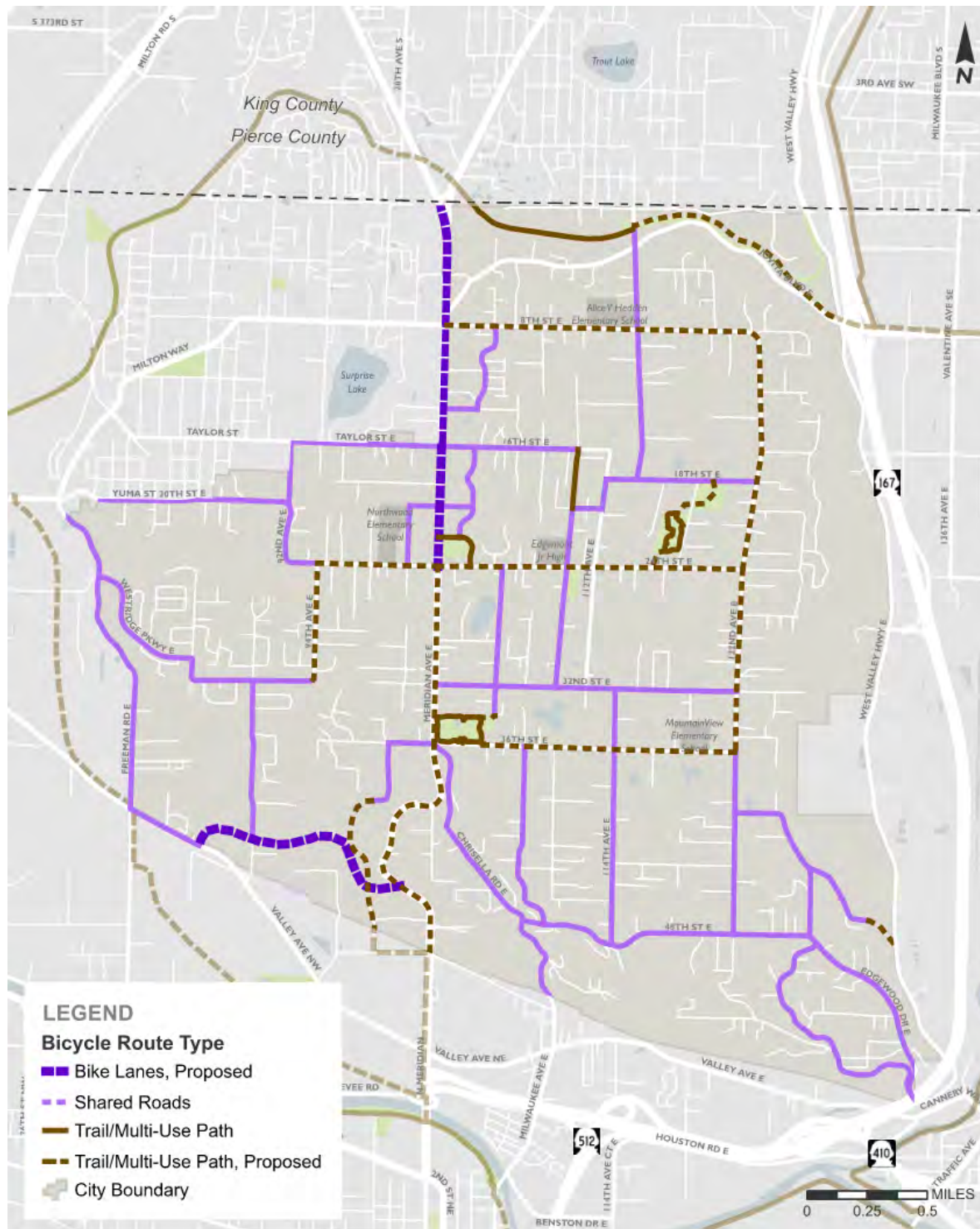
The planned bicycle network identifies three roadway/facility types: (1) bicycle lanes, (2) trails / multi-use paths, and (3) shared roadways. These roadway/facility designations are defined in Table 9:

Table 9 – Bicycle Network Facility Descriptions

Facility/Roadway	DESCRIPTION
Bicycle Lanes	These roadways are designated to have on-street, striped bicycle lanes in both directions.
Shared Roads	Vehicular and bicycle traffic are intended to share these roadways. Signage and pavement markings are to be provided to indicate that the roadway is a shared facility.
Trails/Multi-Use Paths	These roadways/alignments are designated to provide wide, paved shared-use facilities for bicycle and pedestrian connectivity.

The planned pedestrian improvements identified for the City's roadways were used to confirm specific LOS standards for the pedestrian network and to identify and develop the long-term multimodal project list.

Figure 15 - Planned Bicycle Network



Transportation Improvement Projects

Based on an evaluation of existing and forecast traffic volumes, traffic operations, safety and circulation needs, a recommended list of transportation improvement projects and programs were defined. The project list is organized into the following categories:

- Roadway and Intersection Projects—upgrading roadways and intersections through safety, capacity, operational or complete street improvements.
- Meridian Corridor Projects—build a network of local roadways along the Meridian Avenue E (SR 161) corridor to help facilitate access and circulation along the corridor, which in turn improves mobility and safety.
- Annual Programs—includes annual citywide programs to maintain the existing system and adequately respond to community member requests.
- Studies—includes studies to better define improvements to competitively compete for grant revenues.
- Active Transportation Projects—includes active transportation projects primarily focused on completing a system of sidewalks and walkways, bike lanes, and local trails which adjoin the local street system.

Planning-level cost estimates are also included for each project. The cost estimates were prepared based on typical per unit costs, city adopted design standards, functional classification and level of improvement. Cost estimates cover construction costs plus any specific implementation issues, such as environmental impacts or right of way acquisition needs.

In 2024, the City prepared the *Meridian Avenue (SR 161) Corridor Study* evaluating existing and future transportation demands along the corridor and identifying improvements needed to establish the roadway as multimodal corridor serving all travel modes. Meridian Avenue functions as the backbone of the transportation system by facilitating travel within the City and through the rest of the region. The findings and recommendations from this study were incorporated into the long-term project list as projects R-02 through R-06.

Figure 16 - Long-Term (20-Year) Transportation Projects

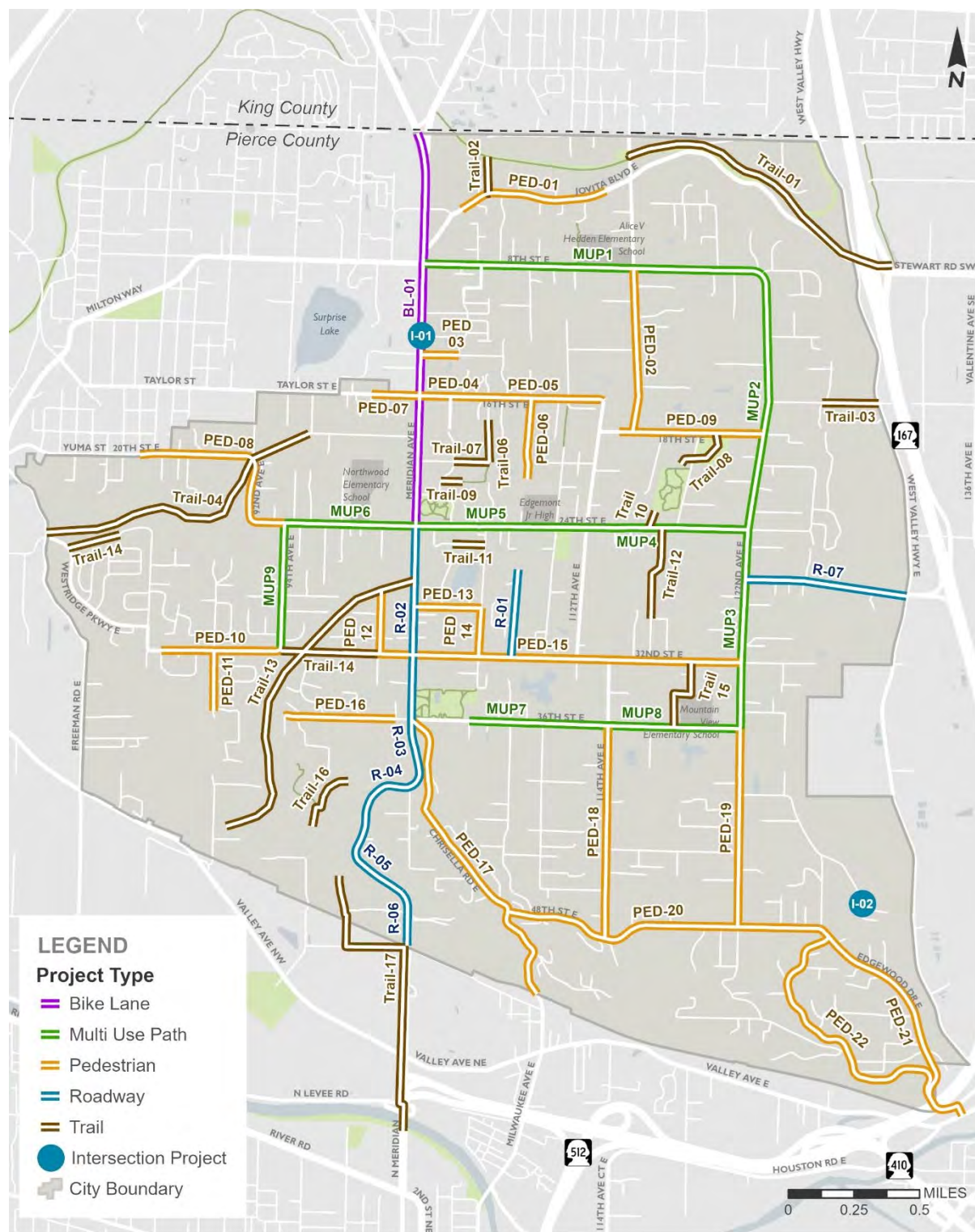


Figure 17 - Meridian Corridor Projects

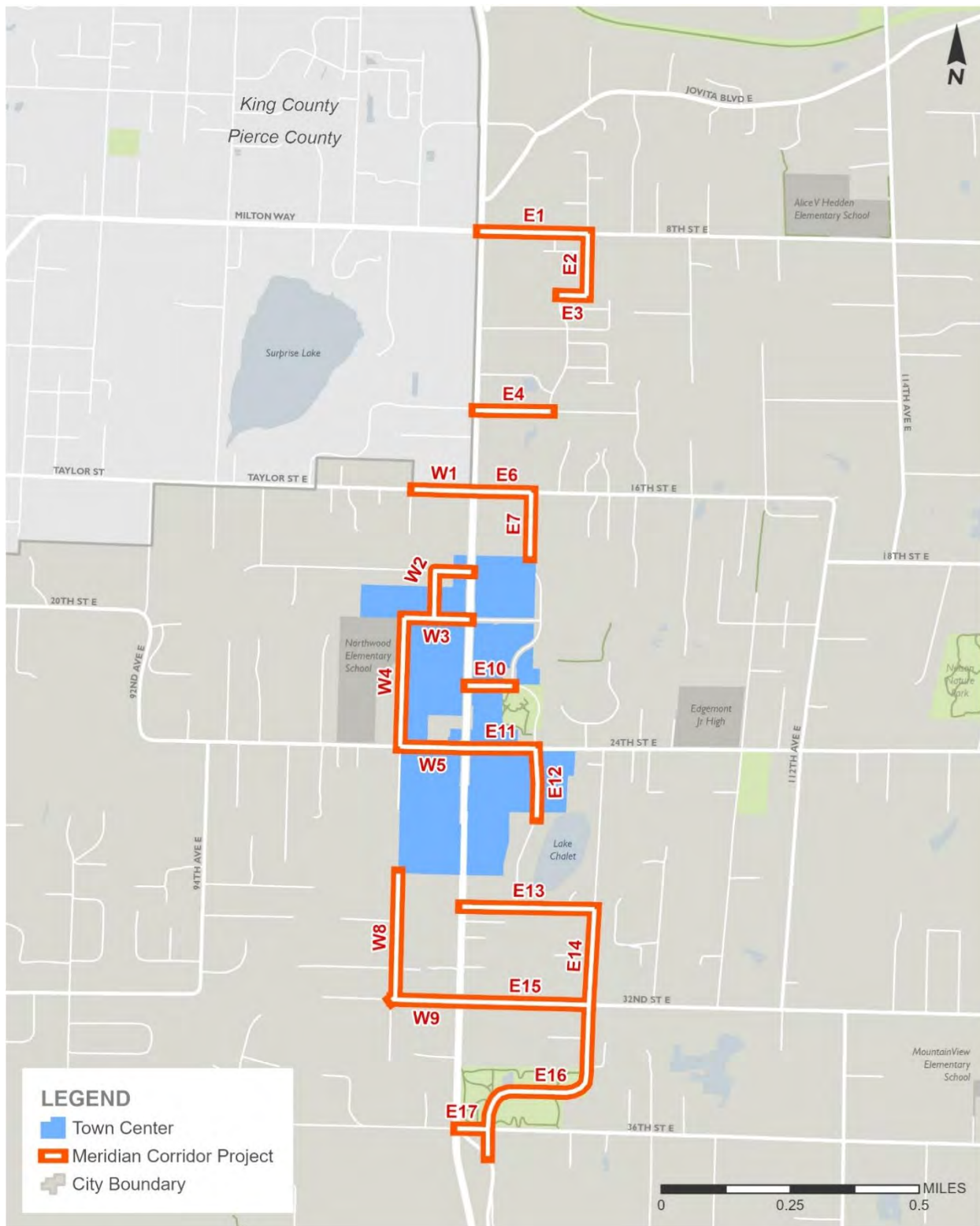


Table 10 – Transportation Projects and Programs (20-Year List)

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST ¹ (\$1,000s)
Roadway and Intersection Projects				
R-1	108th Ave E (north of 32nd St E) - Rebuild Failing Roadway*	108th Ave E (north of 32nd St E)	Roadway rebuild	\$250
R-2	Meridian Avenue Phase 1 Improvements	24th Street to north of 36th St	Widen to 4 lanes, add multiuse path on both sides of Meridian, RAB at 32nd Street	\$18,100
R-3	Meridian Avenue Phase 2 Improvements*	North of 36th Street to south of 36th Street	Widen to 4 lanes, add multiuse path on both sides of Meridian, RAB at 36th Street	\$11,100
R-4	Meridian Avenue Phase 3 Improvements	south of 36th Street intersection to north of 43rd St Ct E	Extend the 3-lane facility (2 NB and 1 SB lane), add multiuse path on east side of Meridian, intersection improvements at 102nd Ave E	\$19,300
R-5	Meridian Avenue Phase 4 Improvements	North of 43rd St Ct E to Deschaux Rd	Extend the 3-lane facility (2 NB and 1 SB lane), add multiuse path on east side of Meridian, re-align Deschaux / Meridian intersection and improve intersection control (TBD)	\$12,200
R-6	Meridian Avenue Phase 5 Improvements	Deschaux Rd to Spencer Roundabout	Maintain existing 2-lane bridge for NB traffic and construction new 2-lane bridge for SB traffic. Construct new pedestrian and bicycle bridge.	\$63,900

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST ¹ (\$1,000s)
R-7	24th St Extension	125th Ave Ct E to W Valley Hwy	Build roadway extension to collector standard	\$6,000
I-01	Meridian & 12th / 13th St Intersection Improvements*	Meridian Avenue E / 12th St & 13th St	Design and construct intersection improvement(s) to address existing deficiencies	\$4,650
I-02	Caldwell Rd E & 129th Ave E - Intersection Regrade*	Caldwell Rd E & 129th Ave E	Repave the intersection and remove the non-compliant grade transition.	\$150

Meridian Corridor Projects

E-1	8th St E	Meridian to 105th Avenue	Improve corridor to collector arterial standard	\$4,129
E-2	104th Ave E/105th Ave E*	8th Street E to 10th Street Ct E	Build corridor to collector arterial standard	\$4,129
E-3	105th Ave E*	Jovita Blvd E to 8th Street E	Build or improve corridor to collector arterial standard	TBD ²
E-4	12th St E	Meridian to 104th Avenue	Improve corridor to collector arterial standard	TBD ²
E-6	16th St E	Meridian to 104th Avenue E	Improve corridor to collector arterial standard	\$1,860
E-7	104th Ave E*	16th Street E to 1800 block	Build corridor to collector arterial standard	TBD ²
E-10	22nd St E	Meridian to 104th Avenue E	Improve corridor to collector arterial standard	TBD ²
E-11	24th St E	Meridian to 104th Avenue E	Improve corridor to collector arterial standard	\$1,860
E-12	104th Ave E	24th Street E to	Build corridor to collector	\$1,280

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST¹ (\$1,000s)
		103rd Ct Avenue E	arterial standard	
E-13	29th St E	Meridian to 106th Avenue E	Improve corridor to collector arterial standard	TBD²
E-14	103rd Ave E	29th Street E to 32nd Street E	Improve corridor to collector arterial standard	TBD²
E-15	32nd St E	Meridian to 106th Avenue E	Improve corridor to collector arterial standard	TBD²
E-16	106th Ave E/ Chrisella Rd Extension*	32nd Street E to Chrisella Rd E	Build or improve corridor to collector arterial standard	TBD²
E-17	36th St E	Meridian to Chrisella Rd Extension	Improve corridor to collector arterial standard	TBD²
W-1	16th St E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	\$1,480
W-2	101st Ave E	16th Street E to 20th Street E	Build or improve corridor to collector arterial standard	TBD²
W-3	20th St E	100th Avenue E to Meridian	Build or improve corridor to collector arterial standard	TBD²
W-4	101st Ave E / 100th Ave E	18th Street Ct E to 24th Street E	Build or improve corridor to collector arterial standard	TBD²
W-5	24th St E	100th Avenue E to Meridian	Improve corridor to collector arterial standard	\$1,480
W-8	100th Ave E	29th Street E to 32nd Street E	Improve corridor to collector arterial standard	\$1,760
W-9	32nd St E	100th Avenue E to Meridian	Improve corridor to collector arterial standard	TBD²

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST ¹ (\$1,000s)
Annual Programs				
A-1	Transportation Engineering/ Plan Support	Citywide	Annual program to maintain/update pavement management system, road standards and traffic model	\$50 / year
A-2	Chip Seal Program	Citywide	Paving and sealing asphalt overlays and surface chip seals	\$300 / year
A-3	Pedestrian Safety Program*	Citywide	Perform safety assessments and install miscellaneous signage, crosswalks, lighting and pavement marking improvements	\$75 / year
A-4	ADA Barrier Removal	Citywide	Annual funding to address ADA barriers identified in ADA transition plan. This cost assumes	\$65 /year
Studies				
S-1	90th Avenue Alignment Study	Existing road end to Valley Avenue E	Conduct a study to determine preferred alignment of future roadway extension of 90th Ave E from its existing southern terminus to Valley Ave E	\$75
S-2	96th Avenue Alignment Study	36th St E to 44th Street Ct E	Conduct a study to determine preferred alignment of future roadway extension of 96th Ave E from 36th St E to 44th Street Ct E	\$75
S-3	27th Street E Alignment Study	125th Ave E to W Valley Hwy E	Conduct a study to determine preferred alignment of future roadway extension of 27th St E	\$75

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST' (\$1,000s)
S-4	Traffic Calming Program	Citywide	from 125th Ave E to W Valley Hwy E Create a program identifying appropriate locations and measures for controlling speeds along local roadways	\$50

Active Transportation Projects

BL-01	Meridian Ave E	Northern City limits to 24th St SE	restripe to add 5' bike lanes	\$2,100
MUP1	8th Street E	Meridian Avenue E to 122nd Ave E	install 12' shared use path	\$6,400
MUP2	122nd Ave E	8th Street E to 24th St E	install 12' shared use path	\$8,470
MUP3	122nd Ave E	24th St E to 36th St E	install 12' shared use path	\$3,800
MUP4	24th St E	110th Ave E to 122nd Ave E	install 12' shared use path on north side of street	\$3,600
MUP5	24th St E	Meridian Ave E to 110th Ave E	widen existing sidewalk/walk to 10'	\$1,500
MUP6	24th St E	94th Aven E to Meridian Ave	install 12' shared use path on north side of street	\$2,500
MUP7	36th St E*	City Park to existing walkway	install 12' shared use path on north side of street	\$11,100
MUP8	36th St E	Replace existing	widen existing path to 10' (from 7A terminus to 122nd	\$2,000

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST ¹ (\$1,000s)
MUP9	94th Ave E	walkway 24th St E to 32nd St E	Ave) install 12' shared use path	\$2,400
PED-01	Jovita Blvd E	106th Ave Ct E to existing SW west of 114th Ave E	add sidewalk, curb, gutter to both sides of roadway	\$8,400
PED-02	114th Ave E / 13th St NW	8th St E to 18th St E	add asphalt path to one side of roadway	\$1,900
PED-03	13TH St Ct E	Meridian Avenue E to 104th Ave E	add sidewalk, curb, gutter to both sides of roadway	\$2,200
PED-04	16th St E	Meridian Avenue E to 104th Ave E	add sidewalk, curb, gutter to both sides of roadway	\$2,500
PED-05	16th St E	104th Ave E to 112th Ave E	add asphalt path (6') to one side of roadway	\$1,600
PED-06	108th Ave E	16th St E to 20th St E	add asphalt path (6') to one side of roadway	\$1,000
PED-07	16th Ave	100th Ave Ct E to Meridian Ave E	add asphalt path (6') to one side of roadway	\$600
PED-08	Yuma St / 20th ST / 92nd Ave E	city limits to 94th Ave E	add asphalt path (6') to one side of roadway	\$2,500
PED-09	18th ST E	114th Ave E to 122nd Ave E	add asphalt path (6') to one side of roadway	\$1,700
PED-10	32nd St E	87th Ave E to 94th Ave E	add asphalt path (6') to one side of roadway	\$1,400

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST ¹ (\$1,000s)
PED-11	90th Ave E	32nd ST E to 65th St Ct E	add asphalt path (6') to one side of roadway	\$7,750
PED-12	100th Ave E	32nd St E to end of roadway	add asphalt path (6') to one side of roadway	\$800
PED-13	29th St E	Meridian Ave E to 106th Ave E	add asphalt path (6') to one side of roadway	\$800
PED-14	106th Ave E	29th St E to Park Entrance	add asphalt path to one side of roadway where no sidewalk currently exists	\$600
PED-15	32nd St E	western edge of roadway to 122nd Ave E	add asphalt path (6') to one side of roadway	\$4,600
PED-16	36th St E	western edge of roadway to Meridian Ave E	add asphalt path to one side of roadway	\$1,300
PED-17	Chrisella Road*	Meridian Ave E to city limits	improve markings, signage, lighting, sight distance, and possible traffic calming measures, add sidewalk, curb, gutter to both sides of roadway	\$8,470
PED-18	114th Ave E	32nd St E to 48th St E	add asphalt path (6') to one side of roadway	\$2,500
PED-19	122nd Ave E	36th St E to 48th St E	add asphalt path (6') to one side of roadway	\$2,300
PED-20	48th St E	Chrisella Rd to Edgewood Dr E	add asphalt path (6') to one side of roadway	\$3,700
PED-21	Edgewood Drive E*	48th St E to Valley Ave E	roadway widening, curb and gutter, stormwater system and pedestrian walkway	\$11,100

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST ¹ (\$1,000s)
PED-22	Sumner Heights Dr E	Edgewood Dr E to Edgewood Dr E	add asphalt path (6') to one side of roadway	\$3,400
TRAIL-01	Interurban Trail*	114th Ave E to city limits	Construction of the trail	\$22,400
TRAIL-02	Install off-street trail	see project map	Install 6' wide gravel trail	\$900
TRAIL-03	Install off-street trail	see project map	Install 6' wide gravel trail	\$1,200
TRAIL-04	Install off-street trail	see project map	Install 6' wide gravel trail	\$6,500
TRAIL-06	Install off-street trail	see project map	Install 6' wide gravel trail	\$900
TRAIL-07	Install off-street trail	see project map	Install 6' wide gravel trail	\$800
TRAIL-08	Install off-street trail	see project map	Install 6' wide gravel trail	\$1,200
TRAIL-09	Install off-street trail	see project map	Install 6' wide gravel trail	\$500
TRAIL-10	Install off-street trail	see project map	Install 6' wide gravel trail	\$400
TRAIL-11	Install off-street trail	see project map	Install 6' wide gravel trail	\$700
TRAIL-12	Install off-street trail	see project map	Install 6' wide gravel trail	\$2,000
TRAIL-13	Install off-street trail	see project map	Install 6' wide gravel trail	\$7,400

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST ¹ (\$1,000s)
TRAIL-14	Install off-street trail	see project map	Install 6' wide gravel trail	\$1,200
TRAIL-15	Install off-street trail	see project map	Install 6' wide gravel trail	\$1,800
TRAIL-16	Install off-street trail	see project map	Install 6' wide gravel trail	\$1,500
TRAIL-17	Install off-street trail	see project map	Install 6' wide gravel trail	\$6,700

Notes:

1. All costs in 2024 dollars
2. May be fully funded by new development
3. Projects marked with an asterisk (*) indicate projects in the City's 6-year Transportation Improvement Program (TIP)

Transportation Programs

The City of Edgewood has three annual programs to maintain or improve the transportation system:

- The Transportation Engineering/Planning Support Program is used to maintain or update the pavement management system, road standards and the City's traffic model.
- The Chip Seal Program provides ongoing roadway maintenance through asphalt overlays, asphalt sealing and surface chip seals.
- The Pedestrian Safety Program is used to perform safety assessments, install signage, crosswalks, lighting and pavement markings to improve active transportation safety based on input from community members, schools or other local organizations.

Freight and Mobility System

Trucks deliver goods to retail establishments and construction materials to construction sites. By increasing the time cost and other costs of moving freight, traffic congestion increases the price of goods. The City must ensure that trucks have the ability to move to

and through Edgewood.

Although freight mobility is important to the economy, cut-through traffic from trucks causes negative impacts to residential areas and increases road maintenance costs to the City. To minimize the negative impacts of trucks, the City has established truck regulations. These regulations restrict the movement of trucks over a certain weight on all roads in the City other than Meridian Avenue E for purposes other than delivery (Edgewood Municipal Code Chapter 10.05).

Public Transit System

As the region continues to grow, more community members will seek to use and become reliant on alternatives to the single-occupancy vehicle for mobility purposes. Pierce Transit and Sound Transit will be key players in Edgewood's ability to maintain necessary mobility.

The ultimate vision for Transit service within Edgewood is to install Business Access and Transit (BAT) lanes along Meridian Avenue E, as identified within WSDOT's SR 167 Master Plan and discussed in the Meridian Avenue Corridor Study. These improvements will greatly improve future transit travel time and reliability through the City of Edgewood and would make transit a more attractive mode of travel for residents within the City. However, Pierce Transit's current plans and funding allocation do not plan for bus service (and in particular headways – the time between bus arrivals) which would support the installation of these lanes. The recent Meridian Avenue Corridor Study proposed the installation of in-line transit stops along Meridian Avenue E to reduce transit delay by eliminating the need for transit buses to merge into and out of the travel lane. These improvements will serve as an interim improvement until more frequent transit service is provided along Meridian Avenue E that will support the installation of the BAT lanes.

While the City does not provide transit service, building out the planned pedestrian and bicycle networks will facilitate access to existing (and potential future) transit service within Edgewood. This improved access will help make transit a more feasible travel option for residents and visitors to Edgewood.

Transportation Demand Management

To minimize increases in the impacts of vehicles on the transportation system and the environment, alternatives to the single-occupancy vehicle will become more necessary. These alternatives include carpooling, walking, bicycling, transit, telecommuting and flexible hours at work sites.

Transportation demand management (TDM) is the term used when communities, employers, schools or households develop techniques to influence mode choice, the time of a trip and the frequency of trips made. TDM is a major policy thrust in the Puget Sound Regional Council's MTP and is also required under the Growth Management Act (GMA). Examples of TDM include:

- Charging for parking at worksites to increase the cost of driving alone, relative to carpooling;
- Providing free or low-cost bus passes to employees as part of an employee benefit package to encourage use of transit or vanpools;
- Providing incentives to employees who carpool, walk or bicycle to work;
- Allowing flexible hours at work sites so employees can shift their commute trip to non-peak periods;
- Developing telecommuting programs so that employees do not need to commute into the office every workday;
- Providing guaranteed ride home programs to employees who bus, carpool or vanpool; and
- Providing worksite amenities, such as cash machines, food services, daycare, breakrooms, showers and clothes lockers to reduce the need for non-work trips.

Other techniques, such as providing convenient parking for carpool/vanpools, in-house ride matching services and bus maps on site can encourage alternatives to single-occupancy vehicle use.

Washington's Commute Trip Reduction (CTR) Act sets goals for reducing the number of single-occupancy vehicle trips at worksites that employ over 100 regular, full-time employees. While there are currently no employers in the City that currently fall under these requirements, the City will continue to coordinate with employers and transportation service providers (such as Pierce Transit, King County Metro and Sound Transit) as appropriate, to coordinate policies and services to CTR affected sites.

Air, Rail and Water Transportation Facilities

Regional, national and international air travel for Edgewood is provided via Seattle- Tacoma International Airport, located approximately 15 miles north of the City. The airport can be accessed via Meridian Avenue E to I-5.

The Union Pacific railroad tracks border the southern edge of the City limits. No rail passenger service is offered along the rail line. The nearest passenger rail service is

located south in Puyallup and is provided by Sound Transit along the BNSF mainline via the Sounder S Line. Planned bus rapid transit (BRT) improvements along Meridian Avenue are intended to connect communities in the region with the Puyallup Sounder Station (though the extension of BRT service to Edgewood is not yet funded).

There is no waterborne transportation serving Edgewood. The Transportation Element does not identify waterborne transportation as a component of the City's transportation system.

PLAN IMPLEMENTATION

The transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Edgewood. A summary of transportation project costs and a strategy for funding the projects over the life of the plan are presented in this section. Implementation strategies are discussed and include continuing coordination with WSDOT and other agencies to fund improvements along Meridian Avenue E (SR 161) and other regional corridors. The implementation plan provides the framework for the City to prioritize and fund the improvements identified in the transportation systems plan.

The GMA requires the Transportation Element of the Comprehensive Plan to include a multi-year financing plan based on the identified needs in the transportation systems plan. The financing plan for the Transportation Element provides a basis for the City's annual Six-Year Transportation Improvement Program (TIP). As required by the GMA, if probable funding is less than the identified needs, then the transportation financing program must also include a discussion of how additional funding will be raised or how land use assumptions will be reassessed to assure that level of service standards will be met. Alternatively, the city can adjust its level of service standards.

A summary of costs for capital improvement projects and citywide maintenance and operation programs are presented. The capital project and maintenance and operations program costs are compared to estimated revenues from existing sources used by the city to fund transportation improvements. Like many other communities in the region, the costs of the desired transportation system improvements and programs will exceed the available revenues. Other potential funding sources to help reduce the projected shortfall are described. Lastly, a summary of a reassessment strategy for the city to use for reviewing transportation funding in the context of the overall Comprehensive Plan is also included.

Project and Program Cost Estimates

Table 11 summarizes the costs of the recommended transportation improvement projects and programs. The costs cover City of Edgewood capital improvements, transportation programs, and maintenance/operations. The costs are summarized for the life of the Plan. While improvements under the responsibility of WSDOT or Pierce County are not included in the summary table, the project table includes costs associated with the Meridian Avenue improvements. Since Meridian Avenue is a state highway (SR 161), the City does not expect to cover the full cost of the project and anticipates that some share of the costs will be covered by WSDOT, direct appropriations from the state, or grant funding. Nevertheless, the City may choose to include a share of the costs of WSDOT improvements in its transportation impact fee or other funding options.

Table 11 – Transportation Project and Program Costs (2024-2044)

IMPROVEMENT TYPE	TOTAL COSTS (2024-2044)	PERCENT OF TOTAL COSTS ¹
Transportation Capital Projects ²		
Bicycle Lane Projects	\$2,100,000	0.6%
Multi-Use Path Projects	\$41,770,000	12.9%
Pedestrian Improvement Projects	\$71,120,000	21.9%
Road & Intersection Projects	\$135,650,000	41.7%
Trail Projects	\$56,100,000	17.3%
Parallel Road Projects	\$17,978,000	5.5%
Transportation Studies	\$275,000	0.1%
Subtotal Capital Projects	\$324,993,000	100%
Annual M&O Programs		
Transportation Engineering/Plan Support	\$1,000,000	10.2%
Chip Seal Program	\$6,000,000	61.2%
Pedestrian Safety Program	\$1,500,000	15.3%
ADA Barrier Removal	\$1,300,000	13.3%
Subtotal Annual M&O Programs	\$9,800,000	100%
TOTAL COSTS	\$334,793,000	

1. All costs in 2024 dollars, rounded to \$1,000.

2. Does not include other agency improvements

Planning-level cost estimates were developed for the capital improvements and presented in the Transportation Systems Plan section. The planning estimates were prepared based upon average unit costs for transportation projects within the region. Planning-level costs were developed with the assumption that costs would include associated storm water development requirements, property acquisition, wetland mitigation, and utility extensions and/or upgrades, based upon historic costs for those items. More detailed cost estimates will need to be prepared as the projects are closer to design and construction. Future design studies will identify specific property impacts and options to reduce costs and impacts on properties.

The estimated capital cost of the Transportation Plan is approximately \$325 million (in 2024 dollars). Approximately 42 percent of the capital costs are associated with implementing roadway and intersection improvement projects throughout the City (most of which are associated with the Meridian Avenue [SR 161] corridor improvements). Completion of the active transportation network in the city accounts for over 35 percent of total capital project costs, with bicycle lane, pedestrian improvement, and multi-use path projects accounting for approximately 1 percent, 22 percent and 13 percent of total capital costs, respectively. The remaining 25 percent of capital costs are for trail projects (17 percent), parallel road network projects (6 percent) and transportation studies (less than 1 percent).

Annual transportation programs account for an additional \$9.8 million in (2024 dollars) costs over the life of the plan. This includes \$50,000 annually for transportation engineering/plan support, \$75,000 annually for the pedestrian safety program, and \$65,000 annually for removal of ADA barriers. The annual chip and seal program provides funding for annual maintenance of the preservation of the roadway network. Maintenance and operations costs were projected based on recent annual expenditures as derived from annual budget information. Maintenance and operations costs cover general administration, roadway, street lighting, traffic signal and street signs, and other miscellaneous safety improvement programs. To reduce the need for extensive capital reconstruction projects, the maintenance and operations program to preserve the existing street system is estimated to be approximately \$6 million through 2044.

Funding Analysis with Existing Revenue Sources

The City has historically used tax revenues, developer (traffic impact) fees, and grants to construct and/or maintain their transportation facilities. In December 2018, the Edgewood City Council passed Ordinance 18-0538 authorizing the installation of traffic enforcement cameras in school zones. While the city does not account for the school zone photo enforcement infraction funds within the annual budget, funds available from the prior year's infractions can be used to implement improvements advancing public safety (e.g., traffic calming, pedestrian safety, public safety education/programs). These funds can be used to implement safety improvements identified within the transportation project list.

Funds collected from the real estate excise tax (REET) are used for resurfacing and preserving pavement via the annual paving program on City streets and financing a portion of capital improvements. As allowed in RCW 82.46, up to 25 percent of available

REET funds can be used annually for the maintenance of REET 1 and REET 2 capital projects. Finding a balance between utilizing REET revenues for the annual pavement preservation program and capital construction is critical to implementing this plan. In general, approximately 75 percent of annual REET revenues need to be dedicated to capital projects, with up to the remaining 25 percent directed towards pavement preservation. Allocating the limited available resources for all types of projects is an ongoing challenge that requires frequent re-evaluation to meet the needs of the City as growth occurs.

Additionally, as noted above, the City does not expect to cover the full cost of improvements associated with the Meridian Avenue (SR 161) Corridor Study. WSDOT funding, grant awards, and direct state appropriations are expected to constitute a substantial portion of the total improvement costs. If funding from these sources (or others) is not secured, the Meridian Avenue improvements will likely be delayed until such a time that available City funds can be leveraged to acquire funding from alternate sources. As part of the funding analysis, it was assumed that approximately 50 percent of the costs associated with the Meridian Avenue improvements would come from non-City sources.

The description of this and other available funding sources and projected revenues are listed in Table 12.

Table 12 – 2024-2044 Transportation Revenues

REVENUE SOURCE	TOTAL REVENUES	PERCENT OF TOTAL REVENUES¹
Transportation Capital Revenues		
Transportation Impact Fees	\$16,210,000	11.4%
REET Funds (75 percent)	\$19,960,000	14.0%
School Zone Camera Fees	\$6,920,000	4.9%
Grant Funds	\$37,255,000	26.1%
Meridian Avenue Non-City Funding	\$62,300,000	43.7%
Subtotal Capital Revenues	\$142,645,000	100%
Transportation M&O Revenues		
REET Funds (25 percent)	\$6,655,000	100%
Subtotal M&O Revenues	\$6,655,000	100%
TOTAL REVENUES	\$149,300,000	

Revenue projections were estimated based upon the City's 2024 budget, 3-years of historical revenues, and anticipated grant funding awards. Based on recent historical data, it is estimated that revenues would be approximately \$87 million during the 20-year period, of which 96 percent would be dedicated for capital improvements, while the remaining would be for maintenance and operations programs.

The revenue projections assume that approximately \$62.3 million, or 44 percent, of the \$142.6 million in revenues dedicated for capital improvements, will be funding acquired from other sources (WSDOT, grant funding, state appropriations) for the Meridian Avenue improvements. Grant funds (for non-Meridian Avenue improvements) are assumed to generate approximately 26 percent of revenue, while REET capital improvement funds account for 14 percent of revenue. Transportation impact fees generate 11 percent of the capital revenue, while the remaining 5 percent is from school zone camera citations.

Approximately \$6.7 million in revenues dedicated for maintenance and operations programs are anticipated over 20 years. Up to 25 percent of REET revenues is anticipated to be allocated to maintenance and operations funds.

Transportation Impact Fees

The GMA allows agencies to develop and implement a Transportation Impact Fee (TIF) program to help fund part of the costs of transportation facilities needed to accommodate growth. State law (RCW 82.02) requires that TIF programs are:

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

TIFs can only be used to help fund improvements that are needed to serve new growth. The cost of projects needed to resolve existing deficiencies cannot be included.

The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. The city's TIF program was first implemented and adopted in 2007 and is outlined in Chapter 4.30 of the Edgewood Municipal Code.

Developer Mitigation and Requirements

The City has adopted specific development-related requirements which will help fund the identified improvements. These include requirements for frontage improvements, mitigation of transportation impacts under SEPA, and concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the City's current design standards. These improvements can include widening of pavement, drainage improvements, and construction of curb, gutter, and sidewalks.

Several of the projects identified in the Transportation Plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of a transportation improvement are included in the TIF then credits must be provided. If improvements to an abutting local street are not included in the TIF, then credits against the TIF would not be required or allowed.

The city also evaluates impacts of development projects under the State Environmental Policy Act (SEPA). The SEPA review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to safety, traffic operations, active transportation, or other transportation issues. The needed improvements may or may not be identified as specific projects in the Plan. If the required improvements are included in the TIF program, then the City must provide credit to the

extent that the costs are included in the project list and impact fee calculations.

The city also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation is intended to identify project impacts that will cause City facilities to operate below the City's level of service standard. To resolve such a deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, or another agency or developer to fund improvements to resolve the deficiency. According to the GMA, the City must deny any proposal that will cause the level of service for transportation facilities to decline below the adopted standard unless a financial commitment is in place to complete measures to achieve the LOS standard within six years. (RCW 36.70A.070(6)(b)).

Grants

Over the past several years the city has had significant success in securing grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis, often with a local funding match.

Forecasted Revenue Shortfall

Table 13 summarizes the City's proposed transportation financing strategy for the \$321.8 million City portion of the capital improvement costs and the \$9.8 million in maintenance, operations, and program expenditures. The Plan results in a shortfall of \$244.6 million. This assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if the level of development or the level of grant funding is less than forecast. The former would be offset by a reduced need for transportation improvements to accommodate growth. If the City is more successful in obtaining grants or other outside funding for projects, then the potential deficit could be reduced, as discussed in the next section.

Table 13 – Forecasted Revenues and Costs

REVENUE SOURCE	TOTAL (2024-2044)
Transportation Capital Revenues	\$142,645,000
Total Capital Project Costs	\$324,993,000
Capital Estimated Shortfall	(\$182,348,000)
Transportation M&O Revenues	\$6,655,000
Transportation M&O Costs	\$9,800,000
M&O Estimated Shortfall	(\$3,145,000)
TOTAL ESTIMATED SHORTFALL	(\$185,493,000)

Capital Revenue Shortfall

The approximately \$182.3 million shortfall in funding would primarily affect the ability of the city to fund all of the identified capital improvement projects during the planning period. The City is committed to funding the existing maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. The maintenance and operations cost will expand with transportation system improvements.

Maintenance and Operations Revenue Shortfall

The financial forecast shows an approximately \$3.1 million shortfall for funding the 20-year maintenance and operations program needs. General citywide maintenance and operations programs will not balance with forecasted revenues over the life of the plan; however, the city will review and adjust the maintenance and operation programs on an annual basis to balance with anticipated dedicated revenues.

Potential Options to Balance the Plan

As noted above, projected existing revenue sources would allow the city to fund a portion of the identified transportation improvement projects and program costs. The City could address this shortfall through delaying lower priority projects or increasing revenue allocations from discretionary sources, primarily the General Fund.

Options for Reducing the Funding Shortfall for Capital Improvement Projects

The city can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants as available.

Alternatively, the city could delay implementation of projects, especially lower priority improvements. Possible applications of these funding strategies are discussed below.

Delaying Improvement Projects

The City will not likely be able to, or may choose not to, fund lower priority projects within the 20-year horizon without additional funding sources. Some of these projects may be funded through impact fees and/or frontage improvement requirements as development (or re-development occurs). As developments occur in these areas the city may require project-specific facility improvements including SEPA mitigation measures, as appropriate. The city also may identify other programs or opportunities to partially or fully fund some of these improvements.

Additional Grants and Other Agency Funding

As discussed above, the transportation financing analysis estimates that the city may receive approximately \$37 million in grant funding over the life of the Plan. If the City is able to pursue and receive grants at a higher rate, shortfalls may be less than projected. The roadway improvements identified for the Meridian Avenue (SR 161) corridor entail large-scale, high-cost improvements, which may be strong candidates for grant funding pursuits. However, given the scale of these improvements, direct appropriations from the federal or state government as part of legislative requests may be necessary to fully implement the vision identified for the corridor.

Tax Increment Financing

Washington State allows cities to create “increment areas” that allows for the financing of public improvements, including transportation projects within the area by using increased future revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act.

The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements.

The city may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

Voter Approved Bond/Lewy/Taxes

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax. The debt service on the bonds results in increased costs which can be paid with the additional revenue approved by voters such as a property tax levy or sales tax increase. Although the city does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

Local Improvement Districts

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage or other similar types of projects. A LID may be in residential, commercial, or industrial areas or combinations depending on the needs and benefits. LIDs can be proposed either by the city or by property owners. LIDs must be formed by a specific process which establishes the improvements, their costs, and assessments. The assessments are added to the property tax which helps to spread the costs over time.

Transportation Benefit District

A transportation benefit district (TBD) allows cities and counties to raise revenue for transportation improvements, typically by increasing sales taxes or vehicle license fees. TBD funds can be used to implement a wide range of transportation projects, including roadway or intersection improvements, transit service expansions, sidewalk or bicycle facilities, or transportation demand management programs. Funding can also be used for maintenance and operation of the transportation system. The TBD can encompass the entirety or a portion of the city or county. The City of Edgewood previously established a TBD with the implementation of a \$20 vehicle license fee but was repealed in 2020.

Reassessment Strategy

Although the financing summary identifies the potential for a total revenue shortfall of approximately \$185.5 million (in 2024 dollars) over the life of the Plan, the city is committed to reassessing their transportation needs and funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the city to match the financing program with the short-term improvement projects and funding. To implement the Transportation Improvement Plan, the city will consider the following principles in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year Transportation Improvement Program (TIP);
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards;
- Explore ways to obtain more developer contributions to fund improvements;
- Coordinate and partner with WSDOT, Pierce County, Pierce Transit, and others to implement improvements to the SR 161;
- Vigorously pursue grant funds from state and federal sources;
- Work with the City of Milton, the City of Puyallup, and/or Pierce County to develop multiagency grant applications for projects that serve growth in the city;
- Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations;

Some lower priority improvements may be deferred or removed from the Transportation Plan. The city will use the annual update of the six-year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed, and priorities revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the city. The city will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the city's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

CONSISTENCY WITH OTHER PLANS

Edgewood's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Plan needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC's VISION 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Plan is primarily a bottom-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. Figure 18 is a schematic showing this app

oach. The following sections provide a review of this Plan's consistent with neighboring jurisdictions.

Figure 18 - Transportation Plan Approach



WSDOT Highway Improvement Program & Six-Year Transportation Improvement Program

As required by the GMA, the Edgewood Transportation Element addresses the state highway system. Specifically, the Transportation Plan addresses the following elements related to the state highway system:

- Inventory of existing facilities
- Level of service standards
- Concurrency on state facilities
- Analysis of traffic impacts on state facilities
- Consistency with the State Highway Systems

Summarized below are the improvements to state facilities listed in the Statewide Transportation Improvement Program (STIP) 2024 – 2027, which are consistent with the Plan identified in this Element.

WSDOT maintains two improvements programs, the Highway System Plan (HSP) and the State Transportation Improvement Program (STIP). WSDOT is currently updating the HSP, which was last updated over 12 years ago. A draft of the HSP has been published and recommends new revenues for state highways be dedicated over the next 20 years.

The 2024-2027 STIP was approved in January 2023 and includes two projects in Edgewood:

1. Repair or replace existing concrete and asphalt surfaces on 48th Street E
2. Interurban Trail Phase III (Jovita Canyon) - Construct non-motorized trail with paved surface and gravel shoulders along Puget Sound Electric Railway corridor linking disconnected segments of the regional Interurban Trail.

Puget Sound Regional Council

The PSRC maintains the Regional TIP. The Regional TIP must be a 4-year program of projects that is updated at least every 4 years. The TIP ensures that transportation projects meet regional transportation, growth and economic development goals and policies, and clean air requirements. Regional TIP projects are required to meet the following criteria:

- Consistency with VISION 2050 and the Regional Transportation Plan
- Consistency with local comprehensive plans
- Funds are available or expected to be available
- Consistency with the region's air quality conformity determination
- Consistency with federal and state requirements such as functional classification
- Consistency with PSRC's project tracking policies

The Regional TIP also identifies the same two projects in Edgewood that are included in the STIP.

Pierce County and Adjacent Cities

Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting County and City comprehensive plans. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county for regional issues or issues affecting common borders. The Multicounty Planning Policies (MPPs) for transportation call for better integrated land use and transportation planning, with a priority placed on cleaner operations, dependable financing mechanisms, alternatives to driving alone, improved safety, equitable transportation options, and sustainability and environmental impacts associated with transportation. Pierce County's CPPs were last adopted in May 2022 and ratified in November 2022. The County's and Cities' comprehensive plans need to be consistent with the vision and policies in the Countywide Planning Policy Update.

Pierce County's six-year TIP (2024-2029) currently has no projects identified in Edgewood but includes the County portion of the planned WSDOT project to build SR-167 from I-5 to SR-161, add lanes, interchange at SR-161 and I-5, ramps at Valley Av E, trail, and toll facilities just west of the city.

Pierce Transit

Pierce Transit is a regional transportation provider that operates transit service in the City of Edgewood. Two routes provide bus service for the City of Edgewood. The city supports Pierce Transit's Long-Range Plan (Destination 2040) and coordinates with the agency to identify how transit needs should be addressed, particularly as new development occurs.

Federal and State Air Quality Regulations

The Transportation Element is subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region wide issue, the City's Comprehensive Plan must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.

GOALS AND POLICIES

Goal T.1 Develop a safe and efficient transportation system that accommodates all 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.1a The efficient movement of traffic should be accomplished through advanced traffic control measures, intelligent transportation system (ITS) technologies, speed management, access management, channelization improvements and multimodal design features.

T.1b Restrict roadway access points and locate driveways on Meridian Avenue E (SR 161) to improve safety, maintain optimal capacity and provide for the efficient movement of automobiles, bicycles, pedestrians and transit. Access management measures may include:

- Providing internal access between off-street parking in commercial areas through reciprocal agreements;
- Using intersecting streets as access points;
- Designing subdivisions for efficient internal circulation; and/or
- Completion of the collector arterial system

T.1c Require dedication of roadway rights-of-way as part of new development

consistent with the appropriate functional classification, adopted road standards and Comprehensive Plan.

- T.1d Coordinate with the Washington State Department of Transportation (WSDOT), Pierce County, and Cities of Milton and Puyallup to address traffic congestion and circulation issues on Meridian Avenue E and surrounding roadways.
- T.1e Design transportation facilities that support the countywide and regional growth strategy and fit within the context of the built or natural environments in which these facilities are located.
- T.1f Incorporate racial and social equity and seek input from the public during transportation planning processes to ensure that all voices are represented and that historically underserved neighborhoods and vulnerable populations are heard.
- T.1g Design, construct and operate the transportation system to serve all users safely and conveniently and provide improved access to homes and businesses.
- T.1h Consider all transportation modes and mobility for people with special needs in transportation improvement projects.
- T.1i Encourage the consolidation of driveways on Meridian Avenue E (SR 161), Jovita Boulevard E and other arterials during the development review process and implementation of capital projects.
- T.1j Increase the resiliency of the transportation system and support security and emergency management to protect against disaster, develop prevention and recovery strategies and plan for coordinated responses.
- T.1k Create an interconnected transportation network of streets and trails by requiring new connections consistent with the Comprehensive Plan.
- T.1l Work to create an interconnected transportation system by requiring new roadway connections consistent with the Comprehensive Plan.

Goal T.2 Develop a transportation system that enhances the delivery and transport of goods and services.

- T.2a Support improved connectivity and access from the City's employment

centers and the regional transportation system.

T.2b Maintain Meridian Avenue E (SR 161) for safe and efficient truck movement.

T.2c Enforce truck regulations and install appropriate features at intersections so that heavy vehicles do not utilize City roads, except for local deliveries and services.

Goal T.3 Provide a safe and interconnected systems of walkways, sidewalks and trails.

T.3a Provide a system of trails for pedestrians and bicyclists, consistent with the PROST Plan.

T.3b Develop an active transportation system that promotes connectivity between residential developments via pathways, trails and street extensions.

T.3c As general guidelines, give priority to walkway and trail system improvements that:

- Increase public safety;
- Construct missing links in the existing bicycle and pedestrian system;
- Make upgrades to existing walkways and trails;
- Are along arterial streets; and
- Connect to key destinations.

T.3d Install mid-block pedestrian crossings with appropriate safety measures when conditions warrant.

T.3e Develop a program to install or upgrade curb ramps at all curbed intersections to meet the Americans with Disabilities Act (ADA) requirements.

T.3f Work with neighboring jurisdictions and other agencies to ensure that Edgewood's bicycle routes/corridors and designs are compatible and interconnect.

T.3g Plan for the expansion of appropriate road shoulders to maintain safe areas for walking, jogging and biking while implementing appropriate

	design features to discourage increased vehicle speeds.
T.3h	Prioritize the needs of bicyclists and pedestrians in the design and construction of future transportation improvements.
Goal T.4	Support improved transit coverage and service throughout the region to improve mobility options for Edgewood.
T.4a	Plan to maintain and improve transit coverage and encourage implementation of high-capacity transit options.
T.4b	Encourage enhanced bus service connections across county lines and to popular destinations.
T.4c	Consider transit facilities as mitigation for new developments that have probable significant impacts to the transportation system.
T.4d	Support and promote public involvement in Pierce Transit, King County Metro and Regional Transit Authority decision-making.
Goal T.5	Promote programs to encourage carpooling, transit and active transportation.
T.5a	Work with Pierce Transit to make transit a convenient and easily accessible travel option in Edgewood.
T.5b	Work with Pierce Transit and businesses to evaluate and improve transit service and facilities that serve employment sites and promote Commute Trip Reduction (CTR) program components.
T.5c	Support public and private Transportation Demand Management (TDM) programs to promote alternatives to driving alone.
T.5d	Encourage developments to provide physical features supportive of carpooling, transit and active transportation.
Goal T.6	Ensure adequate parking supply.
T.6a	Accommodate parking demand in the most efficient way possible with the minimal number of new parking spaces to meet anticipated demand.
T.6b	Develop off-street parking that is compatible with abutting uses and

supports a pedestrian-oriented streetscape.

T.6c Encourage shared parking, underground parking or parking structures.

Goal T.7 Eliminate all fatal and serious injury crashes that occur on the City transportation system by 2044.

T.7a Conduct studies and regularly review data at high collision locations to support operational changes and designs that improve safety.

T.7b Utilize best practices, such as the USDOT's Safe Systems Approach, to comprehensively address safety needs within the City.

T.7c Establish a safe and comfortable environment for pedestrians, bicyclists, and all roadway uses on Meridian Avenue.

T.7d Set appropriate speed limits on existing and new connecting roadways and identify improvements needed to support safe roadway operation at desired speeds.

T.7e Where needed, provide access control to improve the safety of roadways, install improved lighting or intersection control, provide adequate facilities for pedestrians (especially around schools) and provide safe areas at bus stops for transit patrons.

T.7f Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.

Goal T.8 Adequately fund the transportation system to meet current and future capital, maintenance and operational needs.

T.8a Regularly review and update the Transportation Impact Fee (TIF) schedule and ordinance to provide more consistency with existing zoning designations and standards from the Institute of Transportation Engineers (ITE) to ensure the equitable assessment of impact fees.

T.8b Annually maintain the Transportation Improvement Program (TIP) to balance project costs against reasonably expected revenue sources.

T.8c In the event the City is unable to fund the transportation capital improvements needed to maintain adopted transportation LOS

standards, pursue one or more of the following actions:

- Phase development that is consistent with the Land Use Element until adequate resources can be identified to provide necessary improvements;
- Revise the Land Use Element to reduce traffic impacts to the degree necessary to meet adopted transportation service standards;
- Reevaluate the City's adopted transportation LOS standards and concurrency program to reflect levels that can be maintained, given known financial resources;
- Require new and existing development to implement measures to address LOS issues;
- Place a moratorium on development in affected areas;
- Encourage the mitigation of LOS deficiencies through the use of transit, walking, biking, system efficiencies and transportation system management.

- T.8d Allocate resources in the City's TIP and Capital Facilities Funding Plan according to the prioritization guidelines listed in the Capital Facilities Element.
- T.8e Establish LOS C or better for all minor arterials and collector streets within the City based on a volume-to-capacity (V/C) ratio of 0.80 or less during the weekday PM peak hour.
- T.8f Establish LOS D or better for intersections in the City, except for along Meridian Avenue E (SR 161) which shall be LOS E/mitigated. The LOS E/mitigated standard is consistent with adopted regional standards which allow congestion during the peak hour to be mitigated along key regional arterials through investments to transit or alternative modes.
- T.8g Pedestrian and bicycle level of service will be assessed based on the provision of pedestrian and bicycle facilities in accordance with City standards and the planned networks. A green (good) LOS indicates that a roadway provides pedestrian and bicycle facilities as called for in the pedestrian and bicycle plan. An orange (acceptable) LOS indicates that a roadway provides a pedestrian or bicycle facility, but that the facility

does not meet design standards or what the system plan identified in the transportation element. A red (failing) LOS indicates there are no pedestrian or bicycle facilities present.

- T.8h Transit level of service (LOS) is measured based on the quality of bus stop amenities and the availability of sidewalks and street crossings in the immediate vicinity of the bus stop. A green (good) LOS indicates high quality stop amenities and sidewalks and marked crossings serving the stop. An orange (acceptable) LOS indicates the stop is missing amenities, or sidewalks or crossings in the stop's immediate vicinity. A red (failing) LOS indicates that the stop is missing both amenities and sidewalk or safe crossings.
- T.8i Balance financing of transportation improvements between existing and future users based on the principle of proportional benefit.
- T.8j Require that all transportation projects be adequately funded to address all required public safety and design standards.
- T.8k Identify and pursue long-term strategies to obtain grant funding.
- T.8l Support efforts at the state and federal levels to increase funding for transportation systems.
- T.8m Aggressively pursue improvements to SR 161 consistent with the Meridian Avenue Corridor Study.
- T.8n Develop interlocal agreements with neighboring jurisdictions and other agencies to develop funding sources for transportation improvements.
- T.8o Support the continuous, cooperative and comprehensive transportation planning process conducted by the Puget Sound Regional Council (PSRC) pursuant to its designation as the region's Metropolitan Planning Organization.
- T.8p Participate in public/private partnerships to finance transportation facilities.

- Goal T.9 Assign a high priority to meeting the maintenance needs of the transportation system so that it is safe and functional.**
- T.9a Inventory and inspect the transportation infrastructure annually.
 - T.9b Maintain a pavement management system and identify a sustainable funding source to improve the life-cycle costs of City roadways.
 - T.9c Develop a regular maintenance schedule for all components of the transportation infrastructure.
 - T.9d Encourage the maintenance and improvement of the street system when addressing the transportation and circulation concerns of the community.
 - T.9e Develop strategies necessary to improve public streets to meet applicable road standards.
-
- Goal T.10 Develop transportation solutions that align with the state and multi-county policies that protect the environment.**
- T.10a Consider the impacts of climate change in the operations of the transportation system and construction of capital projects.
 - T.10b Coordinate with county, regional, state and federal agencies air quality standards to ensure the City's transportation projects and programs promote reductions in air pollution and greenhouse gas emissions.
 - T.10c Support the development and implementation of a transportation system that is energy efficient and improves system performance.
 - T.10d Encourage fish passage improvements and the use of low impact development techniques on transportation projects to reduce stormwater impacts and prevent measurable harm to streams, lakes, and wetlands.

PARKS, RECREATION, OPEN SPACE, AND TRAILS



INTRODUCTION

The Parks, Recreation, Open Space, and Trails Element guides expansion of Edgewood's park system over the coming years. It reflects the community's vision for the park system and supports opportunities for healthy and active living. It also supports other plan elements, such as the Environment Element (through discussion of conservation of natural areas) and the Land Use and Transportation Elements (through discussion of paths and trails).

This Element draws its goals and policies from the City of Edgewood's 2022 Parks, Recreation, Open Space, and Trails Plan (PROST Plan). The PROST Plan was developed consistent with the Comprehensive Plan and meets the requirements of the Washington State Recreation and Conservation Office (RCO). The PROST Plan offers a comprehensive look at the park system, including existing facilities, community interests, demand and need for services, funding implications for improvements and ongoing maintenance. It provides a solid basis of information for prioritization and decision-making on parks and recreation facilities and services. Additional background information, including parks inventory and current condition assessments, can be found in the PROST Plan.

BACKGROUND INFORMATION

PARKS INVENTORY

As of 2024, Edgewood has approximately 181 acres of available parkland. The City classifies parkland as active parks or passive open space. Active parks are parks intended to meet community needs for a wide range of recreational activities, such as playing team sports, practicing individual physical activities such as running or bicycling, playing on play equipment, having a picnic, and hosting events and classes. Active parks should be developed to include facilities that support these types of uses.

Figure 1: Park Planning Event



Passive open space includes lands that are intended to be left primarily in their natural state with little or no facility improvements. These lands may contain distinctive natural features, have historic cultural or scenic value, or provide important ecological functions such as habitat for native plants and wildlife. Open spaces can be enjoyed by the public through passive recreational use in a natural setting.

Table 1 and Table 2 list information for the City's inventory of active parks and open space. Figure 2 shows the location of each site.

Additionally, parks, passive open space, and trail assets in the city are further classified as neighborhood parks, community parks, natural areas and open space, trails and bikeways, and special use facilities. There are also a number of small private park and playground spaces within new housing developments, some of which are accessible to the general public and are maintained by Homeowners Associations.

Developed City Facilities

The parks that receive the highest use by community members are Edgewood Community Park, Edgemont Park, Nelson Nature Park, Nelson Farm Park, and Jovita

Crossroads Park and the Interurban Trail. Of these, the most popular park is Edgemont Park. It is the only fully developed active park in the City and is well-loved. Its picnic shelter and restroom were recently renovated, but other park facilities need to be upgraded.

The Nelson Farm Park is also home to Edgewood's popular community garden that is used year-round. There are no restrooms at Nelson Farm Park (except for a portable restroom), which limits the use of this site. There is also a farmhouse at this site that could be used to provide meeting and class space for local programs and community groups, but the building requires structural and ADA improvements before active public use would be possible. Located next door is Nelson Nature Park, featuring a paved loop trail, a covered picnic shelter, and a small parking lot.

Table 1: Active Park Inventory

FACILITY	ACRES	FEATURES	CONDITION AND CAPACITY
Edgemont Park	4.72	Children's play equipment, picnic shelter, small parking lot, restrooms, picnic tables, softball/baseball field	Playground recently renovated. Picnic shelter and restroom recently touched up, but in need of modernization. Other facilities need an upgrade. Capacity sufficient to meet demand.
Edgewood Community Park	18.00	Inclusive playground, grassy amphitheater, trails, restroom structure, and picnic structure	Park opened in March 2022 and condition of facilities is good. Capacity is sufficient to meet demand.
City Hall Park	8.53	Open fields, loop trail, amphitheater plaza, City Hall meeting rooms, barn, restrooms	Condition of facilities is good. Capacity is sufficient to meet demand. City Hall has underutilized capacity for recreation and cultural programming space.
Interurban Trail	22.29	Pedestrian and bicycle trail	Condition of facilities is good. Capacity is sufficient to meet demand. This trail is planned to serve the regional population and provide longer-distance recreation

FACILITY	ACRES	FEATURES	CONDITION AND CAPACITY
			opportunities as connections are made to other nearby portions of the Interurban Trail.
Jovita Crossroads Park	1.34	Parking, restroom, trailhead, picnic area	Condition of facilities is good. Capacity is sufficient to meet present demand.
Nelson Farm Park	10.00	Community gardens, old farmhouse, and barn (closed to public), undeveloped pasture	Community gardens in good condition. While a portable restroom is available, there is need for a permanent restroom. There is interest in additional uses at this park (e.g. FFA and 4H activities) that might be met through structural improvements, expansion of the gardens, and use of the pasture.
Falcon Ridge Trail	10.44	Recreational Trail on steep grade, wooded natural areas, benches	Trail is in good condition, also serves as access to surface water facilities for Falcon Ridge Subdivision. Capacity is sufficient to meet demand.
Total Acreage:	75.32		

Table 2: Passive Open Space Inventory

FACILITY	ACRES	DEVELOPED (Y/N)	NATURAL FEATURES	CONDITION AND CAPACITY
Nelson Nature Park	12.51	Y	Nature trail, covered picnic shelter, benches, small parking area	Condition of facilities is good, with paved trails recently being resurfaced. Capacity is sufficient to meet demand. The addition of a permanent restroom would allow this park to better serve community members.
Mortenson Farm ¹	12.66	N	Open space, unmaintained old farm buildings	The open space is in good condition. The farm buildings are not planned for public use. If developed, this park help meet community demand for more trails, provide low impact stormwater detention and provide opportunities for interpretive education about native plants and animals.
Walker Pond	4.01	N	Wetlands, open water pond	This site is in good condition. There are currently no plans to develop the site.
Crawford Woods	4.57	N	Mature forest and habitat, memorial bench across the street	This site is in good condition. If developed, this park could accommodate a small interpretive loop trail.
Kempf Open Space	12.56	N	Undeveloped steep wooded site	This site is in good condition. If developed, this park could accommodate a trail.
Jovita Canyon	2.80	N	Undeveloped steep wooded site	This site is being considered for a connection between the historic Interurban Electric Railway and Jovita Boulevard along the future Interurban Trail connection.

¹ Recently conveyed to WSDOT for wetland and stream mitigation; city owns critical area tracts to the north

FACILITY	ACRES	DEVELOPED (Y/N)	NATURAL FEATURES	CONDITION AND CAPACITY
Litowitz Open Space	29.82	N	Undeveloped site	This site is in good condition. There are currently no plans to develop the site.
Mortenson Farm Slopes	20.43	N	Undeveloped steep site	This site is in good condition. There are currently no plans to develop the site.
Lake Chalet	6.7	N	Undeveloped open water / wetland area	The site is in fair condition, entirely covered by surface water. There are currently no plans to develop the site.
Total Acreage	106.06			

The Jovita Crossroads Park serves as the trailhead for the Edgewood portion of the Interurban Trail and has picnic tables and restrooms. From the park, community members can walk or bike along a 0.8-mile trail segment that parallels Jovita Creek. The trail does not currently connect to other portions of the Interurban Trail, but there are regional plans for future connections. Plans are being developed to extend the trail east, through Jovita Canyon to West Valley Highway, where it will connect to the City of Pacific's segment. The City of Milton is also working to connect the west end of this trail segment to their existing segment that follows the Hylebos Creek toward the City of Fife.

Edgewood's Civic Campus has open fields, a loop trail, restrooms (located in City Hall), an amphitheater plaza and City Hall. Currently the loop trail is the most-used portion of the property outside of the City Hall function. City Hall rooms are available for recreation and cultural programming, but there is currently a low utilization rate. This site is not fully developed, and future plans could include additional facilities and programs.

Private Facilities

Apart from the developed city facilities that are available to the general public, there are currently six residential subdivisions with private parks located throughout the city: Westridge, The Woodlands, Curran Estates, Northwood Estates, Aster Point, and Edgewood View Estates. Multi-family residential buildings commonly have recreational amenities on-site as well.

Additional Information

For additional parks background information, including a demand and needs assessment, see the Edgewood Parks, Recreation, Open Space, and Trails Plan (2022).

Figure 2: Developed and Undeveloped Parkland in Edgewood



Figure 3: Interurban Trail



PUBLIC PRIORITIES

In 2022, PROST Plan public involvement revealed public priorities shifting from the 2015 PROS Plan to the need for additional trails and sidewalks.

Survey participants overwhelmingly identified urban trails/sidewalks as the park amenity most needed in the City of Edgewood, with 93 percent of respondents selecting either “strongly agree” or “agree” when presented with the statement: “The City needs urban trails/sidewalks.”

Walking and biking trails were identified as the most popular amenities, with 76 percent of all respondents identifying these as one of the recreational facilities they use most regularly. Among other popular amenities, open space/natural habitats (48 percent of respondents) and unpaved nature trails (45 percent) were identified. Of all the survey



Source: Parks, Recreation, Open Space & Trails Plan, June 2022 by SCJ Alliance

respondents, nearly half (41 percent) indicated they travel outside of Edgewood to access the recreational facilities they use most. Of those, the largest percentage (24 percent) indicated they travel outside the city to use walking/biking trails. This demonstrates popular support for a robust, interconnected system of open space in Edgewood.

As the pedestrian-friendly “heart” of Edgewood, Town Center is poised especially well to become an epicenter for this network.

GOALS AND POLICIES

Goal PR.1 Provide efficient and effective management of parks resources.

PR.1a Identify and pursue funding to improve the function and value of parks for City residents, when feasible and within the context of available City resources. Address gaps in the level of service standards outlined in Policy PR.3a as a high priority.

- Maintain eligibility for funding from the state's Recreation and Conservation Office (RCO) by periodically updating the city's Parks, Recreation, Open Space & Trails Plan.

Level of Service (LOS) describes the amount, type or quality of facilities needed to serve the community. It establishes a minimum threshold for provision of services and facilities.

PR.1b Explore cost-sharing options to support the park and recreation system. Considering available guidance from the City's insurer and risk management, these options may include, but are not limited to, the following:

- Establishing a designated fund to provide the local matching funds required for most federal, state, local and private grant resources.
- Developing fees for programs and/or services that primarily benefit individual users.
- Considering updates to Edgewood Municipal Code to allow public-private partnerships in selected park sites in exchange for support of

facility development, in cases where the private enterprise adds value to the existing public benefit of the park.

- Leverage development regulations to ensure the provision of on-site recreation facilities and/or off-site mitigation (impact fees), as appropriate.

Public-private partnerships are arrangements between a public agency and a private entity to jointly deliver a service or facility for the use of the public.

PR.1c Emphasize low maintenance and operation requirements as a high priority in the design of new park facilities.

- Design and develop park and recreational facilities to be of low-maintenance and high-capacity design to reduce overall facility maintenance and operation requirements and costs.
- Where appropriate, use low-maintenance materials, settings or other value-engineering considerations that reduce the need for continuous care and security.

PR.1d Continue to involve community organizations in parks improvement to create a welcoming environment for all community members.

- Encourage citizen engagement and ownership of parks.
- Assess the feasibility of establishing a formalized volunteer program that would track activities and recognize volunteer efforts.
- Start an Adopt-a-Trail and/or Adopt-a-Park program.

PR.1e Seek opportunities to work with the public school districts to enhance the recreational value of school facilities, fields, and play areas.

The City of Edgewood is served by three school districts: Fife, Puyallup and Sumner-Bonney Lake.

Goal PR.2 Encourage public involvement in planning for parks, trails and other recreation facilities.

PR.2a Encourage members of volunteer and community groups that support parks and trails to engage in planning processes.

PR.2b Periodically review park and recreation preferences, needs and trends

through household surveys, public meetings and other public input sources.

PR.2c Utilize the Parks and Recreation Advisory Board (PRAB) and other citizen advisory committees as forums for public discussion of parks and recreation issues.

PR.2d Provide public information regarding parks planning processes through a variety of means (e.g. public notices, bulletins, quarterly newsletters, websites, social media), in order to reach as many community members as possible.

Goal PR.3 Develop a parks, recreation, open space, and trails system that builds on existing strengths and serves all residents of the community.

PR.3a Over the next five to 10 years, improve the park system to meet the following level of service standards:

For all parks, consider the following measures:

- Provide parks that meet the interests and needs of the City's citizens, based on public input and survey findings.
- Prioritize development of non-motorized connections to parks.

For active parks:

- Provide 5.8 acres per 1,000 people.
- Strive to provide parks within a 15-20 minute walk of all City residents. Parks service areas, detailed in 5 min increments up to 20 minutes, and current service gaps are shown in the Demand & Needs section of the PROST Plan.

For passive open space:

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

Table 3: Level of Service Standards

ACRES PER 1,000 PEOPLE

Active Parks	5.8
Passive Open Space	4.1

- PR.3b

Pursue the following short-term priorities for system development:

 - Develop existing parkland to increase the number of active parks and facilities consistent with level of service standards.
 - Acquire new parkland for a quality new park that addresses the desired level of service and supports an equitable distribution of parkland across the entire City.
 - This should include parcels in areas west of Meridian Ave E and in the vicinity of Sumner Heights Drive for a neighborhood-scale park (3-5 acres in size).
 - Prioritize the successful completion of the new Edgewood Community Park.
 - Build on existing trails, pathways, and sidewalks to increase non-motorized connections between parks, schools and other community facilities. Ensure that the character of trails, pathways and sidewalks is appropriate for Edgewood.
 - Complete the proposed short-term park and trail projects listed in the Capital Improvement Program for the City’s Parks, Recreation, Open Space, and Trails Plan.
- PR.3c

Plan for the following long-term priorities:

 - Review and update level of service standards to recognize the evolving park system, development patterns and revenues for new facilities.
 - As the level of service is adjusted, review and update plans to meet new level of service standards.

- Create a park maintenance and renovation plan that prioritizes and directs resources to areas of greatest demand first.

PR.3d Explore opportunities to collaborate with public, private, and non-profit partners to meet the level of service standards and short-term priorities for the City of Edgewood's park system. Examples include jointly acquiring or developing parkland and making public facility improvements on school properties.

PR.3e In cases where developers offer to dedicate parkland to the City, consider the following criteria for acceptance. Also, consider other options that may be appropriate, such as critical area set asides.

- The land is linked to a trail system or otherwise easily accessible to the public.
- The land will create or expand a greenbelt.
- The acquisition will help the City to meet the level of service standards outlined in Policy PR.3.a.
- The cost of developing and maintaining the land is feasible.
- There is a public benefit that justifies City ownership.
- The land contains a high value natural area.

Goal PR.4 Ensure park lands and facilities that are actively used by community members are safe, accessible, and welcoming.

PR.4a Establish and maintain design and development standards or best practices that implement the provisions and requirements of the Americans with Disabilities Act (ADA), Crime Prevention through Environmental Design (CPTED) and improve park safety and security for users, staff and the public at large.

PR.4b Locate new parks in locations that are readily accessible to the populations they are intended to serve.

PR.4c Where appropriate, work with community members to increase safety and security awareness through programs such as neighborhood park watches and education.

Goal PR.5 **Protect and manage natural areas for the enjoyment of current and future generations.**

- PR.5a Work to maintain and, where feasible, improve ecosystem function in natural areas in the park system.
- PR.5b Ensure that development of parks facilities is compatible with the City's goals and policies for protection of natural areas.
- PR.5c Balance the demand for public access with protection of environmentally sensitive areas.
- PR.5d Encourage the use of greenbelts as open space, trail linkages, and buffers between uses.
- PR.5e Collaborate with regional partners to identify open space systems in Edgewood that have ecological, economic and recreational value, and develop strategies for conservation and enhancement.
- PR.5f Coordinate with community members to preserve natural open space lands and sustain the pastoral character of the community for future generations.
- Continue to raise awareness of Pierce County's Open Space Public Benefit Rating System Tax Program.
- PR.5g Evaluate and make recommendations for the acquisition or protection of ecologically valuable properties within the City. Such properties could include:
- Critical fish and wildlife habitat such as nesting sites, foraging areas and wildlife mitigation corridors.
 - Environmentally sensitive areas such as wetlands, open spaces, woodlands, and other features that support wildlife and reflect Edgewood's natural heritage.

The Pierce County Open Space Public Benefit Rating System Tax Program allows property owners to apply for open space classification and a market value reduction.

Goal PR.6 Build an interconnected system of multi-purpose, non-motorized paths and trails throughout the City that provides access to community facilities and regional transportation networks.

- PR.6a Expand existing non-motorized paths and trails to increase connections between Meridian Ave E, parks, schools, and other community facilities.
- PR.6b Include walking, jogging, horseback and bicycle trails in the design of parks and recreation facilities, where feasible.
- PR.6c As the system develops, create trail maps and standardized trail signage to mark routes, distances, and significant features of interest.
- PR.6d Coordinate with adjacent jurisdictions to develop and maintain regional trails, such as the Interurban Trail.
- PR.6e Enlist community organizations to perform trail improvement work.
- PR.6f Utilize existing or new sidewalks (in lieu of pathways) to make missing trail connections when necessary due to space, environmental constraints or considerations (such as wildlife crossing), or safety concerns.
- PR.6g When reviewing proposed right-of-way vacation and street improvement plans, consider potential connectivity with existing or proposed trail corridors, parks, and neighborhoods.
- PR.6h Where appropriate, locate trailheads at or in conjunction with park sites, schools, and other community facilities to increase local area access to the trail system and to reduce duplication of supporting improvements and amenities.

Goal PR.7 Encourage opportunities for recreation and cultural activities that are responsive to the needs of the community.

PR.7a Encourage community groups to continue to provide recreational programming at park sites.

PR.7b As a long-term priority, develop an approach for future recreational and cultural programming in Edgewood serving community members and supporting the City's economic development strategy to promote Edgewood's heritage as a destination for intra-regional tourism.

- Explore opportunities to offer programming in conjunction with volunteer organizations, school districts, the private sector, and adjoining communities.
- Evaluate the programming needs and preferences of different age groups, cultural groups, and income groups.
- Consider how rooms at the Civic Center could be used to support programming.
- Consider ways to highlight the history and character of Edgewood in programming.

Goal PR.8 Pursue opportunities to collaborate with other jurisdictions, public agencies, the private sector and community groups in order to leverage resources and achieve the goals and policies of this Element.

References Cited: June 2022 Edgewood Parks, Recreation, Open Space & Trails Plan (SCJ Alliance)

CAPITAL FACILITIES & UTILITIES



INTRODUCTION

The Growth Management Act (GMA) requires that communities plan for capital facilities to ensure:

- There is an adequate level of facilities and services in place to support development at time of occupancy or use;
- New development does not decrease level of service below locally established standards; and
- The City has the ability to pay for needed facilities.

The GMA requires that the Capital Facilities Element include an inventory of existing publicly owned capital facilities, a forecast of the future needs for new or expanded facilities, and a six-year capital facilities plan that identifies financing sources for the identified future facilities.

This joint Capital Facilities - Utilities Element also addresses electrical, natural gas, telecommunications, sewer, solid waste disposal, stormwater, and water service within Edgewood. In general, the goals and policies promote the provision of services that meet the needs of community members and that are reliable, efficient, and financially and environmentally sustainable.

BACKGROUND INFORMATION

PUBLIC FACILITY AND SERVICE PROVIDERS

Capital facilities in Edgewood are provided by the City and by other entities, as shown in Table 1. The different types of capital facilities are described in the following sections, including an inventory, a forecast of future needs and a description of projected capital facility projects, and funding sources. Over the next 20 years, the City of Edgewood plans to continue working with service providers to maintain existing infrastructure and invest in expanded or new infrastructure supporting the development patterns called for in the Land Use Element. The City has identified potential projects over the next 20-year period

and will monitor growth over time to ensure capital facilities can be provided.

Table 1: Facilities and Providers

CAPITAL FACILITIES	PROVIDER(S)
City Hall	City of Edgewood
Parks	Public: City of Edgewood Private: HOA-Managed Facilities (Westridge Subdivision, Northwood Estates, Aster Point and Edgewood View Estates)
Police	City of Edgewood (contract with Pierce County Sheriff's Department)
Surface Water	Public: City of Edgewood <i>(Private facilities are privately maintained)</i>
Transportation	City of Edgewood State Government (WSDOT)
Wastewater	City of Edgewood (Lakehaven Utility District contract) City of Fife Pierce County Cherrywood Manor Mobile Home Park City of Puyallup (pending Interlocal Agreement)
Fire & Emergency Medical Services	East Pierce Fire & Rescue
Libraries	Pierce County Library System
Schools	Fife School District 417 Puyallup School District 3 Sumner-Bonney Lake School District 320

CAPITAL FACILITIES	PROVIDER(S)
Transit	Pierce Transit
Water	Mountain View-Edgewood Water Company City of Milton Lakehaven Water and Sewer District City of Sumner DeChaux Mutual Water Cherrywood Mobile Home Manor Cherrywood Village

Table 2: Utility Service Providers in Edgewood

UTILITY	PROVIDER(S)	SERVICE AREA
Electricity	Puget Sound Energy	Entire City
Natural Gas	Puget Sound Energy	Approximately 80% of City households
Telecommunications	Private companies (CenturyLink, AT&T, Comcast, etc.)	Entire City
Wastewater (Sanitary Sewer)	City of Edgewood City of Fife, City of Puyallup Pierce County	Entire City (see General Sewer Plan for details)
Solid Waste Disposal	Murrey's Disposal Company	Entire City
Stormwater	City of Edgewood	Entire City

UTILITY	PROVIDER(S)	SERVICE AREA
Water	Mountain View-Edgewood Water Company	Approximately 80% of City (by land area)
	City of Milton	Northwest portion of City
	Lakehaven Utility District	Small portion of City near King County boundary, north of Jovita Creek
	City of Sumner	Small portion of City with direct access to West Valley Hwy

CITY HALL AND CIVIC CAMPUS

Inventory of Existing Facilities

City Hall is located at 2224 104th Ave. E, on about nine acres of land near the northeast corner of 24th Street East and Meridian Avenue East. The Council Chambers and all city departments are located in this facility. In 2020 a lobby remodel was completed to improve workflow and staff interaction with the public.

City Hall offices provide a wide variety of services and functions including law enforcement, land use and building permitting, community development services, parks and recreation, budgeting, and surface water and transportation management. In addition, the City maintains a number of general administration functions, such as finance, record keeping and human resources, as well as the office of the City Clerk. The property features a loop walking trail, open spaces, and event spaces. The property is situated in the Town Center area and envisioned as a Civic Campus providing a meaningful community gathering place.

Forecast of Future Needs

The City will continue to evaluate needs for future City Hall and Civic Campus facilities. Factors that must be considered include the number of people employed by the city to provide public services, changes that may occur to which certain functions may be shifted to in-house services (rather than being contracted). In addition, the Energy Element

addresses the desire to decrease carbon emissions among city facilities and services and therefore the city should identify needs and preferences for projects that can achieve such goals and monitor grant opportunities or other opportunities that align with projects than can meet community objectives. The community’s vision for Town Center will also influence future needs.

The City of Edgewood ADA Transition Plan (developed in 2024) details improvements or retrofits that need to be made to various city facilities to meet ADA requirements (removing barriers, increasing access, and so forth).

Next, upgrades to security and communications infrastructure at city facilities continue to be needed. Projects may include, but are not limited to, installation of security cameras, wireless internet access (public Wi-Fi), remote access locks, intelligent lighting, and variable message signs.

In 2018 the City acquired property adjacent to the City Hall campus to serve as an interim public works yard, featuring an existing secured outdoor storage area, covered storage, and small shed. However, the Public Works Department anticipates outgrowing this location in the near future. To operate most efficiently, the department will need a permanent facility.

Capital Projects & Funding

The City will continue to annually evaluate future capital project needs for facilities as opportunities for energy upgrades may emerge, as functional needs to meet a growing community shift, and to address needs upgrades or repair/ replacement as the facilities age. Funding will be a key consideration for any and all anticipated projects.

Table 3: Public Facilities Projects, 2025-2030

PROJECT	COST
Public Works Service Facility (Feasibility/Preliminary Design)	\$100,000
Civic Center Campus Improvements (Entry, PD Parking, Security)	\$275,000
TOTAL	\$375,000

PARKS

The details of the existing park system, deficiencies and future needs are provided in the City's Parks, Recreation, Open Space, and Trails Plan. The following is a brief summary of that information.

Inventory of Existing Facilities

The City contains various parks, open spaces, and trail areas for both active and passive recreation. Active parks include Edgemont Park, 36th/Meridian Community Park, Civic Center, Interurban Trail, Jovita Crossroads and Nelson Farm Park. The City's passive (open space) park inventory includes Nelson Nature Park, Mortenson Farm Park, Walker Pond, Crawford Woods and Kempf Open Space.

Forecast of Future Needs

Edgewood's Parks, Recreation, Open Space, and Trails Plan, prepared in 2022, uses level of service criteria and standards, public input, and other methods to determine the need for parks and improvements. The list of Short-Term Projects is used as the basis for the Capital Improvement Program. Additionally, the City of Edgewood ADA Transition Plan (2024) details improvements or retrofits needed in the parks to meet requirements of the federal Americans with Disabilities Act (ADA).

Capital Projects & Funding

The City's Parks Capital Improvement Program (CIP) and projected funding sources are shown in Table 4 and Table 5.

Table 4: Parks Capital Improvement Projects: 2025-2030

PROJECT	COST
Interurban Trail Phase III Design/Construction	\$23,135,000
Miscellaneous Park Improvements	\$100,000
Edgewood Multi-Modal Trail Loop (Design)	\$160,000
Nelson Farmhouse Remodel Evaluation	\$40,000
Nelson Nature Park Rehabilitation	\$45,000
Land Acquisition	\$80,000
Wolf Point Trail	\$400,000
Total	\$23,960,000

Table 5: Parks Capital Improvement Funding: 2025-2030

SOURCE	AMOUNT
Park Impact Fee Revenues	\$1,248,000
Real Estate Excise Taxes	\$45,000
Other Revenues (Grants, Traffic Impact, etc.)	\$22,567,000
Capital Parks Reserves	N/A
General Fund Transfer	\$100,000
Bonds/Loans (Future Debt Service)	N/A
Total	\$23,960,000

Long Range Parks Projects not included in the Six-Year CIP (through 2044):

- Signage and Branding (System-wide): \$75,000
- Edgewood Multi-Modal Trail Loop (Construction): \$5,500,000
- Edgewood Community Park Phase 2 – Sport Courts: \$500,000
- Civic Center Campus Improvements (Farmers Market, etc.): \$500,000
- Edgemont Park Renovations: \$370,000
- Nelson Farm Park Master Plan & Feasibility Study: \$125,000
- Nelson Nature Park Play Area: \$100,000
- School District Co-op Agreements: \$1,500,000

POLICE

Inventory of Existing Facilities

The Edgewood Police Station is located at City Hall. Police services are provided to the City of Edgewood through a contract with the Pierce County Sheriff's Department. The City does not contain any municipal jail cells or courts. It contracts with Pierce County for these services. Edgewood's police facilities include two temporary holding cells located in the police department wing of City Hall.

Forecast of Future Needs

There are no identified capital projects for police facilities at this time. The City will continue to evaluate its contract with the Pierce County Sheriff and the services contracted for based on community satisfaction with the level of service provided in planning and budgeting for future services and law enforcement supporting facilities.

Capital Projects & Funding

No major capital facilities are planned within the City of Edgewood within the next six years. As such, there are no funding projections.

SURFACE WATER

Background

As required by the Washington State Department of Ecology and the United States Environmental Protection Agency (EPA), the City of Edgewood must maintain coverage under the Western Washington Phase II Municipal Stormwater Permit and conducts a Surface Water Management Program (SWMP). The goal of the permit is to encourage the management of stormwater on-site via distributed facilities and low impact development (LID) with new development and redevelopment.

Under the program, the city conducts public information programs, detects and eliminates illicit discharges into the city's municipal separate storm sewer systems, reduces stormwater runoff and pollutants, and so forth. The city's public works maintenance department is responsible for the operation and maintenance of the city's surface water facilities and street sweeping operations (road rights-of-way and city facilities only), among other functions. Title 13 of the City's municipal code sets out standards for controlling storm drainage and preventing off-site run-off. On-site detention systems managed by property owners assist in the control of storm drainage in the city.

Services Overview

Edgewood's Public Works Department operates a Small Municipal Separate Storm Sewer System (MS4) that manages stormwater runoff within the City limits. City-owned stormwater facilities are located throughout the City and include conveyance pipes, swales and ditches along roads, catch basins, dry wells, detention/retention facilities, and other types of control structures. The City has identified a number of improvements needed to the system; these are outlined in the Comprehensive Surface Water Management Plan and the Capital Improvement Program. Many recommended stormwater management strategies rely on infiltration and have potential to influence groundwater quality, but most of the soils in Edgewood are not receptive to standard infiltration techniques. The local water purveyor, Mountain View-Edgewood Water Company, relies on groundwater for its sole source of supply, and over 35% of Edgewood's area is within a closed depression basin having no surface water outlet.

There are also privately-owned and maintained drainage systems in the City, most of which are associated with newer residential development. These include catch basins, dry wells and detention ponds. As these facilities have been designed to receive runoff from a limited area, many of them have hard surface area restrictions that may be more stringent than the City's zoning regulations.

Inventory of Existing Facilities

The City manages a surface water system associated with City-owned facilities and the road network. The road drainage system predominantly consists of swales and ditches within the paved or gravel-lined road shoulder to collect the runoff.

The City owns and maintains several detention/retention facilities throughout the city. Several other detention/retention ponds are privately owned and maintained, many of them are associated with newer residential developments.

In 2020 the City of Edgewood became responsible for maintenance and operations for all

Pierce County Drainage District #21 facilities inside the City, which was comprised of drainage channels in the southwestern portion of Edgewood¹.

Forecast of Future Needs

Prior to City incorporation, several catch basin dry well systems were installed under contract with Pierce County to alleviate local flooding problems. As the systems fail with age, they must be upgraded to the new standards.

Needs for surface water capital improvements are determined in conjunction with the City's Stormwater Management Plan, the National Pollutant Discharge Elimination System (NPDES) permit that the City operates under, and the Washington Department of Ecology Stormwater Management Manual for Western Washington. Regular updates to the City's Surface Water Management Plan are required to address multiple NPDES Phase II permit conditions and deadlines. The City's current comprehensive SWMP was updated and adopted in 2018, reflecting recent changes in local, state and federal requirements for stormwater management. A component of this update considers basin-level planning and targeted development standards to determine how to best address pothole flooding issues throughout the City.

The city has six closed depression basins that retain stormwater runoff and frequently flood during winter months. Before removing excess flood waters, additional data is needed to determine the water quality treatment needs in each pothole. As a result, the city wants to undertake a feasibility assessment known as the Edgewood Pothole Pilot Project to evaluate: 1) whether an advanced stormwater treatment facility can adequately treat stormwater in these pothole basins, and 2) the volume of water that can be adequately treated. A conceptual design for an advanced bioretention treatment facility will then be developed based on collected monitoring and hydraulic modeling data. Throughout the project, public and advisory group meetings will be held to inform the public and stakeholders about project progress and findings.

Capital Projects & Funding

The City's surface water Capital Improvement Program (CIP) and projected funding sources are shown in Table 6 and Table 7 on the following page.

¹ Pierce County Drainage District, formed in 1935, determined in 2021 to suspend operations and turn over operations to local governments.

Table 6: Surface Water Capital Improvement Projects, 2025-2030

PROJECT	COST
City Drainage Infrastructure Program/Spot Improvements	\$600,000
Edgewood Pothole Pilot Project Feasibility Assessment (Design)	\$150,000
108th Ave. E./36th St. E. Flooding	\$1,150,000
Surface Water Management Plan Update	\$150,000
25th Street East Drainage Improvements	\$235,000
Lake Chalet Pothole Flood Reduction Project	\$400,000
Flood Reduction Plan for Edgewood Pothole	\$170,000
Flood Reduction Plan for Pinedale Pond (114 th)	\$170,000
56th St E / Edgewood Dr E Drainage Improvements	\$950,000
Monta Vista Dr E Drainage Improvements (Design)	\$100,000
Top O' Valley Outfall – Replace Failed Pipe	\$200,000
Total	\$4,275,000

Table 7: Surface Water Capital Improvement Funding, 2025-2030

SOURCE	AMOUNT
Surface Water Fees	\$3,903,000
Grant Revenue	\$372,000
Total	\$4, 275,000

Long Range Surface Water Projects not included in the Six-Year CIP (through 2044):

- Mortenson Farm Regional Stormwater Improvements (after 2035): TBD
- Jovita Blvd. Rehabilitation: TBD
- Jovita Creek Regional Improvement Feasibility Study: \$580,000
- 24th / 112th Seasonal Ponding (Construction): \$170,000
- Edgewood Pothole Pilot Project Feasibility (Construction): \$250,000
- Flood Reduction Plans for other potholes: \$700,000
- 108th Ave E – 8th to 16th Flooding: \$400,000
- Monta Vista Dr E Drainage Improvements (Construction): \$2,400,000
- 48th St E / 127th Ave E Drainage Improvements: \$550,000

TRANSPORTATION

The details of the existing transportation system, deficiencies and future needs are provided in the Transportation Element of this Plan. The following is a summary of that information.

Inventory of Existing Facilities

The City's transportation system consists of 48 miles of streets and roads and provides access primarily to residential areas. Meridian Avenue East (State Route 161) includes 3.34 miles of state highway in Edgewood. Please refer to the Transportation Element for further information.

Forecast of Future Needs

Edgewood's needs for transportation improvements are described in the Transportation Element of this plan.

Capital Projects & Funding

The Transportation Capital Improvement Projects and Funding are provided in the Transportation Element.

WASTEWATER (SANITARY SEWER SERVICES)

Services Overview

The City of Edgewood currently has four sanitary sewer service providers; City of Edgewood with treatment provided by the Lakehaven Water and Sewer District (LWSD) Lakota Wastewater Treatment Plant (WWTP), the City of Fife with treatment provided by the City of Tacoma Central Treatment Plant (CTP), Pierce County with treatment provided

by the Tacoma CTP, and Cherrywood Mobile Home Park (Cherrywood) with treatment at an on-site wastewater treatment plant. *Please see the City's General Sewer Plan (GSP) for more details.*

In 2008, the City of Edgewood formed a local improvement district (LID) to install a municipal sewer system. The City's GSP, as adopted in 2007, identified three phases for providing sanitary service and restricted service availability in Phases II and III until 2027 and 2057, respectively.

With the 2024 update to the GSP, instead of maintaining these time-based phases, the city's proposed approach identifies which areas in Edgewood are routed to the four proposed receiving sewer utilities (Lakehaven, Fife, Pierce County, and Puyallup), and what improvements are needed in order to provide sewer service no matter where Edgewood residents are located.

The City currently has agreements in place with Lakehaven Water and Sewer District and the City of Fife for sanitary sewer services such as maintenance, conveyance and treatment. Agreements for service are pending with the other providers.

The areas not presently served by sanitary sewers within the City are treated by septic tanks and drain fields. Private sewer disposal systems are required to be designed in accordance with Tacoma-Pierce County Health Department (TPCHD) standards. Approval by TPCHD is required prior to connecting new or existing buildings to a private sewer disposal system.

Inventory of Existing Facilities

Since incorporation, wastewater facilities serving Edgewood have mostly been provided through private septic systems. Pierce County has one sanitary sewer main serving properties along 18th St Ct E west of Meridian. The City of Fife provides sanitary sewer services to the Westridge and Edgewood View Estates subdivisions on the west edge of the city. The City of Edgewood serves properties along Meridian Ave E from Emerald St E to 36th St E, with operations and maintenance provided by Lakehaven Water and Sewer District under agreement. Cherrywood Manor Mobile Home Park also has a separate wastewater treatment facility for its residents.

Forecast of Future Needs

The City installed sewer infrastructure in the Phase 1 area and connections in the Phase 1 area will continue to occur in the coming years. The 2024 update to the City's GSP details future project needs.

Capital Projects & Funding

The City's Capital Improvement Program (CIP) and projected funding sources are shown in Table 8 and Table 9.

Table 2: Wastewater Capital Improvement Projects, 2025-2030

PROJECT	COST
SR-161 Enchanted Parkway Fish Passages – Franchise Utility Work	\$450,000
Wetland Mitigation/Northwood Elementary	55,000
Total	\$505,000

Table 3: Wastewater Capital Improvement Funding, 2025-2030

SOURCE	AMOUNT
Sewer Fees	505,000
Total	505,000

Long Range Wastewater Projects not included in the Six-Year CIP (through 2044)²:

- Lift Station 1 Pump Upgrades (GSP #LWSD-2+8+9): \$1,250,000
- 13th St Ct E/106th Ave Ct E Sewer Extension (GSP #LWSD-3): \$2,115,000
- 8th St E / 105th Ave E Sewer Extension (GSP #LWSD-4): \$975,000
- Taylor St E / 100th Ave E Sewer Extension (GSP #LWSD-5): \$1,220,000
- West Edgewood Bowl Sewer System (GSP #LWSD-6): \$12,175,000
- Interurban Trail Sewer System (GSP #LWSD-7+18): \$13,320,000
- Lake Chalet Pressure Sewer System (GSP #LWSD-11): \$1,050,000
- 24th St E / 106th Ave E Sewer System (GSP #LWSD-12): \$5,610,000
- 32nd St E / 100th Ave E Pressure Sewer System (GSP #LWSD-13): \$1,515,000
- 36th St E / 99th Ave E Sewer Extension (GSP #LWSD-14): \$1,641,500
- Lift Station 2 Pump Upgrades (2036) (GSP #LWSD-15): \$1,150,000

² Amounts shown are for 2024 dollars (as adjusted from 2022 dollars using the Construction Cost Index for Seattle (June-June) published by the Engineering News-Record; 5.66% increase.

- Lift Station 3 Pump Upgrades (2036) (GSP #LWSD-16): \$1,150,000
- 8th St E / 122nd Ave E Sewer System (GSP #LWSD-17): \$20,560,000
- 24th St E / 100th Ave E Capacity Improvements (GSP #LWSD-20): \$803,500
- 18th St Ct E Sewer Extension (GSP #PC-1): \$894,500
- Taylor St E / 97th Ave Ct E Sewer Extension (GSP #PC-2): \$813,000
- 20th St E / 92nd Ave E Sewer System (GSP #PC-3): \$6,990,000
- 90th Ave E / Falcon Ridge / Dechaux Sewer System (GSP #Puy-2): \$19,645,000
- 86th Ave E / 32nd St E / 94th Ave E Sewer System (GSP #Fife-2+3): \$19,565,000

FIRE AND EMERGENCY MEDICAL RESPONSE SERVICES

East Pierce Fire & Rescue provides fire protection and emergency medical services, both basic life support (BLS) and advanced life support (ALS), within the City of Edgewood.

Inventory of Existing Facilities

Response to incidents occurring within the City of Edgewood comes from the Edgewood fire station (Station 118) which is located at 10105 24th Street E. Secondary response is provided out of the Milton fire station (Station 114) which is located at 1000 Laurel Street in Milton, as well as the Sumner fire station which is located at 800 Harrison Street in Sumner.

The Station 118 building (originally built in 1948) was replaced and reopened in Fall of 2023. The building is an approximately 17,130 square foot building feature four drive through apparatus bays for fire vehicles and sleeping and living accommodations for nine firefighters. The building also includes a room for public use (approximately 710 square foot).

The station has one advanced life support (ALS) medic unit, one reserve advanced life support (ALS) paramedic unit, one fire engine with a rated pump capacity of 1,500 gallons per minute and one reserve fire engine with a rated pump capacity of 1,500 gallons per minute.

Forecast of Future Needs

None at this time.

Capital Projects & Funding

The Station 118 replacement was paid for with an \$80 million capital bond levy that voters approved in November 2018 which replaced four stations and built one new station within the district.

SCHOOLS

The City of Edgewood is served by the Fife School District #417, the Puyallup School District #3 and the Sumner-Bonney Lake School District #320 for public elementary, junior and high school education.

Summaries of the Capital Facility Plans of each school district are presented below. The Fife School District No. 417 Capital Facilities Plan 2022-2028, Puyallup School District 2022-2027 Capital Facilities Plan, and Sumner-Bonney Lake School District Capital Facilities Plan 2021-2027 are each adopted by reference in this Capital Facilities Plan Element of the City of Edgewood. Each district's complete CFP contains detailed information regarding school facilities in each district.

The City of Edgewood adopted school impact fees beginning in 2002 to fund capital facilities within these school districts. The City requires applicants for residential development activities to deposit funds with the applicable school district at the time of application.

Fife School District

Inventory of Existing Facilities

The District currently serves 3,767 students and has the capacity to house 3,914 students in permanent facilities and 594 students in portables.

Forecast of Future Needs

The projects below were funded by general obligation construction bonds approved by voters in February 2018 as well as state matching funds, impact fees, and additional resources.

Surprise Lake Middle School—The school was replaced and reopened in the fall of 2020. The expansion included a new total capacity for 650 students to allow for growth and possible grade reconfiguration to include grades sixth, seventh, and eighth. By expanding Surprise Lake Middle School, the district would then address grade level reconfiguration across the district to balance capacity at all of the schools.

Fife High School— The modernization allows for additional classrooms through building a new career and technical education STEAM (science, technology, engineering, arts, and math) Center of Excellence. The additional classrooms will provide for an estimated increase of 330 students and opened in 2024. The District also plans to replace the existing High School adjacent to the STEAM center and would have a total capacity of 1,300 students. The District is preparing for a bond proposal in Fall 2024 with a proposed

opening of September 2028.

Fife Elementary School— The school opened in the fall of 2021 to accommodate an approximated 825 students at the K-5 level.

Capital Projects & Funding

The Fife School District's Capital Improvement Program (CIP) and projected funding sources are included in the district's Capital Facilities Plan.

Puyallup School District

Inventory of Existing Facilities

The district's current level of service capacity is 20,670. Elementary school capacity is 10,475, junior high capacity is 5,901 and senior high capacity is 4,294. Student headcount enrollment as of 2021-2022 was 21,311.

Forecast of Future Needs

Over the next six school years, the District's projected elementary school enrollment capacity begins with 780 students over capacity in the 2021-2022 school year and increases steadily to 1,367 students over capacity in the 2027-2028 school year.

Over the next six school years, the District's projected junior high school enrollment capacity begins with 587 students under capacity in the 2021-2022 school year and ends with 302 students under capacity in the 2027-2028 school year.

Over the next six school years, the District projected senior high school enrollment begins with 448 students over capacity in the 2021-2022 school year and adjusts to 639 students over capacity in the 2027-2028 school year.

Capital Projects & Funding

The Puyallup School District's Capital Facilities Plan and projected funding sources are included in the district's Capital Facilities Plan.

Sumner-Bonney Lake School District

Inventory of Existing Facilities

The district's current capacity is 8,760. Elementary school capacity is 4,272, junior high capacity is 1,968 and senior high capacity is 2,520. Student headcount enrollment as of October 2020 was 9,460.

Forecast of Future Needs

Enrollment is projected to increase by 219 students at the elementary school level and by 280 students at the middle school level and by 417 students at the high school level

between 2021 and the 2026 school year.

Capital Projects & Funding

The Sumner-Bonney Lake School District's Capital Facilities Plan and projected funding sources are provided on the school districts webpage.

LIBRARY SERVICES

Public Libraries provide many services to a community including education, recreational services, and community gathering spaces. The Milton/Edgewood Library, a branch of the Pierce County Library, is located in a commercial plaza at 900 Meridian Avenue East in Milton occupying a space of 6,650 square feet. The Library provides meeting rooms that are available for reservation, public computers, curbside service, printers, free Wi-Fi, and other resources. The Milton/Edgewood Library is not limited to Milton/Edgewood residents and is also utilized by residents of the surrounding unincorporated areas and other members of the public.

The Library System's 24/7 online branch also provides Edgewood and Milton residents free access to over 500,000 downloadable books, audiobooks, movies, and other materials. Pierce County Library also has reciprocal borrowing agreements residents with free use of materials from many other Washington libraries.

Future Needs

The Pierce County Library system is updating their library facility plan and so future plans for the library are in the process of evaluation. However, a previous facilities master plan that was prepared in 2010 called "Pierce County Library 2030" provides some general recommendations. A recommendation to establish a new and expanded Milton-Edgewood library along the Meridian corridor (and near Milton way) was listed as a preferred facility recommendation, and between 18,300 to 21,300 square feet of space (on between 1.5 and 2.1 acres) was listed as the probable space need. The project cost was listed at \$14 Million (2010 dollars).

WATER

Background

Four public water utilities serve the City of Edgewood: the Mountain View-Edgewood Water Company, the Milton Water Utility, the Lakehaven Water and Sewer District and the Sumner Water Utility.

Private water systems and wells are also used to provide water in areas along the perimeter of the City. Private water systems include the DeChaux Mutual Water Company (in the middle of the southern border of the City), Cherrywood Mobile Home Manor (the water system for Cherrywood Mobile Home Park along Freeman Rd E on the west edge of the City), and Cherrywood Village (small apartments near the southwest corner of the City). The Mountain View-Edgewood Water Company's 2017 Water System Plan indicates that the service area is restricted from future expansion due to adjacent purveyor service area boundaries, and the only possibility for expansion is within the DeChaux Mutual Water Company area.

Despite the array of water providers serving the City, most Edgewood residents are served by the Mountain View-Edgewood Water Company. The Water Company provides service to an area comprising approximately 80 percent of land within the Edgewood city limits. Additionally, according to the Water Company's 2017 Water System Plan it may increase its service area in the future to include small areas currently served by private water systems in Edgewood but is otherwise restricted from future water expansion due to adjacent purveyor service boundaries. The Milton Water Utility serves most of the remainder of the City; its service area is in northwest Edgewood. The Lakehaven Utility District, Sumner Water Utility, private water systems and wells serve small areas along the perimeter of the City. The capital facility plans of the Water Company and the Milton Water Utility are described below.

Mountain View-Edgewood Water Company

The Mt. View-Edgewood Water Company (Water Company), established in 1925, is as a private, non-profit, member-owned utility. The Water Company owns a non-chlorinated Group A Community water system providing service over 10,000 people in an area comprising the majority of the City of Edgewood with ground water sources from 7 wells. The Water Company recently constructed a 1 Million Gallon tank and a booster pump station in order to meet the water storage and fire protection needs of the growing system for the next few decades.

Inventory of Existing Facilities

The Water Company's facilities were described in its 2017 Water System Plan. They include 60 miles of water mains, nine groundwater wells, four reservoirs, eight booster pumps and a distribution system of pipes. As with most water systems, the Water Company's distribution system has developed over the past several decades. The system is composed primarily of cast iron and ductile iron pipe ranging in size from four to twelve

inches in diameter. The Water Company has one seasonal intertie with the Milton Water Utility.

Forecast of Future Needs

The Water Company's 2017 Water System Plan projected a maximum daily water demand of 5,424 Equivalent Residential Units (ERU) by 2036. The Water Company has sufficient water rights to provide approximately 5,880 ERU's; the Water Company's existing sources can serve approximately 4,670 ERU's based on their current pumping capacity (assuming no seasonal interties are being supplied); therefore, increases in the pump capacities at a few stations will be necessary for system growth. The existing reservoirs have adequate storage capacity for 3,981 ERU's (with seasonal interties it would be reduced to 3,800 ERU's) and the 2017 Plan indicated a need for an additional reservoir which was constructed in 2019-2020. Based on the projected demand and available capacity, it is anticipated that the Water Company has capacity to meet future demand through 2036. The Water Company anticipates the need to maintain and upgrade its existing infrastructure over the coming years. The Water Company has a signed agreement which contains provisions for a possible future emergency intertie with the City of Sumner. Sumner would be the primary beneficiary of the intertie and would cover the majority of associated costs.

City of Milton Water Utility

The City of Milton owns and operates a municipal water system that serves the City of Milton as well two areas in the northwest of the City of Edgewood which lie in their retail service area, plus portions of the City of Fife and Pierce and King Counties.

Inventory of Existing Facilities

The Milton Water Utility's existing facilities are described in its 2020 Water System Plan. They include several groundwater wells, a water treatment plant, three reservoirs, four pumping stations and a distribution system. The Milton Water Utility currently has interties with the Lakehaven Utility District and the Mt. View-Edgewood Water Company to augment system flows, if necessary.

Forecast of Future Needs

According to the City of Milton's 2020-2025 Water System Plan, the Milton Water Utility has sufficient water rights available in the near term, and will be pursuing additional water rights from the Department of Ecology in the next twenty years to provide the necessary amount of water to its current customers and future projected population. There are six

water supply projects listed in their Plan to reconstruct, investigate, decommission or establish new wells, this includes a new Deep Well project estimated to cost \$1.9M (2020 Dollars) which will provide an additional water supply source. The Deep Well project began in 2023 and is located at 9132 18th St Ct E in Edgewood. Other future needs include booster stations replacement and upgrades, pressure zone modification projects, distribution projects, as well as maintenance and upkeep of existing facilities.

Capital Projects & Funding

The City of Milton's Water System Plan covers the years 2020-2029 and includes a Capital Improvement Plan (CIP) for its water utility, listing projects and outlining costs and revenues.

Other Water Service Providers

Lakehaven Water and Sewer District

The Lakehaven Water and Sewer District provides water and sewer services to the Cities of Federal Way, Edgewood, Des Moines, Auburn, Pacific and Milton. It serves a small area in Edgewood north of Jovita Creek along County Line Rd E. The District's source of supply comes from its groundwater wells and its Second Supply Project. Its facilities include 24 wells, 12 storage tanks, three booster pump stations and a transmission and distribution system. The District anticipates increasing supply and managing demand to meet the needs of future customers.

City of Sumner Water Utility

The City of Sumner, as a result of obtaining the Fowler Mutual Water system, services a small area along the eastern edge of the city, approximately 30 acres, with direct access to the West Valley Highway. This service currently provides for about a half dozen residential water connections.

ENERGY

Electric

Puget Sound Energy (PSE) provides electrical service to Edgewood. PSE is an investor-owned utility providing electrical service to approximately 1.2 million residential, commercial and industrial customers in a ten county service territory in western and parts of central Washington. To provide reliable service, PSE builds, operates and maintains an extensive electrical system consisting of generating plants, transmission lines, substations and distribution systems. PSE is regulated by the Washington Utilities and

Transportation Commission (WUTC) and is obligated to serve its customers subject to WUTC rates and tariffs.

The existing electrical system serving Edgewood includes the Edgewood Substation (located near the intersection of 16th St E and Meridian Ave E) and 115kV and 55kV transmission lines. The 115kV lines are located along the northern border of the City, along 24th St, along a portion of Meridian Ave E between 24th St and 16th St and along 94th Ave and 96th Ave between 24th St and the City's southern border. The 55kV lines run along 20th St and 92nd Ave to 24th St and along the southern border of the City.

The electrical system can be expanded as the area load develops. One future improvement proposed by PSE is to extend a 115 kV transmission line north from the Edgewood Substation to an existing transmission line at Enchanted Parkway and Military Road. This would provide capacity for new substations in the Federal Way/ Edgewood areas and would improve reliability to the Edgewood substation which is on a radial tap.

Natural Gas

PSE also provides natural gas service to Edgewood. Direct heating by natural gas is more efficient than certain types of electrical heating because there is a loss of energy during production and transmission of electricity. However, it is not a carbon-neutral source.

PSE operates the state's largest natural gas distribution system serving more than 900,000 gas customers in six counties. PSE manages a strategically diversified gas supply portfolio. About half the gas is obtained from producers and marketers in British Columbia and Alberta and the rest comes from Rocky Mountains states. All the gas PSE acquires is transported into its service area through large interstate pipelines owned and operated by another company. Once PSE takes possession of the gas, it is distributed to customers through more than 26,000 miles of PSE-owned gas mains and service lines.

PSE does not have any major projects planned in Edgewood at this time, but new projects can be developed in the future at any time due to increased demand, facility maintenance needs and replacement or relocation of facilities due to municipal and state projects.

TELECOMMUNICATIONS

Telecommunications is a broad term encompassing television, Internet, telephone, mobile telephone and radio service. Telecommunication providers in Edgewood include CenturyLink, AT&T, Comcast and other private companies. These companies analyze market trends and expand services in response to increased demand.

Telecommunications facilities serving Edgewood are located both inside and outside of City boundaries. The City has franchise agreements with two telecommunication companies that have installed fiber optic cables along portions of 8th Street East and Meridian Avenue East.

SOLID WASTE DISPOSAL AND RECYCLING

Murrey's Disposal Company provides weekly curbside solid waste disposal services to residential and commercial customers in Edgewood. The company provides collections, transfer and recycling services throughout the Puget Sound area and is franchised under the authority of the Washington Utilities and Transportation Commission (WUTC). In cooperation with the City of Edgewood, the company provides residential (single-family) customers with biweekly curbside recycling service. Food / Yard Waste disposal is also available on a subscription-basis and is collected every other week. Finally, recycling at commercial and multi-family properties is arranged through DM Recycling.

Edgewood's Solid Waste Plan, the Tacoma-Pierce County Solid & Hazardous Waste Management Plan (2021-2040)³, identifies current limitations to providing multifamily and commercial curbside recycling. The issue continues to be monitored and analyzed comprehensively at a county-wide level.

³ Adopted by the City of Edgewood in August 2022 (Res. 22-0640). The Washington Solid Waste Recycling and Recovery Act RCW 70.95 requires Pierce County, in association with its cities and towns, to adopt and regularly update a 20-year comprehensive solid waste management plan.

GOALS AND POLICIES – CAPITAL FACILITIES

🌳 Please look for this icon for goals and policies that focus specifically on Climate Change.

Goal CF.1 Provide capital facilities and public services necessary to support existing and new development envisioned in the Land Use Element.

- CF.1a Plan capital facilities that have the capacity and are located to serve existing development and future growth planned in the Land Use Element.
- CF.1b Maintain and, when needed, expand capital facilities that are the responsibility of the City, including parks, police, surface water management, transportation, wastewater, city hall and public works.
- CF.1c Adopt by reference, following city review and formal action, the capital facilities plans of the following providers of public facilities and services in Edgewood.
- Fire and Rescue: East Pierce Fire and Rescue District No. 22.
 - Schools: Fife School District, Puyallup School District and Sumner-Bonney Lake School District
 - Transportation: Pierce Transit, Sound Transit and Washington State Department of Transportation
 - Wastewater: Pierce County Public Works & Utilities (Sewer Utility Division), Lakehaven Water and Sewer District, City of Fife, City of Puyallup
 - Water: Mountain View-Edgewood Water Company, City of Milton, Lakehaven Water and Sewer District, City of Sumner
 - Library: Pierce County Library System
- CF.1d Establish a policy to determine how city-owned real property may be surplus when no longer needed, to attain the highest value for taxpayers.

Goal CF.2 Provide adequate capital facilities that address past deficiencies, meet the needs of growth and enhance the quality of life through acceptable levels of service.

CF.2a Establish the following levels of service for City-provided facilities and services. The levels of service are the minimum thresholds necessary to adequately serve future development, as well as the minimum thresholds to which the City will strive to provide for existing development.

- Parks and Recreation: As established in the Parks, Recreation, Open Space, and Trails Plan.
- Police: Capital facilities to support 1.0 officers per 1,000 residents and a response time of 5 minutes or less to all high priority calls and within 30 minutes to all calls.
- Surface Water: Consistent with the requirements of the current Surface Water Design Manual and Surface Water Management Plan adopted by the City.
- Transportation:
 - o As established by the Transportation Element of the Comprehensive Plan for local streets.
 - o Accepting the level of service as established for SR-161 and working with the Washington State Department of Transportation and the Puget Sound Regional Council to develop partnerships.
- Wastewater: Consistent with the requirements of the General Sewer Plan adopted by the City.

CF.2b Establish the following levels of service for capital facilities and services provided by other agencies. The standards are to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services.

- Fire and Rescue: Capital facilities to support and respond to 90% or more of all emergencies within 5 minutes.
- Schools: As established by individual school district capital facilities plans.

- Wastewater: Collection of peak wastewater discharge plus infiltration and inflow resulting in zero overflow events per year due to capacity and maintenance inadequacies (or consistent with current health standards) not to be less than an average rate of 100 gallons per capita per day.
- Water: Consistent with fire flow rates stated in the International Fire Code (based upon land use type).

CF.2c Coordinate with other agencies to ensure that the levels of service for fire and rescue, schools, wastewater, and water are consistent between the providers' plans and this Capital Facilities Element (CFE), and that the providers can continue to achieve their level of service over the 20-year time frame of the Comprehensive Plan.

CF.2d Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles and determine the means and timing for correcting these deficiencies.

CF.2e Identify needs for additional capital facilities based on adopted levels of service and forecasted growth and determine the means and timing for providing needed additional facilities.

CF.2f Provide capital facilities that achieve the levels of service concurrent with development as defined in City code and Washington State Law.

Goal CF.3 Ensure that planned capital facilities are financially feasible.

CF.3a Identify specific sources and realistic projected amounts of public money that will provide full funding for the capital improvement projects needed for existing and future development and monitor federal and state grant and low-interest loan opportunities to cover or defray the cost of community facilities.

CF.3b Identify the process and actions needed to develop and implement new or increased sources of revenue that are needed to make the Capital Facilities Element financially feasible.

CF.3.c Ensure impact fees are paid when required for new developments and use SEPA mitigation measures as needed.

- CF.3d Use local funding to leverage other resources, such as grants, public/private partnerships and investments by businesses locating in Edgewood.
- CF.3e Use debt when the City Council determines that it is appropriate to enable early completion of priority capital improvements and to amortize the cost over the life of the public facility.
- CF.3f Adjust the required level of service, the planned growth, and/or the sources of revenue to balance needed capital facilities and available funding.
- CF.3g Use the City's CIP and TIP as the short-term processes for implementing the long-term Capital Facilities Element.
- CF.3h Prioritize capital improvements that are needed to correct existing deficiencies or maintain existing levels of service
- CF.3i Require developers to contribute a share of facility improvement costs required by their developments as supported by the GMA and periodically review the city's impact fees ordinances to address the share of improvement costs required by new development.
- CF.3j Manage fiscal resources to support the provision of needed capital improvements and to maintain an excellent bond rating (AA or higher).

Goal CF.4 Design and locate capital facilities with features and characteristics that support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness and sustainability.

- CF.4a  Design natural infrastructure into projects whenever feasible to mimic ecological processes and minimize the need for built infrastructure.
- CF.4b Incorporate the consideration of physical health and well-being into decisions regarding the location, design and operation of capital facilities.
- CF.4c  Provide capital facilities that support and implement sustainability, reduction of greenhouse gas emissions and environmental stewardship.

- CF.4d 🌲 Reduce energy use and consumption of potable water by city buildings and operations, and promote the use of renewable energy sources.
- CF.4e 🌲 Implement and encourage environmentally sensitive building techniques and low impact surface water management methods.
- CF.4f 🌲 Design capital facilities that are oriented towards and accessible by transit and non-motorized modes of travel.
- CF.4g Design capital facilities that have the ability to expand as the City grows.
- CF.4h Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, reduce travel demand and minimize disruption to the community.
- CF.4i 🌲 Promote water reuse and water conservation opportunities that diminish impacts on water, wastewater and surface water systems.
- CF.4j Work with providers of fire and rescue, schools, wastewater and water to ensure that their facilities support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness and sustainability.
- CF.4k 🌲 Consider the potential impacts of climate change on public facilities and support the necessary investments to move to low-carbon energy sources.
- CF.4l Promote affordable and equitable access of public services to provide access to all communities, especially underserved communities.
- CF.4m 🌲 Locate community facilities and services like parks, schools, and other public spaces in centers and near transit, with consideration for climate change, economic, social and health impacts.
- CF.4n Work with school districts on school siting and design to support safe, walkable access and adequate urban capacity for new schools.
- CF.4o Work with school districts to establish joint-use facilities, where practicable.

- Goal CF.5 Maintain capital facilities so that they are reliable, functional, safe, sanitary, clean, attractive and financially sustainable.**
- CF.5a Maintain public spaces and capital facilities and enhance their appearance over time.
- CF.5b Use schedules and plans for replacement of capital facilities upon completion of their useful lives.
- CF.5c Provide capital facilities that minimize operating and maintenance costs of the facility.
- CF.5d Maintain, rehabilitate, or replace the city's facilities and infrastructure as necessary to extend the useful life of existing facilities, and to ensure continued efficiency and conservation of energy and resources.
- Cf.5e Develop a comprehensive cost recovery plan for programs, services, and facilities that appropriately balances public funding support with earned revenues, and that balances affordability in the programs and services of the City.
-
- Goal CF.6 Provide for the siting of essential public facilities (EPFs) consistent with Pierce County Countywide Planning Policies and RCW 36.70A.200.**
- CF.6a Create a process for identifying and siting EPFs.
- CF.6b Ensure this comprehensive plan does not preclude the siting of EPFs.
- CF.6c Promote the execution of interlocal agreements regarding the siting, operation and/or expansion of EPFs within the community.
Agreements are encouraged to the extent they would result in locally beneficial siting decisions, facilitate the sponsor's voluntary provision of enhanced mitigation measures exceeding those required by applicable regulatory standards, and/or provide for mitigation of any disproportionate financial burden on the city created by the proposed facility
- CF.6d Condition proposals to be consistent with the city's Vision Statement, Comprehensive Plan, other adopted plans, and development

regulations.

- CF.6e To the extent legally permissible, it is the policy of the city that no essential public facility be located within a residential zoning district unless no reasonable alternative sites in other zoning districts are or practicably can be made available.

Goal CF.7 Plan and coordinate emergency management and public safety programs.

- CF.7a  Consider establishing and implementing emergency planning measures to be ready to use city hall and other indoor community meeting spaces in events of bad air (smoke) events, when heating / cooling stations are needed during extreme weather events or in the event of a power outage, and so forth to provide temporary refuge.

GOALS AND POLICIES– UTILITIES

🌳 Please look for this icon for goals and policies that focus specifically on Climate Change.

Goal U.1 Ensure the location and design of utility facilities meets the community's needs.

U.1a Support utility service areas that are consistent with the growth and development patterns outlined in the Comprehensive Plan.

U.1b Encourage the siting, design, construction, operation, and relocation or closure of utilities in a manner that:

- Mitigates negative impacts to adjacent land uses
- Mitigates negative aesthetic impacts to the community
- Is environmentally sensitive
- Provides opportunities for public participation

U.1c Encourage utility providers and developers to coordinate the placement of new utility lines underground in new developments.

U.1d Promote the gradual relocation underground of utilities in developed areas, where physically and financially feasible, for instance when streets are improved or areas are redeveloped.

Benefits of reducing demand for utility service include conservation of natural resources and deferring the need for new facilities.

U.1e Encourage the joint use of utility corridors and facilities; such as transportation rights-of-way, trenches, conduits and poles; by utility service providers in order to promote cost-effective operations and to minimize disruptions to the public during expansion, maintenance, undergrounding and upgrading of facilities.

U.1f Work with providers to communicate information to the public about utility system improvements that may impact their properties.

Goal U.2 Support the provision of quality utility services that are reliable, efficient, accessible, and financially and environmentally sustainable.

- U.2a Work with providers to ensure that utility services meet State standards and the level of service standards outlined in the Capital Facilities Element.
- U.2b Work with providers to ensure that utility services are provided at reasonable rates.
- U.2c Support the timely expansion, maintenance and replacements of utility facilities.
- U.2d Encourage the use of new technologies that will enhance the quality of utility services, and that are financially feasible and consistent with community needs.
- U.2e Support improvements in utility services that support local businesses and foster economic development.
- U.2f 🌱 Encourage and provide education to the public about methods that reduce demand for utility services and encourage residents to make energy efficient home improvements.
- U.2g 🌱 Ensure development standards support energy-efficient building practices.

WATER

- U.2h Protect water supply sources from degradation, through stormwater management and by reducing or eliminating sources of contamination.
- U.2i Work in collaboration with water utility providers to improve the efficiency and quality of services.

SANITARY SEWER

- U.2j Assure that the City's General Sewer Plan (GSP) is coordinated with and supports the Comprehensive Plan.
- U.2k To promote the long-term viability and health of environmentally sensitive areas, do not allow new community on-site septic systems (OSS).

- U.2l Do not allow installation of a new OSS on parcels of land located within 300 feet of the nearest sanitary sewer main (measured along the applicable service route as identified in the GSP), including proposed subdivisions of land.
- U.2m Require the installation of dry sanitary sewer mains for new subdivisions located more than 300 feet from the nearest sanitary sewer main (as measured along the applicable service route identified in the GSP).
- U.2n When new sanitary sewer mains installed by private developers are adjacent to property with an existing structure served by an OSS, require that the existing structure connect to the new sewer as follows:
- a. Prior to permit approval for any increase in use of the OSS,
 - b. Prior to permit approval for any reclassification of use,
 - c. If the OSS requires a permit for repair to maintain function, or
 - d. If the OSS is failing as defined by TPCHD.
- U.2o Require a public noticing and engagement process with impacted property owners prior to any new sanitary sewer main installation by the City, with all existing structures served by an OSS being required to connect to the new sewer as described under policy U.2n, in addition to the following time limitation:
- a. The existing OSS shall be assigned an age based on the date of the last permitted activity in TPCHD records, such as a completed installation or repair permit.
 - b. The existing structure will not be required to connect until the OSS age is at least fifteen (15) years.
 - c. Once the OSS age reaches fifteen (15) years, existing structures will have no more than 180 days to connect.
- U.2p Prioritize City funding for sanitary sewer expansion in the following order:
- a. Areas where road conditions warrant repair and/or replacement
 - b. Areas where other capital improvements are planned or

warranted

- c. Existing neighborhoods with aging OSS's (being more than 20 years old and/or otherwise identified problem areas, such as odor complaints or recent repair activity)
- d. Other developable areas

SOLID WASTE

- U.2m  Promote recycling, home composting, and other efforts to reduce waste.

TELECOMMUNICATIONS

- U.2n Work with utility providers to develop a full range of telecommunication services for residents and businesses, including those that support telecommuting and distance learning.

NATURAL GAS

- U.2o Coordinate with natural gas utilities on service improvements and maintenance of current systems.

Goal U.3 **Work with regional partners to address regional utility issues.**

- U.3a Coordinate with other jurisdictions and governmental entities in the planning and implementation of multijurisdictional utility facility additions and improvements.

ENERGY



INTRODUCTION

The Energy Element serves as Edgewood's energy efficiency and conservation plan to address energy availability, consumption, overall cost reduction, and environmental impacts by providing a framework for land use, economic development, and infrastructure planning. The Energy goals and policies cover a wide range of initiatives and activities, including educational programs, resource management, sustainable development, and environmental justice to form a clear and dynamic strategy for Edgewood's future energy demand.

This element aims to achieve the following objectives:

- Identify opportunities to integrate energy efficiency and conservation into land use, transportation, economic development, and infrastructure planning;
- Support and supplement ongoing efforts to promote energy efficiency and conservation programs for residents, business, and industry;
- Further existing Comprehensive Plan policies addressing low-impact development (LID), vegetation management, and infrastructure measures that conserve energy; and
- Establish goals for future actions to further promote energy creation, efficiency and conservation.

BACKGROUND INFORMATION

Energy is fundamental to Edgewood's future. It enables us to harness natural resources, manage waste, power production, and heat and cool our buildings. It fuels the essential movement of goods, services, and people. Planning for and investing in an energy efficient future, yields crucial benefits for the Edgewood community such as lower energy costs, a reliable energy supply and infrastructure, a cleaner environment, and healthier community, all while facilitating opportunities for new funding and economic development.

Since Edgewood's incorporation, the city has not been at the forefront of advancing energy efficiency, conservation and renewable energy development. Nonetheless, there is an opportunity available for the city to serve a crucial role in driving the development of

cleaner energy and creating more competitive, sustainable communities and delivering greater benefits to citizens. Edgewood can learn from other communities and lead by example through enhanced efficiency in public buildings and infrastructure; promoting the development of an energy-efficient community through land use and transportation incentives, policies and mandates; and encouraging residents and businesses to make smart energy choices through education, services and incentives. Key sectors for Edgewood to advance energy efficiency, conservation, cost reduction, and sustainability are described below.

BUILDING ENERGY

According to the EPA, up to 40% of energy consumption and 30% of greenhouse gas emissions are attributed to buildings.¹ Communities of all sizes design and implement programs in partnership with utilities and others to retrofit outdated and inefficient building stock. To address existing building inefficiency, public facilities can be retrofitted and existing business, residential, and industry can be encouraged to increase the energy efficiency of their buildings, equipment and appliances. Simple home weatherization measures can yield up to 35% in energy savings, while deeper energy retrofits achieve much more. Green construction standards such as Leadership in Energy and Environmental Design (LEED) or the Master Builders Association's Built Green standard yields substantial energy performance improvements and enhances occupant health and comfort over traditional construction. EPA estimates that ENERGY STAR® rated buildings use 40% less energy than average buildings and offer savings of about \$.50 per square foot annually in lower energy costs.

Throughout recent years, the city has seen an increase in the number of residents installing solar panels on their homes or accessory buildings to augment other energy sources. Additional energy conservation practices include reducing overall community dependence on fossil fuels, reducing vehicle miles traveled, purchasing ENERGY STAR® equipment and appliances, using programmable thermostats, using energy-efficient lighting, and green building practices such as vegetative roofing.

Leaning into and supporting these programs, trends, and initiatives towards a cleaner, more energy efficient future will be crucial over the next 20 years. Doing so will help the conserve energy, improve overall efficiency, reduce the community's environmental

¹ <https://www.epa.gov/statelocalenergy/benchmarking-and-building-performance-standards-policy-toolkit>

impact and long-term costs for the city, residents, businesses, and industry.

LAND USE AND URBAN DESIGN

Land use planning is vital to ensuring energy efficiency and livability. Design factors such as the site planning, physical layout, material use, and efficient access to goods and services significantly impacts energy consumption.

Edgewood plays a pivotal role in incentivizing or mandating denser and more efficient development patterns to enhance and protect green areas and vegetation, maximize infrastructure use and improve public health. Reducing miles traveled for work, school, services, and goods reduces vehicle use and underutilized energy infrastructure. EPA studies found an average cost savings of nearly 27% on sewer infrastructure with compact development, and similar savings can be achieved on water and other infrastructure systems from denser development patterns.²

Preserving open space, wetlands, natural areas and tree canopy contributes to a healthier and more energy efficient communities. As opposed to impervious surfaces, such as concrete and asphalt, which store heat, tree canopy and vegetation provides shade and weather protection. It offsets extreme temperatures to reduce overall heating and cooling demand, and supports greater pedestrian comfort.

Incorporating energy initiatives into how lots, roads, and buildings are oriented can dramatically reduce energy consumption by limiting solar exposure, maximizing potential solar energy capture, weakening wind velocity, and creating wind disturbances that reduce cooling costs. Properly orienting a building to ensure it can gain heat in the winter and reduce cooling costs in the summer. Encouraging adaptive reuse of buildings and use of recycled building materials in construction reduces overall production demand and acknowledges community character. Requiring and incentivizing these measures for development and when infrastructure planning is key for a more energy efficient Edgewood.

TRANSPORTATION

It is estimated that in Washington state in 2019 (the latest year for which data was available), 39% of greenhouse gas emissions were produced by the transportation sector. This is by far the single largest component, and despite the increased use of electric

² https://www.epa.gov/sites/default/files/2014-01/documents/growing_water_use_efficiency.pdf

vehicles, this number continues to increase.³ With approximate costs of 50 cents per mile to operate a vehicle (EPA), a person can see immediate costs savings by walking, biking or taking transit. Transportation options also have an immediate effect on public health by reducing air pollution and the urban heat island effect from increased impervious surfaces. Transportation choices can reduce the number of vehicle miles traveled, congestion and fuel demand. Edgewood can incentivize or mandate transportation patterns and systems to maximize non-motorized travel, public transportation, ride sharing, clean energy vehicles and overall accessibility to services, amenities, and jobs. Regional planning is a key part of this process, and in VISION 2050, the Puget Sound Regional Council (PSRC) outlines a regional transportation plan linking high-capacity transit systems to fuel regional connectivity. Moving into the future, the city can help facilitate access to this more energy efficient infrastructure.

RESOURCE USE (WATER AND WASTE)

Waste prevention, recycling and diversion (recycling and composting) can save raw materials, processing and transportation required to manufacture new products from virgin materials. Although the City of Edgewood does not currently operate drinking water, wastewater, or garbage and recycling infrastructure, it works closely with local and regional non-profit cooperatives and municipal corporations (such as Mt. View-Edgewood Water Company and Lakehaven Water and Sewer District) to facilitate access to these important municipal services to its residents. More information about these groups can be found in the Utilities Element, and Edgewood can take steps to maintain the health and viability of local and regional infrastructure providers. The City of Edgewood can purchase materials made with recycled-content or renewable energy as well as invest in operations, technologies, and programs to minimize water use, conserve resources and increase recycling and composting to reduce the energy needed to convey and treat water, produce new products and manage solid waste. Particularly as Edgewood invests heavily in wastewater infrastructure, these steps could have big savings for the long-term use and maintenance of municipal expenditures.

ENVIRONMENTAL JUSTICE

According to the EPA's Environmental Justice Screening and Mapping Tool, the western

³ <https://ecology.wa.gov/air-climate/reducing-greenhouse-gas-emissions/tracking-greenhouse-gases/ghg-inventories#inventory>

half of Edgewood (west of Meridian Ave E) and area surrounding the City Hall Civic Campus faces higher health risks due to air pollution from Particulate Matter, Nitrogen Dioxide (NO₂), Diesel Particulate Matter, and Toxic Releases to Air. Air pollution from Diesel Particulate Matter is generally most prevalent along the Meridian Corridor. Potential for soil and groundwater contamination is also higher along the Meridian Corridor due to historic land uses, Hazardous Waste Proximity, and Underground Storage Tanks (USTs). This disproportionately impacts People of Color, Limited English Speaking, Low Income, and Over Age 64 residents.

PROJECTS IN EDGEWOOD

Edgewood initiated important steps to advance energy efficiency by successfully securing the Energy Efficiency and Conservation Block Grant (EECBG) in 2009 to integrate energy efficiency and conservation into planning efforts and to develop energy efficiency services for the business community. Funds were used to hire a consultant who worked with the city to establish new development and design standards for mixed-use, commercial, and multifamily zones in the City. Notably, the project resulted in the City Council's adoption of increased building height and density while expanding the range of allowable uses in mixed-use zones. The focus shifted toward pedestrian-oriented development, especially within the Town Center. Design standards offer flexibility and choice, presenting a dual approach: prescriptive options for compliance and the ability for applicants to demonstrate alignment with standard intent through alternative means. The standards prioritize energy efficiency and sustainability, garnering broad support from both the City Council and stakeholders.

The City has also consistently promoted low impact development through rain gardens and pervious pavements. In addition, a core value of Edgewood is the protection and promotion of trees and open space, an important factor in designing for energy efficiency. Edgewood is also planning for a more compact, pedestrian-oriented and mixed-use downtown to foster greater connectivity and transportation options.

Edgewood's energy efforts are in step with Washington State and the country as a whole. Edgewood must continue to look for opportunities to expand the clean energy economy and create a more healthy and prosperous future. Edgewood's goals, policies and actions promote energy efficiency, growth of renewable energy and related technologies, green building design and construction, and other clean energy economy sectors.

GOALS AND POLICIES

Goal E.1 Promote energy efficiency and conservation through the land use planning and development process.

- E.1a When developing long-range plans, plan for compact land development patterns that consider the energy efficiency consequences of sprawl.
- E.1b Establish development regulations that foster energy efficiency and conservation.
- E.1c Incentivize development that orients lots, roads, and buildings to limit solar exposure, maximize potential solar energy capture, weaken wind velocity, and create wind disturbances that reduce cooling costs.
- E.1d Establish regulations to incentivize development to preserve open space, wetlands, natural areas and tree canopy.
- E.1e Protect and expand existing tree canopies across the city, especially within both public and private spaces and along pedestrian, multi-modal, and transit routes and roadways.

Goal E.2 Reduce energy used for transportation.

- E.2a Reduce vehicle miles traveled and increase alternative transportation options by promoting compact development pattern, and mixed-use development.
- E.2b Reduce energy use through street and transportation system design.
- E.2c Set parking standards and design parking areas to promote energy efficiency.
- E.2d Incentivize citizens, employers, and visitors to use alternative means of travel (other than single occupant vehicles) into, out of, and through the city.
- E.2e Provide viable alternatives to the single occupant vehicle as a means of reducing energy consumption.

Energy efficient transportation system design can include street standards that are sized for the primary intended use of the street, development of a connected street system, discouragement of cul-de-sac streets, optimized signal timing and convenient pedestrian access to the street network.

Goal E.3 Seek opportunities for energy efficiency and conservation at all levels of government.

- E.3a Develop a program to maximize energy efficiency and reduce carbon-based energy sources in city buildings, facilities, vehicles and operations.
- E.3b Develop a recycling program for common or regular waste produced by city operations, activities, and maintenance.
- E.3b Coordinate with federal, state and regional agencies to promote energy conservation.
- E.3c Reduce building energy use through green building and retrofit of existing buildings.
- E.3d Promote and provide employee incentives for using alternate means of travel to and from work (other than single occupant vehicles).
- E.3e Provide opportunities for electric vehicle charging at public facilities, spaces, and places.
- E.3f Prioritize the purchase of electric and low fuel-use vehicles or equipment.
- E.3g When designing or improving city facility sites, parks, or city-owned open space areas, focus on measures to maximize opportunities for carbon capture by retaining older trees, planting new ones, protecting wetlands.

Goal E.4 Encourage residential and commercial energy conservation outreach and programs.

- E.4a Provide public outreach and information programs to promote energy conservation.
- E.4b Coordinate with Pierce County or other agencies and services to raise awareness about energy conservation programs available to Edgewood citizens and businesses.
- E.4c Establish partnerships with local utilities to develop energy efficiency and conservation programs.
- E.4d Encourage and publicize programs that offer incentives and promote energy efficiency and conservation.

Goal E.5 Support development and use of renewable energy resources and alternative energy systems.

E.5a Protect solar access to use natural heating and lighting opportunities and likewise use the planting of shade trees for cooling benefits.

E.5b Ensure development standards allow for and incentivize solar and wind energy facilities in residential, commercial, and industrial areas.

The orientation of buildings and location of vegetation can have a significant effect on heating and cooling needs.

E.5c Encourage use of renewable fuels.

Renewable fuels include solar, biomass, wind and geothermal.

E.5d Encourage installation of charging infrastructure for electric vehicles and consider regulations that would require the installation of conduit at the time of development, to facilitate the future addition of charging stations.

E.5e Support and promote programs for reusing and recycling materials.

E.5f Promote urban forestry and landscaping.

Goal E.6 Plan for energy that fosters climate justice and increases resiliency against climate change.

E.6a Protect and restore natural resources that sequester and store carbon.

E.6b Focus on measures to maximize opportunities for carbon capture by retaining older trees, planting new ones, and protecting wetlands.

E.6c Address racial and socioeconomic disparities that have resulted in inequitable impacts to vulnerable populations and areas that have been or will be disproportionately affected by climate change.

E.6d Preserve tree canopy and support regulations to improve air quality along the Meridian Corridor and areas west of Meridian Ave E).

E.6e Identify and address the impacts of climate change and natural hazards to increase resilience.

ECONOMIC DEVELOPMENT



INTRODUCTION

The City of Edgewood Comprehensive Plan refines the vision, goals, and policies to promote, create, and enable economic opportunities for the City in the next 20 years that recognizes the diverse community needs and regional economic trends.

This Economic Development Element is supported by an economic opportunities assessment that quantifies existing conditions and trends in Edgewood. The economic analysis is based on the best available data identifies the City's advantages and disadvantages related to a broad spectrum of interconnected factors such as community demographics, employment, and real estate markets. In addition to an assessment, the Economic Development Element reflects community input, state legislative requirements, and City priorities.

The following background section provides information behind the planning framework and details Edgewood's socioeconomic profile, key industries, real estate trends, and other factors. The insights from this analysis build a factual basis for establishing informed economic development policies and goals.

BACKGROUND

PLANNING FRAMEWORK

After incorporation in 1996, the City of Edgewood's adopted its first Comprehensive Plan in 2001 which has been periodically updated, with the most recent major update occurring in 2015 to fulfill the requirements of Washington State's Growth Management Act (GMA). The GMA is a series of state statutes first adopted in 1990 aimed at managing population growth, particularly in the state's fast-growing areas. In Pierce County, RCW 36.70A.040 requires all cities to "fully plan" for the elements of a Comprehensive Plan, including land use, housing, capital facilities, utilities, transportation, and climate change.¹

¹ The GMA includes other optional elements for economic development, parks and recreation, conservation, energy, sub areas, and ports. The City of Edgewood has chosen to include Parks and Recreation and Energy as elements in its current plan and is adding an Economic Development element as part of the current process.

Economic development is an optional component of Comprehensive Plans in Washington. Prior to the 2015 update, Edgewood's Comprehensive Plan included an Economic Development Element. With the 2015 update, the element was dissolved and the economic development goals and policies were dispersed throughout the comprehensive plan. While 2015 update includes goals and policies related to economic growth, the need for a clear economic development vision has been expressed by the community. Consistent with the community's priorities to promote and spur Edgewood's economy, the 2024 plan update will consolidate these items back into a standalone element to create a clear and coordinated long-term vision for economic development.

As part of the Puget Sound region, Edgewood is also represented by the Puget Sound Regional Council (PSRC), which convenes local jurisdictions, governments, and public agencies within Pierce, Kitsap, Snohomish, and King Counties. In 2020, the PSRC adopted the VISION 2050 plan as a long-range growth management plan which prioritizes economic development as a key component of the region's 30-year vision that: *"Economic opportunities are open to everyone, the region competes globally, and has sustained a high quality of life. Industrial, maritime, and manufacturing opportunities are maintained."*

The Pierce County Regional Council (PCRC) is a group of elected leaders comprised of representatives from all jurisdictions as well as County staff which coordinates planning efforts that bring together multiple local governments (such as cities, tribes, ports, etc.). PSRC is responsible for coordination between jurisdictions, monitoring VISION 2050 within the County, and making a recommendation to Pierce County Council. In turn, Pierce County Council adopts Countywide Planning Policies (CPPs) per RCW 36.70A.210.² The CPPs include policies and goals for economic development and are intended to be consistent with local jurisdictions.

As part of the Buildable Lands Program (RCW 36.70A.215), Pierce County completed its most recent Buildable Lands Report in 2021. This report analyzed Edgewood's employment demand and capacity to serve the community's future needs. The County's assessment relies on a combination of historic development trends, zoning, and the existing inventory of parcels in each jurisdiction to determine if they are aligned with growth targets for the 2020-2044 planning period. The results of the Pierce County

² This state statute requires that "the legislative authority of a County that plans under RCW 36.70A.040 shall adopt a Countywide planning policy in cooperation with the cities located in whole or in part within the County"

Buildable Lands Report indicate the capacity for 4,047 new jobs within Edgewood. Compared with the City's targets, these findings indicate that existing capacity in the City is adequate to meet projected needs for employment for 2044.³

Community Engagement

Community stakeholders were engaged and welcomed to provide input. The City disseminated two (2) surveys with findings relevant for the economic development priorities and needed updates, facilitated an open house event for community members, and met with the Economic Development Advisory Board (EDAB). Key findings include considerations related to economic development such as:

- **Commercial Development.** Community members expressed the need for Edgewood to advance commercial development in the City through actions like marketing to developers, parcel assembly, aid in developing narrow properties, and creating opportunities in the Town Center area. Seeking anchor tenants for commercial center developments and incentivize new commercial uses were also discussed during engagement, including tools like modifying licensing fees, exploring tax increment financing (TIF), reducing timelines and improving City processes for businesses.
- **Small Business Support.** Community members expressed the need for more support to small local businesses, including home-based businesses and startups. Needed services that respondents described included help with permitting and local fees, communication, marketing and advertising efforts, holding regular meetings for home-based businesses, maintaining and circulating a list of local small businesses, and providing other education and resources. Small businesses also noted the potential for an amnesty program for existing businesses that are unlicensed/unregistered. Residents and business owners expressed the desire to see more local restaurants and healthy food options in retail establishments, as well as a farmer's market or bazaar.
- **Public Realm Improvements and Placemaking.** Business owners responding to the survey cited the sense of community in Edgewood as a top reason for operating in the City. Throughout engagement, community members noted

³ Pierce County Planning and Public Works, 'Pierce County Buildable Lands Report,' November 2022, <https://www.piercecountywa.gov/923/Buildable-Lands>, 96-106.

challenges like traffic, safety, and the need for pedestrian improvements as important needs for commercial and mixed-use areas to foster a sense of place. Aligning transportation goals in the Meridian Corridor with commercial development is important, including establishing safer pedestrian connections, accommodating cyclists, managing vehicular traffic, and developing the parallel road network.

- **Regional Coordination.** Leveraging state programs and relationships was a theme during engagement. Coordination can help build capacity within Edgewood to support businesses and access existing small business grants and programs to help more establishments located in Edgewood.
- **Equitable Economic Development.** Engagement emphasized the importance of ensuring equitable economic opportunities for persons of color, including small business owners and entrepreneurs. Residents discussed the importance of celebrating diversity in Edgewood.

CITY OF EDGEWOOD PROFILE

The City of Edgewood is a highly desirable location with a high quality of life, offering a balance of residential and commercial areas. While Edgewood is surrounded by other jurisdictions with limited opportunities to physically expand, the Town Center area offers the opportunity to build up a denser and more vibrant mixed-use core for the City. As Edgewood grows, attracting more opportunities for local employment, small business growth, and commercial development in this area will help the City to realize its potential. The Town Center Sub-Area Plan currently underway envisions a central, mixed-use area that is livable, affordable, accessible, and sustainable as the heart of the City. Advancing economic development in Edgewood will be critically tied to realizing this vision for the Town Center area.

Summary of Findings

In addition to engaging the community, the project team analyzed the best available data to understand existing economic conditions and opportunities. The following Economic Profile relied on data primarily sourced from the United States Census Bureau's 5-year

American Community Survey (ACS) estimates,⁴ CoStar, the Washington Office of Financial Management (OFM), the Puget Sound Regional Council (PSRC), and the City of Edgewood. The Washington State Office of Financial Management (OFM) provides official state and local population estimates and projections for use in the allocation of funds, growth management, and other planning functions. In the Puget Sound Region, the PSRC operates as a Metropolitan Planning Organization (MPO), which develops policies and coordinates decisions about managing growth as well as planning for transportation and economic development in King, Kitsap, Pierce and Snohomish counties and jurisdictions within them. A summary of key highlights is provided below.

Community Demographic Trends

Socioeconomic conditions can have important implications for a city's economic success. Key characteristics about age of residents, median income, educational attainment, poverty, and disparities by race and ethnicity provide useful context about Edgewood's households and recent trends. This information can also help to identify which communities in Edgewood are not benefiting from current efforts and inform the City's work to set policies which may help to address current gaps for equitable economic development.

In 2022, Edgewood had a median age of 40, with a large share of residents under 20 years and 50-64 years old compared to the County and the State. These groups typically represent students or workers in entry-level or part-time positions mid- to late-career workers respectively. Edgewood had the most notable gap in its share of residents aged 20 to 34 years, who often represent early-career workers and young professionals.

Edgewood also has a growing share of residents with bachelor's degrees and higher, as well as residents with some college or an associate's degree, and a shrinking share of residents with a high school degree or less. Educational attainment in the City is generally on par with Pierce County.

Median household income for all households in Edgewood was \$115,325 in 2022 but varied by race and ethnicity. The City's median income was higher than both Pierce

⁴ 5-year estimates use data collected over a longer period of time used to increased statistical reliability of the data by using a larger sample for geographies with populations under and small groups within a population. Since Edgewood's population is below the threshold of 65,000 residents, 1-year estimates are not available at the city level. This report generally uses the most current estimates at the time of writing; for ACS data this is 2018-2022, as well as comparison over time to 2008-2012 data.

County and Washington State in 2022 (and was also higher in 2012). However, the median household income for Native Hawaiian and Pacific Islander and Hispanic or Latino was lower than average in the City of Edgewood.⁵

The share of residents living below the poverty threshold determined by the US Census was 4% in Edgewood in 2022, compared to 9% in Pierce County and 10% in Washington (10%) in that period. The share of residents living below poverty in the City decreased slightly from 5% in 2012 to 4% 2022. This change likely reflects new growth in high-income households earning \$150,000 or more.

Economic Context

Several factors can indicate changes in economic conditions for cities, their residents, and their workforce. This section provides context about current conditions and recent trends in Edgewood related to employment, commuting, and wages as well as how these trends are expected to change in coming years.

In 2022, Edgewood was home to 1,867 jobs, growing by 56% from 1,195 jobs in 2010. The City has seen fluctuations in employment growth, experiencing several years of declining employment, particularly in the wake of the 2008 recession and the onset of the COVID-19 pandemic in 2020.

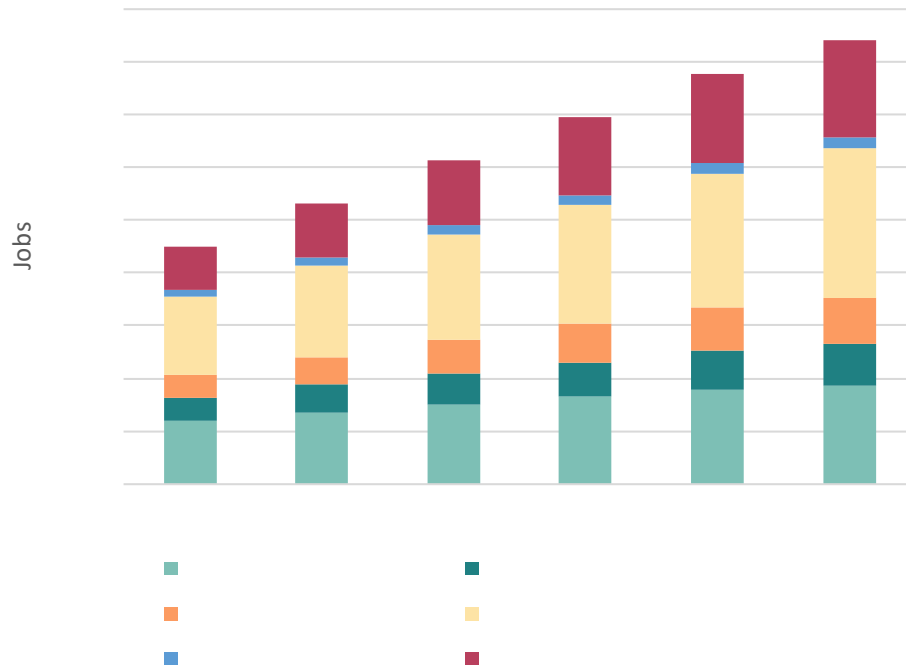
In Pierce County overall, military, healthcare, government, and education employers represent the largest number of employees as of 2020. Joint Base Lewis-McChord located southwest along I-5 represents the largest single employer, followed by countywide employers MultiCare Health System, the State of Washington, and CHI Franciscan Health.

In Edgewood, service industries and construction represented the greatest share of employment as of 2022. Service industries (such as healthcare and professional services) accounted for over a third of jobs in the City in 2022 while construction employment grew from 25% of employment in 2000 to 33% in 2022. Services industries, construction, and education are anticipated to continue growing through 2044 and remain the three largest employment sectors in Edgewood over this period (Figure ED-1.). In PSRC's projections for future growth, this is combined with Finance, Insurance, Real Estate into one category as 'FIRES,' which is anticipated to see the most growth over the next twenty years. These industries offer some opportunities for high-paying jobs in Pierce County (like Health Care

⁵ For Black, multiracial, or another race households, margin of error (MOE) was too high to determine these disparities.

and Social Assistance), but also a large share of jobs with below the County's average pay (like Accommodations and Food Service).⁶

Figure ED-1. Growth Projection by Sector Employment, 2020-2044



Source: PSRC LUV-it.⁷

In Edgewood, employment is concentrated around the central thoroughfare of Meridian Avenue E (WA-161). The highest employment density areas are located near the intersection of Meridian Avenue E with 24th Street E and 8th Street E, which are home to a variety of retail, services, and government facilities.

More than double the number of residents leave for jobs outside of Edgewood than employees commuting into the City as of 2021 (Figure ED-1). The primary commuting

⁶ Because employment data often includes confidentiality requirements to protect identifiable information about businesses and workers, many data points related to industry employment and wages are only publicly available at the County level.

⁷ Acronyms used by the PSRC include WTU includes Wholesale, Transportation, and Utilities. Projection data from PSRC combines Finance, Insurance, Real Estate, and services into one category represented by FIRES below.

destination for Edgewood residents was Seattle in 2021, followed by Tacoma. Only 1.7% of employed residents worked in the City.

The current employment to housing ratio in the City is 0.3, meaning that there is about one employee working in Edgewood for every three housing units. This high ratio indicates that Edgewood is a “bedroom” or commuter community, where there are fewer jobs than residents in the City. In Edgewood, this ratio has grown modestly since 2000, with the number of persons per job increasing from 6.9 in 2000 to 7.2 in 2022. This indicates a need for more jobs if the City wants to achieve a balance between local jobs and housing, consistent with the Countywide Planning Policies. The adopted targets for housing and employment in the CPPs would indicate a 0.55 ratio of employment to housing by 2044.

Figure ED-1. Commute Patterns Concept Map, 2021

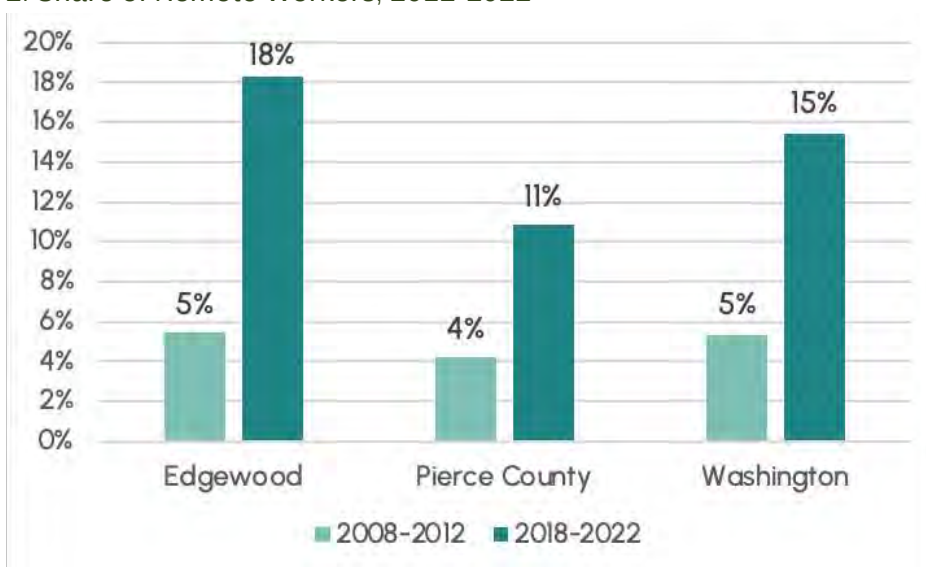


Source: LODS-LEHD⁸

Following new workplace trends in the wake of the COVID-19 pandemic, Edgewood has had an increasing share of remote workers, experiencing a rapid increase in the share of remote workers from only 5% in 2012 tripling to 18% of workers in 2022, above County and State trends. In Edgewood, remote workers have nearly identical earnings to the City overall.

⁸ This is a conceptual map and arrows do not indicate direction of commute patterns specifically.

Figure ED-2. Share of Remote Workers, 2012-2022



Source: ACS, 2008-2012, 2018-2022

Within the City of Edgewood, the number of employees is anticipated to grow from 2,244 employees (in 2020) to 4,206 employees by 2044 (according to Pierce County's adopted targets). This represents an 87% increase (or 1,962 new employees) over the next 20-year period, increasing by an annual growth rate of 2.7% (or about 98 new employees). The City is anticipated to grow at a faster rate than many surrounding cities (with the exception of Sumner) and the County overall.

Table ED-1. Employment Growth Targets, 2020-2044

JURISDICTION	2020 EST. EMPLOYMENT	2044 PROJECTION	CHANGE (#)	CHANGE (%)	AAGR
City of Edgewood	2,244	4,206	1,962	87%	2.7%
Pierce County	346,255	487,634	141,379	41%	1.4%

Source: Pierce County Employment Growth Targets, Exhibit [A to Ordinance No. 2022-46](#)

Real Estate Market Trends

Understanding Edgewood's commercial real estate market opportunities can indicate what industries might locate and grow in the City, based on historic and current demand patterns across different real estate types. Local commercial real estate conditions, market drivers, and trends will influence the market appeal and viability of commercial

uses in the Edgewood Market Area.⁹

Compared to Pierce County, office rents have been lower in the Edgewood Market Area (including Edgewood along with the cities of Milton, Fife, and Sumner) since 2013. The Edgewood Market Area's office space had only a 3.3% vacancy rate in 2023, compared to 8.9% in the County. The combination of lower rents and vacancies indicates that the Edgewood Market Area is meeting demand in the area for lower cost office space, despite limited new construction since 2013.

Retail rents and vacancies in the Edgewood Market Area roughly followed County trends over the last decade. Rising rents combined with low vacancy rates indicate rising demand for retail space both in the Edgewood Market Area and the County. Retail leakage data indicates that there is a gap in meeting demand locally for all major retail types analyzed, with the greatest gap for general merchandise.

Industrial rents have more than doubled for both the Edgewood Market Area and Pierce County since 2013. In 2023, the Edgewood Market Area had a 7.6% vacancy rate for industrial space. Coupled with rising rents, these trends indicate rising demand for industrial uses particularly in the Edgewood Market Area. Since 2013, the Edgewood Market Area accounted for about a third of new industrial space in the County.

SWOT Analysis

SWOT analysis refers to an assessment of Strengths, Weaknesses, Opportunities, and Threats (SWOT). These represent internal and external factors that can have positive or negative impacts on economic outcomes in Edgewood. Table ED-2 outlines key findings for these factors when considering potential economic growth and development in the City.

⁹ Because the inventory of office, retail, and industrial commercial types is limited in Edgewood, this analysis aggregates these commercial types in Edgewood with the surrounding cities of Fife, Milton, and Sumner as the 'Edgewood Market Area' as well as a comparison of trends in Pierce County.

Table ED-2. SWOT Summary Analysis

	POSITIVE	NEGATIVE
INTERNAL	Strengths: • Prime location nearby the growing cities of Tacoma, Puyallup, and Federal Way, and the smaller cities of Milton, Fife, and Sumner and short distance from the Port of Tacoma with railroad and cargo shipping infrastructure. Located in an interconnected region with regional economic opportunities. • Skilled workforce, high income levels, and growth anticipated in both its population. • Plans for a Town Center subarea plan. • Potential for small-scale investments in the Town Center and more restaurants and food stores. • Great support for a farmer's market, food truck park, restaurants, and public plaza/pocket park in the Town Center.	Weaknesses: • Challenging environmental constraints for commercial development. • Business owners are challenged by the permitting/fees, safety concerns, and traffic issues. • Limited sewer infrastructure near urban development. • Need for greater local capacity building in Edgewood and with surrounding jurisdictions.
EXTERNAL	Opportunities: • Attract highly skilled workers with locational flexibility. • Identify target retail for managing land capacity and expected growth. • Make improvements to pedestrian walkways. • Develop small business services. • Possibility to leverage state programs to support businesses. • Greater coordination on economic development initiatives with surrounding jurisdictions and the Puyallup Tribe. • Explore Tax Increment Financing (TIF), modifying license fees/permit process timelines. • Support commercial development with support for parcel assembly, aid in developing narrow properties, and create opportunities in the Town Center.	Threats: • Growing disparities between remote and non-remote workers. • Rising housing costs proportionate to income levels. Lack of affordable housing options for a range of income levels. • Small market surrounded by competing jurisdictions.

GOALS AND POLICIES

Using the existing Comprehensive Plan as a guide for understanding Edgewood's goals for economic development, this section includes proposed goals and policies to include in the 2024 update. The Economic Development Element includes goals and policies previously located in other chapters of the plan (either with modifications or without them), as well as new policies developed through community engagement and analysis of economic trends in Edgewood and the region.

Goal ED.1 Establish the Town Center area as the commercial, mixed-use heart of Edgewood.

- ED.1a Support the continued development of the Town Center to better serve the community, create opportunities for employment, and attract regional visitors.
- ED.1b Consider leveraging City-owned property next to City Hall and others along Meridian Ave E to catalyze the development of the Town Center and to attract more people to the Town Center. Consider other opportunities to support development through acquisition and parcel assembly.
- ED.1c Explore partnerships with developers to support development of unique, community-serving projects that acknowledge changing trends in employment such as co-working spaces or a community center.
- ED.1d Promote a mix of community-desired uses in Town Center, including residential units at a range of price points, restaurants, retail, offices, and community gathering places.
- ED.1e Encourage ground floor commercial or public uses in development and explore options to support feasibility.
- ED.1f Improve multimodal transportation options in the Meridian Corridor to improve safety, provide more opportunities for active transportation (especially walking and bicycling), and increase local spending by residents by attracting health services, food services, personal services, retailers, other specialty shop businesses to meet local needs and preferences.

- ED.1g Support recommendations in the Town Center Element which covers housing, public services, and various other recommendations.
- ED.1h Encourage the designation and development of a City “gateway” at strategic points in Edgewood as well as placemaking and wayfinding efforts within the Town Center to develop a distinct identity and attract visitors.
- ED.1i Enhance the Meridian Corridor to include pedestrian amenities, landscaping, cohesive frontage improvements and other design considerations to support a vibrant mixed-use corridor.
- Goal ED.2 Promote commercial uses that offer quality, unique services for residents and visitors and that distinguish Edgewood from surrounding commercial centers.
 - ED.2a Ensure City land use policies and regulations enable and support commercial development that captures the spending power of residents, regional commuters, visitors, and of those seeking alternative retail experiences.
 - ED.2b Encourage diversification of the City’s industries and retail options.
 - ED.2c Support the long-term economic vitality of commercial development by removing barriers for development through improving application and permit processes, providing applicant support for commercial developers, and reviewing requirements for change of use.
 - ED.2d Establish standards to ensure long-term compatibility of commercial development with surrounding areas while providing clear and objective design requirements for commercial uses.
 - ED.2e Promote easy access to commercial corridors and centers for pedestrians, bicyclists and transit users. Establish safe, grade-separated pedestrian connections on the Meridian Corridor when feasible.
 - ED.2f Encourage ground floor commercial uses in mixed-use development and consider new incentives for developers.
 - ED.2g Expand needed infrastructure like extending sidewalks in commercial

areas and explore additional options for beautification and public realm enhancements to attract visitors to the Town Center area.

Goal ED.3 Provide support for small businesses, home-based businesses, and entrepreneurs in Edgewood.

- ED.3a Provide support for existing small businesses, home-base businesses, and entrepreneurs with initiatives such as facilitating regular meetings for home-based businesses, maintaining and circulating a list of local small businesses, and providing education and resources.
- ED.3b Encourage home-based businesses that do not impact the residential character of the neighborhood. Limit signs, parking and truck deliveries, and other potential adverse impacts and consider an amnesty program for existing unlicensed or unregistered home-based businesses.
- ED.3c Use flexible regulatory standards that enable local businesses to expand, grow, or redevelop at existing locations.
- ED.3d Support local, small business start-ups through the development of incubator spaces or accelerator programs and access to state grants or other funding sources.

Goal ED.4 Advance regional coordination for economic development efforts.

- ED.4a Coordinate efforts for economic development and develop goals for economic growth with the Puyallup Tribe and other tribal governments in the area. Explore potential partnerships for public realm improvements and public art in the Town Center or other commercial areas.
- ED.4b Collaborate with the Fife-Milton-Edgewood Chamber of Commerce on business promotion, retention, and recruitment as well as building collaborative partnerships with other stakeholders.
- ED.4c Coordinate on workforce development initiatives within the County and Puget Sound region.

- Goal ED.5 Enhance equitable access to economic opportunities.
- ED5a Ensure equitable economic opportunities for persons of color including small business owners and celebrate diversity in Edgewood. Seek partnerships with community organizations in the city and region to collaborate on initiatives to reduce economic disparities.
 - ED.5b Ensure that housing opportunities match job growth to provide options for people to both live and work in Edgewood.
 - ED.5c Prioritize regulations and programs that facilitate needed and desired outcomes for achieving an equitable and sustainable local economy.
 - ED.5d Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.

APPENDIX A: Housing Data and Supplemental Analysis



This Appendix provides data which is assembled to assess potential Racially Disparate Impacts (RDIs) and Displacement Risk in Edgewood.

BACKGROUND

In 2021, the Washington Legislature revised its housing planning requirements through House Bill 1220 (HB 1220). This legislation amended the Growth Management Act (GMA) to mandate that local governments actively “plan for and accommodate” housing that is affordable for all income levels, marking a significant enhancement over the previous directive to merely “encourage” affordable housing. Additionally, the new law compels local jurisdictions to assess the racially disparate impacts of their housing policies and regulations, as well as the risks of exclusion and displacement. They are now required to adopt measures aimed at addressing and reversing these harmful effects.

The Washington State Department of Commerce (Commerce) provided guidance for local governments on “how to integrate the new requirements related to racially disparate impacts, displacement, exclusion and displacement risk (hitherto “racially disparate impacts”) in their housing element updates” in their document: Guidance to Address Racially Disparate Impacts (April 2023).

According to Commerce, racially disparate impacts arise when policies, practices, or systems disproportionately affect specific racial groups. To effectively assess potential disparities within their communities, jurisdictions should incorporate a range of measures into their data analysis.

The following data charts provide some basic information that is useful for review. However, the data presented in the tables and charts below are insufficient on their own

to draw a conclusion on racially disparate impacts, displacement risks, or exclusion that may be present within Edgewood.

The data and charts below are all sourced from Commerce’s “RDI Tool” with data for Edgewood which uses Census data (American Community Survey) and HUD’s Comprehensive Housing Affordability Strategy (CHAS).

Note: Throughout this document, the “Persons of Color” category includes those that identify as Asian, Black or African American, American Indian and Alaskan Native, Native Hawaiian and Other Pacific Islander, another race (Other), and Two or More Races and are Not Hispanic or Latino. In instances where all races are listed separately rather than combined to “Persons of Color”, then the “Other Race” category includes those that identify as another race not listed, Two or More Races, and are Not Hispanic or Latino.

SECTION 1 - RACIAL COMPOSITION

Figure A-1. Edgewood population by race and Hispanic ethnicity, 2020

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

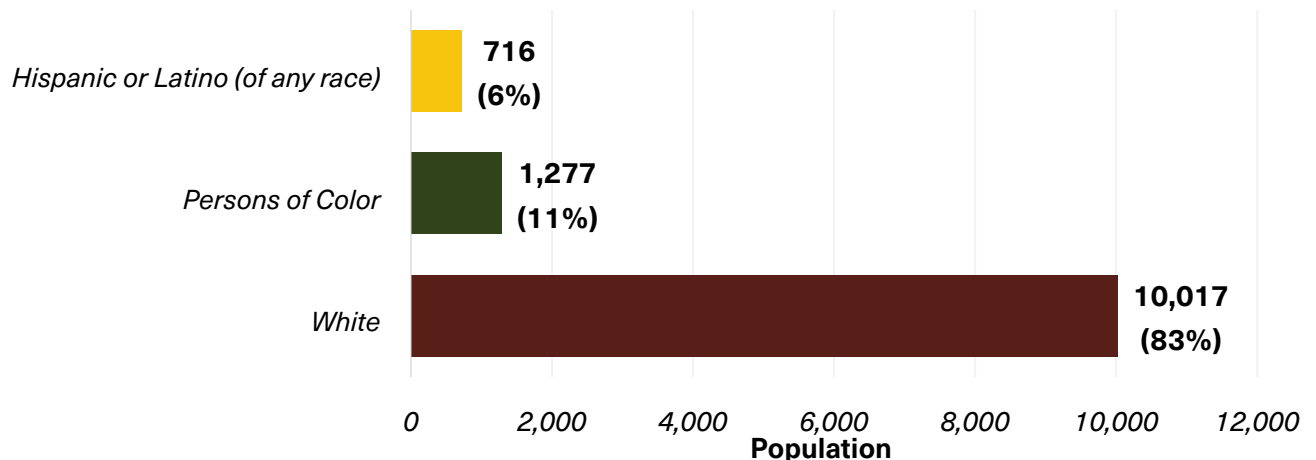


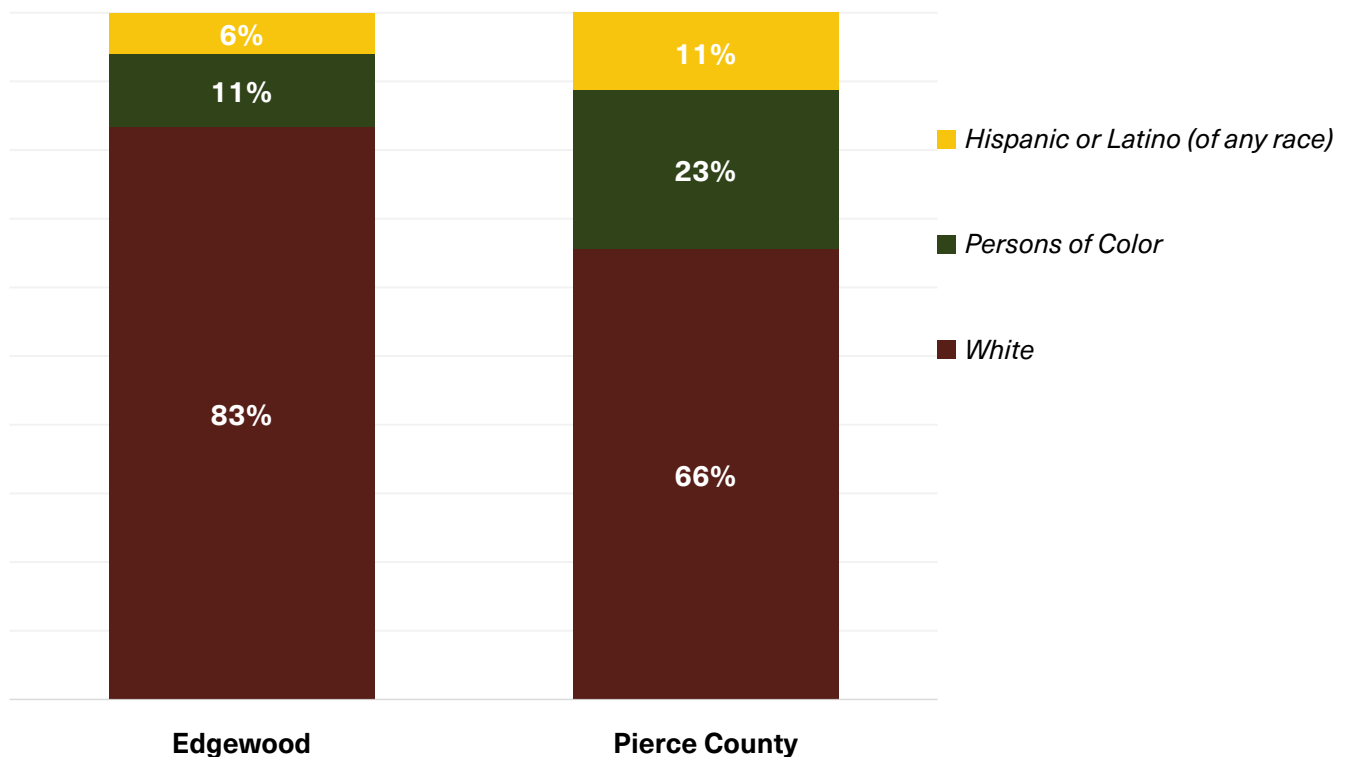
Figure A-2. Racial composition percentage of Edgewood and Pierce County, 2015 and 2020

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

Race or Ethnic Category	Edgewood		Pierce County	
	2015	2020	2015	2020
<i>Asian</i>	1%	6%	6%	6%
<i>Black or African American</i>	0%	0%	6%	7%
<i>Hispanic or Latino (of any race)</i>	9%	6%	10%	11%
<i>Other Race</i>	7%	4%	9%	10%
<i>White</i>	83%	83%	69%	66%

Figure A- 3. Racial composition of Edgewood and Pierce County, 2020

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023



Key Observations from Figure A-1 through A-3:

1. Edgewood is less racially diverse in comparison to Pierce County (entire population within the County boundaries).
2. Edgewood has a higher percentage of *White* residents compared to Pierce County. Edgewood has a lower percentage compared to Pierce County for all other races except for *Asian* residents which was lower in 2015 but the same percentage as Pierce County in 2020.
3. As Edgewood's population has increased from 2015 to 2020, the racial makeup of the population has shifted but appears to be similarly racially diverse as compared to 2015. The percentage of *Asian* residents increased, while *Hispanic or Latino* and *Other Races* decreased, and the percentages of *White* and *Black or African American* residents stayed the same.
- 4.

SECTION 2- COST BURDEN

According to Commerce, a household experiencing housing cost burden is paying more for housing than it can afford based on income. This means one or multiple of a houses' critical needs (i.e., food, physical health, mental health, education, and/or general well-being) are not being met. A household is considered cost-burdened if its monthly housing costs are greater than 30% of its monthly income. The threshold for households to be considered as experiencing cost-burden are classified as below:

- *Not cost-burdened* includes households paying less than 30% of their household income on housing costs.
- *Cost-burdened* includes households paying between 30% and 50% of their household income on housing costs.
- *Severely cost-burdened* includes households paying more than 50% of their income on housing costs.

Figure A-4. Edgewood number of households by housing cost burden, 2019

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

	White	Black or African American	Asian	American Indian or Alaska Native	Pacific Islander	Other Race	Hispanic or Latino (of any race)	Total
Owner Households								
<i>Not Cost Burdened</i>	2,240	4	95	4	0	60	45	2,448
<i>Total Cost-Burdened</i>	610	0	10	40	0	14	0	674
<i>Cost-Burdened (30-50%)</i>	815	420	0	0	40	0	4	0
<i>Severely Cost-Burdened (>50%)</i>	190	0	10	0	0	10	0	210
<i>Not Calculated</i>	4	0	0	0	0	0	0	4
Total*	2,855	4	105	40	0	75	45	3,124
Renter Households								
<i>Not Cost Burdened</i>	495	0	4	0	0	15	105	619
<i>Total Cost-Burdened</i>	160	0	15	0	0	10	80	265
<i>Cost-Burdened (30-50%)</i>	610	75	0	15	0	0	10	55
<i>Severely Cost-Burdened (>50%)</i>	485	85	0	0	0	0	0	25
<i>Not Calculated</i>	0	0	0	0	0	0	0	0
Total*	660	0	20	0	0	25	190	895
Total Households*	3,515	4	125	40	0	100	235	4,019

*Numbers may not add precisely due to rounding

Figure A-5. Edgewood number of households by race and housing cost burden, 2019

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

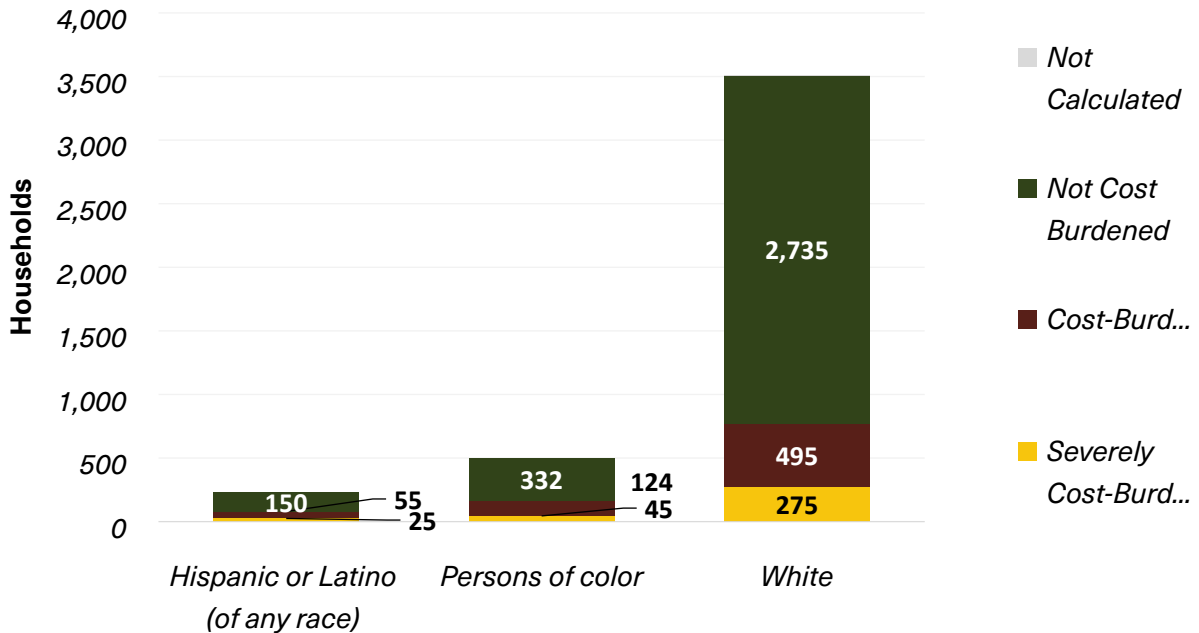


Figure A-6. Edgewood percent owner households experiencing housing cost burden, 2019

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

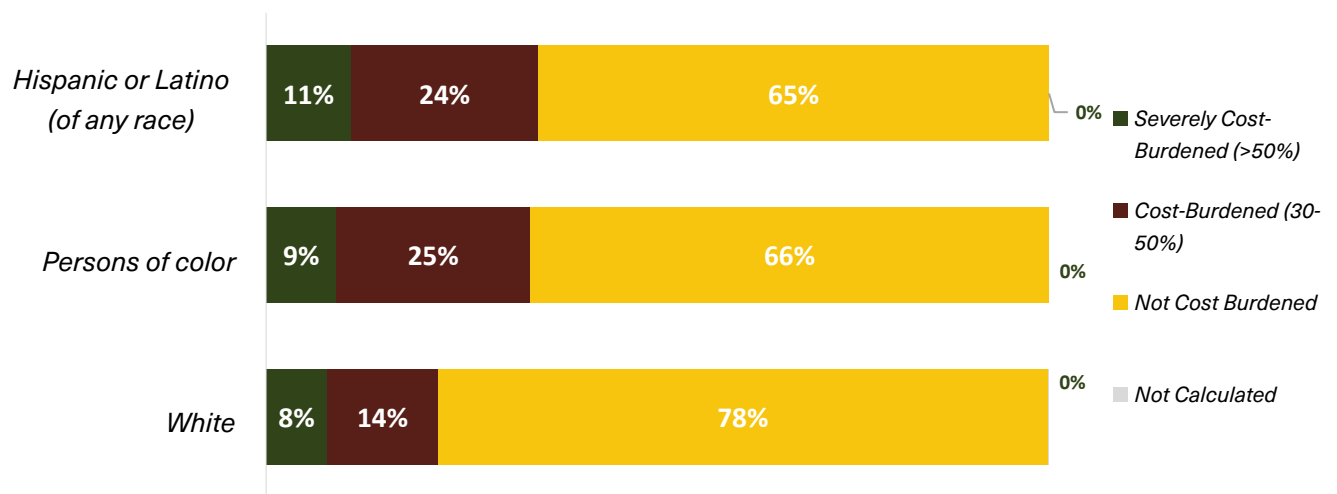
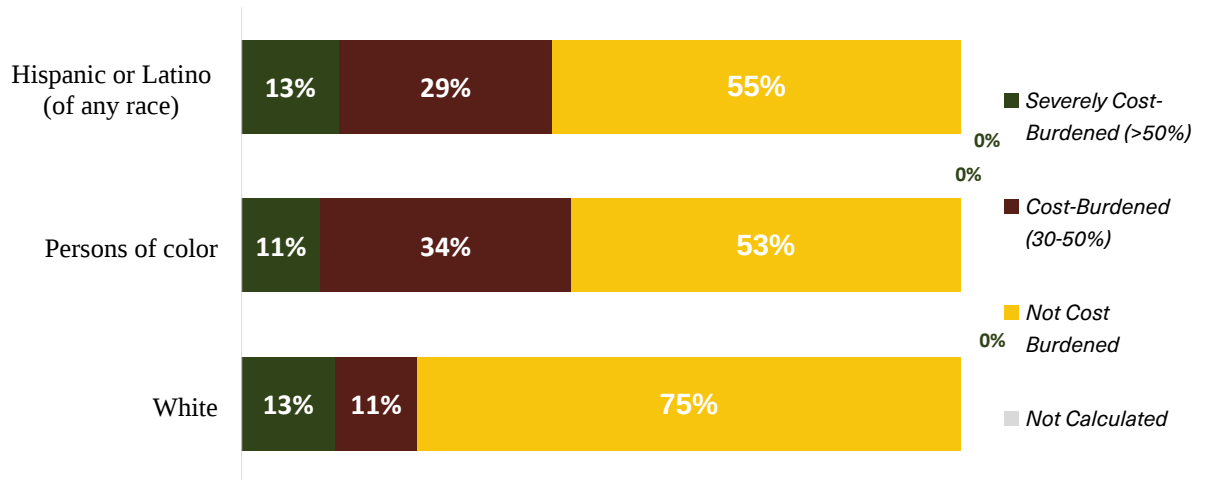


Figure A-7. Edgewood percent renter households experiencing housing cost burden, 2019

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023



Key Observations from Figure A-4 through A-7:

1. In 2019, Edgewood had a total of 4,019 households. There were 3,515 households categorized as *White*; 4 households categorized as *Black or African American*; 125 households categorized as *Asian*; 40 households categorized as *American Indian or Alaska Native*; 0 categorized as *Pacific Islander*; 100 categorized as *Other Race*; and 235 categorized as *Hispanic or Latino*.
2. In 2019, there were 674 Cost-Burdened Households for owner-occupied units, making up **22 percent** of all owner-occupied unit households. In 2019, there were 265 Cost-Burdened Households for renter-occupied units, making up **30 percent** of all renter-occupied unit households.
3. In 2019, for households where residents owned the home, there were 610 Cost-Burdened Households that were *White*, 0 Cost-Burdened Households that were *Black or African American*, 10 Cost-Burdened Households that were *Asian*, 40 Cost-Burdened Households that were *American Indian or Alaska Native*, 0 Cost-Burdened Households that were *Pacific Islander*, 14 Cost-Burdened Households that were *Other Races*, and 0 Cost-Burdened Households that were *Hispanic Or Latino*. Accordingly, cost burdened households where residents owned the home

made up **21 percent** of all owner households that were *White*, **0 percent** of all owner households that were *Black or African American*, **10 percent** of all owner households that were *Asian*, **100 percent** of all owner households that were *American Indian or Alaska Native*, **19 percent** of all owner households that were *Other Races*, and **0 percent** of all owner households that were *Hispanic or Latino*. Percentages were not included for *Pacific Islander* households, as this race group had 0 total owner households.

4. In 2019, for households where residents rented the home, there were 160 Cost-Burdened Households that were *White*, 0 Cost-Burdened Households that were *Black or African American*, 15 Cost-Burdened Households that were *Asian*, 0 Cost-Burdened Households that were *American Indian or Alaska Native*, 0 Cost-Burdened Households that were *Pacific Islander*, 10 Cost-Burdened Households that were *Other Races*, and 80 Cost-Burdened Households that were *Hispanic Or Latino*. Accordingly, cost burdened households where residents rented the home made up **24 percent** of all renter households that were *White*, **75 percent** of all renter households that were *Asian*, **40 percent** of all renter households that were *Other Races*, **42 percent** of all renter households that were *Hispanic or Latino*. Percentages were not included for *Black or African American*, *American Indian or Alaska Native*, or *Pacific Islander* residents, as these race groups did not have any renter households.
5. When comparing owner households for *White*, *Hispanic or Latino*, and households with *Persons of Color*, all three groups had relatively similar percentages of “severely cost burdened” households. However, households with *Persons of Color* and *Hispanic or Latino* households had almost twice as many households that were in the “cost burdened” category compared to *White* households.
6. When comparing renter households for *White*, *Hispanic or Latino*, and households with *Persons of Color*, all three groups had relatively similar percentages of “severely cost burdened” households. However, households with *Persons of Color* and *Hispanic or Latino* households had almost three times as many households that were in the “cost burdened” category compared to *White* households.

7. Based on the data presented above, it appears that households that were *American Indian or Alaska Native*, in owner households have a higher percentage of cost burden as compared to owner households of all other races.
8. Based on the data presented above, it appears that households that were *Asian*, *Other Races*, or *Hispanic or Latino* in renter households have a higher percentage of cost burden as compared to renter households that were *White*.
9. Based on the data presented above, for renter households, *Asian*, *Other Races*, and *Hispanic or Latino* households were significantly more cost burdened than the same race for owner households.

The data shows that owner households that were *American Indian or Alaska Native* may appear to be disproportionately experiencing housing cost burden when compared to other owner households. The data shows that renter households that were *Asian*, *Other Races*, and *Hispanic or Latino* may appear to be disproportionately experiencing housing cost burden when compared to other renter households. Both renter and owner households for *White*, *Hispanic or Latino*, and households with *Persons of Color*, all had relatively similar percentages of “severely cost burdened” households. However, both households with *Persons of Color* and *Hispanic or Latino* households had almost twice as many owner households and almost three times as many renter households that were in the “cost burdened” category compared to *White* households. However, it is important to note that there are a number of factors that we have not studied, which could be further explored in order to draw any substantial conclusions. Still, it will be important to continue tracking these trends when future comprehensive plan updates are performed.

SECTION 3 – INCOME AND HOUSING TENURE

Data regarding household income and housing tenure can be useful in assessing risk of displacement and looking at potential indicators of exclusions in housing.

These terms are defined by Commerce (in this context) as follows:

Displacement: The process by which a household is forced to move from its community because of conditions beyond their control. Specific types of displacement include:

- Physical displacement: Households are directly forced to move for reasons such as eviction, foreclosure, natural disaster or deterioration in housing quality.
- Economic displacement: Households are compelled to move by rising rents or costs of home ownership like property taxes.
- Cultural displacement: Residents are compelled to move because the people and institutions that make up their cultural community have left the area.

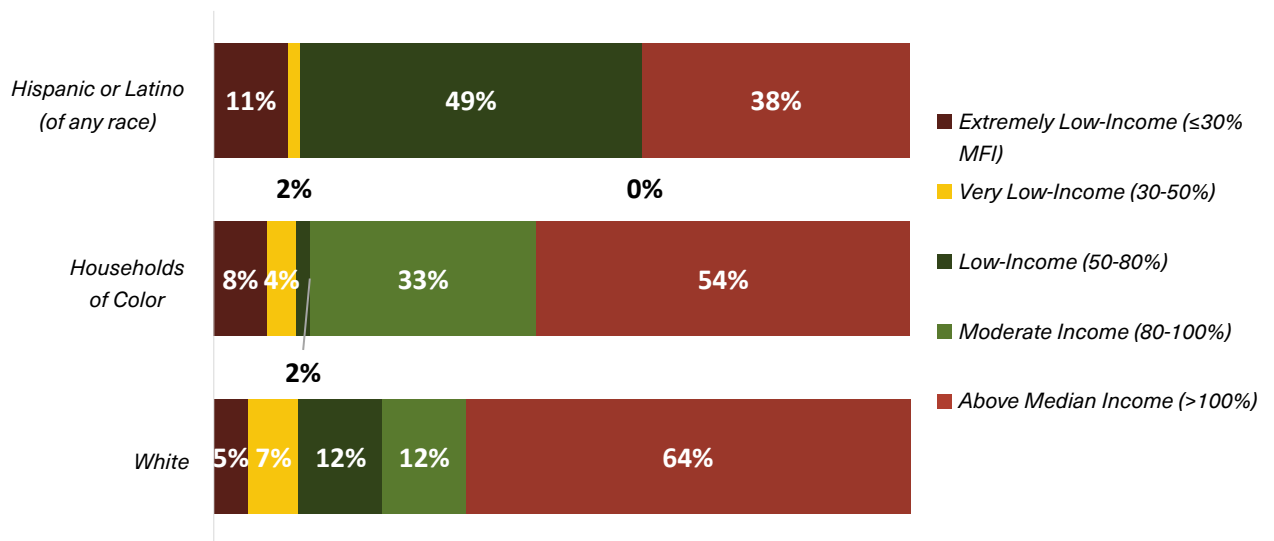
Displacement risk: The likelihood that a household, business or organization will be displaced from its community.

Exclusion in housing: The act or effect of shutting or keeping certain populations out of housing within a specified area, in a manner that may be intentional or unintentional, but which leads to non-inclusive impacts.

Figure A-8 shows the spectrum of households according to income levels, as organized by race or ethnicity.

Figure A-8. Edgewood distribution of households by income and race or ethnicity, 2019

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

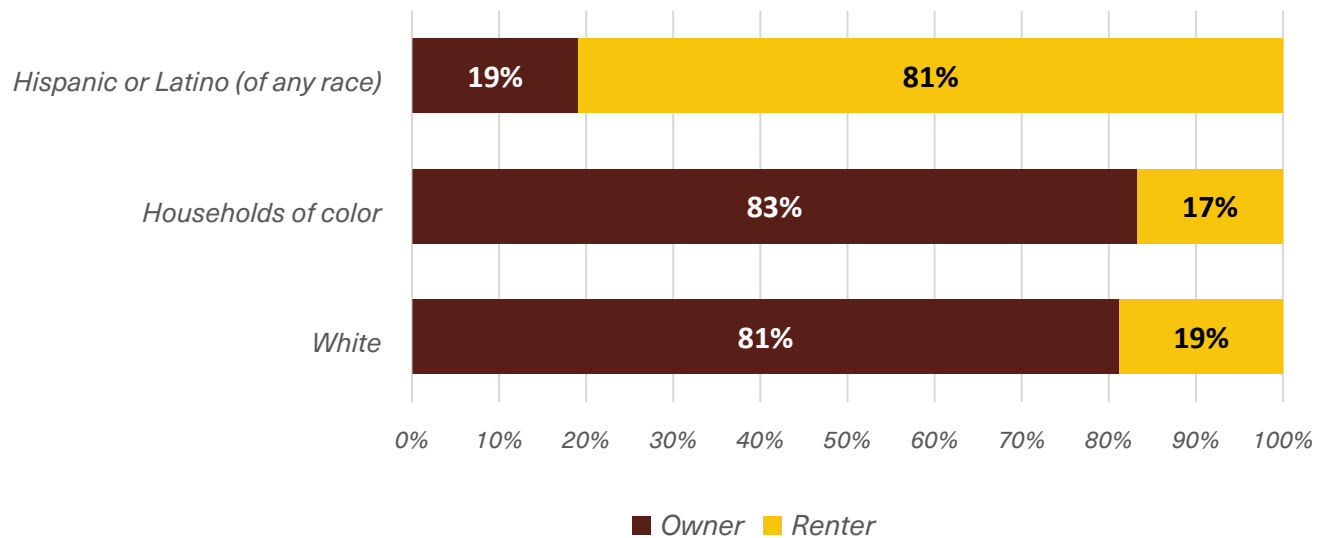


Key Observations from Figure A-8:

1. In Edgewood, households that are *Hispanic or Latino* are more than two times as likely to be in the “extremely low income” category and more than four times as likely to be in the “low income” category compared to *White* households. *Households of color* have a slightly higher percentage of “extremely low income” households compared to *White* households.
2. Households that are *White* have a higher percentage of households in the “very low income” category compared to *Hispanic or Latino* and *Persons of Color* households and a higher percentage of “low income” households compared to *Persons of Color* households.
3. Households that are *White* have the highest percentage of households earning above the median income compared to all other race households.

Figure A-9. Edgewood percent owner and rental households by race and ethnicity, 2019

Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)



Key Observations from Figure A-9:

1. In Edgewood, the share of households that are renting is **19 percent** among *White* households, **17 percent** among *Households of Color*, and **81 percent** among *Hispanic or Latino* households.
2. *Hispanic or Latino* households are approximately four times more likely than *White* households to be renter households rather than owner households. *Households of Color* and *White* households have a similar composition of renter and owner households.

The *Racial Restrictive Covenants Project for Washington State* is a project¹ by scholars and volunteers at the University of Washington and Eastern Washington University, who are identifying and mapping racial restrictions in property records which were used in American communities to prevent people who were not white from buying or occupying property. The project has identified such documents covering about 50,000 properties a

¹ The project is in support of HB 1335, passed by the state legislature in 2021

nd the work is ongoing. As of October 31, 2024 their research team has found racial restrictions on more than 4,500 properties in Pierce County.

On the project website, the impacts of racial restrictive covenants in Pierce County are described. The project team asserts that restrictive covenants significantly contributed to the challenges faced by people of color in Pierce County. The website also describes that the census recorded 3,343 Puyallup Tribe and other Indigenous peoples, yet the tribe had lost control of its reservation lands. Overall, Pierce County's population was 93% white. The project team concludes that this illustrates patterns of segregation and exclusion that have lingering effects today, and such historical injustices continue to shape disparities in homeownership, family wealth, and broader social inequalities in the region.

A few properties located in the northeast corner of Edgewood were found to have racial restrictions and have been posted to the project website at https://depts.washington.edu/covenants/map_cov_pierce.shtml The project website notes that available maps are still being added and revised.

The legacy of discriminatory housing and land use policies and practices (e.g., redlining, racially restrictive covenants, exclusionary zoning, and so forth) have led to significant racial and economic disparities in access to housing and neighborhoods of choice. As noted in VISION 2050, historical land use and housing policies have played a role in creating and maintaining racial inequities. Today, these housing disparities continue to impact equitable access to well-funded schools, healthy environments, open space, and employment.

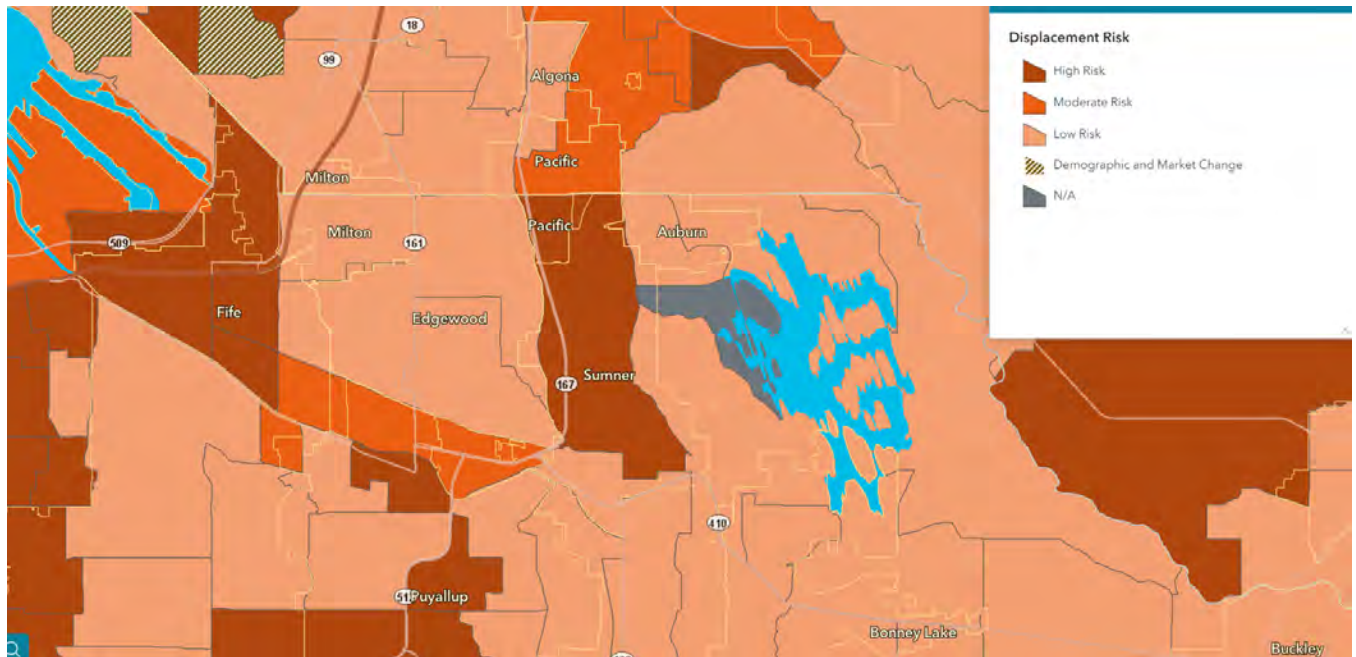
SECTION 4 – DISPLACEMENT RISK

The City must assess and identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments.

Commerce developed a Draft Displacement Risk Map to support jurisdictions with the new housing element requirements. The purpose of the map is to help jurisdictions meet GMA requirements to “identify areas that may be at higher risk of displacement from market forces.” The Puget Sound Regional Council (PSRC) also furnished a different version of a Displacement Risk map. Different data sets and/or methodology may have been used.

The PSRC mapped lands among three categories for risk levels (Higher, Moderate or Lower) and indicated the City of Edgewood within the “Lower” category. Per the Commerce Draft Displacement Risk Map shown below, Edgewood is mapped as a “Low Risk” community for Displacement Risk. This is similar to other communities surrounding Edgewood to the north which are located away from the urban centers and is also aligned with PSRC’s findings that areas with high-value investments (such as mass transit, of which is limited in Edgewood) is at higher risk of displacement². Communities south, east, and west of Edgewood are mapped for “Moderate Risk” or “High Risk”. Edgewood has taken opportunities to review and amend its goals, policies, and regulations to address and, where applicable, reverse the risk of exclusion or displacement. Combined with the state laws that Washington has enacted providing eviction protections to tenants, risk of displacement in Edgewood is even further reduced. Edgewood expects to continue monitoring displacement risk over time as market conditions and other factors change.

² See page 67 of the “Guidance to Address Racially Disparate Impacts” document



Washington Department of Commerce DRAFT Displacement Risk Map

Source: Department of Commerce (2023)

[Accessed at

https://experience.arcgis.com/experience/d26f4383cab3411cb45f39ddfc666b74/#data_s=id%3A83713d4b3ea34743bed49d3d61be4fb3-187dd75e9f2-layer-27-187dcfb6357-layer-4%3A499]

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Guidance to Address Racially Disparate Impacts: Updating your housing element to address new requirements.

Washington State Department of Commerce – Local Government Division. April 2023 [Accessed at:

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(Chapter 254, Laws of 2021) [Accessed at [https://lawfilesexternal.wa.gov/biennium/2021-](https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/House/1220-S2.SL.pdf?q=20211209114015%20%20)

[22/Pdf/Bills/Session%20Laws/House/1220-S2.SL.pdf?q=20211209114015%20%20](https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/House/1220-S2.SL.pdf?q=20211209114015%20%20)]

APPENDIX B: Housing Land Capacity by Income Level



BACKGROUND & SUMMARY

The Buildable Lands Program is a continuous review and monitoring initiative mandated by the Growth Management Act (GMA) in RCW 36.70A.215. Pierce County is responsible for establishing and overseeing this program, ensuring coordination with Edgewood and the county's other 22 cities and towns. In collaboration with its cities and towns, the County annually collects development data and uses the information to produce a report on observed development and future capacity within the urban growth area (UGA). Pierce County issued the 2021 Buildable Lands Report (Fourth Edition, Updated Version, Published 11/11/2022) to fulfill their ongoing reporting requirements.

As required for the City's Comprehensive Plan update, the data that was assembled and analyzed for the buildable lands report (including assumptions for build-out densities) is valuable for assessing the City of Edgewood's zoning map in order to evaluate the city's housing capacity.

The GMA requires comprehensive plans to include a housing element that identifies a "sufficient capacity of land" to accommodate all projected housing needs during the 20-year planning period (RCW 36.70A.070(2)(c)).

With recent changes to state law, we now must supply a detailed review of capacity among four categories: moderate, low, very low, and extremely low-income households, as defined in RCW 36.70A.030. The income level is relative to "median household income"¹

¹ The Department of Housing and Urban Development (HUD) annually publishes Area Median Income (AMI) for each county (or market area which may include several counties, as is done for the Puget Sound Area). The market area's AMI in 2024 is \$136,600.00

adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.”

To evaluate residential land capacity by income level, AHBL used the 6-step process as outlined by the Department of Commerce’s Guidance for Updating Your Housing Element (August 2023). The data analyzed are the 2021 Pierce County Buildable Lands Report, growth targets adopted Pierce County ORDINANCE NO. 2022-46s (population, employment, and total housing growth) ORDINANCE NO. 2023-22s (replacing housing growth targets with housing by income bracket), OFM, City staff, and Pierce County GIS shapefiles.

PART ONE: LAND CAPACITY CHECK

Revised in 2022, the 2021 Pierce County Buildable Lands Report (BLR) fulfills state law requirements under RCW 36.70A.215 and WAC 365-196-315. The report looks back at Edgewood’s historic growth and analyzes its future capacity for development. **The report estimated that that Edgewood had capacity to support 3,584 new residential units with the current zoning, as detailed in Table B-1.**

The table details the city’s estimated net capacity for new housing units among parcels that were classified among four categories, as *vacant*, *underutilized*, *vacant – single unit*, or *pipeline* to arrive at estimates for capacity on a per unit basis according to zoning district (*built out* and *undevelopable* counts are not shown).

It is important to note that these “net” figures account for specific and capacity deductions that were made for probable market factors, critical area protections, and other factors such as infrastructure needs. (See the Buildable Lands Report for further information on methodology and for definitions).

Table B-1: City of Edgewood 2020-2044 Housing Capacity (Dwelling Units)

Zone	Vacant	Underutilized	Vacant Single Unit	Pipeline	Total
BP	11	13	0	288	312
C	39	124	14	0	177
I	0	0	0	0	0
MR-1	16	20	23	66	125
MR-2	83	12	33	0	128
MUR	68	182	90	0	340
P	0	-2	0	0	-2
SF-2	95	605	94	39	833
SF-3	126	717	160	20	1,023
SF-5	16	76	33	3	128
TC	65	455	0	0	520
Total	519	2,202	447	416	3,584

Data Source: 2021 Pierce County Buildable Lands Report Fourth Edition, Updated Version, Published 11/11/2022 (Table 14-8)

We did not make any adjustments to the table for recent development (2020 to present) because the period of 2020-2044 is used to calculate the growth targets, and because then the mapping produced by the BLR could not be used.

PIERCE COUNTY GROWTH TARGETS

Via Ordinance No. 2022-46s and Ordinance 2023-22s, Pierce County adopted residential and employment targets for 2044 for all its jurisdictions including Edgewood according to income band, which is further detailed in the draft Housing Element prepared for the Comprehensive Plan Periodic Update project (AHBL, September 5, 2024).

Using the figures from the BLR, Edgewood appears to have sufficient capacity to accommodate its 2044 housing and jobs targets on the whole. However, deeper investigation is required to fully account for the housing needs for different household income levels.

In the following exhibit we compare Pierce County growth targets with the capacity of the 2021 Buildable Lands Report:

	ESTIMATED CAPACITY	2020-2044 NEED (INCREASE)	SURPLUS/ DEFICIT
<i>Housing</i>	3,584	2,397	+1,187
<i>Jobs</i>	4,047	1,962	+2,085

Source: 2021 Pierce County Buildable Lands Report (Tables 8-8 & 8-9); Pierce County Ord. 2023-22s & Ord. 2022-46s

PART TWO: ACCOMMODATING HOUSING NEEDS

As shown in Part One, the total Edgewood housing supply is expected to exceed projected numbers with the city's currently adopted zoning map. However, **housing affordability** is an essential part of Pierce County policies, and Pierce County has allocated housing unit needs by income brackets as required by state law. Edgewood's allocation is shown in Table B-2:

Table B-2: Housing Unit Supply and Allocation (Needs) for Edgewood

		Permanent Housing Needs by Income Level (% of Area Median Income)							Emergency Housing Needs (Beds)
		0-30%		>30- 50%	>50- 80%	>80- 100%	>100- 120%	>120%	
	Total	Non- PSH	PSH						
Est. Supply (2020)	5,125	165	0	356	744	644	875	2,341	0
Allocation (2020-2044)	2,397	310	418	445	351	151	137	585	147

Source: Pierce County ORD 2023-22s

HOUSING AFFORDABILITY ANALYSIS – CURRENT ZONING

In order to evaluate land capacity by income level, AHBL used the 6-step process as outlined by Commerce². The 6 steps include:

1. *Summarize land capacity by zone.*
2. *Categorize zones by allowed housing types and density level.*
3. *Relate zone categories to potential income levels and housing types served.*
4. *Summarize capacity by zone category.*
5. *Compare projected housing needs to capacity.*
6. *(If deficit is found) Implement actions to increase capacity for one or more housing needs. Then reassess capacity (Step 1) based on actions.*

We began with the city's existing zoning map to establish a baseline and see if the city could adequately fulfill the County's CWPPs without any changes to the zoning.

Step 1. Summarize land capacity by zone

Table B-1 provides this information. The majority of the residential capacity (supply) is in zones SF-2 and SF-3.

Step 2. Categorize zones by allowed housing types and density level

In Commerce's step 2 we identify which housing types are allowed in each zone category to relate each zone category to "potential affordability levels." Commerce set out five zoning categories and Edgewood has three of the five categories (Edgewood does not have Mid-Rise Multifamily or High-Rise/Tower). In Table B-2, we document what the code allows for, and what assigned zoning category corresponds to each zoning district.

² [Guidance for Updating Your Housing Element](#) (Department of Commerce –Growth Management Services, August 2023)

Table B-2: Edgewood Zoning Districts and Allowed Housing Types / Density Level

Zone	Housing types allowed	Max density level allowed	Assigned zone category
<i>SF-2</i>	<i>Detached single family</i>	<i>2 dua</i>	<i>Low Density</i>
<i>SF-3</i>	<i>Detached single family, duplex, attached</i>	<i>3 dua</i>	<i>Low Density</i>
<i>SF-5</i>	<i>Detached single family, duplex, attached</i>	<i>5 dua</i>	<i>Low Density</i>
<i>MR-1</i>	<i>Detached single family, duplex, attached, multi-plex, townhouse</i>	<i>4 dua</i>	<i>Low Density</i>
<i>MR-2</i>	<i>Detached single family, duplex, attached, multi-plex, townhouse</i>	<i>8 dua</i>	<i>Moderate Density</i>
<i>MUR</i>	<i>Detached single family, duplex, attached, multi-plex, townhouse, apartment</i>	<i>24 dua</i>	<i>Low-Rise Multifamily</i>
<i>Commercial</i>	<i>Townhouse, apartment</i>	<i>48 dua</i>	<i>Low-Rise Multifamily</i>
<i>Town Center</i>	<i>Townhouse, apartment</i>	<i>48 dua</i>	<i>Low-Rise Multifamily</i>
<i>BP</i>	<i>Apartment</i>	<i>N/A</i>	<i>Low-Rise Multifamily</i>

Step 3: Relate zone categories to potential income levels and housing types served.

Commerce advises that in order to ensure land capacity for all income segments, in Step 3 certain assumptions need to be made about the types of housing each household category is likely to occupy. Jurisdictions have leeway in how to accomplish this task. For Edgewood, we have documented these assumptions consistent with the model provided by Commerce in Exhibit 12 of their document, with one modification which is excluding Mid-Rise Multifamily since that housing type is not present in the City; See Table B-3.

Table B-3: Zone categories and potential income levels served

Zone category	Housing types allowed	Lowest Potential income level served		Assumed affordability level for capacity analysis
		Market Rate	With subsidies and/or incentives	
<i>Low Density</i>	<i>Detached single family homes</i>	<i>Higher income (>120% AMI)</i>	<i>Not typically feasible at scale</i>	<i>Higher income (>120% AMI)</i>
<i>Moderate Density</i>	<i>Townhomes, duplex, triplex, quadplex</i>	<i>Moderate income (>80-120% AMI)</i>	<i>Not typically feasible at scale</i>	<i>Moderate income (>80-120% AMI)</i>
<i>Low-Rise Multifamily</i>	<i>Walk up apartments and condominiums (2 to 2 floors)</i>	<i>Low income (>50-80% AMI)</i>	<i>Extremely low and Very low income (0-50% AMI)</i>	<i>Low income (0-80% AMI) and Permanent Supportive Housing (PSH)</i>
<i>ADUs (All zones)</i>	<i>Accessory dwelling Units on developed residential lots</i>	<i>Low income (>50-80% AMI)</i>	<i>N/A</i>	<i>Low income (> 50-80% AMI)</i>

Adapted from Commerce's "Guidance for Updating Your Housing Element" Exhibit 12

Step 4: Summarize capacity by zone category

In Step 4 we summarize the land capacity for housing production by zone category. This is essentially a “sorting” exercise. We estimate that there is capacity for 2,109 units in the low-density category, 128 units in the moderate density category and 1,349 units in the low-rise multifamily category in addition to capacity for ADUs (not calculated) as show in Table B-4:

Table B-4: Edgewood Building Capacity Summarized by Zone Category

Zone	Unit Capacity	Assigned zone category	Capacity in zone category
SF-2	833	Low Density	2,109
SF-3	1,023		
SF-5	128		
MR-1	125		
MR-2	128	Moderate Density	128
MUR	340	Low rise multifamily	1,349
Commercial	177		
Town Center	520		
BP	312		
All - ADU's	Not calculated	ADU's	Not Calculated

Step 5: Compare projected housing needs by capacity

For Step 5, Commerce advises that we should compare the jurisdiction's projected housing needs by income level to capacity in order to assess if there is sufficient capacity to accommodate needs at all income levels. Housing needs are aggregated among the zone categories.

For Step 5 we populated Table B-5 to show the housing need as allocated by Pierce County for the years 2020-2044.

Table B-5: Edgewood Projected Housing Needs compared to Available Capacity (2020-2044)

<i>Income Level (% AMI)</i>	<i>Projected housing need</i>	<i>Zone categories serving these needs</i>	<i>Aggregated housing needs</i>	<i>Total capacity (from Step 4)</i>	<i>Capacity: surplus or deficit</i>
0-30% PSH	418	<i>Low rise multifamily</i>	1,524	1,349	-175
0-30% Other	310				
>30-50%	445				
>50-80%	351				
>80-100%	151	<i>Moderate density</i>	288	128	-160
>100-120%	137				
>120%	585	<i>Low density</i>	585	2,109	1,524

PSH = Permanent Supportive Housing

When the total projected housing needs are compared to the total capacity for housing growth, there is a surplus of capacity overall. However, when capacity for each zone category is compared to housing needs at the associated income levels, we find there is a deficit of capacity for housing with the potential to serve households at 120% of AMI or below, and a surplus of units in the low density category which would likely serve households above 120% of AMI.

In other words, the results of our evaluation show that Edgewood, under the current zoning, appears to have a deficit in housing capacity for the income bands below 120% AMI.

Emergency Housing must also be accommodated. RCW 36.70A.070(2)(c) sets out the Cities must demonstrate their capacity to accommodate Emergency Housing in their development regulations. Edgewood must be able to accommodate 147 emergency

“beds” in the next 20-year planning period. Emergency Housing and Emergency Shelters are both allowed with a Conditional use Permit in the MUR and BP zoning districts, and additionally allowed as permitted uses in the Town Center, Commercial and Industrial zoning districts. As shown in the exhibit above, under “Growth Targets,” the County’s BLR showed that the city has a healthy surplus of available land to accommodate employment (job) growth which corresponds to these zones. As such, we can confirm that the city can meet the target for emergency housing.

Step 6: Implement actions to increase capacity for one or more housing needs. Then reassess capacity (Step 1) based on actions.

Commerce advises that if the comparison in step 5 shows a lack of capacity in one or more income categories, jurisdictions must identify and implement actions to address the projected deficit.

In the next section, we partially re-run this analysis according to zoning changes.

HOUSING AFFORDABILITY ANALYSIS – PROPOSED ZONING

Edgewood is considering changes to its Future Land Use Map (FLUM) and Zoning Maps. In many areas, lands are proposed to be “upzoned” which allows increased density and therefore additional capacity. In general, the increases are directed to occur in locations where there are not sensitive environmental areas (although the critical area protections could still limit development regardless of zoning, thereby limiting the extent to which an upzone could have effect) and are directed to occur where sufficient infrastructure is in place or can be available. The city’s adoption of an updated General Sewer Plan (GSP) and future projects to expand sewer access makes upzoning certain lands possible (within geographic constraints).

In this part of our analysis, we will re-assess the results of the step 5 with some adjustments for the proposed zoning scheme. This was done on a limited basis. We did not re-run the entire analysis as doing so would be tremendously time-consuming and

produce limited benefit. Instead, we determined the key variables having the most significant impact on our outcome; that is, by focusing on key changes between the current zoning map and the proposed zoning map we can ensure that the mapping change closes the gaps identified in potential housing affordability.

This is not a simplistic effort. Rebalancing the numbers to match the changes to the map is complex; for example a ten acre vacant parcel that is upzoned from SF-3 to MR-2 would need to be accounted as a change among zone categories (from low-density to moderate-density) and the housing capacity number would also change (increase) because of the change to building entitlement. We used data provided in the BLR to obtain reliable numbers for our assumptions (including the Edgewood residential density trends observed between 2013-2020 that were documented in the BLR at Table 8-2) and to maintain consistency.

Some examples of changes that were not analyzed include:

- An upzone of SF-2 lands to SF-3 and MR-1 will result in increased capacity numbers. However, the zoning categories among all these zones is the same (Low Density) and so no gain in housing capacity for the income bands below 120% of AMI will be realized. Thus, we did not do those calculations.
- Upzoned lands that were identified as “Pipeline” or were either built out or unbuildable were passed over. We didn’t change the assumptions in that part of the data. This work required a geo-spatial analysis in GIS. We needed to compare the current zoning scheme to the proposed zoning and additionally use the geographic data from the BLR indicating the locations of vacant, vacant-single-unit, and underutilized properties.

The following adjustments were identified:

1. Lands that were upzoned from SR-3 to MR-2 included a count of 12 VSUs plus 33 acres which resulted in 12 units subtracted from SR-3 and 12 units added to MR-2 as well as the addition of 283 homes to MR-2 (moderate density) and the subtraction of 47 homes from SR-3 (low density).
2. We subtracted 97 homes from the MR-2 count (moderate density) and added 252 homes to Town Center count (low rise multifamily) as 11.16 acres of vacant land

was upzoned and the assumed density values of Town Center far exceed that of lands zoned MR-2.

3. Lands upzoned from SR-3 to MUR results in the subtraction of 3 vacant-single-unit counts from SR-3 (low density) and the addition of 9 units to MUR (low rise multifamily) (this is a conservative approach because it is possible that many more units could be developed in MUR).
4. We can assume an addition of 44 units to the MUR zone (low rise multifamily) and a reduction of 7 units from the SR-3 zone (low density) inventory to account for 2.14 vacant acres plus approximately 3 acres of underutilized land.

In summary, there was a reduction of 57 units from the Low Density zoning category; a net increase of 186 units in the Moderate Density zoning category and an increase of 305 units to Low Rise Multifamily.

Table B-6 shows the results; the first four columns are identical to what is shown for Table B-5; the last two columns provide adjusted values.

Table B-6: ADJUSTED Edgewood Projected Housing Needs compared to Available Capacity (2020-2044)

<i>Income Level (% AMI)</i>	<i>Projected housing need</i>	<i>Zone categories serving these needs</i>	<i>Aggregated housing needs</i>	<i>Total capacity ADJUSTED (ESTIMATE)</i>	<i>ADJUSTED (ESTIMATE) Capacity: surplus or deficit</i>
<i>0-30% PSH</i>	<i>418</i>	<i>Low rise multifamily</i>	<i>1,524</i>	<i>1,654</i>	<i>+130</i>
<i>0-30% Other</i>	<i>310</i>				
<i>>30-50%</i>	<i>445</i>				
<i>>50-80%</i>	<i>351</i>				
<i>>80-100%</i>	<i>151</i>	<i>Moderate density</i>	<i>288</i>	<i>314</i>	<i>+26</i>
<i>>100-120%</i>	<i>137</i>				
<i>>120%</i>	<i>585</i>	<i>Low density</i>	<i>585</i>	<i>2,052</i>	<i>+1,467</i>

PSH = Permanent Supportive Housing

CONCLUSIONS AND RECOMMENDATIONS

As shown in Table 3, Commerce provides cities with the option to consider how construction of ADUs will contribute to the affordable housing supply. For the purposes of our analysis, we did not need to contemplate this factor chiefly because the Buildable Lands Report did not account for ADUs. However, there is some additional capacity that could be realized. Edgewood must allow two ADUs per lot on all lots that allow single family homes per recent legislation (HB 1337). The City may place limitations based on sewer availability and critical areas. Historically, ADU participation within the City has been low and yet ADUs may already serve an important function in Edgewood by providing affordable housing and that may increase in the years to come if more units are built.

Additionally, Edgewood will soon need to adopt amendments to its zoning code for the state's Middle Housing requirements (HB 1110). Edgewood is a Tier 3 City and as such must broaden the allowed uses in many of its zoning districts to accommodate increased density. This will change how properties may be developed and will also result in an increased supply (and, presumably, an increase supply in less expensive housing) which has not been assessed.

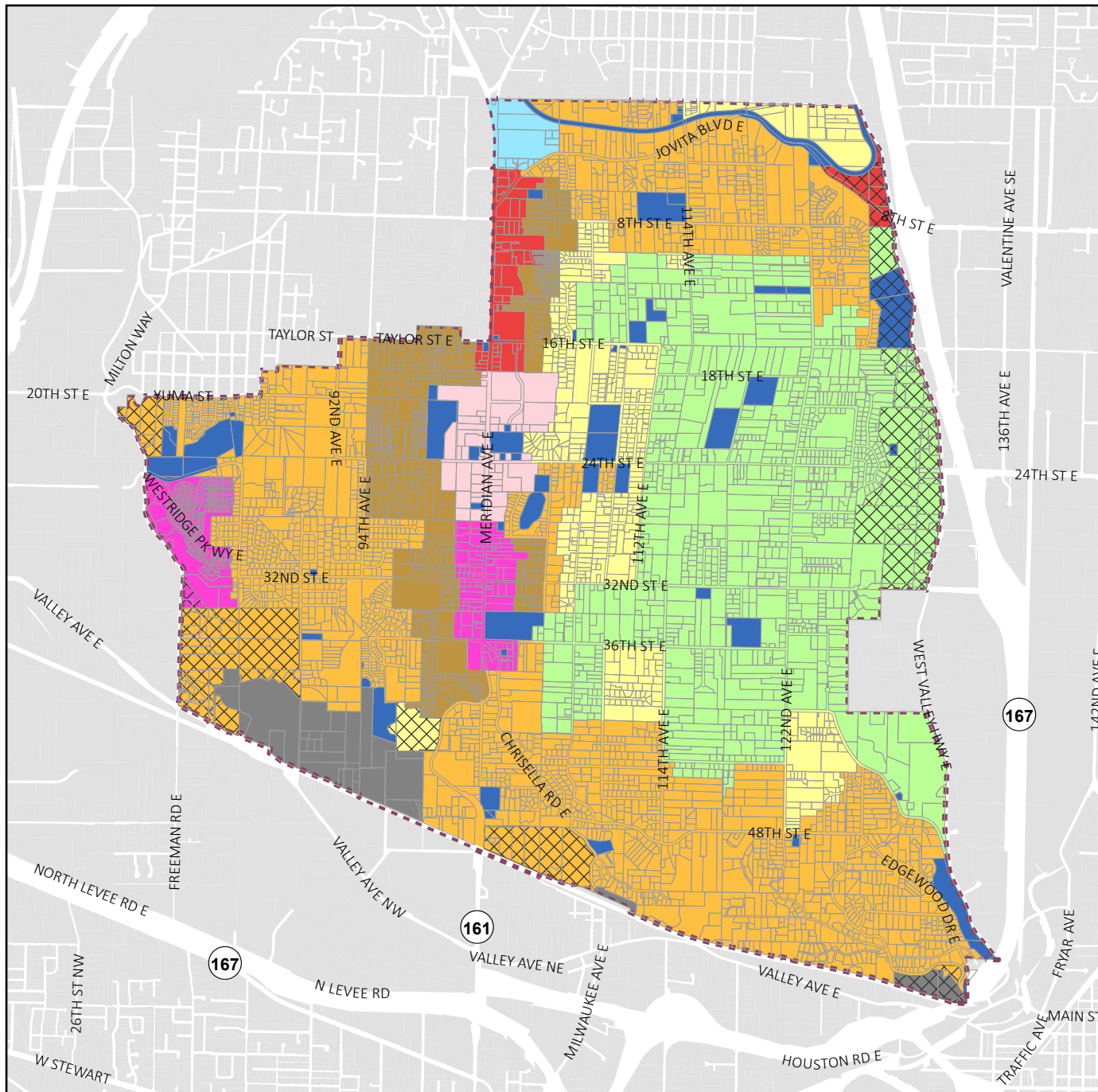
Our analysis, which had a limited scope, confirms that Edgewood will supply sufficient housing zoning if the proposed zoning map is approved. In the future, the city may want to perform a full and revised land capacity analysis (with recalibrated assumptions including consideration for ADU development and Middle Housing changes, and with a full geo-spatial analysis) to ascertain a more complete build-out scenario.

**FUTURE LAND USE MAP
EFFECTIVE JANUARY 1, 2025
ORD. 24-0669**

-  City Limits
-  Special Land Use Study Overlay
-  Residential - 1
-  Residential - 2
-  Mixed Residential Low
-  Mixed Residential Moderate
-  Mixed Use Residential
-  Commercial
-  Town Center
-  Public
-  Business Park
-  Industrial



0 0.25 0.5 1
Miles

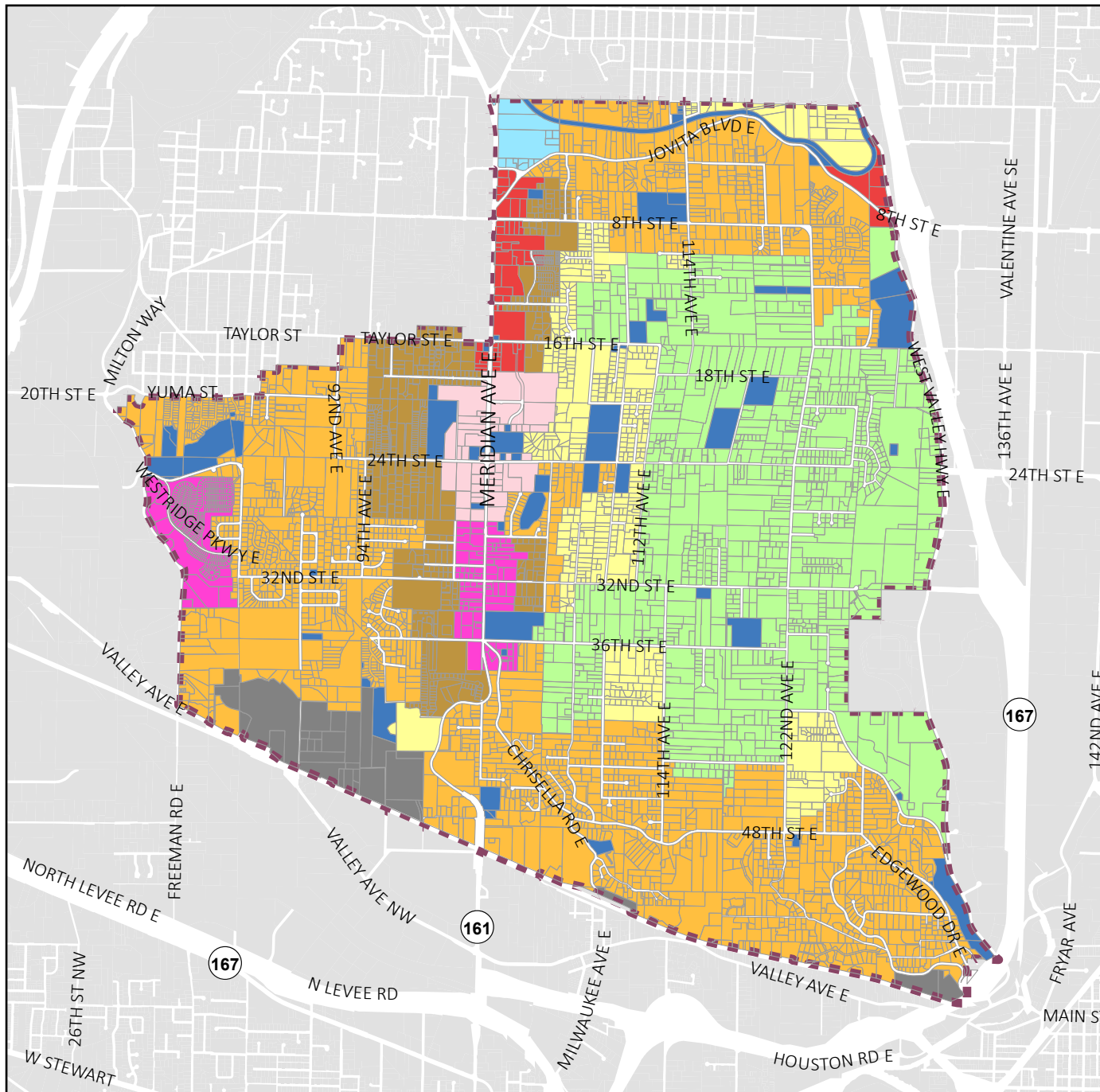


ZONING MAP
EFFECTIVE JANUARY 1, 2025

-  City Limits
-  Single-Family 2 (SF-2)
-  Single-Family 3 (SF-3)
-  Single-Family 5 (SF-5)
-  Mixed Residential 1 (MR-1)
-  Mixed Residential 2 (MR-2)
-  Mixed Use Residential (MUR)
-  Commercial (C)
-  Town Center (TC)
-  Public (P)
-  Business Park (BP)
-  Industrial (I)



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Miles





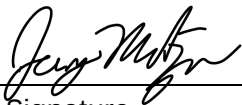
State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS)

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

Issued:	October 6, 2024
File:	#24-007-CODE, 2024 Comprehensive Plan and General Sewer Plan Update
Lead Agency:	City of Edgewood
Staff Contact:	Jeremy Metzler, PE, Community Development Director 253-952-3299 comdev@cityofedgewood.org
Proponent:	City of Edgewood
Location:	City of Edgewood located in northern Pierce County, Washington. The proposal is for all areas within the City of Edgewood municipal boundaries.
Proposal:	The proposal is a non-project action that includes the periodic review and update of the City of Edgewood Comprehensive Plan as required by the Growth Management Act (GMA) RCW 36.70A, together with adoption of a General Sewer Plan Update. Visit the project webpage via cityofedgewood.org/434 for more information. <u>2024 Comprehensive Plan Update:</u> The Comprehensive Plan outlines community vision next 20-years. It identifies goals and policies to help the achieve that vision, creates a basis for the City's regulations, and guides future decision-making. This update builds upon the City's existing Comprehensive Plan and contains analysis, goals and policies for various plan elements, such as natural environment, land use and zoning, Town Center, housing, transportation, parks and recreation, capital facilities and utilities, energy, and economic development. A periodic update to this plan is required for Washington State Growth Management Act (GMA) compliance and ensures consistency with Puget Sound Regional Council's (PSRC) VISION 2050 Plan and Pierce County's Countywide Planning Policies. <u>2024 General Sewer Plan (GSP) Update:</u> This update addresses planning needs for wastewater collection and transmission with a phased implementation over a 6, 10, and 20-year planning period. The GSP evaluates proposed policies, future infrastructure projects, and operation and maintenance activities for a collection system that would serve as a backbone for the entire city. See enclosed SEPA Environmental Checklist and the Draft 2024 Comprehensive Plan for more information.
Existing Documents:	All existing environmental documents and studies associated with this proposal are available on the City of Edgewood Permit Portal via portal.cityofedgewood.org by searching the File No. 24-007-CODE. - SEPA Environmental Checklist dated October 4, 2024; - DRAFT 2024 City of Edgewood Comprehensive Plan; - DRAFT 2024 General Sewer Plan; - City of Edgewood Economic Profile Analysis prepared EConorthwest, dated August 26, 2024); - City of Edgewood Housing Land Capacity Analysis (AHBL, Inc., dated October 2, 2024); and 2024 City of Edgewood Americans with Disabilities Act (ADA) Transition Plan Analysis (Transpo Group).

SEPA: 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(2)(c). This decision was made after review of an Environmental Checklist and other information on file with the City. This DNS is issued under WAC 197-11-340(2).

SEPA Responsible Official:



Signature

10/4/2024

Date

Jeremy Metzler, PE, Community Development Director

Comment Period: Written comments may be submitted until November 6, 2024 by 5:00 PM via email, mail, or in-person via comdev@cityofedgewood.org or City of Edgewood, 2224 104th Avenue East, Edgewood, WA 98372.

Open House: The City of Edgewood is hosting a Public Open House on October 23rd at 6 PM with a formal presentation to in-person and virtual attendees. Virtual attendees for the open house may submit any comments or questions to comdev@cityofedgewood.org.

In-person:

City of Edgewood
City Hall, Council Chambers
2224 104th Ave East, Edgewood, WA 98372

Virtual (presentation only):

Join virtually via Zoom by visiting zoom.us/join
Meeting ID: 970 6596 9184

Public Hearing: The City of Edgewood Planning Commission will hold a public hearing for the Comprehensive Plan Update on November 6, 2024 at 6:00 PM. A public hearing for the GSP Update will be held on October 14, 2024 at 6:00 PM (a separate Notice of Public Hearing for the GSP was issued on September 29, 2024). Members of the public can attend and participate in person at Edgewood City Hall, Council Chambers, 2224 104th Ave East, Edgewood, WA 98372 or virtually via Zoom by visiting zoom.us/join using Meeting ID: 970 6596 9184. Meeting information is available at cityofedgewood.org/calendar.

Appeals: Appeals for this threshold determination must be made to the City of Edgewood pursuant to EMC 20.05.250(J). Per EMC 20.05.250(E) appeals will be accepted until 5:00 PM on November 13, 2024. Appeals must be submitted in writing along with the appeal fee via the City's permit portal: portal.cityofedgewood.org.

Morgan Dorner

From: Derek SELLERS <dereksellers@outlook.com>
Sent: Monday, April 15, 2024 10:23 PM
To: comdev
Subject: Clarification in response on transportation survey

On the transportation survey I had a limited number of things I could select as a priority and so I pushed hard for walking and biking and public transportation as things the city should focus on. As an EV owner though I do have some insight on the topic of chargers that I think would be useful to consider.

When we're talking about specifically public EV chargers, we usually are talking about level 2 chargers (220V ones that take a number of hours to charge up a car) or level 3 chargers (350-800V chargers that take 15-45 minutes to charge a car depending on if the car can handle higher voltages and how big the battery is)

The level 2 ones are pretty low complexity, about the same as putting in a special outlet for a drier or an electric range, or a power tool, and most of us with single family homes can easily get that permitted and installed ourselves, and we generally prefer to plug in while we're at home anyway and just pay low electricity rates to PSE rather than pay marked up pricing to level 3 charger system operators.

I don't personally see the utility of putting level 3 chargers in Edgewood. Those are generally for people going on long road trips where they can't get to their destination and back home in a single go, and those kind of chargers are best placed near freeway exits or on major arterials where there is also abundant shopping or eating establishments that the person can occupy themselves with for the 15-45 minutes it takes their car to charge. If anything, I would say the Serene Lake shopping center in Milton would be a good place for a few of those chargers but nowhere in the limits of Edgewood really.

Unless the city of Edgewood wants to build a shopping center/strip mall geared toward people passing through on Meridian rather than catering to residents then I would say don't bother with the level 3 charge stations, and don't just put level 3 stations at city hall or at the bank where there's nothing to occupy someone's attention for several minutes either.

On the other hand, I think the biggest need for Edgewood residents who want to electrify their transport but cannot put in their own chargers is in would be residents of the multi family housing developments along Meridian. Something will need to be done to accommodate those residents.

Lots of access to public transportation and other modes of transport is huge for those developments, which is one of the reasons I chose to highlight those especially in my response to the survey. Still, many of them will want to buy plug in hybrids and fully electric cars, but will not have a convenient place to plug in.

I think the answer there may need to be some sort of incentive or some sort of regulation requiring multifamily housing developments to supply some baseline level of access to level 2 chargers at dedicated parking spaces on their properties.

Another interesting idea might be something akin to an EV parking garage along Meridian, with level 2 chargers available for people living in multi family homes to use overnight and folks entering the city to work to use during the day. With vehicle to grid charging capabilities coming online this year, it also could be an interesting thing that could help PSE with peak usage shaving and provide some additional resilience to public and commercial buildings that share a grid with this kind of parking lot.

The city of Utrecht in the Netherlands pioneered this type of parking structure for EVs, if it sounds interesting I recommend watching https://youtu.be/L_BYDKz3_Jg?si=pgEaGIWgvsfGctrJ

In any case, I think that if Edgewood considers doing anything with EVs at all, those are the kinds of things worth doing.

Regards,
Derek Sellers

Sent from my iPhone

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

Morgan Dorner

From: City Hall
Sent: Friday, September 13, 2024 8:07 AM
To: comdev
Subject: FW: Draft Energy Plan

Categories: Morgan

Received via city hall email.



Jennifer Bartelson | Office Manager

Direct: 253-392-2428 | City Hall: 253-952-3299

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: Derek SELLERS <dereksellers@outlook.com>
Sent: Friday, September 13, 2024 1:37 AM
To: City Hall <cityhall@cityofedgewood.org>
Subject: Draft Energy Plan

I read the draft energy element of the comprehensive plan attached to the most recent city council meeting minutes and I must say I am quite impressed with the way it went about addressing energy conservation/ independence and mitigating climate change! As an enthusiast (as opposed to an expert) on the topic, I have a few points of feedback I would like to put forward for the council's consideration:

Goal E.2 - 100% love this, love everything in the transportation element for making the city more walkable and bike-able. If 402 came more than once an hour it would actually be a useful route, and I really hope Pierce County Transit agrees with me by the time the South Federal Way light rail station comes online. In terms of what the city has control over, I think one council member recently mentioned a connector shuttle bus for physically impaired folks to get around the city, I think that idea definitely has merit if it's a "yes and" solution to getting folks to the town center in addition to all the fabulous biking and walking trail plans!

Goal E.3 - Another relatively simple thing the city might consider is adding an outlet to the base of street lamps near on-street parking or on public facilities. Most EV owners carry a charger with them that can trickle charge from a regular wall outlet. This would be invaluable for anyone who has an EV and lives in a multi-family facility without dedicated EV charging.

Goal E.4 - I would like to suggest adding a bullet that encourages on-site energy storage as well, be it residential or commercial scale. Coming hot topics will include siting of large grid-scale energy storage facilities in industrial and commercial zones, and tying that together with electric vehicles and in-home

battery backup facilities into "virtual power plants" that allow individuals and businesses to make a little extra money by sharing power they've stored on site with their neighbors and taking pressure off PSE's infrastructure during peak usage times. It would behoove the City if the comp plan to mentioned streamlining the permitting process for this novel kind of energy infrastructure, because its likely going to take off as a big deal before the next time the city revisits their plan.

Goal E.5d - I love this! I would expand on it with verbiage to the effect of encouraging placement of 220v circuits in any new off-street parking facilities on single-family residences and requiring a minimum percentage of parking spots with EV chargers for multi-family parking lots.

Goal E.6 - It would be good to mention mitigations of climate change impacts that community members would particularly be vulnerable to. Such as:

- Scaling up surface water drainage requirements and mitigation efforts due higher chance of flooding from increased rainfall
- Re-evaluate landslide risk based on updated climate models
- Creating materials or having a program to assist homeowners with managing undergrowth on their properties and implementing defensive landscaping techniques to help protect their homes from wildfire during dry months
- Encourage installation of home air and water filtration systems to handle smokey summers and increased likelihood of waterborne pathogens
- Provide cooling centers for those without central HVAC or are without power during excessive heat events

Regards,
Derek Sellers

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Outlook

Citizen Input on Edgewood Comprehensive Plan

From John Brauneis <john.brauneis@gmail.com>
Date Wed 10/23/2024 8:17 PM
To Jeremy Metzler <jeremy@cityofedgewood.org>

*This message is from an External Sender

Sir,

I reside at 4122 Caldwell Rd E and would like to voice my opposition to opening Caldwell Rd E up to West Valley HWY E. Caldwell Rd E is not suited to serve as an artery into Edgewood. Unlike Edgewood Drive E, Caldwell Rd E does not have adequate shoulders and is very narrow. The neighborhood enjoys limited traffic and as a result is the go to walking trail in the area serving dozens of residents, young and old alike. This neighborhood also has more than a dozen school aged children that are able to ride their bikes freely on Caldwell Rd E without fear of being run down by pass through commuter traffic, like on 122nd. Finally, access from Caldwell Rd E directly to West Valley HWY E will remove a natural barrier that protects Edgewood residents from the higher crime found in the valley.

Please protect our community from this bad idea, the Caldwell Rd E expansion. Thank you for your service to our community and may God bless you and guide your decisions.

Kindest Regards,
JOHN BRAUNEIS
4122 Caldwell Rd. E
Edgewood, WA 98372
(253) 455-0699

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



Outlook

Long Term Intersection Projects - I02

From John Brauneis <john.brauneis@gmail.com>

Date Thu 10/24/2024 3:25 PM

To Jeremy Metzler <jeremy@cityofedgewood.org>

 2 attachments (52 KB)

Screenshot 2024-10-24 at 3.14.22 PM.heic; ATT00001.txt;

*This message is from an External Sender

Sir,

Referencing the attached figure, does I02 refer to the plan to connect Caldwell Rd E with West Valley HWY E?

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

From: Katie Afichuk <katie.afichuk@kidder.com>
Sent: Thursday, October 24, 2024 10:49 AM
To: comdev
Subject: Edgewood Updates

Follow Up Flag: Follow up
Flag Status: Completed

***This message is from an External Sender**

Hi there!

My name is Katie, I am a fairly new resident in Edgewood! I would love to get more information on the Comprehensive development plan, I am a licensed commercial broker at Kidder Mathews and am excited to see what comes of the retail and office spaces in the area.

I was also very curious on how I can get more involved in the community when it comes to town meetings and so on, very interested in getting my foot in the door!

Thanks again!

Katie Afichuk

Client Services Coordinator to The Frame Team

KIDDER MATHEWS

1201 Pacific Ave, Suite 1400, Tacoma, WA 98402

T 253.722.1430 | C 253.709.8878

katie.afichuk@kidder.com | [The Frame Team](#) | [kidder.com](https://www.kidder.com)

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Re: Long Term Intersection Projects - I02

From John Brauneis <john.brauneis@gmail.com>
Date Fri 10/25/2024 9:18 AM
To Jeremy Metzler <jeremy@cityofedgewood.org>

***This message is from an External Sender**

Mr. Metzler,
Thank you for your time and effort on behalf of our community! The rumor mill had been spinning out future "plans" for the past few years and I'm relieved that they were groundless. We found the open house to be well worth our time. Thank you!
Kindest,
John
Sent from my iPhone

On Oct 25, 2024, at 08:44, Jeremy Metzler <jeremy@cityofedgewood.org> wrote:

Mr. Brauneis – I02 refers to improvements at Caldwell and 129th, specifically adjusting the grades to address neighborhood complaints about scraping of vehicles, as well as to enable the City and it's contractors to properly maintain 129th Ave E. More details are available on Page 69 of the Capital Improvement Plan, Project T-13, found here: <https://edgewoodwa.portal.civicclerk.com/event/840/files/attachment/5568>. Please let me know if you have any other questions, and thank you for reaching out!

Jeremy Metzler, P.E. | Community Development Director

<image001.jpg>

Direct: 253-831-4266 | **City Hall:** 253-952-3299

<http://cityofedgewood.org>

2224 104th Ave E., Edgewood, WA 98372

*Working Hours: Tuesday through Friday, 7:30a to 5:30p, **Limited on Mondays***

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From: John Brauneis <john.brauneis@gmail.com>
Sent: Thursday, October 24, 2024 3:25 PM
To: Jeremy Metzler <jeremy@cityofedgewood.org>
Subject: Long Term Intersection Projects - I02

***This message is from an External Sender**

Sir,

Referencing the attached figure, does I02 refer to the plan to connect Caldwell Rd E with West Valley HWY E?

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Outlook

Comments on Proposed Edgewood Comp Plan

From FRED ALBERT <fmalbert@msn.com>

Date Mon 10/28/2024 2:54 PM

To Jeremy Metzler <jeremy@cityofedgewood.org>

 1 attachments (218 KB)

Proposed City of Edgewood Comp Plan comments.pdf;

***This message is from an External Sender**

Thank you for the open house meeting.

Respectfully,
Fred Albert

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

Comments on the 2024 Comprehensive Plan

Proposed Zoning Map:

- Looking at the proposed zoning map and the Town Center, it is stated mixed use with residential on upper floors with commercial on the ground level. Note that the economic section always starts out with restaurants as the example of commercial use. How will this plan accommodate businesses like a grocery store? Edgewood's lack of a grocery store has been brought up on multiple occasions.

Transportation:

- How will our plan integrate with the surrounding towns using multiple modes of transportation?
- Having ridden my bike to get to the Sounder is not for the faint hearted especially at 5:30 in the morning or coming home in the evening. When the light rail gets to Tacoma from Federal Way, how will we be able to use that service?
- **Looking at the Sound Transit website, I found this statement:**
 - The Tacoma Dome Link Extension (TDLE) project is currently in the environmental review phase of planning. As part of this phase, Sound Transit develops conceptual design and prepares an Environmental Impact Statement that evaluates the potential impacts of the project. Through this work, **we found the need to consider more station options in Fife and an additional route and associated station options in the South Federal Way/Milton area.** There are no other alternatives being proposed in Tacoma. The city should be advocating with Milton on placement of stations for the light rail.
- The plan calls for being environmentally aware, but at this point it seems like it is heavily focused the individual car if you don't live along the Meridian corridor.

Growth:

- At the open house last week, the subject of school capacity came up and it was assured that the the city was working with the school districts (principally Puyallup), on how to accommodate the growth. What is the plan on how to remodel and increase student capacity when we only have one school (Northwood) that connected to sewer? What that means is Mt View elementary, Edgemont and Hedding are on septic systems.

Respectfully,

Fred Albert

12115 45th Street Ct. E.

Edgewood, WA 98372

Morgan Dörner

From: Richard <rbeckhamii@yahoo.com>
Sent: Tuesday, October 29, 2024 8:25 AM
To: comdev
Subject: Concerns for Town Hall Meeting

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Morgan

*This message is from an External Sender

Hello,

Here are several concerns that I would like addressed in the meeting next week.

Will citizens be forced to pay tens of thousands of dollars to convert to sewer when most of us are on septic?

The changes to zoning do not seem to affect the bigger lots east of Meridian, so does this allow developers or individuals to buy lots in other pre-existing neighborhoods, bulldoze the houses, and build townhomes or condos where they weren't previously allowed?

Will any current ordinances, particularly for noise pollution, change as the population grows?

Richard Beckham

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

From: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>
Sent: Friday, November 8, 2024 1:42 PM
To: Morgan Dorner
Cc: Sears, Tricia (DNR); Guida, Eric (COM)
Subject: Edgewood's Comprehensive Plan Amendment update (Commerce ID# 2024-S-7563): WGS comments

***This message is from an External Sender**

11/8/24

Hello Morgan,

In keeping with the interagency correspondence principles, I am providing you with comments on Edgewood's Comprehensive Plan Amendment update (Commerce ID# 2024-S-7563).

For this proposal submitted via Planview, I looked at the proposal and focused on areas related to WGS work. Of note, but not limited to, I look for language around the geologically hazardous areas, mineral resource lands, mining, climate change, and natural hazards mitigation plans.

Specifically in this proposal, I reviewed the Draft 2024 Comprehensive Plan Update PDF. I looked at the Introduction, Natural Environment Element, and Land Use Element. Overall, a nicely written document.

In the Natural Environment Element, the introduction is very nice. Thank you for including information about the legislation, hazard mitigation plans, geologic hazards, and climate change.

Figure 1 Steep Slopes, Figure 2 Flood Hazards, Figure 3 Wetlands are maps for critical areas. Under geologically hazardous areas, the hazards are erosion, steep slopes, landslides, seismic, and volcanic mudslide (lahars). Suggest mentioning/referring to the related map, Figure 1, for the steep slopes description. Maps of the other hazards are not included. If you have maps for those hazards, suggest including a reference to them.

Goal NA-5 looks good.

In the Land Use Element, it's good that there is a reference to additional information in the Natural Environment Element.

Below, I include our usual language for future endeavors.

Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in current or future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general:

- Consider adding a reference to WAC 365-190-120 geologically hazardous areas for definitions in other areas besides the CAO. In addition, consider adding a reference to WAC 365-196-480 for natural resource lands.

- Consider adding a reference to the WGS Geologic Information Portal in other areas besides the CAO. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. [Geologic Information Portal | WA - DNR](#)
- If you have not checked out our Geologic Planning page, you may wish to do so. [Geologic Planning | WA - DNR](#)

Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 12/3/24.

Cheerio,
Tricia

Tricia R. Sears (she/her/hers)
Geologic Planning Liaison
Washington Geological Survey (WGS)
Washington Department of Natural Resources (DNR)
Cell: 360-628-2867 | Email: tricia.sears@dnr.wa.gov

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

From: DFW R6SSplanning <R6SSplanning@dfw.wa.gov>
Sent: Wednesday, November 27, 2024 10:02 AM
To: Jeremy Metzler; comdev
Cc: Lentes, Gwendolen A (DFW); Winter, Elliott (DFW); Bryant, Jessica (DFW); Penk, Miles A (DFW); Eberly, Jennifer C (DFW); Whittaker, Kara A (DFW); Berejikian, Marian (DFW); DFW R6SSplanning
Subject: WDFW Comments on City of Edgewood's Comprehensive Plan
Attachments: [WDFW Letter For Edgewood Comprehensive Plan.pdf](#)

***This message is from an External Sender**

Hello Jeremy Metzler,

Please see the attached letter for WDFW comments on the City of Edgewood's 2024 Comprehensive Plan draft update. We request that these comments be considered and included in the public comment record for this update. Additionally, we request that this letter be added to the public input sections of both the December 9th Planning Commission meeting and the December 10th City Council meeting.

If there are any questions or concerns regarding our comments, don't hesitate to reach out for clarity.

Thank you,

Jessica Bryant (she/her)
Regional Land Use Lead – Region 6
Washington Department of Fish and Wildlife
Jessica.Bryant@dfw.wa.gov
(564) 669-4755

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



State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Coastal Region • Region 6 • 48 Devonshire Road, Montesano, WA 98563-9618
Telephone: (360) 249-4628 • Fax: (360) 249-1229

November 27, 2024

City of Edgewood
ATTN: Jeremy Metzler, PE, Community Development Director
2224 104th Ave East
Edgewood, Washington 98372

Subject: WDFW Comments on the City of Edgewood 2024 Draft Comprehensive Plan, Case ID 2022-C-304

Dear Mr. Metzler,

On behalf of the Washington Department of Fish and Wildlife (WDFW), we offer our comments on the 2024 draft Natural Environment chapter of the City of Edgewood Comprehensive Plan as part of the current periodic update under the Growth Management Act (GMA). WDFW is dedicated to preserving, protecting, and perpetuating the state's fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities.

In recognition of our responsibilities, we submit the following comments for the City of Edgewood's 2024 draft comprehensive plan updates; acknowledging other comments may be offered in the future. We strive to maintain contact throughout this update process and look forward to engagement opportunities in the future.

Natural Environment Element

Draft Language (with WDFW suggestions in red)	WDFW comment
Figure 3: Critical Areas - Wetlands	Jovita Stream is only shown as a wetland on this map. Due to the City of Edgewood adopting WAC 222-16-030 as the water typing system, the location of the Type-F Jovita Stream should be named to this map. WAC 222 is for forest practices by DNR and the water typing system for the forested areas of the state. The maps developed for these water types may be unreliable within urban areas. WDFW

	recommends using the SPTH₂₀₀ GIS mapping tool as an alternative to the DNR map. The Site Potential Tree Height at age 200 (SPTH ₂₀₀) tool follows the best available science outlined in WDFW's Volume 2: Management Recommendations for protecting the full functions and values of riparian management zones
<i>Water – Streams and Creeks: ...Coho salmon, steelhead and cutthroat are present in Jovita Creek, Simons Creek and Wapato Creek. Coho and steelhead spawn in Simons Creek and Jovita Creek.</i>	There has been documented chinook spawning in Simons Creek in 2021 and 2022 by the Puyallup Tribe Fisheries. The SalmonScape map shows that Jovita Creek and Wapato Creek could also support chinook spawning. We'd recommend that the City update this section to reflect this documented and potential fish use.
NA. 1c: <i>Maintain and implement development regulations that conserve and protect the functions and values of critical areas, updating development regulations as necessary to respond to advances in the best available science and changing conditions in the City.</i> • <i>Give special consideration to protecting all critical areas that provide or contribute to habitat for anadromous fish.</i>	WDFW supports this policy and Edgewood's commitment to best available science. Best available science emphasizes the importance of all streams, not just fish bearing streams, for full riparian ecosystem function. Both fish bearing and non-fish bearing streams contribute to aquatic and riparian functions that provide habitat and movement corridors for wildlife. Non-fish bearing streams were found to support fish bearing streams by contributing to the stream system's matter, energy, and by providing cool water sources for downstream reaches along with providing movement corridors for both aquatic and terrestrial wildlife. See WDFW's Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications, and Riparian Ecosystems, Volume 2: Management Recommendations for further details regarding why and how all streams should be protected.
NA. 2a: <i>Work with neighboring jurisdictions and other partners to maintain and restore natural hydrological functions on a drainage-basin level.</i>	WDFW supports this policy but we suggest strengthening this draft language by calling out the watershed plans that the City of Edgewood is involved with. Examples would be to include a statement about the Watershed Restoration and Enhancement Plan: WRIA 10 – Puyallup-White Watershed , the Puyallup and Chambers Salmon

	Recovery Lead Entity or others partnerships that Edgewood participates in.
NA. 4a: <i>Plan for and preserve habitat areas, including wildlife corridors and areas with healthy native ecosystems, through development regulations based on best available science and as part of the Parks, Open Space and Recreation Plan.</i>	WDFW supports this policy as preserving and protecting wildlife corridors aligns with our mission policy. However, we do encourage the city to strengthen the language of this policy by stating that development regulations should be based on best available science. For resources on wildlife corridors, please see WDFW's Habitat connectivity website, the Washington Wildlife Habitat Connectivity Working Group, as well as Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects.
NA. 5a: <i>Encourage new development to locate outside of geological and flood hazard areas while also taking climate resilient assessments into consideration.</i>	We suggest that climate lead analyses be considered when evaluating where new development will be located. Reviews that consider the changing flood zones may prevent future negative impacts to local developments. Please see the Climate Mapping for a Resilient Washington, as well as FEMA's Resilience Analysis and Planning Tool (RAPT).
Goal NA.6: <i>Protect and enhance the City's tree canopy.</i>	We support this goal and the policies that will guide the City to meet this goal. To help support this goal, we recommend the City look into the tree canopy studies conducted for the Puget Sound Washington Urban Canopy Project and by the City of Tacoma to determine how these studies can aid Edgewood's tree canopy work. The City of Everett created a Tree Keeper that calculates carbon dioxide uptake, stormwater control, and air pollution reduced from trees that may also be helpful for the city. Other resources to review include WDFW's change detection tree canopy data, the WA DNR website and WDFW's Habitat at Home program. We also encourage the city to develop a monitoring and adaption program that tracks tree canopy impacts over time and addresses stressors related to tree canopy impacts. WDFW has identified Oregon white oaks and its tree canopy as a priority habitat which should be

	protected in the City’s municipal code. Please see our PHS guidance, Best management practices for mitigation impacts to Oregon white oak priority habitat (2024) and the Summary Guide , focused on the land use impacts to Oregon white oaks, strategies to avoid, minimize and compensate for impacts, along with designing and implementing a mitigation plan for unavoidable impacts.
--	--

Land Use Element

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
<i>LU. 3j:</i> <i>Preserve and encourage open space as a dominant element of the community's character through parks, trails, water features, cemeteries and other significant properties that provide public benefit.</i> <i>Explore and protect local habitat connectivity by identifying opportunities to expand habitat protections and improve habitat connectivity as open space.</i>	As a part of open space, we recommend that the City of Edgewood include a statement about local and regional habitat connectivity as a new sub-policy. This sub-policy can help the City meet its tree canopy goal (Goal NA. 6) while also meeting the requirements of open space outlined in WAC 365-196-335 and fostering climate resilience using open space corridors based on the Department of Commerce’s Menu of Measures. Improvements to habitat connectivity reduce habitat fragmentation and can reduce wildlife conflicts since wildlife have a movement corridor. Resources for developing open space corridors include Landscape Planning for Washington’s Wildlife: Managing for Biodiversity in Developing Areas and Land Use Planning for salmon, steelhead and trout: A land use planner’s guide to salmonid habitat protection and recovery.
<i>[Previous] LU. 7e:</i> <i>Support low impact development measures.</i>	This policy was removed from the Land Use Goal 7 but it appears no comparable policy has replaced it. WDFW would encourage the City of Edgewood to re-include this policy for low-impact development (LID). LID can have cumulative impacts across the city to improve the urban environment while reducing impacts to the natural environment. The Department of Commerce’s Menu of Measures and Ecosystem Services Program provide resources on how to incorporate LID into development plans.

<u>LU. 7e:</u> <i>Protect the quality and quantity of water resources.</i> <i>Prohibit creating new fish passage barriers and use multi-benefit redesigns when removing existing barriers.</i>	We support efforts to protect water resources and encourage the City of Edgewood to include efforts to address fish barriers at the same time. WDFW resources regarding fish barrier location and type can be found on our website. It is important to collaborate with WSDOT and neighboring jurisdictions to plan and prioritize culvert upgrades to ensure not only fish passage benefits, but adequate projected flood flows and stormwater passage. We suggest culvert upgrades include other design considerations, especially where terrestrial species and pedestrian connectivity can be restored simultaneously (i.e., with wider bridges or culverts). Please see WDFW's climate-change-resilient culvert webpage and Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report (2017) for resources on how to incorporate climate-resiliency into culvert designs.
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Parks, Recreation, Open Space and Trails Element

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
<u>PR. 1c:</u> <i>Emphasize low maintenance and operation requirements as a high priority in the design of new park facilities. Use low-impact development and retrofitting where possible.</i>	As previously mentioned, WDFW encourages the City to use LID processed where possible during development. While there maybe small-scale projects, the cumulative impact of widespread implementation can be significant. These cumulative impacts can aid the City to reach other environmental sound goals and can assist in watershed-wide salmon recovery goals.
<u>PR 5.a:</u> <i>Work to maintain and, where feasible, improve ecosystem function and habitat connectivity in natural areas in the park system.</i>	As mentioned in our comments for <u>NA. 4a</u> and <u>LU. 3j</u> above, habitat connectivity is especially important and can be achieved through the use of open spaces across jurisdictions. We encourage the City to expand upon this policy to call out the importance of habitat connectivity and to use the resources provided above to determine where habitat connectivity can occur.

Thank you for taking the time to consider our recommendations for your comprehensive plan to better reflect the best available science for fish and wildlife habitat and ecosystems. We value the relationship we have with your jurisdiction and the opportunity to work collaboratively with you throughout this periodic update cycle. If you have any questions, need our technical assistance or resources at any time during this process, please don't hesitate to contact me at 360-280-6622 or Elliott.Winter@dfw.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elliott Winter', with a long horizontal stroke extending to the right.

Elliott Winter
Assistant Regional Habitat Program Manager
1111 Washington St. SE
Olympia, WA 98501

Cc: Gwen Lentes, Regional Habitat Program Manager (Gwendolen.Lentes@dfw.wa.gov)
Jessica Bryant, Regional Land Use Lead (Jessica.Bryant@dfw.wa.gov)
Kara Whittaker, LUCP Section Manager (Kara.Whittaker@dfw.wa.gov)
Marian Berejikian, Environmental Planner (Marian.Berejikian@dfw.wa.gov)
Miles Penk, Area Habitat Biologist (Miles.Penk@dfw.wa.gov)
Jennifer Eberly, Habitat Biologist (Jennifer.Eberly@dfw.wa.gov)

Comprehensive Plan 2024 Periodic Update



Print Name: Shawn Olsen

Reason for Interest: ☒ Citizen ☐ Business Owner ☐ City of Edgewood Representative

Check all that apply ☐ Non-profit ☐ Government agency rep ☐ Other, specify below:

Sign up for updates by providing
preferred contact information below:

E-mail Address: shawn.olsen@gmail.com

Phone Number: 206 661 0171

Mailing Address: 2612 112th Ave E.
Edgewood WA 98372

Comments/ Questions/ Notes

Reach us at comdev@cityofedgewood.org
or (253) 952-3299

N. Shawn Olsen

re: 215 + 219 105th ave E.

I would like to request rezone to BP
BP is presently on both sides of my
properties



Comprehensive Plan 2024 Periodic Update



Print Name: Jared Farmer

Reason for Interest: ☒ Citizen ☐ Business Owner ☐ City of Edgewood Representative

Check all that apply ☐ Non-profit ☐ Government agency rep ☐ Other, specify below:

Sign up for updates by providing
preferred contact information below:

E-mail Address: jfarfar.mail@gmail.com

Phone Number : _____

Mailing Address: 2809 105th Ave E
Edgewood, WA 98372

Comments/ Questions/ Notes

Reach us at comdev@cityofedgewood.org

or (253) 952-3299

Very interested in seeing more urban forestry!
(especially with the increasing temperatures)

Note on septic vs sewer -> My lot (~9,800sqft) cannot be utilized for much gardening/growing trees as the septic drainfield takes up most of my backyard.

Staff Clarification Note for Comment Legibility:

"Very interested in seeing more urban forestry! (especially with the increasing temperatures)

Note on septic vs. sewer -> My lot (~9,800sqft) cannot be utilized for much gardening/growing trees as the septic drainfield takes up most of my backyard."



Project page: cityofedgewood.org/434

Comprehensive Plan 2024 Periodic Update



Print Name: Dmitriy Karatsupa

Reason for Interest: ☒ Citizen ☐ Business Owner ☐ City of Edgewood Representative

Check all that apply ☐ Non-profit ☐ Government agency rep ☐ Other, specify below:

Sign up for updates by providing
preferred contact information below:

E-mail Address: dtk0779@gmail.com

Phone Number: (253) 632-5251

Mailing Address: 6008 Park St E
Fife WA 98424

Comments/ Questions/ Notes

Reach us at comdev@cityofedgewood.org

or (253) 952-3299

12425 20th St E, Edgewood, WA 98372

Looking for zone change



Project page: cityofedgewood.org/434

Comprehensive Plan 2024 Periodic Update



Print Name: Lawrence Denison

Reason for Interest: ☒ Citizen ☐ Business Owner ☐ City of Edgewood Representative

Check all that apply ☐ Non-profit ☐ Government agency rep ☐ Other, specify below:

Sign up for updates by providing
preferred contact information below: _____

E-mail Address: NMD1924@MSN.COM

Phone Number: 253 226 8302

Mailing Address: 12419 51ST CT E Edgewood
WA 98372

Comments/ Questions/ Notes

Reach us at comdev@cityofedgewood.org

or (253) 952-3299

PN's 042016-1102, -5012, -1121

Zoning To MUR.

Make the same as other property I

Staff Clarification Note for Comment Legibility:

"Parcel Numbers 0420016-1102, -5012, -1121

Zoning to MUR

Make the same as other property I own next to these"



Project page: cityofedgewood.org/434

Comprehensive Plan 2024 Periodic Update



Print Name: Scott and Jennifer Bartolson

Reason for Interest: ☒ Citizen ☒ Business Owner ☐ City of Edgewood Representative

Check all that apply ☐ Non-profit ☐ Government agency rep ☐ Other, specify below:

Sign up for updates by providing
preferred contact information below:

E-mail Address: jennifere@cityofedgewood.org

Phone Number : _____

Mailing Address: 10312 29th ST CT E

Comments/ Questions/ Notes

Reach us at comdev@cityofedgewood.org

or (253) 952-3299

We would like to request the following parcels be rezoned from SF-3 to MUR, Parcel 0420103079, 0420103141 and 0420103142 to be zoned consistently with the other parcels we own. (Parcels 0420103074, 0420103013, 0420103065, 0420103078, and 0420103040.)



Comprehensive Plan 2024 Periodic Update



Print Name: Paul W. Joos, M.D.

Reason for Interest: ☐ Citizen ☒ Business Owner ☐ City of Edgewood Representative

Check all that apply ☐ Non-profit ☐ Government agency rep ☐ Other, specify below:

Sign up for updates by providing
preferred contact information below:

E-mail Address: _____

Phone Number: 425-417-9955

Mailing Address: 9837 Hilltop Road
Bellevue, WA 98004

Comments/ Questions/ Notes

Reach us at comdev@cityofedgewood.org
or (253) 952-3299

The properties in the City of Edgewood need to be rezoned to expand use from straight commercial. For example vehicle storage and ministorage. Thank you.





CITY OF EDGEWOOD STAFF REPORT PLANNING COMMISSION AGENDA ITEM

Date: December 9, 2024

Title: SB 5290 Permit Review Process Code Updates

Attachments:

- Exhibit A - EMC 18.20 Redlines
- Exhibit B - EMC 18.40 Redlines
- Exhibit C - EMC 18.95.020(B)(4) Redlines
- Exhibit D - EMC 16.04 Redlines
- Exhibit E - EMC 18.90.080 Redlines
- Exhibit F - Senate Bill 5290 Consistency Checklist
- Exhibit G – Ordinance No. 24-0671 - Draft
- Exhibits H - Draft Planning Commission Recommendation

Submitted By: Josh Kubitza, AICP – Planning Manager

Background Information:

In the 2023 Regular Session, the 68th Legislature unanimously passed Second Substitute Senate Bill 5290 (SB 5290), which made various amendments to Revised Code of Washington (RCW) Chapter 36.70B, Local Project Review. This state law is intended to ensure predictability and consistency in the local permit review process. An emergency interim ordinance was passed by City Council on July 25, 2023 (Ordinance 23-0647), and extended on July 9, 2024 (Ordinance 24-0665), to address the sections 1, 5, and 6 of SB 5290 that became effective on July 23, 2023. Section 7 of SB 5290 becomes effective on January 1, 2025, and it includes significant updates to permit processing timelines, mandatory reporting, and various incentives and penalties for failing to process permits in a timely manner.

Staff has reviewed SB 5290 and completed a consistency cross-check against Title 18 and Title 16 of the Edgewood Municipal Code, see Exhibit F.

Current Discussion:

Attached for the Planning Commission's consideration is a formal recommendation to the City Council regarding the proposed amendments to Title 16 and Title 18 of the Edgewood Municipal Code (Exhibits A – E) to comply with SB 5290. A public hearing was held at last month's Planning Commission meeting (November 6, 2024), where no public comments were received. There have been no further comments or modifications requested on the final draft as of December 4, 2024. Legal counsel has completed its review and provided only minor clerical and clarity updates. As such, the attached exhibits have been slightly modified since the Public Hearing. Following the public hearing, the Planning Commission may take action by providing a recommendation to City Council.

Staff Recommendation:

Following any further discussion on the matter, the Planning Commission is invited to make a formal recommendation to the City Council on adoption of the proposed amendments to Title 16 and Title 18 of the Edgewood Municipal Code provided in Exhibits A through E. The draft adopting ordinance is also attached, for reference, as Exhibit G. Finally, a draft recommendation has been prepared by staff, included as Exhibit H for consideration.

Exhibit A

18.20.180 O definitions.

...

“Open record hearing” means a hearing held by a decision-making body that is authorized by the city to conduct such hearings, that creates the city’s record through testimony and submission of evidence and information, under procedures prescribed by the city by ordinance or resolution.

This includes an open record appeal hearing.

...

18.20.190 P definitions.

...

“Project permit” means any land use or environmental permit or license required from the city of Edgewood for a project action, including but not limited to ~~building permits,~~ site development permits, fill and grade permits, subdivisions, binding site plans, planned unit developments, conditional uses, site plan(s), shoreline substantial development permits, development plan review, site specific rezones ~~authorized by the comprehensive plan~~ which do not require a comprehensive plan amendment; but excluding adoption or amendment of ~~the a~~ comprehensive plan, subarea plan or ~~and~~ development regulations, ~~zoning of newly annexed land, area-wide rezones, and zoning map amendments~~ except as otherwise specifically included in this subsection.

...

Exhibit B

Chapter 18.40

PROCEDURES FOR LAND USE PERMITS AND DECISIONS

Sections:

- 18.40.010 Purpose.
- 18.40.020 Permit required.
- 18.40.030 Exclusions from permit requirements.
- 18.40.040 Coordination of development permit procedures.
- 18.40.050 Certain regulatory authority not affected.
- 18.40.060 Terminology and methods used.
- 18.40.070 Process types.
- 18.40.080 Process I – ~~Minor a~~Administrative approval.
- 18.40.090 Process II – ~~Major a~~Administrative action.
- 18.40.100 Process III – Hearing examiner action.
- 18.40.110 ~~Quasi-judicial map amendments – Purpose~~[Process IV – Site-specific Rezones.](#)
- ~~18.40.111 Administration of quasi-judicial map amendments.~~
- ~~18.40.112 Procedure for quasi-judicial map amendments.~~
- ~~18.40.113 Requirements for a complete quasi-judicial map amendment application.~~
- ~~18.40.114 Criteria for approval of quasi-judicial map amendment.~~
- ~~18.40.115 Conditioning.~~
- ~~18.40.116 Deadline for final decision.~~
- ~~18.40.117 Expiration.~~
- 18.40.120 Process V – Legislative review.
- 18.40.130 Preapplication conference.
- 18.40.140 Project permit applications.
- 18.40.150 Determination of completeness ~~(RCW 36.70B.070).~~
- 18.40.160 Incorrect applications.
- 18.40.170 Referral of applications.
- 18.40.180 Notice of application ~~(RCW 36.70B.060).~~
- 18.40.190 Notice of public hearing.
- [18.40.200 Notice of Decision.](#)
- [18.40.210 Administrative appeals.](#)
- [18.40.220 Judicial appeals.](#)

18.40.010 Purpose.

The purpose of this chapter is to provide for and promote the health, safety and welfare of the general public and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the provisions of this chapter.

18.40.020 Permit required.

A permit, discretionary or zoning decision shall be issued by the community development director or designee according to the provisions of this title for all development activities and uses located within the city, except as excluded by EMC 18.40.030, Exclusions from permit requirements. The building code official shall not issue a building permit for the construction, reconstruction or alteration of a structure or a part of a structure for which a zoning decision is required but has not been issued. The community development director or designee shall not issue a project permit, discretionary or zoning decision for the improvement or use of land that has been previously divided or otherwise developed in violation of this title, regardless of whether the permit applicant created the violation, unless the violation can be rectified as part of the development.

18.40.030 Exclusions from permit requirements.

Except as indicated otherwise, an activity, development or use listed below is excluded from the requirement for a project permit, discretionary, or zoning decision. Exclusion from the requirements of a permit under this title does

not exempt the development or its use from applicable requirements of this title or other applicable federal, state and local regulations.

A. Landscaping of a single-family detached dwelling that does not involve a structure, grading, fill, excavation or otherwise require a permit.

B. Fences less than or equal to six feet in height and not obstructing the clear line of vision of vehicular traffic approaching the location from any street or driveway. Fences greater than six feet in height require a building permit and must meet applicable setback standards.

C. A change internal to a building or other structure that does not substantially affect the use of the structure and that does not require a building permit.

D. Structures less than 120 square feet and less than 10 feet in height are not subject to a development permit, but are required to meet all appropriate setbacks as listed in EMC 18.90.150, Setback standards, when placed on the owner's property where the owner resides. No structures may be placed on a lot so as to obstruct the clear line of vision of vehicular traffic approaching on any street or from a driveway.

E. Any emergency measures necessary for public safety or protection of property. The city shall be notified of any emergency work performed under this provision within seven (7) calendar days. Upon resolution of the emergency, the property owner must either restore the site to its original condition or comply with the requirements of this title, EMC Title 13, EMC Title 14, and EMC Title 15 ~~Pierce County Code (PCC) 17A~~ within 60 days. The city may extend the 60-day time limit when the property owner can show reasonable cause for the delay.

F. Agricultural uses.

G. The establishment, performance, construction, or installation of residential accessory uses that do not involve or otherwise require a city permit, license or approval.

H. The establishment, construction or termination of a public utility facility that directly serves development authorized for any area, including such facilities as a private or public street, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, that do not otherwise require a city permit, license or approval.

I. Installation or construction of an accessory structure that does not require a building permit.

J. The stockpiling or broadcasting of less than 50 cubic yards of landscape material, pursuant to EMC 13.05.010(L), ~~such as topsoil, peat, sawdust, mulch, bark, or chips, not to exceed SEPA exemption levels.~~

18.40.040 Coordination of development permit procedures.

A. The community development director or designee shall determine the proper procedure for all applications using EMC 18.40.070, Process types. If there is any question as to the appropriate application process ~~for a given application, the community development director or designee shall resolve it in favor of the higher processing number procedure shall prevail. Process I is the lowest number procedure and Process V is the highest.~~

B. At the city's sole discretion, an application that involves two or more procedures shall be processed collectively ~~at the city's sole discretion,~~ under the highest numbered procedure required for any part of the application. Public hearings with other agencies shall be processed according to EMC 18.40.190, Notice of public hearing.

~~C. Abbreviated findings shall be restricted to Process I and II, where little or no discretion is needed to make a decision. The decision may serve as a permit if all requirements are met.~~

~~D. Except for Process V procedures, all~~ All city actions on project permits shall be completed in the time periods established in EMC 18.40.200, ~~including resolution of all local appeals shall be complete within 120 days of determination of a completed application. This 120-day period may be extended for a reasonable period of time at the request of the applicant pursuant to EMC 18.40.150, Determination of completeness.~~

18.40.050 Certain regulatory authority not affected.

An application for a land use approval may be denied or approved conditionally under the authority of the city to protect and enhance the public safety, health, and general welfare, and under the State Environmental Policy Act, even though the applicant has attained a vested right against enforcement of an ordinance which changes the regulations, codes, or procedures affecting the land use action.

18.40.060 Terminology and methods used.

~~The community development director or designee shall be responsible for the coordination of the project permit application and decision-making procedures and shall only issue a permit or grant an approval to an applicant whose application and proposed development is in compliance with the full provisions of this title. Before issuing any permits or approvals, the community development director or designee shall be provided with sufficient detail to establish that an application is in full compliance with the requirements of this title.~~

A. For purposes of this title, certain terms or words used in this title shall be interpreted as follows:

1. The present tense includes the future tense, the singular number includes the plural, and the plural number includes the singular.
2. The word “shall” is mandatory; and the word “may” is permissive.
3. The word “used” or “occupied” includes the words “intended, designed or arranged to be used or occupied.”

B. In computing time for the purposes of this title, the following apply:

1. “Day” means calendar day.
2. The day that a notice or decision is issued shall not be included in the comment or appeal period, respectively.
3. The last day of the comment and appeal periods shall be included unless it is a Saturday, Sunday, a day designated by RCW 1.16.050 or by the city’s ordinances as a legal holiday, then it also is excluded, and the comment / appeal filing must be submitted / completed by the next business day.
- ~~4. The day that a decision is issued shall not be included in the appeal period.~~
- ~~5. The last day of the appeal period shall be included unless it is a Saturday, Sunday, a day designated by RCW 1.16.050 or by the city’s ordinances as a legal holiday, then it also is excluded and the filing must be completed on the next business day.~~

C. Distances will be measured by following a straight line, without regard to intervening structures or improvements~~buildings~~, from the nearest point of the property or parcel upon which the proposed use is to be located, to the nearest point of the parcel, critical area boundary/delineation and related buffers, ~~or wetland-delineation line, ordinary high water line~~ or the zoning district boundary line from which the proposed use is to be separated.

18.40.070 Process types.

Permit applications for review ~~pursuant to this section~~ shall be classified as a Process I, Process II, Process III, or Process IV action, all of which are administrative in nature. Process V actions are legislative in nature. All land use permit applications and decisions are categorized by process type as set forth in this chapter. ~~The differences between the processes are generally associated with the different nature of the decisions and the decision-making body.~~ Please refer to Table 1: Application Processing Type below. ~~as described in Table 1 below.~~

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Table 1: Application Processing ~~Procedures~~ Type

	Process I <u>Minor</u> Administrative Approval	Process II <u>Major</u> Administrative Action	Process III Hearing Examiner Action	Process IV Quasi-Judicial Rezoning <u>Action</u>	Process V Legislative Action
Permits	Administrative interpretations; Boundary line adjustments; Building permit; Design standards review; Final binding site plan; <u>Subdivision Modification</u> ; <u>Short Subdivision Modification</u> ; Final short plat; Limited home business; Manufactured or mobile home permit; ADU approval; Site development permit; Sign permit; Temporary sign permit; Temporary use; Tree removal permit; Zoning decisions	Administrative uses; Administrative variance; Binding site plan per EMC 16.05.050(B); Home business; Master plan; Environmental review; Short plat; Short plat amendment	Binding site plan per EMC 16.05.050(A); Conditional uses; Plat amendment ; Preliminary plat; Public facilities permits; Reasonable use permit; variances; Residential cluster development	<u>Site-Specific</u> Rezone; Comprehensive plan map and text amendments ; **Final plat **No hearing or recommendation required from planning commission	Ordinance text or area-wide map change; Annexation; Adoption of new planning-related ordinances
Impacts	Minimal or no effect on others, so issuance of permit is not dependent on others	Application of the standards may require some knowledge of impacts and effect upon others	Potential significant effect on some persons or broad impact on a number of persons	Potential significant effect on some persons or broad impact on a number of persons	Potential significant effect on some persons or broad impact on a number of persons
Recommendations	NA	NA	Staff	Planning commission **except as noted above	Planning commission
Decision-Making Body	Designee	Designee	Hearing examiner	City council	City council
Appeal	Mayor	Hearing examiner	City council	State agencies, Pierce County superior courts	State agencies, Pierce County superior courts
Notice/Comment	Participation of applicant <u>only Not Required</u>	Nearby property owners invited to comment on an application	In addition to applicant, others affected invited to present initial information	In addition to applicant, others affected invited to present initial information	Anyone invited to present information

A. This section is intended to provide procedures for the processing of permits pursuant to the requirements of Chapter 36.70B RCW, including, but not limited to, preapplication conferences, SEPA consistency, determination of completeness, notice of application, public notice, public hearing and appeal processes for review of project permits. If the procedural requirement of this title were in direct conflict with the state statute, then the state statute would apply.

B. All ~~Process III, and Process IV permits, and any Process I and Process II~~ permits that are subject to environmental review under SEPA (Chapter 43.21C RCW and EMC Title 20) are subject to the provisions of EMC 18.40.090, ~~Process II Administrative action~~. An environmental checklist shall be submitted in conjunction with the submittal of a project permit application subject to EMC 18.40.140, ~~Project permit applications~~. One environmental threshold determination shall be made for all related project permit applications. The city will not issue a threshold determination, other than a determination of significance (DS), prior to the submittal of a complete project permit application and the expiration of the public comment period in the notice of application pursuant to EMC 18.40.180, ~~Notice of application~~, but may utilize the public notice procedures as outlined in EMC 18.40.190, ~~Notice of public hearing~~, to consolidate public notice.

C. The following permits or approvals are specifically excluded from the procedures set forth in this chapter:

1. Landmark designations (see Chapter 12.22 EMC).
2. Street vacations (see Chapter 12.14 EMC).
3. Street use permits (see Chapter 12.16 EMC).
4. Building permits which are categorically exempt from environmental review under SEPA or that do not require street improvements, boundary line adjustments, or other construction permits, pursuant to RCW 36.70B.140.
5. Administrative approvals which are categorically exempt from environmental review under SEPA, pursuant to Chapter 43.21C RCW and EMC Title 20, SEPA, for which environmental review has been completed in connection with other project permits.

D. Consolidated Permit Review Process. Pursuant to the provisions of this Chapter, the applicant may elect to consolidate two or more development related permits for one project action and submit the applications simultaneously. The review process for land-use consolidated permits shall follow the provisions of this Chapter. Consolidated permits submitted for the same site with different process types will follow the higher process decision type set forth in Table 1: Application Processing Type, above.

1. Project permit approval prior to building permit application.

i. An applicant who files an application for any project permit prior to the filing of a valid and complete application for a building permit shall be deemed to have specifically acknowledged that the acceptance and processing of such project permit application shall in no way establish or create a vested right to proceed with construction of any proposed project in accordance with the codes, ordinances, or regulations existing at the time of filing of such application, or at any time thereafter, prior to the filing of a valid and complete building permit application.

2. Project permit approval together with building permit application.

i. If project permit approval was not obtained prior to building permit application, the building permit approval is subject to obtaining any required project permit approval and shall not be issued until such project permit approval is obtained.

ii. An applicant who fails to obtain any required project permit approval prior to submitting a building permit application shall be deemed to have specifically acknowledged that the building permit application may expire prior to a decision on any such project permit application, and that the building permit application is made at the applicant's own risk.

~~(Ord. 16-469 § 2 (Exh. A); Ord. 15-448 § 2 (Exh. A); Ord. 07-288 § 2; Ord. 06-269 § 5; Ord. 03-203 § 1).~~

18.40.080 Process I—~~Minor~~ Administrative approval.

~~A. Various provisions of this chapter indicate that certain developments, activities, or uses are permitted only if approved using Process I. Under Process I, the community development director or designee is authorized to make administrative decisions based on certain criteria as set forth in this title or chapter. Any Process I application not categorically exempt from the State Environmental Policy Act, WAC 197-11-800, shall be reviewed pursuant to the procedural requirements of Process I of this chapter. Any appeals of the designee decision under this process may be appealed to the mayor as provided for in this process.~~

B. Purpose of Review.

1. To review a proposal for compliance with the provisions of this chapter and all other applicable law.
2. To ensure that the health, safety, and welfare of the citizens of the city is preserved.

3. To provide an expedient and reasonable land use review process for administrative decisions and interpretations of this chapter.

C. Applications. The project permit is subject to EMC 18.40.150, Determination of completeness.

~~1. Any person, personally or through an agent, may make application for a Process I land use decision.~~

~~2. The applicant shall file a completed land use application. Accompanying the application shall be a written response to the decisional criteria as set forth in this chapter for a particular use or activity.~~

~~3. With the application, the applicant shall submit the fee as set forth in the city of Edgewood fee schedule. The application shall not be accepted unless it is accompanied by the required fee.~~

~~4. The community development director or designee may modify the submittal requirements as deemed appropriate.~~

~~5. An application for an administrative decision shall be routed to the community development department. The community development director or designee may route for comment an application to other staff members or departments.~~

D. In making a decision on the application, the community development director or designee may approve or approve with conditions the application only if it is consistent with all applicable development regulations and the provisions of this chapter.

E. Notice of Decision. The project's notice of decision shall comply with time periods and standards provided in EMC 18.40.200, Notice of Decision

~~E~~D. Appeals.

~~1.~~ The applicant and any person who received notice of the administrative decision under this section may appeal the administrative decision to the mayor in an open record appeal as set forth in EMC 18.40.210, Administrative appeals.

~~2. The appeal, in the form of a letter of appeal, must be delivered to the community development department within 14 calendar days after issuance of the administrative decision. The letter of appeal must contain:~~

~~a. A statement identifying the administrative decision being appealed, along with a copy of the administrative decision;~~

~~b. A statement of the alleged errors in the administrative decision, including identification of specific factual findings and conclusions of the community development director or designee disputed by the person filing the appeal; and~~

~~c. The appellant's name, address, telephone number and fax number, and any other information to facilitate communications with the appellant.~~

~~3. The person filing the appeal shall include, with the letter of appeal, the applicable appeal fee, as set forth in the city of Edgewood fee schedule. The appeal will not be accepted unless it is accompanied by the required fee.~~

~~4. Appeals of an administrative decision will be reviewed and decided upon using the process for appeals outlined in, EMC 18.40.090, Process II—Administrative action.—~~

18.40.090 Process II – Major ~~A~~administrative action.

~~A. Various provisions of this chapter indicate that certain developments, activities or uses are permitted only if approved using Process II. Under Process II, the community development director or designee will make the initial land use decision based on written comments and information. Appeal of the decisions will be decided by the hearing examiner after an open record appeal.~~

B. Purpose of Review. In addition to the purpose stated under EMC 18.40.080(B) above, Process II ~~has the following purposes:~~

- ~~1. Review the proposal for compliance with the provisions of this chapter and all other applicable law.~~
- ~~2. Helps~~ ensure that the proposal is coordinated, as is reasonable and appropriate, with other known or anticipated development on private properties in the area and with known or anticipated right-of-way and other public improvement projects within the area.

C. Applications. The project permit is subject to EMC 18.40.150, Determination of completeness.

- ~~1. Any person may, personally or through an agent, apply for a decision regarding property he or she owns.~~
- ~~2. The applicant shall file a completed application in the community development department on the form provided by the department. The applicant shall also provide all information or material that is specified in the provision of this chapter that describes the decision applied for, all information specified in EMC 18.40.150, Determination of completeness, and any additional information or material that the community development director or designee determines is reasonably necessary for a decision on the matter.~~
- ~~3. With the application, the applicant shall submit the fee as set forth in the city of Edgewood fee schedule. The application will not be accepted unless it is accompanied by the required fee.~~
- ~~4. The city will apply EMC 18.40.150, Determination of completeness, to determine if an application is complete.~~
- ~~5. A determination of completeness shall not preclude the city from requesting additional information or studies, either at the time of the letter of completeness or subsequently, if new information is required or substantial changes in the proposed action occur.~~

D. The State Environmental Policy Act (SEPA) applies to some of the decisions that will be made using this process. The community development director or designee shall evaluate each application ~~and, where applicable, comply with the State Environmental Policy Act and with state regulation and city ordinances issued under the authority of the State Environmental Policy Act.~~ pursuant to Chapter 20.05 Environmental Review - The State Environmental Policy Act (SEPA).

E. Official File.

1. The community development director or designee shall compile an official file on the application containing the following:

- a. All application material submitted by the applicant.
- b. All written comments received on the matter.
- c. The written decision of the community development director or designee.

~~d~~2. If the decision of the community development director or designee is appealed, the following will be included in the file:

- ~~i~~a. The letter of appeal.
- ~~ii~~b. All written comments received regarding the appeal.
- ~~iii~~c. The staff report regarding the appeal.
- ~~iv~~d. The electronic audio recording of the hearing on the appeal.
- ~~v~~e. The decision of the hearing examiner on the appeal.

~~vif.~~ Any other information relevant to the matter.

~~23. The official file is a public record. It is available for inspection and copying in the community development department during regular business hours.~~

F. Application Noticing. The project permit is subject to EMC 18.40.180, Notice of application. ~~The community development director or designee shall, within 14 days of issuing a letter of completeness on the proposal, prepare a notice of application containing all information specified in EMC 18.40.180, Notice of application.~~

G. The burden of proof for demonstrating compliance with this title and the applicable technical codes and standards is on the applicant and permittee. ~~The applicant has the responsibility of convincing the community development director or designee that, under the provisions of this process, the applicant is entitled to the requested decision.~~

H. The community development director or designee shall consider all written comments and information regarding the requested decision that are received by the community development department before the deadline contained within the notice of application.

I. ~~Community Development Director or Designee~~ Decision.

1. Coordination with Decisions Under the State Environmental Policy Act. If a SEPA threshold determination is required to be issued, the threshold determination must follow the end of the public comment period, but precede the community development director's or designee's decision ~~on the land use and design components of the Process II project approval~~. If the SEPA threshold determination is appealed, the community development director's or designee's ~~land use and design components~~ Process II decision shall be issued sufficiently in advance of the open record hearing on the threshold determination appeal to allow any appeal of the land use and/or design review decision to be consolidated and heard with the appeal of the threshold determination. ~~If the community development director or designee is unable to issue the final decision on the land use of a Process II project application as provided in this section, the city shall provide written notice pursuant to EMC 18.40.150(A)(4).~~

2. In making a decision on the application, the community development director or designee shall use the criteria listed in the provisions of this ~~title~~ chapter. In addition, the community development director or designee may approve the application only if it is consistent with:

~~a. The comprehensive plan;~~

~~b. A~~ all applicable development regulations and the provisions of this chapter.;

~~c. The public health, safety, and welfare; and~~

~~d. The streets and utilities in the area of the subject property are adequate to serve the anticipated demand from the proposal.~~

3. The community development director or designee shall include in the written decision any conditions and restrictions that are reasonably necessary to eliminate or minimize any undesirable effects of granting the application. Any conditions and restrictions that are included become part of the decision.

~~a. The community development director or designee shall include t~~ The following shall be included in the written decision:

~~ia. A statement granting, modifying and granting, or denying the application.~~

~~iib. Any conditions and restrictions that are imposed.~~

~~iiic. A statement of facts presented to the community development director or designee that support the decision, including any conditions and restrictions that are imposed.~~

~~ivd. A statement of the director's conclusions based on those facts.~~

~~ve. A statement of the criteria used in making the decision.~~

~~vif. The date of the decision.~~

~~viig. A summary of the rights, as established in this process, of the applicant and others to appeal the decision.~~

~~viiih. A statement of any threshold determination made under the State Environmental Policy Act, WAC 197-11-330, Threshold determination process.~~

4. Notice of Decision. The project's notice of decision shall comply with time periods and standards provided in EMC 18.40.200, Notice of Decision J4. Within five working days after the written decision of the community development director or designee is issued, a copy of the decision shall be mailed as follows:

~~1a. The applicant.~~

~~2b. Each person who submitted written comments or information to the community development director or designee.~~

~~3c. Any person who has specifically requested it.~~

~~K54.~~ Decisions under this section shall become final upon the expiration of the appeal period, unless appealed. Upon the decision becoming final, the applicant may engage in activity based on the decision, provided applicable permits have been approved, subject to the following:

~~1J.~~ An applicant or other party of record who may be aggrieved by the decision may file an appeal the decision within 14 ~~day~~calendar days of the issuance of the decision by the community development director's decision in accordance with EMC 18.40.210, or designee consistent with the provisions of subsection (L) of this section, Administrative Appeals. Appeals of Process II permits shall be heard by the hearing examiner in an open record appeal. If a written notice of appeal is received within the appeal period, the decision shall be referred to the hearing examiner and shall not become final until the appeal process is complete and the city issues a final decision. Upon issuance of the final decision, the applicant may engage in activity based on the decision, provided applicable permits have been approved.

~~2.~~ If no appeal is submitted within the 14 calendar day appeal period, the preliminary approval shall become final on the first calendar day following the expiration of the appeal period. Upon the decision becoming final, the applicant may engage in activity based on the decision, provided applicable permits have been approved.

~~L. Appeals.~~

~~1.~~ The decision of the community development director or designee related to the processes pursuant to Table 1 may be appealed by any person who is to receive a copy of that decision under subsection (J) of this section.

~~2.~~ The appeal, in the form of a letter of appeal, must be delivered to the department of community development within 14 calendar days after issuance of the decision of the community development director or designee. The letter of appeal must contain:

~~a.~~ A statement identifying the decision being appealed, along with a copy of the decision;

~~b.~~ A statement of the alleged errors in the decision, including identification of specific factual findings and conclusions of the community development director or designee disputed by the person filing the appeal; and

~~c.~~ The appellant's name, address, telephone number and fax number, and any other information to facilitate communications with the appellant.

~~3. The person filing the appeal shall include, with the letter of appeal, the applicable appeal fee, as set forth in the city of Edgewood fee schedule. The appeal will not be accepted unless it is accompanied by the required fee.~~

~~4. Appeals from the decision of the community development director or designee will be heard by the hearing examiner.~~

~~M. Notice of public hearing is required for all types of applications for which a public hearing is held. Notice of public hearing shall be reasonably calculated to give actual notice and shall contain the information as specified in EMC 18.40.190, Notice of public hearing.~~

~~N. Only those persons entitled to appeal the decision under subsection (J) of this section may participate in the appeal. These persons may participate in either or both of the following ways:~~

~~1. By submitting written comments or information to the community development department prior to the hearing or to the hearing examiner during the hearing.~~

~~2. By appearing in person, or through a representative, at the hearing and submitting oral comments directly to the hearing examiner. The hearing examiner may reasonably limit the extent of the oral comments to facilitate the orderly and timely conduct of the hearing.~~

~~O. The scope of the appeal is limited to the errors raised or the specific factual findings and conclusions disputed in the letter of appeal. The hearing examiner may only consider evidence, testimony or comments relating to errors raised or the disputed findings and conclusions. The hearing examiner also may not consider any request for modification or waiver of applicable requirements of this chapter or any other law.~~

~~P. Staff Report on Appeal.~~

~~1. The community development director or designee shall prepare a staff report on the appeal containing the following:~~

~~a. The written decision of the community development director or designee.~~

~~b. All written comments submitted to the community development director or designee.~~

~~c. The letter of appeal.~~

~~d. All written comments on the appeal received by the community development department from persons entitled to participate in the appeal.~~

~~e. An analysis of the alleged errors in the decision and any specific factual findings and conclusions disputed in the letter of appeal.~~

~~2. At least seven calendar days before the hearing, the community development department shall distribute copies of the staff report on the appeal as follows:~~

~~a. The hearing examiner.~~

~~b. The applicant.~~

~~c. The person who filed the appeal.~~

~~d. Each person who received a copy of the community development director or designee's decision.~~

~~Q. Open Record Appeal.~~

~~1. The hearing examiner shall hold an open record hearing on the appeal.~~

~~2. The hearings of the hearing examiner are open to the public.~~

~~3. The hearing examiner shall make an audio recording of each hearing.~~

~~4. The person filing the appeal has the responsibility of convincing the hearing examiner by a preponderance of the evidence that the community development director or designee's decision contains an error of law or that its findings of fact or conclusions are incorrect pursuant to EMC 18.30.090, Burden of proof.~~

~~5. The hearing examiner may continue the hearing if, for any reason, the examiner is unable to hear all of the public comments on the appeal or if the hearing examiner determines that the examiner needs more information within the scope of the appeal. If, during the hearing, the hearing examiner announces the time and place of the next hearing on the matter and a notice thereof is posted on the door of the hearing room, no further notice of that hearing need be given.~~

~~R. Decision on Appeal.~~

~~1. The hearing examiner shall consider all information and comments within the scope of the appeal submitted by persons entitled to participate in the appeal. The hearing examiner shall either affirm or change the findings and conclusions of the community development director or designee that were appealed. Based on the hearing examiner's findings and conclusions, the examiner shall either affirm, reverse or modify the decision being appealed.~~

~~2. Within 10 working days after the public hearing, the hearing examiner shall issue a written decision on the appeal. Within five working days after it is issued, the hearing examiner shall distribute the decision as follows:~~

- ~~a. The applicant.~~
- ~~b. The person who filed the appeal.~~
- ~~c. Each person who participated in the appeal.~~
- ~~d. Each person who specifically requested it.~~

~~3. The decision by the hearing examiner is the final decision of the city.~~

~~S. The hearing examiner's decision affirming, modifying or reversing the community development director or designee's decision denying an application under this process is the final decision of the city. The hearing examiner's decision may be reviewed pursuant to RCW 36.70C.040 in the Pierce County superior court. The land use petition must be filed within 21 calendar days after issuance of the final land use decision of the city.~~

K. Permit or approval expiration.

1. The applicant under this process must begin construction or submit ~~to the city~~ a complete building permit application for the development activity, use of land or other actions ~~approved under this process~~ within one year after the final decision ~~on the matter~~ is issued, or the decision becomes void.

2. The applicant must substantially complete construction for the development activity, use of land, or other actions approved under this process and complete the applicable conditions listed in the decision within five years after the final decision of the city on the matter, or the decision becomes void. If litigation is initiated pursuant to EMC 18.40.210 ~~this subsection (S)~~, the time limits of this section are automatically extended by the length of time between the commencement and final termination of that litigation.

3. If the development activity, use of land, or other actions approved under this chapter includes phased construction, the time limits of this section may be extended in the decision on the application, to allow for completion of subsequent phases.

TL. Prior to the lapse of approval under subsection (SK) of this section, the applicants may submit a written application in the form of a letter with supporting documentation to the community development department requesting a one-time extension of those time limits (time extension) of up to one year.

1. The request must demonstrate that the applicant is making substantial progress on the development activity, use of land or other actions approved under this chapter and that circumstances beyond the applicant's control prevent compliance with the time limits of subsection K of this section. ~~EMC 18.40.150(A)(1), Time Limitations.~~
2. The applicant shall include, with the letter of request, the fee as set forth in the city of Edgewood fee schedule. The application will not be accepted unless it is accompanied by the required fee.
3. An application for a time extension will be reviewed and decided upon by the community development director or designee. The community development director's decision on the one-time extension request is final and not appealable.

~~U. Any person who is aggrieved by the granting or denying of a request for a time extension under this section may appeal that decision to the city council. The appellant must file a letter of appeal indicating how the decision on the time extension affects the appellant's property and presenting any relevant material or information supporting the appellant's contention. Pursuant to EMC 18.40.150(A), any time limit upon the city's processing and decision upon applications under this chapter may, except as otherwise specifically stated in this chapter, be modified by a written agreement between the applicant and the community development director or designee.~~

~~V~~M. The city may require a bond under EMC 18.30.120, Security mechanisms, to ensure compliance with any aspect of a permit or approval.

~~W. Complete Compliance Required.~~

- ~~1. Except as specified in subsection (W)(2) of this section, the applicant must comply with all aspects, including conditions and restrictions, of an approval granted under this chapter in order to do everything authorized by that approval.~~
- ~~2. If a specific use or site configuration for the subject property was approved under this process or any administrative process under a previous zoning regulation, the applicant is not required to apply for and obtain approval through this process for a subsequent change in use or site configuration unless:

 - ~~a. There is a change in use and this chapter establishes different or more rigorous standards for the new use than for the existing use; or~~
 - ~~b. The community development director or designee determines that there will be substantial changes in the impacts on the neighborhood or the city as a result of the change. (Ord. 23-652 §§ 57, 58, 59 (Exh. A); Ord. 15-448 § 2 (Exh. A); Ord. 03-203 § 1).~~~~

18.40.100 Process III – Hearing examiner action.

~~A. Various provisions of this chapter indicate that certain developments, activities or uses are permitted only if approved using Process III.~~ Under Process III the hearing examiner will make the initial decision following a public hearing. City council will decide appeals from the hearing examiner decision on the land use element.

~~B. Proposals Requiring Approval Through Process III. If the development, use or activity that requires approval through Process I or Process II is part of a proposal that also requires approval through Process III.~~

~~C~~B. Purpose of Review. In addition to the purpose stated under EMC 18.40.090(B) above, Process III ~~has the following purposes:~~

- ~~1. Review the proposal for compliance with the provisions of this chapter and all other applicable law.~~
- ~~2. Ensure that the proposal is coordinated, as is reasonable and appropriate, with other known or anticipated development on private properties in the area and with known or anticipated right-of-way and other public improvement projects within the area.~~
- ~~3. E~~ncourages proposals that embody good design standards principles that will result in high quality development on the subject property.

~~D.C.~~ The project permit is subject to EMC 18.40.150, Determination of completeness. ~~The applicant shall file the following information with the community development department when filing an application:~~

- ~~1. A completed application, with supporting affidavits, on forms provided by the community development department.~~
- ~~2. Any information or material that is specified in the provision of this chapter that describes the requested decision in the application.~~
- ~~3. Any additional information or material that the community development director or designee determines is reasonably necessary for a decision in the matter.~~
- ~~4. With the application, the applicant shall submit the fee as set forth in the city of Edgewood fee schedule. The application will not be accepted unless it is accompanied by the required fee.~~
- ~~5. The city will apply EMC 18.40.150, Determination of completeness, to determine if an application is complete.~~
- ~~6. A determination of completeness shall not preclude the city from requesting additional information or studies, either at the time of the letter of completeness or subsequently, if new information is required or substantial changes in the proposed action occur.~~

E.D. Official File.

1. The community development director or designee shall compile an official file on the application containing the items listed under EMC 18.40.090(E)(1) and the following:

~~1. All application materials submitted by the applicant.~~

~~2a.~~ a. The staff report.

~~3. All written comments received on the matter.~~

~~4b.~~ b. The electronic recording of the public hearing on the matter.

~~5c.~~ c. The decision of the hearing examiner, in lieu of the written decision of the community development director or designee.

F2. ~~If the decision of the hearing examiner is appealed, the following will be included in the file~~ shall include the items listed under EMC 18.40.090(E)(2) and the following:

~~1. The letter of appeal.~~

~~2. All written comments submitted regarding the appeal.~~

~~3. The staff report on the appeal.~~

~~4a.~~ a. The decision of the city council on the appeal, in lieu of the decision of the hearing examiner on the appeal.

~~5. Any other information relevant to the matter.~~

~~G. The official file is a public record. It is available for inspection and copying in the community development department during regular business hours.~~

H.E. Application Noticing. The project permit is subject to EMC 18.40.180, Notice of application. ~~The community development director or designee shall, within 14 days of issuing a letter of completeness on the proposal, prepare a notice of application containing all information specified in EMC 18.40.180, Notice of application.~~

I.F. Notice of public hearing. ~~In addition to the information specified~~ See EMC 18.40.190, Notice of public hearing, ~~the notice of public hearing shall include the following:~~

~~1. Date, time, and place of the public hearing.~~

~~21. A statement of the right of any person to submit written comments to the hearing examiner and to appear at the public hearing of the hearing examiner to give comments orally and the right to request a copy of the decision once made.~~

~~32. A statement that only persons who submit written or oral comments to the hearing examiner may appeal the hearing examiner's decision.~~

~~J~~G. The State Environmental Policy Act (SEPA) applies to some of the decisions that will be made using this chapter.

1. The community development director or designee shall evaluate each application and, where applicable, comply with SEPA and with state regulations and city ordinances issued under the authority of the SEPA.
2. Where a threshold determination under the SEPA is required, the responsible official shall issue a determination at least 29 ~~day~~calendar days prior to the hearing before the hearing examiner to allow any appeal of the threshold determination to be consolidated with the hearing on the application for Process III approval.

~~K~~H. The community development director or designee shall prepare a staff report concerning the application being processed pursuant to this section.

1. The staff report shall contain the following information:
 - a. All pertinent application materials.
 - b. All comments regarding the matter received by the community development department prior to distribution of the staff report.
 - c. An analysis of the application under the relevant provisions of this chapter and the comprehensive plan.
 - d. A statement of the facts found by the community development director or designee and the conclusions drawn from those facts.
 - e. A recommendation on the matter.

2. At least seven ~~calendar day~~calendar days before the hearing, the community development director or designee shall distribute the staff report to the hearing examiner and the applicant.~~as follows:~~

- ~~a. The hearing examiner.~~
- ~~b. The applicant.~~
- ~~c. Any person who has specifically requested it.~~

~~L~~I. Public Hearing.

1. The hearing examiner shall hold a public hearing on each application.
2. The hearings of the hearing examiner are open to the public.

~~M~~3. The hearing examiner shall make a complete electronic audio recording of each public hearing.

~~N. The applicant has the responsibility of convincing the hearing examiner that, under the provision of this process, the applicant is entitled to the requested decision.~~

~~O~~4. Any person may participate in the public hearing in either or both of the following ways:

~~1a.~~ By submitting written comments to the hearing examiner, either by delivering these comments to the community development department prior to the hearing or by giving comments directly to the hearing examiner at the hearing; or

~~2b. By giving comments directly to the hearing examiner at the hearing.~~ By appearing in person, or through a representative, at the hearing and making oral comments directly to the hearing examiner. The hearing examiner may reasonably limit the extent of oral comments to facilitate the orderly and timely conduct of the hearing.

~~P5.~~ The hearing examiner may continue the hearing if, for any reason, he or she is unable to hear all of the public comments on the matter or if the hearing examiner determines that more information on the matter is needed. If, during the hearing, the hearing examiner announces the time and place of the next hearing on the matter and a notice thereof is posted on the door of the hearing room, no further notice of that hearing need be given.

QJ. Hearing examiner decision.

1. The hearing examiner decision shall comply with the standards and procedures are provided in EMC 2.40.110.

~~After considering all of the information and comments submitted on the matter, the hearing examiner shall issue a written decision. Unless the applicant agrees to a longer period, the hearing examiner must issue the decision within 10 working days after the close of the public hearing. The hearing examiner shall use the applicable criteria listed in the provisions of this chapter for the permit or approval requested. In addition, the hearing examiner may approve the application only if it is consistent with:~~

~~1. The comprehensive plan; and~~

~~2. A all applicable provisions of this chapter and all other applicable laws; and~~

~~3. The public health, safety and welfare; and~~

~~4. The streets and utilities in the area of the subject property are adequate to serve the anticipated demand from the proposal; and~~

~~5. The proposed access to the subject property is at the optimal location and configuration for access.~~

~~R2. The hearing examiner shall include in the written decision any conditions and restrictions that the examiner determines are reasonably necessary to eliminate or minimize any undesirable effects of granting the application. Any conditions and restrictions that are imposed become part of the decision. The hearing examiner shall include the following in the examiner's written decision:~~

~~1a. A statement granting, modifying and granting or denying the application.~~

~~2b. Any conditions and restrictions that are imposed.~~

~~3c. A statement of facts presented to him or her that support the decision, including any conditions and restrictions that are imposed.~~

~~4d. A statement of the hearing examiner's conclusions based on those facts.~~

~~5e. A statement of the criteria used by the hearing examiner in making the decision.~~

~~6f. The date of issuance of the decision and a summary of the rights, as established in this chapter, of the applicant and others to appeal the decision of the hearing examiner.~~

~~7g. A statement of any threshold determination made under the State Environmental Policy, Chapter 43.21C-RCW.~~

~~8. A statement that affected property owners may request a change in valuation for property tax purposes notwithstanding any program of revaluation.~~

~~9. Within five working days after the hearing examiner's written decision is issued, the community development director or designee shall mail a copy of the decision to:~~

~~a. The applicant.~~

~~b. Each person who submitted written or oral testimony to the hearing examiner.~~

~~c. Any person who has specifically requested it.~~ 24. The hearing examiner may require a bond under EMC 18.30.120, Security mechanisms, to ensure compliance with any aspect of a permit or approval.

3. Notice of hearing examiner decision. The project's notice of decision shall comply with time periods and standards provided in EMC 18.40.200, Notice of Decision.

~~45.~~ Decisions under this section shall become final upon the expiration of the appeal period, unless appealed. Upon the decision becoming final, the applicant may engage in activity based on the decision, provided applicable permits have been approved.

~~SK. Appeals. Decisions under this section shall become final subject to the following:~~

~~1. An applicant or other party of record who may be aggrieved by the decision may file an appeal the decision within 14 daycalendar days of the issuance of the hearing examiner's decision in accordance with EMC 18.40.210- by the director of community development consistent with the provisions of EMC 18.40.090(L), Administrative Appeals. Appeals from the decision of the hearing examiner will shall be heard by the city council as a closed record appeal.~~

L. Permit or approval expiration. See EMC 18.40.090(K).

M. Time extension. For all Process III applications and permits except subdivisions, see EMC 18.40.090(L).

~~If a written notice of appeal is received within the appeal period, the decision shall be referred to the hearing examiner and shall not become final until the appeal process is complete and the city issues a final decision. Upon issuance of the final decision, the applicant may engage in activity based on the decision, provided applicable permits have been approved.~~

~~2. If no appeal is submitted within the 14 calendar day appeal period, the preliminary approval shall become final on the first calendar day following the expiration of the appeal period. Upon the decision becoming final, the applicant may engage in activity based on the decision, provided applicable permits have been approved.~~

~~T. Appeals:~~

~~1. The decisions of the hearing examiner may be appealed by any person who is to receive a copy of that decision under EMC 18.40.090(I)(3)(a).~~

~~2. The appeal, in the form of a letter of appeal, must be delivered to the community development department within 14 calendar days after the issuance of the hearing examiner's decision. The letter of appeal must contain:~~

~~a. A statement identifying the decision being appealed, along with a copy of the decision;~~

~~b. A statement of the alleged errors in the hearing examiner's decision, including specific factual findings and conclusions of the hearing examiner disputed by the person filing the appeal; and~~

~~c. The appellant's name, address, telephone number and fax number, and any other information to facilitate communications with the appellant.~~

~~3. The person filing the appeal shall include, with the letter of appeal, the applicable appeal fee, as set forth in the city of Edgewood fee schedule. The appeal will not be accepted unless it is accompanied by the required fee and appropriate costs.~~

~~4. Appeals from the decision of the hearing examiner will be heard by the city council as a closed record appeal.~~

~~U. Notice of public meeting is required for all types of applications for which a public meeting is held. Notice of public meeting shall be reasonably calculated to give actual notice and shall contain the information as specified in EMC 18.40.190, Notice of public hearing.~~

~~V. Only those persons entitled to appeal the decision may participate in either or both of the following ways:~~

~~1. By submitting written comments to the community development department prior to the hearing or to the city council at the hearing.~~

~~2. By appearing in person, or through a representative, at the hearing and making oral comments directly to the city council. The council may reasonably limit the extent of the oral comments to facilitate the orderly and timely conduct of the hearing.~~

~~W. Staff Report on the Appeal.~~

~~1. The community development director or designee shall prepare documents on the appeal containing the following:~~

~~a. The staff report prepared for the public hearing before the hearing examiner.~~

~~b. The written decision of the hearing examiner.~~

~~c. All written comments submitted to the hearing examiner.~~

~~d. A summary of the comments and information presented to the hearing examiner, a statement of the availability of the electronic sound recording of the hearing, or a written transcript of the hearing examiner's proceedings.~~

~~e. The letter of appeal.~~

~~f. All written comments received by the community development department from persons entitled to participate in the appeal and within the scope of the appeal.~~

~~g. An analysis of the alleged errors and the specific factual findings and conclusions disputed in the letter of appeal.~~

~~2. The community development director or designee shall distribute copies of the documents as follows:~~

~~a. Prior to the hearing, a copy will be sent to each member of the city council.~~

~~b. At least seven calendar days before the hearing, a copy will be sent to:~~

~~i. The applicant;~~

~~ii. The person who filed the appeal; and~~

~~iii. Each person who received a copy of the hearing examiner's decision.~~

~~X. Closed Record Appeal.~~

~~1. The city council shall hold a closed record appeal hearing, as defined in RCW 36.70B.020(1).~~

~~2. The hearings of the city council are open to the public.~~

~~3. The scope of the appeal is limited to the specific errors raised or factual findings disputed in the letter of appeal. The city council shall consider only the following:~~

- ~~a. The information received from the community development director or designee pursuant to subsection (T) of this section.~~
- ~~b. The record before the hearing examiner, including exhibits and evidence admitted by the hearing examiner;~~
- ~~c. Appeal arguments by the appellant and the property owner, provided that appeal argument shall address only the issues raised by the letter of appeal and evidence, if any, allowed under subsection (X)(3)(d) of this section; or~~
- ~~d. New evidence that was not presented to or considered by the hearing examiner, but only if the city attorney determines that evidence relates to the validity of the hearing examiner's decision at the time it was made and the party offering the new evidence did not know and was under no duty to discover or could not reasonably have discovered the evidence until after the hearing examiner's decision.~~

~~Y. The city council shall make a complete electronic audio recording of each closed record appeal.~~

~~Z. The person filing the appeal has the responsibility of convincing the city council by a preponderance of the evidence that the hearing examiner's decision contains an error of law or that its findings of fact or conclusions are incorrect.~~

~~AA. After considering the matter as provided in subsection (X)(3) of this section, the city council shall, by motion approved by a majority vote of members present, take one of the following actions:~~

- ~~1. If city council determines that the disputed findings of fact and conclusions are the correct findings of fact and conclusions, the council shall affirm the decision.~~
- ~~2. If city council determines that the disputed findings of fact and conclusions are not correct and that correct findings of fact and conclusions do not support the decision of the hearing examiner, the council shall modify or reverse the decision.~~

~~3. Notice of Decision.~~

- ~~a. Following the final decision of the city council, the community development director or designee shall prepare a notice of the city's final decision on the application. To the extent the decision does not do so, the notice shall include a statement of any threshold determination made under the State Environmental Policy Act, WAC 197-11-330.~~

~~4. The decision of city council is the final decision of the city.~~

~~BB. The action of the city in granting or denying an application under this process may be reviewed pursuant to RCW 36.70C.040 in the Pierce County superior court. The land use petition must be filed within 21 calendar days after the final land use decision of the city.~~

~~CC. The applicant must begin construction or submit to the city a complete building permit application for the development activity, use of land or other actions approved under this process within one year after the final decision on the matter, or the decision becomes void. The applicant must substantially complete construction for the development activity, use of land, or other actions approved under this section and complete the applicable conditions listed in the decision within five years after the final decision of the city on the matter, or the decision becomes void. If litigation is initiated pursuant to subsection (X) of this section, the time limit of this section is automatically extended by the length of time between the commencement and final termination of that litigation. If the development activity, use of land, or other actions approved under this section includes phased construction, the time limits of this section may be extended in the decision on the application.~~

~~DD. Time Extension.~~

~~1. Prior to the lapse of approval under subsection (CC) of this section, the applicants may submit a written application in the form of a letter with supporting documentation to the community development department requesting a one-time extension of those time limits of up to one year.~~

~~2. The request must demonstrate that the applicant is making substantial progress on the development activity, use of land or other actions approved under this process and that circumstances beyond the applicant's control prevent compliance with the time limits of subsection (CC) of this section.~~

~~3. The applicant shall include, with the letter of request, the fee as set forth in the city of Edgewood fee-schedule. The application will not be accepted unless it is accompanied by the required fee.~~

~~4. An application for a time extension will be reviewed and decided upon by the community development director or designee.~~

~~5. Any person who is aggrieved by the granting or denying of a request for a time extension under this section may appeal that decision. The appellant must file a letter of appeal indicating how the decision on the time-extension affects the appellant's property and presenting any relevant material or information supporting the appellant's contention. The appeal will be heard and decided upon using Process III. Any time limit, pursuant to Chapter 36.70B RCW, upon the city's processing and decision upon applications under this chapter may, except as otherwise specifically stated in this chapter, be modified by a written agreement between the applicant and the community development director or designee.~~

~~EE. The hearing examiner and city council may require a bond under EMC 18.30.120, Security mechanisms, to ensure compliance with any aspect of a permit or approval.~~

~~FF. Complete Compliance Required.~~

~~1. Except as specified in subsection (FF)(2) of this section, the applicant must comply with all aspects, including conditions and restrictions, of an approval granted under this process in order to do everything authorized by that approval.~~

~~2. If a specific use or site configuration for the subject property was approved under this process or any quasi-judicial process under a previous zoning code, the applicant is not required to apply for and obtain approval through this chapter for a subsequent change in use or site configuration unless:~~

~~a. There is a change in use and this chapter establishes different or more rigorous standards for the new use than for the existing use; or~~

~~b. The community development director or designee determines that there will be substantial changes in the impacts on the neighborhood or the city as a result of the change. (Ord. 23-652 §§ 60, 61, 62 (Exh. A); Ord. 15-448 § 2 (Exh. A); Ord. 03-203 § 1).~~

18.40.110 Quasi-judicial map amendments—Purpose **Process IV – Site-specific Rezones.**

~~A. Purpose. The purpose of this section through EMC 18.40.117 is to establish procedures for site specific applications to rezone property from one zoning classification to another. amendment of the city's official zoning map. The official zoning map is the map of the city which depicts the zoning designations on property, and implements or gives effect to the comprehensive plan. Quasi-judicial amendments are those amendments of the official zoning map that involve the application of existing policy to a specific development application, and do not involve the adoption of new policy (which occurs through legislative decisions). (Ord. 17-500 § 2).~~

18.40.111—Administration of quasi-judicial map amendments.

~~A. Quasi-Judicial Map Amendments~~ **B. Administration and procedures.** ~~Generally.~~ The director is authorized and directed to administer the provisions of this chapter relating to ~~quasi-judicial map amendments~~ site-specific rezones. The authority to hold a public hearing and provide a final recommendation is granted to the hearing examiner and the city council has the authority to make the final decision after a closed record hearing. If approved, the city council will adopt an ordinance amending the city's official zoning map.

~~B. Development Agreement. The city shall not process any quasi-judicial map amendments with development agreements under the interim zoning ordinance. (Ord. 17-500 § 3).~~

~~18.40.112—Procedure for quasi-judicial map amendments.~~

~~The following steps shall be followed in the processing of quasi-judicial amendments:~~

~~A. Determination of complete application;~~

~~B. Notice of application;~~

~~C. SEPA;~~

~~D. Determination of consistency;~~

~~E. Notice of public hearing;~~

~~F. Preparation of staff report;~~

~~G. Public hearing;~~

~~H. Issuance of recommendation to city council;~~

~~I. City council closed record hearing; and~~

~~J. If quasi-judicial map amendment is adopted, an ordinance is adopted to change the official land zoning map. (Ord. 17-500 § 4).~~

C. Application. In addition to the information required in EMC 18.40.140, Project permit applications,

18.40.113—Requirements for a complete quasi-judicial map amendment application.

The following materials shall be submitted to the city for a complete-quasi-judicial amendment (site-specific rezone application):

~~A. Application Form. Seven copies of the completed application form;~~

~~B. Date, name, address, telephone number and email of the applicant;~~

~~C. Name, address, telephone number and email of the owner of the property identified in the application;~~

~~D. Legal description of the subject property;~~

1E. Identification of all sections of the comprehensive plan policies and map addressing the property subject to the application, including identification of the comprehensive plan map designation;

2F. Description of any proposed development of the property under the proposed zoning designation;

~~G. Any plans, information and/or studies that accurately depict existing and proposed use(s) and improvements;~~

~~H. An explanation of the rationale for the proposed amendment;~~

3I. An explanation of how the proposed amendment and associated development proposal(s), if any, conform to, conflict with, or relate to the criteria set forth in EMC 18.40.114110(D), as applicable;

4J. A completed SEPA checklist including the supplement sheet for nonproject actions; and

5K. A title report dated within 30 ~~day~~calendar days of submittal for the subject property; and

~~L. The application fee, as established by the city. (Ord. 17-500 § 5).~~

18.40.114—Criteria for approval of quasi-judicial map amendment.**D.A. Criteria of approval.****1. General rules:**~~The following general rules apply to quasi-judicial map amendment applications:~~

- ~~a1.~~ a1. There is no presumption of validity favoring the action of rezoning;
- ~~b2.~~ b2. The proponents of the rezone have the burden of proof to demonstrate that conditions have changed since the original zoning; and
- ~~c3.~~ c3. The rezone must ~~bear a substantial relationship to~~enhances the public health, safety, ~~morals or~~and welfare.

2B. The applicant must demonstrate compliance with the following criteria for approval of a site-specific rezone~~Implementation of the general rules in subsection (A) of this section involves analysis of the following criteria in order to approve a quasi-judicial map amendment:~~

~~a1.~~ a1. The proposed rezone is consistent ~~Consistency with the existing comprehensive plan and complies with all other applicable city regulations (the comprehensive plan that has been approved and is in place at the time of complete application; the application was submitted);~~

~~b2.~~ b2. The subject property is suitable as is for development in general conformance with the purpose and zoning standards under the proposed zoning district and would not require a variance request in order to develop the property with a change in zoning; ~~Consistency with the purpose of the proposed zoning district;~~

~~3. Consistency between zone criteria and area characteristics;~~

~~4. Zoning history and precedential effect. Previous and potential zoning changes both in and around the area identified in the application shall be examined;~~

~~c5.~~ c5. The impact of more intense zones on less intense zones or industrial and commercial zones on other zones ~~shall be~~is minimized by the use of transitions or buffers, if possible. ~~A gradual transition between zoning categories, including height limits, is preferred.~~

~~d.~~ d. Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:

~~i a.~~ i a. Natural features including but not limited to topographical breaks, lakes, streams, and ravines;

~~ii b.~~ ii b. Major traffic arterials and railroad tracks;

~~iii e.~~ iii e. Distinct change in street layout and block orientation;

~~iii d.~~ iii d. Open space and greenspaces;

~~e6.~~ e6. ~~Zone b~~Boundaries. Commercial and residential areas are established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas, except where physical buffers can provide a more effective separation between uses

~~a. In establishing boundaries, the following elements shall be considered:~~

~~i. Physical buffers as described in subsection (B)(5) of this section; and~~

~~ii. Platted lot lines.~~

~~b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential~~

~~areas. An exception may be made when physical buffers can provide a more effective separation between uses;~~

~~7. Height Limits. In general, height limits greater than 35 feet should be limited to areas where higher height limits would be consistent with the comprehensive plan or where the designation would be consistent with the existing built character of the area;~~

~~f8. The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject property. Impact Evaluation. The evaluation of the changes that would result from approval of the application shall consider the possible negative and positive impacts on the affected area and its surroundings. Factors to be examined include, but are not limited to, the following:~~

~~a. Housing;~~

~~b. Public services;~~

~~c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows and energy conservation;~~

~~d. Pedestrian safety;~~

~~e. Manufacturing activity;~~

~~f. Employment activity;~~

~~g. Character of areas recognized for architectural or historic value;~~

~~h. Shoreline view, public access and recreation;~~

~~gi. Adequate public facilities and services are available, or can be made available, to serve the development allowed by the proposed rezone. Service Capacities. Development which can be reasonably anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including: street access to the area; street capacity in the area; transit service; parking capacity; utility and sewer capacity; shoreline navigation;~~

~~h9. The rezone is warranted because of significantly changed conditions on the site or in the surrounding area; Changed Circumstances. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone designations in the Zoning Code;~~

~~i10. The probable adverse environmental impacts of the types of development allowed by the proposed zone can be mitigated taking into account all applicable regulations. Critical Areas. If the area is located in or adjacent to a critical area, the effect of the rezone on the critical area shall be considered. (Ord. 17-500 § 6).~~

18.40.115—Conditioning.

~~E. Conditions. A quasi-judicial map amendment~~site-specific rezone may be conditioned based on the criteria set forth in ~~EMC 18.40.114~~this section and RCW 43.21C.060 (SEPA). ~~Conditions shall be included in a development agreement recorded against the subject property. (Ord. 17-500 § 7).~~

18.40.116—Deadline for final decision.

~~F. Deadline for a final decision. A quasi-judicial map~~site specific rezone ~~amendment~~ shall be approved, approved with conditions or denied within ~~1270 day~~calendar days after the application has been determined complete ~~per RCW 36.70B.~~

18.40.117—Expiration.

G. Expiration.

~~1A.~~ A ~~quasi-judicial-amendment~~site-specific rezone approval ~~with or without a development agreement~~ shall expire three years from the effective date of the approval, unless:

~~a1.~~ If, prior to the end of the three-year period, a complete application is filed for a building permit that is subsequently issued; or

~~b2.~~ Another time for expiration is specified in the final decision or development agreement.

~~2B.~~ When a ~~quasi-judicial-amendment~~site-specific rezone expires, the official land use map shall be amended so that the zoning designation in effect immediately prior to the approval shall reapply to the subject property, except as otherwise expressly provided in the original ordinance adopting site-specific rezone. ~~the quasi-judicial-amendment. (Ord. 17-500 § 9).~~

18.40.120 Process V – Legislative review.

~~A. Purpose. To establish procedures for amendment of the city's comprehensive plan map/text and the development regulations. Various provisions of this chapter indicate that certain proposals to amend the zoning map through a legislative rezone, or amend the comprehensive plan must be reviewed and decided upon using Process V.~~

~~B. Thirty days prior to December 31st, the city shall notify the public that Comprehensive Plan map/text amendments are due by December 31st. The notice shall be provided in the newspaper of record and posted on city's notice board and any other noticing required by the community development director.~~

~~C. All applicants seeking an amendment to comprehensive land use designations of the official comprehensive plan (site-specific requests) is recommended to apply for a preapplication conference with the city's staff.~~

D. Submittal Deadline:

1. Development Regulation Amendments: See EMC 18.60.040.

2. Comprehensive Plan Map and/or Text Amendments: See EMC 18.60.130.

~~E. Determination of Completeness. See EMC 18.60.050, Requirements for a complete application. A proposal that will be reviewed using this process may be initiated by the city council or council committee, or requested by the planning commission, city staff, or any interested person, including applicants, citizens, hearing examiners, and staff of other agencies.~~

~~F. The community development department shall maintain a docket of all changes to the comprehensive plan or development regulations and proposed by interested persons (including development applicants, citizens, hearing examiners, and/or other agencies and staff). The comprehensive plan map/text amendment docket shall be maintained in compliance with EMC 18.60.130 through 18.60.230.~~

~~G. SEPA. Subject to compliance with EMC 18.60.060, 18.60.200, and Chapter 20.05 EMC. The State-Environmental Policy Act applies to some of the decisions that will be made using this process. The community-development director or designee shall evaluate each proposal and, where applicable, comply with the State-Environmental Policy Act and with state regulations and city ordinances issued under authority of the State-Environmental Policy Act.~~

~~E. City Council Review:~~

~~1. The city council shall review all requests docketed with the community development department concurrently, on an annual basis and consistent with RCW 36.70A.130(2). As part of such annual review, the council shall review all requests received prior to December 31st of the calendar year. Requests submitted after December 31st shall be considered during the following annual review.~~

~~2. The city council shall review city-initiated changes to the text of the comprehensive plan concurrently with docketed amendment requests. The city council may also review or amend the comprehensive plan whenever~~

~~an emergency exists, to resolve an appeal of the comprehensive plan or amendments thereto, or in other circumstances as provided for by RCW 36.70A.130(2)(a). The city council may also review city-initiated changes to the text of this chapter or to the city's zoning map from time to time at the council's discretion.~~

~~3. The city council may request, through the community development director, that the community development department or any other department of the city provide any information or material on the proposal(s), consistent with subsection (R) of this section.~~

~~F. Sixty days prior to December 31st in each calendar year, the city shall notify all persons who submitted application forms after December 31st of the previous calendar year. Notice shall also be given as follows:~~

~~1. Public notice notifying the public that the amendment process has begun shall be published in the city's official newspaper.~~

~~2. Notice shall be posted on the official city public notice boards.~~

~~3. A copy of the notice shall be mailed to other local newspapers.~~

~~4. All agencies, organizations, and adjacent jurisdictions with an interest and all persons who, in the judgment of the community development director or designee, may be directly affected by changes to the comprehensive plan shall be sent a copy of the notice. In determining who may be affected by comprehensive plan changes, the director may rely on written correspondence indicating an interest and received after December 31st of the previous year.~~

~~G. Any person, personally or through an agent, may apply for a site-specific comprehensive plan designation change with respect to property owned. In addition, any person may, personally or through an agent, request changes to the text of the comprehensive plan or development regulations codified in this chapter.~~

~~1. An applicant must complete a docket form prepared by the city. An applicant seeking a site-specific plan or zoning designation change shall also file the information specified in EMC 18.40.110(C)(2) with the community development department.~~

~~2. The community development director or designee shall have the authority to waive any of the requirements of this section if, in the director's discretion, such information is not relevant or would not be useful to consideration of the proposed amendment.~~

~~3. There is no fee for this initial application. After the prioritization process, applications to be considered during the amendment process shall submit the fee as set forth in the city of Edgewood fee schedule.~~

~~H. Criteria for Prioritizing Plan Amendment Requests. [See EMC 18.60.140 through 18.60.170.](#)~~

~~1. After December 31st, but prior to adopting any amendment requests, the city council shall hold a public hearing and select those amendment requests it wishes to consider for adoption.~~

~~2. The city council shall consider the following criteria following a public hearing in selecting the comprehensive plan amendments to be considered during the upcoming cycle:~~

~~a. Whether the same area or issue was studied during the last amendment process and conditions in the immediate vicinity have significantly changed so as to make the requested change within the public interest.~~

~~b. Whether the proposed amendment is consistent with the overall vision of the comprehensive plan.~~

~~c. Whether the proposed amendment meets existing state and local laws, including the Growth Management Act.~~

~~d. In the case of text amendments or other amendments to goals and policies, whether the request benefits the city as a whole versus a selected group.~~

~~3. If the request meets the criteria set forth in subsections (H)(2)(a) through (d) of this section, it shall be further evaluated according to the following criteria:~~

- ~~a. Whether the proposed amendment can be incorporated into planned or active projects.~~
- ~~b. Amount of analysis necessary to reach a recommendation on the request. If a large scale study is required, a request may have to be delayed until the following year due to work loads, staffing levels, etc.~~
- ~~c. A large volume of requests may necessitate that some requests be reviewed in a subsequent year.~~
- ~~d. Order of requests received.~~

~~4. Based on its review of requests according to the criteria in subsections (H)(2) and (3) of this section, the council shall determine which requests shall be further considered for adoption, and shall forward those requests to the planning commission for its review and recommendation.~~

~~5. The council's decision to consider a proposed amendment shall not constitute a decision or recommendation that the proposed amendment should be adopted nor does it preclude later council action to add or delete an amendment for consideration.~~

~~I. All applicants seeking an amendment to comprehensive land use designations of the official comprehensive plan (site specific requests) must apply for a preapplication conference with the city's staff.~~

~~J. Legislative Rezones.~~

~~1. Legislative rezone is a rezone that meets the following criteria:~~

- ~~a. It is initiated by the city; and~~
- ~~b. It includes a large number of properties which would be similarly affected by the proposed rezone.~~

~~2. All other rezones not meeting the above criteria are treated as quasi-judicial rezones and are reviewed and decided upon using Process IV.~~

~~K. The city may decide to approve a legislative rezone only if it finds that:~~

- ~~1. The proposal is consistent with the comprehensive plan;~~
- ~~2. The proposal bears a substantial relation to public health, safety, or welfare; and~~
- ~~3. The proposal is in the best interest of the residents of the city.~~

~~L. If the city approves a legislative rezone it will give effect to this decision by making the necessary amendment to the zoning map of the city.~~

~~M. The city may amend the text of this chapter only if it finds that:~~

- ~~1. The proposed amendment is consistent with the applicable provisions of the comprehensive plan;~~
- ~~2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and~~
- ~~3. The proposed amendment is in the best interest of the residents of the city.~~

~~N. The city may consider, but is not limited to, the following factors when considering a proposed amendment to the comprehensive plan:~~

- ~~1. The effect upon the physical environment.~~
- ~~2. The effect on open space, streams, and lakes.~~

- ~~3. The compatibility with and impact on adjacent land uses and surrounding neighborhoods.~~
- ~~4. The adequacy of and impact on community facilities including utilities, roads, public transportation, parks, recreation, and schools.~~
- ~~5. The benefit to the neighborhood, city, and region.~~
- ~~6. The quantity and location of land planned for the proposed land use type and density and the demand for such land.~~
- ~~7. The current and projected population density in the area.~~
- ~~8. The effect upon other aspects of the comprehensive plan.~~
- ~~9. For site specific comprehensive plan amendments, the provisions of EMC 18.40.110(M) shall also apply.~~

~~O. The city may amend the comprehensive plan only if it finds that:~~

- ~~1. The proposed amendment bears a substantial relationship to public health, safety, or welfare; and~~
- ~~2. The proposed amendment is in the best interest of the residents of the city; and~~
- ~~3. The proposed amendment is consistent with the requirements of RCW 36.70A.103 and with the portion of the city's adopted plan not affected by the amendment.~~

~~P. Official File:~~

~~1. The community development director or designee shall compile an official file containing all information and materials relevant to the proposal and to the city's consideration of the proposal.~~

1. The community development director or designee shall compile an official file on the application containing the following:

- a. application materials
- b. public comments
- c. The staff report(s).
- d. The electronic recording of the public hearing on the matter.
- e. The decision of the Planning Commission and City Council.

~~2. The official file is a public record. It is available for inspection and copying in the department of community development during regular business hours.~~

IQ. Notice of Public Hearing. Notice provisions ~~under this section~~ shall be followed for both the development regulations amendment and comprehensive plan map/text amendment public hearings ~~during which all requests for changes to the zoning map, zoning text, and the comprehensive plan are prioritized, as well as the public hearing held on individual requests.~~

K1. The public hearing is subject to EMC 18.60.070, Public notice. The public notice shall comply with EMC 18.60.070(d) and provide the following additional details: The community development director or designee shall prepare a notice of each proposal, for which a public hearing will be held, containing the following information:

~~a. The citation, if any, of the provision that would be changed by the proposal along with a brief description of that provision.~~

- ~~b. A statement of how the proposal would change the affected provision.~~
- ~~c. A statement of what areas, zones, or locations will be directly affected or changed by the proposal.~~
- ~~d. The date, time, and place of the public hearing.~~

ae. A statement of the availability of the official file.

bf. A statement of the right of any person to submit written comments to the planning commission and to appear at the public hearing of the planning commission to give comments orally.

~~2. The community development director or designee shall distribute this notice at least 14 calendar days before the public hearing following the procedures of EMC 18.40.190, Notice of public hearing. In addition, the procedures of EMC 18.40.150, Determination of completeness, shall be followed for site specific requests regarding notification of adjacent property owners posting of the site.~~

LR. Staff Report.

1. The community development director or designee shall prepare a staff report containing:
 - a. An analysis of the proposal against EMC 18.60.220 and a recommendation on the proposal; and
 - b. Any other information the community development director or designee determines is necessary for consideration of the proposal, ~~consistent with subsection (E) of this section.~~
2. The community development director or designee shall distribute the staff report as follows:
 - a. Each member of the planning commission prior to the hearing.
 - b. Any ~~person requesting it~~ parties of record.

MS. The planning commission shall hold public hearings on each proposal, ~~consistent with EMC 18.40.110, Process IV—Quasi-judicial rezones, unless the city council elects to hold its own hearings on the proposal, in which case planning commission review pursuant to this process shall not be required.~~

1. The hearings of the planning commission are open to the public.
2. Except as provided in subsection (S)(1) of this section, the hearing of the planning commission is the hearing for city council. City council need not hold another hearing on the proposal.

~~T. Material to be Considered.~~

- ~~1. Except as specified in subsections (T)(2) and (3) of this section, the planning commission and city council may consider any pertinent information or materials in reviewing and deciding upon a proposal under this process.~~
- ~~2. Except as specified in subsection (T)(3) of this section, the city may not consider a specific site plan or project in reviewing and deciding upon a proposal under this process.~~
- ~~3. If a proposal that will be decided upon using this process is part of a specific project, the city may consider all information pertaining to SEPA environmental review and submitted under subsection (D) of this section, in deciding upon that proposal.~~

~~U. The planning commission shall make a complete electronic audio recording of each public hearing.~~

NV. Any interested person may participate in the planning commission public hearing in either or both of the options describe in EMC 18.40.190(I)(4) for Hearing Examiner Public Hearing participation. ~~following ways:~~

~~1. By submitting written comments to the planning commission either by delivering these comments to the community development department prior to the hearing or by giving them directly to the planning commission at the hearing.~~

~~2. By appearing in person, or through a representative, at the hearing and making oral comments. The planning commission may reasonably limit the extent of oral comments to facilitate the orderly and timely conduct of the hearing.~~

~~W. The planning commission may, for any reason, continue the hearing on the proposal. If, during the hearing, the planning commission announces the time and place of the next public hearing on the proposal and a notice thereof is posted on the door of the hearing room, no further notice of that hearing need be given.~~

~~O~~X. Planning Commission Recommendation.

1. Following the public hearing, the planning commission shall consider the proposal ~~in light of~~ considering the decisional criteria in ~~subsection (H)~~ EMC 186.60.2200 of this section, and take one of the following actions:

a. If the planning commission determines that the proposal should be adopted, it may, by a majority vote of the entire membership, recommend that city council adopt the proposal.

b. If the planning commission determines that the proposal should not be adopted, it may, by a majority vote of the members present, recommend that city council not adopt the proposal.

c. If the planning commission is unable to take either of the actions ~~specified in subsection (X)(1)(a) or (b) of this section~~, the proposal will be sent to city council with the notation that the planning commission makes no recommendation.

2. The planning commission may modify the proposal in any way and to any degree prior to recommending the proposal to city council for adoption. If the planning commission fundamentally modifies the proposal, the planning commission shall hold a new public hearing on the proposal as modified prior to recommending the proposal to city council for action.

~~P~~Y. Report to City Council.

1. The community development director or designee shall prepare a planning commission report on the proposal containing a copy of the proposal, along with any explanatory information, and the planning commission recommendation, if any, on the proposal.

~~2. The community development director or designee shall transmit the planning commission report to the community development director for consideration by city council.~~

3. The community development director or designee shall promptly send a copy of the planning commission report to ~~any person requesting it~~ all parties of record.

~~Q~~Z. City Council Action.

1. Within 60 ~~day~~ calendar days of receipt of the planning commission report by the community development director, the city council shall consider the proposal along with a draft ordinance prepared by the city attorney, appropriate to enact or adopt the proposal.

2. In deciding upon the proposal, the city council shall use the decisional criteria listed ~~in the provisions of this chapter describing the proposal~~ EMC 18.60.220

3. After consideration of the planning commission report and, at its discretion, holding its own public hearing on the proposal, the city council shall ~~by majority vote of its total membership~~:

a. Approve the proposal by adopting an appropriate ordinance;

- b. Modify and approve the proposal by adopting an appropriate ordinance;
- c. Disapprove the proposal by resolution; or
- d. Refer the proposal back to the planning commission for further proceedings. If this occurs, the city council shall specify the time within which the planning commission shall report back to the city council on the proposal.

~~RAA. State Transmittal: See EMC 18.60.060, EMC 18.60.100, and EMC 18.60.240, as applicable. At least 60 days prior to final action being taken by the city council, but not prior to the close of the planning commission public hearing and transmittal of planning commission recommendation to the State Department of Community Trade and Economic Development (CTED) and other interested affected local and state agencies, the county and surrounding jurisdictions shall be provided with a copy of the amendments in order to initiate the 60-day comment period. All other parties previously notified shall be again notified that the draft amendments of the comprehensive plan are available on request on a cost recovery basis. No later than 10 days after adoption of the comprehensive plan, a copy of the adopted comprehensive plan shall be forwarded to CTED and others who submitted written comments on the draft comprehensive plan.~~

~~BB. Appeals: development regulations and/or comprehensive plan map/text amendment appeals are subject to EMC 18.60.110 and EMC 18.60.240, respectively. The action of the city in granting, modifying or denying an amendment to this chapter or to the comprehensive plan may be reviewed by the Central Puget Sound Growth Management Hearings Board pursuant to RCW 36.70A.280.~~

18.40.130 Preapplication conference.

- A. The purpose of the preapplication process is for the applicant to provide city staff with the necessary information about the proposed project and site conditions so that the city can efficiently and effectively provide the applicant with the requirements that must be met to have the proposal proceed through the formal review process.
- B. Any potential applicant may request a pre-application meeting. For the city to accurately evaluate the proposed project at the preapplication conference, the applicant should provide at a minimum:
 - 1. Project narrative;
 - 2. List of questions;
 - 3. Draft site plan;
 - 4. Draft building elevations, if applicable; and
 - 5. Any other drawings or documents helpful to illustrate the proposal.
- C. At a minimum, the meeting shall be scheduled with applicable representatives from the city, including but not limited to the planning, engineering, and building divisions. Representatives from other departments or agencies are encouraged to attend to provide comments on the proposed land use development permit application.
- D. It is impossible for the conference to be an exhaustive review of all potential issues. The discussions at the meeting shall not bind or prohibit the city's future application or enforcement of all applicable laws.
- E. Review of a proposal at a pre-application meeting does not vest any project.

~~The purpose of the preapplication conference shall be to acquaint the applicant with the substantive and procedural requirements of the Edgewood Municipal Code and applicable elements of the comprehensive plan, arrange such technical and design assistance as will aid the applicant, and to otherwise identify policies and regulations associated with the proposed development.~~

~~A. A preapplication conference shall be required for all Process III and Process IV permits and all Process I and Process II permits that require environmental review. A preapplication conference may also be required for any~~

~~project subject to the requirements of Chapter 18.95 EMC, Design Standards, at the discretion of the community development director or designee. Only one preapplication conference shall be required for all project permit applications related to the same project, though an applicant may elect to arrange multiple preapplication conferences in relationship to a given project. A preapplication conference shall precede the submittal of any project permit application, including an environmental checklist. The community development director or designee may waive, in writing, the requirement for a preapplication conference for proposals that are determined not to be of a size and complexity to require the detailed analysis of a preapplication conference, or as otherwise determined not appropriate for such review.~~

~~B. To initiate a preapplication conference, an applicant shall submit a completed form provided by the city and all information pertaining to the proposal as prescribed by administrative procedures of the community development department. Failure to provide all pertinent information may prevent the city from identifying all applicable issues or providing the most effective preapplication conference.~~

18.40.140 Project permit applications.

A. All applications for permit, discretionary or zoning decision specified in this title shall be submitted on application forms prepared by the director.

B. All applications shall be signed by the property owner or an authorized representative.

C. All applications shall be accompanied by the required fees, as set forth in Chapter 3.35 EMC. ~~A. Applications for all project permits shall be submitted upon forms provided by the city and shall, at a minimum, consist of the materials specified in this section, plus any other materials required on the application form or by this title. Minimum required materials are as follows:~~

- ~~1. A completed development permit application form.~~
- ~~2. An explanation of intent, stating the nature of the proposed development, reasons for the permit request, pertinent background information, information required on the application form, technical reports, studies and data required to address conditions on the site or criteria of the permit or approval requested, and other information that may have a bearing in determining the action to be taken.~~
- ~~3. Proof that the property affected by the application is in the exclusive ownership of the applicant, or that the applicant has the consent of all partners in ownership of the affected property.~~
- ~~4. Legal description of the property affected by the application.~~
- ~~5. Additional information required by other sections of this title because of the type of development proposal or the area involved.~~
- ~~6. The fee established for such application as set forth in the city of Edgewood fee schedule.~~

~~B. Application materials shall be submitted to the community development director or designee who shall have the date of submission indicated on each copy of the materials submitted.~~

~~C. Following a determination that an application is complete, the city shall begin project review.~~

18.40.150 Determination of completeness ~~(RCW 36.70B.070).~~

A. For the purposes of this title, a complete application is one that contains all items required under EMC

18.40.140 ~~For the purposes of this title, a complete application is one that contains all required information, supporting documentation, and signatures, as outlined on the project permit application, and which is accompanied by payment of any and all fees as set forth in the city of Edgewood fee schedule.~~ **1. Time Limitations.**

~~a. Calculation of Time Periods for Issuance of Notice of Final Decision. In determining the number of calendar days that have elapsed after the city has notified the applicant that the application is complete for purposes of calculating the time for issuance of the notice of decision, the following periods shall be excluded:~~

~~i. Any period during which the applicant has been requested by the city to correct plans, perform required studies, provide additional required information, or otherwise requires the applicant to act. The period shall be calculated from the date the city notifies the applicant of the need for additional information until the earlier of the date the local government determines whether the additional information satisfies the request for information or 14 calendar days after the date the information has been provided to the city;~~

~~ii. If the city determines that the information submitted by the applicant under EMC 18.40.150, Determination of completeness, is insufficient or incorrect;~~

~~iii. Any period during which an environmental impact statement is being prepared following a determination of significance pursuant to Chapter 43.21C RCW, if the city by ordinance has established time periods for completion of environmental impact statements, or if the city and the applicant in writing agree to a time period for completion of an environmental impact statement;~~

~~iv. Any period for administrative appeals of project permit applications, if an open record appeal hearing or a closed record appeal, or both, are allowed. The time period for consideration and decision on appeals shall not exceed:~~

~~(A) Ninety calendar days for an open record appeal hearing; or~~

~~(B) Sixty calendar days for a closed record appeal, unless the parties agree to extend these time periods; and~~

~~2. Any extension of time mutually agreed upon by the applicant and the local government.~~

~~3. The time limits established in this section do not apply if a project permit application:~~

~~a. Requires an amendment to the comprehensive plan or a development regulation;~~

~~b. Requires approval of the siting of an essential public facility as provided in RCW 36.70A.200; or~~

~~c. Is substantially revised by the applicant, in which case the time period shall start from the date at which the revised project application is determined to be complete pursuant to this section.~~

~~4. If the city is unable to issue its final decision within the time limits provided in this chapter, it shall provide written notice of this fact to the project applicant. The notice shall include a statement of reasons why the time limits have not been met and an estimated date for issuance of a final decision. The city is not liable for damages due to the city's failure to make a final decision within the time limits established in this chapter.~~

B. Determination of complete application.

1. Within 28 calendar days after receiving a project permit application, the city shall provide a written determination of completeness to the applicant via electronic mail which states either that:

a. The application is complete; or

b. The application is incomplete and that the procedural submission requirements of the city have not been met. The determination will outline what is necessary to make the application procedurally complete. To the extent known by the city, the determination will identify other agencies of local, state, or federal governments that may have jurisdiction over some aspect of the application.

2. If the city does not provide a written determination to the applicant that the application is incomplete within 28 calendar days, the application shall be deemed procedurally complete on the 29th day after receiving a project permit application. When the city does not provide a written determination to the applicant that the application is procedurally incomplete, the city may still seek additional information or studies as provided for in subsection (B)(3). The time period guidelines for review of project permit applications begins following the determination of a complete application, as set forth in EMC 18.40.200.

3. Additional information or studies may be required or project modifications may be undertaken subsequent to the procedural review of the application by the city. The city's determination of completeness shall not preclude the city from requesting additional information. However, if the procedural submission requirements, as outlined on the project permit application have been provided, the need for additional information or studies may not preclude a completeness determination.

C. If the applicant receives a written determination from the city that an application is ~~not~~ procedurally incomplete, the applicant shall have 90 calendar days to submit the necessary information to the city. If the applicant does not submit the required information within the 90 -calendar day period, the application shall lapse due to a lack of information necessary to complete the review. No extensions shall be granted.

D. Within 14 calendar days after the applicant has submitted the requested additional information, the city shall make a determination as described in subsection (B) of this section; provided, however, that if upon review the application remains procedurally incomplete, the application shall lapse due to a lack of information necessary to complete the review, and the applicant shall be notified in writing of the determination.

18.40.160 Incorrect applications.

A. Following a determination of a complete application, if the city finds that additional information is necessary or corrections are required to make the proposal consistent with the comprehensive plan and development regulations, the city shall provide a letter to the applicant:

1. Detailing the necessary corrections;

2. Providing the response deadline; and

3. Include a notice that nonresponsiveness for 60 consecutive calendar days may result in 30 calendar days being added to the time for review permitted under EMC 18.40.200. ~~Following a determination of a complete application and the commencement of project review, the city may make a determination in writing that some information is incorrect and require that corrected information be submitted. The applicant shall have up to 90 calendar days to submit corrected information. The city shall have 14 calendar days to review the submittal of corrected information.~~

B. the applicant receives a written determination from the city that corrections or additional information are necessary, the applicant shall have up to 90 calendar days to submit the necessary information to the city.

1. The director may allow for up to a total of two (2) extensions to submit the required information, not to exceed an additional 90 calendar days each. Requests must be made in writing a minimum of ten (10) calendar days prior to the submittal deadline.

2. If the applicant either refuses in writing to submit corrected information or does not submit the corrected information within the 90-calendar day period, the application shall lapse.

3. The city shall have 14 calendar days to review the submittal of corrected information.

C. If the application requires a second request for additional or corrected information, the city shall schedule a meeting with said request in an attempt to resolve outstanding issues during the review process with the applicant. The meeting shall be scheduled within 14 calendar days of the correction letter date, unless the applicant requests an alternative date or refuses to meet. Following this attempt, if the city receives the additional or corrected information and proceeds with review, the community development director shall either approve or deny the application. ~~If the corrected information is still not found to be sufficient, the city shall notify the applicant in writing that the submitted information is incorrect, and the time period set forth in subsection (A) of this section shall be repeated. This process may continue until complete or corrected information is obtained.~~

~~C. If the requested corrected information is sufficient, the city shall continue with project review, in accordance with the time calculations exclusions set forth in EMC 18.40.150, Determination of completeness. If the applicant either~~

~~refuses in writing to submit corrected information or does not submit the corrected information within the 90-calendar day period, the application shall lapse.~~

~~D. Appeal of an administrative determination of an incomplete or incorrect application shall be made pursuant to EMC 18.40.090(L), Appeals.~~

18.40.170 Referral of applications.

Within ~~10-14 calendar day~~calendar days of determining a complete application, the community development director or designee shall transmit a copy of the application, or appropriate parts of the application, to each appropriate agency and city department for review and comment, including those responsible for determining compliance with state, federal and county requirements. The affected agencies and city departments shall have 15 ~~calendar day~~calendar days to comment. The referral agency or city department is presumed to have no comments if comments are not received within the specified time period. The community development director or designee may grant an extension of time if the application involves unusual circumstances.

18.40.180 Notice of application ~~(RCW 36.70B.060).~~

~~A. A notice of application shall be issued within 14 calendar days after the city has made a determination of completeness pursuant to EMC 18.40.150, Determination of completeness, for all Process I, and Process II permits that require SEPA review, and all short plats, and all Process III and Process IV applications; provided, that the notice of application shall be provided at least 15 calendar days prior to any required open record hearing. One notice of application shall be completed for all permit applications related to the same project at the time of the earliest complete permit application.~~ A. Applicability. This section applies to all short plats and all Process II, III, IV, and V applications.

B. A notice of application shall not be required for project permits that are categorically exempt under chapter 43.21C RCW, unless an open record public hearing is required or an open record appeal hearing is allowed on the project permit decision. ~~A notice of application shall not be required for project permits that are categorically exempt under SEPA, WAC 197-11-800(a) through (d), Categorical Exemptions, unless a public comment period or an open record hearing is required prior to the decision on the project.~~

C. The notice of application shall include the following:

1. The application number;
2. The name of the applicant;
3. The date of application, the date of the notice of complete application, and the date of the notice of application;
4. The physical location of the proposal, if applicable;
5. A description of the proposal;
6. A list of the permits included in the application and, if applicable, a list of any studies requested under RCW 36.70B.070;
7. The identification of other permits not included in the application to the extent known by the local government;
8. The identification of existing environmental documents that evaluate the proposed project;
9. The location where the application and any studies can be reviewed;
10. A statement of the public comment period, which shall be not less than 14 nor more than 30 calendar days following the date of notice of application;

11. A statement of the right of any person to comment on the application, receive notice of and participate in any hearings, request a copy of the decision once made, and any appeal rights.
12. The date, time, place, and type of public hearing, if applicable and scheduled at the date of notice of the application;
13. A statement of the preliminary determination, if one has been made at the time of notice, of those development regulations that will be used for project mitigation and of consistency as provided in RCW 36.70B.030(2) and 36.70B.040;
14. If the City is using the optional DNS process (WAC 197-11-355), additional information will be added to the notice as required by WAC 197-11-355(2); and
15. Any other information determined appropriate by the director.

~~D~~C. Distribution. All required notices of application shall be:

1. Mailed to all owners of real property as shown by the records of the county assessor's office within 300 feet of the subject property;
2. Mailed or electronically mailed to any party of record, departments and agencies with jurisdiction, or any person who has made a written request to receive such notice;
3. Posted at the official city public notice board(s);
 - a. A minimum of one (1) public notice sign shall be required per street frontage.
 - b. In case of large parcels or street frontages exceeding 500 feet, the director may require the posting of additional signs.
4. The director(s) may publicize a given application more broadly or by additional means than stated herein if a greater level of public awareness is deemed necessary.
5. If the City is using the optional DNS process (WAC 197-11-355), EMC 20.05.200(A)(2) notice distribution standards will apply.
6. For short subdivisions and subdivisions, notice shall be given as provided in Title 16.

F. Timing. The notice of application shall be issued:

1. Within 14 calendar days ~~of determination that an application is complete~~ after the city has made a determination of completeness pursuant to EMC 18.40.150; provided; ~~and~~:
 - a. The notice of application shall be provided at least 15 ~~day~~ calendar days prior to any open record public hearing; and
 - b. One (10) notice of application shall be completed for all applications related to the same project at the time of the earliest complete permit application.
- ~~1.2. At least 15 days prior to any open record hearing. The notice of application process shall follow RCW 36.70B.110, or as hereafter amended.~~

18.40.190 Notice of public hearing.

A. Notice of public hearing is required for all types of applications for which a public hearing is held. Notice of public hearing ~~shall be reasonably calculated to give actual notice and~~ shall contain the following information:

1. The name of the applicant or the applicant's representative;

2. Description of the affected property, ~~which may be in the form of either a vicinity location sketch or written description, other than a legal description;~~
3. The date, time, and place of the hearing;
4. The nature of the proposed use or development;
5. A statement that all interested persons may appear and provide testimony;
6. When and where information may be examined, and when and how written comments addressing findings required for a decision by the hearing body may be admitted;
7. The name of a city representative to contact and the telephone number where additional information may be obtained;
8. That a copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and will be provided at the cost of reproduction; and
9. That a copy of the staff report will be available for inspection at no cost at least five ~~calendar day~~calendar days prior to the hearing and copies will be provided at the cost of reproduction.
10. A statement of the right of any person to submit written comments to the hearing examiner and to appear at the public hearing of the hearing examiner to give comments orally and the right to request a copy of the decision once made.
11. A statement that only persons who submit written or oral comments to the hearing examiner may appeal the hearing examiner's decision.

~~B. Mailed notice of the public hearing shall be provided by the city as follows:~~

- ~~1. All owners of real property as shown by the records of the county assessor's office within 300 feet of the subject property; and~~
- ~~2. Any person who submits written comments on an application.~~
- ~~3. For Process V legislative actions, the city shall publish notice as described in this section, and use all other methods of notice as required by RCW 35A.12.160.~~

BC. Procedure for Posted and/or Published Notice of Public Hearing Procedures.

- ~~1. Posted notice of the public hearing is required for all Process III and Process IV permit actions. The posted notice of hearing shall be added to the sign already posted on the property pursuant to EMC 18.40.180, Notice of application.~~
2. The Published notice of the public hearing is required for all Process III and Process IV procedures. The published notice of public hearing shall be published at least once in a newspaper of general circulation within the city and contain the following information:
 - a. Project location;
 - b. Project description and nature of issues to be discussed at the hearing;
 - c. Type of permit(s) required;
 - d. Comment period dates and how written comments addressing findings required for a decision by the hearing body may be submitted; and
 - e. The location where the complete application may be reviewed.

2. The posted notice of hearing shall be added to the sign already posted on the property pursuant to EMC 18.40.180. ~~Notice of application.~~

3. Notice of Public Hearing for Process III and IV actions shall comply with EMC 18.40.180(D). Process V legislative actions shall require published notice in the local paper and use all other methods of notice as required by RCW 35A.12.160.

~~C~~D. Notice shall be mailed, posted and first published not less than 15 nor more than 30 ~~day~~calendar days prior to the hearing requiring the notice. Any posted notice shall be removed by the applicant within 10 ~~calendar~~ ~~day~~calendar days following the conclusion of public hearing(s).

~~D~~E. Open record hearings shall be conducted in accordance with this section. The community development director or designee shall be responsible for the hearing and shall:

1. Schedule an application for review and public hearing;
2. Give notice; however, applicant is responsible for some of the notice requirements;
3. Prepare the staff report on the application, which shall be a single report stating all of the decisions made as of the date of the report, including recommendations on project permits in the consolidated permit process that do not require an open record predecision hearing. The report shall state any mitigation required or proposed under the development regulations or the city's authority under SEPA. If the threshold determination other than a determination of significance has not been issued previously by the city, the report shall include or append this determination. In the case of a Process I or Process II project permit application, this report may be the permit; and
4. Prepare the notice of decision, if required by the hearing body, and/or mail a copy of the notice of decision to those required by this code to receive such decision.
5. The hearing body shall be subject to the code of ethics and prohibitions on conflict of interest as set forth in RCW 35A.42.020 and Chapter 42.23 RCW, as the same now exists or may hereafter be amended.
6. Ex Parte Communications.
 - a. No member of the hearing body may communicate, directly or indirectly, regarding any issue in a quasi-judicial proceeding before them, other than to participate in communications necessary to procedural aspects of maintaining an orderly process, unless they provide notice and opportunity for all parties to participate; except as provided in this section:
 - i. The hearing body may receive advise from legal counsel; or
 - ii. The hearing body may communicate with staff members, except where the proceeding relates to a code enforcement investigation or prosecution.
 - b. If, before serving as the hearing body in a quasi-judicial proceeding, any member of the hearing body receives an ex parte communication of a type that could not properly be received while serving, the member of the hearing body, promptly after starting to serve, shall disclose the communication as described in subsection (E)(3)(c) of this section.
 - c. If the hearing body receives an ex parte communication in violation of this section, they shall place on the record:
 - i. All written communications received;
 - ii. All written responses to the communications;
 - iii. The substance of all oral communications received and all responses made; and

- iv. The identity of each person from whom the hearing body received any ex parte communication.
- d. The hearing body shall advise all parties that these matters have been placed on the record.

e. Upon request made within 10 ~~calendar day~~ calendar days after notice of the ex parte communication, any party desiring to rebut the communication shall be allowed to place a rebuttal statement on the record.

7. Disqualification.

- a. Any member who is disqualified may be counted only by making full disclosure to the audience, abstaining from voting on the disqualification, vacating the seat on the hearing body and physically leaving the hearing.
- b. If all members of the hearing body are disqualified, all members present after stating their reasons for disqualification shall be requalified and shall proceed to resolve the issues.
- c. Except for Process IV actions, a member absent during the presentation of evidence in a hearing may not participate in the deliberations or decision unless the member has reviewed the evidence received.

8. The burden of proof is on the proponent, pursuant to EMC 18.30.090, Burden of proof. The project permit application must be supported by proof that it conforms to the applicable elements of the city's development regulations, comprehensive plan and that any significant adverse environmental impacts have been adequately addressed.

9. The order of proceedings for a hearing will depend in part on the nature of the hearing. The following shall be supplemented by administrative procedures as appropriate.

- a. Before receiving information on the issue, the following shall be determined:
 - i. Any objections on jurisdictional grounds shall be noted on the record and if there is objection, the hearing body has the discretion to proceed or terminate; and
 - ii. Any abstentions or disqualification shall be determined.
- b. The presiding officer may take official notice of known information related to the issue, such as:
 - i. A provision of any ordinance, resolution, rule, officially adopted development standard or state law; and
 - ii. Other public records and facts judicially noticeable by law.
- c. Matters officially noticed need not be established by evidence and may be considered by the hearing body in its determination. Parties requesting notice shall do so on the record; however, the hearing body may take notice of matters listed in subsections (E)(6)(a) and (b) of this section if stated for the record. Any matter given official notice may be rebutted.
- d. The hearing body may view the area in dispute with or without notification to the parties, but shall place the time, manner, and circumstances of such view on the record.
- e. Information shall be received from the staff and from proponents and opponents. The presiding officer may approve or deny a request from a person attending the hearing to ask a question. Unless the presiding officer specifies otherwise, if the request to ask a question is approved, the presiding officer will direct the question to the person submitting testimony.
- f. When the presiding officer has closed the public hearing portion of the hearing, the hearing body shall openly discuss the issue and may further question a person submitting information or the staff if opportunity for rebuttal is provided.

10. The hearing body shall issue a recommendation or decision, as applicable, within 14 ~~calendar day~~calendar days of the record being closed.

11. A party of record may ask for a reconsideration of a decision by the hearing examiner for a Process III action or a recommendation by the planning commission for a Process IV action. Reconsideration is not authorized for Process I and Process II applications. A reconsideration may be requested if either:

- a. A specific error of fact or law can be identified; or
- b. New evidence is available which was not available at the time of the hearing.
- c. A request for reconsideration shall be filed by a party of record within seven working days of the date of the initial decision/recommendation. Any reconsideration request shall cite specific references to the findings and/or criteria contained in the ordinances governing the type of application being reviewed. A request for reconsideration temporarily suspends the appeal deadline. The hearing examiner shall promptly review the reconsideration request and within 10 working days issue a written response, either approving or denying the request. If the reconsideration is denied, the appeal deadline of the hearing examiner's decision shall recommence for the remaining number of days. If a request for reconsideration is accepted, a decision is not final until after a decision on reconsideration is issued.

~~E~~F. The community development director or designee may combine any public hearing on a project permit application with any hearing that may be held by another local, state, regional, federal, or other agency, on the proposed action, as long as:

1. The other agency consents to the hearing;
2. The other agency is not expressly prohibited by statute from doing so;
3. Sufficient notice of the hearing is given to meet each of the agencies' adopted notice requirements as set forth in statute, ordinance, or rule;
4. The agency has received the necessary information about the proposed project from the applicant in enough time to hold its hearing at the same time as the local government hearing; and
5. The hearing is held within the Edgewood city limits.

F. An applicant may request that the public hearing on a permit application be combined as long as the hearing can be held within the time periods set forth in this chapter. In the alternative, the applicant may agree to a particular schedule if additional time is needed in order to complete the hearings.

~~G. Following a decision of a project permit by the applicable decision making body, the city shall provide a notice of decision that also includes a statement of any threshold determination made under SEPA (Chapter 43.21C RCW) and the procedures for appeal.~~

~~1. The notice of decision shall be issued within 120 calendar days after the city notifies the applicant that the application is complete. The time frames set forth in this section shall apply to project permit applications filed on or after the effective date of this title.~~

~~2. The notice of decision shall be provided to the applicant and to any person who, prior to the rendering of the decision, requested notice of the decision or submitted substantive comments on the application.~~

~~3. Notice of the decision shall be provided to the public as set forth in EMC 18.40.190, Notice of public hearing. The city shall provide notice of the decision to the county assessor's office if affected property owners' request a change in valuation for property tax purposes.~~

~~4. If the city is unable to issue its final decision on a project permit application within the time limits provided for in this chapter, it shall provide written notice of this fact to the parties of record. The notice shall include a~~

~~statement of reasons why the time limits have not been met and an estimated date for issuance of the notice of decision.~~

~~H. Closed Record Hearings and Administrative Appeals.~~

~~1. This section allows for administrative appeals as provided in the framework in EMC 18.40.090, Process II—Administrative action. Administrative appeals are heard by the hearing examiner or city council, as applicable.~~

~~2. Consolidated Appeals.~~

~~a. All appeals of project permit application decisions, other than an appeal of determination of significance (DS), shall be considered together in a consolidated appeal.~~

~~b. Appeals of environmental determinations under EMC Title 20, SEPA, including administrative appeals of a threshold determination shall proceed as provided in that chapter.~~

~~3. Only parties of record may initiate an administrative appeal on a project permit application.~~

~~4. An appeal must be filed as specified in EMC 18.40.090(L), Appeals.~~

~~5. Appeals shall be in writing, be accompanied by an appeal fee as set forth in the city of Edgewood fee schedule, and contain all the information as specified in EMC 18.40.090(L), Appeals.~~

~~6. The timely filing of an appeal shall stay the effective date of the decision until such time as the appeal is adjudicated by the hearing examiner or city council, as applicable, or is withdrawn.~~

~~7. Public notice of the appeal shall be given as provided in EMC 18.40.190, Notice of public hearing.~~

~~8. The closed record decision/appeal hearing shall be on the record before the hearing body and no new evidence may be presented. The following subsections of this title shall apply to a closed record decision/appeal hearing:~~

~~a. Subsection (E)(2) of this section;~~

~~b. Subsection (E)(3) of this section;~~

~~c. Subsection (E)(4) of this section;~~

~~d. Subsection (E)(5) of this section;~~

~~e. Subsection (E)(6) of this section;~~

~~f. Subsection (G) of this section.~~

~~I. Judicial Appeals.~~

~~1. The city's final decision or appeal decision on a Process I, II, III, IV, or V application may be appealed by a party of record with standing to file a land use petition in Pierce County superior court.~~

~~2. A land use petition must be filed within 21 calendar days of issuance of the notice of decision or appeal decision.~~

~~3. A land use petition shall be filed according to the procedural standards outlined in Chapter 36.70C RCW, Judicial Review of Land Use Decisions, also known as the "Land Use Petition Act."~~

18.40.200 Notice of Decision

A. The Decision-Making Body (identified in EMC 18.40.190) shall issue the notice of decision within the specified times contained in the Chapter.

B. Time periods for final decisions shall be:

- 1. Process I Applications: 65 calendar days;
- 2. Process II Applications: 100 calendar days;
- 3. Process III, IV, and V Applications: 170 calendar days

C. The number of calendar days an application is in review shall be calculated from the day completeness is determined under EMC 18.40.150 to the date a final decision is issued on the project permit application.

D. The number of calendar days in review shall be calculated by counting every day, excluding the following periods:

1. The period between the day that the city has notified the applicant, in writing, that additional information is required to further process the application and the day when the applicant is notified in writing that the additional information satisfies the request or 14 calendar days after the last required resubmitted information;
2. Any period after an applicant informs the city, in writing, that they request a temporary suspension of the review of the application, until the time that the applicant notifies the city, in writing, that they would like to resume the application:
 - a. If any request to suspend the application or to resume review is received on a Saturday, Sunday, a day designated by RCW 1.16.050 or by the city's ordinances as a legal holiday, then the corresponding date shall be calculated from the next business day;
 - b. Any such suspension shall be permitted a maximum of one time, for a minimum of 60 calendar days and a maximum of 180 calendar days; and
 - c. If the city does not receive notice from the applicant to resume review, the application shall lapse;
 - d. If an applicant suspends the review of an application for more than 60 calendar days, an additional 30 calendar days will be added to the time periods for final decision, as set forth in EMC 18.40.200.
3. Any period during which an environmental impact statement is being prepared following a determination of significance pursuant to Chapter 43.21C RCW.
4. If the application requires approval of a Development Agreement, or amendments to the Comprehensive Plan, development regulations, or zone reclassification.
5. Annual amendments to the comprehensive plan.
6. The project permit is to rectify a code violation.
7. Any period after an administrative appeal is filed until the administrative appeal is resolved and any additional time period provided by the administrative appeal has expired.
8. Any extension of time mutually agreed upon by the applicant and the city.
9. Any period during which a Landmark designation, street vacation, or other approval relating to the use of public areas or facilities is being considered.
10. Any of the following applications: Boundary line adjustment, final short subdivisions, final subdivisions, siting of essential public facilities, building applications and associated construction applications, site specific rezones.

E. The time periods for the city to process an application shall ~~start over~~ restart if an applicant proposes a change in use or a change that adds or removes commercial or residential elements from the original application that would make the application fail to meet the determination of procedural completeness for the new use.

F. Notice of Decision Contents:

1. Process I Notice of Decision. The notice of decision shall be the permit itself or a separate written decision with limited facts and findings.

2. All other Notice of Decisions. The notice of decision shall include the following in a written decision:

a. A statement granting, modifying and granting, or denying the application.

b. Any conditions and restrictions that are imposed.

c. A statement of facts presented by the community development director or designee that support the decision, including any conditions and restrictions that are imposed.

d. A statement of the Decision-Making Body conclusions based on those facts.

e. A statement of the criteria used in making the decision.

f. The date of the decision.

g. A summary of the rights, as established in this process, of the applicant and others to appeal the decision.

h. A statement of any threshold determination made under the State Environmental Policy Act, WAC 197-11-330, Threshold determination process.

G. Notice of Decision Distribution. The notice of decision shall be provided via mail or electronically to the applicant and to any person who, prior to the rendering of the decision, requested notice of the decision or submitted substantive comments on the application. The city shall provide notice of the decision to the county assessor's office if affected property owners' request a change in valuation for property tax purposes.

18.40.210 Administrative appeals.

A. Applicability. This section applies to administrative appeals of decisions on project permit applications when allowed by this chapter.

B. Timing and contents of appeal. A letter of appeal must be delivered to the department of community development within 14 calendar days after issuance of the decision being appeals. The letter of appeal must include:

1. A statement identifying the decision being appealed, along with a copy of the decision;

2. A statement of the alleged errors in the decision, including identification of specific factual findings and conclusions of the community development director or designee disputed by the person filing the appeal;

3. The specific relief sought;

4. The appellant's name, address, and telephone number, and any other information to facilitate communications with the appellant; and

5. Payment of the fee as established by the city. The appeal will not be accepted unless it is accompanied by the required fee.

C. Standing. Only those persons with standing to appeal the decision may participate in the appeal. These persons may participate in either or both of the following ways:

1. By submitting written comments or information to the community development department prior to the hearing or to the hearing examiner during the hearing.

2. By appearing in person, or through a representative, at the hearing and submitting oral comments directly to the hearing examiner. The hearing examiner may reasonably limit the extent of the oral comments to facilitate the orderly and timely conduct of the hearing.

D. Staff Report on Appeal.

1. The community development director or designee shall prepare a staff report on the appeal containing the following:

a. The written decision being appealed.

b. All written comments submitted to the department.

c. The letter of appeal.

d. An analysis of the alleged errors in the decision and any specific factual findings and conclusions disputed in the letter of appeal.

2. At least seven (7) calendar days before the hearing, the community development department shall distribute copies of the staff report on the appeal to the following:

a. The appellate body.

b. The applicant.

c. The person who filed the appeal.

E. Open Record Appeal.

1. Open record appeal hearings ~~on the appeal are~~ shall be open to the public.

2. The appellate body shall make an audio recording of each hearing.

3. The person filing the appeal has the responsibility of convincing the appellate body by a preponderance of the evidence that the decision contains an error of law or that its findings of fact or conclusions are incorrect pursuant to EMC 18.30.090, Burden of proof.

4. The scope of the appeal is limited to the errors raised or the specific factual findings and conclusions disputed in the letter of appeal. The appellate body may only consider evidence, testimony or comments relating to errors raised or the disputed findings and conclusions. The appellate body may not consider any request for modification or waiver of applicable requirements of this chapter or any other law.

5. The appellate body may continue the hearing if, for any reason, the appellate body is unable to hear all of the public comments on the appeal or if the appellate body determines that more information is needed within the scope of the appeal. If, during the hearing, the appellate body announces the time and place of the next hearing on the matter and a notice thereof is posted on the door of the hearing room, no further notice of that hearing need be given.

6. Decision on Appeal.

a. The appellate body shall consider all information and comments within the scope of the appeal submitted by persons entitled to participate in the appeal. The appellate body shall either affirm or change the findings and conclusions of the decision that were appealed. Based on the appellate body's findings and conclusions, the appellate body shall either affirm, reverse or modify the decision being appealed.

b. Within 10 working days after the public hearing, the appellate body shall issue a written decision on the appeal. Within five working days after it is issued, the appellate body shall distribute the decision as follows:

- a. The applicant.
- b. The person who filed the appeal.
- c. Each person who participated in the appeal.

c. The decision by the hearing examiner is the final decision of the city, subject to review pursuant to RCW 36.70C.040 in the Pierce County superior court in accordance with EMC 18.40.220.

F. Closed Record Appeal.

1. Closed record appeal hearings are open to the public.
2. The city council shall make a complete electronic audio recording of each closed record appeal.
3. The person filing the appeal has the responsibility of convincing the city council by a preponderance of the evidence that the decision being appealed contains an error of law or that its findings of fact or conclusions are incorrect.
4. The scope of the appeal is limited to the specific errors raised or factual findings disputed in the letter of appeal. The city council shall consider only the following:
 - a. The information received by the department with the letter of appeal;
 - b. The record before the original decisionmaker, including admitted exhibits and evidence;
 - c. Appeal arguments by the appellant and other parties of record on appeal, provided that appeal argument shall address only the issues raised by the letter of appeal; and
 - d. New evidence that was not presented to or considered by the hearing examiner, but only if that evidence relates to the validity of the original decision at the time it was made and the party offering the new evidence did not know and was under no duty to discover or could not reasonably have discovered the evidence until after the original decision.
5. Decision on appeal. After considering the matter as provided in this section, the city council shall take one of the following actions:
 - a. If city council determines that the disputed findings of fact and conclusions are the correct findings of fact and conclusions, the council shall affirm the decision.
 2. If city council determines that the disputed findings of fact and conclusions are not correct and that correct findings of fact and conclusions do not support the decision of the hearing examiner, the council shall modify or reverse the decision.
 4. The decision of city council is the final decision of the city, subject to review pursuant to RCW 36.70C.040 in the Pierce County superior court in accordance with EMC 18.40.220.

G. Notice of Decision. Following the final decision on appeal, the community development director or designee shall prepare a notice of the city's final decision on the application. To the extent the decision does not do so, the notice shall include a statement of any threshold determination made under the State Environmental Policy Act, WAC 197-11-330.

G. The following apply to appeals allowed under SEPA:

1. The SEPA appeal is limited to review of a final threshold determination and final EIS.
2. No appeal of the intermediate steps under SEPA, such as lead agency determination, scoping, or draft EIS adequacy, is allowed.
3. Only one administrative appeal of a threshold determination or of the adequacy of an EIS is allowed. Successive administrative appeals on these issues are prohibited.
4. An appeal of SEPA procedures must be consolidated with any appeal of the associated project permit, except that the following need not be consolidated:
 - a. The appeal of a determination of significance;
 - b. An appeal of a procedural determination made by an agency when the agency is a project proponent, or is funding a project, and chooses to conduct its review under SEPA, including any appeals of its procedural determinations, prior to submitting an application for a project permit; and
 - c. An appeal of a procedural determination made by an agency on a nonproject action.
5. Judicial review of any SEPA determination must be coupled with an appeal of the city's final action on the underlying application.

H. Notice of Decision. Following the final decision on appeal, the community development director or designee shall prepare a notice of the city's final decision on the application. To the extent the decision does not do so, the notice shall include a statement of any threshold determination made under the State Environmental Policy Act, WAC 197-11-330.

18.40.220 Judicial appeals.

- A. The city's final decision or appeal decision on a project permit application may be appealed by a party of record with standing to file a land use petition in Pierce County superior court.
- B. A land use petition must be filed within 21 calendar days of issuance of the notice of decision or appeal decision in accordance with Chapter 36.70C RCW, Judicial Review of Land Use Decisions, also known as the "Land Use Petition Act."

Exhibit C

18.95.020 Applicability

A. Site plan design review shall be required prior to the issuance of construction permits in any of the following circumstances:

1. The new construction of a nonresidential building or other structure;
2. The expansion, remodel, or alteration of any building or other structure by more than five percent of its existing floor area, or overall size in cases where floor area standards are not applicable;
3. The expansion of any building or structure that creates a new dwelling unit;
4. A change of use, or where traffic, parking, noise or other impacts are greater than the impacts for the previously existing use, as determined by the director; or
5. The construction and reconstruction of driveway approaches, gates, roads, shared access facilities, alleys, and driving surfaces within ingress/egress easements.

B. The following activities shall not require site plan design review:

1. Permits authorizing residential construction for detached single-family residential use and accessory dwelling units.
2. Normal building maintenance and repair, or Any activity that does not require a building permit or is not considered a change in use, as determined by the director.
3. Any activity on the exterior of a building that does not exceed a 25 percent change in any existing facade or roof form.
4. ~~Interior work that does not alter the exterior of the structure or affect parking standards as determined by the director.~~ alterations, provided that the interior alterations do not result in the following:

(a) Additional sleeping quarters or bedrooms;

(b) Nonconformity with Federal Emergency Management Agency (FEMA) substantial improvement thresholds; or

(c) Increase the total square footage or valuation of the structure thereby requiring upgraded fire access or fire suppression systems.

Nothing in this subsection (4) exempts interior alterations from otherwise applicable building, plumbing, mechanical, or electrical codes. For purposes of this subsection (4), "interior alterations" include construction activities that do not modify the existing site layout or its current use and involve no exterior work adding to the building footprint.

~~5. Normal building maintenance and repair.~~

Exhibit D

16.04.030 Review procedures.

Full subdivision applications shall be reviewed in accordance with the following procedures:

A. A preliminary full subdivision application is reviewed as a Process III hearing examiner action pursuant to EMC 18.40.100.

B. A final plat application is reviewed as a Process IV quasi-judicial rezone pursuant to EMC 18.40.110.

C. Prior to submission of a preliminary full subdivision application, a preapplication conference as prescribed in EMC 18.40.130 may be requested by the applicant or city staff, but is not required. ~~The applicant is responsible for submitting the required information and paying the appropriate fee as set forth in the city of Edgewood fee schedule.~~

16.04.040 Neighborhood meeting.

~~Following the preapplication conference and~~ Prior prior to submission of ~~submitting~~ a full subdivision application, a neighborhood meeting is required. The purpose of the neighborhood meeting is to allow the applicant to identify community concerns and receive public input on the preliminary plat application. The applicant shall take action minutes of the meeting and shall submit the minutes with the preliminary plat application.

The meeting shall be open to the public and a representative of the city should attend. The meeting shall be held on a weekday evening, but not during a city observed holiday. In order to schedule a neighborhood meeting, the applicant shall perform the following three steps: (A) contact the city to receive a mailing list consistent with the requirement set forth in EMC 16.01.080; (B) verify the date is not an observed holiday; and (C) pay the applicable fees as set forth in the city of Edgewood fee schedule. Once the meeting is scheduled, the applicant shall mail notice of the meeting to all property owners identified on the provided mailing list. The meeting notice shall be mailed at least 15 calendar days prior to the neighborhood meeting date. The applicant shall submit a copy of the mailed notice and an affidavit confirming all mailings with the preliminary plat application.

Exhibit E

18.90.080 Housing incentives program.

A. The city is responsible for establishing regulations that will result in a variety of housing opportunities. To that end, the city's comprehensive plan contains policies designed to encourage affordable and special needs housing. Not only are a number of regulatory tools available to help stimulate the development of desired housing in the city, but some of these tools offer an additional benefit to the city as a whole in dispersing "qualified" housing such as affordable units throughout the city.

B. This section applies, at the developer's option, to land use applications for housing in identified zones below, except the construction of a single-family dwelling on one lot that can accommodate only one dwelling based upon the underlying zoning designation. This section shall not apply to adult family homes, nursing and residential care facilities, assisted living facilities and all group homes.

C. All housing developed under these standards shall meet all applicable federal, local, and state guidelines and requirements for limiting occupancy to identified qualified groups.

D. Inclusionary Density Bonuses.

1. In return for the inclusion of a number of on-site units dedicated to serving low-income and/or below market rate persons, one-half additional, on-site market-rate unit is permitted as a bonus for each qualified unit, to the extent that no more than a maximum total of 150 units are provided throughout the city. This must not exceed the prescribed density above the maximum density permitted in the underlying zoning district as shown below; provided, that only one-half bonus unit may be awarded per qualified unit, no matter how many qualifying categories it serves as shown the table below.

Table 4 Density Bonus

Zone	Permitted Density	Density Bonus	Maximum Density
Mixed Residential 1	4 dua	2 dua	6 dua
Mixed Residential 2	8 dua	4 dua	12 dua
Mixed Use Residential	6 dua	3 dua	9 dua
Commercial	8 dua	4 dua	12 dua
Town Center	10 dua	5 dua	15 dua

For the purpose of this section only, fractions of 0.5 or greater shall be rounded up to the nearest whole number when calculating the number of dwelling units or residential building lots that are permitted to be constructed.

2. Prior to the final approval of any land use application for which density bonuses are being sought, the owner of the affected parcel shall deliver to the city a duly executed covenant running with the land, in a form approved by the city attorney. The

owner/applicant shall be responsible for the cost of preparing and recording the covenant and the owner/applicant or subsequent owner or operator shall be responsible for administering the covenant. The commencement date shall be the date that the first lease agreement with a renter within an applicable qualification group becomes effective.

3. The qualified units constructed under these provisions shall be integrated and dispersed within the development for which the density bonus is granted. The physical segregation of qualified housing units from unqualified market-rate housing units, or the congregation of qualified housing units into a single physical portion of the development is prohibited.
4. The size of the qualified units constructed under the provisions of this chapter shall be proportionate to the size of the units contained in the entire project (i.e., if 50 percent of the units in the project are one-bedroom units and 50 percent are two-bedroom units, then the qualified units shall be divided equally between one- and two-bedroom units).
5. If a project is to be phased, the proportion of qualified units to be completed with each phase shall be determined as part of the phasing plan approved by the community development director or designee.

E. A preapplication conference ~~will be required~~ is recommended, although not required, and may be requested by the applicant or city staff, for any land use application that includes a proposal for a density bonus under this program. Density bonus proposals shall be reviewed and approved concurrently with the related primary land use application and shall follow the established procedures for review and appeal, if necessary, of the permit type.

F. The community development department shall maintain a list of all qualified units created under this program. In conjunction with comprehensive plan review and amendment processes, the level and type of unit production and other factors relating to this program shall be evaluated to gauge how effectively these regulations are functioning and to direct necessary adjustments in the program.



Exhibit F

Senate Bill 5290 Consistency Checklist
File No. 24-008CODE

SB 5290 Description: An act relating to consolidating local permit review processes; amending RCW 36.70B.140, 36.70B.020, 36.70B.070, 36.70B.080, and 36.70B.160; reenacting and amending RCW 36.70B.110; adding new sections to chapter 36.70B RCW; creating new sections; and providing an effective date.

Title 36 Revised Code of Washington (RCW)		
Local Project Review RCW 36.70B		
36.70B.010 Findings and declaration. *** NO CHANGES ***		
36.70B.020 Definitions. *** CHANGES EFFECTIVE JULY 23, 2023 ***		
Requirement	Existing Edgewood Code	Proposed Changes and Notes
Unless the context clearly requires otherwise, the definitions in this section apply throughout this chapter. (1) "Closed record appeal" means an administrative appeal on the record to a local government body or officer, including the legislative body, following an open record hearing on a project permit application when the appeal is on the record with no or limited new evidence or information allowed to be submitted and only appeal argument allowed.	<u>EMC 18.20.060</u> : "Closed record appeals" means administrative appeals under RCW 36.70B.110, which are heard by the city council or hearing examiner, following an open record hearing on a project permit application when the appeal is on the record with no or limited new evidence or information allowed to be submitted, and only appeal arguments allowed.	No modification required, already compliant prior to SB 5290
(2) "Local government" means a county, city, or town.	N/A	N/A
(3) "Open record hearing" means a hearing, conducted by a single hearing body or officer authorized by the local government to conduct such hearings, that creates the local government's record through testimony and submission of evidence and information, under procedures prescribed by the local government by ordinance or resolution. An open record hearing may be held prior to a local government's decision on a project permit to be known as an "open record predecision hearing." An open record hearing may be held on an appeal, to be known as an "open record appeal hearing," if no open record predecision hearing has been held on the project permit.	<u>EMC 18.20.180</u> : "Open record hearing" means a hearing held by a decision-making body that is authorized by the city to conduct such hearings, that creates the city's record through testimony and submission of evidence and information, under procedures prescribed by the city by ordinance or resolution.	Added language to the end of this definition regarding "open record appeal hearing" due to references in EMC 18.40.090 Process II and throughout the proposed code changes: "This includes an open record appeal hearing."
(4) "Project permit" or "project permit application" means any land use or environmental permit or license required from a local government for a project action, including but not limited to subdivisions, binding site plans, planned unit developments, conditional uses, shoreline substantial development permits, site plan review, permits or approvals required by critical area ordinances, site-specific rezones which do not require a comprehensive plan amendment, but excluding the adoption or amendment of a comprehensive plan, subarea plan, or development regulations except as otherwise specifically included in this subsection.	<u>EMC 18.20.190</u> : "Project permit" means any land use or environmental permit or license required from the city of Edgewood for a project action, including but not limited to site development permits, fill and grade permits, subdivisions, binding site plans, planned unit developments, conditional uses, site plan(s), shoreline substantial development permits, development plan review, site-specific rezones which do not require a comprehensive plan amendment; but excluding adoption or amendment of a comprehensive plan, subarea plan or development regulations except as otherwise specifically included in this definition.	Modified to be compliant under Ordinance 23-0647 (effective until 12/31/2024). Need to reiterate this in ordinance.
(5) "Public meeting" means an informal meeting, hearing, workshop, or other public gathering of people to obtain comments from the public or other agencies on a proposed project permit prior to the local government's decision. A public meeting may include, but is not limited to, a design review or architectural control board meeting, a special review district or community council meeting, or a scoping meeting on a draft environmental impact statement. A public meeting does not include an open record hearing. The	<u>EMC 18.20.190</u> : "Public meeting" means an informal or formal meeting, workshop, or other public gathering of persons to obtain comments from the public or other agencies on a proposed project permit prior to the city's decision, but is not an open record hearing.	Not an exact match, but no modification was made by Ordinance 23-0647 (effective until 12/31/2024). Since the last sentence states "may", it doesn't have to provided in the definition. No further change is recommended but need to reiterate this in ordinance.



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proceedings at a public meeting may be recorded and a report or recommendation may be included in the local government's project permit application file.		
36.70B.030	Project review—Required elements—Limitations.	*** NO CHANGES ***
36.70B.040	Determination of consistency.	*** NO CHANGES ***
36.70B.050	Local government review of project permit applications required - Objectives.	*** NO CHANGES ***
36.70B.060	Local governments planning under the growth management act to establish integrated and consolidated project permit process—Required elements.	*** NO CHANGES ***
36.70B.070	Project permit applications—Determination of completeness—Notice to applicant.	*** CHANGES EFFECTIVE JULY 23, 2023 ***
Requirement	Existing Edgewood Code	Proposed Changes and Notes
(1) (a) Within 28 days after receiving a project permit application, a local government planning pursuant to RCW 36.70A.040 shall provide a written determination to the applicant. (b) The written determination must state either: (i) That the application is complete; or (ii) That the application is incomplete and that the procedural submission requirements of the local government have not been met. The determination shall outline what is necessary to make the application procedurally complete. (c) The number of days shall be calculated by counting every calendar day. (d) To the extent known by the local government, the local government shall identify other agencies of local, state, or federal governments that may have jurisdiction over some aspect of the application.	<u>EMC 18.40.150(B)(1):</u> Within 28 calendar days after receiving a project permit application, the city shall provide a written determination of completeness to the applicant which states either that: a. The application is complete; or b. The application is incomplete and that the procedural submission requirements of the city have not been met. The determination will outline what is necessary to make the application procedurally complete. To the extent known by the city, the determination will identify other agencies of local, state, or federal governments that may have jurisdiction over some aspect of the application. <u>EMC 18.40.060(B)(1):</u> “Day” means calendar day.	Modified to be compliant under Ordinance 23-0647 (effective until 12/31/2024). Need to reiterate this in ordinance.
(2) A project permit application is complete for purposes of this section when it meets the procedural submission requirements of the local government, as outlined on the project permit application. Additional information or studies may be required or project modifications may be undertaken subsequent to the procedural review of the application by the local government. The determination of completeness shall not preclude the local government from requesting additional information or studies either at the time of the notice of completeness or subsequently if new information is required or substantial changes in the proposed action occur. However, if the procedural submission requirements, as outlined on the project permit application have been provided, the need for additional information or studies may not preclude a completeness determination.	<u>EMC 18.40.150(A):</u> For the purposes of this title, a complete application is one that contains all required information, supporting documentation, and signatures, as outlined on the project permit application, and which is accompanied by payment of any and all fees as set forth in the city of Edgewood fee schedule. <u>EMC 18.40.150(B)(3):</u> Additional information or studies may be required or project modifications may be undertaken subsequent to the procedural review of the application by the city. The city’s determination of completeness shall not preclude the city from requesting additional information or studies either at the time of the notice of completeness or at some later time, if new information is required or where there are substantial changes in the proposal. However, if the procedural submission requirements, as outlined on the project permit application, have been provided, the need for additional information or studies may not preclude a completeness determination.	Modified to be compliant under Ordinance 23-0647 (effective until 12/31/2024). Staff is recommended the following revisions to add clarity, reduce redundancies, and ensure compliance between Titles: <u>EMC 18.40.150(A):</u> For the purposes of this title, a complete application is one that contains all items required under EMC 18.40.140. <u>EMC 18.40.150(B)(3):</u> Additional information or studies may be required,or project modifications may be undertaken subsequent to the procedural review of the application by the city. The city’s determination of completeness shall not preclude the city from requesting additional information. However, if the procedural submission requirements, as outlined on the project permit application, have



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		been provided, the need for additional information or studies may not preclude a completeness determination.
(3) The determination of completeness may include or be combined with the following: (a) A preliminary determination of those development regulations that will be used for project mitigation; (b) A preliminary determination of consistency, as provided under RCW 36.70B.040 ; (c) Other information the local government chooses to include; or (d) The notice of application pursuant to the requirements in RCW 36.70B.110.	N/A	Not required and wasn't previously included under Ordinance 23-0647. Staff does not recommend any further changes to EMC 18.40.150(B).
36.70B.070 Project permit applications—Determination of completeness—Notice to applicant. *** CHANGES EFFECTIVE JULY 23, 2023 ***		
Requirement	Existing Edgewood Code	Proposed Changes and Notes
(4) (a) An application shall be deemed procedurally complete on the 29th day after receiving a project permit application under this section if the local government does not provide a written determination to the applicant that the application is procedurally incomplete as provided in subsection (1)(b)(ii) of this section. When the local government does not provide a written determination, they may still seek additional information or studies as provided for in subsection (2) of this section.	<u>EMC 18.40.150(B)(2)</u> : If the city does not provide a written determination to the applicant that the application is incomplete within 28 calendar days, the application shall be deemed procedurally complete on the twenty-ninth day after receiving a project permit application. When the city does not provide a written determination to the applicant that the application is procedurally incomplete, the city may seek additional information or studies as provided for in subsection (B)(3) of this section. The time period guidelines for review of project permit applications begin following the determination of a complete application.	Modified to be compliant under Ordinance 23-0647 (effective until 12/31/2024. Staff is recommended the following revision to be consistent with Title 15: <u>EMC 18.40.150(B)(2)</u> : If the city does not provide a written determination to the applicant that the application is incomplete within 28 calendar days, the application shall be deemed procedurally complete on the 29th day after receiving a project permit application. When the city does not provide a written determination to the applicant that the application is procedurally incomplete, the city may still seek additional information or studies as provided for in subsection (B)(3). The time period guidelines for review of project permit applications begin following the determination of a complete application.
(b) Within 14 days after an applicant has submitted to a local government additional information identified by the local government as being necessary for a complete application, the local government shall notify the applicant whether the application is complete or what additional information is necessary.	<u>EMC 18.40.150(C)</u> : If the applicant receives a written determination from the city that an application is not complete, the applicant shall have up to 90 calendar days to submit the necessary information to the city. Within 14 calendar days after an applicant has submitted the requested additional information, the city shall make the determination as described in subsection (B) of this section, and notify the applicant in the same manner. If the applicant either refuses, in writing, to submit additional information, or does not submit the required information within the 90 calendar day period, the application shall lapse because of a lack of information necessary to complete the review.	Modified to be compliant under Ordinance 23-0647 (effective until 12/31/2024. Staff is recommended the following revision to be consistent with Title 15: <u>EMC 18.40.150(C)</u> : If the applicant receives a written determination from the city that an application is not complete, the applicant shall have 90 calendar days to submit the necessary information to the city. If the applicant does not submit the required information within the 90-calendar-day period, the application shall lapse due to a lack of information necessary to complete the review. No extensions shall be granted

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		<u>EMC 18.40.150(D):</u> Within 14 calendar days after the applicant has submitted the requested additional information, the city shall make a determination as described in subsection (B) of this section; provided, however, that if upon review the application remains procedurally incomplete, the application shall lapse due to a lack of information necessary to complete the review, and the applicant shall be notified in writing of the determination.
(c) The notice of application shall be provided within 14 days after the determination of completeness pursuant to RCW 36.70B.110.	<u>EMC 18.40.180(A):</u> A notice of application shall be issued within 14 calendar days after the city has made a determination of completeness pursuant to EMC 18.40.150, Determination of completeness, for all Process I, and Process II permits that require SEPA review, and all short plats, and all Process III and Process IV applications; provided, that the notice of application shall be provided at least 15 calendar days prior to any required open record hearing. One notice of application shall be completed for all permit applications related to the same project at the time of the earliest complete permit application.	Modified to be compliant under Ordinance 23-0647 (effective until 12/31/2024. Staff is recommended the following revision for additional consistency and formatting: <u>EMC 18.40.150(A):</u> A notice of application shall be issued within 14 days after the city has made a determination of completeness pursuant to EMC 18.40.150 for all short plats, and all Process II, III, IV, and V applications; provided: 1. The notice of application shall be provided at least 15 days prior to any required open record public hearing; 2. One (1) notice of application shall be completed for all applications related to the same project at the time of the earliest complete permit application.
36.70B.080 Development regulations—Requirements—Report on implementation costs. *** CHANGES EFFECTIVE JANUARY 1, 2025 ***		
Requirement	Existing Edgewood Code	Proposed Changes and Notes
(1) (a) Development regulations adopted pursuant to RCW 36.70A.040 must establish and implement time periods for local government actions for each type of project permit application and provide timely and predictable procedures to determine whether a completed project permit application meets the requirements of those development regulations. The time periods for local government actions for each type of complete project permit application or project type should not exceed those specified in this section.	N/A	This previously limited the decision to 120 days, but now limits decision deadlines to those specified further down in the section 7. No modification required.
(b) For project permits submitted after January 1, 2025, the development regulations must, for each type of permit application, specify the contents of a completed project permit application necessary for the complete compliance with the time periods and procedures.	N/A	No modification required.
(c) A jurisdiction may exclude certain permit types and timelines for processing project permit applications as provided for in RCW 36.70B.140.	<u>EMC 18.40.070(C):</u> The following permits or approvals are specifically excluded from the procedures set forth in this chapter:	This section allows certain project permits

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	1. Landmark designations. 2. Street vacations. 3. Street use permits. 4. Building permits which are categorically exempt from environmental review under SEPA or that do not require street improvements, boundary line adjustments, or other construction permits, pursuant to RCW 36.70B.140. 5. Administrative approvals which are categorically exempt from environmental review under SEPA, pursuant to Chapter 43.21C RCW and EMC Title 20, SEPA, for which environmental review has been completed in connection with other project permits.	This is currently listed under process types, and stated that they are excluded from all procedures set in this chapter. RCW 36.70.B.080(c) update is specific to timelines. No modification is required.
(d) The time periods for local government action to issue a final decision for each type of complete project permit application or project type subject to this chapter should not exceed the following time periods unless modified by the local government pursuant to this section or RCW 36.70B.140: (i) For project permits which do not require public notice under RCW 36.70B.110, a local government must issue a final decision within 65 days of the determination of completeness under RCW 36.70B.070; (ii) For project permits which require public notice under RCW 36.70B.110, a local government must issue a final decision within 100 days of the determination of completeness under RCW 36.70B.070; and (iii) For project permits which require public notice under RCW 36.70B.110 and a public hearing, a local government must issue a final decision within 170 days of the determination of completeness under RCW 36.70B.070.	<u>EMC 18.40.040(D):</u> Except for Process V procedures, all city actions on project permits, including resolution of all local appeals shall be complete within 120 days of determination of a completed application. This 120-day period may be extended for a reasonable period of time at the request of the applicant pursuant to EMC 18.40.150, Determination of completeness	Staff is recommending the following revision: <u>EMC 18.40.040(D):</u> D. All city actions on project permits shall be completed in the time periods established in EMC 18.40.200. Staff is recommending the following new Notice of Decision section: <u>18.40.200 Notice of Decision</u> A. The Decision-Making Body (identified in EMC 18.40.190) shall issue the Notice of Decision within the specified times contained in the Chapter. B. Time periods for final decisions shall be: 1, Process I Applications: 65 days; 2. Process II and III Applications: 100 days; 3. Process IV and V Applications: 170 days C. The number of days an application is in review with the city shall be calculated from the day completeness is determined under EMC 18.40.150 to the date a final decision is issued on the project permit application. If the date of the notice of complete application is different than the date completeness was determined, the date completeness was determined shall prevail. Additionally, minor consistency updates were made through EMC 18.40 to ensure consistency.
(e) A jurisdiction may modify the provisions in (d) of this subsection to add permit types not identified, change the permit names or types in each category, address how consolidated review time periods may be different than permits submitted individually, and provide for how projects of a certain size or type may be	<u>EMC 18.40.040(B):</u> An application that involves two or more procedures shall be processed collectively at the city's sole discretion, under the highest numbered procedure required for any part	Staff is recommending keeping EMC 18.40.040(B) to allow for flexibility but also recommends adding a consolidated permit review process that matches the approved consolidated permit review process provided in Title 15:

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differentiated, including by differentiating between residential and nonresidential permits. Unless otherwise provided for the consolidated review of more than one permit, the time period for a final decision shall be the longest of the permit time periods identified in (d) of this subsection or as amended by a local government.	of the application. Public hearings with other agencies shall be processed according to EMC 18.40.190, Notice of public hearing.	<u>EMC 18.40.070(D):</u> Consolidated Permit Review Process. The applicant may elect to consolidate two or more development related permits for one project action and submit the applications simultaneously. The review process for land use permits for the same site with different process types will follow the higher process decision type. 1. Project Permit Approval Prior to Building Permit Application. i. An applicant who files an application for any project permit prior to the filing of a valid and complete application for a building permit shall be deemed to have specifically acknowledged that the acceptance and processing of such project permit application shall in no way establish or create a vested right to proceed with construction of any proposed project in accordance with the codes, ordinances, or regulations existing at the time of filing of such application, or at any time thereafter, prior to the filing of a valid and complete building permit application. 2. Project Permit Approval Together With Building Permit Application. i. If project permit approval was not obtained prior to building permit application, the building permit approval is subject to obtaining any required project permit approval and shall not be issued until such project permit approval is obtained. ii. An applicant who fails to obtain any required project permit approval prior to submitting a building permit application shall be deemed to have specifically acknowledged that the building permit application may expire prior to a decision on any such project permit application, and that the building permit application is made at the applicant’s own risk.
(f) If a local government does not adopt an ordinance or resolution modifying the provisions in (d) of this subsection, the time periods in (d) of this subsection apply.	N/A	Commerce recommends meeting the timelines provided in subsection (d) because the ordinance would otherwise be

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		appealable and there is no clear guidance what other time periods would be acceptable.
(g) The number of days an application is in review with the county or city shall be calculated from the day completeness is determined under RCW 36.70B.070 to the date a final decision is issued on the project permit application. The number of days shall be calculated by counting every calendar day and excluding the following time periods: (i) Any period between the day that the county or city has notified the applicant, in writing, that additional information is required to further process the application and the day when responsive information is resubmitted by the applicant; (ii) Any period after an applicant informs the local government, in writing, that they would like to temporarily suspend review of the project permit application until the time that the applicant notifies the local government, in writing, that they would like to resume the application. A local government may set conditions for the temporary suspension of a permit application; and (iii) Any period after an administrative appeal is filed until the administrative appeal is resolved and any additional time period provided by the administrative appeal has expired.	<u>EMC 18.40.040(B):</u> 1. “Day” means calendar day <u>EMC 18.40.150(A):</u> 1. Time Limitations. a. Calculation of Time Periods for Issuance of Notice of Final Decision. In determining the number of calendar days that have elapsed after the city has notified the applicant that the application is complete for purposes of calculating the time for issuance of the notice of decision, the following periods shall be excluded: i. Any period during which the applicant has been requested by the city to correct plans, perform required studies, provide additional required information, or otherwise requires the applicant to act. The period shall be calculated from the date the city notifies the applicant of the need for additional information until the earlier of the date the local government determines whether the additional information satisfies the request for information or 14 calendar days after the date the information has been provided to the city; ii. If the city determines that the information submitted by the applicant under EMC 18.40.150, Determination of completeness, is insufficient or incorrect; iii. Any period during which an environmental impact statement is being prepared following a determination of significance pursuant to Chapter 43.21C RCW, if the city by ordinance has established time periods for completion of environmental impact statements, or if the city and the applicant in writing agree to a time period for completion of an environmental impact statement; iv. Any period for administrative appeals of project permit applications, if an open record appeal hearing or a closed record appeal, or both, are allowed. The time period for consideration and decision on appeals shall not exceed: (A) Ninety calendar days for an open record appeal hearing; or (B) Sixty calendar days for a closed record appeal, unless the parties agree to extend these time periods; and 2. Any extension of time mutually agreed upon by the applicant and the local government. 3. The time limits established in this section do not apply if a project permit application: a. Requires an amendment to the comprehensive plan or a development regulation; b. Requires approval of the siting of an essential public facility as provided in RCW 36.70A.200; or c. Is substantially revised by the applicant, in which case the time period shall start from the date at which the revised project application is determined to be complete pursuant to this section.	EMC 18.40.150 is the determination of completeness section and is confusing to see the Notice of Final Decision time limitations in this section. As such, staff is recommending including EMC 18.40.150(A) in the new 18.40.200 Notice of Decision section. <u>EMC 18.40.200(D):</u> The number of days shall be calculated by counting every calendar day and excluding the following time periods: 1. Any period between the day that the city has notified the applicant, in writing, that additional information is required to further process the application and the day when the applicant is notified in writing that the additional information satisfies the request or 14 days after the last required resubmitted information; 2. Any period after an applicant informs the local government, in writing, that they would like to temporarily suspend review of the application, until the time that the applicant notifies the city, in writing, that they would like to resume the application: a. If any request to suspend the application or to resume review is received on a Saturday, Sunday, a day designated by RCW 1.16.050 or by the city’s ordinances as a legal holiday, then the corresponding date shall be calculated from the next business day; b. Any such suspension shall be permitted a maximum of one (1) time for a minimum of 60 days and a maximum of 180 days; and c. If the city does not receive notice to resume review, the application shall lapse; d. If an applicant suspends the review of an application for more than 60 days, and additional 30 days will be added to the time periods for final decision issuance.



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	4. If the city is unable to issue its final decision within the time limits provided in this chapter, it shall provide written notice of this fact to the project applicant. The notice shall include a statement of reasons why the time limits have not been met and an estimated date for issuance of a final decision. The city is not liable for damages due to the city’s failure to make a final decision within the time limits established in this chapter.	4. Any period after an administrative appeal is filed until the administrative appeal is resolved and any additional time period provided by the administrative appeal has expired.
(h) The time periods for a local government to process a permit shall start over if an applicant proposes a change in use that adds or removes commercial or residential elements from the original application that would make the application fail to meet the determination of procedural completeness for the new use, as required by the local government under RCW 36.70B.070.	<u>EMC 18.40.150(A)(1)</u> : c. Is substantially revised by the applicant, in which case the time period shall start from the date at which the revised project application is determined to be complete pursuant to this section.	Staff recommends the following revisions and relocation to EMC 18.40.200(E) <u>EMC 18.40.200(E)</u> : The time periods for the city to process an application shall start over if an applicant proposes a change in use that adds or removes commercial or residential elements from the original application that would make the application fail to meet the determination of procedural completeness for the new use.
(i) If, at any time, an applicant informs the local government, in writing, that the applicant would like to temporarily suspend the review of the project for more than 60 days, or if an applicant is not responsive for more than 60 consecutive days after the county or city has notified the applicant, in writing, that additional information is required to further process the application, an additional 30 days may be added to the time periods for local government action to issue a final decision for each type of project permit that is subject to this chapter. Any written notice from the local government to the applicant that additional information is required to further process the application must include a notice that nonresponsiveness for 60 consecutive days may result in 30 days being added to the time for review. For the purposes of this subsection, "nonresponsiveness" means that an applicant is not making demonstrable progress on providing additional requested information to the local government, or that there is no ongoing communication from the applicant to the local government on the applicant's ability or willingness to provide the additional information.	N/A	EMC 18.40 currently doesn’t allow the applicant to temporary suspend the review. As such, staff is recommending the following addition to EMC 18.40.200(D) : <u>EMC 18.40.200(D)(2)</u> : Any period after an applicant informs the local government, in writing, that they would like to temporarily suspend review of the application, until the time that the applicant notifies the city, in writing, that they would like to resume the application: a. If any request to suspend the application or to resume review is received on a Saturday, Sunday, a day designated by RCW 1.16.050 or by the city’s ordinances as a legal holiday, then the corresponding date shall be calculated from the next business day; b. Any such suspension shall be permitted a maximum of one (1) time for a minimum of 60 days and a maximum of 180 days; and c. If the city does not receive notice to resume review, the application shall lapse; d. If an applicant suspends the review of an application for more than 60 days, and additional 30 days will be added to the time periods for final decision issuance.
(j) Annual amendments to the comprehensive plan are not subject to the requirements of this section.	N/A	Staff recommends the following revision to be added to EMC 18.40.200(D).

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		<u>EMC 18.40.200(D)(5):</u> Annual amends to the comprehensive plan;
(k) A county's or city's adoption of a resolution or ordinance to implement this subsection shall not be subject to appeal under chapter 36.70A RCW unless the resolution or ordinance modifies the time periods provided in (d) of this subsection by providing for a review period of more than 170 days for any project permit.	N/A	As recommended by staff, the city's adoption to implement the above items shall not be subject to appeal under Chapter 36.70A RCW since the time periods of any project permit is limited to 170 days.
(l) (i) When permit time periods provided for in (d) of this subsection, as may be amended by a local government, and as may be extended as provided for in (i) of this subsection, are not met, a portion of the permit fee must be refunded to the applicant as provided in this subsection. A local government may provide for the collection of only 80 percent of a permit fee initially, and for the collection of the remaining balance if the permitting time periods are met. The portion of the fee refunded for missing time periods shall be: (A) 10 percent if the final decision of the project permit application was made after the applicable deadline but the period from the passage of the deadline to the time of issuance of the final decision did not exceed 20 percent of the original time period; or (B) 20 percent if the period from the passage of the deadline to the time of the issuance of the final decision exceeded 20 percent of the original time period. (ii) Except as provided in RCW 36.70B.160, the provisions in subsection (l)(i) of this section are not applicable to cities and counties which have implemented at least three of the options in RCW 36.70B.160(1) (a) through (j) at the time an application is deemed procedurally complete.	N/A	This section provides the refund requirements if the city fails to meet timelines except if the city adopts at least three of the options in RCW 36.70B.160(1) (a) through (j) at the time an application is deemed procedurally complete. Staff has provided the options below. a) Expediting review for project permit applications for projects that are consistent with adopted development regulations; (b) Imposing reasonable fees, consistent with RCW 82.02.020 , on applicants for permits or other governmental approvals to cover the cost to the city, town, county, or other municipal corporation of processing applications, inspecting and reviewing plans, or preparing detailed statements required by chapter 43.21C RCW. The fees imposed may not include a fee for the cost of processing administrative appeals. Nothing in this subsection limits the ability of a county or city to impose a fee for the processing of administrative appeals as otherwise authorized by law; (c) Entering into an interlocal agreement with another jurisdiction to share permitting staff and resources; (d) Maintaining and budgeting for on-call permitting assistance for when permit volumes or staffing levels change rapidly; (e) Having new positions budgeted that are contingent on increased permit revenue; (f) Adopting development regulations which only require public hearings for permit applications that are required to have a public hearing by statute; (g) Adopting development regulations which make preapplication meetings optional rather than a requirement of permit application submittal; (h) Adopting development regulations which make housing types an outright permitted use in all zones where the housing type is permitted;

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		(i) Adopting a program to allow for outside professionals with appropriate professional licenses to certify components of applications consistent with their license; or (j) Meeting with the applicant to attempt to resolve outstanding issues during the review process. The meeting must be scheduled within 14 days of a second request for corrections during permit review. If the meeting cannot resolve the issues and a local government proceeds with a third request for additional information or corrections, the local government must approve or deny the application upon receiving the additional information or corrections. The city currently has on-call permit assistance contracts which is consistent with option d. Additionally, Title 15 has already adopted option j, which staff is recommending its inclusion with the proposed updates to EMC 18.40.160(C). Staff recommends that the city adopt one more of the above-mentioned options, otherwise additional revisions to the fee schedule code and potential refunds of permits fees for project not meeting timelines will be required. After deliberation with Planning Commission, option j was recommended by Staff. The proposed amendments make the pre-applications optional but may be requested by the applicant. There are no proposed changes to the pre-application process itself.
(2)		
(a) Counties subject to the requirements of RCW 36.70A.215 and the cities within those counties that have populations of at least 20,000 must, for each type of permit application, identify the total number of project permit applications for which decisions are issued according to the provisions of this chapter. For each type of project permit application identified, these counties and cities must establish and implement a deadline for issuing a notice of final decision as required by subsection (1) of this section and minimum requirements for applications to be deemed complete under RCW 36.70B.070 as required by subsection (1) of this section.	N/A	City of Edgewood population is less than 20,000 which means that the city is not required to provide annual reports to Washington Department of Commerce. No changes are required at this time.
(b) Counties and cities subject to the requirements of this subsection also must prepare an annual performance report that includes information outlining time periods for certain permit types associated with housing. The report must provide: (i) Permit time periods for certain permit processes in the county or city in relation to those established under this section, including whether the county or city has established shorter time periods than those provided in this section;	N/A	Not applicable.



Title 36 Revised Code of Washington (RCW)

Local Project Review [RCW 36.70B](#)

(ii) The total number of decisions issued during the year for the following permit types: Preliminary subdivisions, final subdivisions, binding site plans, permit processes associated with the approval of multifamily housing, and construction plan review for each of these permit types when submitted separately; (iii) The total number of decisions for each permit type which included consolidated project permit review, such as concurrent review of a rezone or construction plans; (iv) The average number of days from a submittal to a decision being issued for the project permit types listed in *subsection (2)(a)(ii) of this section. This shall be calculated from the day completeness is determined under RCW 36.70B.070 to the date a decision is issued on the application. The number of days shall be calculated by counting every calendar day; (v) The total number of days each project permit application of a type listed in *subsection (2)(a)(ii) of this section was in review with the county or city. This shall be calculated from the day completeness is determined under RCW 36.70B.070 to the date a final decision is issued on the application. The number of days shall be calculated by counting every calendar day. The days the application is in review with the county or city does not include the time periods in subsection (1)(g)(i)-(iii) [(1)(g)(i) through (iii)] of this section; (vi) The total number of days that were excluded from the time period calculation under subsection (1)(g)(i)-(iii) [(1)(g)(i) through (iii)] of this section for each project permit application of a type listed in *subsection (2)(a)(ii) of this section.		
(c) Counties and cities subject to the requirements of this subsection must: (i) Post the annual performance report through the county's or city's website; and (ii) Submit the annual performance report to the department of commerce by March 1st each year.	N/A	Not applicable.
(d) No later than July 1st each year, the department of commerce shall publish a report which includes the annual performance report data for each county and city subject to the requirements of this subsection and a list of those counties and cities whose time periods are shorter than those provided for in this section. The annual report must also include key metrics and findings from the information collected.	N/A	Not applicable.
(e) The initial annual report required under this subsection must be submitted to the department of commerce by March 1, 2025, and must include information from permitting in 2024.	N/A	Not applicable.
(3) Nothing in this section prohibits a county or city from extending a deadline for issuing a decision for a specific project permit application for any reasonable period of time mutually agreed upon by the applicant and the local government.	<u>EMC 18.40.150(A)</u>: 2. Any extension of time mutually agreed upon by the applicant and the local government.	Staff recommends relocating this code section to EMC 18.40.200(D). <u>EMC 18.40.200(D)</u>: 8. Any extension of time mutually agreed upon by the applicant and the city.



Title 36 Revised Code of Washington (RCW)		
Local Project Review RCW 36.70B		
36.70B.100	Designation of person or entity to receive determinations and notices.	*** NO CHANGES ***
36.70B.110	Notice of application—Required elements—Integration with other review procedures—Administrative appeals	*** CHANGES EFFECTIVE JULY 23, 2023 ***
Requirement	Existing Edgewood Code	Notes
(1) Not later than April 1, 1996, a local government planning under RCW 36.70A.040 shall provide a notice of application to the public and the departments and agencies with jurisdiction as provided in this section. If a local government has made a threshold determination under chapter 43.21C RCW concurrently with the notice of application, the notice of application may be combined with the threshold determination and the scoping notice for a determination of significance. Nothing in this section prevents a determination of significance and scoping notice from being issued prior to the notice of application. Nothing in this section or this chapter prevents a lead agency, when it is a project proponent or is funding a project, from conducting its review under chapter 43.21C RCW or from allowing appeals of procedural determinations prior to submitting a project permit.		This was a general RCW cleanup revision, no change to code is required.
(2) The notice of application shall be provided within 14 days after the determination of completeness as provided in RCW 36.70B.070 and, except as limited by the provisions of subsection (4)(b) of this section, must include the following in whatever sequence or format the local government deems appropriate: (a) The date of application, the date of the notice of completion for the application, and the date of the notice of application; (b) A description of the proposed project action and a list of the project permits included in the application and, if applicable, a list of any studies requested under RCW 36.70B.070; (c) The identification of other permits not included in the application to the extent known by the local government; (d) The identification of existing environmental documents that evaluate the proposed project, and, if not otherwise stated on the document providing the notice of application, such as a city land use bulletin, the location where the application and any studies can be reviewed; (e) A statement of the public comment period, which shall be not less than fourteen nor more than thirty days following the date of notice of application, and statements of the right of any person to comment on the application, receive notice of and participate in any hearings, request a copy of the decision once made, and any appeal rights. A local government may accept public comments at any time prior to the closing of the record of an open record predecision hearing, if any, or, if no open record predecision hearing is provided, prior to the decision on the project permit; (f) The date, time, place, and type of hearing, if applicable and scheduled at the date of notice of the application;		This was a general RCW cleanup revision, no change to code is required.



Title 36 Revised Code of Washington (RCW)		
Local Project Review RCW 36.70B		
(g) A statement of the preliminary determination, if one has been made at the time of notice, of those development regulations that will be used for project mitigation and of consistency as provided in RCW 36.70B.030(2) and 36.70B.040; and (h) Any other information determined appropriate by the local government.		
(3) If an open record predecision hearing is required for the requested project permits, the notice of application shall be provided at least fifteen days prior to the open record hearing.		RCW revision didn't change this section, no code change is required.

Title 36 Revised Code of Washington (RCW)

Local Project Review [RCW 36.70B](#)

(4) A local government shall use reasonable methods to give the notice of application to the public and agencies with jurisdiction and may use its existing notice procedures. A local government may use different types of notice for different categories of project permits or types of project actions. If a local government by resolution or ordinance does not specify its method of public notice, the local government shall use the methods provided for in (a) and (b) of this subsection. Examples of reasonable methods to inform the public are:

- (a) Posting the property for site-specific proposals;
- (b) Publishing notice, including at least the project location, description, type of permit(s) required, comment period dates, and location where the notice of application required by subsection (2) of this section and the complete application may be reviewed, in the newspaper of general circulation in the general area where the proposal is located or in a local land use newsletter published by the local government;
- (c) Notifying public or private groups with known interest in a certain proposal or in the type of proposal being considered;
- (d) Notifying the news media;
- (e) Placing notices in appropriate regional or neighborhood newspapers or trade journals;
- (f) Publishing notice in agency newsletters or sending notice to agency mailing lists, either general lists or lists for specific proposals or subject areas; and
- (g) Mailing to neighboring property owners.

RCW revision didn't change this section, no code change is required.

(5) A notice of application shall not be required for project permits that are categorically exempt under chapter 43.21C RCW, unless an open record predecision hearing is required or an open record appeal hearing is allowed on the project permit decision.

RCW revision didn't change this section, no code change is required.

(6) A local government shall integrate the permit procedures in this section with environmental review under chapter 43.21C RCW as follows:

- (a) Except for a threshold determination and except as otherwise expressly allowed in this section, the local government may not issue a decision or a recommendation on a project permit until the expiration of the public comment period on the notice of application.
- (b) If an open record predecision hearing is required, the local government shall issue its threshold determination at least fifteen days prior to the open record predecision hearing.
- (c) Comments shall be as specific as possible.
- (d) A local government is not required to provide for administrative appeals of its threshold determination. If provided, an administrative appeal must be filed within fourteen days after notice that the determination has been made and is appealable. Except as otherwise expressly provided in this section, the appeal hearing on a threshold determination must be consolidated with any open record hearing on the project permit.

This was a general RCW cleanup revision, no change to code is required.



Title 36 Revised Code of Washington (RCW)

Local Project Review [RCW 36.70B](#)

(7) At the request of the applicant, a local government may combine any hearing on a project permit with any hearing that may be held by another local, state, regional, federal, or other agency, if: (a) The hearing is held within the geographic boundary of the local government; and (b) The applicant agrees to the schedule in the event that additional time is needed in order to combine the hearings. All agencies of the state of Washington, including municipal corporations and counties participating in a combined hearing, are hereby authorized to issue joint hearing notices and develop a joint format, select a mutually acceptable hearing body or officer, and take such other actions as may be necessary to hold joint hearings consistent with each of their respective statutory obligations.		RCW revision removed “The joint hearing can be held within the time periods 34 specified in RCW 36.70B.090 or the” from the start of b. No change to code is required.
(8) All state and local agencies shall cooperate to the fullest extent possible with the local government in holding a joint hearing if requested to do so, as long as: (a) The agency is not expressly prohibited by statute from doing so; (b) Sufficient notice of the hearing is given to meet each of the agencies' adopted notice requirements as set forth in statute, ordinance, or rule; and (c) The agency has received the necessary information about the proposed project from the applicant to hold its hearing at the same time as the local government hearing.		RCW revision didn’t change this section, no code change is required.
(9) A local government is not required to provide for administrative appeals. If provided, an administrative appeal of the project decision and of any environmental determination issued at the same time as the project decision, shall be filed within fourteen days after the notice of the decision or after other notice that the decision has been made and is appealable. The local government shall extend the appeal period for an additional seven days, if state or local rules adopted pursuant to chapter 43.21C RCW allow public comment on a determination of nonsignificance issued as part of the appealable project permit decision.		RCW revision didn’t change this section, no code change is required.
(10) The applicant for a project permit is deemed to be a participant in any comment period, open record hearing, or closed record appeal.		RCW revision didn’t change this section, no code change is required.
(11) Each local government planning under RCW 36.70A.040 shall adopt procedures for administrative interpretation of its development regulations.		RCW revision didn’t change this section, no code change is required.
36.70B.120 Permit review process. *** NO CHANGES ***		
36.70B.130 Notice of decision—Distribution. *** NO CHANGES ***		
36.70B.140 Project permits that may be excluded from review. *** CHANGES EFFECTIVE JULY 23, 2023 ***		
Requirement	Existing Edgewood Code	Notes
(1) A local government by ordinance or resolution may exclude the following project permits from the provisions of RCW 36.70B.060 through * 36.70B.090 and 36.70B.110 through 36.70B.130: Landmark designations, street vacations, or other approvals relating to the use of public areas or facilities, or other project permits, whether administrative or quasi-judicial, that the local government by ordinance or resolution has determined present special circumstances that warrant a review process <u>or time periods for approval which</u>		RCW revision added underlined portion, no code change is required.



Title 36 Revised Code of Washington (RCW)		
Local Project Review RCW 36.70B		
are different from that provided in RCW 36.70B.060 through * 36.70B.090 and 36.70B.110 through 36.70B.130.		
(2) A local government by ordinance or resolution also may exclude the following project permits from the provisions of RCW 36.70B.060 and 36.70B.110 through 36.70B.130: Lot line or boundary adjustments and building and other construction permits, or similar administrative approvals, categorically exempt from environmental review under chapter 43.21C RCW, or for which environmental review has been completed in connection with other project permits.		RCW revision didn't change this section, no code change is required.
(3) A local government must exclude project permits for interior alterations from site plan review, provided that the interior alterations do not result in the following: (a) Additional sleeping quarters or bedrooms; (b) Nonconformity with federal emergency management agency substantial improvement thresholds; or (c) Increase the total square footage or valuation of the structure thereby requiring upgraded fire access or fire suppression systems.	<u>EMC 18.95.020(B)(4)</u> Interior alterations, provided that the interior alterations do not result in the following: (a) Additional sleeping quarters or bedrooms; (b) Nonconformity with federal emergency management agency substantial improvement thresholds; or (c) Increase the total square footage or valuation of the structure thereby requiring upgraded fire access or fire suppression systems. Nothing in this subsection exempts interior alterations from otherwise applicable building, plumbing, mechanical, or electrical codes. For purposes of this subsection, "interior alterations" include construction activities that do not modify the existing site layout or its current use and involve no exterior work adding to the building footprint.	Modified to be compliant under Ordinance 23-0647 (effective until 12/31/2024). Need to reiterate this in ordinance.
(4) Nothing in this section exempts interior alterations from otherwise applicable building, plumbing, mechanical, or electrical codes.	<u>EMC 18.95.020(B)(4)</u> (c) Increase the total square footage or valuation of the structure thereby requiring upgraded fire access or fire suppression systems. Nothing in this subsection exempts interior alterations from otherwise applicable building, plumbing, mechanical, or electrical codes. For purposes of this subsection, "interior alterations" include construction activities that do not modify the existing site layout or its current use and involve no exterior work adding to the building footprint.	Modified to be compliant under Ordinance 23-0647 (effective until 12/31/2024). Need to reiterate this in ordinance.
(5) For purposes of this section, "interior alterations" include construction activities that do not modify the existing site layout or its current use and involve no exterior work adding to the building footprint.	<u>EMC 18.95.020(B)(4)</u> (c) Increase the total square footage or valuation of the structure thereby requiring upgraded fire access or fire suppression systems. Nothing in this subsection exempts interior alterations from otherwise applicable building, plumbing, mechanical, or electrical codes. For purposes of this subsection, "interior alterations" include construction activities that do not modify the existing site layout or its current use and involve no exterior work adding to the building footprint.3. Any activity on the exterior of a building that does not exceed a 25 percent change in any existing facade or roof form. 4. Interior work that does not alter the exterior of the structure or affect parking standards as determined by the director.	Modified to be compliant under Ordinance 23-0647 (effective until 12/31/2024). Need to reiterate this in ordinance.



Title 36 Revised Code of Washington (RCW)

Local Project Review [RCW 36.70B](#)

36.70B.150 Local governments not planning under the growth management act may use provisions. *** NOT APPLICABLE ***

36.70B.160 Additional project review encouraged—Construction. *** CHANGES EFFECTIVE JULY 23, 2023 *** (ESHB 1293 / SB 5290)

Requirement	Existing Edgewood Code	Notes
ESHB 1293 (1) Each local government is encouraged to adopt further project review provisions to provide prompt, coordinated, and objective review and ensure accountability to applicants and the public, including expedited review for project permit applications for projects that are consistent with adopted development regulations or that include dwelling units that are affordable to low-income or moderate-income households and within the capacity of systemwide infrastructure improvements.	N/A	This is encouraged but not required at this time.
(2) Nothing in this chapter is intended or shall be construed to prevent a local government from requiring a preapplication conference or a public meeting by rule, ordinance, or resolution, where otherwise required by applicable state law.	N/A	No code or process change required.
(3) Each local government shall adopt procedures to monitor and enforce permit decisions and conditions.	N/A	The city currently monitors and enforce permit decision and conditions through electronic permit tracking (SmartGov) . This system allows the city to track permit decisions and conditions throughout the life of the project.
(4) Nothing in this chapter modifies any independent statutory authority for a government agency to appeal a project permit issued by a local government.	N/A	No code or process change required.
(5) For the purposes of this section: (a) A dwelling unit is affordable if it requires payment of monthly housing costs, including utilities other than telephone, of no more than 30 percent of the family's income. (b) "Dwelling unit" means a residential living unit that provides complete independent living facilities for one or more persons and that includes permanent provisions for living, sleeping, eating, cooking, and sanitation, and that is sold or rented separately from other dwelling units. (c) "Low-income household" means a single person, family, or unrelated persons living together whose adjusted income is less than 80 percent of the median family income, adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development, or less than 80 percent of the city's median income if the project is located in the city, the city has median income of more than 20 percent above the county median income, and the city has adopted an alternative local median income. (d) "Moderate-income household" means a single person, family, or unrelated persons living together whose adjusted income is at or below 120 percent of the median household income, adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development, or less than 120 percent of the city's median income if the project is located in the city, the city has median income of more than 20 percent above the county median income, and the city has adopted an alternative local median income.		Understood. This will be addressed with Middle Housing code.

Title 36 Revised Code of Washington (RCW)		
Local Project Review RCW 36.70B		
SB 5290 (1) Each local government is encouraged to adopt further project review and code provisions to provide prompt, coordinated, and objective review and ensure accountability to applicants and the public by: (a) Expediting review for project permit applications for projects that are consistent with adopted development regulations; (b) Imposing reasonable fees, consistent with RCW 82.02.020, on applicants for permits or other governmental approvals to cover the cost to the city, town, county, or other municipal corporation of processing applications, inspecting and reviewing plans, or preparing detailed statements required by chapter 43.21C RCW. The fees imposed may not include a fee for the cost of processing administrative appeals. Nothing in this subsection limits the ability of a county or city to impose a fee for the processing of administrative appeals as otherwise authorized by law; (c) Entering into an interlocal agreement with another jurisdiction to share permitting staff and resources; (d) Maintaining and budgeting for on-call permitting assistance for when permit volumes or staffing levels change rapidly; (e) Having new positions budgeted that are contingent on increased permit revenue; (f) Adopting development regulations which only require public hearings for permit applications that are required to have a public hearing by statute; (g) Adopting development regulations which make preapplication meetings optional rather than a requirement of permit application submittal; (h) Adopting development regulations which make housing types an outright permitted use in all zones where the housing type is permitted; (i) Adopting a program to allow for outside professionals with appropriate professional licenses to certify components of applications consistent with their license; or (j) Meeting with the applicant to attempt to resolve outstanding issues during the review process. The meeting must be scheduled within 14 days of a second request for corrections during permit review. If the meeting cannot resolve the issues and a local government proceeds with a third request for additional information or corrections, the local government must approve or deny the application upon receiving the additional information or corrections.	N/A	Understood.
SB 5290 (2) (a) After January 1, 2026, a county or city must adopt additional measures under subsection (1) of this section at the time of its next comprehensive plan update under RCW 36.70A.130 if it meets the following conditions: (i) The county or city has adopted at least three project review and code provisions under subsection (1) of this section more than five years prior; and (ii) The county or city is not meeting the permitting deadlines established in RCW 36.70B.080 at least half of the time over the period since its most recent comprehensive plan update under RCW 36.70A.130.	N/A	Compliance with this will be required at the time of the next comprehensive Plan update that is after January 1, 2026. As such, the city isn't required to comply with this until 2034.



Title 36 Revised Code of Washington (RCW)		
Local Project Review RCW 36.70B		
(b) A city or county that is required to adopt new measures under (a) of this subsection but fails to do so becomes subject to the provisions of RCW 36.70B.080(1)(I), notwithstanding RCW 36.70B.080(1)(I)(ii).		
(6) (3) [SB 5290] Nothing in this chapter is intended or shall be construed to prevent a local government from requiring a preapplication conference or a public meeting by rule, ordinance, or resolution, where otherwise required by applicable state law. [ESHB 1293]	N/A	N/A
(7) (4) [SB 5290] Each local government shall adopt procedures to monitor and enforce permit decisions and conditions.	N/A	N/A
(8) (5) [SB 5290] Nothing in this chapter modifies any independent statutory authority for a government agency to appeal a project permit issued by a local government.	N/A	N/A
36.70B.170 Development agreements—Authorized. *** NO CHANGES ***		
36.70B.180 Development agreements—Effect. *** NO CHANGES ***		
36.70B.190 Development agreements—Recording—Parties and successors bound. *** NO CHANGES ***		
36.70B.200 Development agreements—Public hearing. *** NO CHANGES ***		
36.70B.210 Development agreements—Authority to impose fees not extended. *** NO CHANGES ***		
36.70B.220 Permit assistance staff. *** NO CHANGES ***		
36.70B.230 Planning regulations—Copies provided to county assessor. *** NO CHANGES ***		

ORDINANCE NO. 24-0671

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, AMENDING TITLES 16 AND 18 OF THE EDGEWOOD MUNICIPAL CODE IN ACCORDANCE WITH AMENDMENTS TO STATE LAW ADOPTED IN 2023 IN SECOND SUBSTITUTE SENATE BILL 5290; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Edgewood is a non-charter optional municipal code city as provided in Revised Code of Washington (RCW) Title 35A, incorporated under the laws of the State of Washington, and plans pursuant to the Growth Management Act (GMA), RCW Chapter 36.70A; and

WHEREAS, the adoption of land use and zoning regulations is a valid exercise of the City's police power and is specifically authorized by RCW 35A.63.100; and

WHEREAS, within the express terms of the GMA, the Washington State Legislature has specifically conferred upon the governing bodies of Washington cities the right to establish and adopt interim development regulations; and

WHEREAS, local project review processes are governed by RCW Chapter 36.70B; and

WHEREAS, the Second Substitute Senate Bill 5290 (SB 5290) concerning consolidating local permit review processes was passed into law during the 2023-2024 legislative session, that amends RCW Chapter 36.70B to set new requirements for the processing of project permit application; and

WHEREAS, SB 5290 became effective on July 23, 2023, with the exception of Section 7, that includes the new permit review timelines and annual reporting requirements, becoming effective January 1, 2025; and

WHEREAS, On July 25, 2023, with the passage of Ordinance 23-0647 the City amended portions of the development code in EMC Title 18 to comply with SB 5290; and

WHEREAS, additionally, on July 25, 2023, with the passage of Ordinance 23-0647 the City Council determined that to comply with SB 5290 and thoroughly analyze permanent regulations, one year interim development regulations adopted under the provisions of RCW 36.70A.390 were necessary to allow adequate time for the City to adopt permanent development regulations in compliance with SB 5290; and

WHEREAS, On July 9, 2024, with the passage of Ordinance 24-0665 the City Council extended the interim development regulations adopted by Ordinance 23-0647 for additional six (6) month period per RCW 36.70A.390 or modified by City Council or unless a final ordinance is adopted amending the Edgewood Municipal Code before December 31, 2024; and

WHEREAS, the City must amend portions of the development code in Title 18 and Title 16 of the Edgewood Municipal Code (EMC) by January 1, 2025, to comply with SB 5290; and

WHEREAS, City staff conducted a SB 5290 development code analysis and presented draft amendments to EMC Title 18 and Title 16 to the Planning Commission; and

WHEREAS, the Planning Commission considered the draft amendments at its regular meeting on October 14, 2024 and a special meeting on November 6, 2024; and

WHEREAS, the City submitted the proposed amendments to the Department of Commerce on October 14, 2024; and

WHEREAS, the Planning Commission held a public hearing regarding the draft amendments on November 6, 2023; and

WHEREAS, the City's SEPA responsible official determined that amendments to permit processing in compliance with state law is exempt from State Environmental Policy; and

WHEREAS, the Planning Commission held a regular meeting on December 9, 2024 and voted **-** to recommend **approval** of the proposed amendments; and

WHEREAS, the City Council discussed the proposed amendments at their study session on December 3, 2025, and at the regular council meeting on December 10, 2024;

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

Section 1. Findings Adopted. The "Whereas Clauses" set forth in the recitals of this Ordinance are hereby adopted as the findings and conclusions of the City Council for passing this Ordinance.

Section 2. EMC 18.20, Amended. EMC Section 18.20, Definitions, is hereby amended as shown in Exhibit A attached and incorporated by this reference.

Section 3. EMC 18.40, Amended. EMC Section 18.40, Procedures for land use permits and decisions, is hereby amended as shown in Exhibit B attached and incorporated by this reference.

Section 4. EMC 18.95.020, Amended. EMC Section 18.95.020, Applicability, is hereby amended as shown in Exhibit C attached and incorporated by this reference.

Section 5. EMC 16.04.030, Amended. EMC Section 16.04.030, Review procedures, is hereby amended as shown in Exhibit D attached and incorporated by this reference.

Section 6. EMC 16.04.040, Amended. EMC Section 16.04.040, Neighborhood meeting, is hereby amended as shown in Exhibit D attached and incorporated by this reference.

Section 7. EMC 18.90.080, Amended. EMC Section 18.90.080, Housing incentives program, is hereby amended as shown in Exhibit E attached and incorporated by this reference.

Section 8. Corrections. The City Clerk and codifiers of this Ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers for the purposes of codification, and any other references thereto.

Section 9. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 10. Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City and shall take effect and be in full force on January 1, 2025. The full text of this Ordinance shall be mailed without charge, upon request.

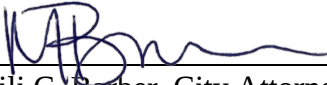
PASSED BY THE CITY COUNCIL ON THE 10TH DAY OF DECEMBER, 2024.

Dave Olson, Mayor

ATTEST/AUTHENTICATED:

Jill Schwerzler-Herrera, CMC
City Clerk

APPROVED AS TO FORM:



Maili C. Barber, City Attorney

Date of Publication: December 13, 2024
Effective Date: January 1, 2025



CITY OF EDGEWOOD
PLANNING COMMISSION
RECOMMENDATION

The Planning Commission voted **X-X** to recommend that the City Council adopt the proposed code amendments to the Edgewood Municipal Code (EMC) pertaining to the SB 5290 permit review process code updates as presented at the December 9, 2024 meeting.

RECOMMENDED BY THE CITY OF EDGEWOOD PLANNING COMMISSION
ON THE 9TH DAY OF DECEMBER 2024.

JoAnn Overfield
Planning Commission Chair

Attest by:

Jeremy Metzler, PE
Community Development Director



CITY OF EDGEWOOD STAFF REPORT PLANNING COMMISSION AGENDA ITEM

Date: December 9, 2024

Title: Animals / Livestock

Attachments: Draft EMC 18.20, Definitions Amendments
Draft EMC 18.70, Permitted Land Uses Amendments
Draft EMC 18.100.030, Animals Amendments – 2nd Revision
November 6, 2024 Planning Commission Feedback

Submitted By: Morgan Dorner, Senior Planner

Background Information:

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 in Edgewood Municipal Code (EMC) under Ordinance 20-0579, which was a broad update of the City's land use table.

Following further research, 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", 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 Tomyn 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 (*attached for reference*), 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 July 16, 2024 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 path 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

Planning Commission Meetings

September 9, 2024: Staff introduced this item to the Planning Commission with examples from other jurisdictions with some initial redlines. The commission discussed previous actions and code changes as they relate to animals and a request for clarity regarding regulations for Pet Care Services. See the September 9, 2024 Planning Commission [Meeting Materials](#) and [Recording](#) for additional information.

October 14, 2024: Staff introduced an initial draft of the proposed amendments with a presentation regarding the changes. Based on the input received and further research by staff, the enclosed amendments were prepared for tonight's discussion. Staff spoke with Cities of Sumner, Chehalis, Centralia, and the Washington State Department of Agriculture regarding rule clarification, authority, and performed external code analysis. The proposed amendments are heavily influenced by the Cities of Chehalis and Centralia, both are rural cities located in Lewis County with more frequent animal use activity. Staff also addressed a lack of clarity regarding Pet Care Services, as requested by Commissioner Lenior.

The proposed amendments update the following sections:

- EMC 18.100.030, *Animals* regarding animal uses, allowances, and standards.
- The updates now clearly allow personal and smaller-scale agricultural uses for all zones, subject to minimum standards for health, safety, and welfare of the animals and community.
- Categorizes animals by type (domestic, livestock, exotic, and wildlife animals) and use (Personal, Commercial, Industrial, and Pet Care Services).
- EMC 18.70, *Permitted Land Uses* regarding land uses as they relate to animals for consistency with the proposed amendments to other code sections for this update.
- EMC 18.20, *Definitions* regarding conflicting and unclear definitions regarding animal uses, and additional definitions for domestic, livestock, exotic, and wildlife animals.

November 6, 2024:

Based on the feedback from the planning commission at the prior meeting, staff revised the proposed amendments to address concerns. This included looking at clarity around kennel definitions and uses and home business permits and licensing. Staff revised definitions for “Kennels” under the land use code (Title 18) to only be with regard to animal shelters and dog pounds. All other uses are covered under “Pet Care Services, All Other”. Additional clarification added regarding any required permits for Pet Care Services. Staff requested feedback and input from the Commission on the revised amendments. Amendments generally accepted, except for prohibition of roosters. Staff recommended providing options to the Planning Commission at the next meeting for this item.

The proposed amendments update the following sections:

- EMC 18.100.030, *Animals* regarding animal uses, allowances, and standards.
 - The updates now clearly allow personal and smaller-scale agricultural uses for all zones, subject to minimum standards for health, safety, and welfare of the animals and community.
 - Categorizes animals by type (domestic, livestock, exotic, and wildlife animals) and use (Personal, Commercial, Industrial, and Pet Care Services).
 - (New) Clarity and standards for pet care services based on zoning.
 - (New) Administrative Use Permit (AUP) required, no longer requires a Home Business permit as previously proposed
 - (New) Addition stating that possession of wildlife animals is prohibited and is regulated under state, federal, and the city's critical areas code for critical fish and wildlife habitat.
 - (New) Other additional amendments for clarity (shown in blue within attachment).
- EMC 18.70, *Permitted Land Uses* regarding land uses as they relate to animals for consistency with the proposed amendments to other code sections for this update. See below (in order of revision):
 - Remove – Family Farm
 - (New) Revise – Agricultural Sales
 - (New) Add – Crop Production
 - (New) Revise – Crop Production, All Other
 - (New) Revise – Animal Production and Aquaculture

- (New) Revise – Cattle Feedlots
- (New) Add – Animal Production, All Other
- (New) Revise – Kennels
- (New) Revise – Veterinary Services
- (New) Revise – Pet Care Services, All Other
- EMC 18.20, *Definitions* regarding conflicting and unclear definitions regarding animal uses, and additional definitions for domestic, livestock, exotic, and wildlife animals. See below (in order of revision):
 - Add – “Animal, domestic”
 - Add – “Animal, exotic”
 - Add – “Animal, livestock”
 - Add – “Animal, wildlife”
 - (New) Remove – “Animal production and aquaculture, all other”
 - (New) Add – “Animal production and aquaculture”
 - (New) Add – “Animal production, all other”
 - (New) Revise – “Cattle feedlots”
 - (New) Add – “Crop production”
 - (New) Revise – “Crop production, all other”
 - Remove – “Family farm”
 - Remove – “Farm animal, small”
 - (New) Revise – “Hog and pig farming”
 - (New) Revise – “Kennels”
 - (New) Revise – “Pet and pet supplies stores”
 - (New) Revise – “Pet care services, all other”
 - (New) Revise – “Veterinary services”

Current Discussion:

The proposed amendments were generally accepted, except for prohibition of roosters. Additional clarifications were made based on feedback from the last meeting for livestock fences. Staff has provided draft language to the Planning Commission to resolve concerns.

Staff Recommendation:

The Planning Commission should review the proposed amendments and provide any feedback to staff. Staff request that the planning commission release the proposed amendments for public comment. If released, the amendments will be issued for public comment and environmental review. Staff anticipate a requesting a recommendation from the Planning Commission at the January meeting.

Chapter 18.20 DEFINITIONS

Sections:

- 18.20.010 Purpose.
- 18.20.020 Words not defined, administrative interpretation.
- 18.20.030 Additional definitions.
- 18.20.040 A definitions.
- 18.20.050 B definitions.
- 18.20.060 C definitions.
- 18.20.070 D definitions.
- 18.20.080 E definitions.
- 18.20.090 F definitions.
- 18.20.100 G definitions.
- 18.20.110 H definitions.
- 18.20.120 I definitions.
- 18.20.130 J definitions.
- 18.20.140 K definitions.
- 18.20.150 L definitions.
- 18.20.160 M definitions.
- 18.20.170 N definitions.
- 18.20.180 O definitions.
- 18.20.190 P definitions.
- 18.20.200 Q definitions.
- 18.20.210 R definitions.
- 18.20.220 S definitions.
- 18.20.230 T definitions.
- 18.20.240 U definitions.
- 18.20.250 V definitions.
- 18.20.260 W definitions.
- 18.20.270 X definitions.
- 18.20.280 Y definitions.
- 18.20.290 Z definitions.

18.20.010 Purpose.

The purpose of this chapter is to define words that are used throughout this title. Definitions may also be found in specific sections of this title. (Ord. 20-579 § 1 (Exh. A); Ord. 03-203 § 1).

18.20.020 Words not defined, administrative interpretation.

Refer to EMC 18.50.020(F), Administrative Interpretations. (Ord. 20-579 § 1 (Exh. A); Ord. 03-203 § 1).

18.20.030 Additional definitions.

The definitions contained in this title are generally those listed in this chapter, except for those definitions specified in EMC 18.97.300, Definitions (sign code), EMC 18.100.100, Sexually oriented businesses, and in the North American Industry Classification System.

...

C. North American Industry Classification System (NAICS). NAICS provides definitions for land uses in the city. The NAICS code is available on the city website or can be viewed at City Hall. (Ord. 20-579 § 1 (Exh. A); Ord. 11-359 § 7 (Exh. D); Ord. 03-203 § 1).

18.20.040 A definitions.

...

“Agricultural sales” means agricultural sales of goods produced on individual farms located within the city. This includes vegetable stands and farmers markets. ~~Further described in NAICS 454390.~~

“Animal, domestic” means any/all of the following:

1. Dog (canine) having no genetic portion of exotic animal;
2. Cat (feline) having no genetic portion of exotic animal;
3. Potbellied pig when housed within the residence of the owner;
4. Any animal certified by an approved training facility to perform assistance to a disabled person when housed within the residence of such person;
5. A bird such as a canary, parakeet, cockatiel, cockatoo, parrot, and similar bird which is capable of surviving in a caged environment within a residential structure, and is so caged;
6. Rabbit or hare when housed within the residence of its owner;
7. Carrier pigeon;
8. Hamster, gerbil, white mouse and other rodent which does not carry any disease.

“Animal, exotic”. See Title 6, Animal Control for definition.

“Animal, livestock” means any/all of the following:

1. Cow, bovine;
2. Horse, mule, donkey and other horse hybrid;
3. Sheep, goat, and ram;
4. Pig, hog, and swine;
5. Rabbit and hare when not housed within the residence of its owner;
6. Ostrich, emu, and similar fowl;
7. Llama;
8. Chicken, hen, rooster, duck, goose, swan, and similar poultry;
9. Any other cloven-hoofed animal;
10. Any domestic animal when bred and/or sold for commercial purposes.

“Animal, wildlife” means any animal which is not domestic, exotic or livestock.

~~“Animal production and aquaculture, all other” means 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 production and aquaculture” means establishments, such as ranches, farms, primarily engaged in raising, keeping, grazing, breeding, or feeding animals. These animals are kept for the products they produce or for eventual sale. The animals are generally raised in various environments, from total confinement or captivity to feeding on an open range pasture. Further described in NAICS 112 (except 112112, 1122, 112320).

“Animal production, all other” means animal production uses engaged in raising animals and insects, such as ranches and small-scale farms, primarily engaged in keeping, grazing, breeding, or feeding animals. These animals are kept for personal use, the products they produce or for eventual sale. Only permitted as an accessory use to a primary residential use and is subject to the standards and minimum spacing requirements contained in EMC 18.100.030(F).

“Animal slaughtering and processing” means 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.

...

18.20.050 B definitions.

...

“Barn” means a structure used for the storage of farm products, feed, and for housing farm animals and light farm equipment.

...

“Building” means any structure having a roof supported by columns or walls used or intended to be used for the shelter or enclosure of persons, animals or property of any kind.

...

18.20.060 C definitions.

...

~~“Cattle feedlots” means uses involving establishments primarily engaged in feeding cattle for fattening. Examples include beef cattle feedlots, feed yards and feedlots (except stockyards for transportation).~~ Further described in NAICS 112112.

...

“Commercial activity” means any activity carried out for the purpose of financial gain for an individual or organization, whether profit or nonprofit.

...

“Crop production” means establishments primarily engaged in the raising and harvesting of row crops, field crops, or tree crops on an agricultural or commercial basis, including packing, primary processing,

and storage facilities. This use category does not include the production of marijuana or “Crop production, all other” as defined in this chapter. Further described in NAICS 111.

“Crop production, all other” means uses which involve the raising and harvesting of row crops, field crops, or tree crops on a personal and small-scale agricultural or commercial basis, including small-scale packing, primary processing, and storage facilities such as barns or sheds for gardening equipment and small tractors or other small to medium-sized farming equipment. This use is intended for small-scale crop production such as cooperative gardens, community gardens, farming activities for personal consumption or small-scale retail at local markets and produce stands. This use category does not include the production of marijuana. Further described in NAICS 111.

18.20.090 F definitions.

...

~~“Family farm” means a farm of 10 acres in size or less, with associated 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, 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 establishments primarily engaged in 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.

...

18.20.140 K definitions.

~~“Kennels” means an enclosure or structure in which any combination of six or more dogs, cats, or a combination of either that individually exceed six months of age are kept for breeding, sale, training, boarding, or sporting purposes. Further described in NAICS 812910.~~ “Kennels” means a place where six or more adult dogs or cats or any combination thereof is kept whether by owners of the dogs and cats or by persons providing facilities and care, whether or not for compensation, but not including a veterinary hospital or clinic. An adult dog or cat is one of either sex, altered or unaltered, that has reached the age of six months. Examples include animal shelters and dog pounds. Does not include boarding of pets as a service to pet owners.

...

18.20.190 P definitions.

...

“Pet and pet supplies stores” means places of business primarily engaged in retail sales associated with domestic or livestock~~small animals and household pets~~. Further described in NAICS 453910.

“Pet care services, all other” ~~establishments primarily engaged in providing pet care services such as boarding, grooming, sitting, and training domestic animals. Examples include pet grooming shops, pet daycare, and pet boarding services. This excludes veterinary services and kennels as defined in this chapter. means places of business primarily engaged in retail services associated with small animals and household pets. This excludes boarding and veterinary services. Examples include pet grooming shops and pet daycare.~~ Further described in NAICS 812910.

...

18.20.250 V definitions.

...

“Veterinary services” means any premises to which animals are brought, or where they are temporarily kept, solely for the purpose of diagnosis or treatment, care, observation, or treatment of any illness or injury to ~~domestic or exotic~~ animals. Further described in NAICS 541940.

...

18.20.290 Z definitions.

...

“Zoos, aquariums, and botanical gardens” means a facility housing and displaying live animals and/or botanical collections, privately owned and operated for a fee or owned and operated by the city, another public agency, or a nonprofit of some other enterprise. Further described in NAICS 71213.

Land Use Table	NAICS Code	Single-Family 2	Single-Family 3	Single-Family 5	Mixed Residential 1	Mixed Residential 2	Mixed Use Residential	Town Center	Commercial	Business Park	Industrial	Public	Notes
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	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 Special	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Activities permitted in all districts, but require TUP and must comply with 18.50.070
Crop Production													
Crop Production	111, part	A	A	A	A	–	–	–	–	A	A	–	
Marijuana Production	111; Special	–	–	–	–	–	–	–	–	–	–	–	See Condition 2
Crop Production, All Other	111, part	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Animal Production and Aquaculture	Personal animal uses permitted in all zones per EMC 18.100.030.												
Animal Production and Aquaculture	112210, part except 112112, 1122, 112320	✓	CUP	–	–	–	–	–	–	–	✓	CUP	

Hog and Pig Farming	112210	–	–	–	–	–	–	–	–	–	–	–	
Cattle Feedlots	112112	CUP	–	–	–	–	–	–	–	–	CUP	–	
Animal Production, All Other	112 part	✓	✓	✓	✓	A	–	–	–	–	✓	CUP	Only permitted as an accessory use to a primary residential use.
Manufacturing (Sector 31-33)													
✓ – 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 Condition 1
Animal Slaughtering and Processing	3116	–	–	–	–	–	–	–	–	–	–	–	
Services (Sector 811-812)													
Pet Care Services													
Kennels	812910, part Special	–	–	–	–	–	A	–	A	CUP A	A	CUP	
Veterinary Services	541940	A	A	A	A	A	A ✓	A ✓	✓	✓	A	A	Only permitted in the single family zones and MR-1 as an accessory use to a primary residential use.
Pet Care Services, All Other	812910, part	A	A	A	A	A	✓	✓	✓	✓	A	–	Only permitted in the single family zones and MR-1 as an accessory use to a primary residential use and subject to EMC 18.100.030.

Conditions

(1) Operations shall not disseminate dust, fumes, gas, noxious odor, smoke, glare, or other atmospheric influence beyond the boundaries of the site, property, or parcel on which such use is located.

(2) Subject to regulation and classification by the Washington State Liquor and Cannabis Board, where applicable and must comply with Edgewood City Ordinance Nos. 14-425 and/or 17-502; plus any regulations regarding cannabis in Chapter 69.51A RCW or I-502.

(3) Subject to Washington Utilities and Transportation Commission regulations and the federal Pipeline and Hazardous Materials Safety Administration (PHMSA). As allowed under state or federal regulations, any use(s) or appurtenances subject to local municipal control will require a CUP in all zoning districts.

(4) NAICS Subsector Codes 481-485 and 487 (Air Transportation; Rail Transportation; Water Transportation; Truck Transportation; Transit and Ground Passenger Transportation; and Scenic and Sightseeing Transportation) permitted as services or systems, to include necessary support activities. The physical location of facilities, maintenance grounds, offices, or other structures incidental to the service or system is subject to the use regulations for said structure.

(5) Essential public facilities are subject to EMC 18.50.060, Essential public facilities permit.

(6) Subject to EMC 18.100.030, Animals.

Chapter 18.100

DEVELOPMENT STANDARDS – USE SPECIFIC

Sections:

- 18.100.010 Accessory residential vehicle service and repair standards.
- 18.100.030 Animals.
- 18.100.040 Daycare facilities.
- 18.100.050 *Repealed.*
- 18.100.070 Home business.
- 18.100.080 Limited home businesses.
- 18.100.090 Manufactured homes on individual lots.
- 18.100.100 Sexually oriented businesses.
- 18.100.110 Wireless communications facilities.
- 18.100.120 Marijuana-related uses – Prohibited.

...

18.100.030 Animals.

~~A. 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. All small farm animals kept outside shall be cooped or kept in hutches or pens or similar enclosures.~~

~~B. No other animals are allowed in residential districts other than pets.~~

A. Purpose and Intent. The purpose of this section is to ensure the health, safety, and welfare of animals and the public are maintained within the City of Edgewood.

B. Applicability. All animals and animal uses within the City of Edgewood shall be regulated by this section, in addition to the development regulations contained in this title, as applicable. Regulations regarding animal control are provided in EMC Title 6, Animal Control. Owners and operators are responsible for obtaining all necessary local, state, and federal permits, licenses, and approvals.

C. Performance Standards. All animal uses, except for wildlife animals, are subject to EMC 18.90.140, Performance Standards.

D. Animal Uses.

1. Personal. Animals raised, bred, trained, or kept for personal use, enjoyment, and is accessory to a primary land use. Also includes animals raised for a variety of small-scale agricultural purposes, including labor, meat, eggs, milk, fur, leather, and wool for the owner's consumption or small-scale commercial activity. Personal animals are permitted in all zones and may be domestic, livestock, exotic, or wildlife, subject to the standards of this section.

2. Commercial. Animals raised, bred, boarded, fattened, trained, or kept for commercial service, sale, slaughter, or byproduct production for monetary gain or trade. Commercial animal uses are permitted as provided in EMC 18.70, Permitted Land Uses and are subject to the standards of this section.

3. Industrial. Animals processed for byproduct production other similar means for industrial production. Industrial animal uses are permitted as provided in EMC 18.70, Permitted Land Uses and are subject to the standards of this section.

4. Pet Care Services. Includes Pet Care Services, All Other and Veterinary Services as permitted in EMC 18.70 and defined in EMC 18.20.

a. Single family zones and MR-1. Only permitted as an accessory use, subject to the standards contained in this section, development regulations contained in this title, and the following:

i. All related use and activity for all pet care services is limited to a 5% maximum of the total lot area. This is inclusive of all outdoor and indoor areas.

ii. Animals must be kept within the area limits by structure, enclosure, fencing, or other similar containment feature as approved by the director or designee.

iii. The total square footage of all structures associated with the pet care service must be less than any primary or accessory residential dwelling structures combined.

iiiv. All use and activity shall maintain a minimum 25 foot setback from property lines and 50 feet from any neighboring residential structures. Additional setbacks may be required depending on the specific use and site conditions, as determined by the director or designee.

iv. An administrative use permit (AUP) and general business license are required by Chapter 5.05 EMC, and more than six (6) animals requires licensing as regulated under Title 6, Animal Control.

b. All other zones. Permitted as provided in EMC 18.70, Permitted Land Uses and subject to the development regulations contained in this title.

i. Additional setbacks and screening may be required depending on the specific use and site conditions, as determined by the director or designee.

E. Animals Permitted. The following animals are permitted within the City of Edgewood, as defined in EMC 18.20 Definitions and regulated under this title, except for exotic animals which are prohibited and subject to compliance under Title 6, Animal Control.

1. “Animal, domestic”

2. “Animal, livestock”

3. “Animal, exotic”

4. “Animal, wildlife”

F. Animal Standards and Minimum Space Requirements. For all animal uses, the minimum space requirements for domestic, livestock, and exotic shall be as followed. These provisions shall not apply to permitted kennels, grooming parlors, or veterinary clinics.

1. Domestic Animals.

a. Dogs are regulated under Title 6, Animal Control for space requirements.

b. Cats are not regulated for space requirements.

c. Potbellied pig: same as subsection (a) of this section, Dogs.

d. Birds are not regulated for space requirements.

e. All other domestic animals: as prescribed by a veterinarian, or qualified study, report or published industry standard, and approved by the director as required for the particular type of animal and circumstance.

f. All domestic animals shall be provided with shelter from excessive temperature and precipitation sufficient to protect the size, type and number of animals.

2. Livestock Animals.

a. Cow/bovine – 10,000 square feet open, fenced area for the first animal, plus 1,000 square feet per additional animal. ~~Does not apply to commercial or industrial animal uses.~~

b. Horse – 10,000 square feet open, fenced area for the first animal, plus 1,000 square feet per additional animal. ~~Does not apply to commercial or industrial animal uses.~~

c. Sheep, pig, llama, ostrich, and similar-sized animals – 5,000 square feet open, fenced area for the first animal, plus 500 square feet per additional animal. ~~Does not apply to commercial or industrial animal uses.~~

d. Other fowl/poultry – Eight (8) square feet per animal within a coop or other enclosed structure plus eight (8) square feet open, fenced area for each animal outside the coop or structure. ~~Does not apply to commercial or industrial animal uses. Roosters are prohibited.~~

i. Roosters are prohibited, except for those owned prior to January 1, 2025 which may be kept subject to the following conditions:

1. Roosters must be kept overnight in an enclosed structure a minimum of 150 feet from any neighboring residence or property line, whichever is most restrictive.

2. During the daytime, roosters must be kept a minimum 100 feet any neighboring residence or property line, whichever is most restrictive.

e. Rabbit/hare – Eight (8) square feet per animal within a coop or other enclosed structure plus eight square feet open, fenced area for each animal outside the coop or structure. ~~Does not apply to commercial or industrial animal uses.~~

f. Honey Beekeeping (Apiary).

i. Minimum lot area: The number of hives shall be limited as follows. Structures shall not be included in the minimum lot area calculation and must be set back as per the zoning standards.

Lot Area (Square footage)	# of Hives
6,000 to 10,000	2
10,001 to 20,000	4
20,001 to 43,560 (.46 to 1 acre)	10

The number of hives may not be restricted on parcels of land over one (1) acre in size under the following conditions:

1. During times of the year when there is minimal bee flight or activity (October – March); or

2. The parcel is in a rural or agricultural area; or

3. The hives with bees are being used for agricultural crop pollination; and

4. A public nuisance is not created; and
 5. All other requirements of this Chapter are met.
- ii. Colonies shall be maintained in small movable frame hives, unless exempted by the Washington State Department of Agriculture as an educational exhibit.
 - iii. Apiaries shall be managed and kept in a clean and orderly condition, and adequate space shall be maintained in the hives to prevent overcrowding and swarming.
 - iv. Colonies shall be requeened with a young hybrid queen annually, or as often as necessary to prevent swarming or aggressive behavior.
 - v. All colonies shall be registered with the Washington State Department of Agriculture in accordance with apiary law, Chapter 15.60 RCW. This section is intended to be supplemental to the procedures in Chapter 15.60 RCW, and in case of any conflict Chapter 15.60 RCW shall govern.
 - vi. Hives shall not be located within 25 feet of any property line, except when there is a solid fence at least 6 feet high separating the hive from the property line, extending at least 20 feet from the hive along the property line in both directions, the hives can be within 10 feet.
 - vii. Hives are prohibited between the primary street frontage and the residence.
 - viii. Bees living in trees, buildings or any other space (except in movable frame hives), abandoned colonies or diseased bees shall constitute a public nuisance and shall be removed.
 - ix. An apiary(s) shall be marked in full compliance with WAC 16-602-040.
 - x. It shall be the duty of any person having honey bees on his or her property to prevent diseased hives as defined in RCW 15.60.005(13) and (16).
 - xi. A consistent source of water shall be provided as appropriate at the apiary. This requirement is intended to discourage bee visitation at swimming pools, hose bibs, animal watering sources, bird baths, or where people congregate.
- g. All other livestock – As prescribed by a licensed veterinarian or published industry standard and approved by the director for the specific type and number of animals and the specific circumstance.
- h. Livestock fences. Livestock fences are any fences or features used for the purpose of containing livestock animals. No livestock fence shall be located:
- i. Within any front/street setback ~~area established and/or required~~ or required buffer ~~under by EMC Title 18, Development Standards~~, unless it is a Personal Animal Use;
 1. Legal nonconforming livestock fences constructed prior to January 1, 2025 are regulated under EMC 18.90.110, Nonconformities and may be maintained or replaced subject to EMC 18.90.060, Fences, bulkheads, and retaining walls.
 - ii. Within 50 feet of any residential structure which is not the residence of the person owning, maintaining or keeping livestock; or
 - iii. Within any wetlands and their buffers, as regulated under EMC Title 14, Critical Areas.

i. All livestock animals shall be provided with shelter from excessive temperature and precipitation sufficient to protect the size, type, and number of animals.

j. Shelters less than 120 total square feet for fowl/poultry and rabbit/hares may be located within five (5) feet of rear and side property lines. Chicken shelters shall be maintained so that odors are not detectable at or beyond the property line. Fencing shall be required around chicken area.

~~i. Roosters are prohibited.~~

k. Shelters for other livestock animals, except honey beekeeping, shall be at least 50 feet from the side lot of adjoining lots and 100 feet from any public street. Adjoining lot owners may locate the shelters 25 feet from their common lot line, provided they each desire to provide a shelter to house one or more of the above described animals. This regulation shall not be construed to permit the keeping of animals in any place or manner which will endanger public health or safety.

3. Exotic Animals. Exotic animals are prohibited and subject to compliance with Title 6, Animal Control.

a. Venomous species of snakes capable of inflicting serious physical harm or death to human beings;

b. Nonhuman primates and prosimians;

c. Bears;

d. Nondomesticated species of felines;

e. Nondomesticated species of canines and their hybrids, including wolf and coyote hybrids;

f. The order Crocodilia, including alligators, crocodiles, caimans and gavials.

g. Any other exotic animal as identified by state law.

4. Wildlife Animals. Possession of any wild animal which naturally lives in Washington State (ie., squirrels, crows) is prohibited unless you are transporting the animal to a licensed wildlife rehabilitator. Wildlife animals are regulated under state and federal law and EMC Title [14](#) as applicable.

(Ord. 20-579 § 7 (Exh. F); Ord. 03-203 § 1).

November 6, 2024 Planning Commission Feedback – Animals

General:

- Proposed amendments generally accepted, except for prohibition of roosters (see Roosters section below).
- Guillory – Clearly define livestock fences
Staff Response: Proposed amendments were revised to provide clarity: “Livestock fences are any fences or features used for the purpose of containing livestock animals.”
- Furey – How often do these amendments or code sections get looked at or brought for review?
Staff Response: Amendments are brought to the Commission as directed through the annual work plan and council. Other amendments are brought to the Commission on an as needed basis as issues arise. Items for future updates are either identified by staff, private applicants/citizens via a code amendment application, council, boards/commissions over time and put on a schedule as needed.
- Lenior – If someone has a property in an area that is rezoned be able to keep their animals?
Staff Response: Yes, they would be able to keep their animals under the city’s nonconformities regulations. However, the proposed amendments seek to allow most animal uses and activities across all zones.
- Lenior – Maybe update homebased business regulations to provide an exception for pet care services?
Staff Response: This was updated with the revised proposed amendments to not require a homebased business permit, but to permit pet care services in residential zones and MR-1 with an Administrative Use Permit (AUP). This will provide more flexibility to prospective applicants.

Roosters:

- Church – Supported not allowing roosters due to difficulty in regulating noise and disruption.
- Chair Overfield – Rooster crow carries for miles, so prohibition might be good. Maybe consider not allowing *new* roosters.
- Furey – Compare with other municipalities.
- Lenior – Has a rooster and supports allowing roosters with setbacks. Asked if there have been any complaints. Donkeys are also loud, so should we ban those too?
 - o Staff Response: Staff followed up with code enforcement officer and they have received about five (5) complaints since July, with the last one being on December 4, 2024.
- Wagner – No opinion but curious what public input would tell us. Suggested a community survey about roosters.
- Staff suggestion of min. 5 acres with minimum setbacks. Some support for this from the commission. Staff looked into this after and can’t determine if this is supported or can address concerns over noise and how it travels.
- Allow roosters, but apply setbacks and conditions to reduce any potential impacts



CITY OF EDGEWOOD STAFF REPORT PLANNING COMMISSION AGENDA ITEM

Date: December 9, 2024
Title: Non-Conforming Uses and Lawful Establishment Date
Attachments: Draft EMC Title 18 Redlines
Submitted By: Jeremy Metzler, PE – Community Development Director

Background Information:

When evaluating any use for non-conforming status, an applicant / proponent must prove that the use was lawfully established and existing prior to the effective date of the applicable regulation. There are some ongoing uses within the City of Edgewood that were established prior to our incorporation on February 28, 1996, and researching back beyond that date has proven in several cases to be challenging at best. In an effort to improve efficiencies, staff is interested in limiting any need for research beyond the City's date of incorporation. This might be accomplished by establishing a date in the municipal code before which the use in question is considered to be "self-evident", or in other words, the exact date of existence does not need to be proven if established prior to said specific date.

For reference, in Washington State, a landowner must satisfy the following three key elements to prove that a use was lawfully established or lawfully existing:

- The use must have existed prior to the enactment of a zoning ordinance that contradicts the use.
- The use must have been lawful at the time it was established.
- The landowner must not have abandoned or discontinued the use for over a year prior to the relevant change in the zoning code.

There are two additional scenarios to consider based on relevant case law:

- Clearly state that any trespass or encroachment would not qualify as "legally established", and
- Provide a clear process for how an applicant / property owner can prove continual use as simply as possible.

The City Council held an initial conversation on this topic at their July 16, 2024 study session, which can be viewed here: <https://vimeo.com/985745206> (starting at 1hr 16min). The discussion touched on some potential and experienced scenarios, determining which date to use, and resulted with interest in moving this forward using the City's date of incorporation.

As this would require a modification to the City's development regulation code, the matter was introduced to the Planning Commission at last month's regular meeting. Staff prepared draft code redlines for review and discussion, and general support was expressed by the commissioners.

Current Discussion:

Staff requested feedback from commissioners before tonight's meeting on this item, but no feedback was received as of December 5, 2024. Before a potential recommendation can be made to the City Council at a future meeting, the Planning Commission needs to hold a Public Hearing to receive any public input on the matter. Staff is prepared to arrange for a public hearing on this matter at the January 2025 regular meeting, if desired.

Staff Recommendation:

Hold a discussion on the matter and provide direction to staff on how to proceed with this item.

Draft Code Redlines
Edgewood Municipal Code (EMC) Title 18
Non-Conforming Uses and Lawful Establishment Date

18.20.170 N Definitions.

...

“Nonconforming lot” means a lot which does not conform to the design or density requirements of the zoning district in which it is located. A nonconforming lot is a lot that was legal when it was created (see EMC 16.01.040(D) for criteria), but no longer meets the current area, width, or depth dimensional requirements for the zoning district in which the property is located. Nonconforming lots may be occupied by any permitted use in the district; provided, that all other development regulations in effect at the time of development are met.

“Nonconforming structure” is one which was lawfully erected in conformance with the regulations in effect at the time of its construction, but which no longer conforms to current development standards including, but not limited to, design, height, setback or coverage requirements of the zoning district in which it is located.

“Nonconforming use” means the use of land, a building or a structure lawfully existing prior to the effective date of this title or subsequent amendments thereto, which does not conform with the regulations of the district in which it is located.

“Nonconformity” means any land use, structure, lot or sign that is proven to have existed legally established prior to the effective date of this title or subsequent amendment, on or before February 28, 1996, that was not a criminal use at the time or currently, or that was legally established after February 28, 1996 and prior to the effective date of this title or subsequent amendment, which that is no longer permitted by or in full compliance with the regulations of this title.

...

18.90.110 Nonconformities.

...

- I. The burden of demonstrating that nonconformity existed on or before February 28, 1996, or is otherwise lawful under this title, rests with the property or business owner. The exact date need not be proven, only that the nonconformity existed on or before February 28, 1996. Additionally, the nonconformity must not have been criminal at the time under City, State, or Federal law, nor can it be criminal under current law. Some examples of evidence that may indicate legal nonconforming status include: tax assessment records, construction or other permit records, personal or business income tax records, business license records, dated past advertising, dated business receipts to customers, dated rent receipts, affidavits from neighbors or tenants, testamentary documents, photographs whose date may be clearly ascertained, and other such information which is competent and factual. The city may, at its discretion, request such records from a property or business owner as a basis for determining whether nonconformity was legally established and preexisting.
- J. Termination of Nonconforming Status.

1. A nonconforming development or use shall terminate under the following conditions:
 - a. When the use has been vacated or abandoned for a period of ~~six~~ twelve (12) or more months.
 - b. When the structure, which is nonconforming, has been damaged or destroyed to an extent exceeding 50 percent or more of its fair market value as indicated by the records of the Pierce County assessor.
2. Provided, that damaged uses that are allowed to reestablish, as provided in subsection (K) of this section, Damage or Destruction, shall not be considered to be terminated. Once terminated, the use shall not be reestablished, and any subsequent use must comply with the regulations of the zoning district in which it is located.

...

N. The community development director or designee is hereby empowered to prohibit or condition any nonconforming use that poses a risk to public health, safety, or the environment, even if the use existed prior to February 28, 1996. The director or designee may also impose conditions to remediate or mitigate any such risks to ensure compliance with current standards.

...

18.100.070 Home business.

- ...
- H. An ongoing home business may be granted nonconforming status; provided, that it was previously permitted ~~under Pierce County authority prior to Edgewood's incorporation~~ and has been in continuous operation since initial approval. The burden of providing a home business's nonconforming status rests with the property owner or tenant, pursuant to EMC 18.90.110. A home business ~~without city or county approval~~ which cannot prove nonconforming status shall be considered in violation of this section and shall cease until the appropriate approvals have been granted.

18.100.080 Limited home business.

- ...
- H. An ongoing home business may be granted nonconforming status; provided, that it was previously permitted ~~under Pierce County authority prior to Edgewood's incorporation~~ and has been in continuous operation since initial approval. The burden of providing a home business's nonconforming status rests with the property owner or tenant, pursuant to EMC 18.90.110. A home business ~~without city or county approval~~, which cannot prove nonconforming status, shall be considered in violation of this section and shall cease until the appropriate approvals have been granted.



CITY OF EDGEWOOD STAFF REPORT PLANNING COMMISSION AGENDA ITEM

Date: December 9, 2024

Title: Middle Housing Ordinance Update

Attachments: N/A

Submitted By: Josh Kubitza, AICP – Planning Manager

Background Information:

Middle housing is a term for homes that are at a middle scale between detached single-family houses and large multifamily complexes. Examples include: duplexes, triplexes, fourplexes, fiveplexes, sixplexes, courtyard apartments, cottage clusters, and townhomes. These types are typically “house-scale”; that is, the buildings are about the same size and height as detached houses. During the 2023-24 legislative session, [HB 1110 \(2023\)](#) was adopted to implement middle housing across the state.

HB 1110 (2023) directs Commerce to provide technical assistance including model ordinances, for implementing the bill. The models are intended to serve as the middle housing ordinance in cities that are unable to adopt regulations within six-months of their next periodic update (June 2025 for City of Edgewood) required under [RCW 36.70A.130](#) and [RCW 36.70A.635\(11\)](#).

Middle housing has been brought to the Planning Commission since February 2023, which means the Planning Commission is approaching two years working through this topic. The following are brief summaries of the previous Planning Commission meetings on Middle Housing and links to the recordings:

- February 13, 2023 (<https://vimeo.com/798795912>)
 - Provided a kickoff discussion on Middle Housing although primarily focused on housing needs for all economic segments (HB 1220).
- October 9, 2023 (<https://vimeo.com/874195355>)
 - Discussed planning for housing, Middle Housing Suitability and Racially Disparate Impact Analysis summary, policy and code review. This again was primarily focused on HB 1220.
- November 13, 2023 (<https://vimeo.com/884420178>)
 - Introduced middle housing and discussed Department of Commerce grant, HB 1110 applicability, middle housing types, density and accessory dwelling units, and policy and code review. The initial Department of Commerce User Guide for Model Ordinance and Draft Middle Ordinance provided to the Planning Commission as attachments to the staff report.

- May 13, 2024 (<https://vimeo.com/946207612>)
 - First Draft of the Middle Housing Ordinance was provided and requested comments from the Planning Commission. The draft ordinance was submitted to Department of Commerce in June 2024 to meet a grant deliverable requirement.

Please note that Department of Commerce released new model ordinance, new middle housing checklist, and a new middle housing user guide in October 2024. As such, some of the information provided in previous Planning Commission meetings, including the final draft middle house ordinance, may be obsolete. All updated information is available on the Department of Commerce's [Middle Housing resource webpage](#)¹.

Current Discussion:

The city is required to comply with HB 1110 within six months of the Comprehensive Plan periodic update, which is expected to be effective by January 1, 2025. As such, the city is required to adopt middle housing ordinance by June 31, 2025. Additionally, the city was awarded a Department of Commerce grant that includes deliverables due March 2025 and June 2025. To ensure compliance with RCW, staff has provided a general timeline below that outlines the next major steps.

Proposed Middle Housing Ordinance Timeline:

- December 9, 2024: Reintroduce middle housing to the Planning Commission.
- January 13, 2025: Begin detailed discussions of the Middle Housing Ordinance and checklists.
- February 10, 2025: Prepare for a public open house and continue ordinance discussions.
- February 20, 2025: Public Open House (6-8 PM).
- March 10, 2025: Review feedback from the open house and discuss the draft Public Engagement Results Report.
- April 14, 2025: Hold public hearing and discussion.
- May 12, 2025: Final discussions and action on the ordinance.
- May 20, 2025: City Council Study Session introduction and discussion
- June 3, 2025: City Council Study Session discussion
- June 10, 2025: Potential City Council action on the ordinance.

Staff Recommendation:

Planning Commission is encouraged to review the Department of Commerce's Middle Housing resource webpage and review the previous Planning Commission recordings for meetings held on February 13, 2023, November 13, 2023, October 9, 2023, and May 13, 2024.

¹ <https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-middle-housing/>