



**CITY OF EDGEWOOD  
COUNCIL STUDY SESSION AGENDA**

Tues., November 20, 2018 – 7:00 PM ♦ City Hall – 2224 104<sup>th</sup> Avenue East ♦ Edgewood, WA

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**1. CALL TO ORDER**

Pledge of Allegiance & Roll Call

**2. COUNCIL BUSINESS**

- A. **Interviews** - Economic Development Board Interviews (EDAB)
- B.  **Discussion** - Comprehensive Plan Amendment
- C.  **Discussion/Review** - Ordinance - Perceived Density Code Amendment
- D.  **Discussion** - Ordinance - ADU Amendment
- E.  **Review/Discussion** - Ordinance - Hall Street Vacation
- F.  **Review/Discussion** – 36<sup>th</sup> and Meridian Park
- G.  **Review/Discussion** - CM Lowry Article for Magazine

**3. OTHER COUNCIL ITEMS**

**4. ADJOURN**

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

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





## City Of Edgewood Council Agenda Summary Sheet

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| <b>SUBJECT:</b> Appointments for the Economic Development Advisory Board (EDAB)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     | <b>Agenda Bill #:</b>                                                               |                | <b>2A</b>                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     | <b>For Agenda of:</b>                                                               |                | <b>November 20, 2018</b> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     | <b>Department:</b>                                                                  |                | <b>Comm. Dev.</b>        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     | <b>Prepared by:</b>                                                                 |                | <b>Darren Groth</b>      |
| <b>ATTACHMENTS (list):</b> <input checked="" type="checkbox"/> EDAB Summary Sheet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                     |                                                                                     |                |                          |
| <b>Review of Materials:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                     |                                                                                     |                |                          |
| Mayor, Daryl Eiding                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <input checked="" type="checkbox"/> | <b>Expenditure Required:</b>                                                        | <u>  \$0  </u> |                          |
| Asst. City Administrator, Dave Gray                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <input checked="" type="checkbox"/> | <b>Amount Budgeted:</b>                                                             | <u>  \$0  </u> |                          |
| City Attorney, Carol Morris                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <input checked="" type="checkbox"/> | <b>Appropriation Required:</b>                                                      | <u>  \$0  </u> |                          |
| City Clerk, Rachel Pitzel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <input checked="" type="checkbox"/> | <b>Timeline:</b> November 20: Study Session Discussion<br>November 27: Appointments |                |                          |
| Community Development Director, Darren Groth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <input checked="" type="checkbox"/> |                                                                                     |                |                          |
| Public Works, Jeremy Metzler                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <input checked="" type="checkbox"/> | <b>BARS:</b>                                                                        |                |                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |                                                                                     |                |                          |
| <b>Fiscal Note/Consideration:</b> N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                     |                                                                                     |                |                          |
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| <b>SUMMARY STATEMENT:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                     |                                                                                     |                |                          |
| <p>In 2012, City Council adopted Ordinance Number 12-0381, which established an Economic Development Advisory Board (EDAB). The EDAB was created to assist and advise City Council in connection with issues and programs involving economic policy, commercial business, land development policy, and business retention. The board is an advisory body with power to recommend policy to City Council.</p> <p>In an effort to reestablish the EDAB, the City has accepted applications for membership for approximately the past eight months. While 11 total applications were received by the City Clerk, two of the applications were from duplicative applicants. As a result, only nine individuals expressed interested in EDAB membership. Of the nine applicants, three withdrew as candidates. The five remaining candidates were scheduled to be interviewed during the October 2, 2018 City Council meeting and four were present for the interviews. Those four (Colleen Wise, Kim Larson, Jeff Southard, and Jason Neil) were appointed to the EDAB on October 9, 2018 with terms ending on June 30, 2020.</p> <p>The fifth applicant, Andrew Wiesenfeld, and Joseph Blackner are seeking appointment to EDAB positions 2 and 3. Per Edgewood Municipal Code (EMC) Section 2.23.010, Positions 2 and 3 expire on June 30 every odd year. As a result, the City Council could decide to recommend Andrew Wiesenfeld and Joseph Blackner serve a one-year term until June 30, 2019 or a three-year term until June 30, 2021. Position 1 is not scheduled to interview; however, the Mayor recruited another EDAB member from the FME Chamber of Commerce to fill Position 1. On November 27, 2018, Positions 1-3 can be confirmed.</p> |                                     |                                                                                     |                |                          |
| <b>COUNCIL COMMITTEE REVIEW AND RECOMMENDATION:</b> N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                     |                                                                                     |                |                          |
| <b>RECOMMENDED ACTION:</b> Interview members Wiesenfeld and Blackner and then finalize recommendations for EDAB Positions 1, 2, and 3.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     |                                                                                     |                |                          |



## **CITY OF EDGEWOOD ECONOMIC DEVELOPMENT ADVISORY BOARD (EDAB) SUMMARY SHEET**

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### **EDAB Membership**

When planning for economic development, the goal is to create and maintain a strong, vibrant economy. Local economic development planning is part of a region's overall economic development strategy and involves intergovernmental coordination. As such, the EDAB can consist of up to three nonresident members. In fact, City Council shall reasonably endeavor to seek a diverse membership including members from the banking industry, real estate investment, real estate sales, commercial marketing, business professionals, and economic development specialists.

Members are appointed by the Mayor and confirmed by the City Council and serve two-year terms. The EDAB, however, has not met for some time and, due to the two-year term expiration, it appears no members have a term remaining as of June 30, 2017.

### **EDAB Powers**

The EDAB is charged with assisting and advising the City Council regarding issues and programs involving economic policy, commercial business, land development policy, and business retention. Specifically, the EDAB is empowered to performing the following eight tasks:

1. Facilitate cooperation and coordination between various business groups on business issues;
2. Make recommendations to the city council and to city staff for programs in which the city could or should participate to enhance commercial and mixed use development opportunities in the city, which programs may be in cooperation with any appropriate private, public, civic or community agency, group or association of or in the city, county, state or federal government;
3. Recommend ways and means of obtaining private, local, county, state or federal funds and other participation for the promotion of business development projects within the city;
4. Work with city staff, city council boards or commissions, task forces and other city/community based groups, as directed by the city council, on relevant issues and projects;
5. The board shall periodically have the responsibility of advising and making recommendations, to council, on economic policy;
6. The board shall periodically recommend projects or planning tools necessary to carry out its vision and develop the long-range capital budget necessary to support the recommendations;
7. The board shall, on a regular basis, be available for citizens' input concerning any matter which the board is considering or may consider;
8. The board shall make recommendations to the council regarding adoption of or amendments to all economic development plans.



## City Of Edgewood Council Agenda Summary Sheet

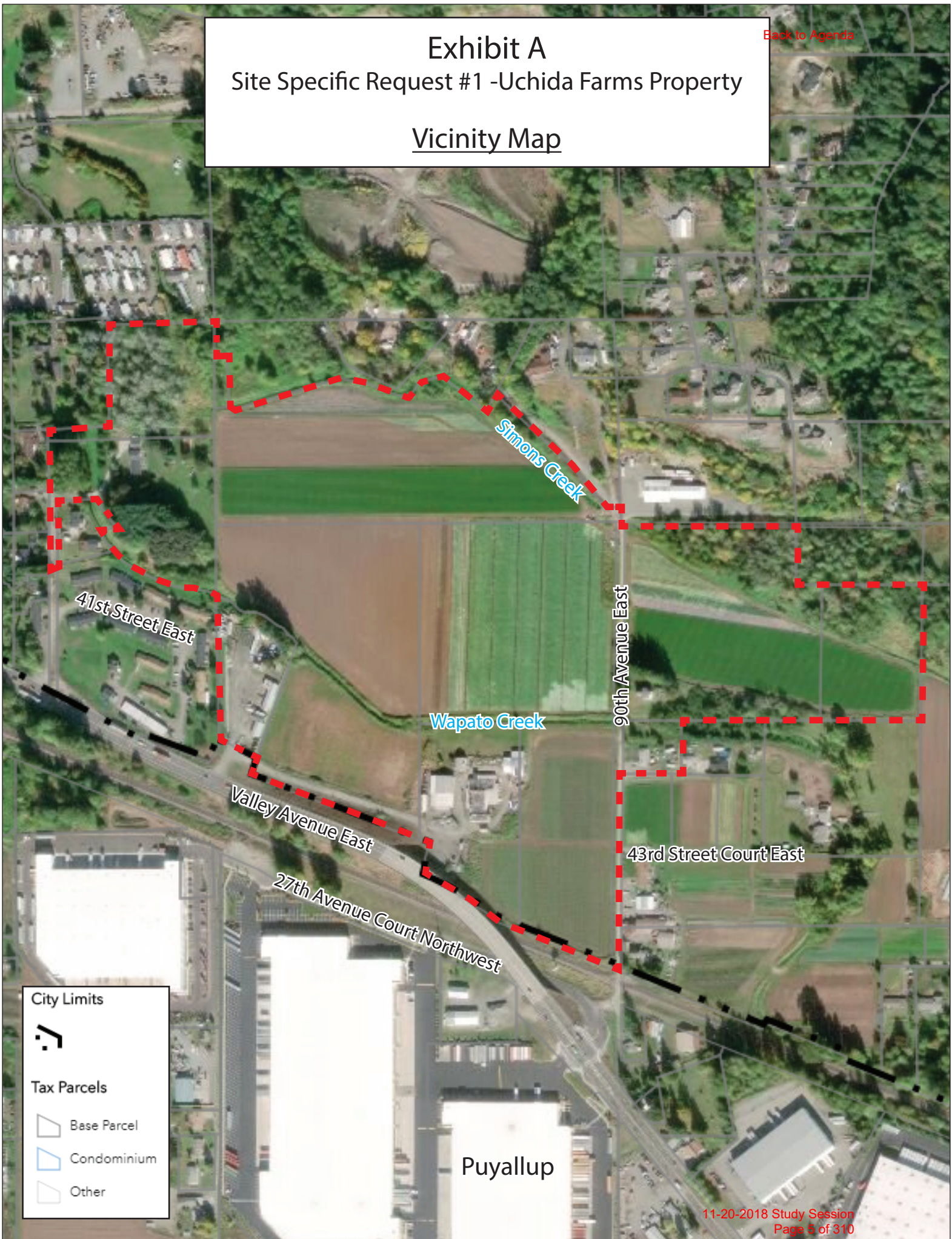
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| <b>SUBJECT:</b> Proposed annual amendments to the Edgewood Comprehensive Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                     | <b>Agenda Item #:</b>                                                                                                                     |       | <b>2B</b>                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     | <b>For Agenda of:</b>                                                                                                                     |       | <b>November 20, 2018</b> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     | <b>Department:</b>                                                                                                                        |       | <b>Comm. Dev.</b>        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     | <b>Prepared by:</b>                                                                                                                       |       | <b>Darren Groth</b>      |
| <b>ATTACHMENTS (list):</b> <input checked="" type="checkbox"/> AHBL Staff Report with Exhibits <input checked="" type="checkbox"/> Comprehensive Plan Amendments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                     |                                                                                                                                           |       |                          |
| <b>Review of Materials:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                     |                                                                                                                                           |       |                          |
| Mayor, Daryl Eidinger                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <input checked="" type="checkbox"/> | <b>Expenditure Required:</b>                                                                                                              | _\$0_ |                          |
| Asst. City Administrator, Dave Gray                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input checked="" type="checkbox"/> | <b>Amount Budgeted:</b>                                                                                                                   | _\$0_ |                          |
| City Attorney, Carol Morris                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <input checked="" type="checkbox"/> | <b>Appropriation Required:</b>                                                                                                            | _\$0_ |                          |
| City Clerk, Rachel Pitzel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <input checked="" type="checkbox"/> | <b>Timeline:</b> November 20: Study Session<br>November 27: Public Hearing<br>December 04: Study Session<br>January 8, 2019: Final Action |       |                          |
| Community Development Director, Darren Groth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <input checked="" type="checkbox"/> |                                                                                                                                           |       |                          |
| Public Works, Jeremy Metzler                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <input checked="" type="checkbox"/> |                                                                                                                                           |       |                          |
| <b>SUMMARY STATEMENT:</b><br><p>The City may consider amendments to its Comprehensive Plan once every year. Applications for Comprehensive Plan amendments are submitted before December 31st in order to be considered during the following year's amendment process. In 2017, the City received two applications that met the required deadline to be processed in 2018. Both items were approved by City Council to proceed onto the Final Docket that the City would consider in 2018. The Final Docket consists of project file 17-1549 for the application known as Uchida Farms, which was named after the individual owning the most property within the application area, and project file 17-1550 for the application submitted by Project S22, LLC for their request near Lake Chalet. The Commission unanimously approved the request for file 17-1549, Uchida Farms; however, file 17-1550, Lake Chalet, was approved with a split 3-2 vote. Several of the dissenting voters expressed concern over the fact the 2013 amendment for this site was approved for a less intensive zoning district than the current TC request. The main point was focused on the increased density of the 2013 amendment and what that means in terms of screening and compatibility of adjoining land uses. One question asked if the request could be changed to allow TC up to the parallel road and keep the existing designation (or possibly change to the 2013 designation) on the east side of 104th Ave E.</p> <p>To help process the Final Docket in accordance with state law and the Edgewood Municipal Code (EMC), the City contracted with AHBL to serve as the project manager for this case. The AHBL staff report is attached and includes analysis, findings, and recommendations for each submitted request. The AHBL report was prepared under the direction and guidance of City staff.</p> |                                     |                                                                                                                                           |       |                          |
| <b>COUNCIL COMMITTEE REVIEW AND RECOMMENDATION:</b> On November 5, 2018, the Planning Commission recommended APPROVAL of both project file 17-1549 and project file 17-1550 by a 5-0 and 3-2 vote, respectively.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                     |                                                                                                                                           |       |                          |
| <b>RECOMMENDED ACTION:</b><br>Hold a discussion regarding the proposed annual amendment to the Edgewood Comprehensive Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                     |                                                                                                                                           |       |                          |



# Exhibit A

## Site Specific Request #1 -Uchida Farms Property

### Vicinity Map

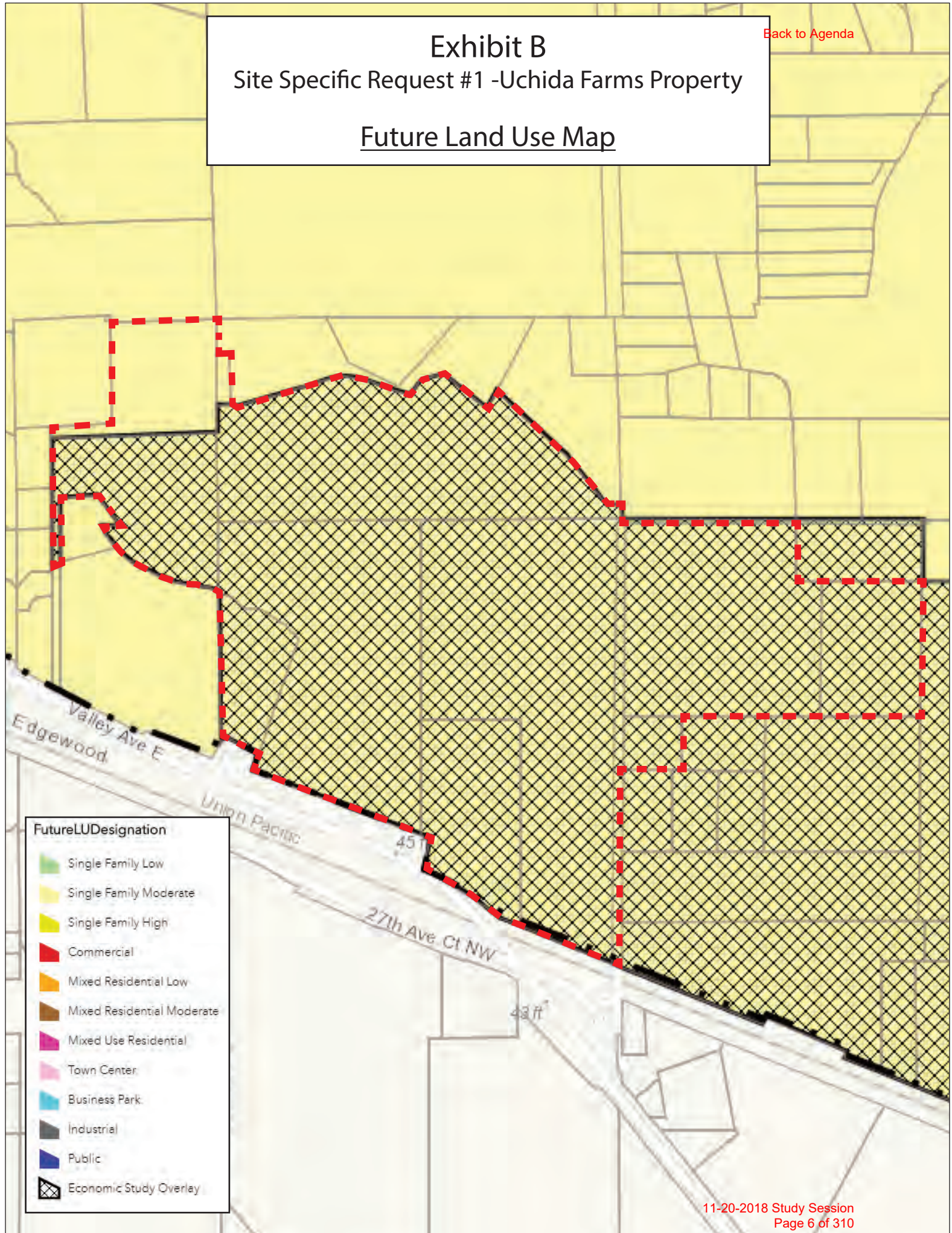




# Exhibit B

## Site Specific Request #1 -Uchida Farms Property

### Future Land Use Map





# Exhibit C

## Site Specific Request #1 -Uchida Farms Property

### Current Zoning Map



# **COMPREHENSIVE PLAN MAP AMENDMENT AND ZONE CHANGE: PROJECT NARRATIVE AND EXHIBITS SUPPLEMENTAL RESPONSE: STAFF REPORT AND ANALYSIS**

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**8819 Valley Avenue East  
Edgewood, Washington**

**Prepared for:  
Uchida Farm LLC**

**August 2018**

**January 2018**

**Submittal Date: December 29, 2017  
Our Job No. 18957**

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18215 72ND AVENUE SOUTH KENT, WA 98032 (425) 251-6222 (425) 251-8782 FAX  
BRANCH OFFICES ♦ TUMWATER, WA ♦ LONG BEACH, CA ♦ ROSEVILLE, CA ♦ SAN DIEGO, CA  
[www.barghausen.com](http://www.barghausen.com)

**SUPPLEMENTAL RESPONSE:  
STAFF REPORT and ANALYSIS  
8819 Valley Avenue East  
Edgewood, Washington 98371-2535**

**In Support of an Application Requesting Approval of a  
Comprehensive Plan Map Amendment  
and  
Zone Change**

**Proposed by  
Uchida Farm LLC**

**Supplemental Report Prepared by  
Barghausen Consulting Engineers, Inc.  
18215 72<sup>nd</sup> Avenue South  
Kent, Washington 98032**

**August 2018**



## Introduction

Prior to the City of Edgewood's incorporation in 1995, the Uchida Farm area was located in Pierce County and historically used for agriculture. After incorporation, the City of Edgewood zoned the property SF-3 (single-family residential / 3 units per acre), with a Comprehensive Plan Land Use designation of Single Family Moderate.

During the 2015 Comprehensive Plan update, the City of Edgewood held public input meetings to discuss the possibility for a change to the Future Land Use Map (FLUM) in the Uchida Farm area. In lieu of amending the map, the City adopted a Special Land Use Study Overlay. The intent of the Overlay was to continue studying the area for a FLUM amendment after the Comprehensive Plan update was complete.

Consequently, in December 2017, Uchida Farm LLC submitted the required application, fees, narrative and supporting documentation for a Comprehensive Plan Amendment and to rezone 68.51 acres of land from residential (SF-3) to Industrial (I). On April 16, 2018, City staff and the City of Edgewood Planning Commission recommended placing the request on the 2018 docket of amendments. On May 8, 2018, the City Council unanimously approved the inclusion of the request on the docket. A public hearing for the request is anticipated in the fall of 2018.

This narrative discusses the overall benefits of the proposal, the need for additional industrial zoned land in Edgewood, and methods to achieve responsible development of the site. This document also provides findings for approval of the amendment based on the criteria outlined in the City's April 16, 2018, staff report.

This narrative is comprised of two sections: Part 1, Issues Analysis, discusses a number of key factors including market demand, infrastructure, environmental impacts, and future land use. Part 2, Comprehensive Planning Goals and Policies, provides findings for approval based on the goals, policies, and criteria contained in the City's Comprehensive Plan and Municipal Code.

### **Part 1: Issues Analysis**

As part of the City of Edgewood's review of the Uchida Farm LLC application seeking a Comprehensive Plan map amendment and concurrent rezoning of ±66 acres of land from residential (SF-3) to Industrial (I), many factors must be considered:

- Identify recent changes in the local real estate market that point towards increasing market demand for industrial space.
- Illustrate how communities have responded to demand by investing in supporting infrastructure, and identify the benefits of WSDOT's proposed Highway 167 Expansion project.
- Discuss the benefits of designating the area as a regional Manufacturing / Industrial Center (MIC) similar to the Sumner / Pacific MIC.
- Project the financial benefits that can be accrued in Edgewood's tax base from existing industrial projects; providing an indicator of future jobs and revenues from projects such as the proposed Uchida Logistics Center. Compare these benefits to the development of the site under existing zoning.
- Examine alternate zoning for the site in terms of economic feasibility and compatibility with the existing and emerging land use.
- Discuss how site-specific impacts of industrial development can be appropriately mitigated through design development.
- Consider the pressure to rezone nearby property resulting from the proposed zone change, and discuss the applicability of spot rezoning.

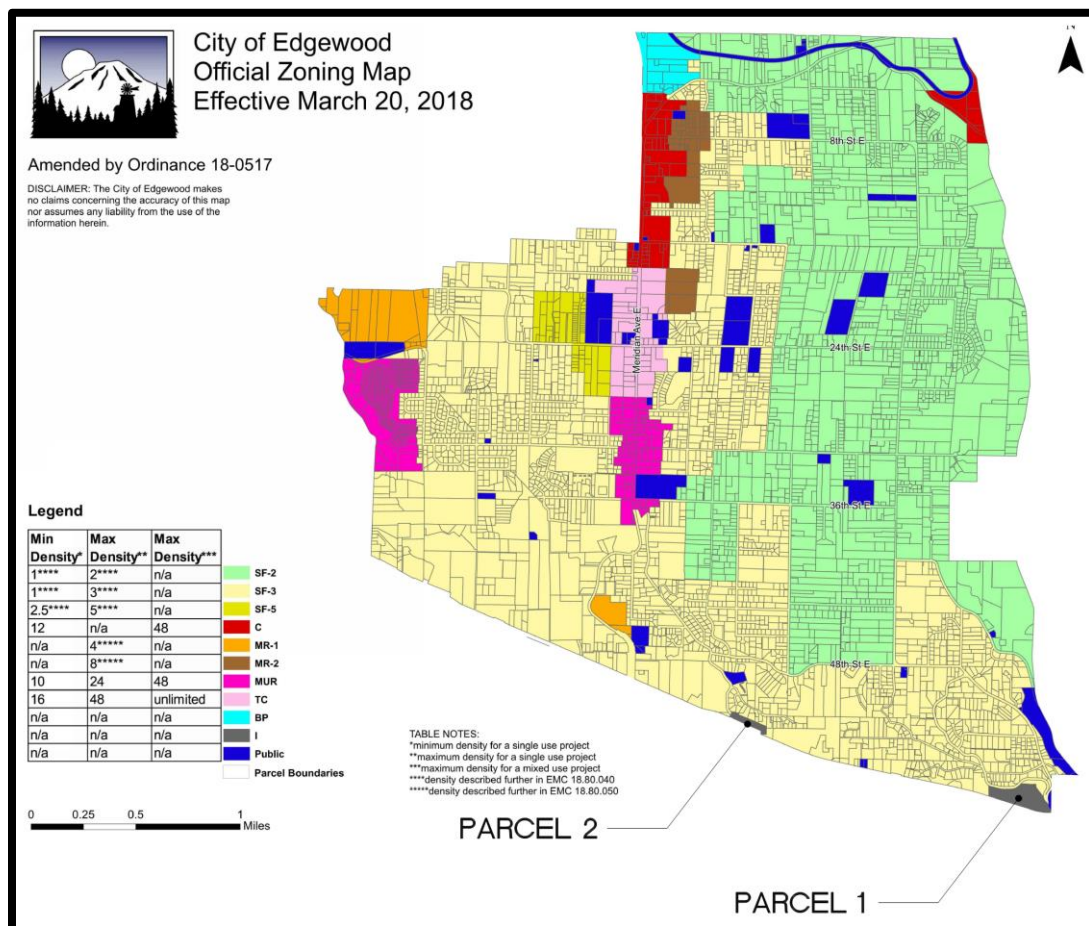
- The City's need to evaluate the proposal in terms of compliance with existing planning initiatives, goals, and objectives and consistency at the local and regional level – including the region's Vision 2040 Plan. Additionally, the need to evaluate potential impacts concerning utilities, critical areas, and transportation. (See Part 2).

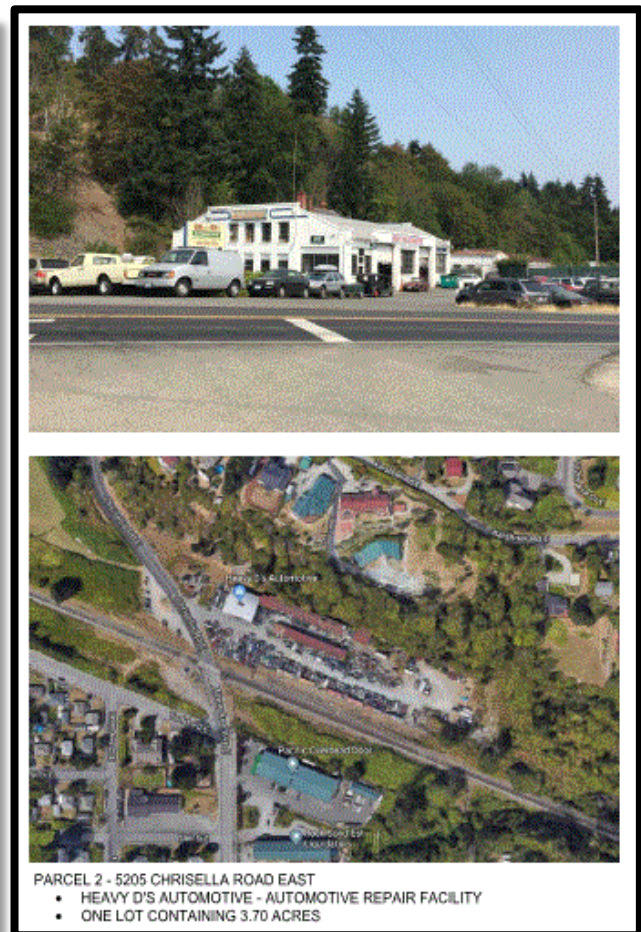
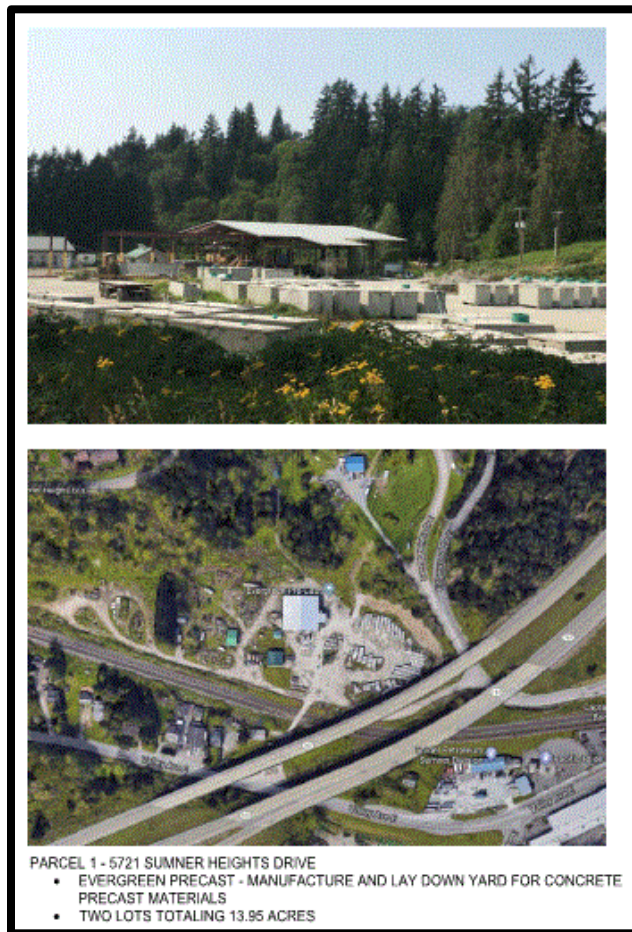
## A. Market Demand

A sustainable local or regional economy is obviously driven by inherent advantages in location, resources, work force, education, transportation, etc., and perhaps most uniquely, by a dynamic balance between the diverse variety of land uses associated within the typical community and a willingness to acknowledge and respond to changes in the economic marketplace.

The Uchida Farm LLC proposal is derived from an analysis of the local industrial real estate market and an understanding of the unique opportunity presented for its properties in Edgewood. Possibly best known as a bedroom community serving other regional growth centers as a residential resource, Edgewood has a small portion of land available for industrial use; consisting of three (3) parcels and approximately 17.65 acres of industrial use and an estimated  $\pm 10,000$  square feet of usable space – an industrial base of only 0.3% of land area - featuring pre-cast concrete and auto repair as principal uses (see exhibit and photos below).

## EXISTING INDUSTRIAL USES IN EDGEWOOD





However industrial growth has been a driving force in the regional economy as indicated by tremendous growth of industrial properties in the adjacent communities of Fife and Puyallup. Starting in the early 1960's, industrial development slowly expanded southward; extending through South King County, the Kent Valley, into Auburn and more recently, the Puyallup Valley and Fife. Both the Fife and Puyallup submarkets have been consistently growing since 2012, as reflected in the table below. As projects have been delivered, vacancy rates rose, but absorption has allowed both of these submarkets to achieve some of the strongest demand / lowest vacancy rates within the Puget Sound region.

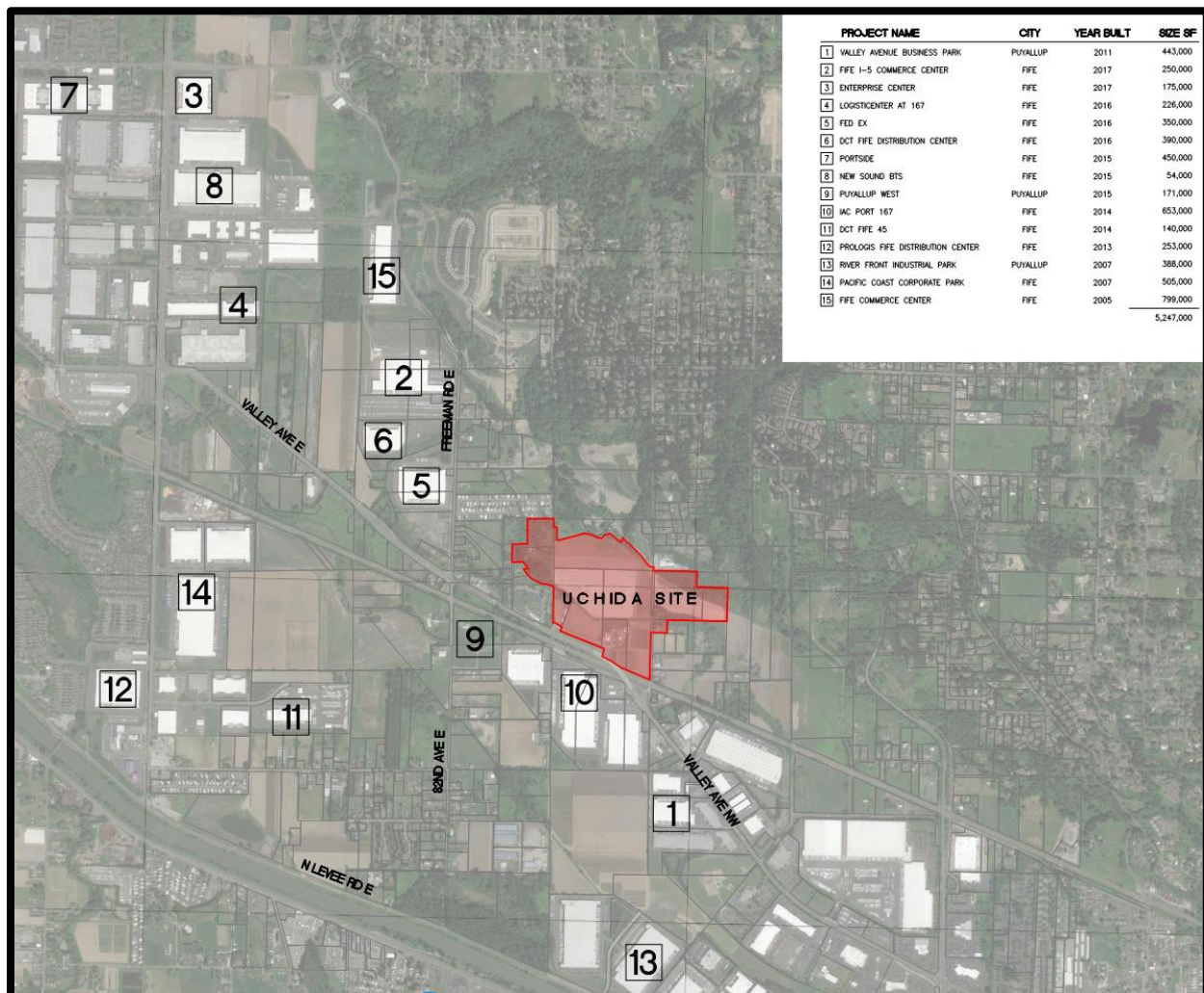
| Industrial Market Demand in Edgewood's Neighbors<br>Market Statistics per CBRE |                  |             |                    |             |
|--------------------------------------------------------------------------------|------------------|-------------|--------------------|-------------|
|                                                                                | Fife Submarket   |             | Puyallup Submarket |             |
| Year                                                                           | Market Base (SF) | Vacancy (%) | Market Base (SF)   | Vacancy (%) |
| 2012                                                                           | 10,068,000       | 7.2         | 4,331,000          | 5.3         |
| 2013                                                                           | 10,361,000       | 3.6         | 4,621,000          | 3.3         |
| 2014                                                                           | 10,361,000       | 3.5         | 4,904,000          | 8.7         |
| 2015                                                                           | 11,376,000       | 5.3         | 5,288,000          | 3.1         |
| 2016                                                                           | 11,995,000       | 6.4         | 5,941,000          | 9.9         |
| 2017                                                                           | 12,469,000       | 3.5         | 5,986,000          | 2.5         |



Today, available industrial tenancy is virtually non-existent in the Edgewood / Puyallup / Fife area; one project is currently under construction in Puyallup and none in Fife. According to local analysts, as of late 2017, there are as many as 36 industrial requirements, seeking 5.9 million square feet of new space in the region – an opportunity Edgewood could take advantage of through approval of the Uchida Farm LLC proposal.

The demand for new space is not a recent phenomenon, but rather a consistent factor in local and regional growth. Since 2005, fifteen (15) new industrial sites have been developed by some of the premier industrial developers in the region within 1.5 miles of the Uchida Farm LLC site; more than 5.2 million square feet of industrial space has been constructed – with 100% occupancy of the new space.

## INDUSTRIAL CORRIDOR GROWTH SINCE 2005



| <b>Changes in the Market: 2001 to 2018</b><br><b>Industrial Projects Developed in the Cities of Puyallup and Fife</b><br><b>Within 1½ Miles of the Uchida Farm LLC Site</b> |               |           |                   |                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Name<br>Location & Developer                                                                                                                                        | Year<br>Built | Buildings | Square<br>Footage | Tenants                                                                                                                                                                                                                                                                                                                                                      |
| Fife Commerce Center<br>Fife WA ... NW Building Corp                                                                                                                        | 2005          | 2         | 799,000           | Western Container, UPS Supply Chain Logistics, Trans-Trade, Inc., Bargreen Ellingson                                                                                                                                                                                                                                                                         |
| River Front Industrial Park<br>Puyallup WA ... Prologis                                                                                                                     | 2007          | 1         | 388,000           | XPO Logistics, SuperValu                                                                                                                                                                                                                                                                                                                                     |
| Pacific Coast Corporate Park<br>Fife WA ... Opus / Clarion                                                                                                                  | 2007          | 2         | 505,000           | Bridgewell Industries, Village Farms, Johnson Controls, Recall Corporation, Prologis Distribution Service, Mercer Distribution, CMI Transportation                                                                                                                                                                                                           |
| Valley Avenue Business Park<br>Puyallup WA ... Schnitzer / IAC                                                                                                              | 2011          | 5         | 443,000           | Panera Bread, Advanced Filter & Mechanical, Roof Truss Supply, 1-800 Pack Rat, Apex Moving & Storage, Danson's, Peoples Injury Network NW, Mens Wearhouse, TGR Logistics, Container Graphics, Service Partners Gutter Supply NW, Northwest Healthcare, Steelcase Furniture, Environmental Chemical Solutions, Clopay Building Products, Safelite Fulfillment |
| Prologis Fife Distribution Center<br>Fife WA ... Prologis                                                                                                                   | 2013          | 1         | 253,000           | Government Services Administration (GSA), Acme Distributing                                                                                                                                                                                                                                                                                                  |
| DCT Fife 45<br>Fife WA ... DCT Industrial                                                                                                                                   | 2014          | 2         | 140,000           | Danson's, Crystal Distribution, Roof Truss Supply, Scott's Dental, Flair Flexible Packaging Corp.                                                                                                                                                                                                                                                            |
| IAC Port 167<br>Fife WA ... Trammell Crow / IAC                                                                                                                             | 2014          | 2         | 653,000           | Simmons Mattress, UPS Supply Chain Logistics, Inc., Cabela's, Niagara Bottling, L.J. Smith                                                                                                                                                                                                                                                                   |
| New Sound BTS<br>Fife WA ... Benaroya / New Sound                                                                                                                           | 2015          | 1         | 54,000            | New Sound Transportation                                                                                                                                                                                                                                                                                                                                     |
| Puyallup West<br>Puyallup WA ... Avenue 55 / Cabot                                                                                                                          | 2015          | 1         | 171,000           | LSI Logistic Service Solutions                                                                                                                                                                                                                                                                                                                               |
| Portside<br>Fife WA ... Davis / LBA                                                                                                                                         | 2015          | 5         | 450,000           | Regal Logistics, MWI Veterinary Supply, Roofline Supply, Cascade Millwork & Supply, Commercial Distribution Specialists, Hanes Industries, Mud Bay, Crate & Barrel                                                                                                                                                                                           |
| Fed Ex<br>Fife WA ... SunCap / Fed Ex                                                                                                                                       | 2016          | 1         | 350,000           | Federal Express                                                                                                                                                                                                                                                                                                                                              |

|                                                                            |      |   |         |                                                  |
|----------------------------------------------------------------------------|------|---|---------|--------------------------------------------------|
| DCT Fife Distribution Center<br>Fife WA ... DCT Industrial                 | 2016 | 1 | 390,000 | Milgard, United Parcel Service, Pet Food Experts |
| LogistiCenter at 167<br>Fife WA ... Dermody                                | 2016 | 1 | 226,000 | Regal Logistics                                  |
| Fife I-5 Commerce Center<br>Fife WA ... Trammell Crow                      | 2017 | 1 | 250,000 | Associated Materials, Inc.                       |
| Enterprise Center<br>Fife WA ... Panattoni                                 | 2017 | 1 | 175,000 | Lennox Industries<br>Pioneer Human Services      |
| <b>15 Properties ... 27 Buildings ... 5,247,000 SF of Industrial Space</b> |      |   |         |                                                  |

As the table above illustrates, demand has consistently produced a diverse list of tenants at these sites. National brands such as Panera Bread, Men's Wearhouse, Steelcase Office Furniture and Safelite Fulfillment Center call the Valley Avenue Business Park in Puyallup, their home – sharing the site with local businesses such as Northwest Healthcare, TGR Logistics, Container Graphics and Roof Truss Supply. The DCT Distribution Center in Fife features Milgard, United Parcel Service and Pet Food Experts on their current list of tenants.

This listing illustrates not only diversity in tenants, but also dramatically illustrates the discrepancy between the current Edgewood inventory of industrial sites and the market potential being offered by the Uchida Farm LLC proposal. A review of the occupants will also find a dearth of older, traditional large-scale heavy manufacturing and industrial uses - uses often cited by those opposed to adding industrial land to a community's inventory due to problems typically characterized as public nuisances (noise, odors, etc.).

## B. Response to Demand

Having available land and construction of new industrial space is not enough to seize the opportunities presented in a competitive market which often sees properties fully leased prior to the start of construction. Edgewood's neighbors and Washington State have recognized the local market's needs and responded with improvements designed to encourage economic development, improve transportation access and by extension - support industrial growth

- The City of Fife widened and reconstructed Freeman Road, from Valley Avenue to 20<sup>th</sup> Street; including substantial improvements to the intersection of Freeman Road and Valley Avenue. This project was specifically designed and constructed to ease the flow of truck traffic to accommodate industrial development.
- The City of Puyallup created, widened and signalized the intersection on Valley Avenue, immediately adjacent to the proposed site; accommodating traffic flow into and out of the IAC Port 167 and Puyallup West developments.
- WSDOT is proposing the extension of Highway 167 from its current terminus at Meridian Avenue to the Port of Tacoma – an improvement recently funded by Washington State. Right-of-way has been acquired and construction is projected to occur in phases over the next 13 years.

An interchange is proposed in the immediate vicinity of the Uchida Farm LLC property; enabling easier access from both Kent Valley and the Port of Tacoma to the proposed



Uchida Logistics Center. It is important to note that in almost all cases, land immediately adjacent to the proposed extension is zoned for industrial use; serving not only as a buffer for nearby residential uses, but also to take advantage of the transportation access provided by the project.



### C. Manufacturing / Industrial Center (MIC) Designation

Rezoning the Uchida Farm properties to Industrial provides the opportunity for the City of Edgewood to join with adjacent cities such as Fife, Milton, and/or Puyallup to create a Manufacturing / Industrial Center, which would qualify for priority for local and regional infrastructure investments pursuant to the Policy Framework for Puget Sound Regional Council's Federal Funds. PSRC describes the MIC as follows:

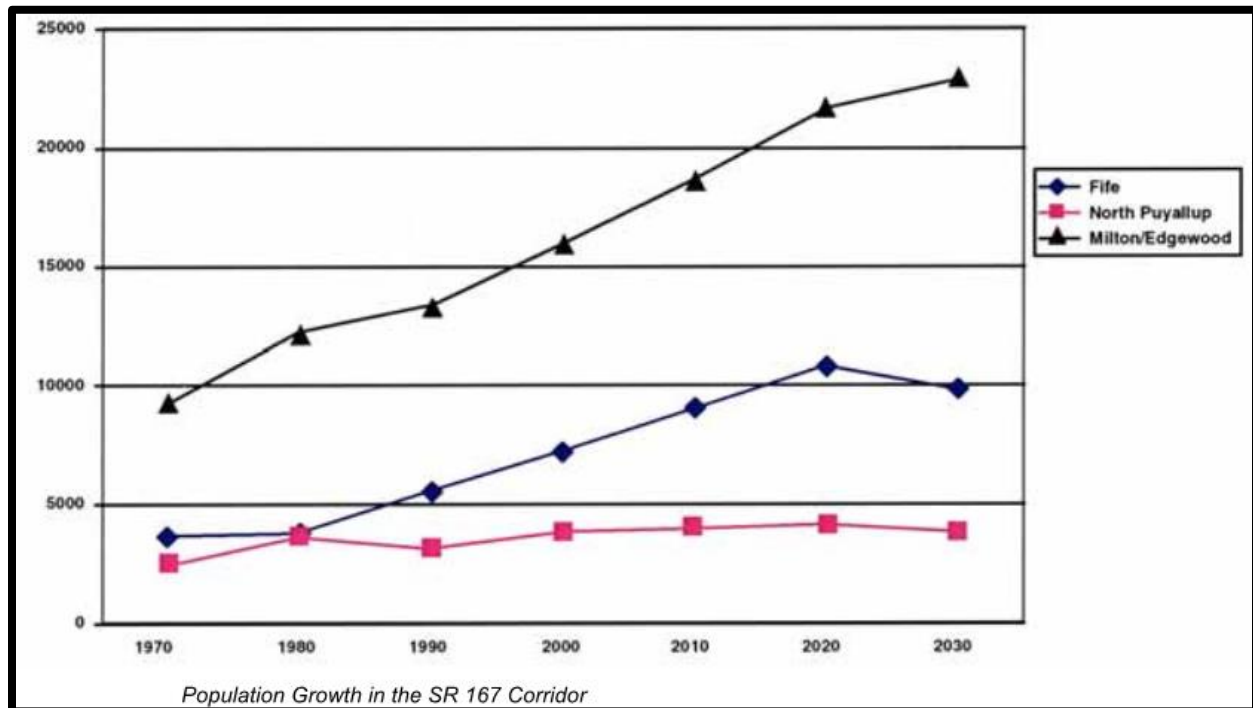
*Manufacturing/industrial centers are identified as concentrations of employment that will accommodate a significant share of regional employment growth, promote efficient use of land and provision of infrastructure, and support the industrial and manufacturing sectors of the region's economy. Because centers serve as an organizing framework for an efficient multimodal transportation system and are targeted to accommodate significant growth, they have been given priority for local and regional infrastructure investments since 2002, when designated regional centers and the corridors that connect them became the policy focus in the regional Policy Framework for PSRC's Federal Funds.*

In April 2016, PSRC approved a provisional designation for the Sumner-Pacific MIC. Designation procedures require the cities of Sumner and Pacific to adopt a center subarea plan within two years. This process is currently underway. A similar effort can be initiated in the southern Edgewood area where industrial demand is already robust.

## D. Population, Jobs and Revenues

When government agencies invest in improvements oriented towards a specific market segment or unique situation within a jurisdiction, officials tend to focus on revenues and expenditures and the benefits they will produce – specifically job creation and tax revenues.

Given the cyclical nature of our economy, major investments such as the Highway 167 Expansion place a heavier emphasis on job creation than may typically be brought to bear on smaller, localized projects, both in construction and longer-term employment to areas served by the project. As population grows in a transportation corridor, development of all types tends to keep pace. WSDOT projects growth in the Milton/Edgewood Corridor will grow exponentially through 2030, as illustrated in the chart below.



With population growth, industrial demand and increasing challenges to land use decision-making will likely become topics of debate in each community. The type of growth Edgewood may reasonably expect as a by-product of the Highway 167 project will increase market forces as agricultural land is repurposed for industrial and accompanying residential and commercial growth. The table below features WSDOT's projected employment by industry sector; data used in support of the Highway 167 extension. Edgewood is part of FAZ 1200 – a focused activity zone roughly equivalent to the area projected for population growth as evidenced in the previous chart.

Typically, office uses generate approximately four (4) employees per 1,000 square feet of space, while warehousing would create less than one employee (.5) per 1,000 square feet of space. For a project such as the proposed Uchida Logistics Center, employment projections show as many as 605 employees working onsite – a number consistent with proposed parking onsite and likely leading to secondary, related growth in Edgewood’s residential and retail sectors.

The Applicant is highly motivated by the growth trend exhibited in the relevant sectors targeted as potential tenants and uses for the proposed Uchida Logistics Center – manufacturing, transportation, wholesale, communications and utilities. Combined with market demand factors and growth trends since 2000, the Applicant sees a strong case for the need and desirability of adding industrial land to Edgewood’s inventory; supporting the need for a change in the Comprehensive Plan and zoning of the subject property.

The definition of industrial use detailed in Edgewood’s Comprehensive Plan Current Land Use (Volume II, Page 91), “...provides for regional research, light manufacturing, warehousing and other major regional employment uses. Industrial lands are limited to areas where regional transportation is available.” These statements define and clearly support the Applicant’s contention that the Uchida Farm LLC proposal is not only consistent with Edgewood’s own goals, but when considered as part of a regional focus, complements existing plans/projects designed to support job growth in manufacturing industrial centers in neighboring communities and regional growth centers on a scale outlined in the Puget Sound Regional Council’s long-range plan – Vision 2040.

**Table 3.11-4: Current and Projected Employment by Industry Sector**

| Industry Sector                                      | FAZ 1130*    |              | FAZ 1200*    |              | FAZ 2000*     |               | Pierce County  |                |
|------------------------------------------------------|--------------|--------------|--------------|--------------|---------------|---------------|----------------|----------------|
|                                                      | 2000         | 2030         | 2000         | 2030         | 2000          | 2030          | 2000           | 2030           |
| Retail                                               | 456          | 1,807        | 957          | 2,040        | 1,603         | 2,493         | 50,045         | 77,097         |
| Services (Finance, Insurance, Real Estate)           | 202          | 1,556        | 694          | 1,336        | 2,707         | 4,424         | 89,340         | 149,315        |
| Government/ Education                                | 46           | 240          | 451          | 632          | 356           | 896           | 74,401         | 86,001         |
| Wholesale, Transportation, Communications, Utilities | 278          | 1,347        | 323          | 822          | 4,656         | 7,115         | 23,917         | 41,718         |
| Manufacturing                                        | 359          | 1,375        | 381          | 763          | 3,226         | 2,000         | 23,992         | 30,496         |
| <b>Total Employment</b>                              | <b>1,341</b> | <b>6,325</b> | <b>2,806</b> | <b>5,593</b> | <b>12,995</b> | <b>16,929</b> | <b>261,695</b> | <b>384,627</b> |

\*FAZ 1130 = North Puyallup (Census Tract equivalent 705) FAZ 1200= Milton/Edgewood (Census Tract equivalent 707.01, 707.03, 707.04)

FAZ 2000 = Fife (Census Tract equivalent 709)

Puget Sound Regional Council 2001b Employment Working Forecasts



Revenues are often a concern as well when viewed as a return on investment, but industrial properties tally fairly well on the property tax side of the balance sheet. While future projections are always difficult and only an estimate, the Applicant has researched a similar property in neighboring Fife to project Edgewood revenues in the future.

With a cumulative assessed value of nearly \$38.7 million on almost 535,000 square feet of industrial space, the figures show an estimated \$72.26 per square foot of assessed value. The property's total millage rate is \$13.3846 per \$1,000 of value, or 1.33%; Fife's share of the millage is \$1.4085 per \$1,000 of value, or 0.14%. Projecting the Fife example onto the Uchida Farm LLC proposal, and specifically, the proposed Uchida Logistics Center will provide an estimate of tax revenue. With a base of 865,395 square feet and using \$72.26 as a multiplier for assessed value, the estimated assessed value tallies \$62.5 million; using Fife's millage as a multiplier, the projected annual property tax revenue for Edgewood would be approximately \$88,000 if developed as industrial. By contrast, the subject properties currently generate roughly \$ 30,519 in tax revenue according to Pierce County Assessor records. In addition to this revenue source, Edgewood could receive significant traffic impact fees and permit fees.

The recent adoption of a six percent (6%) utility tax by Edgewood will add to the advantages of the proposed industrial use, versus the use of the property for residential under current zoning. With 48.34 acres defined as usable for residential development, the approximate tally of 116 homes/households (see Item E below) would likely generate far less revenue than a fully developed industrial park.

## E. Alternative Land Use Analysis

Under current codes, Edgewood allows a number of uses within the Single-Family Residential 3 (SF3) zoning district; whether permitted outright, under a conditional use permit or an administrative conditional use permit, the Applicant feels the development of the property under any of these uses – agriculture, civic or religious uses – would produce value, but would certainly not produce the highest and best use of the property in terms of economic return on investment, employment or growth management.

Our team's environmental analysis projects 38.82 acres of the Uchida site as being unencumbered with critical area restrictions. Given the unlikely possibility of agricultural uses or civic uses being realistic alternatives, the Uchida Farm LLC

team focused our comparative analysis on the use of the subject property for large-scale residential development. The table at right shows a comparison of residential development options under current Edgewood code. The Mixed Use Residential (MUR) zones are not included because they are targeted for Edgewood's downtown core.

| Potential Residential Uses by Edgewood Zoning District |     |                |     |
|--------------------------------------------------------|-----|----------------|-----|
| Single-Family Residential 3                            | SF3 | 3 Units / Acre | 116 |
| Single-Family Residential 5                            | SF5 | 5 Units / Acre | 194 |
| Mixed Residential 1                                    | MR1 | 4 Units / Acre | 155 |
| Mixed Residential 2                                    | MR2 | 8 Units / Acre | 310 |

To evaluate the potential for residential development on the Uchida parcels, the development costs must be considered. There are significant costs that are unique to the Uchida Farms parcels, including the costs for earthwork, stormwater, flood storage, stream channelization (widening and restoration), road realignment and railroad crossing improvements, and a significantly long sewer extension with a pump station. Barghausen Consulting Engineers has prepared a basic cost analysis for some projected costs associated with grading and utilities. The estimate is attached to this narrative and summarized below:

|              |                                                          |
|--------------|----------------------------------------------------------|
| \$ 2,500,000 | Earthwork & Grading                                      |
| \$ 1,500,000 | Detention and Water Quality including Flood Compensation |
| \$ 1,800,000 | Frontage & Road Improvements                             |

|              |                                            |
|--------------|--------------------------------------------|
| \$ 1,200,000 | Wetland Buffer and Mitigation Improvements |
| \$ 600,000   | Water Connection                           |
| \$ 850,000   | Sanitary Sewer Connection & Pump Station   |
| \$ 400,000   | <u>Railroad Crossing Improvements</u>      |
| \$ 8,850,000 | Infrastructure Costs                       |
|              |                                            |
| \$ 440,000   | Estimated Design Costs                     |
| \$ 800,000   | <u>Contingencies</u>                       |
| \$10,090,000 | Grand Total                                |

Based on the above numbers, the projected special costs for development on the Uchida site would add approximately \$87,862 per lot using the SF3 category and a maximum of 116 lots. This does not include soft costs such as professional fees, impact and mitigation fees, power/dry utility fees, and any other special development fees specific to the City of Edgewood, which could add another \$25,000 to \$40,000 per lot. In addition, the basic costs to construct the plat itself, including streets, sidewalks, utilities, lighting, landscaping, etc., will add about \$50,000 per lot. In today's marketplace, the average price to develop a detached residential plat in the South Puget Sound area averages a low of \$80,000 per lot to a high end of as much as \$130,000 per lot (including contingencies). Even when economies of scale are factored into residential development, costs approaching \$180,000 per lot would likely prove to be prohibitive for the Uchida Farm LLC site being feasible for single-family homes.

Additionally, consideration must be given to the adjacent land development pattern. While adjoining properties are vacant and/or developed with very low-density residential homes, the area is becoming increasingly industrial as demonstrated earlier in this narrative. In addition, the site is adjacent to high noise generators, including railroad tracks along the south property line, SR167, and Valley Avenue. Finally, the site is also substantially lower in elevation from homes to the north in southern Edgewood. Development of the site with industrial buildings will not block views or be incompatible with the views of industrial development in the area.

Lastly, the City of Edgewood is already flush with residentially zoned land, whereas industrial land represents only .3 percent of the City's total land area. Edgewood has plenty of residential land capacity to meet its residential growth targets, whereas the City's economic base is constrained by the lack of industrial zoned land.

## **F. Design Development**

Given the Uchida Farm LLC property's location within Edgewood, but adjacent to other communities as well, infrastructure and utility connections could originate from different sources. The developer would bear the costs of all onsite and offsite improvements. No out-of-pocket costs would be borne by the City of Edgewood taxpayers. Demand for public safety services would likely be relatively consistent with the demand generated by existing retail and industrial uses in Edgewood.

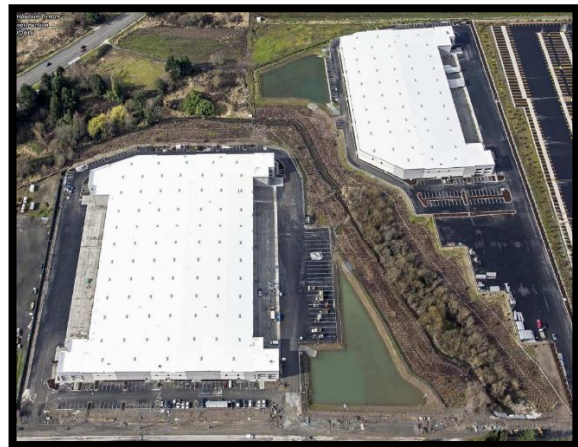
Adjacent properties have a legitimate interest in insisting Edgewood address any adverse impacts identified as being associated with the potential rezoning of the Uchida Farm LLC property, or subsequent use of the site for a large-scale industrial project such as the proposed Uchida Logistics Center. Site-specific issues await development review at a future date, but perhaps the best way to demonstrate how impacts can be appropriately addressed is by examining a recently completed nearby project, the DCT Fife Distribution Center.

The DCT Fife Distribution Center is located less than one half mile west of the Uchida Farm properties. The site is slightly smaller, but similar to the Uchida site. The site is very similar to the Uchida Farm LLC

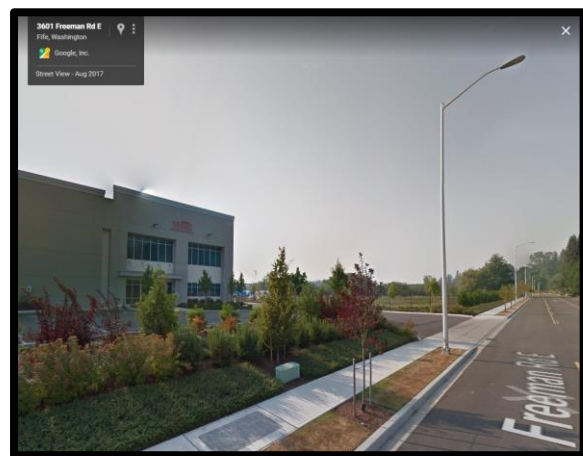
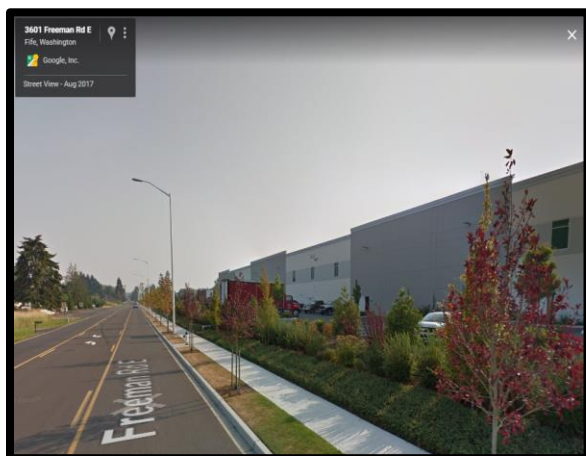
site – featuring nearby residential uses and a need to protect and preserve the environment of adjacent Wapato Creek. It is important to note this project also supports the goals and objectives not only the Vision 2040 plan, but also WSDOT's Highway 167 Expansion project.

The developer invested significantly in terms of environmental preservation and enhancement of the Wapato Creek watershed and improving access to adjacent residential properties on Freeman Road. The developer widened and restored Wapato Creek to accommodate flood storage, stormwater, and improve the environmental habitat. The same approach would apply to the Uchida properties because the creek is the natural discharge point and offers capacity for flood storage and stormwater runoff in lieu of constructing large detention vaults. The pictures below offer an idea of the site development investment pursued on the Fife site – which could be replicated on the Uchida Farm LLC property.

#### DCT Fife - Before and After



Please note the improved streetscape; offering pedestrian access with a landscaped parkway bordered by perimeter landscaping separating the parking areas from the right-of-way. In addition to a dedicated left turn lane to address congestion and backups from turning traffic, each direction has a paved travel lane with street lights at driveways and improved access to adjacent residential properties on the east side of the road.





Finally, the architecture of the buildings is varied and attractive. The intent was to avoid a monotonous appearance by using different rooflines, colors, and window placement.

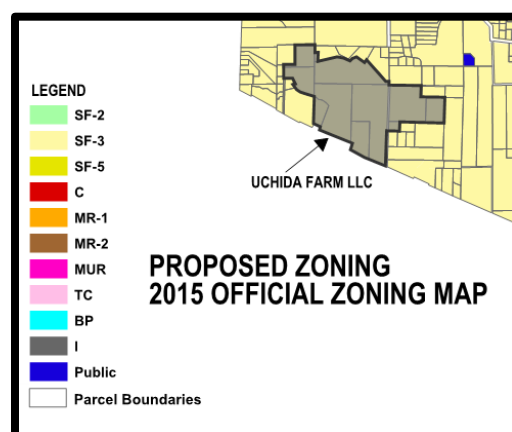
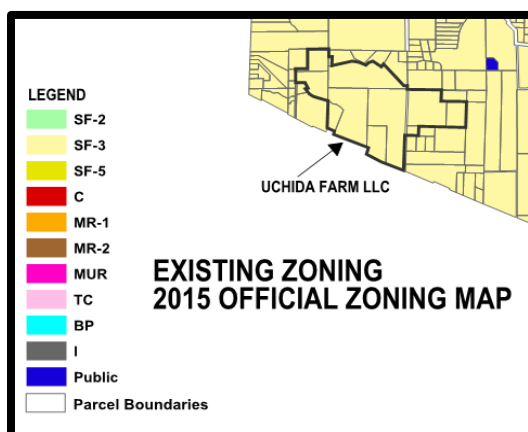
Analysis of impacts on utilities, critical areas, and transportation relative to the Uchida site are discussed in Part 2 of this narrative, Comprehensive Planning Goals and Findings.

## G. Pressure to Rezone and Spot Zoning

The Applicant has taken note of the concern expressed by staff regarding pressure to rezone other property in the area, in particular those between the main Uchida site and the singular outlier parcel. After consultation with the affected property owners, a collective decision resulted in the removal of the outlying parcel from the application to remove pressure from properties in between to rezone.

Spot zoning is singling out a small parcel of land for a rezone that is different from that of the surrounding area for the benefit of an individual property owner. The Uchida Farm LLC request is to rezone an area over 66 acres in size that consists of eleven (11) parcels owned by five (5) different property owners. The Uchida proposal is not spot zoning due to the size of the rezone area, the number of parcels, and the number of owners. The City of Edgewood recognized this as an area rezone when it created an overlay designation.

| REVISED Parcel Information Table – Uchida Farm LLC |         |                |                                                             |                      |                       |
|----------------------------------------------------|---------|----------------|-------------------------------------------------------------|----------------------|-----------------------|
| Parcel No                                          | Acreage | Square Footage | Zoning                                                      | Primary Use          | Ownership             |
| 042016-3054                                        | 44.7    | 1,947,132      | SF-3<br>Moderate<br>Density<br>Single-Family<br>Residential | Farmland             | Minoru Uchida         |
| 042016-3055                                        |         |                |                                                             |                      |                       |
| 042016-3702                                        |         |                |                                                             |                      |                       |
| 042016-3047                                        |         |                |                                                             |                      |                       |
| 042016-3026                                        |         |                |                                                             |                      |                       |
| 042016-3023                                        |         |                |                                                             |                      |                       |
| 042016-3052                                        | 2       | 82,764         |                                                             | Warehouse / Storage  | Darth & Andrea Castan |
| 042016-2700                                        | 11      | 469,557        |                                                             | Farmland             | William Bennett       |
| 042017-5004                                        | 5.1     | 220,849        |                                                             | Farmland             | Gary & Linda Todd     |
| 042016-6003                                        | 3.1     | 134,601        |                                                             | Vacant / Undeveloped | Cathy V Canorro       |
| 042017-5005                                        |         |                |                                                             |                      |                       |



## **Part 2 - Comprehensive Planning Goals and Findings**

The staff report briefly discusses previous efforts to address the status of area properties as part of a Comprehensive Plan update process in 2015; noting designation of the area as a Special Land Use Study Overlay focusing on possible changes for the southwest portion of Edgewood, and by reference, the need for a land use study covering the area in question.

While the City has not commissioned such a study, the staff report correctly points to the Uchida Farm LLC application as providing an opportunity for the development of such a study; serving as a basis for review of not only the Uchida Farm LLC application, but also as possible evidence of unrealized development opportunities for the City of Edgewood.

City staff correctly points to the evaluation of the Uchida Farm LLC application relative to goals outlined in Edgewood's Comprehensive Plan; specifically, those identified under Goal LU.1 – a listing to guide residents and officials in the consideration of changes in the future land use pattern in a manner which maintains consistency with the City's vision.

The following responses to these goals and the remaining materials contained herein will not only highlight the need for additional industrial land in Edgewood, but also provide insight into how future development potential may provide benefits to Edgewood's growth, while addressing adverse impacts cited by some objecting to the proposed changes.

### **Comprehensive Planning Goals**

❖ **GOAL LU.1.a**  
**Ensure land use policies and regulations support the City's vision**

Beginning with an initial effort in 2015, the Applicants have focused on a need for changes to the land use designations for this area within the context of supporting the City's vision, while realizing the development potential of their own properties.

The Uchida Farm LLC application's request for an industrial designation is based on the cumulative effects of small-scale farming activity over the years and the limited potential for single-family residential development in terms of locational constraints and financial limitations.

The Applicant believes the current 2018 proposal will confirm the underlying conditions which fostered the City's designation of the area as a Special Land Use Study Overlay in 2015, and the Applicants' previous effort, while building upon specific goals (LU.VII) relative to proposed industrial growth found within the Comprehensive Plan (see text box above).

#### **GOAL LU.VII**

**Accommodate and facilitate industrial development that positively contributes to Edgewood's economy and character.**

❖ **GOAL LU.VII.a**

*Establish opportunities for a range of industrial uses, such as regional research, manufacturing, warehousing or other regional employment centers.*

❖ **GOAL LU.VII.b**

*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.1.b**

**Create a “first-mover” advantage for quality projects which respect the City’s vision.**

Being the first to realize a potential need for change is often a difficult position to occupy, but the Applicants’ previous efforts in 2015 indicate the Uchida Farm LLC proposal occupies this niche. The proposal clearly reflects a commitment to the need for change having been identified through not only exhaustive market research, but also examination of similar industrial development opportunities realized by neighboring communities. The Applicant’s proposal – from a detailed application through to the inclusion of a preliminary development plan demonstrating how the Uchida Farm properties could be responsibly developed as an industrial or logistics center – demonstrably supports the City’s vision, as articulated on Page 7 of the Comprehensive Plan:

- By presenting a necessary option for future land use which preserves the character, neighborhoods and natural features which comprise the Edgewood of today.
- By demonstrating how the designation of the Uchida Farm properties as industrial may produce development accomplished in a fiscally responsible manner without burdening the City’s finances.
- By developing a preliminary development plan which demonstrates a commitment to environmental sustainability and is reflective of impacts on adjacent natural systems.

❖ **GOAL LU.1.c**

**Continue to use the adopted FLUM to guide land use and development regulations; updating as needed.**

The Applicant’s proposal is based on the need to update the FLUM to reflect a need for additional industrial land use within Edgewood, as identified by results of their analysis of current market trends within the industrial sector. Updating the City’s development regulations will likely be an ongoing process driven by a staff experience and a cooperative effort with the Uchida Farm LLC team.

❖ **GOAL LU.1.d**

**Study the potential for new land use designations on an as-needed basis; responding to changing community conditions and/or regulatory requirements; considering the following...**

- *Potential for a master plan or small area plan*

Early on, both the City of Edgewood and the Applicant identified potential for a coordinated planning effort or master plan on this portion of Edgewood. The Applicant proceeded with their own effort, based on their goal of eventually achieving a planned industrial project onsite, similar to those in adjacent communities such as Fife and Puyallup; resulting in the preparation of the preliminary plan for the Uchida Logistics Center included with this application as an example of industrial development potential.



- *Potential for economic development, recruitment of businesses providing family-wage jobs and support for locally-owned businesses*

In terms of economic development potential, realizing employment opportunities generating family-wage incomes while providing economic support for Edgewood businesses, the Applicant believes industrial uses offer a greater potential for achieving this goal. The Applicant believes most industrial jobs consistently pay a living wage which provides a solid foundation for economic prosperity and upward social mobility for workers and their families.

- *Transportation access*

The potential for increased economic growth being realized through the addition of industrial land to Edgewood's land inventory is solidly rooted in the accessibility of the Uchida Farm LLC property to local transportation assets. Proximity to Interstate 5 and State Highway 167, offering unmatched access for trucking and the nearby presence of rail lines for transcontinental shipping provide excellent incentives for industrial tenants to consider land in Edgewood. The local highway system also provides easy access to employment opportunities for those seeking to better their employment situation.

- *Availability of public facilities and services*

While located along Edgewood's southern boundary, the Uchida Farm LLC property is located in an area where public facilities, services, utilities and infrastructure are readily available. The Applicant realizes improvements may be required to fully provide the infrastructure necessary to bring these resources to bear on the proposed industrial development. The Uchida Farm LLC team is fully committed to bearing responsibility for the design and installation of the improvements required to meet Edgewood's development codes.

- *Environmental constraints*

The Applicant's proposal recognizes that transforming what is essentially a small-scale farming use into a fully developed industrial area will require working within the existing environmental constraints to responsibly develop the property. A closer look at the preliminary plan for the Uchida Logistics Center provides the best indication of how the proposed development of an industrial use onsite can not only consider, but work with environmental constraints onsite.

By necessity at this stage, the plan is general in nature, providing a sample of larger scale industrial development with multiple structures scattered across the site. While final plans await the preparation of a boundary and topographical survey, this initial site plan assumes a useable development area of 48.34 acres; allowing nearly 18 acres of buffer area onsite – approximately twenty-five percent (25%) of the site – a larger percentage of open space onsite than currently available citywide (2.1%). Subject to permitting and plan review, this plan also presumes required landscaping, parking, creek buffers and provides ample opportunity for onsite stormwater facilities with a number of detention ponds providing over 900,000 cubic feet of detention capacity. Perimeter and interior landscaping would provide a natural aesthetic for a number of internal access drives and parking areas.

- *Compatibility with surrounding development*

The Applicant believes the change in use proposed for the site will have minimal impacts on adjacent properties. While adjacent residential uses will be, by definition, somewhat incompatible; however a responsible developer will utilize every possible buffer technique to minimize adverse impacts. Consequently, any development plan will almost certainly build around the natural features of Wapato Creek and Simons Creek and incorporate some form of creek/stream enhancement into the development plan, along with dense vegetation within the perimeter buffers.

The Uchida Farm LLC site is within a short distance of a number of similarly scaled industrial properties in nearby Fife and Puyallup. To the degree they would be similar in terms of tenants and uses, they reinforce the compatibility of small-scale industrial development within a checkerboard of commercial and residential uses.

- *Community input*

The Applicant supports and encourages the participation of the community in an ongoing dialogue regarding the proposed change to industrial use, and later, during the permitting and plan review process, when specific projects plans begin to take shape.

- *Property owner interests*

The Uchida Farm LLC properties are owned by individuals who have agreed on a common purpose – to realize the highest and best use of their property in a manner which is supportive of the community's goals, as expressed in the Comprehensive Plan; including the need to periodically evaluate different land use scenarios within the context of proven factors pointing towards the need for change.

- *Consistency with City plans and policies*

To the extent that the City of Edgewood has already seen fit to designate the area for additional study through an overlay district mechanism, the Uchida Farm LLC proposal is clearly consistent; focusing an array of market research on the justification of the proposed land use change and corresponding rezone; discussed thoroughly in the Part 1 – Market Research section of this report's discussion of the local and regional industrial market .

- *Open space preservation*

The change in land use proposed by the Uchida Farm LLC application will result in a larger amount of impervious surface onsite than under the current residential/small-scale farming use. While open space in an environmental or recreational sense is not found onsite, responsible development of the properties will result in a significant amount of open space used for landscaping and detention purposes, along with creekside improvements along Wapato and Simons Creeks.

❖ **GOAL LU.1.e**

**Ensure that the City's functional plans (sewer, etc.) are supportive of land use patterns.**

The degree to which this goal is addressed will be compiled during permitting and plan review, but the Applicant is aware that all of the necessary utilities are readily available, either onsite already or readily available for extension to the site.

## Issue: Amendment Application Review Criteria

The Planning Commission and City Council are obligated to review applications for Comprehensive Plan amendments under the following criteria set forth in Edgewood Municipal Code Section 18.60.220 – formulated below as questions:

1. *Does the amendment conform to the Growth Management Act (Chapter 36.70A RCW)?*

As previously stated in the Project Narrative submitted with the application, the Applicant believes the proposed map amendment and rezoning is consistent not only with the City of Edgewood's Comprehensive Plan, but also regional plan goals set forth in the Puget Sound Regional Council's Vision 2040 Plan and procedural requirements established in the State of Washington's Growth Management Act (GMA).

Beginning with the most wide-ranging element – conformance with the requirements of the Growth Management Act (GMA), specifically RCW 36.70A – the Applicant has submitted the requisite documents in accordance with Edgewood's protocols for amendments and rezoning. Staff will continue the process in a manner which ensures public participation and review by the appropriate commissions and elected officials.

| <b>LAND USE CATEGORY</b>                | <b>ACREAGE</b> | <b>PERCENT OF TOTAL CITY ACREAGE</b> |
|-----------------------------------------|----------------|--------------------------------------|
| <b>Single-Family</b>                    | 3,152          | 58.6%                                |
| <b>Multi-Family</b>                     | 246            | 4.6%                                 |
| <b>Retail</b>                           | 33             | 0.6%                                 |
| <b>Services</b>                         | 84             | 1.6%                                 |
| <b>Industrial</b>                       | 16             | 0.3%                                 |
| <b>Civic</b>                            | 9              | 0.2%                                 |
| <b>Parks &amp; Open Space</b>           | 111            | 2.1%                                 |
| <b>Schools</b>                          | 56             | 1.0%                                 |
| <b>Utilities</b>                        | 41             | 0.8%                                 |
| <b>Resource Lands</b>                   | 303            | 5.6%                                 |
| <b>Unimproved Lands</b>                 | 883            | 16.4%                                |
| <b>All Other Uses (Including Roads)</b> | 448            | 8.3%                                 |

RCW 36.70A.110.2 mandates each urban growth area/city to include “...areas sufficient to accommodate the broad range of needs and uses that will accompany the projected urban growth including, as appropriate, medical, governmental, institutional, commercial, service, retail, and other nonresidential uses.” Going further, the same section states, “...An urban growth area determination may include a reasonable land market supply factor and shall permit a range of urban densities and uses. In determining this market factor, cities and counties may consider local circumstances. Cities and counties have discretion in their comprehensive plans to make many choices about accommodating growth.”

An analysis of the data provided in support of this application leads the Applicant to believe the need for Edgewood to acknowledge a limited local land capacity to address existing and projected industrial demand have been clearly demonstrated in a manner and to the full extent of consistency with GMA.

2. *Is the amendment consistent with the City’s Comprehensive Plan, including goals, policies and implementation strategies of the various elements of the plan?*

In addition to the compliance with Comprehensive Plan goals outlined earlier in this document, the Uchida Farm LLC proposal is a direct response to market factors which led to the City of Edgewood’s intention to establish a Special Land Use Study Overlay to investigate redesignation of land uses within the study area to potentially accommodate industrial development (Volume 1, Page 22). Goal LU.VII best states the Community’s position on industrial uses and future growth opportunities.

The Uchida Farm LLC proposal – including the conceptual development of the Uchida Logistics Center – addresses the Land Use Goal for Industrial Uses (LU.I.m, Volume 1, Page 25). While the development is conceptual at this time, the Uchida plan demonstrates the Applicant’s intent to fully comply with a goal of achieving transitional standards which help protect adjacent single-family residential areas (LU.V.i, Page 27).

Edgewood’s Comprehensive Plan acknowledges the predominance of residential land use (58.6%) within the community and indirectly, a priority to develop multi-family and mixed-use projects in appropriate locations, thereby increasing residential density. A limited industrial base (0.3%) is acknowledged; indicating the regional focus of industrial demand has been primarily directed elsewhere – most likely towards the neighboring communities of Fife, Puyallup and Sumner (see Table 3 above).

3. *Have circumstances related to the proposed amendment substantially changed since the adoption of the City’s Comprehensive Plan?*

Whereas the national and regional economies have shown a degree of sustainable growth in a variety of sectors, Edgewood has lagged behind in recent times (Page 21). While recession may create the initial circumstances, one of the main drivers of growth consistently lies in the development of industrial land uses. Besides the benefits of increased tax revenues, industrial development drives employment; which in turn radiates economic growth into residential and retail sectors. The City of Edgewood has responded to this need by designating much of the southwest portion of Edgewood – including the entire Uchida Logistics Center site – as the subject to a Special Land Use Overlay Study Area.

While certain observers catalog a surplus of available industrial land in Edgewood (12.82 acres according to the Puget Sound Regional Council), the Applicant believes the perceived underutilization of Edgewood’s industrial base is essentially incorrect and does not reflect current



market conditions. Local market activity indicates a shortage of industrial land in all submarkets stretching from Tacoma to Seattle – and this particular submarket is one of the region's most sought-after industrial locations. Over the past four (4) years approximately 2.6 million square feet of Class A industrial buildings have been developed on 175 acres of industrial land located within 1½ miles of the Uchida Farm LLC site. The majority of this development is located within ½ mile of the site - and serving as an even greater indicator of demand – all of the twelve (12) industrial structures are 100% occupied.

Being a “first mover” in a competitive marketplace and able to provide the size, scale and location of market-driven industrial infrastructure needed by tenants, is an advantage provided to the City of Edgewood by the Applicant's proposal –which focuses regional industrial interest on a signature project for Edgewood.

4. *Are the assumptions upon which the City's Comprehensive Plan is based no longer valid, or is new information available which was not considered during the adoption process?*

The Uchida Logistics Center would be a prime example of the validity of assumptions serving as the foundation of Edgewood's comprehensive planning effort; including the projection that 30% of future industrial growth would occur in the southwest corner of Edgewood – where the Uchida Farm LLC site is located (Page 121).

Projecting industrial growth in an area zoned and planned for residential growth under current planning tools is a procedural inconsistency which seems to foresee a need for the amendment process - such as the Applicant's proposal - in order to realize that projection and achieve the desired economic growth.

5. *Does the amendment reflect current, widely held values of Edgewood residents?*

The Applicant's proposal conforms and supports community values in two ways; first, through the collective engagement process used to debate the proposal's merits; and second, in the proposal's obvious efforts to address any and all issues which may arise from the approval of this amendment and the implementation of development (LU.V.11/Page 28).

6. *Does the amendment meet concurrency requirements for transportation and will the amendment not adversely affect adopted level of service standards for other public facilities and services?*

The proposed amendment does not specifically address transportation issues, but the concurrency evaluation prepared by The Transpo Group as part of the staff's analysis of the Uchida Farm LLC application provides an initial assessment of projected impacts on levels of service associated with the proposed Uchida Logistics Center.

The Transpo assessment indicates the Uchida proposal meets the adopted level of service requirements pursuant to EMC Chapter 18.105. The assessment indicates a projected trip generation of 346 new PM peak hour trips for the proposed Uchida Logistics Center – with eighty percent (80%) of the trips using Valley Avenue to leave the site, with the remaining twenty percent (20%) being handled by the City's roadway system. Levels of service associated with various intersections evaluated under the City's 2035 travel demand model would remain unchanged by the presence of the Uchida Logistics Center, with the exception of a single intersection (Meridian Avenue and 36<sup>th</sup> Street).

To confirm the Transpo assessment and lay the groundwork for future analysis of traffic issues, the Applicant commissioned an independent transportation analysis, prepared by Transportation Engineering NorthWest (TENW), dated August 21, 2018, and provided with this submittal. The preliminary TENW study analyzed vehicular access, trip generation, level of service and outlines parameters for future traffic analysis for a proposed industrial development of up to 865,000 square feet on the Uchida Farm LLC site. The preliminary findings are summarized below:

- ❖ Access ... Vehicular access to the site would be provided from 90<sup>th</sup> Ave E, which provides access to Valley Ave E via 27<sup>th</sup> Ave Ct NW. While secondary access may become available, this traffic analysis is based on a single access at 90<sup>th</sup> Ave E. The expected year of opening for the project is 2024.
- ❖ Trip Generation ... The proposed Uchida Farm project is estimated to generate 2,883 weekday daily trips with 346 trips occurring during the weekday AM peak hour (280 in, 66 out), and 346 trips occurring during the weekday PM peak hour (73 in, 273 out).
- ❖ Level of Service Analysis ... Level of service (LOS) analyses were conducted at three study intersections adjacent to the project site, one of which is stop-controlled and would provide access to the proposed project (90<sup>th</sup> Ave E/27<sup>th</sup> Ave Ct NW). The signalized study intersections and controlled movements at the stop-controlled study intersection are estimated to operate at LOS C or better in 2024 and 2030 without or with the proposed project during both the weekday AM and PM peak hours.
- ❖ Future Traffic Analysis ... A more detailed operational analysis will be completed with a formal project application, which is expected to include evaluation of peak hour queues at the 27<sup>th</sup> Ave Ct NW/Valley Ave NW and 90<sup>th</sup> Ave E/27<sup>th</sup> Ave Ct NW intersections. Alternate access is also expected to be considered in the comprehensive traffic analysis with the formal project application.

7. *Will the amendment avoid creating probable significant adverse impacts to the City's transportation network, capital facilities, utilities, parks and environmental features; impacts that cannot be mitigated and/or place uncompensated burdens upon existing or planned service capabilities?*

While new growth of any kind will add to the potential for increased demand for public services, the Applicant believes the Uchida Farm LLC proposal will minimize demand by developing within an area where existing services are available; limiting any growth in service demand to minimal levels.

A secondary impact – with the potential of tremendous benefit - is found in the City of Edgewood's Proposed Capital Improvement Plan, 2015-2020. The Applicant's proposal and resulting development may help structure and accelerate a significant program element in the Transportation Category – the Railroad Frontage Road – which has feasibility expenditures scheduled for FY2019-20. Likewise, the extension of sewer service from Fife will provide benefit to properties along the frontage of Valley Avenue.

8. *Are the subject parcels physically suitable for the requested land use designation and the anticipated land use development, including, but not limited to, access, utilities and compatibility with existing and planned surrounding land uses?*

While site constraints exist in the form of watersheds, the overall topography of the site lends itself to development of large-scale industrial projects. The conceptual plan for the Uchida Logistics Center offers an initial insight into how the needs of a particular use can be accommodated on a unique site. The site's suitability for the intended industrial development is supported by the substantial amount of development in the immediate area; occurring on industrial-zoned land with strikingly similar characteristics to the Uchida site.

9. *Will the amendment create pressure to change the land use designation of other properties or influence changes in the best interests of Edgewood?*

Previously in this document, the Applicant demonstrated their commitment to avoid potential spot zoning serving as a precursor to the initiation of similar requests from other property owners in the immediate area.

However, it must be noted, the successful development of other industrial properties in the immediate vicinity, in neighboring communities, serving as an indicator of successful industrial demand, is a factor more likely than the Applicant's proposal, to create pressure for industrial land uses within the region. Edgewood's stated goals of increased industrial growth and the targeting of this area as a candidate for industrial development as evidenced by the overlay district, indicate a response to market forces which may be mutually reinforcing and consistent with goals and policies expressed in the Comprehensive Plan.

10. *Will the amendment not materially affect land use and population growth projections which are the bases of the comprehensive plan?*

There is no doubt that approval of this amendment and the development of the Uchida Logistics Center will serve as catalysts for additional changes in land use categories and planning designations. Population growth may follow on a slower pace, but the development of employment centers typically provides for some increase in local populations as workers relocate to shorten their commutes and/or improve their lifestyle.

11. *Is the amendment consistent with applicable county-wide policies for the city and any other applicable interjurisdictional policies or agreements, and any other local, state or federal laws?*

Regionally, the planning process described in Vision 2040 emphasizes growth being directed towards the manufacturing distribution centers and regional growth centers as defined by the Puget Sound Regional Council (PSRC). While not a defined growth center under Vision 2040, Edgewood's strategic location within an urban growth area and adjacent to one of the region's signature transportation projects (Highway 167 Expansion) mandates consideration under the same growth projections used by PSRC to define said centers. Vision 2040 states that, "...Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. (PSRC Vision 2040, Page 49)."

With the approval of the Applicant's proposed map amendment and rezoning, Edgewood will significantly support this regional goal; enabling the community to complement nearby growth centers while achieving a level of diversity in both the local economy and land use inventory which can only lead to benefits being realized by every sector of Edgewood's economic base; including support for residential growth - which complies with a key goal of GMA planning. The City's expressed desire for retail and mixed-use growth, particularly in the Meridian Corridor, could also

be supportive of additional residential growth – promoted by the projected addition of more than 600 employees to Edgewood's daytime population – may consider living in the community in which they work. This could help increase residential growth in the neighborhood of six (6) units per acre – achieving another long-term goal articulated by Edgewood staff.

A review of the regional manufacturing/industrial centers goal and policies articulated in the Vision 2040 Plan is featured above; the Applicant's proposal clearly focuses on supporting viable regional centers by creating a "subcenter" within Edgewood's corporate boundaries, separate, but readily accessible to neighboring centers within 1½ miles and would be capable of accepting any outstanding or unique requirements the market may have. As previously discussed in this report, the Highway 167 Expansion project could clearly provide and enhance transportation access required for Edgewood to meet this goal. Edgewood could prepare a subarea plan for regional evaluation of the inclusion of the "subcenter" within the regional planning framework; basing it on the conceptual plan proposed for the Uchida Logistics Center.

## **Issue: Analysis of Criteria Supporting Quasi-Judicial Map Amendment**

The Applicant is required to demonstrate compliance with the criteria outlined in Edgewood Municipal Code Section 18.40.114, to ensure the associated zoning classification is analyzed for the criteria specified below. The zoning being sought is Industrial (I) and the preliminary plan for the Uchida Logistics Center is serving as a basis for our compliance with criteria.

### *1. Consistency with the Existing Comprehensive Plan*

The Applicant's request for a map amendment and rezoning to Industrial is consistent with the current Comprehensive Plan due to the Uchida Farm LLC proposal's commitment to fulfilling citywide and regional planning goals for expanding the industrial base, providing for growth in employment and updating the Plan itself to reflect changes in the regional marketplace.

### *2. Consistency with the Purpose of the Proposed Zoning District*

Under EMC 18.80.100, the Industrial (I) zoning district provides for regional research, light manufacturing, warehousing, and other major regional employment uses. Industrial lands are limited to areas where regional transportation access is available. The Uchida Farm LLC proposal fully complies with this criterion; the proposed Uchida Logistics Center is designed with research, light manufacturing and warehousing uses in mind; with as many as 600 employees projected to be working onsite. The site also complies by being adjacent to, or in the vicinity of, regional transportation access.

### *3. Consistency between Zone Criteria and Area Characteristics*

The Industrial zoning district allows for a preponderance of large-scale uses (including the site's current use, agricultural), either permitted by right, or through the conditional use process. With the consolidation of parcels proposed to accommodate the development of an industrial center, the site offers an opportunity to create a development in excess of sixty acres.

### *4. Zoning History and Precedential Effect*

To the best of the Applicant's knowledge, there is a limited history of zoning changes in the Uchida Farm LLC area – excluding the Applicant's previous effort in 2015 which did not proceed through the approval stage. In 2015, the site was changed from Agricultural (AG) to the current Single-



Family 3 (SF3) Residential. It should also be noted that Pierce County had the area zoned for General Use, prior to the Edgewood annexation.

5. *Impacts on Adjacent Zones of Differing Intensity through the Use of Buffers*

Site constraints onsite which may require the use of buffers are likely limited to peripheral area near or adjacent to the watersheds of either/both Wapato Creek and Simons Creek. The Applicant's preliminary plan for the Uchida Logistics Center offers the best way to analyze how the use of buffers can separate industrial buildings/uses.

It is also important to note, the geographical separation of the Uchida Farm LLC site from residential and commercial areas adjacent to the Meridian Avenue corridor. Located on the Valley floor, the location supports the development of a separate use; using natural features and buffer landscaping to further achieve separation from adjacent uses.

6. *Zone Boundaries*

The Uchida Farm LLC proposal follows natural boundaries, established parcel lines and public rights-of-way as the proposed boundaries for the proposed rezone area which is the same as the proposed area outlined by the preliminary development plan for the Uchida Logistics Center.

7. *Height Limits*

The Industrial zone's maximum building height of thirty-five (35) feet is anticipated to be adequate for many of the industrial uses likely to consider the rezone area. It is important to realize the degree of compliance with Industrial district development standards could be determined through a development agreement covering bulk regulations.

8. *Impact Evaluation*

There are a number of specific criteria outlined in the code which are to be addressed in this section. Again, it is important to realize most if not all of these areas are likely to be subject to the particulars associated with an approved development plan.

- a) Housing: There is no proposed residential component envisioned under the Uchida Farm LLC proposal. Future development would be limited to industrial and/or manufacturing uses similar to those outlined in the EMC Section 18.80.100.
- b) Public Services: The Applicant does not anticipate any additional demands will be placed on Edgewood's public services beyond those normally associated with typical industrial, warehousing and/or light manufacturing uses – market sectors likely to be targeted as tenants for the Uchida Logistics Center.
- c) Environmental Factors: Municipal development codes typically establish standards for nuisances such as noise, glare and odor; often prohibiting specific types of industrial uses which are known to emit noxious odors or excessive noise. The Applicant has every intent of cooperating with Edgewood officials to limit the types of uses either permitted-by-right or under a conditional use permit, which may be deemed as candidates for such violations.

Other environmental factors such as air and water quality, impacts on aquatic life and wildlife habitats will require a thorough evaluation with recommendations for best management practices to minimize adverse impacts or specific mitigation measures linked to the site's

unique environment. Energy conservation will be addressed through compliance with state and local standards for the construction of buildings and supporting site improvements.

- d) Pedestrian Safety: The Applicant's preliminary design for the Uchida Logistics Center offers glimpse of the onsite circulation patterns for both pedestrians and vehicles. Every effort will be made to maximize pedestrian access to the site and to the surrounding natural features such as walkways along the banks of creeks and detention facilities onsite.
- e) Manufacturing Activity: Needless to say, an application to change zoning and land use designation to an industrial use will support the development of industrial or manufacturing facilities. The Applicant's intent is to recruit light industrial uses or warehousing uses to the site; providing support for a growing market in logistics and related uses.
- f) Employment Activity: The Uchida Farm LLC proposal projects as many as 600 employees may ultimately be employed by the industrial uses recruited to the site. In terms of economic pass-through, the manufacturing sector has the highest multiplier of any economic sector – with every dollar spent on manufacturing sales realizing \$1.33 in additional economic output; widely exceeding the economic output produced by either retail (\$0.66) or professional/business services (\$0.61).
- g) Character of Areas having Architectural or Historic Value: To the best of the Applicant's knowledge, none of the properties or structures currently occupying the subject properties have been identified as having any architectural or historic value.
- h) Shoreline View, Public Access and Recreation: As private property, the site currently does not have either public access or recreational opportunities; nor are any under consideration for inclusion in future industrial development.

With two small creeks occupying strategic locations onsite, shoreline development and the preservation of the watershed, while simultaneously incorporating the area into future development, will be constraints faced by a responsible developer. The Uchida Farm LLC proposal for a logistics center offers an example of how to accomplish both goals at the same time. The Applicant is aware further analysis will be required to identify specific elements in a development which can guarantee the preservation and/or enhancement of a natural shoreline.

- i) Service Capacities: The Applicant believes the Uchida Farm LLC proposal, in whatever form the final development plan assumes, will incorporate sufficient infrastructure to serve the uses onsite without adversely affecting the services available to Edgewood residents

## 9. Changed Circumstances

The Applicant believes the City of Edgewood's own designation of the Uchida Farm LLC site as a Special Land Use Study area, combined with the surge in industrial land use demand on a localized and regional basis, clearly indicate circumstances have changed since the original zoning and/or land use classifications were identified.

## 10. Critical Areas

The evaluation of critical areas – their identification, delineation and classification - will be governed by Edgewood code; using the recently revised ordinance. The Applicant has commissioned a professional analysis of the Uchida Farm LLC site to conduct a preliminary evaluation of potential wetlands and/or fish and wildlife habitats located on or near the subject properties. The Applicant

realizes protection of critical areas is vital in protecting human safety and their properties from natural hazards, preserving environmentally sensitive areas and enhancing our quality of life.

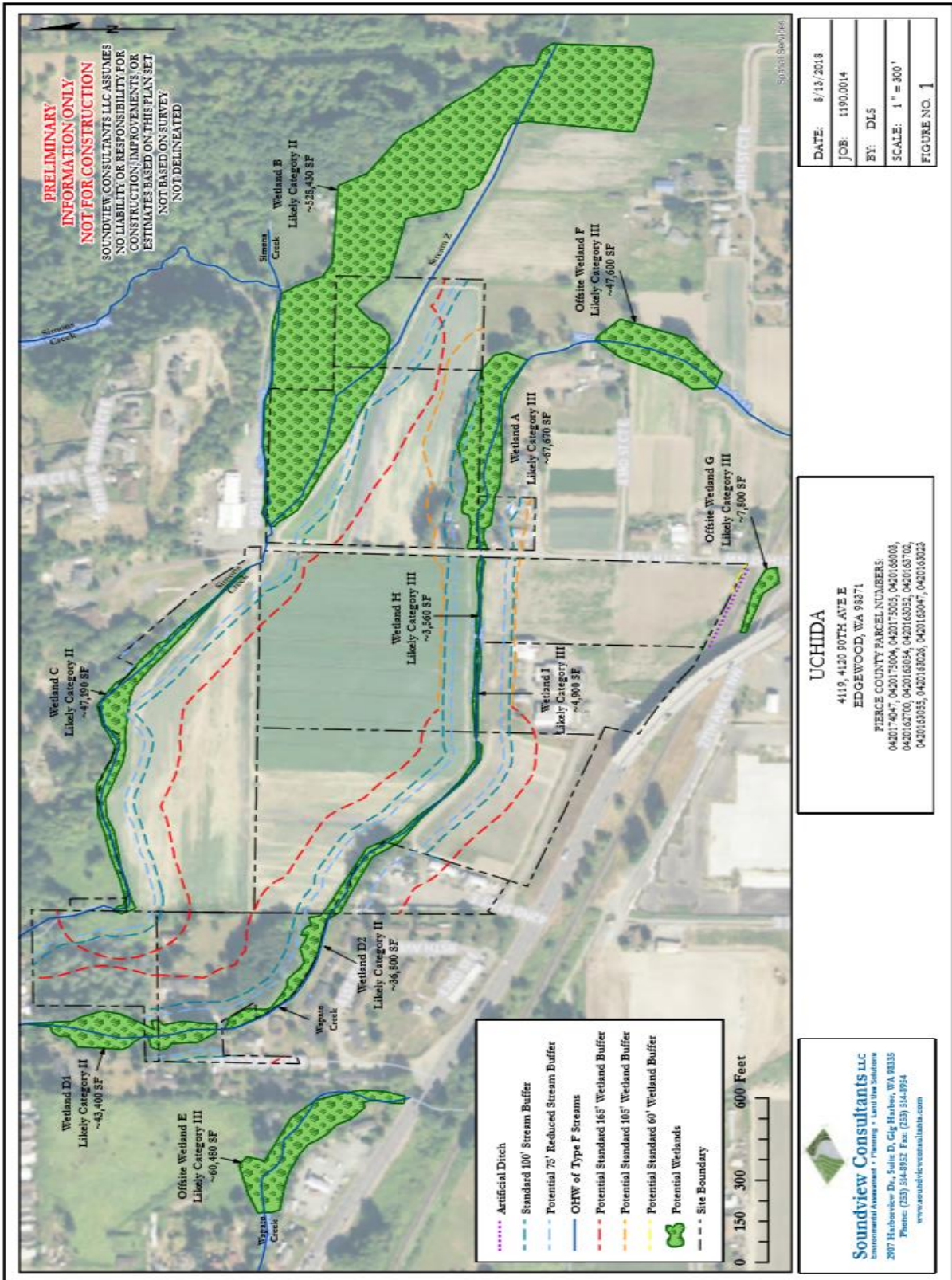
The Uchida Farm LLC analysis, “*Technical Memorandum*,” prepared by Soundview Consultants, and dated August 15, 2018, is intended to support the long-term planning goals associated with this application and is not intended for project-specific planning purposes. The study focuses on potential wetlands related to three (3) streams located onsite or immediately adjacent to the site; Wapato Creek, Simons Creek and an unidentified tributary to Simons Creek in the northeastern portion of the site. While not a formal delineation assessment, this analysis provides a snapshot of existing conditions.

| Wetland            | Predominant Wetland Classification / Rating |                  |                    |                               | Buffer Width (feet) <sup>E</sup> |
|--------------------|---------------------------------------------|------------------|--------------------|-------------------------------|----------------------------------|
|                    | Cowardin <sup>A</sup>                       | HGM <sup>B</sup> | WSDOE <sup>C</sup> | City of Edgewood <sup>D</sup> |                                  |
| <b>A</b>           | PFO/EMCD                                    | Depressional     | III                | III                           | 105                              |
| <b>B</b>           | PFO/SS/EMCD                                 | Depressional     | II                 | II                            | 165                              |
| <b>C</b>           | PSS/EMCD                                    | Riverine         | II                 | II                            | 165                              |
| <b>D1</b>          | PSS/EMCD                                    | Riverine         | II                 | II                            | 165                              |
| <b>D2</b>          | PEM/SS/CD                                   | Riverine         | II                 | II                            | 165                              |
| <b>E (offsite)</b> | PFOCD                                       | Riverine         | II                 | II                            | 165                              |
| <b>G (offsite)</b> | PEMCD                                       | Depressional     | III                | III                           | 60                               |
| <b>H</b>           | PEMC                                        | Riverine         | III                | III                           | 105                              |
| <b>I</b>           | PEMC                                        | Riverine         | III                | III                           | 105                              |

The site investigation identified seven (7) potentially-regulated onsite wetlands (A, B, C, D1, D2, H and I) and three (3) offsite wetlands (E, F and G). Wetland F is not relevant to this study as it falls more than 300-feet offsite, to the southeast (please refer to the Existing Conditions Exhibit on the next page).

Each identified wetland exhibited indicators of wetland hydrology, hydric soils and a predominance of hydrophytic vegetation. Each has been evaluated as to typology and classified as either a Category III or Category II wetland; an important step in that wetland buffers vary in size based on the habitat score; buffers for Category III wetlands vary from 60- to 225-feet depending on the habitat score, while similarly, buffers for Category II wetlands vary from 75- to 225-feet. In addition to the standard buffers, future development would also require a 15-foot buffer setback from the regulated wetland buffer edge.

# UCHIDA - EXISTING CONDITIONS





The analysis not only delineates the standard buffer width, but also provides a list of minimization measures which are presumed to minimize impacts and are incorporated within the minimum buffer width required by code. The Soundview Consultants' analysis outlines minimization measures and criteria set forth in Edgewood code which can allow for an averaging process to be implemented when specific criteria are met; buffer averaging should be evaluated on an individual project basis. While more central to a future development proposal, it is important to note that the Applicant's preliminary proposal for the Uchida Farm LLC has incorporated buffers into the plan; indicating a clear willingness to respect and enhance protected buffers.

## Summary

The Uchida Farm LLC proposal is calling for a number of changes; a change in planning land use designation, a basic change in the character of a small portion of the community to accommodate future growth and diversify in Edgewood, and a willingness to accept a small, but significant shift in the manner in which the community views a commodity – industrial land use – which has been on the decline in traditional terms in many markets, but which has been thriving within those markets which remain in tune with real estate demands. Industrial markets have shifted away from the dated images of smokestacks and heavy industry spewing pollutants and inflicting noxious odors, noise and a less than aesthetic approach to the design of buildings and surrounding landscaping.

Today's demands have successfully transformed the Puget Sound regional marketplace; eliminating the image of traditional industrial projects with their history of public nuisances and environmental issues and replacing it with an image of warehousing and light assembly uses, technology companies and research facilities within a landscaped, sustainable environment which respects its neighbors and originates with developers who work with communities to achieve responsible growth. Edgewood's comprehensive plan emphasizes exactly the type of project Uchida Farm LLC is bringing to the table, in a single paragraph on Page 101.

***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, industrial and multi-family 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.***

Uchida Farm LLC stands ready to accept a role as Edgewood's partner in accommodating future growth while preserving and enhancing the community's character through appropriate transitions and a partner's commitment to identify and mitigate negative impacts.

Exhibit E  
Site Specific Request #2 - Lake Chalet Property  
Vicinity Map

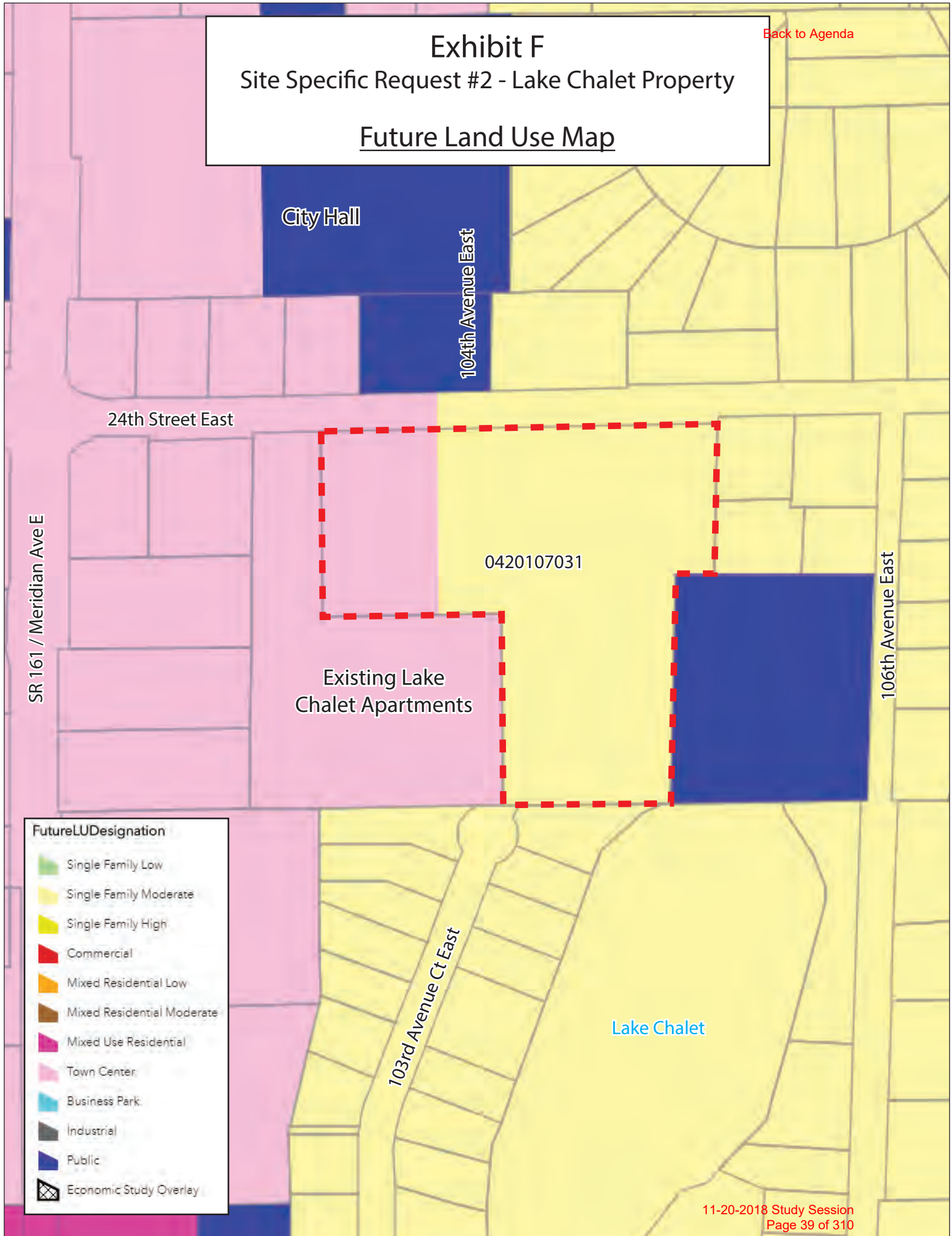
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Exhibit F  
Site Specific Request #2 - Lake Chalet Property  
Future Land Use Map

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## 114TH AV



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# EDGEWOOD

## *comprehensive plan*

Adopted by City Council June 9, 2015



## ACKNOWLEDGMENTS

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Transpo Group  
Henderson, Young and Co.  
Barker Landscape Architects







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# VOLUME I

## GOALS & POLICIES

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# » INTRODUCTION

## OVERVIEW

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The Edgewood Comprehensive Plan looks forward to 2035, 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 Growth Management (GMA) requirements for periodic review. It also conforms to Pierce County's Countywide Planning Policies and guidance from the Puget Sound Regional Council Vision 2040.

## WHAT'S 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, but not prescribing specific implementation measures or regulatory actions. A plan is also a living document, adaptable to evolving conditions and offering a framework for the consideration of policy changes.

## WHAT'S INSIDE THE PLAN?

As established by the GMA, the City is required to include chapters that address land use, housing, transportation, capital facilities and utilities. The City may also include





## 4

chapters on other topics of local importance. In this case, the City of Edgewood has opted to include chapters on the environment, community character, parks and energy.

In addition to this introduction, the Edgewood Comprehensive Plan contains nine chapters, or elements, with goals and policies identified for each element. The goals and policies are numbered and labeled according to their respective elements. The contents of each element are briefly summarized in Table 1.

**Table 1** Plan Contents

| ELEMENT                              | ELEMENT FOCUS                                                                                                                                                                                    |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Natural Environment</b>           | Environmental stewardship, water quality, air quality, fish and wildlife habitat, natural hazards                                                                                                |
| <b>Land Use</b>                      | Land use capacity to meet projected growth, land use patterns, compatibility, sense of place, environmental protection, healthy living                                                           |
| <b>Community Character</b>           | Site and building design, vegetation and landscaping, public spaces, neighborhood character, historic preservation                                                                               |
| <b>Housing</b>                       | 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         |
| <b>Transportation</b>                | Transportation to support land uses envisioned by the Comprehensive Plan, movement of people and goods, transportation projects, financing, maintenance, safety, environmental protection        |
| <b>Parks, Recreation, Open Space</b> | Parks, trails and open space goals, policies and priorities as established in the City's Parks, Recreation and Open Space Plan                                                                   |
| <b>Utilities</b>                     | Location and design of utilities, quality of service, collaboration with regional partners                                                                                                       |
| <b>Energy</b>                        | Energy efficiency, conservation, alternative energy sources, public outreach and information                                                                                                     |
| <b>Capital Facilities</b>            | Facilities and infrastructure needed for public services that will support planned population and employment, level of service standards, financing strategies, design and location, maintenance |

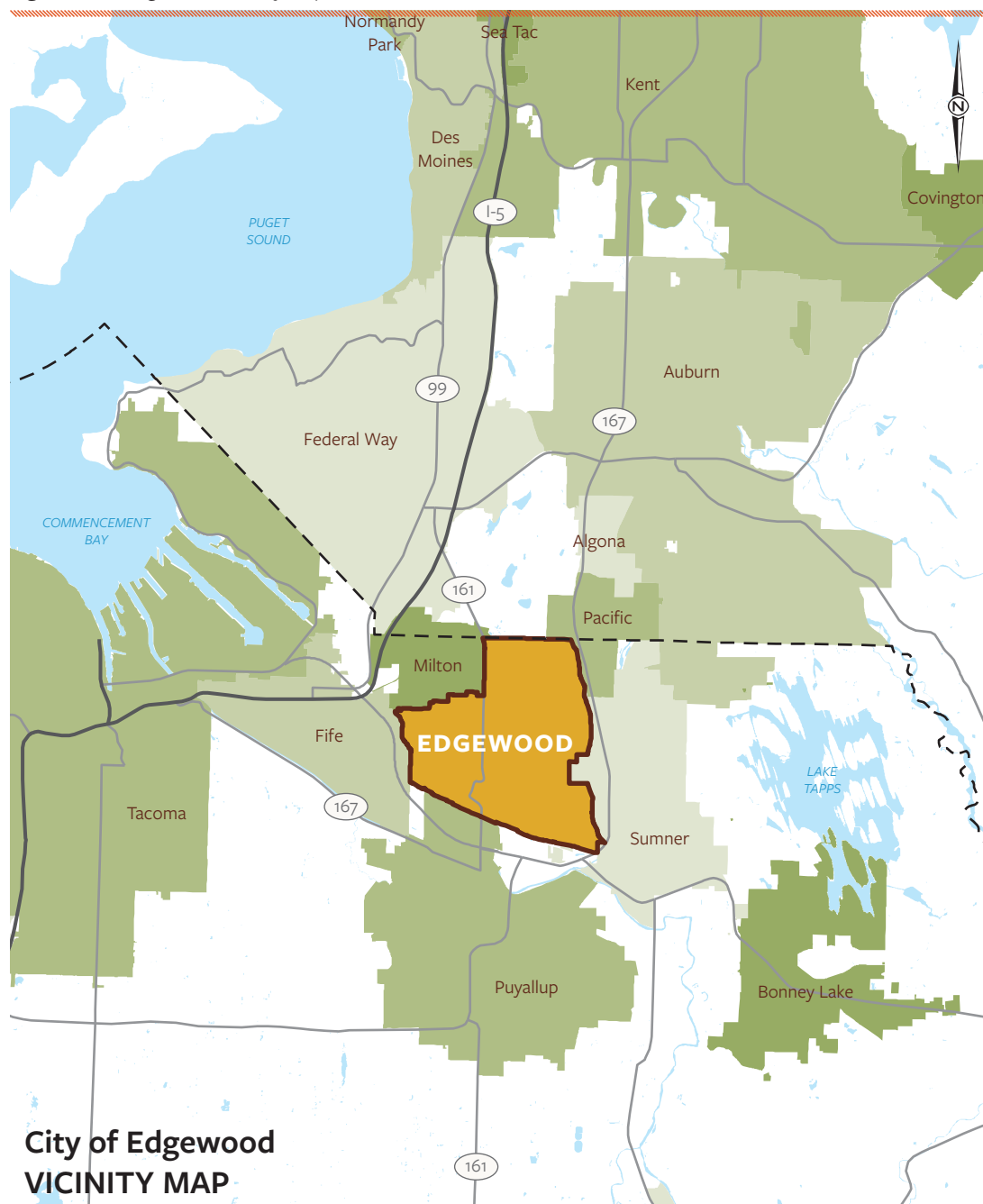
## ECONOMIC DEVELOPMENT

As part of the Comprehensive Plan update process, the City developed preliminary strategies for economic development over the next 20 years. The strategies were organized around the four themes listed below.

- » Capitalize on the opportunities presented by Town Center
- » Promote Edgewood as a unique destination, highlighting its small town amenities and pastoral character
- » Take advantage of Edgewood's strategic location
- » Continue to define "economic development" for Edgewood



**Figure 1** Edgewood Vicinity Map



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**City of Edgewood  
VICINITY MAP**

 City of Edgewood

- - - - County Boundary

Map created by 3 Square Blocks, City Consultant

February 2015

*DISCLAIMER: The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.*



0 1 2 3  
miles





*Please look for this icon for goals and policies that focus specifically on economic development.*

## 6

# A SNAPSHOT OF EDGEWOOD

The City of Edgewood is located in northern Pierce County, just north of the City of Puyallup. 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. Eighty percent of the City is located on North Hill and twenty percent in the Puyallup valley. In addition, parts of Edgewood are within the boundaries of the Puyallup Indian Reservation (Figure 1).

The City incorporated on February 28, 1996 and has maintained its character as a small-town residential community with a rustic quality. It has a population of 9,525 according to the Washington State Office of Financial Management 2014 estimate. Over 80 percent of households are single-family homes. Commercial development is concentrated along Meridian Ave E in the west-central part of the City. The majority of the businesses in Edgewood are small, have a low profile and few employees. Churches are also important to the character of the community.

## VISION AND PLANNING FRAMEWORK

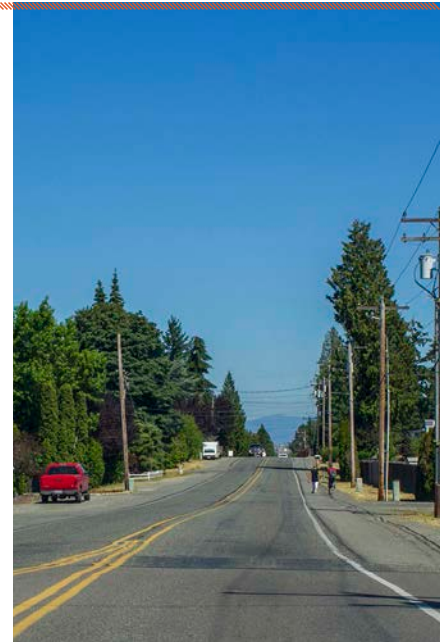
This section contains the City of Edgewood Comprehensive Plan Vision Statement and frameworks for planning for healthy communities, citizen participation and amending and implementing the Comprehensive Plan.

### 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 2035.



Pictures of Edgewood



## ***Vision Statement***

*In 2035, we have preserved our rural small town character, family-friendly neighborhoods and our trees and open spaces. Town Center is our commercial hub 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.*





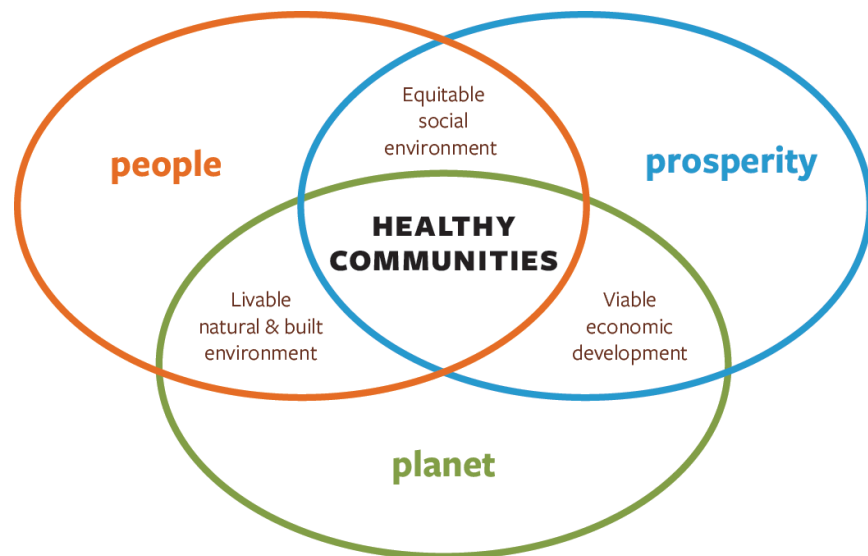
## 8

## 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 these characteristics are also referred to as people, prosperity and planet. 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, Land Use Element Goals IX and X contain 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 2040

The Edgewood Comprehensive Plan was developed to support and help implement the multicounty policy guidance of Vision 2040. The following briefly summarizes how the city's Comprehensive Plan advances the overall direction established by Vision 2040.



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 2040. Through the targeting process the plan has identified the number of housing units in the city for the year 2035 and establishes a realistic approach to providing affordable housing in our community.

The comprehensive plan addresses each of the policy areas in VISION 2040. 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 are integrated throughout the entire plan and 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 comprehensive plan also addresses local implementation actions in VISION 2040, such as co-location of public facilities and housing targets.

9

## CITIZEN PARTICIPATION

---

An active public participation program was an essential part of the 2015 Comprehensive Plan update. The goals of public outreach were to:

- » Encourage participation among a wide range of citizens
- » Obtain meaningful, productive and substantive input on Plan content
- » Communicate to participants how their input affects decisions
- » Engage the public in resolving conflicts among competing interests
- » Build a framework that encourages a sustained dialog
- » Evaluation and document participation throughout the life of the project



## 10

In order to achieve these goals, the City undertook a wide variety of activities. Major components of the City's outreach program are described below. A stand-alone Parks, Recreation and Open Space (PROS) Plan was developed as part of the Comprehensive Plan update. For this reason, the outreach program supported both planning efforts.

**Postcard:** Two postcard mailings were used to announce events, update citizens on city activities and build an email distribution list. The postcards were intended to reach a wide range of community members, including those who regularly participate and also those who may be unaware of city activities.

**Roadway signs and flyers:** A series of roadway signs along the Meridian corridor and individual roadway signs on smaller corridors helped announce meetings for the parks portion of the Comprehensive Plan update process. Additional flyers were distributed throughout the city to announce public workshops and special events related to the planning process.

**Web page:** Edgewood2035.com was developed to describe the Comprehensive Plan update purpose, process and opportunities to participate. Background materials and draft plan elements were posted on an ongoing basis and comments were invited. Web visitors could also sign up for an email update list.

*Comprehensive Plan Open House & Sign Advertising Parks Plan Public Meeting*



**Email updates:** Email updates containing project information, alerting citizens of major events and inviting comment on draft work products were sent out over the course of the project.

**Online survey:** As part of the parks planning process, the City conducted an online survey to gain public input on preferences for park improvements. The website was also used to ask citizens about key issues and concerns related to each element of the Comprehensive Plan. Questions were not designed as a statistically significant research tool, but rather as another indication of public opinion and as an opportunity for interested parties to engage in the process.

**Community events and Speakers Bureau:** The City staffed special events, such as the Edgewood Summer Picnic, the annual Christmas tree lighting and Park Clean-up Days, to provide information about the planning process and to gather input from interested citizens.

**Community workshops:** Interactive workshops were held at several different times to invite comments on preliminary plan goals and policies. Information about the key issues and direction of the plan were displayed and participants were invited to provide verbal or written comment. Invitations to these workshops were sent to the email update list, posted on the website, printed in the newspaper and sent via mail. A total of six workshops were conducted over the course of the planning process.

**Planning Commission meetings:** Between mid-2014 and adoption of the Comprehensive Plan and the PROS Plan in 2015, the Planning Commission met approximately 20 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. Planning Commission meeting information was also posted on the City's website.



Comprehensive Plan Open House

## 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:

- » Encourage and facilitate user-friendly public participation in community decision-making.
- » Consider the interests of the entire community in making decisions.



- » Encourage and emphasize open communication between all parties when considering planning issues.
- » Incorporate a variety of public outreach approaches to oversee major amendments to the Comprehensive Plan.
- » Share information with the public about planning and development processes, how they interrelate and how to provide effective input.
- » Consider the interests of present and future residents over the length of the planning period when making decisions.

## AMENDING THE COMPREHENSIVE PLAN

Comprehensive plans are dynamic living documents that require regular review and revision to ensure that they respond to changing needs of the community and respond to new federal or state law.

The city's municipal code is a major implementation tool for the Comprehensive Plan. The code specifies the kinds of uses that are permitted in each zone and sets standards for all new development and re-development.

The Comprehensive Plan also guides the location and siting of infrastructure and other capital facilities and the implementation of operational activities that affect community health, safety and character.

As noted before, comprehensive plan goals and policies provide guidance, but are intentionally written broadly to allow for flexibility in their future implementation. The City's approach for implementing and amending the Comprehensive Plan is described below.

## FRAMEWORK FOR IMPLEMENTING AND AMENDING THE COMPREHENSIVE PLAN

- » Consistent with GMA requirements, develop and document a strategy for implementation of the Comprehensive Plan, including a proposed schedule and priorities.
- » Maintain 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.





- » Consider proposed Comprehensive Plan amendments concurrently so that the cumulative effect of the proposals can be determined. The City may consider some amendments outside of the normal review cycle as authorized in the GMA. All proposed Comprehensive Plan amendments should include the following information:
  - » A description of the proposed change
  - » Statement of need, including discussion of why existing Comprehensive Plan policy should be changed
  - » A statement of how the amendment complies with the GMA's goals and specific requirements
  - » Demonstration of consistency with the City's vision
  - » Discussion of consistency with the balance of the Comprehensive Plan
  - » Response to public review and comment on the proposed change
- » Ensure proposed Comprehensive Plan policy amendments are accompanied by any related and required implementing actions.
- » Ensure that the Comprehensive Plan amendment process results in decisions that are consistent with other elements of the Comprehensive Plan.
- » Implement a public participation strategy appropriate for each Comprehensive Plan amendment cycle, as established in the framework for citizen participation.
- » Ensure that the Comprehensive Plan, development regulations, City and other agency functional plans and budgets are mutually consistent and reinforce each other.
- » Collaborate 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.
- » Ensure that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property.



**Volume I**

**Introduction** ◀

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

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# 01 » NATURAL ENVIRONMENT

## INTRODUCTION

Edgewood's environment is comprised of both natural and built features. Scenic views, mature trees, rugged slopes, plentiful groundwater reserves, natural vegetation, streams, wetlands and depressional potholes are just 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.

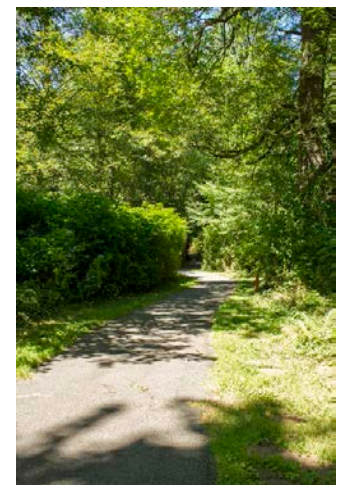
As development pressure intensifies in Edgewood, the protection of the natural environment becomes more challenging. The City must continually assess the relationship between the natural and built environments and evaluate the potential impacts of development on the environment and the community. Maintaining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

The 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 Growth Management Act (GMA), Endangered Species Act (ESA), State Environmental Policy Act (SEPA), County-Wide Planning Policies for Pierce County and other applicable federal, state and county policies.

The Natural Environment 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 provides additional mitigation strategies and background information about natural hazards.

**15**

*Please look for this icon for goals and policies that focus specifically on economic development.*



*Nelson Nature Park*



## GOALS AND POLICIES



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

16

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

Wetland and mature tree stand in Edgewood.

In addition to their intrinsic value, healthy natural systems provide multiple benefits to Edgewood.

These include raw materials and rural scenery that support the City's economy, healthy living conditions for residents and ecosystem services such as stormwater control.



- NA.I.d *Cooperate with other governments, the private sector, community groups and non-profit organizations to protect and enhance the environment.*
- NA.I.e *Explore the use of new and evolving technologies and strategies to support environmental sustainability.*
- NA.I.f *Support education and involvement programs that empower community members to practice environmental stewardship.*
- NA.I.g *Coordinate with community members to preserve natural open space lands.*
- NA.I.h *Direct development to areas where adverse impacts on natural resources can be minimized.*
- NA.I.i *Provide incentives for development that is designed, sited and constructed to minimize environmental impacts.*
- NA.I.j *Require mitigating measures for new development that creates environmental impacts.*
- NA.I.k *Minimize excessive noise and light emitted from commercial land uses, industrial land uses and other sources.*

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See the Parks, Recreation and Open Space Element on page 53 for additional guidance, Policy PR.V.e.

## Goal NA.II Protect and enhance water quality.

- NA.II.a *Work with neighboring jurisdictions and other partners to maintain and restore natural hydrological functions on a drainage-basin level.*
- NA.II.b *Promote the sustainable use of water resources, including conservation efforts.*
- NA.II.c *Prevent pollution of surface and groundwater resources through regulations, programs and public education.*
- NA.II.d *Require new development to utilize stormwater best management practices, such as low impact development and other natural drainage techniques.*
- NA.II.e *Strive to minimize impervious surfaces in the City.*
- NA.II.f *Encourage the proper use and maintenance of on-site sanitary systems.*

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





NA.II.g *Protect and preserve areas that are critical for aquifer recharge, such as wetlands, streams and water bodies.*

NA.II.h *Strive for “no net loss” of wetland acreage, function and value within each drainage basin over the long-term.*

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

NA.III.a *Support federal, state and regional clean air policies, including the Puget Sound Clean Air Agency’s growth management policies.*

NA.III.b *Participate in regional efforts to address climate change.*

NA.III.c *Monitor the potential adverse effects of climate change on Edgewood, and update adaptation and mitigation strategies as needed.*

NA.III.d *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.III.e *Encourage non-motorized and public transportation and provide opportunities for reduced automobile travel.*

NA.III.f *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.III.g *Maintain and consider enhancing dust abatement activities and regulations.*

NA.III.h *Encourage the retention of existing vegetation, and the incorporation of landscaping in developed areas.*

NA.III.i *Promote healthy indoor air quality through building regulations and through public education.*

**Goal NA.IV Protect and enhance fish and wildlife habitat.**

NA.IV.a *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.IV.b *Actively participate in regional species protection efforts, including salmon habitat protection and restoration.*



NA.IV.c *Encourage the removal of invasive species and the replanting of natural vegetation.*

NA.IV.d *With the exception of habitat improvements, stream alterations should only occur when absolutely necessary and should minimize adverse impacts to aquatic life.*

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

19

NA.V.a *Encourage new development to locate outside of geological and flood hazard areas.*

NA.V.b *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.V.c *Promote retention of vegetation and limit land disturbance in identified steep slope and landslide hazard areas.*

NA.V.d *Protect existing natural areas that provide stormwater storage during flood.*

NA.V.e *Promote educational efforts to inform landowners about hazard areas and steps they can take to mitigate risks and prepare for emergencies.*



**Volume I**

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**Natural Environment** ◀

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Parks, Recreation & Open Space

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## 02 » 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 that promote community character, preserve and strengthen residential neighborhoods, foster the Town Center and the Meridian Corridor as vibrant and mixed use community places, describe land use designations, respect and protect the natural environment and promote healthy living.

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 be able to accommodate 20 years of growth through sufficient buildable land that is zoned appropriately. Edgewood's 2030 growth target was established by the Pierce County Countywide Planning Policies and adopted by Pierce County Council. For this comprehensive plan, the City extended the adopted 2030 growth targets to 2035. Edgewood's 2008 population of 9,595, used for the purpose of forecasting to 2030, is essentially the same as the latest (2013) US Census population estimate for Edgewood of 9,591. The lack of growth in Edgewood over the past several years is likely largely due to the economic recession and it is reasonable to assume that the city will experience growth over the next 20 years in a manner consistent with the assumptions established in the Pierce County Countywide Planning Policies. Under this assumption, the adopted 2030 growth target is also an appropriate 2035 growth target and has been assumed in this plan. If growth accelerates in Edgewood, the City recognizes that there may be a need to update these targets.

In addition to managing growth, the Land Use Element also sets goals and policies for the design and layout of cities. These provide the opportunity to shape communities into more livable, healthy spaces.

The Land Use Element background information included in Volume II of the Plan contains the data and analysis that provide the foundation for the Land Use Element goals and policies.

**21**

*Please look for this icon for goals and policies that focus specifically on economic development.*



## GOALS AND POLICIES

See the Vision Statement on  
page 7.

22



### Goal LU.I

**Establish a future land use pattern that is consistent with the City's vision.**

LU.I.a

Ensure that land use policies and regulations support the City's vision.

LU.I.b

Create a "first-mover" advantage for developers that wish to build quality projects that respect the City's vision.

LU.I.c

Continue to 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).



LU.I.d

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

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 in the overlay area, including industrial development in the surrounding area, support for local job creation, and changes in the economics of the small-scale farming activities that are currently practiced in the area.

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.I.e

Ensure that the City's sewer plan and other functional plans are supportive of the land use patterns outlined in this Element.

### SINGLE FAMILY RESIDENTIAL

LU.I.f

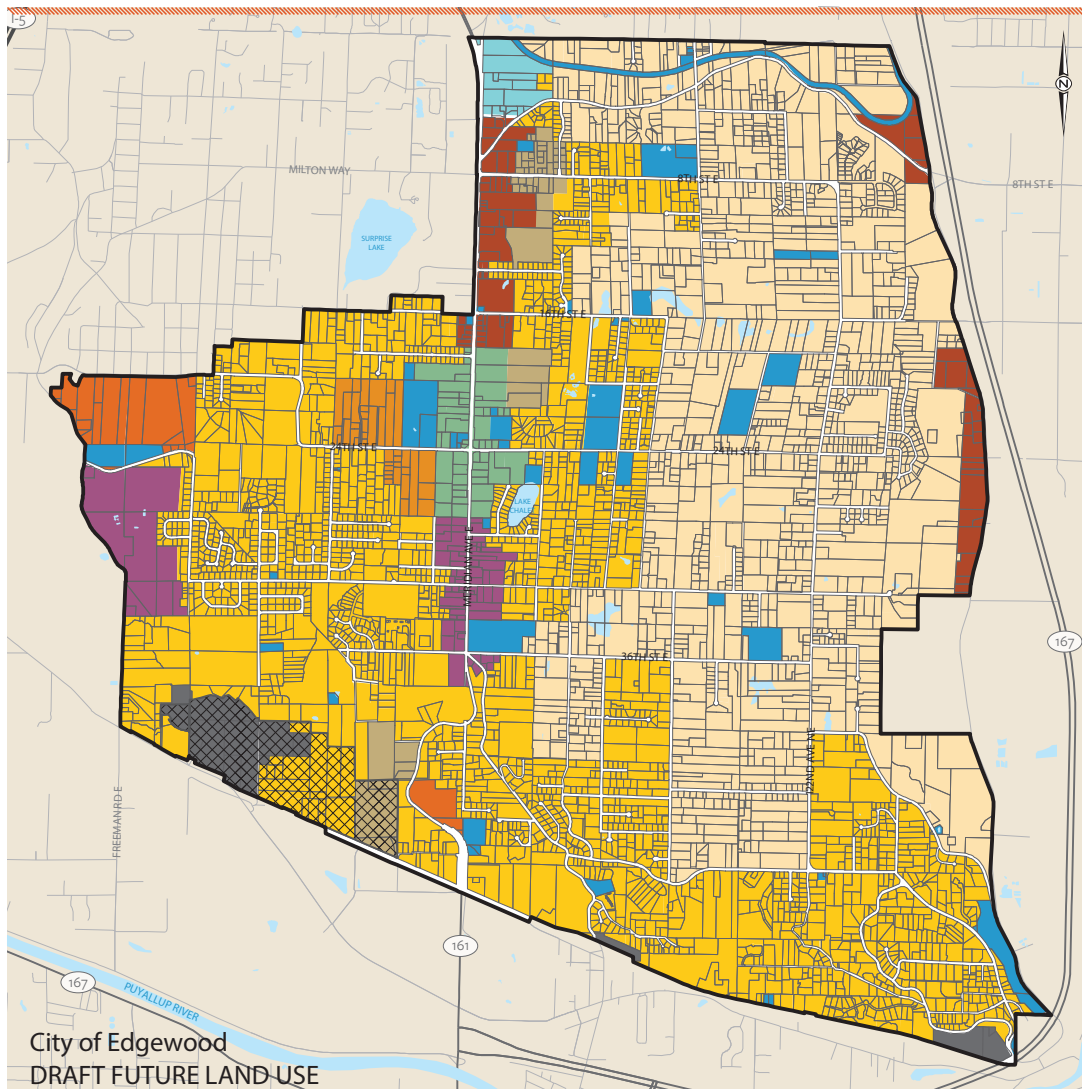
The Single Family Low designation is intended to preserve the identity of areas with patterns of large residential lots, preserve tree stands and reduce traffic volumes in east-west arterial corridors. Allowable uses include single family detached dwelling units and compatible uses.

- » The maximum number of allowable dwelling units per net buildable acre (dua) in the Single Family Low designation is two dua.





**Figure 3** Future Land Use Map - [Updated November 6, 2018](#)



City of Edgewood  
DRAFT FUTURE LAND USE

| Min. Density* | Max Density** | Max Density*** |
|---------------|---------------|----------------|
| 1****         | 2****         | n/a            |
| 1****         | 3****         | n/a            |
| 2.5****       | 5****         | n/a            |
| 12            | n/a           | 48             |
| n/a           | 4****         | n/a            |
| n/a           | 8****         | n/a            |
| 10            | 24            | 48             |
| 16            | 48            | unlimited      |
| n/a           | n/a           | n/a            |
| n/a           | n/a           | n/a            |
| n/a           | n/a           | n/a            |

- Single Family Low
- Single Family Moderate
- Single Family High
- Commercial
- Mixed Residential Low
- Mixed Residential Moderate
- Mixed Use Residential
- Town Center
- Business Park
- Industrial
- Public

- Special Land Use Study Overlay
- City Limits

\* minimum density for a single use project  
 \*\* maximum density for a single use project  
 \*\*\* maximum density for a mixed use project  
 \*\*\*\* density described further in EMC 18.80.040  
 \*\*\*\*\* density described further in EMC 18.80.050

Map created by 3 Square Blocks, City Consultant

Map effective MONTH \_\_, 2015

**DISCLAIMER:** The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.



0 0.25 0.5 miles



LU.I.g

*The Single Family Moderate and Single Family High designations are intended to preserve and maintain established residential neighborhoods. Allowable uses include single family detached dwelling units and compatible uses.*

- » *The maximum number of allowable dwelling units in the Single Family Moderate designation is three du.*
- » *The maximum number of allowable dwelling units in the Single Family High designation is five du.*

MIXED RESIDENTIAL

LU.I.h

*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.*

- » *The maximum number of allowable dwelling units in the Mixed Residential Low designation is four du.*
- » *The maximum number of allowable dwelling units in the Mixed Residential Moderate designation is eight du.*

MIXED USE RESIDENTIAL

LU.I.i

*The Mixed Use Residential designation is intended to accommodate a range of medium density residential housing types and to provide 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 compatible with neighborhood character.*



Existing Development  
in the Town Center

TOWN CENTER

LU.I.j

*The Town Center designation is intended to support a well-designed, pedestrian-friendly community center that reflects Edgewood's unique 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, senior housing and civic uses. Compatible uses are also allowed.*

COMMERCIAL

LU.I.k

*The Commercial designation is intended to accommodate a wide range of commercial uses, including large-format retail, auto-oriented commercial uses and regional scale commercial uses. Compatible uses are also allowed.*



## BUSINESS PARK

*LU.I.l The Business Park designation is intended to accommodate a wide range of employment and commercial uses, including professional office, senior housing and apartments, light industrial and retail uses.*

## INDUSTRIAL

*LU.I.m The Industrial designation is intended to accommodate industrial uses that provide local and regional employment opportunities, such as research, light manufacturing and warehousing. Compatible uses are also allowed.*

## PUBLIC

*LU.I.n The Public designation is intended 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.II Promote a land use pattern that strengthens Edgewood's identity and sense of place.



*LU.II.a Consider entry and gateway features that reinforce City identity.*

*LU.II.b Promote community character and identity, 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*
- » *Landscaping to enhance building and site appearance*

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

*LU.III.a 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.III.b Encourage the retention of existing landscaping and native vegetation in new development.*

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 53.





LU.III.c

*Recognize and promote tree preservation as an integral part of community character.*



LU.III.d

*Identify and preserve scenic vistas.*

LU.III.e

*Support low impact development measures.*

LU.III.f

*Protect the quality and quantity of water resources.*

## 26

### **Goal LU.IV Promote the quality, character and function of residential neighborhoods.**

LU.IV.a

*Consider natural constraints, surrounding development and proximity to services and facilities when establishing residential densities.*

LU.IV.b

*Support innovative design options that help to preserve significant natural features and provide transitions between single family and other uses, such as zero lot line housing and locating townhouses and cottage housing in areas near services.*

LU.IV.c

*Encourage infill development that is compatible with surrounding development.*

LU.IV.d

*Provide for flexibility in order to retain open space, preserve sensitive areas and allow for continued agricultural uses.*



LU.IV.e

*Focus multifamily development in areas nearest to transportation facilities, commercial services and other amenities.*



LU.IV.f

*Encourage a high quality pedestrian environment near multi-family housing.*



### **Goal LU.V**

### **Establish Town Center as the commercial, mixed use heart of Edgewood.**

LU.V.a

*Support the continued development of the Town Center to better serve the community and to attract regional visitors.*

LU.V.b

*Consider leveraging City-owned property along Meridian Ave E to catalyze the development of Town Center.*

LU.V.c

*Explore partnerships with developers to support development of unique, community-serving projects such as co-working spaces or a community center.*

LU.V.d

*Support the development of distinctive landmarks within Town Center.*

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.

In 2012, 25,000 people lived within a five minute drive 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.V.e *Promote a mix of uses in Town Center, including residential, retail, office and community gathering places.*
- LU.V.f *Support pedestrian-oriented features and uses in Town Center.*
- LU.V.g *Encourage ground floor commercial or public uses in all development.*
- LU.V.h *Explore opportunities for public spaces and recreation facilities.*
- LU.V.i *Consider standards to ensure a smooth and compatible transition to adjacent single family residential areas, including:*
- » *Limitations on building height and bulk, lighting and parking adjacent to single family areas*
  - » *Clustering of buildings away from single family residential development*
  - » *Preservation and enhancement of critical areas and open space adjacent to single family areas*
  - » *Provision of pedestrian and bicycle connections to residential areas*
- LU.V.j *Prioritize investments that support development of Edgewood's Town Center, such as investments that improve transportation systems and public spaces.*

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**Goal LU.VI Promote commercial uses that offer quality, unique services for residents and visitors and that distinguish Edgewood from surrounding commercial centers.**

- LU.VI.a *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.VI.b *Encourage diversification of the City's commercial offerings.*
- LU.VI.c *Support the long-term economic vitality of commercial development.*
- LU.VI.d *Establish standards to ensure long-term compatibility of commercial development with surrounding areas.*
- LU.VI.e *Promote easy access to commercial corridors and centers for pedestrians, bicyclists and transit users.*
- LU.VI.f *Encourage ground floor commercial uses in mixed use development.*
- LU.VI.g *Allow small-scale home occupations in residential areas.*



Existing Commercial  
on Meridian Ave E







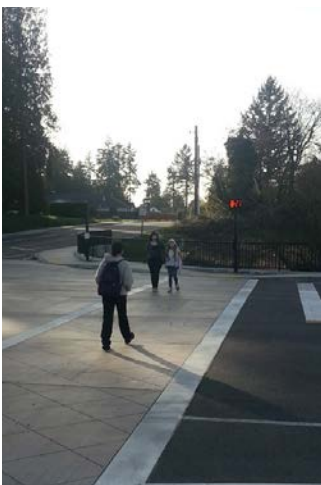
**Goal LU.VII Accommodate and facilitate industrial development that positively contributes to Edgewood's economy and character.**

- LU.VII.a Establish opportunities for a range of industrial uses, such as regional research, manufacturing, warehousing or other regional employment uses.*
- LU.VII.b 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.VIII Ensure that public uses support and strengthen community character.**

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



*Pedestrian Scale Improvements*

**Goal LU.IX Establish a land use pattern that supports physical activity, including biking and walking.**

- LU.IX.a Promote neighborhood connectivity through improvements to the existing and planned trail system.*
- LU.IX.b Encourage pedestrian scale improvements such as plantings, lighting, street furniture and signage.*
- LU.IX.c Support safe routes to schools.*
- LU.IX.d Within commercial centers, provide attractive street fronts and connecting walkways to accommodate pedestrians as the priority.*

**Goal LU.X Ensure continued access to healthy foods.**

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



# 03 » COMMUNITY CHARACTER

## INTRODUCTION

The Community Character Element is intended to ensure that new development maintains and enhances Edgewood's 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 and 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.

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Please look for this icon for goals and policies that focus specifically on economic development.

*Places and Spaces in Edgewood that Support Community Character*



# GOALS AND POLICIES



## Goal CC.I Promote commercial and residential development that is carefully considered, aesthetically pleasing and functional.

30



New Development

### SITE & BUILDING DESIGN

- CC.I.a *Encourage designs of major private and public buildings to create distinctive reference points in the community.*
- CC.I.b *Adopt design standards for new development that assures that new projects contribute to the community and complement adjacent use.*
- CC.I.c *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.*
  - » *Encourage small blocks between 660 feet and 330 feet parallel to the Meridian corridor to promote a variety of development types and encourage pedestrian connectivity.*
- CC.I.d *Encourage developments surrounding public places to use enhanced architectural elements and building materials.*
- CC.I.e *Use building and site design, landscaping and shielded lighting to buffer the visual impact of development on areas adjacent uses.*
- CC.I.f *Incorporate pedestrian amenities into the design of public and commercial areas.*

### SIGNS

- CC.I.g *Encourage sign design and placement that complements building architecture.*
- CC.I.h *Discourage the use of large signs and off-site signs.*
- CC.I.i *Encourage consolidation of signs on a single structure where a commercial development contains multiple businesses.*

### VEGETATION & LANDSCAPING

- CC.I.j *Encourage retention of existing and use of native vegetation with new development.*



CC.I.k *Encourage coordination of site planning and consolidation of landscaped areas in commercial development.*

CC.I.l *Encourage concentrated seasonal-color planting in highly visible areas.*

## OPEN SPACE

CC.I.m *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.*

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## **Goal CC.II Promote the creation of highly usable public spaces that maintain community character and increase public safety.**

### PUBLIC PLACES

CC.II.a *Ensure that public places are designed to include pedestrian amenities such as seating, landscaping, kiosks, walkways, pavilions, canopies and awnings.*

CC.II.b *Consider the edges of public places that abut adjacent property for special design treatment to create a buffer effect.*

CC.II.c *Design buildings and open areas that minimize the effects of building shadows.*

### PEDESTRIAN LINKAGES

CC.II.d *Provide clear and identifiable systems of accessible sidewalks, walkways and trails.*

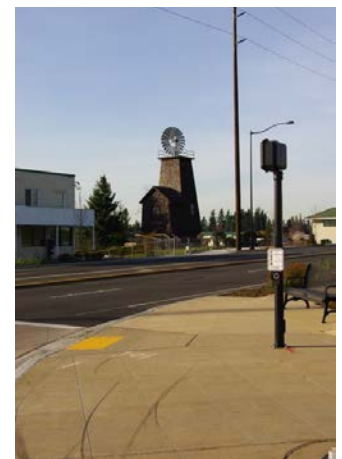
### STREET CORRIDORS

CC.II.e *Provide “complete streets” that include amenities to enhance community character.*

CC.II.f *Encourage street designs that provide safe pedestrian design elements, especially at the corners of intersections.*

CC.II.g *Work cooperatively with businesses and property owners along the Meridian Avenue corridor to encourage and preserve the economic viability and visual quality of the City’s “Main Street” corridor.*

CC.II.h *Encourage the designation and development of a City “gateway”.*



Improved Pedestrian Accessibility and Safety



- CC.II.i *Enhance the Meridian Corridor to include pedestrian amenities, landscaping, cohesive frontage improvements and other design considerations.*

#### TRANSIT FACILITIES

- CC.II.j *Encourage site planning and building designs that support and connect with existing and planned transit facilities in the City.*
- CC.II.k *Design and locate bike racks, benches, shelters and pedestrian amenities, so that they accessible and coordinated with transit facilities.*



#### **Goal CC.III Enhance the identity and appearance of residential and commercial neighborhoods.**

##### NEIGHBORHOOD COMMERCIAL

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

##### RESIDENTIAL

- CC.III.f *Encourage improvements that enhance neighborhood appearance and pedestrian and vehicular safety.*
- CC.III.g *Allow farm animals on large parcels, compatible with Edgewood’s desire to maintain open space in the community.*







**Goal CC.IV Protect and enhance Edgewood's cultural, scenic, historical and natural attributes.**

CC.IV.a *Recognize the heritage of the community by naming parks, streets and other public places after major figures and events.*

CC.IV.b *Designate and inventory historic landmark sites and structures.*

CC.IV.c *Review proposed changes and develop incentives such as fee waivers and code flexibility to encourage preservation of City landmarks or important features.*

CC.IV.d *Work jointly with other jurisdictions, agencies, organizations and property owners to preserve historic resources.*



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Parks, Recreation & Open Space

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# 04 » HOUSING

## INTRODUCTION

The Housing Element identifies sufficient land and strategies to accommodate existing and projected housing needs for all segments of the community over the next 20 years. It seeks to preserve neighborhood character, 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 and special needs.

The Housing Element is supported by a housing needs analysis that quantifies existing and projected housing needs and identifies the number of housing units necessary to accommodate projected growth. See the housing and land use background information provided in Volume II of the Plan.

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Please look for this icon for goals and policies that focus specifically on economic development.

## GOALS AND POLICIES

### Goal H.I Ensure new housing development supports City and regional growth plans.

- H.I.a *Provide an adequate supply of land to accommodate the city's housing growth target.*
- H.I.b *Encourage new housing development within the following land use designations, in order to support community objectives such as a vibrant Meridian Corridor and preservation of existing single family neighborhoods: Town Center, Mixed Use Residential and Commercial.*
- H.I.c *Coordinate plans for new housing development with plans for expansion of utilities.*
- H.I.d *Collaborate with regional jurisdictions to meet housing growth targets and address housing issues that cross jurisdictional boundaries.*



Single Family Residence



- H.I.e *Develop implementation plans and strategies to ensure that adequate housing is available for all community members in the future, in accordance with the policies contained in the Comprehensive Plan.*
- H.I.f *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.*



## Goal H.II

**Encourage housing design that provides quality living spaces and contributes to the character of existing neighborhoods.**

- H.II.a *Encourage high quality construction that is safe, durable and sustainable.*
- H.II.b *Encourage universal design to maximize building lifecycle and accessibility.*
- H.II.c *Promote building design characteristics that are consistent with surrounding uses and with Edgewood's heritage as a rural community.*
- H.II.d *Promote site planning techniques that create quality outdoor spaces and are in harmony with neighboring properties.*
- H.II.e *Encourage cluster residential developments in areas designated for higher-density housing, in order to preserve open spaces and contribute to City's legacy of having large natural areas.*
- H.II.f *Provide guidelines for transitions and buffers around different types of residential uses, in order to mitigate any negative impacts associated with higher intensity uses and foster quality living environments for all community members.*

Universal design refers to a broad spectrum of ideas meant to produce products, buildings or other built environments that are usable to the greatest extent possible by everyone, regardless of their age, ability or status in life. Wheelchair ramps are a common example. Other examples include cabinets with pull-out shelves and kitchen counters at several heights to accommodate different tasks and postures.



## Goal H.III

**Promote a mix of housing types to meet the needs of current and future residents.**

- H.III.a *Preserve and maintain the City's existing structurally sound housing stock.*
- H.III.b *Consider providing a housing rehabilitation program to provide information and financial incentives to help homeowners maintain or repair their homes.*



## Edgewood Housing Stock



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- H.III.c *Encourage residential infill development on vacant or underutilized sites in areas with appropriate land use designations.*
- H.III.d *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, cottage housing and garden apartments, in appropriate land use designations.*
- H.III.e *Encourage a range of unit sizes to accommodate different household types, including single person households, two-person households, households with children, households with seniors and group households with unrelated people living together.*
- H.III.f *Encourage a supply of rental units in the City to provide housing choice for community members who are not home buyers.*





- H.III.g Expand options within the City Code to allow accessory dwelling units in single family residential areas, in order to meet a variety of housing needs.*
- H.III.h Promote construction of housing types to accommodate the growing senior population, such as senior group housing facilities and individual residences designed for people who would like to “age in place.”*

## 38

The policies in the Land Use Element are part of the City's strategy for providing affordable housing. The Land Use Element calls for the continued growth and development of the Meridian Corridor. The land use designations in the corridor include Town Center, Commercial, Mixed Use Residential and Mixed Residential Moderate. These designations are intended for a mix of uses including higher density housing types that are typically more affordable such as multi-family, rental and senior housing. There is significant capacity for new housing units within these designations, as described in Land Use Element Volume II.

### **Goal H.IV Promote a range of housing costs that are affordable for all community members.**

- H.IV.a Work with public and private sector partners to provide a supply of housing that is affordable for low income and moderate income households in Edgewood.*
- H.IV.b Consider ways to incentivize private developers to build affordable housing, such as density bonuses, height increases, tax incentives and reduced design requirements.*
- H.IV.c 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.*
- H.IV.d Support non-profit organizations that construct and manage affordable housing.*
- H.IV.e Promote the preservation and rehabilitation of the City's existing affordable housing stock, including manufactured homes, apartments and moderately-priced single family homes.*
- H.IV.f Encourage the location of new affordable housing units near community amenities and services, in order to provide low transportation costs for future residents.*
- H.IV.g Encourage energy efficient design features in new affordable housing units, in order to provide low utility costs for future residents.*
- H.IV.h Expand opportunities for affordable housing by ensuring that manufactured housing and modular housing is allowed in all single-family zones, and is not regulated differently than site-built housing.*



*H.IV.i Connect residents to programs that teach financial literacy and that offer homeownership counseling.*

*H.IV.j Consider the impacts of City regulations on housing cost and supply, and take steps to mitigate any negative impacts.*

**Goal H.V Work with community partners to provide housing for special needs populations.**

*H.V.a Work with community and regional partners to understand the demand for special needs housing in Edgewood.*

*H.V.b Support organizations that provide special needs housing in Edgewood.*



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# 05 » TRANSPORTATION

## INTRODUCTION

The intent of the Transportation Element is to guide the development of a transportation system that improves mobility and offers mobility choices for all City citizens. 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 meet City goals and policies. The Element also recognizes the regional nature of the transportation system and the need for continuing interagency coordination.

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Please look for this icon for goals and policies that focus specifically on economic development.

## GROWTH MANAGEMENT ACT AND VISION 2040

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;
- » Level of service (LOS) standards for arterials and public transportation, including actions to bring deficient facilities into compliance;
- » Transportation Demand Management (TDM) strategies; and
- » Identification of intergovernmental coordination efforts.

Additionally, under the Growth Management Act (GMA), development may not occur if the development causes the transportation facility to decline below the City's adopted LOS standard unless existing infrastructure exists or strategies to accommodate the impacts of the development are made within six years of the development. Finally, the Element must include a reassessment strategy to address how the City will respond to potential funding shortfalls.



Freight and Rail Transportation



VISION 2040 was adopted by the Puget Sound Regional Council (PSRC) as the central Puget Sound region's long-range strategy for growth management, the environment, economic development and transportation. While VISION 2040 builds on previous regional plans for the four-county region—including the VISION 2020 and VISION 2030 updates—it also introduces new provisions to guide and coordinate regional and local planning in King, Kitsap, Pierce and Snohomish Counties. Successful implementation of VISION 2040 relies on successful implementation of local comprehensive plans.

## CONTEXT

Edgewood is primarily a residential community with ready-access to employment and shopping 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.

*Transportation Infrastructure in Edgewood*





# GOALS AND POLICIES

## MOBILITY AND CAPACITY



**Goal T.I**      **Develop a safe and efficient street system that accommodates all transportation modes and maximizes people-carrying capacity. Improve the operating efficiency of the existing system and maintain the capacity to adequately serve present and future travel demand.**

**43**

*T.I.a      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.*



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Pedestrian Scaled Landscaping

*T.I.b      Restrict roadway access points and locate driveways on Meridian Avenue E 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.I.c      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.I.d      Coordinate with the Washington State Department of Transportation (WSDOT) and City of Milton to address traffic congestion and circulation issues on Meridian Avenue E and surrounding roadways.*



~~~~~  
Farm Equipment Shares  
Local Roads

*T.I.e      Maintain the City's traffic model to better understand and evaluate the demands on the transportation system from both local and regional land uses and highway improvements.*



## 44



Residential Sidewalk

- T.I.f Design transportation facilities to fit within the context of the built or natural environments in which these facilities are located.*
- T.I.g Assure that transportation systems are appropriately sized and designed to support the land use element, serve the surrounding land uses and minimize the negative impacts of growth.*
- T.I.h Seek input from the public during transportation planning processes.*
- T.I.i Design, construct and operate the transportation system to serve all users safely and conveniently and provide improved access to homes and businesses.*
- T.I.j Consider all transportation modes and mobility for people with special needs in transportation improvement projects.*
- T.I.k Consider improvements that support non-motorized transportation or transit when implementing concurrency.*
- T.I.l Encourage the consolidation of driveways on Meridian Avenue E, Jovita Boulevard E and other arterials during the development review process and implementation of capital projects.*
- T.I.m Use advanced technologies to better manage traffic volumes on Meridian Avenue E and improve the efficiency and coordination of traffic signals.*
- T.I.n Parking on public rights-of-way is a secondary need.*
- T.I.o Protect the transportation system against disaster, develop prevention and recovery strategies and plan for coordinated responses.*

**Goal T.II**

**Develop a transportation system that enhances the delivery and transport of goods and services.**



Delivery and Transport of Goods and Service

- T.II.a Support improved connectivity and access from the City's employment centers to SR 167.*
- T.II.b Improve Meridian Avenue E south of 24th Street E to support safe and efficient truck movement.*
- T.II.c Enforce truck regulations so that heavy vehicles do not utilize City roads, except for local deliveries and services.*



## MULTIMODAL TRANSPORTATION

### **Goal T.III Provide clear and identifiable systems of walkways, sidewalks and trails.**

- T.III.a *Provide a system of trails for pedestrians and bicyclists, consistent with the Parks Plan.*
- T.III.b *Develop a non-motorized transportation system that promotes connectivity between residential developments via pathways, trails and street extensions.*
- T.III.c *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.III.d *Install mid-block pedestrian crossings with appropriate safety measures when conditions warrant.*
- T.III.e *Develop a program to install or upgrade curb ramps at all curbed intersections to meet the Americans with Disabilities Act (ADA) requirements.*
- T.III.f *Work with neighboring jurisdictions and other agencies to ensure that Edgewood's bicycle routes/corridors and designs are compatible and interconnect.*
- T.III.g *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.III.h *Accommodate the needs of bicyclists and pedestrians in the design and construction of all future transportation improvements.*
- T.III.i *Require the installation of sidewalks on both sides of Meridian Avenue E.*

**45**



~~~~~  
Pedestrian Scaled Landscaping  
Improvements at Meridian  
Ave E and 24th St E



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Local Transit

**Goal T.IV Support improved transit coverage and service throughout the region to improve mobility options for Edgewood.**

- T.IV.a Plan to maintain and improve transit coverage and encourage implementation of high-capacity transit options.*
- T.IV.b Enhance bus service connections across county lines and to popular destinations.*
- T.IV.c Consider transit facilities as mitigation for new developments that have probable significant impacts to the transportation system.*
- T.IV.d Support and promote public involvement in Pierce Transit, King County Metro and Regional Transit Authority decision-making.*

**Goal T.V Promote programs to encourage carpooling, transit and non-motorized transportation.**

- T.V.a Work with Pierce Transit to make transit use more attractive to potential and existing customers.*
- T.V.b Encourage Pierce Transit to partner with private land owners to provide for additional parking spaces for transit users in the area.*
- T.V.c 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.V.d Support public and private Travel Demand Management (TDM) programs to promote alternatives to driving alone.*
- T.V.e Encourage new commercial and office developments to provide physical features supportive of carpooling, transit and non-motorized modes of travel.*

**SAFETY**



**Goal T.VI Ensure adequate parking supply.**

- T.VI.a Accommodate parking demand in the most efficient way possible with the minimal number of new parking spaces to meet anticipated demand.*



*T.VI.b Develop off-street parking that is compatible with abutting uses and supports a pedestrian-oriented streetscape.*

*T.VI.c Encourage shared parking, underground parking or parking structures.*

**Goal T.VII Minimize transportation conflicts to ensure safety.**

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

*T.VII.b Maintain and enhance the safety of roads in the City of Edgewood.*

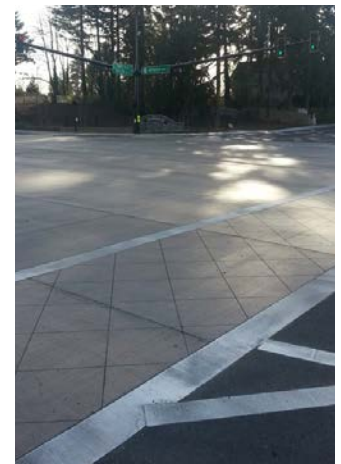
*T.VII.c Improve the safety of roadways by eliminating obstacles to vision, constructing turn lanes, installing improved signage and striping, adding lighting or providing signalization.*

*T.VII.d Designate and maintain Meridian Avenue E as a multimodal roadway, emphasizing pedestrian and traffic safety for the local community.*

*T.VII.e Identify appropriate speed limits on existing and new connecting roadways and identify improvements needed to support safe roadway operation at desired speeds. Provide shoulders and improve sight distances where needed to meet the design standards.*

*T.VII.f 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.*

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Intersection Pavement Treatment  
at Meridian Ave E and Taylor St

## FINANCING

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

*T.VIII.a 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.VIII.b Annually maintain the Transportation Improvement Program (TIP) to demonstrate the medium-range adequacy of transportation revenues and balance project costs against reasonably expected revenue sources.*





- T.VIII.c Develop multimodal level of service (LOS) standards to align with the multi-county planning policies which require standards based upon the movement of people and goods, not vehicles, and encourage development that can be supported by transit.*
- T.VIII.d 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 decrease congestion and enhance mobility;*
  - » *Place a moratorium on development in affected areas;*
  - » *Update the LOS standards to focus on the movement of people and goods instead of only the movement of vehicles; and/or*
  - » *Encourage the mitigation of transportation-related concurrency problems through the use of transit, walking, biking, system efficiencies and transportation system management.*
- T.VIII.e Allocate resources in the City's TIP and Capital Facilities Funding Plan according to the prioritization guidelines listed in the Capital Facilities Element.*
- T.VIII.f 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.VIII.g 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.VIII.h Balance financing of transportation improvements between existing and future users based on the principle of proportional benefit.*



- T.VIII.i Continue to implement the Transportation Impact Fee (TIF) program and annually monitor the program to illustrate how it is being used to support growth.
- T.VIII.j Require that all transportation projects be adequately funded to address all required public safety and design standards.
- T.VIII.k Identify and pursue long-term strategies to obtain grant funding.
- T.VIII.l Support efforts at the state and federal levels to increase funding for transportation systems.
- T.VIII.m Aggressively pursue improvements to the state highways through or near Edgewood. The improvements can include:
- » Traffic management systems with queue spillback detection;
  - » A communications backbone on Meridian Avenue E that can support the installation of ITS devices such as CCTV cameras, video detection, signal interconnect, speed detection and dynamic message signs;
  - » Transit signal priority to improve bus service and reliability;
  - » Capacity increases;
  - » Access control;
  - » High-occupancy vehicle (HOV) lanes or transit enhancements;
  - » Improved pedestrian facilities, such as sidewalks, pedestrian crossings and bus zone improvements;
  - » Advanced traffic signal system that is traffic responsive; and
  - » Street lighting.
- T.VIII.n Develop interlocal agreements with neighboring jurisdictions and other agencies to develop funding sources for transportation improvements.
- T.VIII.o 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.VIII.p Participate in public/private partnerships to finance transportation facilities.



Rail



**Goal T.IX Assign a high priority to meeting the maintenance needs of the transportation system so that it is safe and functional.**

- T.IX.a Inventory and inspect the transportation infrastructure annually.*
- T.IX.b Maintain a pavement management system and identify a sustainable funding source to improve the life-cycle costs of City roadways.*
- T.IX.c Develop a regular maintenance schedule for all components of the transportation infrastructure.*
- T.IX.d Encourage the maintenance and improvement of the street system when addressing the transportation and circulation concerns of the community.*
- T.IX.e Develop strategies necessary to improve public streets to meet applicable road standards.*

**LAND USE AND TRANSPORTATION**



**Goal T.X Maintain a dynamic relationship between transportation and land use along the Meridian Avenue E corridor.**



Meridian Ave E south of 24th St E

- T.X.a Develop a comprehensive Meridian Avenue E corridor study and plan for the segment south of 24th Street E.*
- T.X.b Work to create an interconnected transportation system by requiring new roadway connections consistent with the Comprehensive Plan.*
- T.X.c Increase the visual ambiance along the Meridian Avenue E corridor south of 24th Street E and integrate provisions of complete street policies when possible.*
- T.X.d Support the Regional Growth Strategy provisions when addressing development, including prioritizing investment in mixed use developments along the Meridian Avenue E corridor.*
- T.X.e Encourage parking behind residential and commercial facilities along Meridian Avenue E and landscaping in the front.*
- T.X.f Promulgate programs, such as an adopt-a-road program, to assist in keeping roadsides and trails free of litter.*



**Goal T.XI    Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.**

- T.XI.a        Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.*
- T.XI.b        Support the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking from major parking generators.*
- T.XI.c        Work with residents to encourage the preservation of neighborhood character and safety on residential streets.*

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## ENVIRONMENT

**Goal T.XII    Develop transportation solutions that align with the state and multi-county policies that protect the environment.**

- T.XII.a       Consider the impacts of climate change in the operations of the transportation system and construction of capital projects.*
- T.XII.b       Coordinate with county, regional, state and federal agencies air quality standards to ensure the City's transportation projects and programs conform to state and federal law.*
- T.XII.c       Support the development and implementation of a transportation system that is energy efficient and improves system performance.*



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# 06 » PARKS, RECREATION AND OPEN SPACE

## INTRODUCTION

The Parks, Recreation and Open Space 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).

The element draws its goals and policies from the City of Edgewood's Parks, Recreation and Open Space Plan (PROS Plan). The plan was developed simultaneously with the Comprehensive Plan update and meets the requirements of the Washington State Recreation and Conservation Office (RCO). The 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. Inventory information from the PROS Plan is included in the background information for this Element in Volume II.

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Please look for this icon for goals and policies that focus specifically on economic development.

## GOALS AND POLICIES

### Goal PR.I Provide efficient and effective management of parks resources.

- PR.I.a 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.III.a as a high priority.*
- PR.I.b Explore cost-sharing options to support the park system. These may include but are not limited to:*

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.



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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.I.c

- » A seed fund to provide the local matching funds required for most federal, state, local and private grant sources.
- » User fees for programs or services that primarily benefit individual users.
- » Public-private partnerships to allow enterprise in selected park sites in exchange for support of facility development, in cases where the private enterprise adds value to the existing public benefit of the park.
- » Development regulations such as impact fees and requirements for provision of on-site recreation facilities.

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.
- » 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 care and security.

PR.I.d

Continue to involve community organizations in parks improvement.

PR.I.e

Encourage citizen engagement and ownership of parks.

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

PR.I.f

Recognize public school fields and play areas as a valuable part of the City's park system. Seek opportunities to work with the school districts to enhance the recreational value of these facilities.

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

### **Goal PR.II Encourage public involvement in planning for park and recreation facilities.**

PR.II.a

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



- PR.II.b Periodically review park and recreation preferences, needs and trends through household surveys, public meetings and other public input sources.*
- PR.II.c Utilize the Parks and Recreation Advisory Board (PRAB) and other citizen advisory committees as forums for public discussion of parks and recreation issues.*
- PR.II.d Provide public information regarding parks planning processes through a variety of means (e.g. public notices, bulletins, websites, social media), in order to reach all community members.*

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

Edgewood Parkland



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**Table 2** Level of Service Standards—Acres Per 1,000 People

| ACRES PER 1,000 PEOPLE    |     |
|---------------------------|-----|
| <b>Active Parks</b>       | 5.8 |
| <b>Passive Open Space</b> | 4.1 |



Athletic Field at Edgemont Junior High School



Mortenson Farm

**PR.III.a**

*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 existing undeveloped parkland over acquisition of new parkland.
  - » 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 10-minute walk of all City residents.
- » *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.

**PR.III.b**

*Pursue the following short term priorities for system development:*

- » *Develop existing parkland in order to increase the number of active parks and facilities.*
- » *Acquire new parkland that helps to meet level of service standards and that is affordable to purchase and maintain. This could include parcels in areas west of Meridian Ave E and in Sumner Heights for a neighborhood-scale park (3-15 acres in size).*
- » *Create a signature community park within a ten minute drive of all Edgewood citizens to serve as a community gathering space and celebrate the City's unique rural character.*
- » *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 and Open Space Plan.*

**PR.III.c**

*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 higher-use parks and facilities first.

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

- » The land is linked to a trail system or otherwise easily accessible to the public.
- » The land will create or expand a green belt.
- » The acquisition will help the City to meet the level of service standards outlined in Policy PR.III.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.



Basketball Court at  
Edgemont Park

**Goal PR.IV Ensure park lands and facilities that are actively used by community members are safe and accessible.**

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

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

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

Adopt-a-Park programs give community organizations the opportunity to engage with and take ownership of City parks through activities such as improvement, beautification, enhancement and monitoring.





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

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

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

*PR.V.c Balance the demand for public access with protection of environmentally sensitive areas.*

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



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

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



*PR.V.f 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.*

~~~~~  
 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.

*PR.V.g 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.*

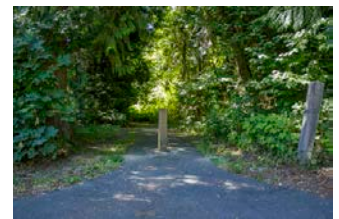
## **Goal PR.VI Build an interconnected system of multi-purpose, non-motorized paths and trails throughout the City that provides access to community facilities and regional transportation networks.**

*PR.VI.a Build on existing non-motorized paths and trails to increase connections between Meridian Ave E, parks, schools and other community facilities.*



- PR.VI.b *Include walking, jogging, horseback and bicycle trails in the design of parks and recreation facilities, where feasible.*
- PR.VI.c *As the system develops, create trail maps and standardized trail signage to mark routes, distances and significant features of interest.*
- PR.VI.d *Coordinate with adjacent jurisdictions to develop and maintain regional trails, such as the Interurban Trail.*
- PR.VI.e *Enlist community organizations to perform trail improvement work.*
- PR.VI.f *Only utilize traditional sidewalks for stretches of the trail system when necessary due to space, environmental constraints or safety concerns.*
- PR.VI.g *With proposed vacation of right-of-way and street improvement plans, consider potential connectivity with existing or proposed trail corridors, parks and neighborhoods.*
- PR.VI.h *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.*

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Trail Access to Nelson Nature Park from Local Neighborhood

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

- PR.VII.a *Encourage community groups to continue to provide recreational programming at park sites.*



- PR.VII.b *As a long term priority, develop an approach for future recreational and cultural programming in Edgewood that serves community members and also supports the City's economic development strategy to promote Edgewood's rural assets and heritage as a destination for intra-regional tourism.*
- » *Explore opportunities to offer programming in conjunction with volunteer organizations, school districts, the private sector and adjoining communities.*
  - » *Evaluate the programming needs 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.VIII 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 the Parks, Recreation and Open Space Element.**

This goal is incorporated throughout the Edgewood Parks, Recreation and Open Space Element. Following is a list of policies that call for opportunities to collaborate with existing and new parks partners.

List of policies:

- |           |            |            |
|-----------|------------|------------|
| » PR.I.b  | » PR.III.d | » PR.VI.d  |
| » PR.I.d  | » PR.III.e | » PR.VI.e  |
| » PR.I.e  | » PR.IV.c  | » PR.VII.a |
| » PR.II.a | » PR.V.e   | » PR.VII.b |
| » PR.II.c | » PR.V.f   |            |



# 07 » UTILITIES

## INTRODUCTION

The Utilities Element 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. Volume II of this Plan contains background information on service providers and the location and capacity of existing and proposed utilities.

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Please look for this icon for goals and policies that focus specifically on economic development.

## GOALS AND POLICIES

**Goal U.I      Ensure the location and design of utility facilities meets the community's needs.**

*U.I.a      Support utility service areas that are consistent with the growth and development patterns outlined in the Comprehensive Plan.*

*U.I.b      Encourage the design, siting, 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.I.c      Encourage utilities and developers to coordinate the placement of new utility lines underground in new developments.*

*U.I.d      Promote the gradual undergrounding of utilities in developed areas, where physically and financially feasible, for instance when streets are improved or areas are redeveloped.*



- U.I.e *Encourage the joint use of utility corridors and facilities; such as transportation right-of-ways, 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.I.f *Provide timely and effective notification for utilities about City construction activities that impact utility corridors and facilities, such as road construction.*
- U.I.g *Work with providers to communicate information to the public about utility system improvements that may impact their properties.*
- U.I.h *Encourage the use of utility corridors for recreation, where appropriate.*

**Goal U.II**

**Support the provision of quality utility services that are reliable, efficient and financially and environmentally sustainable.**

- U.II.a *Work with providers to ensure that utility services meet State standards and the level of service standards outlined in the Capital Facilities Element.*
- U.II.b *Work with providers to ensure that utility services are provided at reasonable rates.*
- U.II.c *Support the timely expansion, maintenance and replacements of utility facilities.*
- U.II.d *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.II.e *Support improvements in utility services that support local businesses and economic development.*
- U.II.f *Encourage public education that reduces demand for utility services.*
- U.II.g *Ensure development standards support energy-efficient building practices.*

Benefits of reducing demand for utility service include conservation of natural resources and deferring the need for new facilities.





## ELECTRIC

*U.II.h Encourage residents to make energy-efficient home improvements.*

## WATER

*U.II.i Protect water supply sources from degradation, through stormwater management and by reducing or eliminating sources of contamination.*

*U.II.j Work in collaboration with water utility providers to improve the efficiency and quality of services.*

## STORMWATER

*U.II.k Utilize Low Impact Development (LID) and other natural drainage solutions, following stormwater best management practices, in order to reduce the risk of failure of stormwater facilities and to improve water quality.*

Failure of stormwater facilities occurs when they receive greater amounts of water than they can contain.

## SANITARY SEWER

*U.II.l Assure that the City's sewer plan is coordinated with and supports the Comprehensive Plan.*

## SOLID WASTE

*U.II.m Promote recycling and home composting.*

## TELECOMMUNICATIONS

*U.II.n 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.II.o Coordinate with natural gas utilities on service improvements and maintenance of current systems.*

## Goal U.III Work with regional partners to address regional utility issues.

*U.III.a Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.*

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Stormwater management on Meridian Ave E



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## 08 » ENERGY

### INTRODUCTION

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An effective plan for energy efficiency and conservation can aid local government by helping to save dollars that would otherwise be used for energy consumption, reducing environmental impacts and providing a focal point for consideration of land use planning, transportation system design, economic development and residential character. Goals and policies in energy plans can incorporate a wide range of topics and types of activities, from educational programs to identification of selected initiatives to a community-wide energy plan.

For the City of Edgewood, this Energy Element is intended to achieve the following objectives:

- » Identify opportunities for the City to incorporate energy efficiency and conservation considerations into the larger context of land use, transportation and economic development planning;
- » Recognize ongoing efforts by the City to promote energy efficiency and conservation, such as the Energy Smart program for small businesses;
- » Supplement existing Comprehensive Plan policies that address low impact development, vegetation and infrastructure measures that can save energy; and
- » Identify aspirational goals for possible future action to promote energy efficiency and conservation.



## GOALS AND POLICIES

### **Goal E.I Promote energy efficiency and conservation through the land use planning and development process.**

- E.I.a When developing long-range plans, consider the energy consequences of the resulting land development patterns.*
- E.I.b Allow flexibility in development regulations that promote energy efficiency and conservation.*
- E.I.c Promote energy conservation through economic development.*

### **Goal E.II Reduce energy used for transportation.**

- E.II.a Promote an efficient transportation system through a compact development pattern.*
- E.II.b Reduce energy use through street and transportation system design.*
- E.II.c Set parking standards and design parking areas to promote energy efficiency.*
- E.II.d Provide viable options to the single occupant vehicle as a means to reducing energy consumption.*

### **Goal E.III Seek opportunities for energy efficiency and conservation at all levels of government.**

- E.III.a Develop a program to maximize energy efficiency in city buildings, facilities and operations.*
- E.III.b Coordinate with federal, state and regional agencies to promote energy conservation.*

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.IV Encourage residential and commercial energy conservation outreach and programs.**

- E.IV.a Provide public outreach and information programs to promote energy conservation.*
- E.IV.b Establish partnerships with local utilities to develop energy efficiency and conservation programs.*
- E.IV.c Encourage and publicize programs that offer incentives and promote energy efficiency and conservation.*

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**Goal E.V Support development and use of renewable energy resources and alternative energy systems.**

- E.V.a Protect solar access to use natural heating and lighting opportunities.*
- E.V.b Create development standards to allow small solar and wind energy facilities in residential and commercial areas.*
- E.V.c Encourage use of renewable fuels when feasible.*
- E.V.d Encourage installation of charging infrastructure for electric vehicles.*
- E.V.e Support and promote programs for reusing and recycling materials.*
- E.V.f Promote urban forestry and landscaping.*

=====

*The orientation of buildings and location of vegetation can have a significant effect on heating and cooling needs.*

=====

*Renewable fuels include solar, biomass, wind and geothermal.*





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# 09 » CAPITAL FACILITIES

## 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, that new development does not decrease level of service below locally established standards and that the City has the ability to pay for needed facilities.

GMA requires that the Capital Facilities Plan 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.

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## GOALS AND POLICIES

**Goal CF.I Provide capital facilities and public services necessary to support existing and new development envisioned in the Land Use Element.**

*CF.I.a Plan capital facilities that have the capacity and are located to serve existing development and future growth planned in the Land Use Element.*

*CF.I.b Provide capital facilities that are the responsibility of the City, including parks, police, surface water management, transportation, wastewater (in portions of the City), city hall and public works.*

*CF.I.c Adopt by reference the capital facilities plans of the following providers of public facilities and services in Edgewood.*

- » *Fire and Rescue: Pierce County Fire District No. 8.*
- » *Schools: Fife School District, Puyallup School District and Sumner School District.*



Edgewood City Hall



Edgewood Fire Department



- » *Transportation: Pierce Transit, Sound Transit and Washington State Department of Transportation.*
- » *Wastewater: Pierce County Public Works & Utilities (Sewer Utility Division), Lakehaven Utility District.*
- » *Water: Mountain View-Edgewood Water Company, City of Milton, Lakehaven Utility District, DeChaux Water Company, City of Sumner.*

**CF.I.d** *Participate in processes for determining the location of capital facilities of regional or statewide importance.*

**CF.I.e** *Ensure appropriate mitigation if Edgewood is selected as a site for a regional or statewide capital facility or is otherwise impacted by a regional or statewide facility's development, expansion or operation.*

**Goal CF.II** **Provide adequate capital facilities that address past deficiencies, meet the needs of growth and enhance the quality of life through acceptable levels of service.**

**CF.II.a** *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, Open Space and Recreation Element.*
- » *Police: Capital facilities to support 0.50 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:*
  - » *As established by the Transportation Element of the Comprehensive Plan for local streets.*
  - » *Accepting the level of service as established for SR-161 and working with the Washington State Department of Transportation and Puget Sound Regional Council to develop partnerships.*
- » *Wastewater: Consistent with the requirements of the General Sewer Plan adopted by the City.*



*CF.II.b 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) not to be less than an overall average utilization rate of 270 gallons per capita per day.*

*CF.II.c 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.II.d 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.II.e 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.II.f Provide capital facilities that achieve the levels of service concurrent with development as defined in City code and Washington State Law.*

**Goal CF.III Ensure that planned capital facilities are financially feasible.**

*CF.III.a 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.*

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Edgemont Junior High School



Hedden Elementary School





Local Transit Station by  
Nyholm Windmill

- CF.III.b Identify the process and actions needed to develop and implement new or increased sources of revenue that are needed to make the CFE financially feasible.*
- CF.III.c Charge impact fees when the City Council determines that new development should pay its proportionate share of the capital facilities that it needs.*
- CF.III.d Use local funding to leverage other resources, such as grants, public/private partnerships and investments by businesses locating in Edgewood.*
- CF.III.e 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.III.f If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, adjust the level of service, the planned growth and/or the sources of revenue to maintain a balance between available revenue and needed capital facilities.*
- CF.III.g Use the City's CIP and TIP as the short-term processes for implementing the long-term CFE.*
- CF.III.h Work with providers of water, sewer, fire protection, schools, library and transit to ensure that their individual plans are financially feasible.*
- CF.III.i Capital improvements that are needed to correct existing deficiencies or maintain existing levels of service should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.*

**Goal CF.IV Design and locate capital facilities with features and characteristics that support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness and sustainability.**

- CF.IV.a Design natural infrastructure into projects whenever feasible to mimic ecological processes and minimize the need for built infrastructure.*
- CF.IV.b Incorporate consideration of physical health and well-being into decisions regarding the location, design and operation of capital facilities.*





- CF.IV.c *Provide capital facilities that support and implement sustainability, reduction of greenhouse gas emissions and environmental stewardship.*
- CF.IV.d *Reduce energy use and consumption of potable water by city buildings and operations, and promote the use of renewable energy sources.*
- CF.IV.e *Use environmentally sensitive building techniques and low impact surface water methods.*
- CF.IV.f *Design capital facilities that are oriented towards and accessible by transit and non-motorized modes of travel.*
- CF.IV.g *Design capital facilities that are adaptable, with flexibility to expand as the City grows.*
- CF.IV.h *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.IV.i *Promote water reuse and water conservation opportunities that diminish impacts on water, wastewater and surface water systems.*
- CF.IV.j *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.*

**Goal CF.V Maintain capital facilities so that they are reliable, functional, safe, sanitary, clean, attractive and financially sustainable.**

- CF.V.a *Maintain public spaces and capital facilities and enhance their appearance.*
- CF.V.b *Use schedules and plans for replacement of capital facilities upon completion of their useful lives.*
- CF.V.c *Provide capital facilities that minimize operating and maintenance costs of the facility.*



**Volume I**

Introduction  
Natural Environment  
Land Use  
Community Character  
Housing  
Transportation  
Parks, Recreation & Open Space  
Utilities  
Energy  
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# VOLUME II

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# 01 » NATURAL ENVIRONMENT

## BACKGROUND INFORMATION

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### OVERVIEW

Historically, Edgewood was primarily an agricultural and wooded area. Since incorporation, the City has been becoming increasingly urban. Most of the city area is located on an 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 topographic depressions throughout the City, locally known as “potholes”. Natural areas within the City include the potholes, steep slopes, ravines, natural reserves, wetlands, streams, native growth easements and stands of mature trees. These areas are found on both private and public property.

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

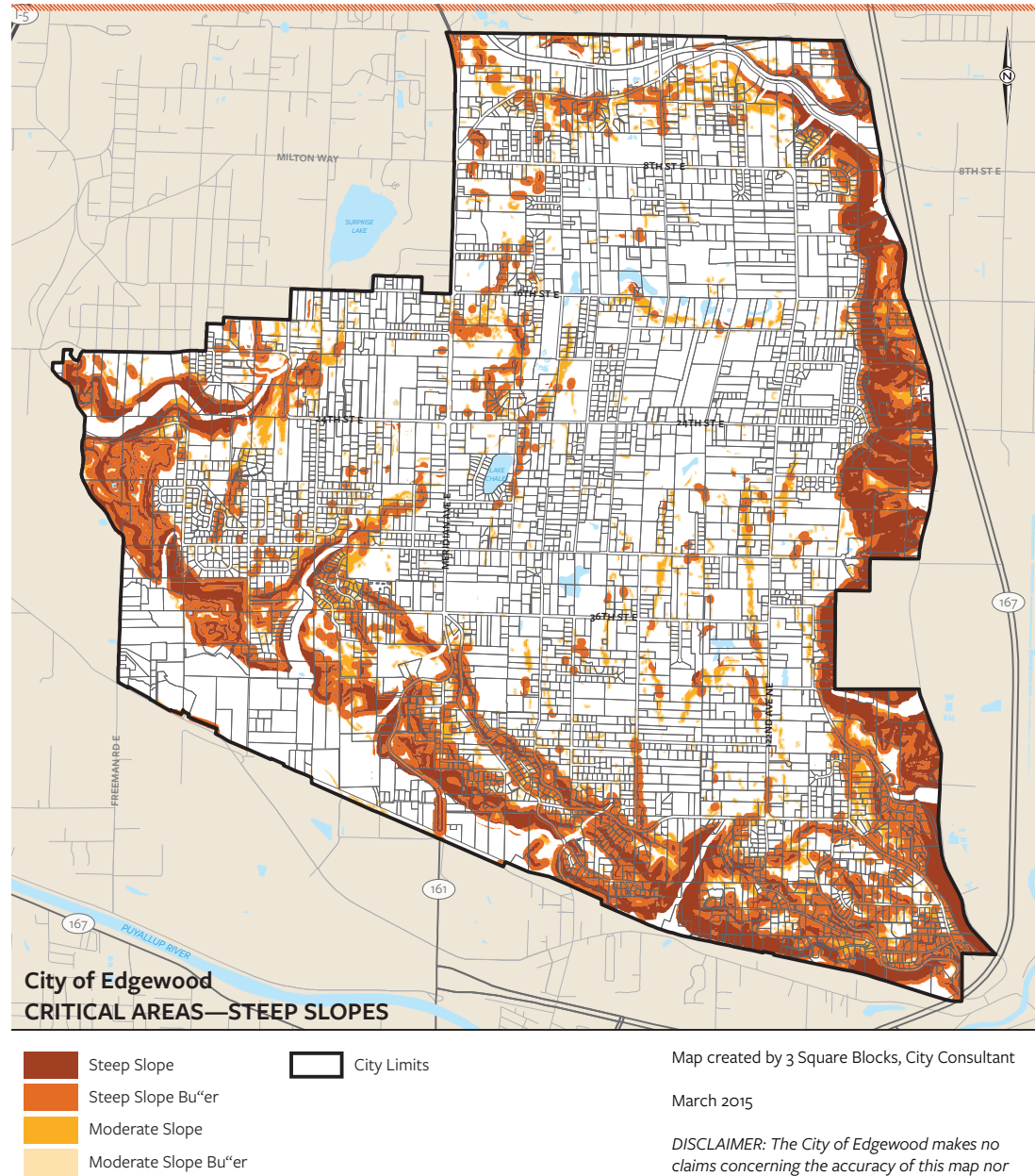
### CRITICAL AREAS

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 4, Figure 5 and Figure 6. Identification of additional critical areas is an ongoing process.





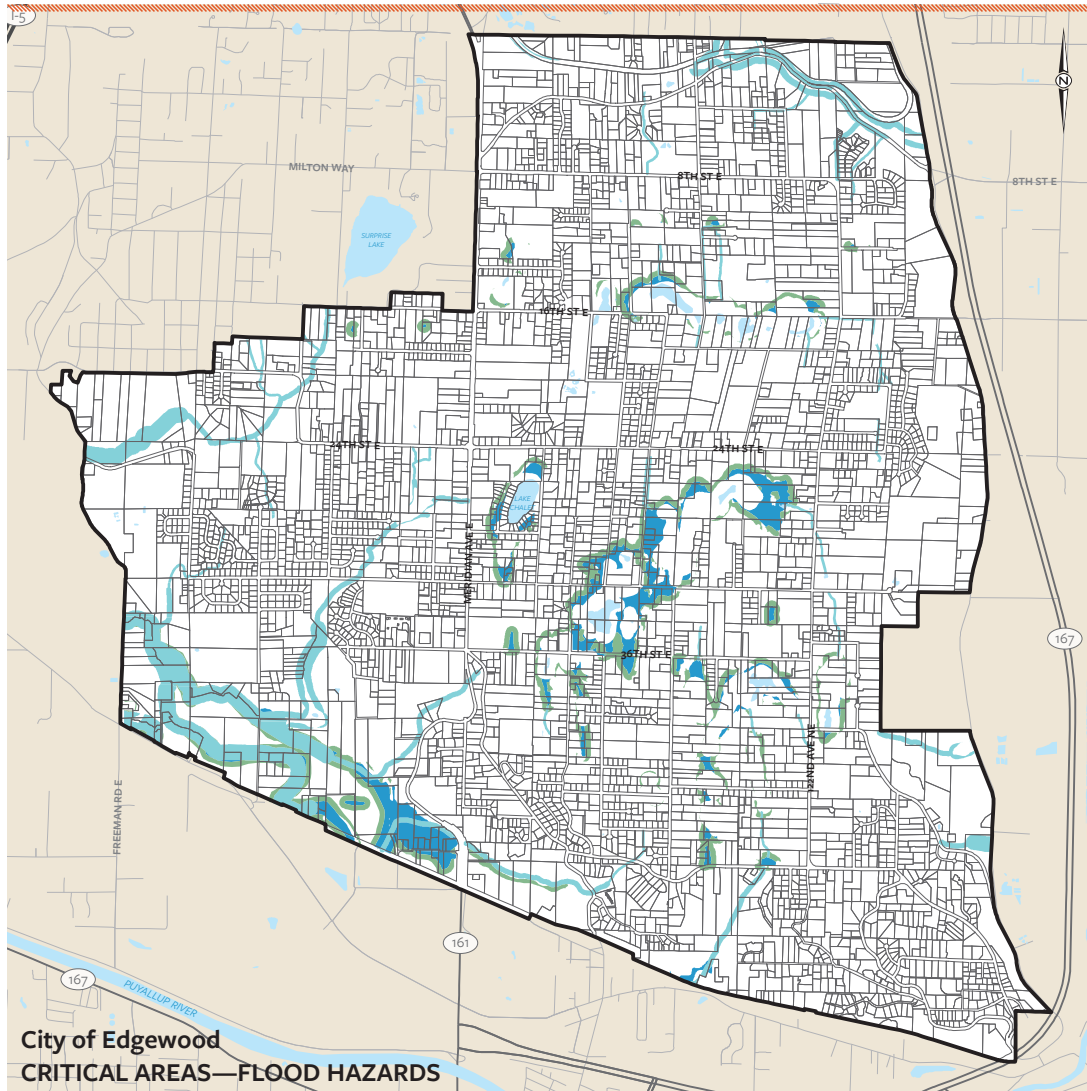
**Figure 4** Critical Areas—Steep Slopes



0 0.25 0.5 miles



**Figure 5** Critical Areas—Flood Hazards



- Stream Bu'er
- Frequently Flooded
- Flood Bu'er
- City Limits

Map created by 3 Square Blocks, City Consultant

March 2015

*DISCLAIMER: The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.*

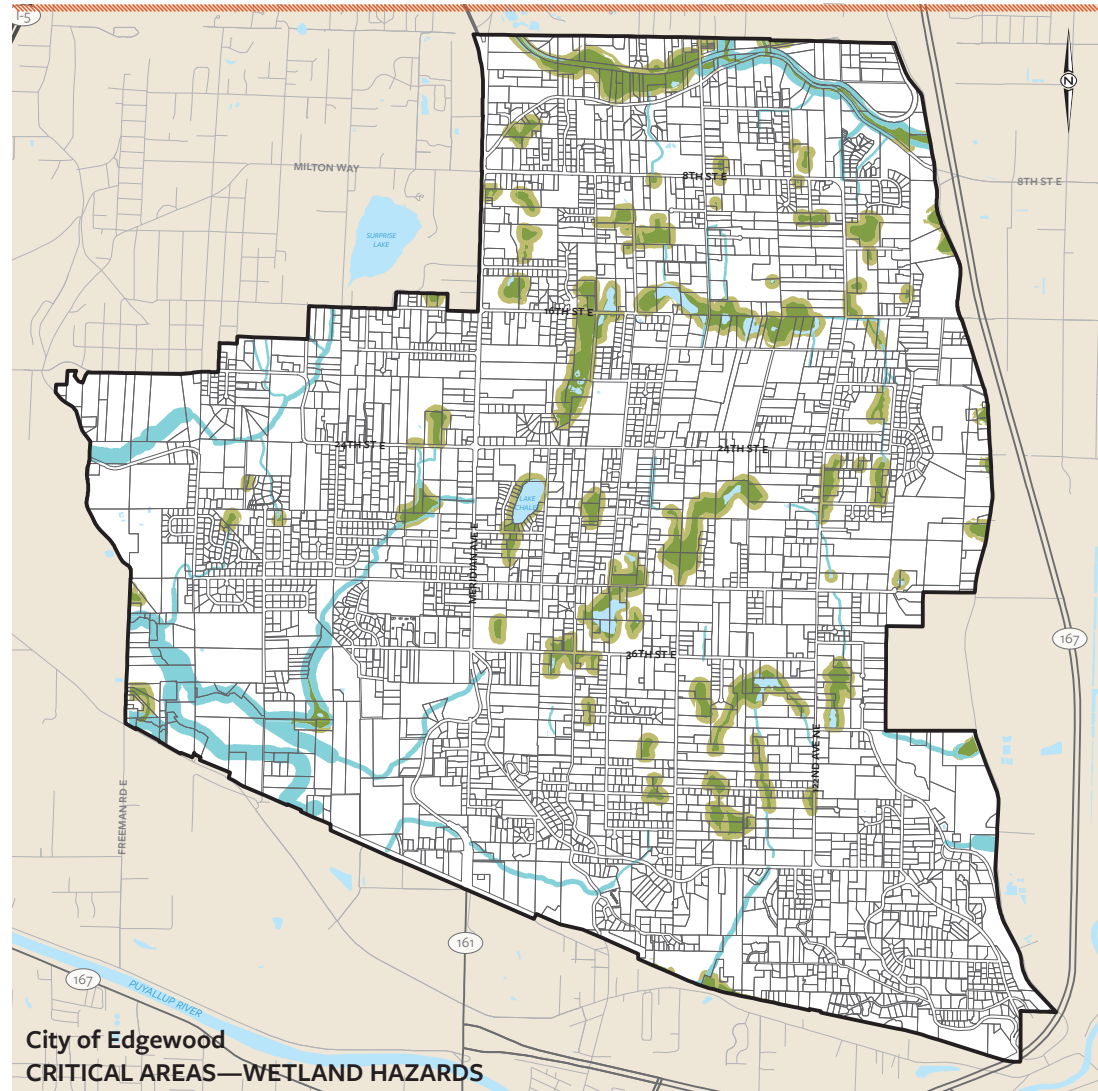


0 0.25 0.5 miles



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**Figure 6** Critical Areas—Wetland Hazards



- Stream Buffer
- Wetland
- Wetland Buffer

City Limits

Map created by 3 Square Blocks, City Consultant

March 2015

*DISCLAIMER: The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.*



0 0.25 0.5 miles



## 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. Everett, Indianola and Neilton soils have low runoff potential and high infiltration rates. Puyallup soil has moderately low runoff potential and moderate infiltration rates. Alderwood and Sultan soils have moderately high runoff potential and low infiltration rates. Briscot, Kapowsin, Shalcar and Snohomish soils have high runoff potential and low infiltration rates. Many exceptions to these classifications exist.

### *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, January 1997). The SWMP documented the observed presence of landslide features, soil conditions that are conducive to landslides and slope inclination.



### *Seismic and Volcanic Mudslide Hazards*

Seismic hazard areas are those areas subject to severe risk of earthquake damage as a result 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. Some soils will actually 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 found on steep slopes and larger lots are important resources that should be preserved. Trees help stabilize soil on steep slopes and act as barriers to wind and sound. 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 migrant and resident wildlife. 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 salmon species regulated under the Endangered Species Act. Forest cover also protects riparian habitat by allowing water temperatures to stay cool.

Aerial photos show that the Community is a mosaic of various types of vegetation. 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 our City.

The process of urbanization results in the conversion of habitat areas to other uses. The loss of certain types of habitat can have significant, 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.

## AIR QUALITY

One of the basic characteristics of a livable city is clean air. Numerous federal, state, regional and local 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. Local and regional components must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions and 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 include degradation of visibility and deposit of soot and other particulate matter on homes and other property.

The City seeks long-term strategies to address air quality problems, not only on the local level, but 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. These include the Edgewood Bowl, the 108th Avenue pothole, the 114th Avenue pothole, the 122nd Avenue pothole, the Surprise Lake pothole and many smaller potholes. Creeks within the City include Jovita, Simons, Wapato East, Wapato West and Surprise Lake Creek. Year round water bodies consist of Lake Chalet and the creeks. Nearby Surprise



Lake, located within the City of Milton, is a drainage basin for some areas within the City Limits of Edgewood.

The surface drainage system of the City of Edgewood also includes floodplains. Floodplains are identified on the Flood Insurance Rate Maps (FIRMs) for Edgewood that are prepared by the Federal Emergency Management Agency (FEMA). These maps illustrate the predicted flood area in a 100-year and 500-year storm event. The City has designated the 100-year flood hazard areas as frequently flooded areas.

As development continues in Edgewood, it will affect stormwater quality and 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*

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 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 issues.



## Wetlands

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 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 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.

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 Growth Management Act 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.



## 02 » LAND USE

### BACKGROUND INFORMATION

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The Growth Management Act (GMA) requires that cities provide a comprehensive plan with a Land Use Element to designate the proposed categories and intensities of uses of land. The GMA further specifies that the Land Use Element be 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. Consistent with this legislative intent, the Washington Administrative Code (WAC) identifies features of a land use element as listed below. These features may be located in the land use element or other elements of a comprehensive plan.

- » 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 2040 and Pierce County Countywide Planning Policies (CPPs) were consulted as part of the Land Use Element update. Feedback provided at community meetings also provided key direction for updating the Land Use Element and helped to inform the update of the City's Official Future Land Use Map.

### EXISTING CONDITIONS

#### *Natural Environment*

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





Lake Chalet is located in west-central Edgewood. Four perennial creeks flow through the City: Jovita Creek, Surprise Lake Creek, Simons Creek and Wapato Creek. Wetlands are found adjacent to these creeks and throughout the City. 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.

The topography and hydrology of the City of Edgewood influence land use. 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 8.41 square miles or 5,382 acres. 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 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.

The Washington State Department of Ecology's 2010 land use dataset provides a rough estimate of the proportions of existing land uses in Edgewood. Table 3 shows the acreage for existing land uses based on the state's data.

### *Growth Targets*

The state sets targets for the amount of growth counties will accommodate within the next twenty years, and counties and cities work together to allocate that growth in a way that makes sense. Edgewood's 2030 growth target was established by the Pierce County Countywide Planning Policies and adopted by Pierce County Council. For this comprehensive plan, the City extended the adopted 2030 growth targets to 2035. Edgewood's 2008 population of 9,595, used for the purpose of forecasting to 2030, is essentially the same as the latest (2013) US Census population estimate for Edgewood of 9,591. The lack of growth in Edgewood over the past several years is likely largely due to the economic recession and it is reasonable to assume that the city will experience growth over the next 20 years in a manner consistent with the assumptions



**Table 3** Existing Land Use

| LAND USE CATEGORY                       | ACREAGE                       | PERCENT OF TOTAL CITY ACREAGE |
|-----------------------------------------|-------------------------------|-------------------------------|
| <b>Single-Family</b>                    | <del>3,152</del> <u>3,080</u> | <del>58.6%</del> <u>57.2%</u> |
| <b>Multi-Family</b>                     | <del>246</del> <u>250</u>     | 4.6%                          |
| <b>Retail</b>                           | <del>33</del> <u>34</u>       | 0.6%                          |
| <b>Services</b>                         | <del>84</del> <u>85</u>       | 1.6%                          |
| <b>Industrial</b>                       | <del>168</del> <u>3</u>       | <del>0.3%</del> <u>1.5%</u>   |
| <b>Civic</b>                            | 9                             | 0.2%                          |
| <b>Parks &amp; Open Space</b>           | 111                           | 2.1%                          |
| <b>Schools</b>                          | 56                            | 1.0%                          |
| <b>Utilities</b>                        | 41                            | 0.8%                          |
| <b>Resource Lands</b>                   | 303                           | 5.6%                          |
| <b>Unimproved Lands</b>                 | 883                           | 16.4%                         |
| <b>All Other Uses (Including Roads)</b> | 448                           | 8.3%                          |

Note: Acreage numbers are based on the Washington State Department of Ecology's 2010 draft land use GIS dataset. The dataset includes over 50 separate categories of land use, the ones shown here are more general categories developed by 3 Square Blocks.

established in the Pierce County Countywide Planning Policies. Under this assumption, the adopted 2030 growth target is also an appropriate 2035 growth target and has been assumed in this plan. These targets are shown in Table 4. If growth accelerates in Edgewood, the City recognizes that there may be a need to update these targets.

### Land Use Capacity

Based on a land use capacity analysis conducted by the City in 2011 and updated in 2015 [and 2018](#) (see Appendix I), Edgewood has adequate capacity to meet assigned growth targets. Land capacity analysis is a tool for determining whether growth targets can be met within a city using existing zoning designations. The 2011 analysis incorporated deductions for public facilities and critical areas; took into account updated residential capacity for the MUR, C and TC zoning designations; and also incorporated City staff recommendations for revising the acreage information for gross developable acres in all categories of zoning designations in the City that were included in the Pierce County Buildable Lands Report. In most zoning designations, the updated gross developable acres inventory was greater than the amount estimated in the Buildable Lands Report, resulting in greater capacity than in that report. There have been some minor developments in the City since 2011, but nothing that would significantly affect the findings of the land capacity analysis. The City currently has a number of pipeline projects that are likely to be built in the next few years; these were not taken into account because they will contribute to future growth.

**Table 4** City of Edgewood Growth Targets

| GROWTH TARGET CATEGORY | 2035   |
|------------------------|--------|
| <b>Population</b>      | 13,700 |
| <b>Housing</b>         | 6,003  |
| <b>Employment</b>      | 3,094  |



In 2015, the City updated the 2011 land capacity analysis to reflect area-wide rezones done in association with the Comprehensive Plan update. Table 5 and Table 6 show findings from the updated land capacity analysis. Table 5 shows the City's net developable acres per zoning designation. Table 6 summarizes existing housing and employment capacity in comparison to the City's 2035 assigned growth targets. The City of Edgewood has adequate capacity to meet assigned growth targets. Furthermore, the City's mixed use zoning districts allow flexibility to provide more employment capacity and less residential capacity, if needed. The land capacity analysis assumed a certain percentage of new mixed use development would provide space for residential uses and a certain percentage would provide space for employment uses. The assumed percentages were within a range allowed by the City and could be adjusted.

**Table 5** Estimated Net Developable Acres per Zoning Designation

| ZONING DESIGNATION          | NET DEVELOPABLE ACREAGE |
|-----------------------------|-------------------------|
| Single Family 2 (SF-2)      | 665                     |
| Single Family 3 (SF-3)      | <del>472</del> 440      |
| Single Family 5 (SF-5)      | 25                      |
| Mixed Residential 1 (MR-1)  | 43                      |
| Mixed Residential 2 (MR-2)  | 24                      |
| Town Center (TC + TCDO)     | <del>38</del> 43        |
| Commercial (C)              | 403                     |
| Mixed Use Residential (MUR) | 75                      |
| Business Park (BP)          | 20                      |
| Industrial (I)              | <del>73</del> 5         |

**Table 6** Comparison of Growth Targets and Available Capacity

|               | EXISTING    | 2035 TARGET | AVAILABLE CAPACITY     | SURPLUS                     |
|---------------|-------------|-------------|------------------------|-----------------------------|
| Housing Units | 3,814 units | 6,003 units | <del>5,744</del> units | <del>3,555</del> 3681 units |
| Employment    | 1,191 jobs  | 3,094 jobs  | 2,308 jobs             | <del>405</del> 1158 jobs    |

### Land Use Map

The City's Official Land Use Map (Figure 3) shows the future shape of the community and how its essential components will be distributed. The Land Use Map includes a Special Land Use Study Overlay. The City is planning to study the feasibility of changing land use designations in this area. The overlay consists of approximately ~~150~~87 acres



located in the southwest Edgewood. The area is currently designated for residential uses. Existing land uses include a mix of residential, agricultural, commercial/industrial and vacant land. Factors that have led to interest in redesignation of land uses in the overlay area include: nearby industrial development, support for local job creation, and changes in the economics of small-scale farming activities practiced in the area.

## Current Zoning

The City has eleven zoning designations. The total acreage for each of the City's zoning designations is summarized in Table 7. The purpose of each of the zoning designations is described on the following pages.

**Table 7** Acreage in Current Zoning Designations

| ZONING DESIGNATION              | ACRES                 | PERCENT OF TOTAL CITY ACREAGE |
|---------------------------------|-----------------------|-------------------------------|
| Single Family 2 (SF-2)          | 2,016                 | 37.5%                         |
| Single Family 3 (SF-3)          | <del>2,311</del> 2239 | <del>42.9</del> 41.6          |
| Single Family 5 (SF-5)          | 46                    | 0.8                           |
| Mixed Residential 1 (MR-1)      | 101                   | 1.9                           |
| Mixed Residential 2 (MR-2)      | 69                    | 1.3                           |
| Town Center (TC)                | <del>81</del> 86      | <del>1.5</del> 1.6            |
| Commercial (C)                  | 82                    | 1.5                           |
| Mixed Use Residential (MUR)     | 126                   | 2.3                           |
| Business Park (BP)              | 32                    | 0.6                           |
| Industrial (I)                  | <del>17</del> 84      | <del>0.3</del> 1.6            |
| Public (P)                      | 177                   | 3.3                           |
| Unzoned Areas (Including Roads) | 325                   | 6                             |

## Single Family

The City has three single family zoning designations. SF-3 and SF-5 are the primary residential zoning designations. SF-2 is 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. Permitted uses in single family zoning designations include: residential uses (e.g. single family detached dwellings, modular homes, group homes, manufactured homes), civic uses (e.g. daycare, open space, religious assembly), utility uses, as well as some minor commercial uses such as lodging and funeral services.

## Mixed Residential

There are two mixed residential zoning designations. The purpose of MR-1 and MR-2 is to provide for moderate residential density using a variety of urban housing types such



as small-lot detached dwellings, duplexes and townhouses. The same types of uses are permitted in mixed residential zoning designations as in single family residential zoning designations, with the addition of multi-family dwellings and senior housing facilities.

### Mixed Use

There are four mixed use zoning designations. The Town Center (TC) zoning designation is intended to reflect a unique local character and rural roots. It 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. The Commercial (C) zoning designation provides a visual and functional transition between the town center and adjacent zoning designations. While commercial development is emphasized, this zoning designation also allows light industrial and multifamily housing. The Mixed Use Residential (MUR) zoning designation accommodates a range of medium density residential housing types as well as some commercial uses and professional office uses. The Business Park (BP) zoning designation 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 an Industrial (I) zoning designation that provides 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 City has a Public (P) zoning designation that provides 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. Permitted uses in the public zoning designation include: civic uses (e.g. schools, parks, open space, safety services, public services), utility uses, office uses and recreation uses.

### *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.





# APPENDIX IA: 2015 UPDATE— LAND CAPACITY REVIEW

## INTRODUCTION

In 2011, the City prepared a Land Capacity Review that was based on the methodology established in the Pierce County Buildable Lands Report prepared in 2007, but updated specific assumptions related to acreage and residential land capacity assumptions, including:

- » Updated residential capacity for the Mixed Use Residential (MUR), Commercial (C), and Town Center (TC) zones; and
- » Revised acreage information for gross developable acres in all categories.

A memo summarizing the methodology used for the 2011 Land Capacity Review and the findings of that review follows in Appendix Ib.

## 2035 COMPREHENSIVE PLAN UPDATE & ANNUAL COMPREHENSIVE PLAN AMENDMENTS

As part of the 2035 Comprehensive Plan Update, the City of Edgewood conducted area-wide rezones to address parcels that contained two different zoning designations (also referred as split-zone parcels) in the area along both sides of the Meridian Corridor and on the north side of 24th Street East. In order to reflect existing uses and to ensure regular zoning boundaries, some adjacent parcels were also included in this action.

In 2018, two site-specific rezone requests were approved as part of the City's annual Comprehensive Plan amendments. This included twelve (12) tax parcels that were rezoned from Single-Family 3 to Town Center (5.16 acres) and Industrial (66.71 acres).

In order to assess the impact of the area-wide and site-specific rezones on the City's land capacity, gross acreage of the vacant or under-developed properties within the affected area was estimated using the methodology described in

**Table 8** Net Change in Land Area by Zone Resulting from 2015 Area-Wide Rezones

| ZONING CATEGORY                    | NET CHANGE (ACRES) | ZONING CATEGORY               | NET CHANGE (ACRES)               |
|------------------------------------|--------------------|-------------------------------|----------------------------------|
| <b>Commercial (C)</b>              | +8.26              | <b>Business Park (BP)</b>     | +1.36                            |
| <b>Mixed Use Residential (MUR)</b> | +21.97             | <b>Single Family 5 (SF-5)</b> | +17.04                           |
| <b>Mixed Residential 2</b>         | -8.26              | <b>Single Family 3 (SF-3)</b> | <del>-40.37</del> <u>+112.24</u> |
| <b>Town Center (TC)</b>            | <u>+5.16</u>       | <b>Industrial (I)</b>         | <u>+66.71</u>                    |

Source: City of Edgewood, 3 Square Blocks (2105)

1 Gross developable acres include all vacant, underdeveloped and redevelopable lands. Vacant lands are parcels without an established structure or land use, including agricultural and resource lands. Underdeveloped land includes large parcels within residential districts that have an existing single-family residence that may be further subdivided and existing single-family residences that are located within commercial districts. The redevelopable land category applies to multi-family development and commercially zoned properties containing buildings of economic viability.

It should be noted that, for the purpose of the analysis conducted for the area-wide rezones, the assessment of gross developable acres was made by City staff and the Pierce County Assessor-Treasurer Department was not consulted.



Appendix 1b and data from the City's Geographic Information System (GIS). Based on this review, the total net change to land in the affected zones is summarized in Table 8.

Based on these acreage amounts and the methodology established in Appendix IB: Land Capacity Review, updated residential and employment land capacity tables were prepared to reflect the area wide rezone. Table 9 and Table 10, below, summarize the impacts of the proposed area-wide rezone on residential and employment capacity, respectively. Shaded rows indicate changes to the 2011 Land Capacity Review tables.

Overall, the proposed area-wide rezones would increase residential capacity by ~~169,295~~ units, or about three percent of the City's total residential capacity, compared to the 2011 capacity estimate. Employment capacity would increase by ~~248,100~~ jobs, or 12 percent of the City's total employment capacity, compared to the 2011 capacity estimate.

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**Table 9** 2015 UPDATE: Estimated Residential Capacity: 2007 Pierce County Developable Land Inventory

| ZONING CATEGORIES          | GROSS DEVELOPABLE ACRES    | TOTAL CONSTRAINED ACRES   | NET ACRES                | UNAVAILABLE FOR DEVELOPMENT | ADJUSTED NET ACRES        | DWELLING UNITS         |
|----------------------------|----------------------------|---------------------------|--------------------------|-----------------------------|---------------------------|------------------------|
| SF 2                       | 1566.53                    | 632.64                    | 933.89                   | 268.49                      | 665.40                    | 1,331                  |
| SF 3                       | <del>111,691</del> 1039.82 | <del>448,954</del> 409.57 | <del>662,746</del> 30.25 | <del>190,541</del> 82.42    | <del>472,204</del> 447.83 | <del>1,416</del> 1,343 |
| SF 5                       | 58.61                      | 16.64                     | 34.94                    | 10.04                       | 24.90                     | 125                    |
| MR 1                       | 100.47                     | 40.57                     | 59.90                    | 17.22                       | 42.68                     | 171                    |
| MR 2                       | 55.38                      | 25.70                     | 33.01                    | 9.49                        | 23.52                     | 188                    |
| MUR                        | 83.08                      | 28.23                     | 49.53                    | 12.38                       | 37.15                     | 892                    |
| C                          | 26.63                      | 9.42                      | 15.88                    | 3.96                        | 11.91                     | 571                    |
| TC                         | <del>48,975</del> 4.13     | <del>19,782</del> 0.34    | <del>29,193</del> 3.79   | <del>730</del> 7.76         | <del>21,902</del> 6.03    | <del>105</del> 11,249  |
| Total Residential Capacity |                            |                           |                          |                             |                           | <del>5,744</del> 5,870 |

Source: Pierce County Buildable Lands Report, 2007. City of Edgewood, and 3 Square Blocks, 2015.

**Table 10** 2015 UPDATE: Estimated Employment Capacity: 2007 Pierce County Developable Land Inventory

| ZONING CATEGORIES         | GROSS DEVELOPABLE ACRES | FUTURE CAPITAL FACILITIES | UNAVAILABLE FOR DEVELOPMENT | ADJUSTED GROSS ACRES   | EMPLOYMENT             |
|---------------------------|-------------------------|---------------------------|-----------------------------|------------------------|------------------------|
| MUR                       | 55.39                   | 1.05                      | 9.36                        | 44.98                  | 871                    |
| C                         | 39.95                   | 0.76                      | 7.09                        | 32.50                  | 630                    |
| TC                        | <del>20,982</del> 6.14  | <del>0,400</del> 0.50     | <del>4,354</del> 8.1        | <del>16,522</del> 0.83 | <del>320</del> 404     |
| BP                        | 23.70                   | 0.45                      | 2.37                        | 21.33                  | 413                    |
| I                         | <del>13,948</del> 0.65  |                           | <del>6,971</del> 3.94       | <del>6,976</del> 6.71  | <del>747</del> 44      |
| Total Employment Capacity |                         |                           |                             |                        | <del>2,308</del> 3,061 |

Source: Pierce County Buildable Lands Report, 2007. City of Edgewood, and 3 Square Blocks, 2015.



## APPENDIX IB: LAND CAPACITY REVIEW

In order to document the available information on 2011 land capacity in the City of Edgewood, the City has prepared this interim review of land capacity, based largely on the Pierce County Buildable Lands Report.<sup>1</sup> This review estimates land capacity under two different scenarios. In the first scenario, residential capacity for the Mixed Use Residential (MUR), Commercial (C), and Town Center (TC) zones has been updated to reflect increased residential densities in these zones adopted in 2011 (see Table 12 assumptions on the following page). The gross developable acres inventory data used in the 2007 Buildable Lands Report serves as the basis for the review in this scenario.

In the second scenario, the review also includes updated residential capacity for the MUR, C and TC zones. In addition, the review includes revised acreage information for gross developable acres in all categories of zoning designations in the City of Edgewood. In most zones, the gross developable acres inventory is greater than the amount estimated in the Buildable Lands Report, resulting in greater capacity than contained in that report.

In both scenarios, the review is based on the methodology contained in the Buildable Lands Report. As part of a future comprehensive plan update, the City will review, confirm and reconcile updated information and assumptions to best reflect current conditions in the City of Edgewood. On an interim basis, this information is intended to provide an updated picture of 2011 land capacity in the City.

Table 11, below, summarizes existing housing and employment capacity in comparison to the City's 2022 assigned growth targets, assuming both the land use inventory

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<sup>1</sup> Pierce County. *Pierce County Buildable Lands Report*. September 2007. <http://www.co.pierce.wa.us/xml/services/home/property/pals/pdf/blreport07.pdf>.

**Table 11** Comparison of Growth Targets and Available Capacity

|                                                         | EXISTING                 | 2022 TARGET <sup>2</sup> | AVAILABLE CAPACITY | SURPLUS/(DEFICIT) |
|---------------------------------------------------------|--------------------------|--------------------------|--------------------|-------------------|
| <b>I. 2007 Pierce County Developable Land Inventory</b> |                          |                          |                    |                   |
| <b>Housing Units</b>                                    | 3,814 units <sup>1</sup> | 5,437 units              | 3,756 units        | 2,133 units       |
| <b>Employment</b>                                       | 1,191 jobs <sup>2</sup>  | 1,431 jobs               | 1,065 jobs         | 825 jobs          |
| <b>II. Adjusted Developable Land Inventory</b>          |                          |                          |                    |                   |
| <b>Housing Units</b>                                    | 3,814 units <sup>1</sup> | 5,437 units              | 5,575 units        | 3,952 units       |
| <b>Employment</b>                                       | 1,191 jobs <sup>2</sup>  | 1,431 jobs               | 2,060 jobs         | 1,820 jobs        |

Source: Pierce County Buildable Lands Report, 2007. City of Edgewood, 2011.

1. Washington Office of Financial Management. 2010 official estimate. <http://www.ofm.wa.gov/pop/april1/hseries/default.asp>.

2. Pierce County Buildable Lands Report, 2007



base assumed in the 2007 Pierce County Buildable Lands Report and the revised City inventory data. As shown in this table, the City of Edgewood has adequate capacity to meet assigned growth targets. A more detailed description of these estimates follows in this paper.

## METHODOLOGY OVERVIEW

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### *Residential Capacity*

The methodology used in the Pierce County Buildable Lands Report has been assumed in this land capacity review. Using this approach, the estimated residential capacity is generated through an estimate of gross developable residential acres. Deductions in the gross land area are taken to account for land constraints and market factors. An average residential density is applied to the net available acres to arrive at an estimated housing capacity. Specific assumptions for each table are included below and the 2007 Pierce County Buildable Lands Report should be consulted for a detailed description of all assumptions and methodology.

### *Employment Capacity*

The methodology used in the Pierce County Buildable Lands Report has been assumed in this land capacity review. Using this approach, the estimated employment capacity is generated through an estimate of gross developable commercial and industrial acres. Deductions in land area are taken to account for future public facilities and market factors. An average employee per gross acre is applied to arrive at an estimated employment capacity. Specific assumptions for each table are included below and the 2007 Pierce County Buildable Lands Report should be consulted for a detailed description of all assumptions and methodology.

## LAND CAPACITY: 2007 PIERCE COUNTY DEVELOPABLE LAND INVENTORY

As shown in Table 12, assuming the 2007 Pierce County developable land inventory, the City of Edgewood's residential capacity is estimated at 3,756 dwelling units, including units in dedicated residential and mixed use zones.

As shown in Table 13, assuming the 2007 Pierce County developable land inventory, the City of Edgewood's employment capacity is estimated at 1,065 jobs.



**Table 12** Estimated Residential Capacity: 2007 Pierce County Developable Land Inventory

| ZONING CATEGORIES <sup>5</sup>    | GROSS DEVELOPABLE ACRES <sup>1</sup> | TOTAL CONSTRAINED ACRES <sup>2</sup> | NET ACRES | UNAVAILABLE FOR DEVELOPMENT <sup>3</sup> | ADJUSTED NET ACRES | DWELLING UNITS <sup>4</sup> |
|-----------------------------------|--------------------------------------|--------------------------------------|-----------|------------------------------------------|--------------------|-----------------------------|
| <b>SF 2</b>                       | 811.93                               | 399.81                               | 412.12    | 118.47                                   | 293.65             | <b>708<sup>6</sup></b>      |
| <b>SF 3</b>                       | 847.78                               | 303.34                               | 544.44    | 156.52                                   | 387.96             | <b>1,377<sup>6</sup></b>    |
| <b>SF 5</b>                       | 25.59                                | 6.98                                 | 18.61     | 5.34                                     | 13.27              | <b>66</b>                   |
| <b>MR 1</b>                       | 62.02                                | 27.55                                | 34.47     | 9.89                                     | 24.58              | <b>98</b>                   |
| <b>MR 2</b>                       | 87.23                                | 40.69                                | 46.54     | 13.37                                    | 33.17              | <b>265</b>                  |
| <b>MUR</b>                        | 8.47                                 | 183                                  | 6.64      | 1.66                                     | 4.98               | <b>120</b>                  |
| <b>C</b>                          | 20.1                                 | 9.8                                  | 10.3      | 2.57                                     | 7.73               | <b>37<sup>1</sup></b>       |
| <b>TC</b>                         | 26.88                                | 6.02                                 | 20.86     | 5.21                                     | 15.65              | <b>75<sup>1</sup></b>       |
| <b>Total Residential Capacity</b> |                                      |                                      |           |                                          |                    | <b>3,756</b>                |

Source: Pierce County Buildable Lands Report, 2007. City of Edgewood, 2011.

- Gross developable acres include all vacant, underdeveloped, and redevelopable lands. Vacant lands are parcels without an established structure or land use, including agricultural and resource lands. Underdeveloped land includes large parcels within residential districts that have with an existing single-family residence that may be further subdivided and existing single-family residences that are located within commercial districts. The redevelopable land category applies to multi-family development and commercially zoned properties containing buildings of questionable economic viability. This category of land was identified using assessed value information from the Pierce County Assessor-Treasurer Department. Developed properties which had a land value greater than the value of improvements were placed into the appropriate redevelopable lands category. (Buildable Lands Report, Table 6—City of Edgewood)
- Constrained lands include a deduction for roads (9.8%), critical areas (based on parcel specific data), and parks/open space (11%). (Buildable Lands Report, Table 4—City of Edgewood)
- This is a reduction in recognition that property owners may not want to sell or further develop the land in the next twenty years. There are various reasons for this to occur, including personal use, economic investment, and sentimental relationship with their surrounding environment. To account for this, a proportion of the available land, ranging from 25 to 75% was subtracted from the net available acres. A higher percentage was assumed for properties categorized as either underdeveloped or redevelopable. This correlates with a higher uncertainty for the redevelopment of existing developed properties. This deduction also includes a 5% reduction for non-residential uses in residential zones. (Buildable Lands Report, Table 4—City of Edgewood)
- Total dwelling units were estimated by multiplying the assumed density for each zone by the adjusted net acres. For mixed use zones, 40% of the total land available in the Commercial(C) zone is assumed as residential, 60% of total land available in the Mixed Use Residential (MUR) zone is assumed as residential and 70% of total land available in the Town Center (TC) zone is assumed as residential. The gross acres shown in Table 12 represent these proportions. (Buildable Lands Report, Table 4—City of Edgewood)
- Assumed densities for these zones are:
 

|      |               |     |                |
|------|---------------|-----|----------------|
| SF 2 | 2 units/acres | MUR | 24 units/acres |
| SF 3 | 3 units/acres | C   | 48 units/acres |
| SF 5 | 5 units/acres | TC  | 48 units/acres |
| MR 1 | 4 units/acres |     |                |
| MR 2 | 8 units/acres |     |                |
- In addition to total housing units based on density, this estimates adds in additional housing units to represent vacant parcels that will not be further subdivided, but may be developed with a single family dwelling unit. (Buildable Lands Report, Table 8—City of Edgewood)





**Table 13** Estimated Employment Capacity: 2007 Pierce County Developable Land Inventory

| ZONING CATEGORIES                | GROSS DEVELOPABLE ACRES <sup>1</sup> | FUTURE CAPITAL FACILITIES <sup>2</sup> | UNAVAILABLE FOR DEVELOPMENT <sup>3</sup> | ADJUSTED GROSS ACRES <sup>4</sup> | EMPLOYMENT <sup>5</sup> |
|----------------------------------|--------------------------------------|----------------------------------------|------------------------------------------|-----------------------------------|-------------------------|
| <b>MUR</b>                       | 5.65                                 | —                                      | 1.54                                     | 4.11                              | <b>80</b>               |
| <b>C</b>                         | 30.16                                | 2.5                                    | 10.49                                    | 17.17                             | <b>332</b>              |
| <b>TC</b>                        | 11.53                                | —                                      | 4.36                                     | 7.17                              | <b>139</b>              |
| <b>BP</b>                        | 28.84                                | —                                      | 6.14                                     | 22.7                              | <b>440</b>              |
| <b>I</b>                         | 13.94                                | —                                      | 6.97                                     | 6.97                              | <b>74</b>               |
| <b>Total Employment Capacity</b> |                                      |                                        |                                          |                                   | <b>1,065</b>            |

Source: Pierce County Buildable Lands Report, 2007. City of Edgewood, 2011.

1. Gross developable acres include all vacant, underdeveloped, and redevelopable lands. Vacant lands are parcels without an established structure or land use, including agricultural and resource lands. Underdeveloped land includes large parcels within residential districts that have with an existing singlefamily residence that may be further subdivided and existing single-family residences that are located within commercial districts. The redevelopable land category applies to multi-family development and commercially zoned properties containing buildings of questionable economic viability. This category of land was identified using assessed value information from the Pierce County Assessor-Treasurer Department. Developed properties which had a land value greater than the value of improvements were placed into the appropriate redevelopable lands category. (Buildable Lands Report, Table 9—City of Edgewood).
2. Deductions from the inventory for designated or required land needs for future public facilities (Buildable Lands Report, Table 9—City of Edgewood).
3. This is a reduction in recognition that property owners may not want to sell or further develop the land in the next twenty years. There are various reasons for this to occur, including personal use, economic investment, and sentimental relationship with their surrounding environment. To account for this, a range of net area, ranging from 10 to 50% was subtracted from the net available acres. A higher percentage was assumed for properties categorized as either underdeveloped or redevelopable. This correlates with a higher uncertainty for the redevelopment of existing developed properties. (Buildable Lands Report, Table 4—City of Edgewood)
4. The adjusted gross acreage subtracts out land required for future public facilities and allows for a market reduction. It is assumed that 100% of the remaining land is available for commercial or industrial development.
5. Total employment is estimated based on an assumed employment density for commercial and industrial uses. For commercial uses (MUR, C, TC and BP zones) an average density of 19.37 employees per acre is assumed. For industrial uses (I zone) an average density of 11.15 employees per acre is assumed. For mixed use zones, 60% of the total land available in the Commercial(C) zone is assumed as commercial, 40% of total land available in the Mixed Use Residential (MUR) zone is assumed as commercial and 30% of total land available in the Town Center (TC) zone is assumed as commercial. The gross acres shown in Table 13 represent these proportions. (Buildable Lands Report, Table 4—City of Edgewood)



## LAND CAPACITY: ADJUSTED DEVELOPABLE LAND CAPACITY INVENTORY

As shown in Table 14, assuming the adjusted developable land inventory prepared by the City, the City of Edgewood's residential capacity is estimated at 5,575 dwelling units, including units in dedicated residential and mixed use zones.

As shown in Table 15, assuming the adjusted developable land inventory prepared by the City, the City of Edgewood's employment capacity is estimated at 2,060 jobs.

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**Table 14** Estimated Residential Capacity: Adjusted Developable Land Inventory

| ZONING CATEGORIES <sup>5</sup>    | GROSS DEVELOPABLE ACRES <sup>1</sup> | TOTAL CONSTRAINED ACRES <sup>2</sup> | NET ACRES | UNAVAILABLE FOR DEVELOPMENT <sup>3</sup> | ADJUSTED NET ACRES | DWELLING UNITS <sup>4</sup> |
|-----------------------------------|--------------------------------------|--------------------------------------|-----------|------------------------------------------|--------------------|-----------------------------|
| <b>SF 2</b>                       | 1,566.56                             | 632.64                               | 933.89    | 268.49                                   | 665.40             | <b>1,331</b>                |
| <b>SF 3</b>                       | 1,152.06                             | 465.26                               | 686.80    | 197.46                                   | 489.35             | <b>1,468</b>                |
| <b>SF 5</b>                       | 41.21                                | 16.64                                | 24.57     | 7.06                                     | 17.50              | <b>88</b>                   |
| <b>MR 1</b>                       | 100.47                               | 40.57                                | 59.90     | 17.22                                    | 42.68              | <b>171</b>                  |
| <b>MR 2</b>                       | 63.64                                | 25.70                                | 37.94     | 10.91                                    | 27.03              | <b>216</b>                  |
| <b>MUR</b>                        | 69.90                                | 28.23                                | 41.67     | 10.42                                    | 31.25              | <b>750</b>                  |
| <b>C</b>                          | 23.32                                | 9.42                                 | 13.90     | 3.48                                     | 10.43              | <b>500</b>                  |
| <b>TC</b>                         | 48.97                                | 19.78                                | 29.19     | 7.30                                     | 21.90              | <b>1,051</b>                |
| <b>Total Residential Capacity</b> |                                      |                                      |           |                                          |                    | <b>5,575</b>                |

Source: Pierce County Buildable Lands Report, 2007. City of Edgewood, 2011.

1. Gross developable acres includes all vacant and underdeveloped lands as identified in a 2011 City of Edgewood inventory.
2. Constrained lands include a deduction for roads (9.8%), critical areas (18.43%), and parks/open space (11%). Note that the critical areas deduction differs from that shown in Table 12 and is based on an assumption contained in the Pierce County 2007 Buildable Lands Report. Compared to parcel based information, this assumption is likely low. For example, in the SR 2 zone, the deduction for critical areas in the Buildable Lands Report was 210.9 acres from a base of 811.93 acres, or a deduction of almost 26%. A parcel-specific critical lands deduction was not available for the updated developable land inventory, so the average assumption was applied. This should be considered in a future update of this information. (Buildable Lands Report, Table 4—City of Edgewood)
3. This deduction is consistent with the deduction described in Table 12.
4. Assumptions for dwelling unit estimates are consistent with the assumptions described in Table 12.
5. Assumed densities for these zones are as described in Table 12.



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**Table 15** Estimated Employment Capacity: Adjusted Developable Land Inventory

| ZONING CATEGORIES                | GROSS DEVELOPABLE ACRES <sup>1</sup> | FUTURE CAPITAL FACILITIES <sup>3</sup> | UNAVAILABLE FOR DEVELOPMENT <sup>4</sup> | ADJUSTED GROSS ACRES <sup>5</sup> | EMPLOYMENT <sup>6</sup> |
|----------------------------------|--------------------------------------|----------------------------------------|------------------------------------------|-----------------------------------|-------------------------|
| <b>MUR</b>                       | 46.6                                 | 0.89                                   | 7.88                                     | 37.84                             | <b>733</b>              |
| <b>C</b>                         | 34.99                                | 0.66                                   | 6.21                                     | 28.46                             | <b>551</b>              |
| <b>TC</b>                        | 20.98                                | 0.40                                   | 4.35                                     | 16.52                             | <b>320</b>              |
| <b>BP</b>                        | 22.34                                | 0.42                                   | 3.23                                     | 19.73                             | <b>382</b>              |
| <b>I<sup>2</sup></b>             | 13.94                                | —                                      | 6.97                                     | 6.97                              | <b>74</b>               |
| <b>Total Employment Capacity</b> |                                      |                                        |                                          |                                   | <b>2,060</b>            |

Source: Pierce County Buildable Lands Report, 2007. City of Edgewood, 2011.

1. Gross developable acres includes all vacant and underdeveloped lands as identified in a 2011 City of Edgewood inventory.
2. The City's updated inventory did not include industrial lands, so the information provided in Table 13 has been carried forward here.
3. An average 1.9% deduction for designated or required land needs for future public facilities is assumed. (Buildable Lands Report, Table 4—City of Edgewood)
4. This deduction is consistent with the deduction described in Table 13.
5. The adjusted gross acreage subtracts out land required for future public facilities and allows for a market reduction. It is assumed that 100% of the remaining land is available for commercial or industrial development.
6. Assumed employment is consistent with the assumptions described in Table 13.



## 03 » COMMUNITY CHARACTER

### BACKGROUND INFORMATION

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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 rural 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, industrial and multi-family 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.

The City is planning a number of public projects in the coming years, including improvements to the parks system and transportation systems. This also represents opportunities to enhance community character through attractive public spaces and safe and efficient multi-modal transportation systems.



**Volume II**

Natural Environment

Land Use

**Community Character** ◀

Housing

Transportation

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Utilities

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# 04 » HOUSING

## BACKGROUND INFORMATION

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### HOUSING GROWTH TARGETS

Edgewood's 2030 growth target was established by the Pierce County Countywide Planning Policies and adopted by Pierce County Council. For this comprehensive plan, the City extended the adopted 2030 growth target to 2035. Edgewood's 2008 population of 9,595, used for the purpose of forecasting to 2030, is essentially the same as the latest (2013) US Census population estimate for Edgewood of 9,591. The lack of growth in Edgewood over the past several years is likely largely due to the economic recession and it is reasonable to assume that the city will experience growth over the next 20 years in a manner consistent with the assumptions established in the Pierce County Countywide Planning Policies. Under this assumption, the adopted 2030 growth target is also an appropriate 2035 growth target and has been assumed in this plan. If growth accelerates in Edgewood, the City recognizes that there may be a need to update these targets. Edgewood's growth target is 6,003 housing units. The City currently has about 3,900 housing units and will thus need to add a little over 2,000 new units over the next twenty years. As shown in Table 16, the City has adequate land capacity to meet this target without making any changes to its current zoning designations.

**Table 16** Estimated Residential Capacity by Zoning Category

| ZONING CATEGORY                   | ESTIMATED RESIDENTIAL CAPACITY |
|-----------------------------------|--------------------------------|
| Single Family 2 (SF-2)            | 1,331 new dwelling units       |
| Single Family 3 (SF-3)            | <del>416</del> 1,343           |
| Single Family 5 (SF-5)            | 125                            |
| Mixed Residential 1 (MR-1)        | 171                            |
| Mixed Residential 2 (MR-2)        | 188                            |
| Mixed Use Residential (MUR)       | 892                            |
| Commercial (C)                    | 571                            |
| Town Center (TC)                  | <del>1,051</del> 1,249         |
| <b>Total Residential Capacity</b> | <b><del>5,744</del>5,870</b>   |



## EXISTING HOUSING INVENTORY & DEMAND

The choices people make about where to live and what kind of housing to live in are shaped in part by the City's housing inventory. Edgewood's housing inventory reflects the City's history as a rural community that has become increasingly suburban over time. Single family is the predominant housing type and provides roughly 84 percent of the city's housing units. Edgewood's housing stock is relatively young, with over 80 percent of units built after 1949.

Edgewood has high home values compared to the Pierce County average (Table 17). Despite relatively higher costs, there is demand for homes in the City. Rising home values are an indication of that there is existing unmet demand for homes in Edgewood. According to Zillow, Edgewood home values went up during 2014 and are predicted to rise again in 2015.

**Table 17** Comparison of Tenure and Housing Costs in Edgewood and Pierce County

|                      | MEDIAN<br>HOME VALUE | TOTAL OCCUPIED<br>UNITS | OWNER OCCUPIED<br>UNITS | RENTER OCCUPIED<br>UNITS | MEDIAN<br>RENT | RENTAL VACANCY<br>RATE |
|----------------------|----------------------|-------------------------|-------------------------|--------------------------|----------------|------------------------|
| <b>Edgewood</b>      | \$319,500            | 3,799                   | 79%                     | 21%                      | \$956          | 0%                     |
| <b>Pierce County</b> | \$251,400            | 299,334                 | 62                      | 38                       | 977            | 6                      |

Source: 2008-2012 ACS 5-Year Estimates

The City's monthly rental costs are similar to the Pierce County average. Rental properties make up a small portion of Edgewood's housing inventory; there are four owner occupied units for every renter occupied unit in the City. There is also a zero percent rental vacancy rate. This suggests that there may be unmet demand for rental housing options in Edgewood.

The City has a zero percent rental vacancy rate. This rate is low and suggests that there is unmet demand for rental housing options in Edgewood. The national average for rental vacancy is a little over seven percent. Policies in the Land Use Element are part of the City's strategy for providing multi-family and rental housing. The Land Use Element calls for the continued growth and development of the Meridian Corridor. The land use designations in the corridor include Town Center, Commercial, Mixed Use Residential and Mixed Residential Moderate. These designations are intended for a mix of uses including higher density housing types that are more likely to be offered as rental units than lower density development. There is significant capacity for new housing units within these designations, as described in Land Use Element



Volume II. In addition, the following Housing Element policies support expanded rental options:

- H.III.d 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, cottage housing and garden apartments, in appropriate land use designations.
- H.III.f Encourage a supply of rental units in the City to provide housing choice for community members who are not home buyers.
- H.III.g Expand options within the City Code to allow accessory dwelling units in single family residential areas, in order to meet a variety of housing needs.

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### *Special Needs Housing*

Special needs housing helps to ensure that the needs of all community members are met. It can include low-income housing, financially-assisted housing, group quarters and transitional housing. There is currently a limited amount of special needs housing in Edgewood. One example is the permanent low income housing operated by the nonprofit Mi Casa. The City has recently received permit applications for senior housing developments, suggesting that there is demand for additional special needs housing in the City.

## FUTURE HOUSING DEMAND

Planning for new housing in Edgewood requires an understanding of current conditions and trends in housing demand. Household demographics are key components to housing demand. This includes marital status, whether or not people have children, age, cultural background, health, income level and more.

There are changes underway in Edgewood and across the nation that affect where and how people want to live. These changes include a decrease in households with children, an increase in single person households and an increase in senior households.

As shown in Table 18, between 2000 and 2012 in Edgewood the percentage of households with children decreased by five percent, the percentage of single person households increased by seven percent and the percentage of households with persons over 65 years of age increased by six percent. These demographic changes are correlated with greater demand for housing in urban and mixed use areas that



**Table 18** Comparison of Selected Household Characteristics in 2000 and 2012 in Edgewood

|                                                        | 2000  | PERCENT IN<br>2000 | 2012  | PERCENT IN<br>2012 |
|--------------------------------------------------------|-------|--------------------|-------|--------------------|
| <b>Total households</b>                                | 3,421 | Na                 | 3,799 | Na                 |
| <b>Households with one or more people under 18</b>     | 1,272 | 37%                | 1,195 | 32%                |
| <b>Households with one or more people 65 and older</b> | 671   | 20                 | 999   | 26                 |
| <b>Single person households</b>                        | 605   | 18                 | 958   | 25                 |

Source: 2000 Decennial Census, 2008-2012 ACS 5-Year Estimates

offer immediate access to services, cultural amenities and workplaces, and that are less auto-dependent. The growing senior population is driving demand for new housing options that provide them with access to the resources needed to lead active lifestyles and be involved in the community.

Although these changes are underway, the City's current principal demographic characteristics will continue to influence consumer preferences for housing in the future. For instance, multi-person households make up three fourths of all households in the City. Similarly, households with children make up a third of all households. Even if trends continue, within the next twenty years there will be significant demand for housing stock that is well-suited for multi-person households and households with children.

There was a decrease in overall household size between 2000 and 2012, as well as the size of households that own their own homes (Table 19). This suggests that there may be increasing demand for smaller sized homes. During the same time period, there was a slight increase in the size of households that rent. There may be growing demand for rental units large enough to accommodate families or people living with housemates.

**Table 19** Comparison of Household Size by Household Type, 2000 & 2012

|                                                         | 2000 | 2012 |
|---------------------------------------------------------|------|------|
| <b>Average household size</b>                           | 2.66 | 2.48 |
| <b>Average household size for owner-occupied units</b>  | 2.73 | 2.50 |
| <b>Average household size for renter-occupied units</b> | 2.36 | 2.41 |

Source: 2000 Decennial Census, 2008-2012 ACS 5-Year Estimates



## Demand for Affordable Housing

What is considered affordable varies from household to household. Income is a key determinant of affordability, though other factors such as location and travel costs also come into play. Table 20 provides information about two groups in the community with relatively lower incomes: non-family households and those in poverty. Non-family households include people living alone as well as unrelated people living together as housemates. Households in poverty include both family and non-family households.

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**Table 20** Comparison of Selected Household Characteristics in 2000 and 2013 in Edgewood

|                      | MEDIAN HOUSE-HOLD INCOME | MEDIAN FAMILY INCOME | *MEDIAN NON-FAMILY HOUSEHOLD INCOME | FAMILIES IN POVERTY | TOTAL POPULATION IN POVERTY |
|----------------------|--------------------------|----------------------|-------------------------------------|---------------------|-----------------------------|
| <b>Edgewood</b>      | \$73,807                 | \$88,613             | \$39,813                            | 2% of all families  | 5% of total population      |
| <b>Pierce County</b> | 59,105                   | 69,889               | 38,190                              | 9                   | 12                          |

Source: 2008-2012 ACS 5-Year Estimates

Note: Non-family households are defined as households maintained by a person living alone or with non-relatives only.

There are a number of measures for affordability, but 30 percent of gross annual household income is generally used as a rule of thumb for the amount that a household can spend and still have enough left over for other non-discretionary spending. Households that spend more than this are typically considered cost-burdened.

The City conducted an analysis of cost-burdened households to help understand the need for affordable housing in Edgewood. The results of the analysis are shown in Table 21. Nearly half of households in Edgewood that own homes and have a mortgage are cost-burdened, as are nearly half of households that rent. Sixteen percent of households that own their homes outright are cost-burdened; while this is relatively low in comparison it is still significant. This indicates that there is unmet

**Table 21** Comparison of Cost-Burdened Households\* in Edgewood and Pierce County

|                      | HOUSEHOLD OWNS UNIT WITH A MORTGAGE |                 | HOUSEHOLD OWNS UNIT WITHOUT A MORTGAGE |                 | HOUSEHOLD RENTS UNIT |                 |
|----------------------|-------------------------------------|-----------------|----------------------------------------|-----------------|----------------------|-----------------|
|                      | # Cost-Burdened                     | % Cost-Burdened | # Cost-Burdened                        | % Cost-Burdened | # Cost-Burdened      | % Cost-Burdened |
| <b>Edgewood</b>      | 986                                 | 47%             | 143                                    | 16%             | 322                  | 43%             |
| <b>Pierce County</b> | 60,581                              | 43%             | 6,621                                  | 15%             | 56,269               | 52%             |

Source: 2008-2012 ACS 5-Year Estimates

\*Cost-burdened households are those paying 30 percent or more of their income for housing



need for less expensive housing options in Edgewood. If housing options in the City were more affordable, community members would have more financial flexibility and would arguably have better access to higher quality of life. This is a challenge that faces the entire County, not just the City.

The Pierce County CPPs define affordable housing as “housing affordable to households earning up to 80 percent of the countywide median income.” Table 22 summarizes income levels corresponding to 80, 50 and 30% of Pierce County and City of Edgewood median household incomes. Table 20 summarizes estimated household income distribution for the City of Edgewood.

**Table 22** City of Edgewood and Pierce County Household Income Categories

|                      | <b>MEDIAN<br/>HOUSEHOLD INCOME</b> | <b>80% OF MEDIAN</b> | <b>50% OF MEDIAN</b> | <b>30% OF MEDIAN</b> |
|----------------------|------------------------------------|----------------------|----------------------|----------------------|
| <b>Edgewood</b>      | \$73,807                           | \$59,046             | \$36,904             | \$22,142             |
| <b>Pierce County</b> | \$59,105                           | \$47,284             | \$29,553             | \$17,732             |

Source: 2008-2012 ACS 5-Year Estimates

**Table 23** Estimated City of Edgewood Household Income Distribution

| <b>PERCENT OF PIERCE COUNTY<br/>MEDIAN INCOME</b> | <b>ESTIMATED # OF<br/>HOUSEHOLDS<sup>1</sup></b> | <b>PERCENTAGE OF<br/>HOUSEHOLDS</b> |
|---------------------------------------------------|--------------------------------------------------|-------------------------------------|
| <b>Less than 30%</b>                              | 230                                              | 6%                                  |
| <b>39–50%</b>                                     | 290                                              | 8%                                  |
| <b>50–80%</b>                                     | 630                                              | 16%                                 |
| <b>Greater than 80%</b>                           | 2,650                                            | 70%                                 |

Source: 2008-2012 ACS 5-Year Estimates

<sup>1</sup> Estimated number of households in each income category has been interpolated from the ACS data, based on estimated income levels, ACS income categories and assuming an even distribution of households within each income category. All estimates have been rounded.

The Pierce County Countywide Planning Policies (CPP) provide guidance about the amount of affordable housing Edgewood should strive to achieve. CPP AH-3.3 states, “it shall be the goal of each jurisdiction in Pierce County that a minimum of 25 percent of the growth population allocation is satisfied through affordable housing.” The Pierce County CPPs define affordable housing as “housing affordable to households earning up to 80 percent of the countywide median income.”





Based on Pierce County CPP guidance and assuming Edgewood's 20-year housing target of 2,088 units, Edgewood should strive to achieve a minimum of 547 units that are affordable to households earning no more than 80 percent of Pierce County's median income. In addition, housing need in Edgewood can be estimated based on the income distribution estimates in Table 23. Based on this table, 6% of the City's population earns less than 30% of the Pierce County median income, 8% earns between 30%–50% of the Pierce County median income and 16% earns between 50–80% of the Pierce County median household income. If these estimates are compared to the city's 20-year housing target of 2,088 units, the future affordable housing need in Edgewood can be projected as follows:

- » 125 units affordable to households with an annual income of \$17,732 or less
- » 167 units affordable to households with an annual income between \$17,732 and \$36,904
- » 334 units affordable to households with an annual income between \$36,904 and \$59,046.

Housing Element goals and policies in Volume 1 of this Comprehensive Plan identify a wide range of strategies to promote multi-family, rental and affordable housing in the city, including the following goals and policies:

- H.III.d 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, cottage housing and garden apartments, in appropriate land use designations.
- H.III.f Encourage a supply of rental units in the City to provide housing choice for community members who are not home buyers.
- H.III.g Expand options within the City Code to allow accessory dwelling units in single family residential areas, in order to meet a variety of housing needs.
- H.IV.a Work with public and private sector partners to provide a supply of housing that is affordable for low income and moderate income households in Edgewood.
- H.IV.b Consider ways to incentivize private developers to build affordable housing, such as density bonuses, height increases, tax incentives and reduced design requirements.
- H.IV.c 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.

H.IV.d Support non-profit organizations that construct and manage affordable housing.

H.IV.e Promote the preservation and rehabilitation of the City's existing affordable housing stock, including manufactured homes, apartments and moderately-priced single family homes.

H.IV.j Consider the impacts of City regulations on housing cost and supply, and take steps to mitigate any negative impacts.



# 05 » TRANSPORTATION

## BACKGROUND INFORMATION

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### INVENTORY OF EXISTING TRANSPORTATION FACILITIES AND CONDITIONS

Travel needs within the City of Edgewood are met by a range of transportation facilities and services. 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. The 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 by 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. Non-motorized and transit facilities and services, which use the roadway system, are described in the subsections that follow.

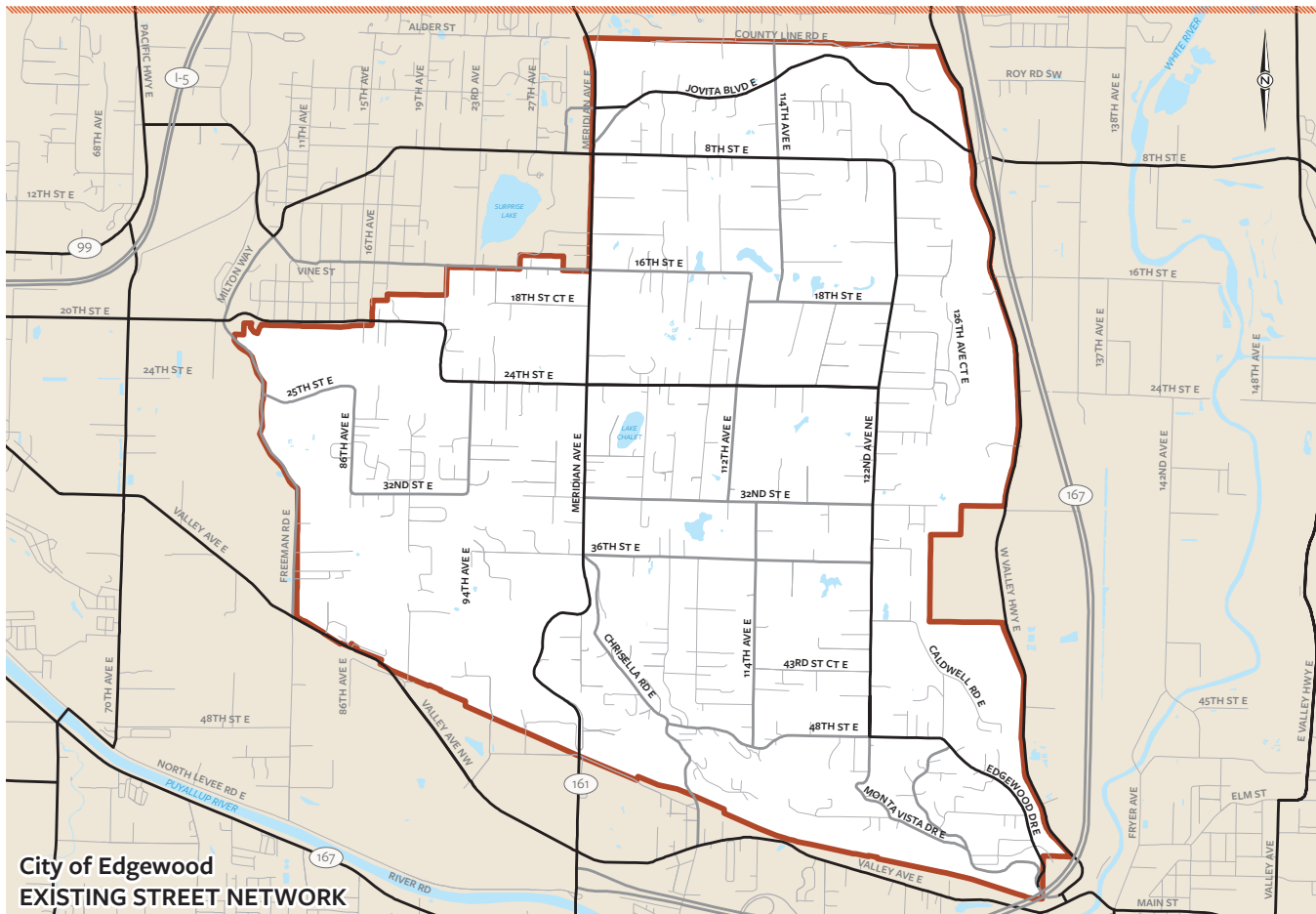
#### *Street Network*

Figure 7 shows the existing state highway and arterial system serving Edgewood. The City is served by several major, minor and local streets.



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**Figure 7** Existing Street Network



- Major Street
- Minor Street
- Local Street
- City Limits

*DISCLAIMER: The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.*

Map created by 3 Square Blocks and Transpo, City Consultants  
February 2015



0 0.25 0.5  
miles



Meridian Avenue E (SR 161) is classified as a Highway of Regional Significance (HRS) by the Puget Sound Regional Council (PSRC). Meridian Avenue E is a key vehicular, transit and truck 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 to the south. This roadway connects to I-5 and Federal Way to the north, and SR 167 and SR 512 to the south in Puyallup. Posted speeds on Meridian Avenue E are typically 35 miles per hour (mph) within the City, increasing to 45 mph near the City limits.

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. Recent improvements on the western terminus of Jovita Boulevard E have moved major vehicle access to SR 161 further north, reducing traffic conflicts with the Meridian Avenue E / 8th Street E (Milton Way) intersection.

Milton Way and 24th Street E are major east-west routes in the western half of the City (or just outside the City) and provide access to Fife, I-5 and other Pierce County points to the west. Both are 2 or 3 lanes wide with posted speeds of 35 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 with posted speed limits of 35 mph and used more by local traffic to access residential areas within the City.

The remainder of the City network is intended for local neighborhood circulation and access to adjacent properties. These local roadways are generally 2 lanes wide with posted speeds between 25 and 35 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 25,000 north of 8th Street E to 17,000 north of 36th Street E (WSDOT, 2013). The major intersections with the most traffic in the PM peak hour are Meridian Avenue E / 8th Street E and Meridian Avenue E / Emerald Street E which process 2,750 and 2,970 vehicle trips during the PM peak hour, respectively. The remaining Meridian Avenue E intersections process about 2,000 trips in the PM peak hour. The Jovita Boulevard E / 114th Avenue E intersection processes about

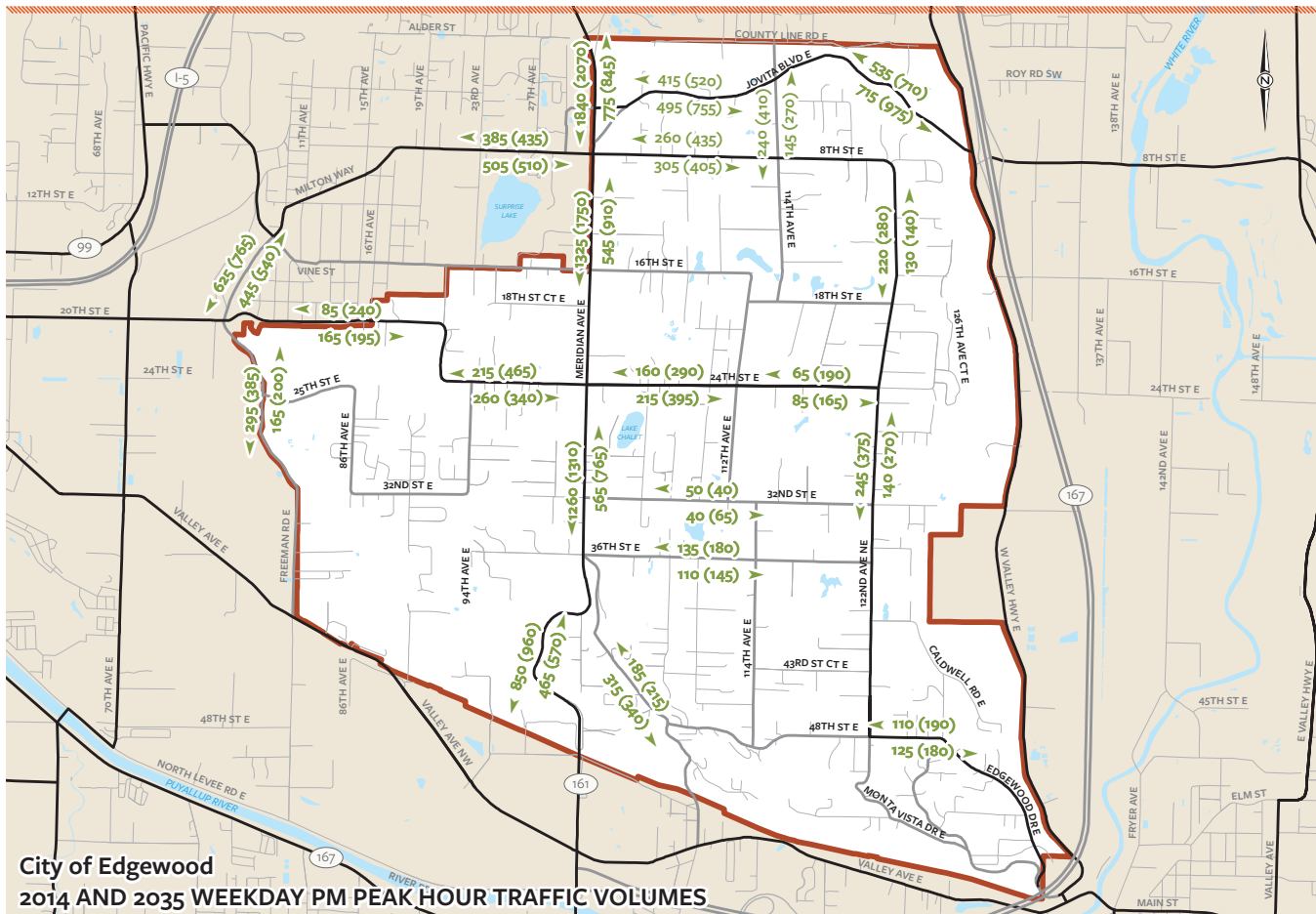


**Volume II**

- Natural Environment
- Land Use
- Community Character
- Housing
- Transportation**
- Parks, Recreation & Open Space
- Utilities
- Energy
- Capital Facilities

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**Figure 8** 2014 and 2035 Weekday PM Peak Hour Traffic Volumes



- XX 2014 Volumes
- (XX) 2035 Volumes
- City Limits

DISCLAIMER: The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.

Map created by 3 Square Blocks and Transpo, City Consultants  
February 2015



0 0.25 0.5  
miles





1,550 trips and the remaining arterial City intersections process between 500 and 1,000 vehicle trips. Existing (2014) PM peak hour traffic volumes at City roadways are shown in Figure 8.

## Traffic Operations

Traffic volumes were used to evaluate existing traffic operations in Edgewood through the evaluation of levels of service (LOS) as defined in Section 4.o Travel Forecasts and Needs Evaluation.

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), 2010. The City's LOS standard is LOS E or better for the Meridian Avenue E corridor consistent with PSRC's adopted standard for HRSs. For intersections off the state highway, LOS D or better is the standard. Table 24 summarizes the level of service at each of the major intersections.

**Table 24** Existing (2014) Weekday PM Peak Hour Intersection Level of Service

| INTERSECTION                         | EXISTING (2014)      |                  |                    |
|--------------------------------------|----------------------|------------------|--------------------|
|                                      | CONTROL <sup>1</sup> | LOS <sup>2</sup> | DELAY <sup>3</sup> |
| <b>Jovita Blvd E / 114th St E</b>    | Signal               | B                | 11                 |
| <b>Meridian Ave E / Emerald St E</b> | Signal               | C                | 31                 |
| <b>Meridian Ave E / 8th St E</b>     | Signal               | C                | 32                 |
| <b>Meridian Ave E / 16th St E</b>    | Signal               | C                | 22                 |
| <b>Meridian Ave E / 24th St E</b>    | Signal               | C                | 22                 |
| <b>Meridian Ave E / 32nd St E</b>    | TWSC <sup>4</sup>    | F                | 121                |
| <b>Meridian Ave E / 36th St E</b>    | Signal               | B                | 19                 |

Source: Transpo Group, 2015

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 movement which is westbound at this intersection

As shown in Table 24, all signalized study intersections operate at LOS C or better. The results reflect recent corridor improvements to Meridian Avenue E between Emerald Street E and 24th Avenue E. Due to higher volumes of traffic along Meridian Avenue E, 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 more than two minutes for the westbound approach.

The City also monitors roadway segment LOS along its minor arterials and collector streets as shown in Table 25. 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 25** Existing (2014) Weekday PM Peak Hour Roadway Segment Level of Service

| SEGMENT                                    | SOUTHBOUND/<br>WESTBOUND <sup>1</sup> |                  | NORTHBOUND/<br>EASTBOUND <sup>2</sup> |     |
|--------------------------------------------|---------------------------------------|------------------|---------------------------------------|-----|
|                                            | V/C RATIO <sup>3</sup>                | LOS <sup>4</sup> | V/C RATIO                             | LOS |
| <b>114th Ave E, south of Jovita Blvd E</b> | 0.24                                  | A                | 0.15                                  | A   |
| <b>8th St E, east of Meridian Ave E</b>    | 0.26                                  | A                | 0.31                                  | B   |
| <b>24th St E, west of Meridian Ave E</b>   | 0.22                                  | A                | 0.26                                  | A   |
| <b>24th St E, east of Meridian Ave E</b>   | 0.16                                  | A                | 0.22                                  | A   |
| <b>24th St E, west of 122nd Ave E</b>      | 0.07                                  | A                | 0.09                                  | A   |
| <b>122nd Ave E, north of 24th St E</b>     | 0.22                                  | A                | 0.13                                  | A   |
| <b>122nd Ave E, south of 24th St E</b>     | 0.25                                  | A                | 0.14                                  | A   |
| <b>32nd St E, west of Meridian Ave E</b>   | 0.05                                  | A                | 0.04                                  | A   |
| <b>36th St E, west of Chrisella Rd E</b>   | 0.14                                  | A                | 0.11                                  | A   |
| <b>48th St E, east of 122nd Ave E</b>      | 0.11                                  | A                | 0.13                                  | A   |
| <b>Chrisella Rd E, south of 48th St E</b>  | 0.32                                  | B                | 0.19                                  | A   |

Source: Transpo Group, 2015

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 movement which is westbound at this intersection

As shown in Table 25, roadway segment volumes are well under capacity, with most segments operating at LOS A and just a couple at LOS B. This indicates that there are few transportation capacity issues off of Meridian Avenue E and Jovita Boulevard E.

### Traffic Safety

A traffic safety review was conducted for several intersections within the City of Edgewood. Collision records for major roadways were provided by WSDOT for a five-year period from 2009 to 2013, which was the latest data available. Collision



records were summarized by intersection, which have the highest concentration of conflict points and where the majority of collisions typically occur.

A review of the historical data from the previous Transportation Element can be useful in identifying historical trends over an extended time frame. Previously, the Meridian Avenue E intersections of Jovita Boulevard E, 8th Street E, 16th Street E and 24th Street E were identified as in need of safety improvements. Since that time, this section of the Meridian Avenue E corridor was widened and improved, therefore the collision data would not be reflective of the recent safety improvements and was not included in the evaluation. As more time passes, collisions in this area should be reevaluated to confirm safety has improved. Other Meridian Avenue E intersections where safety issues were identified were 43rd Avenue NW, 32nd Street E, 36th Street E (and Chrisella Road E) and 102nd Avenue E. No previous collision rates were available for direct comparison with the current evaluation.

Based on the five years of data collected by WSDOT, seven intersections were noted to have the highest number of collisions within the City as shown in Table 26. In addition, collision rates (collisions per one million entering vehicles or MEV) were calculated to better compare locations that have different levels of traffic volumes. Typically, locations with more than 1.0 collisions per MEV are flagged for possible safety improvements. Any collisions on Meridian Avenue E between Emerald Street E and 24th Street E were excluded due to the recent major widening along this section of the corridor.

**Table 26** Collision History Summary

| LOCATION                              | NUMBER OF COLLISIONS |      |      |      |      | TOTAL | ANNUAL AVG. <sup>1</sup> | COLL. PER MEV <sup>2</sup> |
|---------------------------------------|----------------------|------|------|------|------|-------|--------------------------|----------------------------|
|                                       | 2009                 | 2010 | 2011 | 2012 | 2013 |       |                          |                            |
| <b>Jovita Blvd E / 114th Ave E</b>    | 3                    | 3    | 3    | 1    | 1    | 11    | 2.2                      | 0.39                       |
| <b>122nd Ave E / 24th St E</b>        | 1                    | 0    | 1    | 2    | 2    | 6     | 1.2                      | 0.73                       |
| <b>43rd Ave E / Meridian Ave E</b>    | 2                    | 0    | 0    | 0    | 2    | 4     | 0.8                      | 0.14                       |
| <b>32nd St E / Meridian Ave E</b>     | 0                    | 2    | 0    | 0    | 0    | 2     | 0.4                      | 0.06                       |
| <b>36th St E / Meridian Ave E</b>     | 4                    | 2    | 1    | 4    | 2    | 13    | 2.6                      | 0.38                       |
| <b>102nd Ave E / Meridian Ave E</b>   | 3                    | 3    | 1    | 2    | 3    | 12    | 2.4                      | 0.51                       |
| <b>Chrisella Rd E / Karshner Rd E</b> | 1                    | 3    | 3    | 1    | 0    | 8     | 1.6                      | 0.84                       |

Source: WSDOT and Transpo Group, 2015

Notes:

1. Annual Average

2. Collisions per one million entering vehicles (MEV)



Two of the locations with the highest collision rates, 102nd Avenue E / Meridian Avenue E and Chrisella Road E / Karshner Road E, were located at intersections with very minor side-street volumes. These locations have similar geometric characteristics such as being on an uphill grade with limited sight distance due to the vertical profile of the roadway. This resulted in similar types of collisions such as head-on, sideswipe and fixed object. The 102nd Avenue E / Meridian Avenue E intersection was noted previously as a safety concern.

The other location with a higher collision rate, 122nd Avenue E / 24th Street E, has collision types of right-angle and turning, suggesting non-compliance of traffic controls or sight distance issues. This location already has flashing beacons to reinforce the current intersection control.

The only fatality noted in the collision record involved a pedestrian on 86th Avenue E near 32nd Street E. About half of the pedestrian/bicycle collisions were not concentrated in any one location, but occurred in more rural parts of the City with limited street lighting. The other half of pedestrian/bicycle collisions were concentrated in the commercial areas along Meridian Avenue E. However, this area has recently experienced significant improvements such as new sidewalks and street lighting.

### *Freight System*

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads and city streets according to average annual gross truck tonnage they carry as directed by 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, Jovita Boulevard E has the highest classification at T-2, which reflects how this roadway is the only major east-west connection within the six miles between SR 18 and SR 167 (near Puyallup). Meridian Avenue E is classified as T-3 throughout the City. Milton Way, within the City of Milton, is classified as a T-3 or T-4 corridor, depending on location.



## *Non-Motorized Travel System*

Pedestrian and bicycle facilities play a vital role in the City's transportation environment. The non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. 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 increase the use of non-automobile travel modes.

The City of Edgewood has developed a Parks, Open Space and Recreation (PROS) Plan as part of the 2015 Comprehensive Plan update. This Transportation Element highlights the mobility and travel aspects noted in the PROS Plan, including existing conditions as well as planned improvements.

In the northeastern section of the City is the Interurban Trail, which runs roughly parallel to Jovita Boulevard E following Jovita Creek. Near 114th Avenue E, the City has established a trailhead park. 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.

There is an existing Urban Bike and Pedestrian Route along Meridian Avenue E between the north City limits and 24th Street E. Non-motorized facilities were recently improved as part of the Meridian Avenue E widening project. Future plans include extending these type of facilities south to 36th Street E. Signalized intersections and a couple marked mid-block crossings provide safe, non-motorized 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. These 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.

## *Transit System*

Pierce Transit provides transit services to Edgewood via three routes. Route 402 operates along Meridian Avenue E (Federal Way to Puyallup). Route 501 operates along Milton Way and north up Meridian Avenue E (Tacoma to Federal Way). Route 504 circulates through much of Edgewood and connects to Fife. These transit routes generally run every 60 minutes during weekdays, though with limited operating hours. 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.

Three school districts also operate numerous bus routes within the City of Edgewood. These districts are School District No. 3 (Puyallup), School District No. 320 (Sumner) and School District No. 417 (Fife). Most City roads are used for school bus routes. However, routes may change as school populations and service policies shift.

### *City Transportation Programs*

The Capital Improvement Plan (CIP) provides a six-year list of proposed major capital expenditures and associated operating costs for the City. This plan attempts to set funding strategies not only for the current year, but also to project future needs for major construction, land acquisition and equipment needs that improve the cultural environment, capital infrastructure and recreational opportunities for the citizens of Edgewood.

The City's Chip Seal program is designed to maintain the City's road system to the highest condition rating with the funds available using asphalt overlays and surface chip seals. Currently, the asphalt overlays are done in conjunction with Pierce County's countywide overlay projects. The City targets a minimum of \$300,000 annually for this program.

## 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 Growth Management Act (GMA) requires that the transportation planning horizon be at least ten years in the future. The City has adopted 2035 as the forecast year for the Transportation Element, consistent with the Land Use Element.

The City's travel demand model was updated to support the evaluation of future transportation system needs. The 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 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 with 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 Puget Sound Regional Council (PSRC) model.

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### Dwelling Unit Growth

Within the City of Edgewood, the number of residential dwelling units was forecast to grow from 3,763 units (year 2011 data) to 6,985 units by 2035. This represents an annual growth rate of 2.6 percent. The dwelling unit total is higher than the City's growth target (6,003), but better reflects the City's buildable lands inventory.

Approximately 70 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 suburban homes. Approximately 20 percent of the growth will be in the western areas of the City and 10 percent in the east, comprised mostly of traditional single-family housing.

### Employment Growth

Within the City of Edgewood, the number of employees was forecast to grow from 1,379 (year 2011 data) to 3,094 employees by 2035. This represents an annual growth rate of 3.4 percent. This matches the City's adopted employment target.

Approximately 65 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 30 percent of the growth will be in the southwestern areas of the City near the railroad corridor and reflect manufacturing and industrial/warehousing types. The remaining 5 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 2035 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 2035 Baseline scenario includes the following planned improvements (or improvements occurring after the 2012 model development).

- » Meridian Avenue E corridor widening project between Emerald Street E and 24th Street E. This project also includes a new Emerald Street E connection to Meridian Avenue E and a roundabout at Jovita Boulevard E.
- » New traffic signals at Meridian Avenue E / Emerald Street E and Meridian Avenue E / 16th Street E.

The future 2035 Plan scenario includes improvement projects expected to be completed as part of the City's transportation element. The 2035 Plan scenario includes the following long-term improvement projects:

- » All the 2035 Baseline Improvements;
- » Supporting collector street system along the Meridian Avenue E corridor;
- » New roundabout at Meridian Avenue E / 36th Street E that also incorporates Chrisella Road E; and
- » New traffic signals along Meridian Avenue E at 12th Street E, 20th Street E and 32nd Street E.

It should be noted that it was assumed for the forecasting process that the SR 167 freeway would not be extended to I-5 from its current terminus at SR 161. The project is currently unfunded and past modeling efforts, have shown it to positively impact Edgewood with less cut-through traffic. This assumption results in higher traffic volumes along SR 161, resulting in a conservative approach to evaluating needs within the City.

### *Level of Service Standards*

Level of service (LOS) standards establish the basis for the concurrency requirements in the GMA, while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to “adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development” (RCW 36.70A.070(6)(b)). Therefore, setting the



LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Element.

### 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.

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 LOS standard, 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.



## State Highway Level of Service Standards

The City of Edgewood is served by SR 161 which 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 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. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to 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 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 in monitoring levels of service.

### 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 that accounts for the function and use of the roadways into the acceptable operating conditions. 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 level of service shall be calculated based on Highway Capacity Manual 2010 (Transportation Research Board, 2010) or HCM 2010.

The City also recognizes how intersection control (e.g., traffic signals, roundabouts and stop signs) defines level of service. 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 desirable based on the proximity of other current or planned traffic controls as identified in the Transportation Element.

## Roadway

While intersection level of service is an appropriate method for understanding performance along principal arterials such as Meridian Avenue E and Jovita Boulevard E, the City has also established a roadway segment standard. For all minor arterials and collector streets within the City a LOS C or better standard has been established based on a volume-to-capacity (V/C) ratio of 0.80 or less. The V/C ratio ranges are shown in Table 27 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 shall be calculated based on the HCM 2010 methodology.

**Table 27** Level of Service Criteria for Roadway Segments

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

## 2035 Baseline and Plan Evaluation

The travel forecasting model was used to convert the existing (2014) and forecast (2035) land use data into vehicle travel demand growth on City roadways. This growth, combined with 2014 traffic counts, was used to forecast 2035 traffic volumes and travel patterns. A comparison of 2014 and 2035 Baseline traffic volumes is shown in Figure 8 on page 114.

The results of the 2035 Baseline and 2035 Plan scenario operations analyses have been summarized in Table 28 and Table 29. 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.



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**Table 28** Future (2035) Weekday PM Peak Hour Intersection Level of Service

| INTERSECTION                         | EXISTING (2014)   |                  |                   | BASELINE (2035)   |     |       | PLAN (2035)      |     |       |
|--------------------------------------|-------------------|------------------|-------------------|-------------------|-----|-------|------------------|-----|-------|
|                                      | CON. <sup>1</sup> | LOS <sup>2</sup> | DEL. <sup>3</sup> | CON.              | LOS | DELAY | CON.             | LOS | DELAY |
| <b>Jovita Blvd E / 114th St E</b>    | Signal            | B                | 11                | Signal            | C   | 21    | Signal           | C   | 22    |
| <b>Meridian Ave E / Emerald St E</b> | Signal            | C                | 31                | Signal            | E   | 64    | Signal           | E   | 64    |
| <b>Meridian Ave E / 8th St E</b>     | Signal            | C                | 32                | Signal            | E   | 79    | Signal           | E   | 59    |
| <b>Meridian Ave E / 16th St E</b>    | Signal            | C                | 22                | Signal            | E   | 65    | Signal           | C   | 33    |
| <b>Meridian Ave E / 24th St E</b>    | Signal            | C                | 22                | Signal            | E   | 59    | Signal           | D   | 53    |
| <b>Meridian Ave E / 32nd St E</b>    | TWSC <sup>4</sup> | F                | 121               | TWSC <sup>4</sup> | F   | >200  | Signal           | B   | 11    |
| <b>Meridian Ave E / 36th St E</b>    | Signal            | B                | 19                | Signal            | C   | 32    | RAB <sup>5</sup> | B   | 10    |

Source: Transpo Group, 2015

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 worst movement which is westbound at this intersection
5. RAB is Roundabout

**Table 29** Future (2035) Weekday PM Peak Hour Intersection Level of Service

| SEGMENT                                    | SOUTHBOUND/WESTBOUND <sup>1</sup> |                |                 |   |             |   | NORTHBOUND/EASTBOUND <sup>2</sup> |   |                 |   |             |   |
|--------------------------------------------|-----------------------------------|----------------|-----------------|---|-------------|---|-----------------------------------|---|-----------------|---|-------------|---|
|                                            | EXISTING (2014)                   |                | BASELINE (2035) |   | PLAN (2035) |   | EXISTING (2014)                   |   | BASELINE (2035) |   | PLAN (2035) |   |
|                                            | V/C <sup>3</sup>                  | L <sup>4</sup> | V/C             | L | V/C         | L | V/C                               | L | V/C             | L | V/C         | L |
| <b>114th Ave E, south of Jovita Blvd E</b> | 0.24                              | A              | 0.41            | B | 0.42        | B | 0.15                              | A | 0.27            | A | 0.29        | A |
| <b>8th St E, east of Meridian Ave E</b>    | 0.26                              | A              | 0.44            | B | 0.37        | B | 0.31                              | B | 0.41            | B | 0.36        | B |
| <b>24th St E, west of Meridian Ave E</b>   | 0.22                              | A              | 0.47            | B | 0.48        | B | 0.26                              | A | 0.34            | B | 0.26        | A |
| <b>24th St E, east of Meridian Ave E</b>   | 0.16                              | A              | 0.29            | A | 0.28        | A | 0.22                              | A | 0.40            | B | 0.33        | B |
| <b>24th St E, west of 122nd Ave E</b>      | 0.07                              | A              | 0.19            | A | 0.19        | A | 0.09                              | A | 0.17            | A | 0.15        | A |
| <b>122nd Ave E, north of 24th St E</b>     | 0.22                              | A              | 0.28            | A | 0.27        | A | 0.13                              | A | 0.14            | A | 0.14        | A |
| <b>122nd Ave E, south of 24th St E</b>     | 0.25                              | A              | 0.38            | B | 0.36        | B | 0.14                              | A | 0.27            | A | 0.27        | A |
| <b>32nd St E, west of Meridian Ave E</b>   | 0.05                              | A              | 0.04            | A | 0.14        | A | 0.04                              | A | 0.07            | A | 0.11        | A |
| <b>36th St E, west of Chrisella Rd E</b>   | 0.14                              | A              | 0.18            | A | 0.19        | A | 0.11                              | A | 0.15            | A | 0.18        | A |
| <b>48th St E, east of 122nd Ave E</b>      | 0.11                              | A              | 0.19            | A | 0.19        | A | 0.13                              | A | 0.18            | A | 0.19        | A |
| <b>Chrisella Rd E, south of 48th St E</b>  | 0.32                              | B              | 0.34            | B | 0.37        | B | 0.19                              | A | 0.22            | A | 0.23        | A |

Source: Transpo Group, 2015

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.





As shown in 2035 Baseline conditions in Table 28, 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 E or better, which meets the regional LOS E or better standard for the corridor. However, the intersection at Meridian Avenue E / 32nd Street E would continue to operate at LOS F without any additional improvements.

As shown in 2035 Plan conditions in Table 28, most of the major intersections along Meridian Avenue E have delays below 2035 Baseline conditions. These improvements are attributed to the planned collector roadway system along the Meridian Avenue E corridor that allows alternative access points and reduces the need for local circulation trips to use the state highway. This improves operations for both local and regional traffic along the Meridian Avenue E corridor. A traffic signal addresses the operational issues at Meridian Avenue E / 32nd Street E intersection, resulting in LOS B operations. The roundabout at Meridian Avenue E / 36th Street E intersection improves delays, but also improves access to and from Chrisella Road E.

Roadway segment level of service was also evaluated for the City minor arterials and collector streets and is summarized in Table 29.

As shown in Table 29, all roadway segments will continue to operate at LOS B or better for both the Baseline and Plan scenarios and therefore meet the City's LOS C or better standard for roadway segments.

### Other Issues

Operational traffic analysis is one component of the transportation system needs. Other items that have been noted by the City or through the review of the transportation system include:

- » Expand the current urban street improvements along Meridian Avenue E south between 24th Street E and 36th Street E to improve safety for drivers, pedestrians and bicyclists.
- » Continue to improve shoulders and sight distance on City roadways outside the Meridian Avenue E corridor. Priority would be given to those roads identified as pedestrian and bicycle routes.
- » Continue to upgrade substandard rural roadways and create a network of pedestrian walkways.



## 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 demands, anticipated availability of funding resources and the desire of the community to create an efficient 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 30. Figure 9 shows the functional classification for streets within the City.



**Table 30** Roadway Functional Classification Descriptions

| CLASSIFICATION            | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Principal Arterial</b> | 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.                                                                                                                                                                                                                                      |
| <b>Minor Arterial</b>     | 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. Minor arterials may serve any level of traffic volume, but should not utilize quite the total capacity of the roadway.                                                                                                                        |
| <b>Collectors</b>         | Collectors are roadways that provide 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.                                                                                                                                                                                                                                                                                 |
| <b>Local Streets</b>      | 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. |

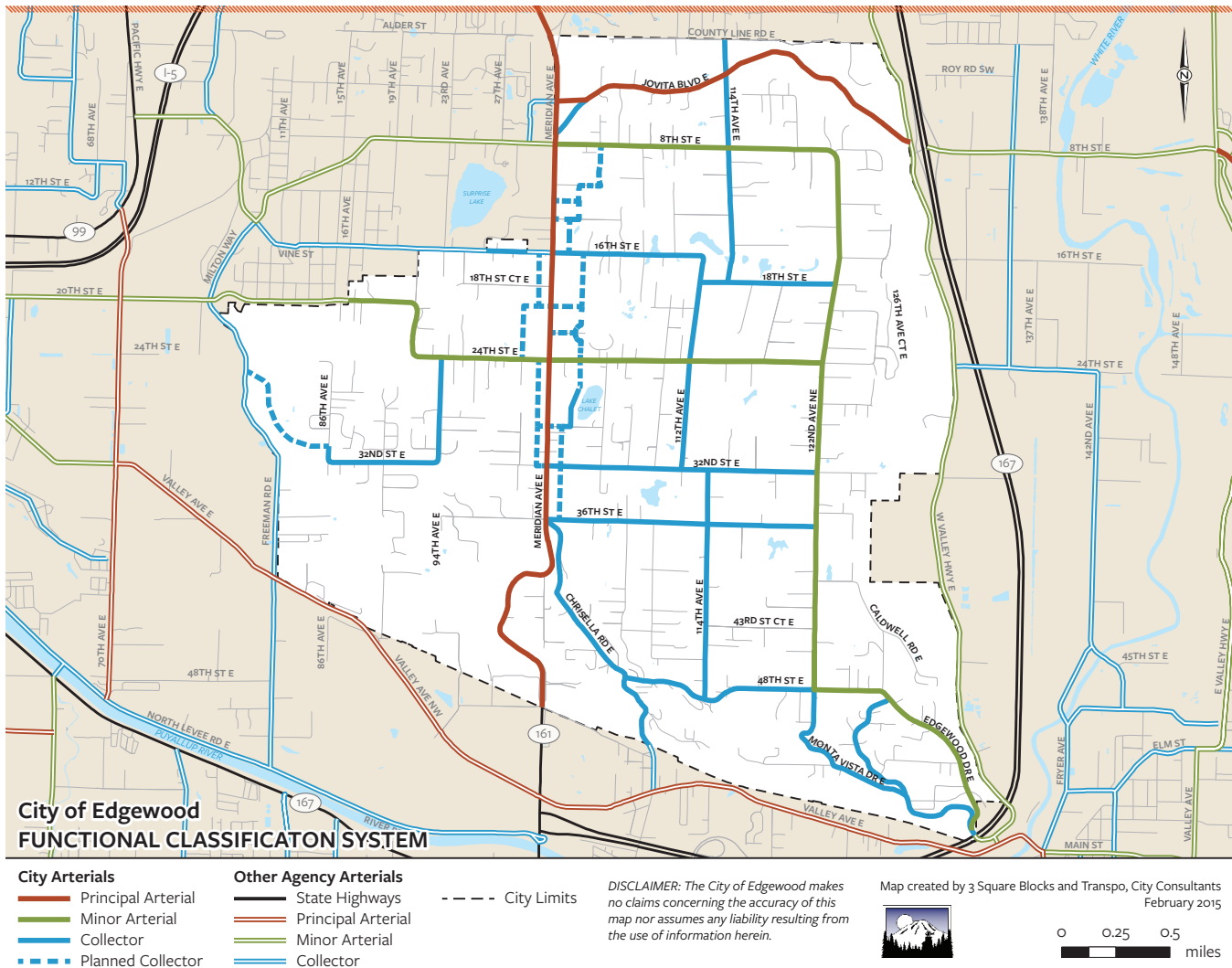


## Volume II

- Natural Environment
- Land Use
- Community Character
- Housing
- Transportation**
- Parks, Recreation & Open Space
- Utilities
- Energy
- Capital Facilities

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**Figure 9** 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 and illustrated in Figure 10 and included as future roadways on the functional classification map.

## Roadways Standards

The City has sought to encourage standardization of 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. The standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities and roadway and intersection radii.

The standards are intended 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 are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City. See City of Edgewood Street Standards (Transportation Manual) for more details.

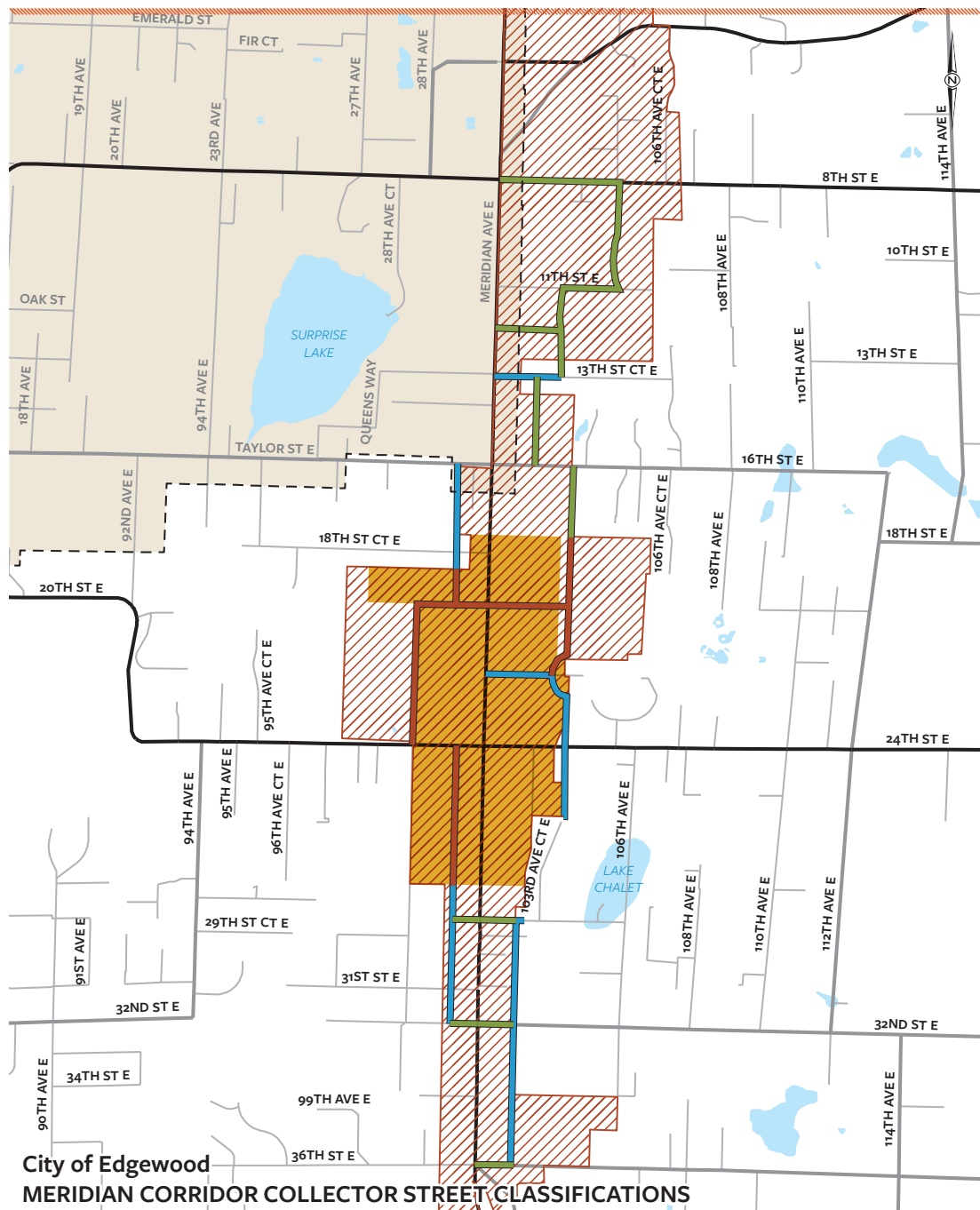
## Transportation Improvement Projects

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 Traffic Projects—upgrading roadways and intersections through safety, capacity or operational improvements
- » Meridian Corridor Projects—build a network of local roadways along the Meridian Avenue E 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 citizen requests.
- » Studies—includes studies to better define improvements to competitively compete for grant revenues.
- » Non-Motorized Projects—includes non-motorized projects primarily focused on completing a system of walkways, including the Multimodal Loop, which adjoin the local street system.



**Figure 10** Meridian Corridor Collector Street Classifications



- Commercial Collector
- Neighborhood Collector
- Town Center Collector
- Town Center
- Meridian Commercial Area
- City Limits

Map created by 3 Square Blocks and Transpo, City Consultants

February 2015

*DISCLAIMER: The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.*



0 0.25 0.5 miles

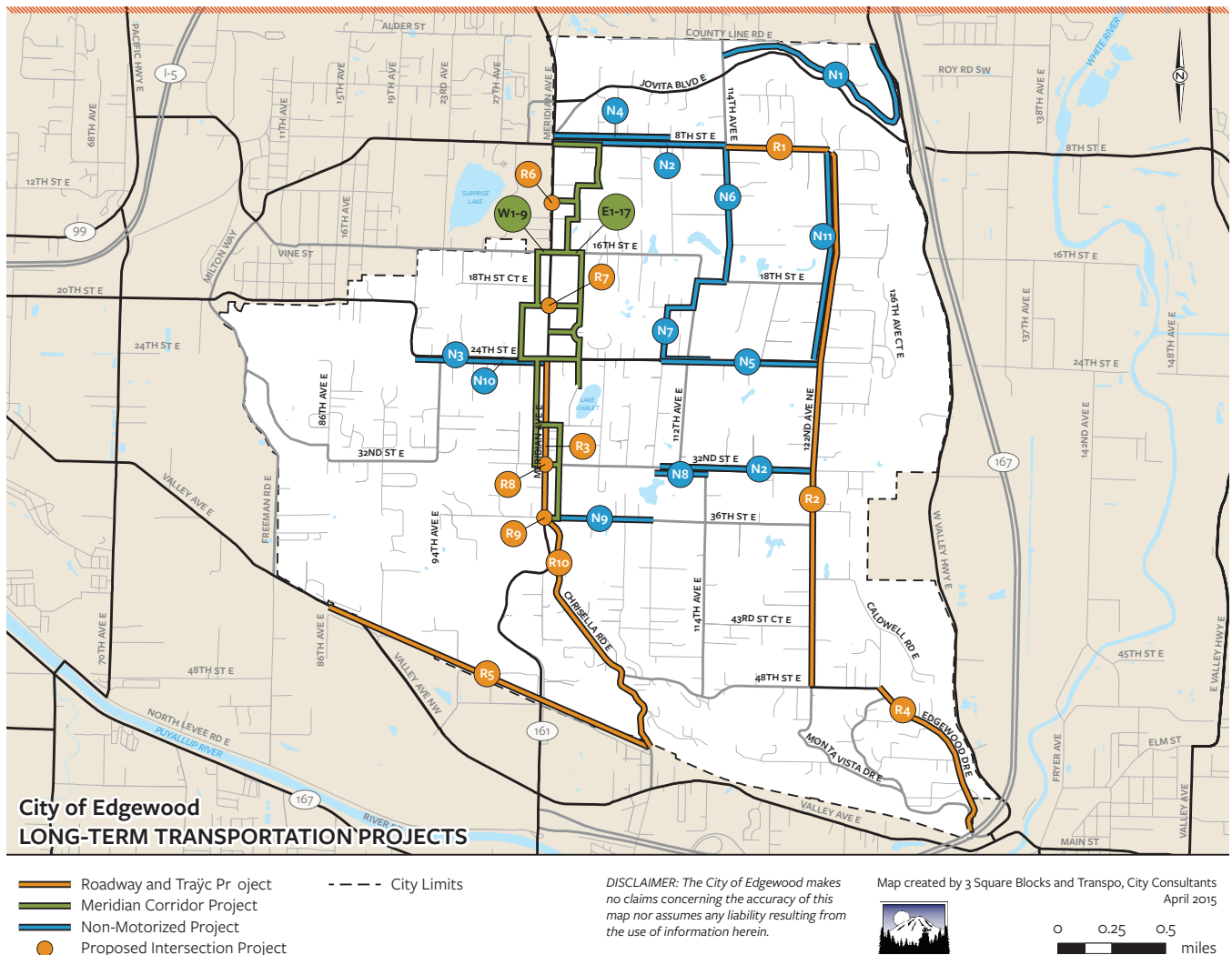


Figure 11 identifies each of the projects and their locations. Figure 12 provides detail for the Meridian Corridor projects. Table 31 also provides a brief description of each project including the project limits. A project identification number is provided for each project that is referenced in Figure 11 and Figure 12.

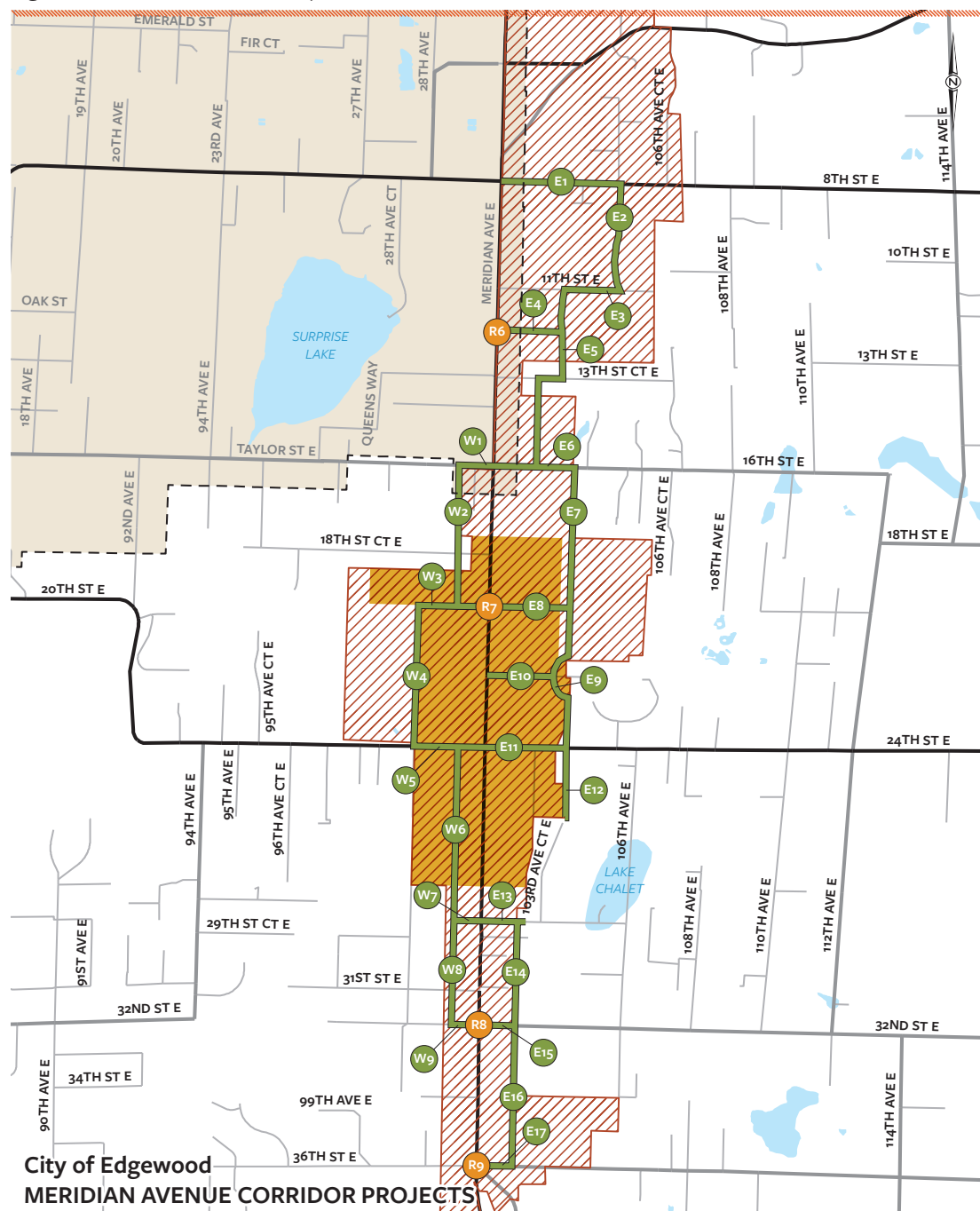
Planning-level cost estimates are also included for each project. The cost estimates were prepared based on typical per unit costs, functional classification and level of improvement. Adjustments to construction costs were included, as needed, to reflect any specific implementation issues, such as environmental impacts or impacts on adjacent properties.

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**Figure 11** Long-Term Transportation Projects



**Figure 12** Meridian Corridor Projects



-  Meridian Corridor Project
-  Proposed Intersection Project
-  Town Center
-  Meridian Commercial Area
-  City Limits

Map created by 3 Square Blocks and Transpo, City Consultants

April 2015

*DISCLAIMER: The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.*



0 0.25 0.5 miles

**Table 31** Transportation Projects and Programs

| ID                                  | PROJECT NAME                                   | PROJECT LIMITS                        | PROJECT DESCRIPTION                                                                                                                                                         | PROJECT COST¹ |
|-------------------------------------|------------------------------------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| <b>Roadway and Traffic Projects</b> |                                                |                                       |                                                                                                                                                                             |               |
| <b>R-1</b>                          | 8th St E Safety Improvements (Multimodal Loop) | 114th Avenue E to 122nd Avenue E      | Separated pedestrian walkway, illumination at 8th/114th intersection; shoulder improvements, crosswalks, a flashing beacon and reconstruction of the 8th/114th intersection | \$1,290,000   |
| <b>R-2</b>                          | 122nd Ave E Safety Improvements                | 8th Street E to 48th Street E         | Road overlay, shoulder improvements, school bus stop waiting areas, signage and pavement markings                                                                           | \$1,305,200   |
| <b>R-3</b>                          | Meridian Ave E Safety Improvements             | 36th Street E to 24th Street E        | Construct 3-lane cross-section with curb/gutter, sidewalks, storm drainage and bicycle facilities                                                                           | \$9,910,000   |
| <b>R-4</b>                          | Edgewood Dr E Safety Improvements              | 48th Street E to Sumner Heights Drive | Roadway widening, curb, gutter, storm water system and pedestrian walkway                                                                                                   | \$1,668,050   |
| <b>R-5</b>                          | Railroad Frontage Road                         | 86th Avenue E to Chrisella Road       | Construct new roadway parallel to railroad tracks to eliminate need for several at-grade crossings                                                                          | \$8,715,700   |
| <b>R-6</b>                          | Meridian Ave E / 12th St E                     | Intersection                          | Install signal and make ADA upgrades                                                                                                                                        | \$320,000     |
| <b>R-7</b>                          | Meridian Ave E / 20th St E                     | Intersection                          | Install signal and make ADA upgrades                                                                                                                                        | \$320,000     |
| <b>R-8</b>                          | Meridian Ave E / 32nd St E                     | Intersection                          | Install signal and make ADA upgrades                                                                                                                                        | \$320,000     |
| <b>R-9</b>                          | Meridian Ave E / 36th St E                     | Intersection                          | Construct roundabout                                                                                                                                                        | \$1,430,000   |
| <b>R-10</b>                         | Chrisella Rd E Safety Improvements             | 36th St E to City limits              | Improve pavement markings, signage, lighting, and sight distance; improve intersection with 48th Ave E and consider installation of traffic calming measures.               | \$870,000     |
| <b>Meridian Corridor Projects</b>   |                                                |                                       |                                                                                                                                                                             |               |
| <b>E-1</b>                          | 8th St E                                       | Meridian to 105th Avenue              | Build or improve corridor to collector arterial standard                                                                                                                    | TBD²          |
| <b>E-2</b>                          | 105th Ave E                                    | 8th Street E to 11th Street E         | Build or improve corridor to collector arterial standard                                                                                                                    | TBD²          |
| <b>E-3</b>                          | 11th St E / 104th Ave E                        | 105th Avenue E to 12th Street E       | Build or improve corridor to collector arterial standard                                                                                                                    | TBD²          |
| <b>E-4</b>                          | 12th St E                                      | Meridian to 104th Avenue              | Build or improve corridor to collector arterial standard                                                                                                                    | TBD²          |
| <b>E-5</b>                          | 104th Ave E / 13th St E / 103rd Ave E          | 12th Street E to 16th Street E        | Build or improve corridor to collector arterial standard                                                                                                                    | \$1,290,000   |
| <b>E-6</b>                          | 16th St E                                      | Meridian to 104th Avenue E            | Build or improve corridor to collector arterial standard                                                                                                                    | \$1,360,000   |
| <b>E-7</b>                          | 104th Ave E                                    | 16th Street E to 20th Street E        | Build or improve corridor to collector arterial standard                                                                                                                    | \$1,760,000   |
| <b>E-8</b>                          | 20th St E                                      | Meridian to 104th Avenue E            | Build or improve corridor to collector arterial standard                                                                                                                    | TBD²          |
| <b>E-9</b>                          | 104th Ave E                                    | 20th Street E to 24th Street E        | Build or improve corridor to collector arterial standard                                                                                                                    | TBD²          |
| <b>E-10</b>                         | 22nd St E                                      | Meridian to 104th Avenue E            | Build or improve corridor to collector arterial standard                                                                                                                    | TBD²          |



Continued from previous page

| ID          | PROJECT NAME                        | PROJECT LIMITS                     | PROJECT DESCRIPTION                                      | PROJECT COST <sup>1</sup> |
|-------------|-------------------------------------|------------------------------------|----------------------------------------------------------|---------------------------|
| <b>E-11</b> | 24th St E                           | Meridian to 104th Avenue E         | Build or improve corridor to collector arterial standard | \$1,360,000               |
| <b>E-12</b> | 104th Ave E                         | 24th Street E to 103rd Ct Avenue E | Build or improve corridor to collector arterial standard | \$940,000                 |
| <b>E-13</b> | 29th St E                           | Meridian to 103rd Avenue Ct E      | Build or improve corridor to collector arterial standard | \$740,000                 |
| <b>E-14</b> | 103rd Ave E                         | 29th Street E to 32nd Street E     | Build or improve corridor to collector arterial standard | \$1,290,000               |
| <b>E-15</b> | 32nd St E                           | Meridian to 103rd Avenue E         | Build or improve corridor to collector arterial standard | \$740,000                 |
| <b>E-16</b> | 103rd Ave E                         | 32nd Street E to 36th Street E     | Build or improve corridor to collector arterial standard | \$1,640,000               |
| <b>E-17</b> | 36th St E                           | Meridian to 103rd Avenue E         | Build or improve corridor to collector arterial standard | \$740,000                 |
| <b>W-1</b>  | 16th St E                           | 101st Avenue E to Meridian         | Build or improve corridor to collector arterial standard | \$1,080,000               |
| <b>W-2</b>  | 101st Ave E                         | 16th Street E to 20th Street E     | Build or improve corridor to collector arterial standard | TBD <sup>2</sup>          |
| <b>W-3</b>  | 20th St E                           | 101st Avenue E to Meridian         | Build or improve corridor to collector arterial standard | TBD <sup>2</sup>          |
| <b>W-4</b>  | 20th St E / 100th Ave E / 24th St E | 20th Street E to 24th Street E     | Build or improve corridor to collector arterial standard | TBD <sup>2</sup>          |
| <b>W-5</b>  | 24th St E                           | 101st Avenue E to Meridian         | Build or improve corridor to collector arterial standard | \$1,080,000               |
| <b>W-6</b>  | 101st Ave E                         | 24th Street E to 29th Street E     | Build or improve corridor to collector arterial standard | \$2,310,000               |
| <b>W-7</b>  | 29th St E                           | 101st Avenue E to Meridian         | Build or improve corridor to collector arterial standard | \$1,080,000               |
| <b>W-8</b>  | 101st Ave E                         | 29th Street E to 32nd Street E     | Build or improve corridor to collector arterial standard | \$1,290,000               |
| <b>W-9</b>  | 32nd St E                           | 101st Avenue E to Meridian         | Build or improve corridor to collector arterial standard | \$1,080,000               |

#### Annual Programs

|            |                                          |          |                                                                                                                      |                |
|------------|------------------------------------------|----------|----------------------------------------------------------------------------------------------------------------------|----------------|
| <b>A-1</b> | Transportation Engineering/ Plan Support | Citywide | Annual program to maintain/update pavement management system, road standards and traffic model                       | \$15,000/year  |
| <b>A-2</b> | Chip Seal Program                        | Citywide | Paving and sealing asphalt overlays and surface chip seals                                                           | \$300,000/year |
| <b>A-3</b> | Pedestrian Safety Program                | Citywide | Perform safety assessments and install miscellaneous signage, crosswalks, lighting and pavement marking improvements | \$20,000/year  |



Continued from previous page

| ID                            | PROJECT NAME                                               | PROJECT LIMITS                                                                                   | PROJECT DESCRIPTION                                                                                                                                                                                       | PROJECT COST <sup>1</sup> |
|-------------------------------|------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| <b>Studies</b>                |                                                            |                                                                                                  |                                                                                                                                                                                                           |                           |
| <b>S-1</b>                    | Meridian Ave E Preliminary Design                          | 24th Street E to 36th Street E                                                                   | Complete corridor study and preliminary design of 3-lane cross-section and supporting intersection treatments                                                                                             | \$350,000                 |
| <b>S-2</b>                    | 36th St E Walkway Extension Feasibility Study              | Meridian Avenue to 110th Avenue E                                                                | Conduct a study to determine project scope and costs due to surface water and environmental challenges                                                                                                    | \$25,000                  |
| <b>S-3</b>                    | Interurban Trail Phase III Connection Feasibility Study    | 114th Avenue E to West Valley Hwy                                                                | Topographic survey to enable design of the easiest most affordable portion of corridor, tunnel design and geotechnical                                                                                    | \$25,000                  |
| <b>Non-Motorized Projects</b> |                                                            |                                                                                                  |                                                                                                                                                                                                           |                           |
| <b>N-1</b>                    | Interurban Trail Phase III                                 | 114th Avenue E to West Valley Hwy                                                                | Construct multi-use pathway                                                                                                                                                                               | \$6,770,000               |
| <b>N-2</b>                    | Pedestrian Safety (Highest Priority) Low Cost Improvements | Various (8th St from 114th to Meridian); (32nd St from 110th to 122nd)                           | Pedestrian landing pads for school bus stops, traffic signs, bus shelters, flashing beacons, crosswalks, pavement markings and bus turnouts, sidewalk along 32nd St E between 110th Ave E and 122nd Ave E | \$878,905 <sup>3</sup>    |
| <b>N-3</b>                    | Pedestrian Safety (High Priority) Low Cost Improvements    | Various (24th St, 114th Ave, 110th Ave, 18th St); near several elementary school and junior high | Pedestrian landing pads for school bus stops, traffic signs, bus shelters, pavement markings and on-road walkways                                                                                         | \$95,200                  |
| <b>N-4</b>                    | 8th St E Walkway Extension (Multimodal Loop)               | Meridian Avenue to 110th Avenue E                                                                | Separated pedestrian walkway                                                                                                                                                                              | \$740,000                 |
| <b>N-5</b>                    | 24th St E Walkway Extension (Multimodal Loop)              | 110th Avenue E to 122nd Avenue E                                                                 | Separated pedestrian walkway and shoulder improvements                                                                                                                                                    | \$1,180,000               |
| <b>N-6</b>                    | 114th Ave E Walkway                                        | 8th Street E to 18th Street E                                                                    | Separated pedestrian walkway                                                                                                                                                                              | \$730,000                 |
| <b>N-7</b>                    | 110th Ave E; 20th St E; 112th Ave E; 18th Ave E Walkway    | 24th Street E to 114th Avenue E                                                                  | Separated pedestrian walkway                                                                                                                                                                              | \$490,000                 |
| <b>N-8</b>                    | 32nd St E Walkway                                          | 110th Avenue E to 114th Avenue E                                                                 | Separated pedestrian walkway                                                                                                                                                                              | \$150,000                 |
| <b>N-9</b>                    | 36th St E Walkway Extension                                | Meridian Avenue E to 110th Avenue E                                                              | Extension of existing walkway                                                                                                                                                                             | \$370,000                 |
| <b>N-10</b>                   | 24th St E Walkway                                          | 94th Avenue E to Meridian Avenue E                                                               | Extension of existing walkway, shoulder improvements, planted buffer where feasible, signage and pavement markings                                                                                        | \$1,150,000               |
| <b>N-11</b>                   | 122nd Ave E Walkway                                        | 8th Street E to 24th Street E                                                                    | Separated pedestrian walkway                                                                                                                                                                              | \$810,000                 |

Notes:

1. All costs in 2015 dollars
2. To be fully funded by new development
3. Project cost estimate includes \$550,000 for a sidewalk along 32nd St E between 110th Ave E and 122nd Ave E. There is a range of potential costs for this project. A less expensive option would be a pedestrian walkway similar to the other pedestrian projects shown in the table. The estimated to cost for a pedestrian pathway along this segment is \$260,000.



## 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 non-motorized safety based on input from citizens, 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 increased 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 Section 10.05).

### *Non-Motorized Travel System*

Bicycle and pedestrian facilities play a vital role in the City's transportation environment. The non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on City roadways and enhances safety within the community.

The City of Edgewood has developed a Parks, Open Space and Recreation (PROS) Plan as part of the 2015 Comprehensive Plan update. This Transportation Element highlights the mobility and travel aspects noted in the PROS Plan, including existing conditions as well as planned improvements. Figure 13 on the following page shows the non-motorized transportation system.

As shown in Figure 13, the Meridian Avenue E corridor is planned to be the non-motorized system spine of the City of Edgewood. Pedestrian facilities along the northern part of the corridor include 10-foot wide sidewalks along with signalized



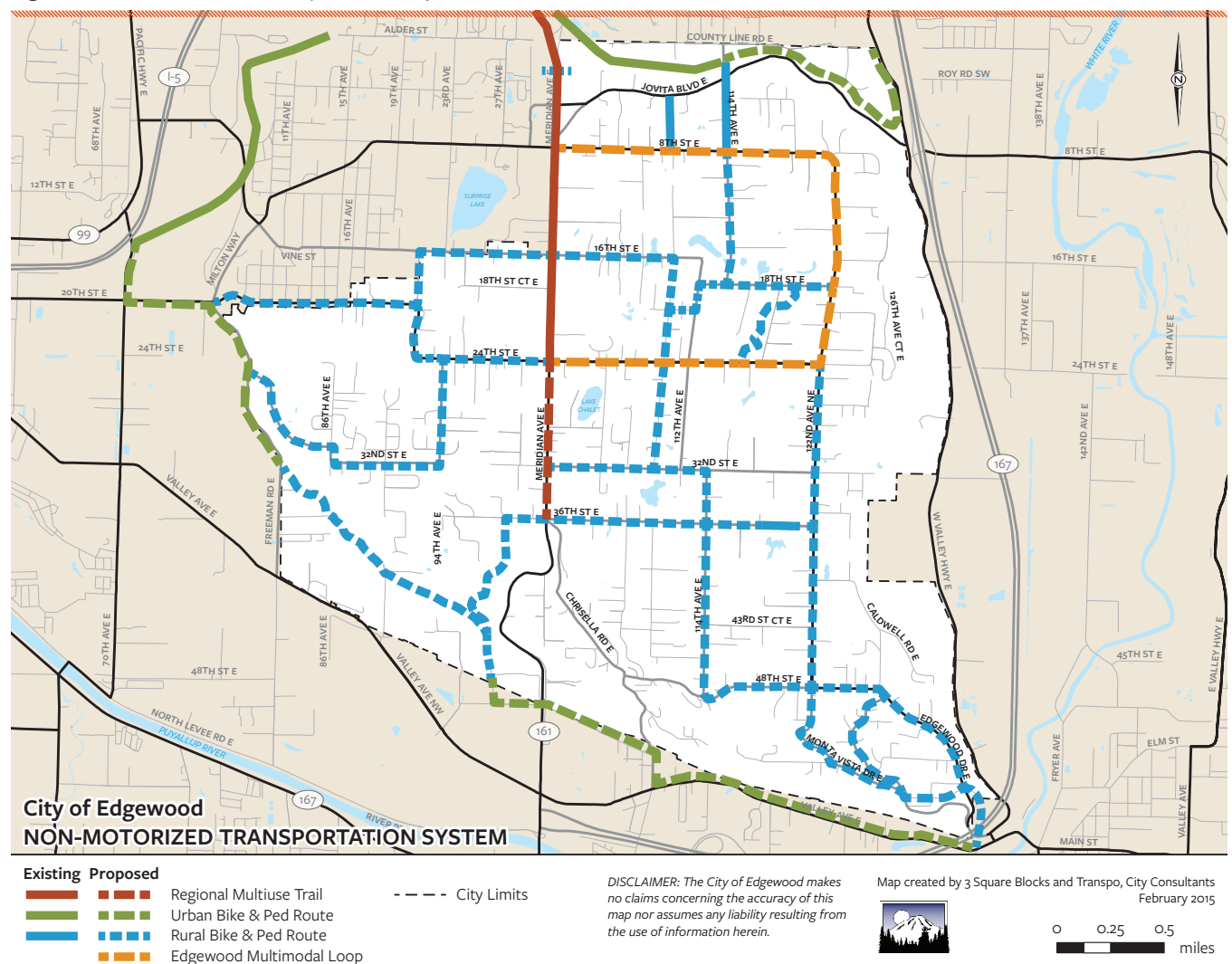


and mid-block crossings at regular intervals. For bicycles, a 4-foot wide shoulder is provided.

Outside the Meridian Avenue E corridor, the City envisions a system of walkway and bicycle routes (Rural Bike and Pedestrian Routes) that connect to parks and schools. The non-motorized system in these areas of the City would not include an extensive sidewalk system, but adjoining walkways in places along collector streets and connecting with a system of trails. These roadways would have 2-foot wide shoulders and no dedicated bicycle lanes. Edgewood is providing a non-motorized system that helps maintain the rural character of the City.

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**Figure 13** Non-Motorized Transportation Projects



Edgewood is also planning to create a “Multimodal Loop” that provides more formal non-motorized facilities along 8th Street E, 122nd Avenue E and 24th Street E as shown in Figure 13. These arterial roadways provide direct access to many commercial and civic areas along the Meridian Avenue E corridor, as well as parks and schools in eastern parts of the City.

Regional trails are located both north and south of the City. The non-motorized transportation system envisions connections to these trails, including the completion of gaps in the regional trail network.

### *Public Transit System*

As the region continues to grow in population and ages, more citizens will become reliant on alternatives to the single-occupancy vehicle for mobility purposes. Pierce Transit, King County Metro and Sound Transit will be key players in Edgewood’s ability to maintain necessary mobility.

- » Several features can make transit more attractive, including:
- » Bus stops at popular destinations;
- » Bus stops that are comfortable for waiting and accessing the bus;
- » High frequency of service;
- » Low number of transfers required to reach a destination;
- » Service during non-peak hours and weekends;
- » Accessibility of transit facilities (bus stops, park-and-rides, etc.);
- » Safety and security at the transit facility; and
- » Protection from weather.

### *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 work day;
- » 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.

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

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 SR 161 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 along the BNSF mainline.

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



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# 06 » PARKS, RECREATION AND OPEN SPACE

## BACKGROUND INFORMATION

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### PARKS INVENTORY

Edgewood has 112 acres of 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.

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.

About half of the City's parkland is composed of active park sites and about half is composed of open space sites. Table 32 and Table 33 list information for the City's inventory of active parks and open space. Figure 14 shows the location of each site.

#### *Developed City Facilities*

The parks that receive the highest use by community members are 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 the other park facilities, including play equipment, 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



**Table 32** Active Park Inventory

| FACILITY                             | ACRES | DEVELOPED (Y/N) | FACILITIES                                                                                              | CONDITION AND CAPACITY                                                                                                                                                                                                                                                                  |
|--------------------------------------|-------|-----------------|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Edgemont Park</b>                 | 5     | Y               | Children's play equipment, picnic shelter, parking lot, restroom picnic tables, softball/baseball field | Recently renovated picnic shelter and restroom. Other facilities need an upgrade. Capacity insufficient to meet demand.                                                                                                                                                                 |
| <b>36th &amp; Meridian Park Site</b> | 18    | N               | Capacity insufficient to meet demand                                                                    | If developed, this park could help meet the need for a signature community park and additional active park space.                                                                                                                                                                       |
| <b>Civic Center</b>                  | 9     | Y               | 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.                                                                                                                             |
| <b>Interurban Trail</b>              | 22    | Y               | Pedestrian and bicycle trail                                                                            | Condition of facilities is good. Capacity is sufficient to meet demand. This trail could serve a regional population and provide longer-distance recreation opportunities if it were connected to other portions of the Interurban Trail.                                               |
| <b>Jovita Crossroads Park</b>        | 1     | Y               | Parking, restroom, trailhead, picnic area                                                               | Condition of facilities is good. Capacity is sufficient to meet demand.                                                                                                                                                                                                                 |
| <b>Nelson Farm Park</b>              | 10    | Y               | Community gardens, old farmhouse and barn (closed to public), undeveloped pasture                       | Community gardens in good condition. There is need for a restroom. There is interest in additional uses at this park (e.g. FFA and 4H activities, cooking classes) that could be met through structural improvements to the farmhouse, expansion of the gardens and use of the pasture. |

**Table 33** Open Space Inventory

| FACILITY                   | ACRES | DEVELOPED (Y/N) | FACILITIES & NATURAL FEATURES                                     | CONDITION AND CAPACITY                                                                                                                                                                                                                                                                    |
|----------------------------|-------|-----------------|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Nelson Nature Park</b>  | 13    | Y               | Nature trail, covered picnic shelter, benches, small parking area | Condition of facilities is good. Capacity is sufficient to meet demand. The addition of a restroom would allow this park to better serve community members.                                                                                                                               |
| <b>Mortenson Farm Park</b> | 12    | 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. |
| <b>Walker Pond</b>         | 4     | N               | Wetlands, open water pond                                         | This site is in good condition. There are currently no plans to develop the site.                                                                                                                                                                                                         |
| <b>Crawford Woods</b>      | 5     | 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.                                                                                                                                                                                |
| <b>Kempf Open Space</b>    | 13    | N               | Undeveloped steep wooded site                                     | This site is in good condition. If developed, this park could accommodate a trail.                                                                                                                                                                                                        |





before active public use would be possible. Located next door is Nelson Nature Park, which contains a paved loop trail, a covered picnic shelter and a small parking lot.

The City's newest and smallest park is Jovita Crossroads Park. It 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 two-mile trail segment that parallels Jovita Creek, Jovita Canyon and Stewarts Point Bluff. The trail does not currently connect to other portions of the Interurban Trail but there are regional plans for future connections.

Edgewood's Civic Center is another new park site. It 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.

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### *Undeveloped City Facilities*

All other parks in the City are undeveloped, including the 36th and Meridian site, which was acquired in 2005 with the intention of developing a signature active park for the City. The City Council accepted a master plan for development of the park in 2007 that was developed through a public process. The conceptual design included amenities such as a baseball field, basketball court, tennis courts, a soccer field, parking, restrooms, picnic areas, tot lot and playground, a splash park and a small amphitheater. A 2008 bond measure that included funding for full construction of this park failed. Despite the measure failing, city residents continue to express support for development of this site in a phased and affordable manner. Development of the 36th and Meridian site in this manner is identified as a recommended project in the Capital Improvement Plan for the City's Parks, Recreation and Open Space (PROS) Plan.

### *Additional Information*

For additional parks background information, including a demand and needs assessment, see the Edgewood Parks, Recreation and Open Space Plan (2015).



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**Figure 14** Developed and Undeveloped Parkland in Edgewood



# 07 » UTILITIES

## BACKGROUND INFORMATION

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### SERVICE PROVIDERS

The City provides sewer and stormwater services, all other utility services in Edgewood are provided by other entities. Table 34 shows the providers for utility services and their respective service areas. Additional information about utility providers is listed below.

**Table 34** Utility Service Providers in Edgewood

| UTILITY                     | PROVIDER                                            | SERVICE AREA                                                |
|-----------------------------|-----------------------------------------------------|-------------------------------------------------------------|
| <b>Electricity</b>          | Puget Sound Energy                                  | Entire City                                                 |
| <b>Natural Gas</b>          | Puget Sound Energy                                  | Portion of City                                             |
| <b>Telecommunications</b>   | Private companies (CenturyLink, ATT, Comcast, etc.) | Entire City                                                 |
| <b>Sewer</b>                | City of Edgewood                                    | Portion of City around Meridian Corridor                    |
| <b>Solid Waste Disposal</b> | Murrey's Disposal Company                           | Entire City                                                 |
| <b>Stormwater</b>           | City of Edgewood                                    | Entire City                                                 |
| <b>Water</b>                | Mountain View-Edgewood                              | Approximately 80% of City                                   |
|                             | Milton Water Utility                                | Northwest portion of City                                   |
|                             | Lakehaven Utility District                          | Small portion of City near King County Border               |
|                             | Sumner Water Utility                                | Small portion of City with direct access to West Valley Hwy |

### *Electric*

Puget Sound Energy (PSE) provides electrical service to Edgewood. PSE is an investor-owned utility providing electrical service to approximately 1,100,000 residential, commercial and industrial customers in an eight 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. PSE operates the state's largest natural gas distribution system serving more than 770,000 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 21,000 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.

## Sewer

In 2008, the City of Edgewood formed a local improvement district (LID) to install a municipal sewer system. The City's General Sewer Plan identifies three phases for providing sanitary service. The Phase I service area includes parcels along Meridian Ave E and along 24th Street East that are likely to undergo higher intensity development and require sewer service before other areas within the City, based on their zoning designations. The estimated time frame for completing Phase I connections is twenty years. The Phase II area is planned to be sewerred between twenty and fifty years, with the Phase III being sewerred after fifty years. The City currently has agreements in place with Lakehaven Utility District and the City of Fife for sewer services such as maintenance, conveyance and treatment.

Outside of the LID boundary, the majority of sanitary sewage within the City is 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.

## Solid Waste Disposal

Murrey's Disposal Company provides weekly 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 single-family customers with curbside recycling service. Edgewood's Solid Waste Plan calls for the development of additional recycling collection programs for multifamily residences and commercial businesses, including the development of a yard waste collection program.

## Stormwater

Edgewood's Public Works Department operates a Small Municipal Separate Storm Sewer System and 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, over 500 catch basins, over 50 dry wells, two concrete vaults and over 50 other types of control structures such as rip rap and quarry spalls. The City has identified a number of improvements needed to the system; these are outlined in the Surface Water Management Program and the Capital Improvement Program.

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.

### *Water*

Four public water utilities serve the City of Edgewood: the Mountain View-Edgewood Water Company, the Milton Water Utility, Lakehaven Utility District and the Sumner Water Utility. The Mountain-View Edgewood Water Company serves the majority of the City and the Milton Water Utility serves most of the remainder; the other utilities serve small areas along Edgewood's northern and eastern borders. 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 Water Company in the middle of the southern border of the City and the water system for Cherrywood Mobile Home Park in the southwest corner of the City. The Mountain View-Edgewood Water Company's 2011 Water System Plan indicates the possibility that the Water Company may expand its retail service area in the future to include the areas that the two private water systems currently serve.

#### *Mountain View-Edgewood Water Company*

The Mountain View-Edgewood Water Company (Water Company) serves the majority of residents and businesses within the City of Edgewood. The Water Company owns a community water system that provides service to an area comprising approximately 80 percent of land within the Edgewood city limits. The Water Company currently utilizes untreated groundwater sources for its water supply. Its facilities include nine wells (for which it holds water rights), three above-ground steel reservoirs, eight booster pumps and a system of distribution pipes. The Water Company projects it will have adequate capacity to meet demand through 2031, and that full development of its water rights will easily allow the Water Company to meet future demands beyond this time.





## Milton Water Utility

The City of Milton owns and operates a municipal water system that serves the City of Milton as well as an area in the northwest of the City of Edgewood and portions of the City of Fife and Pierce and King Counties. The Milton Water Utility obtains its public water supply from groundwater sources at four locations in the service area. Its facilities include seven wells, a water treatment plant, three reservoirs, three pumping stations and a transmission and distribution system. Maximum demands are projected to exceed well and aquifer capacity in 2022. The Milton Water Utility will need to develop additional source capacity before this time. The utility has interties with the Mountain View-Edgewood Water Company and Lakehaven Utility District to augment system flows, if necessary.

## Lakehaven Utility District

The Lakehaven Utility 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 Blvd 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.

## 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.



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## 08 » ENERGY

### BACKGROUND INFORMATION

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Energy is fundamental to our society. It enables us to harness natural resources and manage waste. It powers the equipment that produces products and goods. It heats and cools our building. It fuels the vital movement of goods, services and people. Planning for and investing in an efficient energy future can yield important benefits for a community such as lower energy costs, more reliable energy supply and infrastructure, greater efficiency, a cleaner environment, new funding and economic development.

Cities have not traditionally played a leading role in advancing energy efficiency, conservation and renewable energy development. However there are important ways that governments can drive development of cleaner energy and more competitive communities and deliver greater benefits to citizens. Governments can lead by example through greater efficiency in public buildings and infrastructure; promote the development of energy efficient communities through land use and transportation incentives, policies and mandates; and support residents and businesses in making smart energy choices through information, services and incentives. Key sectors for local governments to consider when advancing energy efficiency, conservation and renewable energy are described below.

### BUILDING ENERGY

According to EPA, up to 40 percent of energy consumption is attributed to buildings. Local governments can retrofit public buildings to be more resource efficient and provide incentives to encourage building and home owners to increase the efficiency of their buildings, equipment and appliances. Communities of all sizes are beginning to design and implement programs in partnership with utilities and others to retrofit outdated and inefficient building stock. Simple home weatherization measures can yield up to 35 percent energy savings, while deeper energy retrofits can achieve even greater savings. Green construction standards such as Leadership in Energy and Environmental Design (LEED) or the Master Builders Association's Built Green standard can yield substantial energy performance and improve occupant health



and comfort over non-green construction. EPA estimates that ENERGY STAR rated buildings use 40 percent less energy than average buildings and offer savings of about \$.50 per square foot annually in lower energy costs.

## LAND USE AND URBAN DESIGN

Design factors such as the site design, physical layout, accessibility to goods and services and materials used can significantly affect energy consumption of buildings and vehicles. For example, trees and vegetation can reduce cooling energy requirements and more walkable or transit-oriented communities can reduce the need for inefficient and oil-dependent vehicle travel. EPA studies have found an average cost savings of nearly 27 percent on sewer infrastructure with compact development and savings on water and other infrastructure systems can be similarly gained from denser development. Local governments can incentivize or mandate denser and more efficiency development patterns to enhance and protect green areas and vegetation, maximize infrastructure use and promote health. The protection of space, wetlands, natural areas and trees provide for healthier and more energy efficient communities.

## TRANSPORTATION

It is estimated that over 87 percent of the trips taken in the United States are made in personal vehicles. 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 can have an immediate effect on public health by reducing pollution. Transportation choices can reduce the number of vehicle miles traveled, congestion and fuel demand. Local governments 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.

## RESOURCE USE (WATER AND WASTE)

Wastewater plants and drinking water systems can account for up to one-third of a municipality's energy bill (EPA). Waste prevention, recycling and diversion (recycling and composting) can save raw materials, processing and transportation required to manufacture new products from virgin materials. Local governments can purchase materials made with recycled-content or renewable energy as well as invest in operations, technologies and programs to minimize water, conserve resources and increase recycling and composting to reduce the energy needed to convey and treat water, produce new products and manage solid waste.



Edgewood has already initiated important steps to advance energy efficiency. The City successfully secured a competitive Energy Efficiency and Conservation Block Grant (EECBG) to integrate energy efficiency and conservation into local planning and to develop energy efficiency services for the business community. The City has aggressively 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.

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Edgewood's energy efforts are in step with Washington State and the country as a whole. Washington State is continuing to look for opportunities to expand the clean energy economy and create a more healthy and prosperous future. The State has policies and actions to promote energy efficiency, growth of renewable energy and related technologies, green building design and construction and other clean energy economy sectors.

Since early 2009, the federal government has been aggressively promoting clean energy and economic development at the local level. In response to the economic recession, the United States Congress passed the American Recovery and Reinvestment Act of 2009. A key tenant of this act is to spur clean energy investments to create jobs and drive economic recovery, with more than \$32 billion focused on clean energy investments. Approximately \$3.2 billion of these funds flowed to Washington State, with over \$700 million in the Puget Sound region for projects such as energy efficiency retrofits of existing building stock, planning and design strategies to reduce vehicle miles traveled, policies to generate more energy efficiency building and infrastructure through new construction, financing for energy efficiency and renewable energy technology, smart grid demonstrations to improve energy systems. Additional federal funding for clean energy is expected to flow down to local jurisdictions.



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# 09 » CAPITAL FACILITIES

## BACKGROUND INFORMATION

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### PUBLIC FACILITY PROVIDERS

Capital facilities in Edgewood are provided by the City and by other entities, as shown in Table 35 and Table 36 on the following page. The different types of capital facilities are described in the following section, including an inventory of existing facilities, 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 to work with service providers to maintain existing infrastructure and invest in expanded or new infrastructure to support the development patterns called for in the Land Use Element. Where reliable information could be developed, such as for transportation infrastructure, the City has identified projects over the 20-year time period. The City will continue to monitor growth over time to ensure capital facilities can be provided over the long-term.

### CITY HALL

#### *Inventory of Existing Facilities*

The City Hall, located at 2224 104th Ave. E, is located on eight (8) acres of land near the northeast corner of 24th Street East and Meridian Avenue East.

The City of Edgewood 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.

#### *Forecast of Future Needs*

The City does not forecast needs for future city hall facilities.



**Table 35** City-Provided Facilities

| CAPITAL FACILITIES    | PROVIDER                                                            |
|-----------------------|---------------------------------------------------------------------|
| <b>City Hall</b>      | City of Edgewood                                                    |
| <b>Parks</b>          | City of Edgewood                                                    |
| <b>Police</b>         | City of Edgewood (contract with Pierce County Sheriff's Department) |
| <b>Surface Water</b>  | City of Edgewood                                                    |
| <b>Transportation</b> | City of Edgewood                                                    |
|                       | State Government                                                    |
|                       | Federal Government                                                  |
| <b>Wastewater</b>     | City of Edgewood (contract with Lakehaven Utility District)         |
|                       | Other Providers (see Table 36)                                      |

**Table 36** Facilities Provided by Other Entities

| CAPITAL FACILITIES                           | PROVIDER                          |
|----------------------------------------------|-----------------------------------|
| <b>Fire &amp; Emergency Medical Services</b> | East Pierce Fire & Rescue         |
| <b>Libraries</b>                             | Pierce County Library System      |
| <b>Schools</b>                               | Fife School District 417          |
|                                              | Puyallup School District 3        |
|                                              | Sumner School District 320        |
| <b>Transit</b>                               | Pierce Transit                    |
|                                              | Sound Transit                     |
| <b>Wastewater</b>                            | Lakehaven Utility District        |
|                                              | City of Fife                      |
|                                              | Pierce County                     |
|                                              | Cherrywood Manor Mobile Home Park |
| <b>Water</b>                                 | Mountain View-Edgewood            |
|                                              | Milton                            |
|                                              | Lakehaven                         |
|                                              | Sumner                            |
|                                              | DeChaux                           |
|                                              | Cherrywood Manor Mobile Home Park |



## Capital Projects & Funding

There are no capital projects planned for city hall facilities. As such, there is no funding projected for city hall projects.

## PARKS

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

### Inventory of Existing Facilities

The City contains parks for both active and passive recreation. Active parks total 65.46 acres and 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 totals 45.95 acres and include Nelson Nature Park, Mortenson Farm Park, Walker Pond, Crawford Woods and Kempf Open Space. Together these parks total 111.41 acres.

### Forecast of Future Needs

Edgewood's Parks Plan, prepared in 2014, 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 are used as the basis for the Capital Improvement Program.

## Capital Projects & Funding

The City's Parks Capital Improvement Program (CIP) and projected funding sources are shown in Table 37 and Table 38 on the following page.

## POLICE

### Inventory of Existing Facilities

The Edgewood Police Station is located at City Hall which is described above. 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.



**Table 37** Parks Capital Improvement Projects: 2015-2020

| PROJECT                                                | COST              |
|--------------------------------------------------------|-------------------|
| Interurban Trail Phase III                             | \$6,770,000       |
| Edgemont Park                                          | 250,000           |
| 36th and Meridian Park First Phase                     | 2,300,000         |
| Edgewood Multi-Modal Loop                              | 1,700,000         |
| Mortenson Farm Passive Park Trail                      | 280,000           |
| Extend Safe Routes to Schools for 3 Elementary Schools | 500,000           |
| School District Partnership—School Fields Improvements | 1,400,000         |
| Wolf Point Plat Trail                                  | 420,000           |
| Miscellaneous Park Improvements                        | 178,220           |
| Nelson Farm—Farmhouse Remodel                          | 85,000            |
| Land Acquisition                                       | 300,000           |
| <b>Total</b>                                           | <b>14,183,220</b> |

**Table 38** Parks Capital Improvement Funding: 2015-2020

| SOURCE                         | AMOUNT            |
|--------------------------------|-------------------|
| Surface Water Fees             | \$790,000         |
| Park Impact Fee                | 450,000           |
| Capital Parks Reserves         | 303,220           |
| General Fund Transfer          | 90,000            |
| Grant—not specified            | 5,980,000         |
| Bonds—voted general obligation | 6,570,000         |
| <b>Total</b>                   | <b>14,183,220</b> |

### Forecast of Future Needs

There are no capital projects for police facilities. 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

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### *Inventory of Existing Facilities*

The City manages a surface water system associated with City-owned facilities and the road network. The current 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 four (4) small detention/retention ponds, which are located at 16th Street East and 106th Avenue East, 32nd Street East, 16th Street East and 109th Avenue Court East and Caldwell Road East. A small number of detention/retention ponds are privately owned and maintained, many of them are associated with newer residential developments.

### *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 will need to be upgraded to the new standards.

Needs for surface water capital improvements are determined in conjunction with the City's Stormwater Management Plan and the Washington Department of Ecology Stormwater Management Manual for Western Washington.

### *Capital Projects & Funding*

The City's surface water Capital Improvement Program (CIP) and projected funding sources are shown in Table 39 and Table 40 on the following page.

## TRANSPORTATION

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



**Table 39** Surface Water Capital Improvement Projects: 2015-2020

| PROJECT                                                | COST             |
|--------------------------------------------------------|------------------|
| <b>City Drainage Infrastructure</b>                    | \$555,000        |
| <b>Mortenson Farm Regional Stormwater Improvements</b> | 1,248,903        |
| <b>Jovita Creek Regional Pond</b>                      | 90,000           |
| <b>108th Ave. E./36th St. E. Road Flooding</b>         | 700,000          |
| <b>Surface Water Management Plan Update</b>            | 150,000          |
| <b>25th Street East Drainage Improvements</b>          | 150,000          |
| <b>Jovita Blvd. Rehabilitation and Seismic Walls</b>   | 1,995,376        |
| <b>Total</b>                                           | <b>4,889,279</b> |

**Table 40** Surface Water Capital Improvement Funding: 2015-2020

| SOURCE                    | AMOUNT           |
|---------------------------|------------------|
| <b>Surface Water Fees</b> | \$1,617,629      |
| <b>Grant Revenue</b>      | 3,271,650        |
| <b>Total</b>              | <b>4,889,279</b> |

### *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 Element includes additional projects that are not included in Table 41, because they will be implemented by developers, therefore there is no cost to the City and no funding by the City. In addition, the Transportation Element includes the Interurban Trail Phase III, but that project is primarily for recreation, therefore it is included in Table 37 of this Capital Facilities Element.





**Table 41** Transportation Capital Improvement Projects: 2015-2035

| ROADWAY AND TRAFFIC PROJECTS                               | PROJECT LIMITS                        | COST              |
|------------------------------------------------------------|---------------------------------------|-------------------|
| <b>8th Street E Safety Improvements (Multi-modal Loop)</b> | 114th Avenue E to 122nd Avenue E      | \$1,290,000       |
| <b>122nd Avenue E Safety Improvements</b>                  | 8th Street E to 48th Street E         | 1,305,200         |
| <b>Meridian Avenue Safety Improvements</b>                 | 36th Street E to 24th Street E        | 9,910,000         |
| <b>Edgewood Drive Safety Improvements</b>                  | 48th Street E to Sumner Heights Drive | 1,668,050         |
| <b>Meridian Avenue / 12th Street E</b>                     | Intersection                          | 320,000           |
| <b>Meridian Avenue / 20th Street E</b>                     | Intersection                          | 320,000           |
| <b>Meridian Avenue / 32nd Street E</b>                     | Intersection                          | 320,000           |
| <b>Meridian Avenue / 36th Street E</b>                     | Intersection                          | 1,430,000         |
| <b>Chrisella Rd E Safety Improvements</b>                  | 36th St E to City Limits              | 870,000           |
| <b>Total Roadway and Traffic Projects</b>                  |                                       | <b>17,433,250</b> |
| MERIDIAN PARALLEL ROAD SYSTEM PROJECTS                     | PROJECT LIMITS                        | COST              |
| <b>104th Avenue E/ 13th Street E/ 103rd Avenue E</b>       | 12th Street E to 16th Street E        | 1,290,000         |
| <b>16th Street E</b>                                       | Meridian to 104th Avenue E            | 1,360,000         |
| <b>104th Avenue E</b>                                      | 16th Street E to 20th Street E        | 1,760,000         |
| <b>24th Street E</b>                                       | Meridian to 104th Avenue E            | 1,360,000         |
| <b>104th Avenue E</b>                                      | 24th Street E to 103rd Ct Avenue E    | 940,000           |
| <b>29th Street E</b>                                       | Meridian to 103rd Avenue Ct E         | 740,000           |
| <b>103rd Avenue E</b>                                      | 29th Street E to 32nd Street E        | 1,290,000         |
| <b>32nd Street E</b>                                       | Meridian to 103rd Avenue E            | 740,000           |
| <b>103rd Avenue E</b>                                      | 32nd Street E to 36th Street E        | 1,640,000         |
| <b>36th Street E</b>                                       | Meridian to 103rd Avenue E            | 740,000           |
| <b>16th Street E</b>                                       | 101st Avenue E to Meridian            | 1,080,000         |
| <b>24th Street E</b>                                       | 101st Avenue E to Meridian            | 1,080,000         |
| <b>101st Avenue E</b>                                      | 24th Street E to 29th Street E        | 2,310,000         |
| <b>29th Street E</b>                                       | 101st Avenue E to Meridian            | 1,080,000         |
| <b>101st Avenue E</b>                                      | 29th Street E to 32nd Street E        | 1,290,000         |
| <b>32nd Street E</b>                                       | 101st Avenue E to Meridian            | 1,080,000         |
| <b>Total Meridian Parallel Road System Projects</b>        |                                       | <b>19,780,000</b> |

Continued on next page



Continued from previous page

| ANNUAL PROGRAMS                                                      | PROJECT LIMITS                                                                                   | COST              |
|----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-------------------|
| Transportation Engineering/Planning Support                          | Citywide                                                                                         | 300,000           |
| Chip Seal Program                                                    | Citywide                                                                                         | 6,000,000         |
| Pedestrian Safety Program                                            | Citywide                                                                                         | 400,000           |
| <b>Total Annual Programs</b>                                         |                                                                                                  | <b>6,700,000</b>  |
| STUDIES                                                              | PROJECT LIMITS                                                                                   | COST              |
| Meridian Avenue E Preliminary Design                                 | 24th Street E to 36th Street E                                                                   | 350,000           |
| 36th Street E Walkway Extension Feasibility Study                    | Meridian Avenue to 110th Avenue E                                                                | 25,000            |
| <b>Total Studies</b>                                                 |                                                                                                  | <b>375,000</b>    |
| NON-MOTORIZED PROJECTS                                               | PROJECT LIMITS                                                                                   | COST              |
| Pedestrian Safety (Highest Priority) Low Cost Improvements           | Various (8th St from 114th to Meridian); (32nd St from 110th to 122nd)                           | 878,905           |
| Pedestrian Safety (High Priority) Low Cost Improvements              | Various (24th St, 114th Ave, 110th Ave, 18th St); near several elementary school and junior high | 95,200            |
| 8th Street E Walkway Extension (Multi-modal Loop)                    | Meridian Avenue to 110th Avenue E                                                                | 740,000           |
| 24th Street E Walkway Extension (Multi-modal Loop)                   | 110th Avenue E to 122nd Avenue E                                                                 | 1,180,000         |
| 114th Avenue E Walkway                                               | 8th Street E to 18th Street E                                                                    | 730,000           |
| 110th Avenue E; 20th Street E; 112th Avenue E; 18th Avenue E Walkway | 24th Street E to 114th Avenue E                                                                  | 490,000           |
| 32nd Street E Walkway                                                | 110th Avenue E to 114th Avenue E                                                                 | 150,000           |
| 36th Street E Walkway Extension                                      | Meridian Avenue E to 110th Avenue E                                                              | 370,000           |
| 24th Street E Walkway                                                | 94th Avenue E to Meridian Avenue E                                                               | 1,150,000         |
| 122nd Avenue E Walkway                                               | 8th Street E to 24th Street E                                                                    | 810,000           |
| <b>Total Non-motorized Projects</b>                                  |                                                                                                  | <b>6,594,105</b>  |
| <b>TOTAL COST</b>                                                    |                                                                                                  | <b>50,882,335</b> |

## WASTEWATER

### *Inventory of Existing Facilities*

Wastewater facilities serving Edgewood are provided mostly through septic systems. Other wastewater services are provided by the City of Edgewood, Lakehaven Utility District, Cherrywood Manor Mobile Home Park, the City of Fife and Pierce County.



**Table 42** Transportation Capital Improvement Funding: 2015-2035

| SOURCE                          | AMOUNT            |
|---------------------------------|-------------------|
| Grants                          | \$18,478,799      |
| Traffic Impact Fee              | 13,935,196        |
| Surface Water Fees              | 2,713,390         |
| Real Estate Excise Tax          | 870,000           |
| Developer Contribution          | 9,406,360         |
| Street Fund                     | 820,610           |
| Transportation Benefit District | 4,000,000         |
| Balance                         | 658,000           |
| <b>Total</b>                    | <b>50,882,355</b> |

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In 2008, the City of Edgewood formed a local improvement district (LID) to install a municipal sewer system. The City's General Sewer Plan identifies three phases for providing sanitary service. The Phase I service area includes parcels along Meridian Ave E and along 24th Street East that are likely to undergo higher intensity development and require sewer service before other areas within the City, based on their zoning designations. The estimated time frame for completing Phase I connections is twenty years. The Phase II area is planned to be sewered between twenty and fifty years, with the Phase III being sewered after fifty years. The City currently has agreements in place with Lakehaven Utility District and the City of Fife for sewer services such as maintenance, conveyance and treatment.

Outside of the LID boundary, the majority of sanitary sewage within the City is 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.

### *Forecast of Future Needs*

The City recently completed a major project to install sewer infrastructure in the Phase 1 area. The City does not anticipate a need for another major expansion of sewer infrastructure until all connections in the Phase 1 area are made, which is estimated to take 20 years. In the short term, there is a need to update the General Sewer Plan and to complete some additional small projects outlined in Table 43.



### Capital Projects & Funding

The City's wastewater Capital Improvement Program (CIP) and projected funding sources are shown in Table 43 and Table 44.

**Table 43** Wastewater Capital Improvement Projects: 2015-2020

| PROJECT                                        | COST           |
|------------------------------------------------|----------------|
| General Sewer Plan Update                      | \$75,000       |
| Lift Station 1—Security Fencing                | 15,000         |
| Wetland Mitigation/Northwood School Mitigation | 90,000         |
| <b>Total</b>                                   | <b>180,000</b> |

**Table 44** Wastewater Capital Improvement Funding: 2015-2020

| SOURCE        | AMOUNT         |
|---------------|----------------|
| Grant Revenue | \$75,000       |
| Sewer Fees    | 105,000        |
| <b>Total</b>  | <b>180,000</b> |

### 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 18) which is located at 10105 24th Street E in Edgewood. Secondary response is provided out of the Milton fire station (Station 114) which is located at 1000 Laurel Street, as well as the Sumner fire station which is located at 800 Harrison Street.

#### *Forecast of Future Needs*

Station 18 (Edgewood) was originally built in 1948 with several additions having occurred over time. The most recent remodel of the station occurred in 1988. The



station is approximately 8,175 square feet on one story and contains three, double-stack apparatus bays, office space, a training/meeting room and living quarters for response personnel. 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.

A 2011 architectural, mechanical, structural and electrical engineering evaluation of the station concluded that the existing facility and building systems are near the end of their lifespan. The current apparatus bay is too small in terms of height and depth to accommodate the latest fire apparatus. It is anticipated that staffing at the station will grow from the current four personnel to nine personnel over the next 20 years. Given the current station has a significant number of operational deficiencies; it is recommended that a new station be built on the existing site.

East Pierce Fire & Rescue has identified a potential need for a ladder truck to serve anticipated growth in the Edgewood and Milton Communities. The addition of a ladder truck at Station 18 (Edgewood) would provide the capability for suppressing fires in structures over three stories in height. Existing equipment has limited potential for accessing and extinguishing such fires.

### *Capital Projects & Funding*

The estimated cost of replacing station 18 is approximately \$11,073,438. Replacement of the station would likely be financed through the issuance of General Obligation Bonds by the fire district

## SCHOOLS

The City of Edgewood is served by the Fife School District #417, the Puyallup School District #3 and the Sumner 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 complete Capital Facility Plans of the three school districts are 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 its school impact fees beginning in 2002 to fund capital facilities within these school districts.



## Fife School District

### Inventory of Existing Facilities

The District has the capacity to house 3,335 students in permanent facilities and 594 students in portables.

### Forecast of Future Needs

**Discovery Primary School**—Beginning with the 2014-15 school year, the district will no longer be providing part time kindergarten to students and will be moving to a full time instructional model. To address the additional classroom needs as a result of this model, as well as enrollment projections, the district plans to add 5 additional classrooms to the existing school within the next six years. This would provide capacity for an additional 85-95 students.

**Surprise Lake Middle School**—The district plans to add 12 new classrooms to the schools within the next six years. This would provide capacity for an additional 240 students. 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.

**Table 45** Fife School District Capital Improvement Projects: 2014-2020

| PROJECT                                     | COST              |
|---------------------------------------------|-------------------|
| <b>Discovery Primary Addition</b>           | \$2,605,350       |
| <b>Surprise Lake Middle School Addition</b> | 6,326,987         |
| <b>Non-Capacity Projects</b>                | 1,890,756         |
| <b>Total</b>                                | <b>10,823,093</b> |

Source: Fife School District Capital Facilities Plan, June 30, 2014

**Table 46** Fife School District Capital Improvement Projects: 2014-2020

| SOURCE                  | AMOUNT            |
|-------------------------|-------------------|
| <b>Existing Revenue</b> | \$403,253         |
| <b>Bonds</b>            | 10,000,000        |
| <b>Impact Fees</b>      | 419,840           |
| <b>Total</b>            | <b>10,823,093</b> |

Source: Fife School District Capital Facilities Plan, June 30, 2014





## Capital Projects & Funding

The Fife School District's Capital Improvement Program (CIP) and projected funding sources are shown in Table 45 and Table 46.

### *Puyallup School District*

#### Inventory of Existing Facilities

The district's current level of service capacity is 19,928. Elementary school capacity is 9,972, junior high capacity is 5,210 and senior high capacity is 4,746. Student headcount enrollment as of 2013-2014 was 20,584.

#### Forecast of Future Needs

Over the next six (6) school years, the District's projected elementary school enrollment capacity begins with 798 students over capacity in the 2014-2015 school year and increases steadily to 1,625 students over capacity in the 2019-2020 school year.

Over the next six (6) school years, the District's projected junior high school enrollment capacity begins with 167 students under capacity in the 2014-2015 school year and ends with 311 students over capacity in the 2019-2020 school year.

Over the next six (6) school years, the District projected senior high school enrollment begins with 260 students over capacity in the 2014-2015 school year and adjusts to 206 students over capacity in the 2019-2020 school year.

## Capital Projects & Funding

The Puyallup School District's Capital Improvement Program (CIP) and projected funding sources are shown in Table 47 and Table 48.

### *Sumner School District*

#### Inventory of Existing Facilities

The district's current capacity is 8,566. Elementary school capacity is 3,618, junior high capacity is 2,112 and senior high capacity is 2,835. Student headcount enrollment as of 2013-2014 was 8,568.



**Table 47** Puyallup School District Capital Improvement Projects: 2014-2020

| PROJECT                                      | COST               |
|----------------------------------------------|--------------------|
| <b>Firgrove Elementary Replacement</b>       | \$37,700,000       |
| <b>Puyallup High School Phase II</b>         | 31,300,000         |
| <b>Emerald Ridge High School Phase I</b>     | 19,100,000         |
| <b>Sunrise Elementary Replacement</b>        | 39,800,000         |
| <b>Rogers High School Phase I</b>            | 32,000,000         |
| <b>Pope Elementary Remodel</b>               | 27,400,000         |
| <b>Elementary #25 Construction</b>           | 36,100,000         |
| <b>Portables</b>                             | 2,000,000          |
| <b>Elementary #25 Property Purchase</b>      | 600,000            |
| <b>Glacier View Junior High Construction</b> | 500,000            |
| <b>Puyallup High School Phase 1</b>          | 600,000            |
| <b>Total</b>                                 | <b>227,100,000</b> |

Source: Puyallup School District Long-Range Capital Facilities Plan, September 2, 2014

**Table 48** Puyallup School District Capital Improvement Funding: 2014-2020

| SOURCE             | AMOUNT             |
|--------------------|--------------------|
| <b>Bonds</b>       | \$190,800,000      |
| <b>State Match</b> | 29,100,000         |
| <b>Impact Fees</b> | 7,200,000          |
| <b>Total</b>       | <b>227,100,000</b> |

Source: Puyallup School District Long-Range Capital Facilities Plan, September 2, 2014

#### Forecast of Future Needs

Enrollment is projected to increase by 700 students at the elementary school level and by 218 students at the middle school level and by 75 students at the high school level between 2013 and the 2020 school year.

#### Capital Projects & Funding

The Sumner School District's Capital Improvement Program (CIP) and projected funding sources are shown in Table 49 and Table 50.



**Table 49** Sumner School District Capital Improvement Projects: 2014-2020

| PROJECT                            | COST              |
|------------------------------------|-------------------|
| Construction for Enrollment Growth | \$28,500,000      |
| Site Acquisition                   | 5,250,000         |
| Portables                          | 1,350,000         |
| <b>Total</b>                       | <b>35,100,000</b> |

Source: Sumner School District Capital Facilities Plan 2014-2020

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**Table 50** Sumner School District Capital Improvement Funding: 2014-2020

| SOURCE        | AMOUNT            |
|---------------|-------------------|
| Funds Balance | \$15,437,411      |
| Impact Fees   | 9,726,000         |
| TBD           | 9,936,589         |
| <b>Total</b>  | <b>35,100,000</b> |

Source: Sumner School District Capital Facilities Plan 2014-2020

## WATER

Four public water utilities serve the City of Edgewood: the Mountain View-Edgewood Water Company, the Milton Water Utility, Lakehaven Utility 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 Water Company and the water system for Cherrywood Mobile Home Park.

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 2011 Water System Plan it may increase its service area in the future to include areas currently served by private water systems in Edgewood. 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*

### Inventory of Existing Facilities

The Water Company's existing facilities are described in its 2011 Water System Plan. They include nine groundwater wells, three above-ground 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 an emergency intertie with the Milton Water Utility. The Water Company has plans to complete another intertie with the Sumner Water Utility in the future.

### Forecast of Future Needs

The Water Company's 2011 Water System Plan projects a maximum daily water demand of 4,964 Equivalent Residential Units (ERU) in 2031. The Water Company has sufficient water rights and system capacity to provide approximately 6,240 ERUs, assuming no seasonal interties are being supplied. Based on the projected demand and available capacity, it is anticipated that the Water Company has capacity to meet future demand through 2035.

The Water Company anticipates the need to maintain and upgrade its existing infrastructure over the coming years. As mentioned earlier, the Water Company may also work with the Sumner Water Utility to establish an emergency intertie. Sumner would be the primary beneficiary of the intertie and would cover the majority of associated costs.

### Capital Projects & Funding

The Water Company's Capital Improvement Program (CIP) and projected funding sources are shown in Table 51.

The Water Company plans to fund capital projects with a combination of reserves and revenue obtained from new service connections and rates.

## *Milton Water Utility*

### Inventory of Existing Facilities

The Milton Water Utility's existing facilities are described in its 2010 Water System Plan. They include seven groundwater wells, a water treatment plant, three



**Table 51** Mountain View–Edgewood Water Company Capital Improvement Projects: 2014–2020

| PROJECT                                                                           | COST             |
|-----------------------------------------------------------------------------------|------------------|
| Distribution System Improvements along 122nd Ave E                                | \$568,869        |
| Distribution System Improvements along 24th St E & 125th Ave Ct E                 | 399,253          |
| Distribution System Improvements along 22nd St Ct E & 23 St E                     | 399,135          |
| Distribution System Improvements for Priority Items on the Ugly List <sup>1</sup> | 400,000          |
| <b>Total</b>                                                                      | <b>1,767,257</b> |

Source: Sumner School District Capital Facilities Plan 2014–2020

<sup>1</sup> The Water Company maintains an “Ugly List” of small projects needed to increase system reliability

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reservoirs, three pumping stations and a distribution system. The distribution system was developed over the years using materials current with water industry technology at the time of construction, including cast iron, asbestos cement, polyvinyl chloride and steel. The Milton Water Utility now uses ductile iron pipe for repairs and improvements. The Milton Water Utility currently has interties with the Lakehaven Utility District and the Mt. View-Edgewood Water Company.

#### Forecast of Future Needs

According to the City of Milton’s 2010 Water System Plan, the Milton Water Utility has sufficient water rights available to provide the necessary amount of water to its current customers and future projected population. However, the Milton Water Utility is not able to fully utilize these rights due to aquifer constraints. Combined current output of the Milton Water Utility’s wells is 2,020 gpm. Wells are operated at or near production limits based on aquifer capacity. Maximum day demands are projected to exceed well and aquifer capacity in 2022. The Milton Water Utility will need to develop additional source capacity before this time. The Milton Water Utility has emergency interties with adjacent providers to augment system flows if necessary. Other future needs include maintenance and upkeep of existing facilities.

#### Capital Projects & Funding

The City of Milton is currently in the process of updating the Capital Improvement Plan (CIP) for its water utility. Projects being considered for inclusion in the CIP include test well drilling, well upgrades, watermain improvements and asset replacement. The primary funding source being considered is rate revenue.



**Volume II**

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

**Capital Facilities** ◀

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## City of Edgewood, Washington

2224 104th Avenue East, Edgewood WA 98372-1513

Phone: (253) 952-3299 Fax: (253) 952-3537

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### Staff Report

#### Comprehensive Plan Amendments

**File # 17-1549 & 17-1550**

**Discussion Item November 20, 2018 at 7:00 PM**

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|                 |                                                                                                |
|-----------------|------------------------------------------------------------------------------------------------|
| <b>To:</b>      | <b>City of Edgewood City Council</b>                                                           |
| <b>From:</b>    | <b>Wayne Carlson, FAICP, Brittany Port, AICP and Ryan Givens, AICP<br/>(Contract Planners)</b> |
| <b>Date:</b>    | <b>November 13, 2018</b>                                                                       |
| <b>Subject:</b> | <b>Annual Comprehensive Plan Amendment</b>                                                     |

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#### Part 1 – Background

Pursuant to RCW 36.70A.130(4), the City of Edgewood must update its comprehensive plan every eight years. The deadline for the next major update is June 2023; however, per Edgewood Municipal Code (EMC) Section 18.60.130, the City may consider amendments to its Comprehensive Plan once every year. Applications for Comprehensive Plan amendments must be submitted on or before December 31st in order to be considered during the following year's amendment process. All applications submitted by the December 31st deadline are identified on the preliminary docket that is maintained by the Planning Director. In 2017, the City received two applications that met the required deadline to be processed on the 2018 docket.

EMC Chapter 18.60 establishes a process and criteria for comprehensive plan amendments. The City Council shall consider the proposed amendment to the development regulations and the Planning Commission recommendation at a regularly scheduled meeting. City Council shall also apply the criteria set forth in EMC 18.60.220, as applicable, in order to make a final decision.

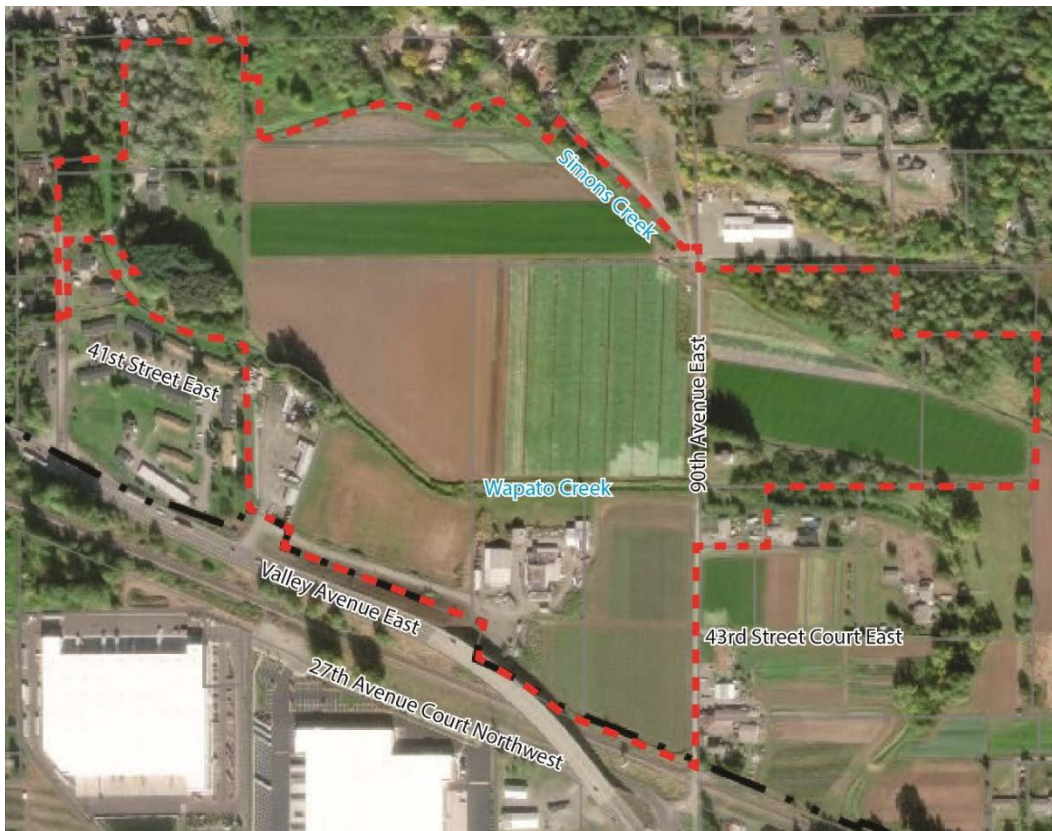
If the city council concludes that no change in the recommendation of the planning commission is necessary, the city council may make a final determination on the proposed amendment(s) without holding another public hearing, and make a final decision.

If the city council concludes that a change in the recommendation of the planning commission is necessary, the city council shall consider whether another opportunity for public review and comment is needed under RCW 36.70A.035(2)(a) and, if so, it shall hold another public hearing before making a final decision.

This annual update includes two citizen-initiated requests for amendments to Comprehensive Plan designations and zoning. The site-specific requests are described in Part 2 of this staff report.

## Part 2 – Citizen-Initiated Site-Specific Requests

### 1. SITE SPECIFIC REQUEST #1 – UCHIDA FARMS



**FILE NUMBER:** 17-1549 – Uchida Farms

**LOCATION:** 8819 Valley Avenue East

**TAX PARCEL(S):** Parcel Nos. 0420163054, 0420163055, 0420163702, 0420163047, 0420163026, 0420163023, 0420163052, 0420162700, 0420165004, 0420166003, 0420175005

**APPLICANT:** Uchida Farms LLC, 8819 Valley Avenue East, Edgewood, WA 98371

**EXISTING COMPREHENSIVE PLAN:** Moderate Density Residential

**REQUESTED COMPREHENSIVE PLAN:** Industrial

**EXISTING ZONING:** Single-Family Moderate (SF-3)

**REQUESTED ZONING:** Industrial (I)

**REASON FOR REQUEST:**

The applicant requests concurrent approval of a Comprehensive Plan Map Amendment to the 2015 Edgewood Comprehensive Plan, Future Land Use Map (FLUM) and a rezoning or zone change to Industrial (I) of eleven (11) tax parcels within the southwest corner of Edgewood immediately adjacent to Valley Avenue East. The applicant states their reason for the request is to develop the property as an industrial complex, and cites the need for additional industrial zoned land in Edgewood as the basis for rezoning the property.

Within the Edgewood/Puyallup/Fife area, there is virtually no vacant industrial space. Since 2005, fifteen (15) new industrial sites have been developed within 1.5 miles of the Uchida Farm LLC site; more than 5.2 million square feet of industrial space has been constructed – with nearly 100% occupancy of the new space.

The rezone of the Uchida Farm LLC property is supported by the existing industrial development in the area, and infrastructure improvements made in the area by adjacent jurisdictions including:

- The City of Fife widened and reconstructed Freeman Road from Valley Avenue to 20th Street.
- The City of Puyallup created, widened and signalized the intersection on Valley Avenue immediately adjacent the Uchida Farm LLC property.
- WSDOT is proposing the extension of Highway 167 from its current terminus at Meridian Avenue to the Port of Tacoma, with an interchange proposed in the immediate vicinity of the Uchida Farm LLC property.

The benefits of the proposed comprehensive plan amendment and development of the Uchida Farms LLC property to the City of Edgewood include acceleration of job creation within the City, spurring: growth within the local housing market and increased tax revenues.

The request may also the cities of Edgewood, Fife, and Puyallup, someday achieve designation as an Industrial Center within Pierce County, making the City eligible for transportation funding from Puget Sound Regional Council.

**SURROUNDING ZONING & LAND USE:**

The Uchida Farm LLC property is surrounded by the following land uses:

|              | <b>Zoning</b>                                | <b>Existing Land Use</b>                                                   |
|--------------|----------------------------------------------|----------------------------------------------------------------------------|
| <b>North</b> | Single-Family Moderate (SF-3)                | Single-family residences located above the project site on top of the hill |
| <b>South</b> | City of Puyallup, Limited-Manufacturing (ML) | Valley Avenue, industrial development                                      |
| <b>East</b>  | Single-Family Moderate (SF-3)                | Single-family residences                                                   |
| <b>West</b>  | Single-Family Moderate (SF-3)                | Multi-family residences                                                    |

**AVAILABILITY OF UTILITIES:**

The Uchida Farms LLC property is located in an area where utilities and infrastructure are readily available. The applicant realizes improvements may be required to fully provide the infrastructure necessary to bring these resources to bear on the proposed industrial development. The applicant will bear the responsibility for the design and installation of the improvements required to meet Edgewood's development codes.

**AVAILABILITY OF PUBLIC SERVICES:**

There are no known public service deficiencies in this area. The City requires future development proposals to demonstrate service demand and available capacity as part of the permitting process. The applicant has submitted a traffic impact analysis demonstrating that the nearby traffic network has sufficient capacity to accommodate the proposed development. In addition, the applicant recognizes that they may be responsible for the construction of off-site improvements necessary to facilitate their proposed development in accordance with Edgewood's development codes and standards.

**SITE CHARACTERISTICS:**

While site constraints exist in the form of watersheds, the overall topography of the site lends itself to development of large-scale industrial projects. The conceptual plan for the Uchida Logistics Center offers an initial insight into how the needs of a particular use can be accommodated on a unique site. The site's suitability for the intended development is supported by the substantial amount of development in the immediate area.

**CRITICAL AREAS:**

The applicant contracted Soundview Consultants LLC to prepare a fish and wildlife habitat and wetland inventory as the City's wetlands inventory map identifies potential wetlands on and adjacent to the subject property. These wetland areas are located along three streams that are mapped as flowing through the property as well as offsite in adjoining agricultural fields or undeveloped land. Pierce County stream maps and DNR stream typing maps identify three streams on and adjacent to the property: Wapato Creek, Simons Creek, and an unidentified Simons Creek tributary in the northwest portion of the property. The site investigation evaluated wetland hydrology, hydrophytic vegetation, and hydric soils to determine standard buffer widths, which include 165 feet for Category II wetlands on the property, and vary from 60-105 feet for Category III wetlands on the property. Wapato Creek, Simons Creek, and the unnamed tributary are Type F streams with a standard buffer of 100 feet. Future on-site industrial development would need to avoid impacts to the critical areas on or adjacent to the site and incorporate these buffers into their plan, though buffer averaging can be evaluated on an individual project basis.

**ACCESS:**

Vehicular access to the site would be provided from 90th Ave E, which provides access to Valley Avenue East via 27th Avenue Court Northwest. The applicant contracted Transportation Engineering NorthWest to prepare a transportation analysis. The analysis found that the level of service for the intersection would operate at LOS C or better in 2024 and 2030 with or without the project. While secondary access may become available, this traffic analysis is based on a single access at 90th Avenue East. A more detailed operational analysis would be completed with a formal project application.



2. SITE SPECIFIC REQUEST #2 – LAKE CHALET



|                                      |                                                                  |
|--------------------------------------|------------------------------------------------------------------|
| <b>FILE NUMBER:</b>                  | 17-1550 – Lake Chalet                                            |
| <b>LOCATION:</b>                     | 10304 24th Street East                                           |
| <b>TAX PARCEL(S):</b>                | Parcel No. 0420107031                                            |
| <b>APPLICANT:</b>                    | Project S22 LLC, 18605 17th Avenue Northwest, Shoreline WA 98177 |
| <b>EXISTING COMPREHENSIVE PLAN:</b>  | Town Center (1.36-ac.) & Moderate Density Residential (5.16-ac.) |
| <b>REQUESTED COMPREHENSIVE PLAN:</b> | Town Center                                                      |
| <b>EXISTING ZONING:</b>              | Single-Family Moderate (SF-3)                                    |
| <b>REQUESTED ZONING:</b>             | TC (1.36-ac.) & SF-3 (5.16-ac.)                                  |

**REASON FOR REQUEST:**

The applicant owns a +/-10.23-acre site on the south side of 24th Street E directly across from 104th Avenue East. The site includes two tax lots (0420107030 and 0420107031). The western lot includes the Lake Chalet Park Apartments and has six existing buildings each with 6 apartment units (for a total of 36 dwelling units). The eastern property is undeveloped.

The applicant would like to build additional apartments on the undeveloped site areas. The proposed project that may be developed as a result of this Comprehensive Plan FLUM amendment could include 106 additional apartment units and 37 freestanding cottages (143 total dwelling units).

The applicant requests to amend the City of Edgewood Comprehensive Plan FLUM from *Single-Family Moderate* to *Town Center* for tax lot 0420107031 (eastern parcel). The applicant also requests to change the zoning from SF-3 to TC. The subject parcel is 6.52-acres; whereas, +/-1.36-acres has a *Town Center* designation and the remaining +/-5.16 acres has a *Single-Family Moderate* designation.

The applicant would like to build additional dwelling units on the undeveloped site areas. The applicant submitted a site plan that illustrates the site accommodating 106 additional apartment units and 37 freestanding cottages.

**TOWN CENTER PLANNING**

The Comprehensive Plan envisions the Town Center as the City's commercial hub and its policies anticipated a walkable, mixed-use district. To date, most of the Town Center has developed as single-use multi-family or commercial projects. The Town Center area has no true mixed-use projects. The Town Center has not yet developed as originally intended, but there is opportunity to achieve the envisioned mixed-use center.

In mid-2017, the City adopted several code updates that require ground level non-residential uses in all Town Center projects fronting along arterial roadways. These code changes provide certainty that the Town Center will develop as a true mixed-use district.

There is an opportunity for the City to expand the Town Center designation and create a mixed-use corridor along 24th Street East and a planned north-south Neighborhood Collector (see Access subsection below). If the City adopts the amendment, development at this location must include active ground floor uses (retail) and a mix of other uses.

**PAST AND FUTURE LAND USE AND ZONING ACTIONS:**

The site was classified as Town Center/TC Single-Family Moderate/SF-3 in the City's initial Comprehensive Plan. In 2013, the City approved the property for a land use amendment/zone change from Town Center/TC and Single-Family Moderate/SF-3 to Mixed Use Residential/MU-R. Through the 2015 Comprehensive Plan adoption, the Future Land Use/zoning reverted back to Town Center/TC and Single-Family Moderate/SF-3. Staff is unaware why the Comprehensive Plan did not carry forward the approved amendment/zone change since the City found the site to be appropriate for higher intensity in 2013.



**SURROUNDING ZONING & LAND USE:**

The subject property is surrounded by the following land uses:

|              | <b>Zoning</b>                         | <b>Existing Land Use</b>                                        |
|--------------|---------------------------------------|-----------------------------------------------------------------|
| <b>North</b> | Public, Single-Family Moderate (SF-3) | City Hall and single-family residences located across 24th St E |
| <b>South</b> | Single-Family Moderate (SF-3)         | Lake Chalet and single-family residences                        |
| <b>East</b>  | Public, Single-Family Moderate (SF-3) | Single-family residences                                        |
| <b>West</b>  | Town Center (TC)                      | Multi-family residences                                         |

**ZONING COMPARISON:**

The following table summarizes the permitted uses and dimensional standards for the current, proposed, and previously approved zoning districts.

| <b>ZONING COMPARISON TABLE</b>                                                                              |                                                      |                                               |                                                             |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-----------------------------------------------|-------------------------------------------------------------|
| <b>EDGEWOOD<br/>MUNICIPAL CODE<br/>STANDARD</b>                                                             | <b>ZONING DISTRICTS</b>                              |                                               |                                                             |
|                                                                                                             | <b>SF-3<br/>(CURRENT ZONE)</b>                       | <b>TC<br/>(CURRENT AND<br/>PROPOSED ZONE)</b> | <b>MU-R<br/>(PREVIOUSLY<br/>APPROVED ZONE)</b>              |
| <b>Land Uses</b> (condensed list)                                                                           |                                                      |                                               |                                                             |
| Single-Family Detached                                                                                      | Permitted                                            | Not Permitted                                 | Permitted                                                   |
| Single-Family Attached                                                                                      | Not Permitted                                        | Not Permitted                                 | Permitted                                                   |
| Multifamily                                                                                                 | Not Permitted                                        | Permitted                                     | Permitted                                                   |
| Retail                                                                                                      | Not Permitted                                        | Permitted <sup>1</sup>                        | Permitted                                                   |
| Office                                                                                                      | Not Permitted                                        | Permitted <sup>1</sup>                        | Permitted                                                   |
| Density                                                                                                     | Min. 1 du/a <sup>2</sup><br>Max. 3 du/a <sup>2</sup> | Min. 24 du/a<br>Max. 48 du/a                  | Min. 10 du/a<br>Max. 24 du/a<br>Max. 48 du/a<br>(mixed-use) |
| Floor Area Ratio (FAR)<br><i>(FAR does not apply to single-family detached dwelling or cottage housing)</i> | N/A                                                  | 1:1 OR<br>4:1 w/ bonus                        | 0.5:1 OR<br>2:1 w/ bonus                                    |
| Height (Max.)                                                                                               | 35-ft                                                | 45-ft OR<br>55-ft w/ bonus                    | 35-ft OR<br>35-ft w/ bonus                                  |

| <b>ZONING COMPARISON TABLE</b>                  |                                       |                                               |                                                |
|-------------------------------------------------|---------------------------------------|-----------------------------------------------|------------------------------------------------|
| <b>EDGEWOOD<br/>MUNICIPAL CODE<br/>STANDARD</b> | <b>ZONING DISTRICTS</b>               |                                               |                                                |
|                                                 | <b>SF-3<br/>(CURRENT ZONE)</b>        | <b>TC<br/>(CURRENT AND<br/>PROPOSED ZONE)</b> | <b>MU-R<br/>(PREVIOUSLY<br/>APPROVED ZONE)</b> |
| Setbacks from non TC & MUR zones                | N/A                                   | 25-ft                                         | 20-ft                                          |
| Lot Dimensions                                  | 50-ft width (min.)<br>8,750-sf (min.) | N/A                                           | N/A                                            |
| Design Guidelines                               | No                                    | Yes, applicable                               | Yes, applicable                                |

<sup>1</sup> 30% of the area within 150' of the arterial ROW line is required to be reserved for or developed with office or retail type commercial uses.

<sup>2</sup> Based on net area

#### **AVAILABILITY OF UTILITIES:**

Water and sewer lines are adjacent to the site. Existing service lines are also present on the applicant's adjacent property. The site is located within the City's local improvement district (LID). The City established the LID to provide sanitary sewer service to the Meridian corridor. The water and sewer providers indicated to staff that adequate capacity is available to service this site and the vicinity. The City requires applicants to demonstrate utility capacity as part of the permitting process.

#### **AVAILABILITY OF PUBLIC SERVICES:**

There are no known public service deficiencies in this area. The City requires development proposals to demonstrate service demand and available capacity as part of the permitting process. Staff anticipates this analysis will occur closer to the time of site development.

#### **SITE CHARACTERISTICS:**

The subject site is presently undeveloped. Vegetation covers most of the site. The property has a heavy tree canopy along the eastern property line and a cluster along 24th Street East. Lake Chalet abuts the site at the southeast corner and shoreline vegetation extends onto the property. The site slopes down toward Lake Chalet.

#### **CRITICAL AREAS:**

The Edgewood's GIS Map shows a potential wetland in the southeast corner of the site and along the Lake Chalet shoreline. Lake Chalet shoreline vegetation extends into the site. The applicant will provide a wetland delineation as part of site development permitting. As described above, the site is heavily vegetated with trees, grasses, and understory shrubs. The property has mature trees are clustered along the eastern boundary and in an isolated cluster along 24th Street East.

#### **ACCESS:**

The site has roadway access from 24th Street East. The property is associated with the property to the west. The western site has an existing apartment community with drive aisles that terminate at the subject site. If this development occurs, there is an opportunity to provide internal vehicle access to the existing drive aisles.

The Comprehensive Plan includes plans for a new Neighborhood Collector to extend south into the site from 104th Avenue East (Edgewood Comprehensive Plan Figure 10 Meridian Corridor Collector Street Classifications). The Meridian Avenue/State Route Corridor Roadway Network Ordinance (Ord. 07-0279) plans for the Neighborhood Collector alignment to wrap around the Edgewood Dale residential neighborhood and connect to 29th Street East. The Ordinance does not show a street connection to 103rd Avenue Court East. Future development on the subject site will incorporate this new Neighborhood Collector and provide bicycle/pedestrian connections to the adjacent neighborhoods.

### **Part 3 – Compliance with EMC 18.60.220**

Edgewood Municipal Code section 18.60.220 establishes the evaluation criteria for proposed amendments to the comprehensive plan and development regulations. Pursuant to Section 18.60.010(B), the development regulations are the controls placed on development or land use, including, but not limited to, the city's codes on zoning, critical areas, official controls, planned unit developments, subdivisions, binding site plans and the shoreline master program. Applicants provide responses to said criteria as part of their submittal packages. The following lists the review criteria and staff's assessment of the applicants' responses:

A. All Amendments. All of the comprehensive plan amendments shall be reviewed under the following criteria:

#### **1. Whether the proposed amendment(s) conform to the Growth Management Act (Chapter 36.70A RCW);**

##### SITE SPECIFIC REQUEST #1

**Applicant Response:** As stated in the Project Narrative submitted with the application, the applicant believes the proposed map amendment and rezoning is consistent not only with the City of Edgewood's Comprehensive Plan, but also regional plan goals set forth in the Puget Sound Regional Council's Vision 2040 Plan and procedural requirements established in the State of Washington's Growth Management Act (GMA).

Beginning with the most wide-ranging element – conformance with the requirements of the GMA, specifically RCW 36.70A – the applicant has submitted the requisite documents in accordance with Edgewood's protocols for amendments and rezoning. Staff will continue the process in a manner which ensures public participation and review by the appropriate commissions and elected officials.

RCW 36.70A.110.2 mandates each urban growth area/city to include "...areas sufficient to accommodate the broad range of needs and uses that will accompany the projected urban growth including, as appropriate, medical, governmental, institutional, commercial, service, retail, and other nonresidential uses." Going further, the same section states, "...An urban growth area determination may include a reasonable land market supply factor and shall permit a range of urban densities and uses. In determining this market factor, cities and counties may consider local circumstances. Cities and counties have discretion in their comprehensive plans to make many choices about accommodating growth."

An analysis of the data provided in support of this application leads the applicant to believe the need for Edgewood to acknowledge a limited local land capacity to address existing and projected industrial demand have been clearly demonstrated in a manner and to the full extent of consistency with GMA.

**Staff Response:** Staff concurs with the applicant's assessment. The City's Municipal Code outlines a process for amendments to the Comprehensive Plan FLUM in accordance with GMA. By following the City's process and incorporating citizen participation, the amendments conform to the procedural requirements of GMA. In particular, the amendment supports the following Statewide planning goals: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

The proposed amendment from *Single-Family Moderate* to *Industrial* supports this effort to promote economic development within the City of Edgewood, the recruitment of new businesses, and employment opportunities within the City of Edgewood. The Uchida Farms LLC property is located within a City, where GMA prioritizes growth which requires a wide range of uses (such as industrial) that support urban growth.

#### SITE SPECIFIC REQUEST #2

**Applicant Response:** The change from SF-3 to TC conforms to the GMA. The proposed development will encourage urban growth in a consolidated manner, developing inner center (urban infill) and reduce sprawl. Because the development is in the urban area, people will also have access to multimodal transportation systems. This meets GMA in providing design and layout that shape the City into more livable and healthy spaces.

The applicant will be able to provide open space, trails and bikeways within the development. Even with a buffer from the environmentally critical areas adjacent Lake Chalet, the applicant will be able to create a mini-park with walkways, seating and view to the lake. This also meets with GMA in its planning goal to retain open space, enhance recreational opportunities, and develop parks and recreation facilities.

**Staff Response:** GMA requires the City of Edgewood to develop a Comprehensive Plan that aligns with and implements the Statewide goals. As it relates to this proposal, the applicable Statewide goals direct the City to (i) contain urban development near adequate public services, (ii) reduce urban sprawl and keep growth close to establishes areas, and (iii) provide a variety of housing in terms of size and affordability.

The proposed amendment from *Single-Family Moderate* to *Town Center* aligns with the applicable Statewide goals. The site is within an established urban area and the

*Town Center* designation creates opportunity for housing variety within the City. First, the site is near existing utilities, transit, and parks. The amendment does not represent outward urban expansion into rural or resource areas. Second, the property is located within the City's core development area, whereas, the surrounding properties have existing development. Third, the proposed *Town Center* designation allows for several housing types that could provide diverse living choices for Edgewood citizens.

**2. Whether the proposed amendment(s) are consistent with and implement the city's comprehensive plan, including the goals, policies and implementation strategies of the various elements of the plan;**

SITE SPECIFIC REQUEST #1

**Applicant Response:** In addition to the compliance with Comprehensive Plan goals outlined earlier in this document, the Uchida Farm LLC proposal is a direct response to market factors which led to the City of Edgewood's intention to establish a Special Land Use Study Overlay to investigate redesignation of land uses within the study area to potentially accommodate industrial development (Volume 1, Page 22). Goal LU.VII best states the Community's position on industrial uses and future growth opportunities.

The Uchida Farm LLC proposal – including the conceptual development of the Uchida Logistics Center – addresses the Land Use Goal for Industrial Uses (LU.I.m, Volume 1, Page 25). While the development is conceptual at this time, the Uchida plan demonstrates the applicant's intent to fully comply with a goal of achieving transitional standards which help protect adjacent single-family residential areas (LU.V.i, Page 27).

Edgewood's Comprehensive Plan acknowledges the predominance of residential land use (58.6%) within the community and indirectly, a priority to develop multi-family and mixed-use projects in appropriate locations, thereby increasing residential density. A limited industrial base (0.3%) is acknowledged; indicating the regional focus of industrial demand has been primarily directed elsewhere – most likely towards the neighboring communities of Fife, Puyallup, and Sumner.

**Staff Response:** Staff concurs with the applicant's assessment. Though the request is not consistent with the future land use map designations, it is consistent with many instances of Comprehensive Plan text, goals and policies. Of most relevance, the incorporation of this area into a "Special Land Use Study Overlay" in the City's 2015 Comprehensive Plan (Volume 1, Page 22) denotes the City's identification of the changing character of this area as well as its acknowledgement of the need for industrial development to support local job creation in the City of Edgewood. The proposed amendment from *Single-Family Moderate* to *Industrial* and accompanying application materials serve to address a portion of the Special Land Use Study Overlay area with its findings of an *Industrial* designation being appropriate for the amendment area.

The Land Use Element provides several policies that support this amendment, including policies for studying new land use designations and responding to changing community conditions. The potential for economic development, recruitment of businesses,

transportation access, availability of public facilities and services, compatibility with surrounding development, and property owner interests are all listed as factors for considering new land use designations. The redesignation of the Uchida Farms property to *Industrial* meets most of these requirements.

#### SITE SPECIFIC REQUEST #2

**Applicant Response:** The proposed amendment will maintain the small-town character, ambiance, and charm of the City of Edgewood as described in the Comprehensive Plan. The applicant is doing this by maintaining a buffer from Lake Chalet and using it as a mini-park. It will also provide open space, trails, and bikeways throughout the new community. The proposed amendment is an urban infill that also capitalizes the opportunities offered by the proposed TC zone development - commercial amenities, open space and outdoor activities - and encourages the Comprehensive Plan's general goal of increased commercial use. The proposal concentrates the growth of multi-family housing within the City Urban Center that is zoned for TC and protects future growth from sprawling into the SF-3 and SF-2 zones. Portions of the site is already zoned TC.

**Staff Response:** Though the request is not consistent with the future land use map designations, it is consistent with many instances of Comprehensive Plan text, goals and policies. The Edgewood Comprehensive Plan provides Land Use, Housing, and Transportation goals and policies that support the proposed Future Land Use Plan amendment from *Single-Family Moderate* to *Town Center*. The Plan's vision statement reads, "[the] Town Center is our commercial hub and home to a vibrant local economy. Pedestrian and bike paths connect people and places throughout our community."

The Land Use Element provides several policies that call for a well-designed, pedestrian-friendly community that is compatible with the surrounding development. The Plan directs the City to promote a mix of uses and to create a Town Center to serve the community and to attract regional visitors. The policies call for compatible transition to adjacent single-family residential areas.

The Housing Element directs the City to ensure new housing development supports City and regional growth plans and to provide adequate land supply to accommodate growth. The Housing Element encourages a supply of rental units to provide housing choices for those who are not homebuyers. The Plan encourages new residential units within the Town Center land use designation. Finally, the Housing Element encourages new affordable housing units to locate near amenities and services to lower residents' transportation costs.

3. **Whether circumstances related to the proposed amendment(s) and/or the area in which it is located have substantially changed since the adoption of the city's comprehensive plan;**



### SITE SPECIFIC REQUEST #1

**Applicant Response:** Whereas the national and regional economies have shown a degree of sustainable growth in a variety of sectors, Edgewood has lagged behind in recent times (Page 21). While recession may create the initial circumstances, one of the main drivers of growth consistently lies in the development of industrial land uses. Besides the benefits of increased tax revenues, industrial development drives employment; which in turn radiates economic growth into residential and retail sectors. The City of Edgewood has responded to this need by designating much of the southwest portion of Edgewood – including the entire Uchida Logistics Center site – as the subject to a Special Land Use Overlay Study Area.

While certain observers catalog a surplus of available industrial land in Edgewood (12.82 acres according to the Puget Sound Regional Council), the applicant believes the perceived underutilization of Edgewood’s industrial base is essentially incorrect and does not reflect current market conditions. Local market activity indicates a shortage of industrial land in all submarkets stretching from Tacoma to Seattle – and this particular submarket is one of the region’s most sought-after industrial locations. Over the past four years, approximately 2.6 million square feet of Class A industrial buildings have been developed on 175 acres of industrial land located within 1½ miles of the Uchida Farms LLC site. The majority of this development is located within ½ mile of the site - and serving as an even greater indicator of demand – all of the 12 industrial structures are 100% occupied.

Being a “first mover” in a competitive marketplace and able to provide the size, scale and location of market-driven industrial infrastructure needed by tenants, is an advantage provided to the City of Edgewood by the applicant’s proposal –which focuses regional industrial interest in Edgewood.

Whereas the national and regional economies have shown a degree of sustainable growth in a variety of sectors, Edgewood has lagged behind in recent times (Page 21). While recession may create the initial circumstances, one of the main drivers of growth consistently lies in the development of industrial land uses. Besides the benefits of increased tax revenues, industrial development drives employment; which in turn radiates economic growth into residential and retail sectors. The City of Edgewood has responded to this need by designating much of the southwest portion of Edgewood – including the entire Uchida Logistics Center site – as the subject to a Special Land Use Overlay Study Area.

**Staff Response:** As discussed above, the area in question had been identified within the 2015 Comprehensive Plan as an area where “a number of factors have led to interest in possible redesignation of land uses in the overlay area, including industrial development in the surrounding area, support for local job creation, and changes in the economics of the small-scale farming activities that are currently practiced in the area.” As the applicant has assessed in their analysis of the changing market factors in the area:

industrial growth in both Fife and Puyallup and a lack of vacant industrial space lend this property to have a more productive use under an *Industrial* land use designation.

SITE SPECIFIC REQUEST #2

**Applicant Response:** The population decreased from 2011 to 2012, which is commonly attributed to the recession. The current zoning policies are based on the drop in population. However, the recent population growth in the City of Edgewood may affect future zoning policies. There are large multi-family developments being built to both west and north of the Lake Chalet Development to serve the growing population in the City of Edgewood. Our proposal to increase the density from SF-3 to TC will only serve the growing population, where there is already high density, as well as sustaining the small-town character, ambiance and charm in the surrounding City of Edgewood in accordance with the comprehensive plan, as mentioned before.

**Staff Response:** The Comprehensive Plan originally envisioned the Town Center as the City's commercial hub and its policies anticipated the Town Center to develop into a walkable, mixed-use district. However, as it stands a large portion of the Town Center has developed as single-use, multi-family residential with few non-residential uses and no mixed-use projects.

This single-use development pattern occurred due to zoning standards that did not require a mixed-use component within the *Town Center* designation. In mid-2017, the City adopted an ordinance amending EMC 18.80.080 to require a non-residential component within Town Center projects fronting arterial roadways.

A lot of the Town Center is already developed and Meridian Avenue East is a large highway with heavy traffic volumes. These factors make it challenging to attract/accommodate future mixed-use projects in Edgewood. However, there is an opportunity for the City to expand the *Town Center* designation and create a mixed-use corridor along 24th Street East and a new Neighborhood Collector. This arrangement will place active ground floor uses (retail) on smaller streets which lend itself to a more comfortable pedestrian environment. This also creates an opportunity to use urban design techniques to weave together the surrounding neighborhoods, Civic Center Park, and City Hall into a cohesive, interconnected neighborhood.

4. **Whether the assumptions upon which the city's comprehensive plan is based are no longer valid, or whether new information is available which was not considered during the adoption process or any annual amendments of the city's comprehensive plan; and**

SITE SPECIFIC REQUEST #1

**Applicant Response:** The Uchida Logistics Center would be a prime example of the validity of assumptions serving as the foundation of Edgewood's comprehensive planning effort; including the projection that 30% of future industrial growth would

occur in the southwest corner of Edgewood – where the Uchida Farm LLC site is located.

Projecting industrial growth in an area zoned and planned for residential growth under current planning tools is a procedural inconsistency which seems to foresee a need for the amendment process - such as the applicant's proposal - in order to realize that projection and achieve the desired economic growth.

**Staff Response:** Staff concurs with the applicant's assessment - the assumptions within the City's Comprehensive Plan are valid. The Future Land Use Map of the City's 2015 Comprehensive Plan identifies a "Special Land Use Study Overlay" including the Uchida Farms property that the City intends for possible redesignation after further study to align with the industrial development in the surrounding area. The Transportation Element of the City's 2015 Comprehensive Plan already identifies within its land use forecasts in as the southwestern areas of the City near the railroad corridor accommodating 30% of the employment growth in manufacturing and industrial/warehousing uses.

#### SITE SPECIFIC REQUEST #2

**Applicant Response:** See response to question A.2.

**Staff Response:** As summarized in question A.3, the Comprehensive Plan originally envisioned the Town Center as the City's commercial hub and home to a vibrant local economy. Several policies suggest the Town Center will develop as a walkable, mixed-use district. However, much of the Town Center developed quickly with single-use, multi-family projects with no active ground floor uses. This left the Town Center falling short of its intended goal.

In April 2017, the City amended EMC 18.80.080 to require a non-residential component to all Town Center projects fronting on arterial roadways (Ord. 17.0496). This ordinance ensures that the remainder of the Town Center will develop with mixed-use projects.

Coupled with the recently adopted code changes, the proposed amendment creates an opportunity to achieve a vibrant, mixed-use district along 24th Street East and the planned Neighborhood Collector. The amendment will provide more vacant land in the Town Center to accommodate true mixed-use style development, whereas, much of the current designation is built-out or exists in fragmented ownership patterns.

### **5. Whether the proposed amendment(s) reflects current, widely held values of the residents of the city.**

#### SITE SPECIFIC REQUEST #1

**Applicant Response:** The applicant's proposal conforms and supports community values in two ways; first, through the collective engagement process used to debate the proposal's merits; and second, in the proposal's obvious efforts to address any and all

issues which may arise from the approval of this amendment and the implementation of development (LU.V.11/Page 28).

**Staff Response:** This criteria is difficult to determine compliance with at this stage. It is likely that the proposed amendment will reflect the values of some residents and not others. The City is soliciting for public feedback through comments, a neighborhood meeting, and a public hearing. Following the conclusion of these efforts, it is hoped that a consensus can be formed as to the merits of the project and its reflection of the community's values.

#### SITE SPECIFIC REQUEST #2

**Applicant Response:** The proposed amendment from SF-3 to TC reflects the values of the residents. There appears to be a demand for multi-family housing due to the number of these building types being constructed in the central core of the City. Portions of the parcel is already zoned TC and it is the natural place to increase density. So it is a natural to make the rest of the parcel TC with little impact to the City. It concentrates the higher density where it should.

**Staff Response:** The Comprehensive Plan envisions a small town character and family-friendly neighborhoods. It also calls for a Town Center that is the commercial hub and home to a vibrant local economy. The Plan includes several references to walkability, housing options, and land use compatibility. The City strengthened this vision through a series of amendments to its Municipal Codes in April 2017 to require a non-residential component to all Town Center projects fronting on arterial roadways (Ord. 17.0496).

The amendment provides opportunity to strengthen the Town Center by creating a mixed-use corridor along 24th Street East and the planned Neighborhood Collector (104th Avenue East extension). With the prior amendments to the EMC, the proposed amendment will provide opportunity for the community to achieve its vision for a vibrant, mixed-use Town Center by adding land and development potential.

The amendment may present some compatibility challenges along the eastern and southern boundaries. The proposed designation represents a change in intensity for the areas that abut the Single-Family Moderate designation. However, the intensity change will occur along rear and side lot lines of the abutting homes. Furthermore, the EMC requires buffers, landscaping, and building design solutions where higher intensity zones abut residential. For these reasons, the proposed amendment aligns with the community values addressed in the Comprehensive Plan.

- B. Amendments for Site-Specific Proposals. In addition to the above, any proposal for a site-specific development or amendment shall be reviewed under the following criteria:
1. **Whether the proposed site-specific amendment(s) meets concurrency requirements for transportation and does not adversely affect adopted level of service standards for other public facilities and services (e.g., police, fire and emergency medical services, parks, fire flow and general governmental services);**

### SITE SPECIFIC REQUEST #1

**Applicant Response:** The proposed amendment does not specifically address transportation issues, but the concurrency evaluation prepared by The Transpo Group as part of the staff's analysis of the Uchida Farm LLC application provides an initial assessment of projected impacts on levels of service associated with the proposed reclassification.

The Transpo Group assessment indicates the Uchida proposal meets the adopted level of service requirements pursuant to EMC Chapter 18.105. The assessment indicates a projected trip generation of 346 new PM peak hour trips – with 80% of the trips using Valley Avenue to leave the site, with the remaining 20% being handled by the City's roadway system. Levels of service associated with various intersections evaluated under the City's 2035 travel demand model would remain unchanged by the reclassification, with the exception of a single intersection (Meridian Avenue East and 36th Street East).

To confirm the Transpo assessment and lay the groundwork for future analysis of traffic issues, the applicant commissioned an independent transportation analysis, prepared by Transportation Engineering NorthWest (TENW), dated August 21, 2018. The preliminary TENW study analyzed vehicular access, trip generation, level of service and outlined parameters for future traffic analysis for a proposed industrial development of up to 865,000 square feet on the Uchida Farms LLC site. The preliminary findings are summarized below:

- **Access ...** Vehicular access to the site would be provided from 90th Avenue East, which provides access to Valley Avenue East via 27th Avenue Court Northwest. While secondary access may become available, this traffic analysis is based on a single access at 90th Avenue East. The expected year of opening for the project is 2024.
- **Trip Generation ...** The proposed Uchida Farms project is estimated to generate 2,883 weekday daily trips with 346 trips occurring during the weekday AM peak hour (280 in, 66 out), and 346 trips occurring during the weekday PM peak hour (73 in, 273 out).
- **Level of Service Analysis ...** Level of service (LOS) analyses were conducted at three study intersections adjacent to the project site, one of which is stop-controlled and would provide access to the proposed project (90th Avenue East/27th Avenue Court Northwest). The signalized study intersections and controlled movements at the stop-controlled study intersection are estimated to operate at LOS C or better in 2024 and 2030 without or with the proposed project during both the weekday AM and PM peak hours.

**Future Traffic Analysis ...** A more detailed operational analysis will be completed with a formal project application, which is expected to include evaluation of peak hour queues at the 27th Avenue Court Northwest/Valley Avenue Northwest and 90th Avenue

East/27th Avenue Court Northwest intersections. Alternate access is also expected to be considered in the comprehensive traffic analysis with the formal project application.

**Staff Response:** The applicant's assessment of transportation impacts on the City's adopted level of service provide an initial indication that the proposed amendment will not have an adverse impact on the City's transportation network. The proposed amendment from *Single-Family Moderate* to *Industrial* will not have an impact on the City's adopted Level of Service for parks and it will have a positive impact on general government services, as it is typical that local governments receive more in taxes than is spent on commercial/industrial uses as compared to residential uses. Full compliance with concurrency standards will be determined at the time of project application.

#### SITE SPECIFIC REQUEST #2

**Applicant Response:** The proposed amendment from SF-3 to TC will meet concurrency requirements for transportation and does not adversely affect any other public facilities and services. A concern might be overtaking public services such as fire and emergency medical services by creating more density. The applicant notes that development of the site will not adversely affect public services because the overall density in the Lake Chalet Development will not exceed the maximum density allowed on the development.

**Staff Response:** Staff does not expect that the proposed amendment from *Single-Family Moderate* to *Town Center* will adversely affect the adopted level of service standards for transportation and public services. Pursuant to the Comprehensive Plan, the City's streets and parks have available capacity to accommodate future development. The City will determine other service capacity at the time of project application to better assess the direct impact.

The proposed amendment will increase the site's development potential from 77 residential units to 312. The change will also allow retail and office. The *Town Center* designation requires several urban design components such as pedestrian facilities, open space, and a mix of land uses. These design requirements will help mitigate demands on public services. Furthermore, services and amenities are located within close proximity to the amendment area.

Future development proposals will require administrative and/or hearing examiner review (Process II or III), based on land use. The City will require the applicants to provide a transportation and utilities analysis as part of the review procedures. Furthermore, the City will assess the impacts on other public services based on the time of development and the project scale.

2. **Any proposed site-specific amendment(s) will not result in probable significant adverse impacts to the city's transportation network, capital facilities, utilities, parks and environmental features that cannot be mitigated, and will not place uncompensated burdens upon existing or planned service capabilities;**



#### SITE SPECIFIC REQUEST #1

**Applicant Response:** While new growth of any kind will add to the potential for increased demand for public services, the applicant believes the Uchida Farm LLC proposal will minimize demand by developing within an area where existing services are available; limiting any growth in service demand to minimal levels.

A secondary impact – with the potential of tremendous benefit - is found in the City of Edgewood’s Proposed Capital Improvement Plan, 2015-2020. The applicant’s proposal and resulting development may help structure and accelerate a significant program element in the Transportation Category – the Railroad Frontage Road – which has feasibility expenditures scheduled for FY2019-20. Likewise, the extension of sewer service from Fife will provide benefit to properties along the frontage of Valley Avenue.

**Staff Response:** Staff concurs with the applicant’s assessment. Similar to evaluation criteria B.1 above, full impacts will be analyzed at the time of project application; however, any development that occurs as a result of this proposed amendment will be required to comply with all adopted City of Edgewood development regulations and standards, including preservation of environmentally sensitive areas.

#### SITE SPECIFIC REQUEST #2

**Applicant Response:** Our initial design proposal has confirmed that there will be no adverse impacts to the City's transportation network, capital facilities, utilities, and parks because the project does not require more facilities than it did in its original zoning. The applicant intends to provide open space, a buffer from Lake Chalet (while utilizing the buffer as a park with trails, seating and other amenities), trails and bikeways, which support the transportation network, capital facilities, utilities, parks, and environmental features.

**Staff Response:** As stated in evaluation criteria B.2., staff does not expect that the proposed amendment from *Single-Family Moderate* to *Town Center* will cause significant adverse impacts to the city’s transportation network, capital facilities, utilities, parks, and environmental features. Services are located within close proximity to the amendment area.

Future development that occurs as a result of the proposed amendment must demonstrate that proposed service demands and impacts on transportation and public services are mitigated. Applicants must mitigate these impacts on the transportation network and provide solutions where other public services are unavailable. The future analysis will consider the project’s land uses, scale, and intensity.

3. **In the case of a site-specific amendment(s) to the comprehensive plan’s land use map, that the subject parcels are physically suitable for the requested land use designation and the anticipated land use development, including, but not limited to, the following: (a) access; (b) provision of utilities; and (c) compatibility with existing and planned surrounding land uses;**

#### SITE SPECIFIC REQUEST #1

**Applicant Response:** While site constraints exist in the form of watersheds, the overall topography of the site lends itself to development of large-scale industrial projects. The conceptual plan for the Uchida Logistics Center offers an initial insight into how the needs of a particular use might be accommodated within the amendment area. The area's suitability for the intended industrial development is supported by the substantial amount of development in the immediate area.

**Staff Response:** As the applicant has noted, the property is physically suitable for industrial uses. The property has utilities either readily available or available to extend, sufficient access is available, and further access may be provided. The site will also be accessible to the new SR-167 extension and an interchange, linking it to the Port of Tacoma and further supporting its designation as Industrial. The character of nearby development in adjacent jurisdictions also supports the designation of the Uchida Farms LLC property as Industrial. Where existing uses are incompatible with the proposed use of the property as Industrial (such as existing residential uses in the area), any proposed development will be required to comply with the City's Municipal Code which requires buffers, screening, and landscaping where higher intensity zones abut residential zoned uses.

#### SITE SPECIFIC REQUEST #2

**Applicant Response:** The Lake Chalet Development will provide a new north to south road, 103rd Avenue East, in compliance with Ordinance No. 07-0279. Utilities will be provided from 24th Street East on the north. The amendment will have minimal impact on the SF-3 community surrounding the Lake Chalet Development on the east and south. The area north of the 24th Street East has been rezoned for the new City of Edgewood City Hall. To the east of the City Hall, the property is zoned SF-3 but 24th Street East provides a natural buffer to the Lake Chalet Development. The requested amendment area with a rezoning of TC will provide higher, more compatible, density to the City Hall than would the current SF-3. The applicant contends that the amendment will not have an adverse impact on the area.

**Staff Response:** Upon staff's review of the proposed amendment, the subject parcel appears to be physically suitable for the requested land use designation. The request represents a +/-5.16-acre Town Center designation that will allow for a broad range of land uses. The site's topography allows for urban development and its critical areas appear to be clustered to the southeast corner. The parcel has multiple opportunities for access including 24th Street East and the planned Neighborhood Collector. The site is located near existing utilities and can extend service lines from the developed portions of the applicant's larger land holdings (the existing apartment community to the west).

The *Town Center* designation allows for a broad range of land uses including commercial, office, and residential, whereas, these uses are compatible with the surrounding multi-family and single-family communities. Furthermore, the City's Municipal Code has several design requirements to ensure compatibility and buffering with lower intensity

uses. Specifically, the code includes design guidelines to address building scale and requires larger buffers/setbacks when abutting residential zones.

4. **The proposed site-specific amendment(s) will not create pressure to change the land use designation of other properties, unless the change of land use designation for other properties is in the long-term best interests of the city as a whole;**

#### SITE SPECIFIC REQUEST #1

**Applicant Response:** The applicant demonstrated their commitment to avoid potential spot zoning serving as a precursor to the initiation of similar requests from other property owners in the immediate area.

However, it must be noted, the successful development of other industrial properties in the immediate vicinity, in neighboring communities, serving as an indicator of successful industrial demand, is a factor more likely than the applicant's proposal, to create pressure for industrial land uses within the region. Edgewood's stated goals of increased industrial growth and the targeting of this area as a candidate for industrial development as evidenced by the overlay district, indicate a response to market forces which may be mutually reinforcing and consistent with goals and policies expressed in the Comprehensive Plan.

**Staff Response:** Staff concurs with the applicant's response. The proposed amendment may create pressure to change the land use designation of other properties within the "Special Land Use Study Overlay." However, this is not contrary to the City's Comprehensive Plan as it designated a larger area as potentially appropriate for industrial uses. In addition, it is likely that the pressure to rezone may come from permitted development in adjacent jurisdictions (Fife and Puyallup), as a subcenter is created within the valley. The applicant has done their best to incorporate as many properties into their request. It may be appropriate to reconsider additional redesignations in the future, where this proposal may serve as a catalyst for economic development.

#### SITE SPECIFIC REQUEST #2

**Applicant Response:** The applicant does not anticipate the change from SF-3 to TC on the east portion of the Lake Chalet Development will create pressure on the City of Edgewood to change land use designations on adjacent properties. The TC zone to the west of the property would not prefer to downzone to an MR-2. On the southeast portion, adjacent the Lake Chalet Development is public property. This property is complemented, rather than pressured to change by the development. All the properties to the south of the Lake Chalet Development are single-family lots that have already been developed with recently constructed homes. The applicant does not anticipate that these properties would want to rezone due to the infeasibility. On the northeast of the Lake Chalet Development are small SF-3 properties that are owned by individuals. While we do not believe because of the size of the properties and the difficulty inherent in the property owners having to work together to request rezoning. The properties east

of the City Hall and across the street to the north of the Lake Chalet Development is zoned SF-3, but because it sits across 24th Street East, a busy street, the applicant expects the street to create a natural barrier between higher density and single-family zones.

**Staff Response:** The proposed amendment represents a gradual extension of the *Town Center* designation onto vacant land. The proposed amendment is not expected to produce pressure to change the land use designation on neighboring properties since the abutting sites contain existing development. These neighboring properties are in good condition and do not warrant redevelopment.

**5. The proposed site-specific amendment(s) does not materially affect the land use and population growth projections that are the bases of the comprehensive plan;**

SITE SPECIFIC REQUESTS #1 AND #2

For the purpose of analyzing the impacts of Comprehensive Plan amendments, staff has combined the two requests for analysis of the City's land use and population growth projections and impacts.

**Site Specific Request #1 Applicant Response:** There is no doubt that approval of this amendment and the development of the Uchida Logistics Center will serve as catalysts for additional changes in land use categories and planning designations. Population growth may follow on a slower pace, but the development of employment centers typically provide for some increase in local populations as workers relocate to shorten their commutes and/or improve their lifestyle.

**Site Specific Request #2 Applicant Response:** The population growth projection and land use will only minimally change with the proposed site-specific amendment. It provides increased density to TC since it will be adjacent to a TC zone and is in the same block bordering Meridian Avenue East. It does not materially affect the basis of the Comprehensive Plan. The area will still mainly support housing, concentrates higher density in the center of the City, and many of the Comprehensive Plan's goals are being implemented. The rezoning will increase density without affecting existing pockets of existing SF-2 and SF-3 in the remainder of the City.

**Staff Response:** The City's Comprehensive Plan strives to achieve a balance with housing, commercial, jobs, and open space. The proposed Comprehensive Plan amendments do not negatively affect the City's ability to accommodate/achieve its growth projections. Moreover, the amendments could provide for a wider range of housing types and employment opportunities to accommodate future populations. Staff does not expect the proposed amendments to change the basis of the Comprehensive Plan.

The Comprehensive Plan estimates a 2035 capacity surplus for both jobs and housing. Staff acknowledges that the proposed amendments (Site Specific Request #1 and #2)

may increase this surplus marginally. Additionally, both amendments could increase jobs, commercial uses, and open space amenities in the City.

This proposed amendment at the Uchida Farms LLC property from *Single-Family Moderate* to *Industrial* would lower the housing capacity for the City by approximately 54 units using the methodology described in the Pierce County Buildable Lands Report:

|                                             | <b>Single-Family Moderate<br/>(Existing)</b> | <b>Industrial (Proposed)</b> |
|---------------------------------------------|----------------------------------------------|------------------------------|
| <b>Gross Acres</b>                          | 68.51                                        | 68.51                        |
| <b>Residential Split<sup>1</sup></b>        | 68.51                                        | 0                            |
| <b>Public Facilities<sup>2</sup></b>        | 1.30                                         | 0                            |
| <b>Adjusted Gross Acres</b>                 | 67.21                                        | 0                            |
| <b>Plat Deductions</b>                      |                                              |                              |
| <b>Roads<sup>3</sup></b>                    | 6.59                                         | 0                            |
| <b>Critical Areas</b>                       | 38.82                                        | 0                            |
| <b>Parks and Open<br/>Space<sup>4</sup></b> | 3.36                                         | 0                            |
| <b>Net Acres</b>                            | 18.44                                        | 0                            |
| <b>Assumed Density</b>                      | 3 du/ac                                      | 0                            |
| <b>Unit Capacity</b>                        | 55                                           | 0                            |
| <b>Displaced Units</b>                      | 1                                            | 1                            |
| <b>Total Capacity</b>                       | <b>54</b>                                    | <b>0</b>                     |

<sup>1</sup>The residential/commercial split for SF-3 zoned properties is assumed to be 100% (residential).

<sup>2</sup>Public facilities are assumed to encompass 1.90% of the gross acres

<sup>3</sup>Roads are assumed to encompass 9.80% of the gross acres

<sup>4</sup>Parks and open space are assumed to encompass 5% of the gross acres

The proposed amendment on the Lake Chalet property represents an approximate increase in residential density potential from 30 units to 87 using the methodology described in the Pierce County Buildable Lands Report. The current site includes two land use designations; approximately 5.16 acres has a Single-Family Moderate designation and the residual area is Town Center. The applicant requests the entire property be designated *Town Center*.

|  | <b>Town Center<br/>(Existing)</b> | <b>Single-Family<br/>Moderate<br/>(Existing)</b> | <b>Town Center<br/>(Proposed)</b> |
|--|-----------------------------------|--------------------------------------------------|-----------------------------------|
|  |                                   |                                                  |                                   |

|                                         |           |         |           |
|-----------------------------------------|-----------|---------|-----------|
| <b>Gross Acres</b>                      | 1.36      | 5.16    | 6.52      |
| <b>Residential Split<sup>1</sup></b>    | 0.95      | 5.16    | 5.02      |
| <b>Public Facilities<sup>2</sup></b>    | 0.03      | 0.10    | 0.12      |
| <b>Adjusted Gross Acres</b>             | 0.93      | 5.06    | 4.90      |
| <b>Plat Deductions</b>                  |           |         |           |
| <b>Roads<sup>3</sup></b>                | 0.09      | 0.50    | 0.48      |
| <b>Critical Areas</b>                   | 0         | 0.56    | 0.56      |
| <b>Parks and Open Space<sup>4</sup></b> | 0.05      | 0.25    | 0.24      |
| <b>Net Acres</b>                        | 0.79      | 3.75    | 3.61      |
| <b>Assumed Density</b>                  | 24 du/ac  | 3 du/ac | 24 du/ac  |
| <b>Unit Capacity</b>                    | 19        | 11      | 87        |
| <b>Displaced Units</b>                  | 0         | 0       | 0         |
| <b>Total Capacity</b>                   | <b>30</b> |         | <b>87</b> |

<sup>1</sup>The residential/commercial split for TC zoned properties is assumed to be 70% (residential) /30% (commercial). The residential/commercial split for SF-3 zoned properties is assumed to be 100% (residential).

<sup>2</sup>Public facilities are assumed to encompass 1.90% of the gross acres

<sup>3</sup>Roads are assumed to encompass 9.80% of the gross acres

<sup>4</sup>Parks and open space are assumed to encompass 5% of the gross acres

The total proposed change as a result of the Lake Chalet rezone would be an increase of 56 dwelling units. The total proposed change as a result of the Uchida Farms LLC rezone would be a loss of 54 dwelling units. Combined, the City-wide residential development potential could increase by 2 dwelling units.

6. **If within an incorporated urban growth area (UGA), the proposed site-specific amendment(s) does not materially affect the adequacy or availability of urban facilities and services to the immediate area and the overall UGA;**

SITE SPECIFIC REQUEST #1

**Applicant Response:** No response.

**Staff Response:** As part of the Comprehensive Plan Amendment application, the applicant has applied for a Concurrency Reservation Certificate, which implements the concurrency provisions of the transportation and utilities elements of the City's Comprehensive Plan.

SITE SPECIFIC REQUEST #2

**Applicant Response:** The adequacy or availability of urban facilities and services might be affected if amended density exceeded what is currently allowed on the property. The



Comprehensive Plan already takes into account the possible density growth within the subject parcels, thus the applicant contends that their site-specific amendment does not materially affect the adequacy or availability of urban facilities and services in the immediate area and the UGA.

**Staff Response:** The amendment area is within close proximity to urban services. The property currently allows for residential urban development but its eastern portions are restricted to single-family homes. The proposed amendment from *Single-Family Moderate* to *Town Center* will increase the development potential on the subject parcel to allow additional density and land uses. The Town Center designation requires urban design elements, on-site amenities, and multi-modal features.

Staff does not anticipate that the proposed amendment will materially affect the adequacy or availability of urban facilities and services. Future development that occurs as a result of this proposed amendment will require land use review (e.g., Process I, II, or III). During this review, future projects must demonstrate that proposed service demands and impacts on transportation and public services are mitigated. The future analysis will consider the project's land uses, scale, and intensity. Currently, staff is unaware of any service deficiencies in this immediate area.

**7. The proposed amendment(s) is consistent with any applicable county-wide policies for the city and any other applicable interjurisdictional policies or agreements, and any other local, state or federal laws.**

SITE SPECIFIC REQUEST #1

**Applicant Response:** Regionally, the planning process described in Vision 2040 emphasizes growth being directed towards the manufacturing distribution centers and regional growth centers as defined by the Puget Sound Regional Council (PSRC). While not a defined growth center under Vision 2040, Edgewood's strategic location within an urban growth area and adjacent to one of the region's transportation projects (Highway 167 Expansion) suggests consideration under the same growth projections used by PSRC to define said centers. Vision 2040 states that, "...Subregional centers, such as those designated through county-wide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. (PSRC Vision 2040, Page 49)."

With the approval of the applicant's proposed map amendment and rezoning, Edgewood will significantly support this regional goal; enabling the community to complement nearby growth centers while achieving a level of diversity in both the local economy and land use inventory which can only lead to benefits being realized by every sector of Edgewood's economic base; including support for residential growth - which complies with a key goal of GMA planning. The City's expressed desire for retail and mixed-use growth, particularly in the Meridian Corridor, could also support additional residential growth from the projected 600 employees who may consider living in the community in which they work. This could help increase residential growth.

A review of the regional manufacturing/industrial centers goal and policies articulated in the Vision 2040 Plan is featured above. The applicant's proposal clearly focuses on supporting viable regional centers by creating a "subcenter" within Edgewood's corporate boundaries, separate, but readily accessible to neighboring centers within 1½ miles and would be capable of accepting any outstanding or unique requirements the market may have. The Highway 167 Expansion project could clearly provide and enhance transportation access required for Edgewood to meet this goal. Edgewood could prepare a subarea plan for regional evaluation of the inclusion of the "subcenter" within the regional planning framework.

**Staff Response:** Staff concurs with the applicant's response.

#### SITE SPECIFIC REQUEST #2

**Applicant Response:** The amendment, changing the zoning from SF-3 to TC, is consistent with all applicable county-wide policies for the city and any other applicable interjurisdictional policies or agreements, and any other local, state, or federal laws. It is adjacent the urban growth area and other high-density developments.

**Staff Response:** The County-wide Planning Policies (CCPs) help implement the Puget Sound Regional Council's (PSRC) Vision 2040 plan for the region. The CPPs' purpose is to achieve consistency amongst area plans on regional matters. Staff finds that the proposed amendment is consistent with the CPPs. Specifically, the following CCPs support the amendment:

- Goal AH-5. Jurisdictions should plan to meet their affordable and moderate-income housing needs goal by utilizing a range of strategies that will result in the preservation of existing, and production of new, affordable and moderate-income housing that is safe and healthy.
  - 5.2 Jurisdictions should promote the use of reasonable measures and innovative techniques (e.g., clustering, accessory dwelling units, cottage housing, small lots, planned urban developments, and mixed use) to stimulate new higher-density affordable and moderate-income housing stock on residentially-zoned vacant and underutilized parcels.
- Goal CU-1. The County, and each municipality in the County, will develop high quality, compact communities that: 1.1 impart a sense of place; 1.2 preserve local character; 1.3 provide for mixed uses and choices in housing types; and 1.4 encourage walking, bicycling, and transit use.
- Goal CU-4. Promote context-sensitive design of transportation facilities, both for facilities to fit in the context of the communities in which they are located, as well as applying urban design principles for projects in centers/transit station areas.
- Goal EC-2. The County, and each municipality in the County, shall promote diverse economic opportunities for all citizens of the County, especially the

unemployed, disadvantaged persons, minorities and small businesses. The following measures may be used in accomplishing this policy, where appropriate:

- o 2.5 encouraging flexibility in local zoning and land use controls in order to permit a variety of economic uses, but doing so without sacrificing sound design and development standards;
- Goal HW-1. The County, and each municipality in the County, will be designed to promote physical, social, and mental well-being so that all people can live healthier and more active lives by:
  - o 1.1 designing communities to provide an improved environment for walking and bicycling; and
  - o 1.2 developing and implementing design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.
- Goal HW-3. The County, and each municipality in the County, shall promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.
- Goal HW-4. The County, and each municipality in the County, shall promote and develop transportation systems and options that minimize negative impacts to human health by:
  - o 4.2 improve local street patterns-including their design and how they are used, for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity, such as through the adoption of “Complete Streets” policies.
- Goal Rur-9. Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.

#### **Part 4 – Compliance with Comprehensive Plan Goals and Policies**

The following existing Comprehensive Plan goals and policies support the proposed Comprehensive Plan amendments:

##### **1. SITE SPECIFIC REQUEST #1**

**Staff Response:** The City of Edgewood Comprehensive Plan includes several goals and policies to help guide staff, the Planning Commission, City Council, and the public to decide whether the proposed Future Land Use amendment and rezone are appropriate at this location. Staff provided an analysis in evaluation criterion A.2 in Part 3 of this report.

The request is to amend the Comprehensive Plan Future Land Use Map (FLUM) to redesignate the Uchida Farms LLC property from its existing designation of *Single-Family Moderate* to *Industrial*. The *Industrial* designation allows for a range of light-industrial, manufacturing, warehousing, and research uses. In 2015, the City designated this area a “Special Land Use Study Overlay” that it intended to study and potentially redesignate to accommodate industrial development (Volume I, Page 22).

Staff did not discover any goals or policies that specifically discourage this type of amendment at this location. The following goals and policies support the proposed amendment:

### **Land Use Element**

#### **GOAL LU.1.a: Ensure land use policies and regulations support the City’s vision**

Beginning with an initial effort in 2015, the applicants have focused on a need for changes to the land use designations for this area within the context of supporting the City’s vision, while realizing the development potential of their own properties.

The Uchida Farms LLC request for an industrial designation is based on the cumulative effects of small-scale farming activity over the years and the limited potential for single-family residential development based on locational constraints and financial limitations.

The applicant believes the current 2018 proposal will confirm the underlying conditions which fostered the City’s designation of the area as a Special Land Use Study Overlay and the applicants’ previous effort, while building upon specific goals (LU.VII) supporting industrial growth found within the Comprehensive Plan.

#### **GOAL LU.1.b: Create a “first-mover” advantage for quality projects which respect the City’s vision.**

Being the first to realize a potential need for change is often a difficult position to occupy, but the applicant’s previous efforts in 2015 indicate the Uchida Farms LLC proposal occupies this niche. The proposal reflects a commitment to the need for change established through exhaustive market research and an examination of similar industrial development opportunities realized by neighboring communities. The applicant’s proposal supports the City’s vision, as articulated on Page 7 of the Comprehensive Plan:

- By presenting an option for future land use which preserves the character, neighborhoods, and natural features which comprise the Edgewood of today.
- By demonstrating how the designation of the Uchida Farms properties as industrial may produce development accomplished in a fiscally responsible manner without burdening the City’s finances.
- By developing a preliminary development plan which demonstrates a commitment to environmental sustainability and minimizes impacts on adjacent natural systems.

#### **GOAL LU.1.c: Continue to use the adopted FLUM to guide land use and development regulations; updating as needed.**

The applicant's proposal is based on the need to update the FLUM to reflect a need for additional industrial land use within Edgewood, as identified through an analysis of current market trends within the industrial sector.

## 2. SITE SPECIFIC REQUEST #2

**Staff Response:** The amendment area has two future land use designations and two zoning districts; Town Center (TC) and Single-Family Moderate (SF-3). The *Town Center* designation allows for a wide range of land uses including retail, office, and multi-family. The Town Center is intended to create a pedestrian-oriented, mixed-use environment with compact, urban-scaled projects. The Comprehensive Plan includes plans for an interconnected parallel road network that weaves together other properties in the Town Center and adjacent neighborhoods. The Comprehensive Plan delineates a future Neighborhood Collector across the site.

As stated in evaluation criterion A.2, the amendment provides opportunity for a larger Town Center that would weave together existing multi-family communities, Civic Center Park, and City Hall. Future development on this property will require a new Neighborhood Collector roadway (an extension of 104th Avenue East) and new sidewalks along 24th Street East. Future projects must provide non-residential uses along 30 percent of their arterial frontage. The design requirements and the surrounding land use pattern create an opportunity for 24th Street East to develop as a vibrant, mixed-use corridor. This site provides an opportunity for the City to achieve the mixed-use Town Center it envisions. In addition, the amendment allows for housing variety and can support the City's housing goals.

Staff does not find any goals or policies that discourage this amendment proposal. The following goals and policies support the proposed amendment:

### **Land Use Element**

#### **Goal LU.I**

##### **Establish a future land use pattern that is consistent with the City's vision.**

- Town Center LU.I.j: "The Town Center designation is intended to support a well-designed, pedestrian-friendly community center that reflects Edgewood's unique 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, senior housing and civic uses. Compatible uses are also allowed."

#### **Goal LU.II: Promote a land use pattern that strengthens Edgewood's identity and sense of place.**

- LU.II.b: Promote community character and identity, 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, AND Landscaping to enhance building and site appearance.

**Goal LU.IV: Promote the quality, character and function of residential neighborhoods.**

- LU.IV.b: Support innovative design options that help to preserve significant natural features and provide transitions between single-family and other uses, such as zero lot line housing and locating townhouses and cottage housing in areas near services.
- LU.IV.c: Encourage infill development that is compatible with surrounding development.
- LU.IV.e: Focus multi-family development in areas nearest to transportation facilities, commercial services and other amenities.

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

- LU.V.a Support the continued development of the Town Center to better serve the community and to attract regional visitors.
- LU.V.e Promote a mix of uses in Town Center, including residential, retail, office and community gathering places.
- LU.V.g Encourage ground floor commercial or public uses in all development.
- LU.V.i Consider standards to ensure a smooth and compatible transition to adjacent single-family residential areas, including: Limitations on building height and bulk, lighting and parking adjacent to single-family areas, Clustering of buildings away from single-family residential development, Preservation and enhancement of critical areas and open space adjacent to single-family areas, AND Provision of pedestrian and bicycle connections to residential areas.

**Housing Element**

**Goal H.I: Ensure new housing development supports City and regional growth plans.**

- H.I.a: Provide an adequate supply of land to accommodate the city's housing growth target.
- H.I.b: Encourage new housing development within the following land use designations, in order to support community objectives such as a vibrant Meridian Corridor and preservation of existing single-family neighborhoods: Town Center, Mixed Use Residential and Commercial.
- H.I.e: Develop implementation plans and strategies to ensure that adequate housing is available for all community members in the future, in accordance with the policies contained in the Comprehensive Plan.

**Goal H.II: Encourage housing design that provides quality living spaces and contributes to the character of existing neighborhoods.**

- H.II.d: Promote site planning techniques that create quality outdoor spaces and are in harmony with neighboring properties.



- H.II.f: Provide guidelines for transitions and buffers around different types of residential uses, in order to mitigate any negative impacts associated with higher intensity uses and foster quality living environments for all community members.

**Goal H.III: Promote a mix of housing types to meet the needs of current and future residents.**

- H.III.d: 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, cottage housing and garden apartments, in appropriate land use designations.
- H.III.f: Encourage a supply of rental units in the City to provide housing choice for community members who are not home buyers.

**Goal H.IV Promote a range of housing costs that are affordable for all community members.**

- H.IV.f: Encourage the location of new affordable housing units near community amenities and services, in order to provide low transportation costs for future residents.

**Transportation Element**

**Goal T.I Develop a safe and efficient street system that accommodates all transportation modes and maximizes people-carrying capacity. Improve the operating efficiency of the existing system and maintain the capacity to adequately serve present and future travel demand.**

- T.I.c: 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.I.f: Design transportation facilities to fit within the context of the built or natural environments in which these facilities are located.
- T.I.g: Assure that transportation systems are appropriately sized and designed to support the land use element, serve the surrounding land uses and minimize the negative impacts of growth.

**Goal T.X Maintain a dynamic relationship between transportation and land use along the Meridian Avenue E corridor.**

- T.X.b: Work to create an interconnected transportation system by requiring new roadway connections consistent with the Comprehensive Plan.

**Goal T.XI Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.**

- T.XI.a: Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system

## **Part 5 – Public Notices and Comment:**

### **1. PUBLIC NOTICES:**

#### **SITE SPECIFIC REQUEST #1**

The City received an application to amend the Comprehensive Plan Future Land Use Map (FLUM) on December 27, 2017, prior to the December 31, 2017, deadline for inclusion in the 2018 preliminary docket.

On May 8, 2018, the Planning Director issued a recommendation to City Council to include the proposed amendment on its final docket.

The City held a Neighborhood Meeting on the proposed amendment at City Hall on September 25, 2018. Notice of said neighborhood meeting was mailed to property owners within 1,000 feet of the Uchida Farms LLC property on September 11, 2018. Approximately 8 members of the public were in attendance and the meeting lasted approximately one hour. Questions/concerns that were addressed regarding Site Specific Request #1 related primarily to the buffering/screening of an industrial complex from adjacent land uses, and compensatory flood storage that could be accomplished through the enhancement of streams on the property.

#### **SITE SPECIFIC REQUEST #2**

The City received an application to amend the Comprehensive Plan Future Land Use Map (FLUM) on December 27, 2017, prior to the December 31, 2017, deadline for inclusion in the 2018 preliminary docket.

On May 8, 2018, the Planning Director issued a recommendation to City Council to include the proposed amendment on its final docket.

The City held a Neighborhood Meeting on the proposed amendment at City Hall on September 25, 2018. Notice of said neighborhood meeting was mailed to property owners within 1,000 feet of the Lake Chalet property on September 11, 2018. Approximately 8 members of the public were in attendance and the meeting lasted approximately one hour. Questions/concerns that were addressed regarding Site Specific Request #2 related primarily to the quantity of apartments being constructed in Edgewood and the need for additional apartments. In addition, concerns were addressed regarding the perception that the parallel road that would be constructed would punch through to the cul-de-sac to the south, which staff clarified would not be the case.

### **2. PUBLIC COMMENTS:**

At the time of preparation of this staff report, no public comments have been received on the proposed comprehensive plan amendments.

## **Part 6 – State Environmental Policy Act Compliance and Agency Comment:**

The Notice of Consultation and Environmental Checklist was routed electronically to Agencies with jurisdiction on September 12, 2018. The comment period for this notice concluded on September 26, 2018.

The City of Edgewood issued a Determination of Nonsignificance (DNS) on September 27, 2018. One comment was received from Pierce County, relating to Site Specific Request #1, which is summarized below. The decision was not appealed.

1. AGENCY COMMENTS:

Pierce County Planning & Public Works: The project will access Valley Avenue East at 42<sup>nd</sup> Street Court East, a Pierce County roadway, when developed. Pierce County requests to be included in any traffic impact analysis scoping and study review, where it relates to Pierce County infrastructure. Pierce County traffic impact fees may be requested of this project, when developed.

**Part 7 – Staff Recommendations:**

1. SITE SPECIFIC REQUEST #1

- Staff recommends that the City Council approve the proposed Future Land Amendment from *Single-Family Moderate* to *Industrial*.
- Staff recommends that the City Council approve the change in zone from SF-3 to I.
- Staff recommends that the City Council approve amendments to the applicable text, figures, tables, and maps in the Comprehensive Plan to reflect the Future Land Use Map amendment.

2. SITE SPECIFIC REQUEST #2

- Staff recommends that the City Council approve the proposed Future Land Amendment from *Single-Family Moderate* to *Town Center*.
- Staff recommends that the City Council approve the change the zone from SF-3 to TC.
- Staff recommends that the City Council approve amendments to the applicable text, figures, tables, and maps in the Comprehensive Plan to reflect the Future Land Use Map amendment.

**Part 8 – Planning Commission Recommendation:**

On November 5, 2018, Planning Commission held the required public hearing on the proposed amendments. Their recommendations are as follows:

- (5-0) Vote to recommend approval of the proposed Future Land Use Amendment from *Single-Family Moderate* to *Industrial* for Site Specific Request #1. Planning Commission recommended that the zone change from SF-3 to I also be approved, and that staff make the applicable changes to the text, figure, tables and maps within the Comprehensive Plan.
- (3-2) Vote to recommend approval of the proposed Future Land Use Amendment from *Single-Family Moderate* to *Town Center* for Site Specific Request #2. Planning Commission recommended that the zone change from SF-3 to TC also be approved, and that staff make the applicable changes to the text, figure, tables and maps within the Comprehensive Plan.

## **STAFF REPORT EXHIBITS**

**The following exhibits are found in the binder submitted with the Staff Report:**

- Exhibit A     Vicinity Map of Site Specific Request #1
- Exhibit B     Current Zoning Map of Site Specific Request #1
- Exhibit C     Future Land Use Map of Site Specific Request #1
- Exhibit D     Applicant Staff Report and Analysis of Site Specific Request #1
- Exhibit E     Vicinity Map of Site Specific Request #2
- Exhibit F     Current Zoning Map of Site Specific Request #2
- Exhibit G     Future Land Use Map of Site Specific Request #2
- Exhibit H     Meridian Corridor Collector System Map of Site Specific Request #2
- Exhibit I     Proposed Amended Comprehensive Plan Text, Figures and Maps



## City Of Edgewood Council Agenda Summary Sheet

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                     |                                                                                                                                                       |     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| <b>SUBJECT:</b> Various Edgewood Municipal Code (EMC) amendments pertaining to perceived density                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                     | <b>Agenda Item #:</b> 2C                                                                                                                              |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                     | <b>For Agenda of:</b> November 20, 2018                                                                                                               |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                     | <b>Department:</b> Comm. Dev.                                                                                                                         |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                     | <b>Prepared by:</b> Darren Groth                                                                                                                      |     |
| <b>ATTACHMENTS (list):</b> <input checked="" type="checkbox"/> Draft Ordinance No. 18-0535                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                     |                                                                                                                                                       |     |
| <b>Review of Materials:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                     |                                                                                                                                                       |     |
| Mayor, Daryl Eidinger                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <input checked="" type="checkbox"/> | <b>Expenditure Required:</b>                                                                                                                          | \$0 |
| Asst. City Administrator, Dave Gray                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <input checked="" type="checkbox"/> | <b>Amount Budgeted:</b>                                                                                                                               | \$0 |
| City Attorney, Carol Morris                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <input checked="" type="checkbox"/> | <b>Appropriation Required:</b>                                                                                                                        | \$0 |
| City Clerk, Rachel Pitzel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <input checked="" type="checkbox"/> | <b>Timeline:</b> <del>November 6: Intro Study Session</del><br>November 13: Public Hearing<br>November 20: Study Session<br>November 27: Final Action |     |
| Community Development Director, Darren Groth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input checked="" type="checkbox"/> |                                                                                                                                                       |     |
| Public Works, Jeremy Metzler                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input checked="" type="checkbox"/> |                                                                                                                                                       |     |
| <p><b>SUMMARY STATEMENT:</b> After several agenda discussions, the Planning Commission discussed the option to remove the lot reduction provision for community septic systems. The Commission indicated automatic lot size reductions give the appearance of increased density on a case-by-case basis without a comprehensive review of the City's development regulations. The discussion resulted in the Commission providing a recommendation to staff to propose an amendment to the Edgewood Municipal Code (EMC) that eliminated the outright allowance of decreased lot sizes for a community septic system and to keep this discussion item on the Commission's work plan to further identify how to best address this issue comprehensively. The ability to utilize the Residential Cluster Development (RCD) for residential zoning districts was approved in concept; however, the lot size reductions were not favored even with an RCD. As a result of the discussion on July 9, the drafted code amendment merely suggests the inclusion of single-family residential districts with the allowed zoning districts for a RCD and also proposes to eliminate the lot size reduction provision for a community septic system, which revises EMC Sections 18.50.035 and 18.80.040, respectively.</p> <p>In addition, this agenda item includes a modification to the EMC regarding the rounding of fractional density. On May 6, 2016, the Community Development Director issued an Administrative Interpretation (AI) to clarify the rounding of fractional densities when calculating total dwelling units allowed under EMC Section 18.90.040. The AI recommended that the City should interpret the total dwelling units allowed by rounding fractions to the nearest whole number—less than 0.5, rounded down and 0.5 or greater, rounded up. The AI included a note indicating the City shall bring a minor code change forward to the Planning Commission. The proposed code amendment in 2016 was to add two new paragraphs to EMC Section 18.90.040. This proposal was sent to the Department of Commerce on May 17, 2016. In addition, the May 16, 2016 Planning Commission minutes reflect Item 5 as a minor code update for density rounding that was passed unanimously as a recommendation to City Council for a permanent code update.</p> <p>On November 13, 2018, the City Council conducted a public hearing regarding the proposed amendments to the EMC. Several public comments were received regarding the proposal to eliminate the lot size reductions for community septic systems. One comment from a local home builder indicated a preference to allow similar lot size reductions to be included in RCDs. As noted above, the Planning Commission discussed and did not recommend this option.</p> |                                     |                                                                                                                                                       |     |
| <b>COUNCIL COMMITTEE REVIEW AND RECOMMENDATION:</b> On October 8, 2018, the Planning Commission recommended APPROVAL of the proposed changes pertaining to perceived density.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                     |                                                                                                                                                       |     |
| <b>RECOMMENDED ACTION:</b> Hold a discussion after the public hearing regarding proposed revisions to Edgewood Municipal Code (EMC) Sections 18.50.035, 18.80.040, and 18.90.040.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                     |                                                                                                                                                       |     |

## ORDINANCE NO. 18-0535

**AN ORDINANCE OF THE CITY OF EDGEWOOD, WASHINGTON, RELATING TO LAND USE AND ZONING, AMENDING THE DENSITY AND ROUNDING CALCULATIONS IN SINGLE FAMILY ZONES, ELIMINATING THE MINIMUM LOT SIZES IN SINGLE FAMILY ZONES WITH COMMUNITY ON-SITE SYSTEMS, AMENDING THE STANDARDS FOR RESIDENTIAL CLUSTER DEVELOPMENTS IN VARIOUS ZONING DISTRICTS, AND AMENDING EDGEWOOD MUNICIPAL CODE (EMC) SECTIONS 18.50.035, 18.80.040, AND 18.90.040; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE**

**WHEREAS**, the Edgewood Municipal Code (EMC) Title 18 – Development Standards, regulates development standards in the City of Edgewood; and

**WHEREAS**, the City Council approved Ordinance 06-0278 and Ordinance 07-0287 to allow clustering of development in Residential Cluster Developments (RCD) to protect environmentally sensitive areas and create and preserve open space; and

**WHEREAS**, the RCD ordinance did not initially allow cluster developments in the Single-Family Low (SF2) and Single-Family Moderate (SF3) zoning districts; and

**WHEREAS**, the City desires to allow RCD developments in all single-family zones as long as the cluster development meets the same density requirements as all other development in that zone; and

**WHEREAS**, the City desires to eliminate the minimum developable lot sizes with community on-site septic system in single family zones and to require that the net buildable area for RCD or any other development shall conform to the standard minimum lot size requirements for all new residential construction in Edgewood; and

**WHEREAS**, the City of Edgewood established minimum and maximum density requirements for each zoning district established in EMC Title 18; and

**WHEREAS**, the Council wishes to clarify that no administrative approval, rounding interpretation, or other manipulative calculation is permissible to circumvent the established minimum and maximum density requirements established in EMC Title 18; and

**WHEREAS**, an Environmental Checklist for a non-project action was prepared under the State Environmental Policy Act (RCW Chapter 43.21.C), pursuant to Washington Administrative Code Chapter 197-11, and a determination of Non-Significance (“DNS”) was issued on the 29th day of October, 2018; and



**WHEREAS**, in accordance with RCW 36.70A.106 and WAC 365-196-630, a notice of intent to adopt the proposed new development regulations was sent on October 23, 2018 to the State of Washington Department of Commerce and other state agencies to allow for a 60-day review and comment period, which ended prior to adoption of this ordinance; and

**WHEREAS**, the Planning Commission held a Public Hearing to receive public testimony regarding the proposed code amendment at their October 8, 2018 meeting; and

**WHEREAS**, after the public hearing, the Planning Commission considered the evaluation criteria in EMC 18.60.220 for text amendments and voted 5-0 to recommend approval of the proposed code amendments; and

**WHEREAS**, the City Council considered this ordinance and the Planning Commission's recommendation during its regular City Council meeting of November 27, 2018; and

**WHEREAS**, the City Council finds that the proposed regulations satisfy the criteria in EMC 18.60.220 for text amendments;

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

**Section 1.** Edgewood Municipal Code (EMC) Section 18.50.035 is hereby amended to read as follows:

**18.50.035 - Residential Cluster Development.**

\* \* \*

**B. General Provisions.**

1. A RCD may be approved for development containing residential uses located within the Single-Family Low (SF2); Single-Family Moderate (SF3); Single-Family High Five (SF5), Mixed Residential (MR1 and MR2), Mixed Use Residential (MUR), Commercial (C), and Town Center (TC) zoning districts.
2. The city or the owner of the subject land, or their authorized agent may initiate an application for a RCD.
3. The appropriate fee prescribed in Chapter 3.35 EMC shall accompany an application for a RCD.
4. A RCD application shall be submitted and reviewed pursuant to the requirements and procedures set forth in Chapter 18.40 EMC for a Process III hearing examiner action.

5. All principal and accessory uses authorized by the applicable zoning district shall be allowed within a RCD, subject to the following:

- a. Use/uses included in the RCD approval shall be exempt from requirements to obtain an administrative use permit or conditional use permit; and
- b. The exemption from the requirement for an administrative use permit or conditional use permit shall not prevent the hearing examiner from imposing conditions on specific uses within the RCD as a condition for approving the RCD; and
- c. Approval of a RCD shall not be construed as authorizing any primary or accessory use not allowed by the underlying zoning district.

6. If two or more zoning districts are located within the boundaries of the RCD, the following shall apply in determining the development that may be allowed:

- a. The portion of land in each zoning district shall be subject to the uses, density and development standards applicable to the underlying zoning district in which that portion of land is located; and
- b. The total development allowed within the RCD shall be the sum of development allowed for each portion of land located within each zoning district; and
- c. Use/uses included in the RCD approval may be located anywhere within the boundaries of the RCD and shall not be dependent on the boundaries of the underlying zoning district, unless the location of the use would adversely affect adjacent properties.

7. Scope of Approval.

- a. Approval of a RCD constitutes an overlay to the zoning district. Modifications to any provisions for minimum lot size, setbacks, number of stories, maximum square footage of the floor space and/or building footprints for residential uses, lot coverage and impervious surface coverage may be granted at the discretion of the approving authority.
- b. Approval of a RCD shall govern the design of the site to only those designs and standards that are specifically included as set forth in the approved site plan, and the underlying zoning district standards shall apply to all present and future uses not specifically addressed in the approved site plan.

### C. Density and Dimensional Standards.

1. The maximum density of the underlying zoning district shall apply. Density is based on the net buildable area as prescribed in EMC 18.90.040.
2. The modifications to development standards allowed pursuant to subsection (B)(7)(a) of this section shall be subject to the following limitations:
  - a. The maximum building height shall be the same as that set forth in the underlying zoning district where the building is located and the provision in subsection (B)(6)(c) of this section shall not apply.
  - b. Each lot shall have a minimum net buildable area in accordance with EMC Section 18.80.040.E.2 or the following Table 1.

**Table 1: Minimum Net Buildable Area Lot Size**

| <b>Zoning District</b> | <b>Land Use Type</b>   | <b>Net Buildable Area (square feet)</b> |
|------------------------|------------------------|-----------------------------------------|
| SF-5/MR-1              | Single-Family Detached | 5,000                                   |
|                        | All Other Allowed Uses | 3,000                                   |
| MR-2                   | All Allowed Uses       | 3,000                                   |
| MUR                    | Single-Family Detached | 4,000                                   |
|                        | All Other Allowed Uses | 2,000                                   |
| TC                     | All Allowed Uses       | None                                    |
| C                      | All Allowed Uses       | None                                    |

- c. The following development standards shall be applied to the entire RCD rather than to individual lots:
  - i. Maximum impervious surface (not to include surface areas for roads, sidewalks, bicycle and pedestrian pathways, utilities such as stormwater and sewers, and similar infrastructure); and
  - ii. Maximum lot coverage (not to include structures that house utilities and similar infrastructure); and
  - iii. The minimum number of required off-street parking spaces.
- d. The setbacks of the underlying zoning district shall apply to the perimeter of the RCD, except when adjacent to single-family

zoned property where the minimum setback shall be 25 feet from all property lines abutting the single-family zoning district.

e. Buildings containing residential uses shall maintain a minimum 10-foot distance separation between the buildings as measured from the outdoor side of the exterior walls.

**Section 2.** Edgewood Municipal Code Section 18.80.040.E.2 is hereby amended to read as follows:

**18.80.040 - Single-Family Residential zoning districts.**

\* \* \*

E. In addition to the regulations and requirements contained in other sections of this title, the following property development standards apply to all land and buildings in the Single-Family zoning districts:

1. The density for the Single-Family zoning districts is the number of dwelling units allowed per net buildable acre (dua) and shall be as follows:

|                          | <b>Maximum</b> | <b>Minimum</b> |
|--------------------------|----------------|----------------|
| a. SF-2 zoning district: | 2 dua          | 1 dua          |
| b. SF-3 zoning district: | 3 dua          | 1 dua          |
| c. SF-5 zoning district: | 5 dua          | 2.5 dua        |

2. Lot Size. The minimum net developable lot sizes for the Single-Family zoning districts shall be as follows:

|                          | <b>Minimum</b>     | <b>Minimum with<br/>Community On-Site<br/>System</b> |
|--------------------------|--------------------|------------------------------------------------------|
| a. SF-2 zoning district: | 18,500 square feet | 12,950 square feet                                   |
| b. SF-3 zoning district: | 12,500 square feet | 8,750 square feet                                    |
| c. SF-5 zoning district: | 6,500 square feet  | 4,450 square feet                                    |

\* \* \*

**Section 3.** Edgewood Municipal Code Section 18.90.040 is hereby revised to read as follows:

**18.90.040 - Density standards.**

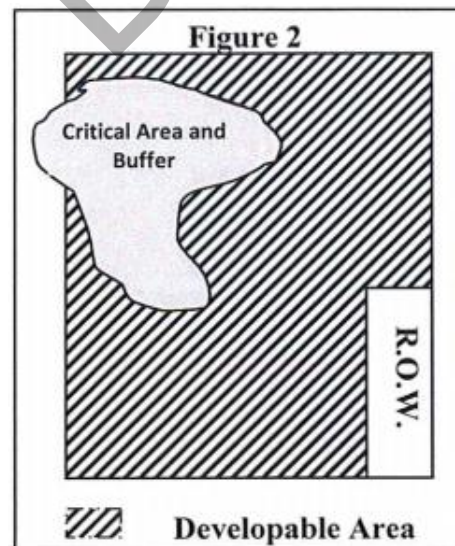
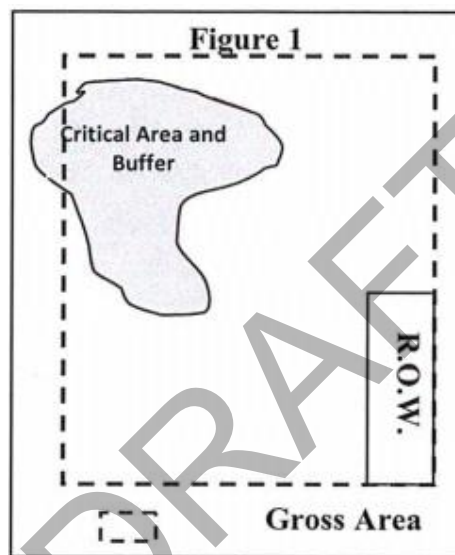
A. Gross area is the total area of the lot (see Figure 1 below).

B. The developable area is the area of a lot remaining after public and/or private rights-of-way and critical area/buffers are subtracted from the gross area (see Figure 2 below).

C. The maximum density for Single-Family zoning districts (SF-2, SF-3 and SF-5) is the maximum number of dwelling units allowed per net developable area of an acre, and is expressed as a ratio, i.e., one dwelling unit per net developable acre. Accessory dwelling units shall be excluded from the maximum number of allowable dwelling units. The minimum lot size does not determine maximum density.

D. The maximum density for all other zoning districts shall be based on the gross area minus any critical areas and associated buffers.

E. Density standards for the Single-Family Residential zoning districts shall fall within the ranges stated in EMC 18.80.040.E.1.



**Section 4.** Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

**Section 5.** Effective Date and Publication. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL ON THE \_\_<sup>TH</sup> DAY OF \_\_\_\_\_, 2018.**

\_\_\_\_\_  
Daryl Eiding, Mayor

**ATTEST/AUTHENTICATED:**

\_\_\_\_\_  
Rachel Pitzel, City Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Carol Morris, City Attorney

*Date of Publication:*

*Effective Date:*





## City Of Edgewood Council Agenda Summary Sheet

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                     |                                                                                                                                                              |                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| <b>SUBJECT:</b> Edgewood Municipal Code (EMC) amendments pertaining to Accessory Dwelling Units (ADU)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                     | <b>Agenda Item #:</b>                                                                                                                                        | <b>2D</b>                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                     | <b>For Agenda of:</b>                                                                                                                                        | <b>November 20, 2018</b> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                     | <b>Department:</b>                                                                                                                                           | <b>Comm. Dev.</b>        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                     | <b>Prepared by:</b>                                                                                                                                          | <b>Darren Groth</b>      |
| <b>ATTACHMENTS (list):</b> <input checked="" type="checkbox"/> Draft Ordinance No. 18-0536                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                     |                                                                                                                                                              |                          |
| <b>Review of Materials:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                     |                                                                                                                                                              |                          |
| Mayor, Daryl Eiding                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <input checked="" type="checkbox"/> | <b>Expenditure Required:</b>                                                                                                                                 | \$0                      |
| Asst. City Administrator, Dave Gray                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <input checked="" type="checkbox"/> | <b>Amount Budgeted:</b>                                                                                                                                      | \$0                      |
| City Attorney, Carol Morris                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <input checked="" type="checkbox"/> | <b>Appropriation Required:</b>                                                                                                                               | \$0                      |
| City Clerk, Rachel Pitzel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <input checked="" type="checkbox"/> | <b>Timeline:</b> <del>November 6: Intro Study Session</del><br><b>November 13: Public Hearing</b><br>November 20: Study Session<br>November 27: Final Action |                          |
| Community Development Director, Darren Groth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <input checked="" type="checkbox"/> |                                                                                                                                                              |                          |
| Public Works, Jeremy Metzler                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <input checked="" type="checkbox"/> |                                                                                                                                                              |                          |
| <b>Fiscal Note/Consideration:</b> N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                     |                                                                                                                                                              |                          |
| <b>SUMMARY STATEMENT:</b><br><p>In 2016, City Council approved Ordinance No. 16-0469 to add Edgewood Municipal Code (EMC) Section 18.90.190 – Accessory Dwelling Units to establish development standards regulating Accessory Dwelling Units (ADU). Ordinance No. 16-0469 did not contain specific criteria that must be present to identify an attached ADU regulated under EMC Section 18.90.190 versus an edition or expansion of a single-family dwelling that does not trigger compliance with EMC Section 18.90.190. As a result, City staff has routinely answered questions regarding the need to direct customers to apply for an ADU permit when seeking to remodel or expand their single-family home.</p> <p>The proposed code amendment would add qualifying language to the EMC that proactively identifies which home improvements will trigger compliance with codified ADU requirements. To clearly outline the attached ADU criteria, staff will not be required to potentially surprise customers at the front counter with additional steps that are not currently included in the EMC. By adding paragraph C.4.f to EMC Section 18.90.190, which will read: “an attached ADU must utilize a private entrance; contain a bath, kitchen, and sleeping quarters; and provide fire separation from the main unit,” all of the criteria for an attached ADU will be included in the EMC.</p> <p>On November 13, 2018, the City Council conducted a public hearing regarding the proposed amendments to the EMC. No public comments were received regarding the proposal.</p> |                                     |                                                                                                                                                              |                          |
| <b>COUNCIL COMMITTEE REVIEW AND RECOMMENDATION:</b> On October 8, 2018, the Planning Commission recommended APPROVAL of the proposed changes to EMC Section 18.90.190 by adding paragraph C.4.f.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     |                                                                                                                                                              |                          |
| <b>RECOMMENDED ACTION:</b> Hold a discussion after the public hearing regarding proposed revisions to Edgewood Municipal Code (EMC) Section 18.90.190.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                     |                                                                                                                                                              |                          |

**ORDINANCE NO. 18-0536**

**AN ORDINANCE OF THE CITY OF EDGEWOOD, WASHINGTON, RELATING TO LAND USE AND ZONING, ADDING NEW REQUIREMENTS FOR ATTACHED ACCESSORY DWELLING UNITS AMENDING EDGEWOOD MUNICIPAL CODE (EMC) SECTION 18.90.190; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

---

**WHEREAS**, the Edgewood Municipal Code (EMC) Title 18 – Development Standards, regulates development standards in the City of Edgewood; and

**WHEREAS**, the City Council approved Ordinance 16-0469 to add EMC Section 18.90.190 – Accessory Dwelling Units to establish development standards regulating Accessory Dwelling Units (ADU); and

**WHEREAS**, Ordinance 16-0469 did not contain specific criteria that must be present to identify an attached ADU regulated under EMC Section 18.90.190 versus an edition or expansion of a single-family dwelling that does not trigger compliance with EMC Section 18.90.190; and

**WHEREAS**, without specific criteria for an attached ADU of this type, the City of Edgewood may limit development potential on property such as by classifying home improvements as accessory dwellings and impacting pervious lot coverage calculations that require additional parking; and

**WHEREAS**, the City's SEPA Responsible Official has determined that this Ordinance is categorically exempt from SEPA under WAC Section 197-11-800(19) because it is a "text amendment resulting in no substantive changes respecting use and modification of the environment"; and

**WHEREAS**, in accordance with RCW 36.70A.106 and WAC 365-196-630, a notice of intent to adopt the proposed new development regulations was sent on October 23, 2018 to the State of Washington Department of Commerce and other state agencies to allow for a 60-day review and comment period, which ended prior to adoption of this ordinance; and

**WHEREAS**, the Planning Commission held a Public Hearing to receive public testimony regarding the proposed code amendment at their October 8, 2018 meeting; and

**WHEREAS**, after the public hearing, the Planning Commission considered the evaluation criteria for text amendments in EMC 18.60.220 and voted 5-0 to recommend approval of the proposed code amendments; and

**WHEREAS**, the City Council considered this ordinance and the Planning Commission's recommendation during its regular City Council meeting of November 27, 2018; and

**WHEREAS**, the City Council finds that the proposed regulations satisfy the criteria in EMC 18.60.220; and

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

**Section 1.** EMC Section 18.90.190.C shall be amended to read as follows:

**18.90.190 - Accessory dwelling units.**

\* \* \*

C. General Requirements. The creation of an ADU shall be subject to the following general requirements:

1. Number. One ADU shall be allowed per lot of record as an accessory use in conjunction with any detached single-family structure. ADUs shall not be counted in site net density calculations pursuant to EMC 18.90.040.
2. Type of Unit. An ADU shall be permitted as a second dwelling unit either attached to, or detached from, the primary residence.
3. Size. An ADU shall be no greater than 1,200 square feet (net square feet including only livable space) or 80 percent of primary residence size, whichever is less.
4. Design. Each ADU shall be architecturally consistent with the primary dwelling unit on site in the following ways:
  - a. Exterior finish materials shall visually match in color, texture, type, size and placement, the exterior finish materials of the primary dwelling.
  - b. The roof style shall match the predominant roof style of the primary dwelling.
  - c. New construction of a detached ADU or conversion of an existing detached structure to an ADU shall not be permitted within the required front, side, or rear yard setback. An exception to the required rear and side yard setback shall be allowed if the rear yard abuts an alley.
  - d. For detached ADUs, the building height of the ADU shall not be greater than the principal dwelling's building height.
  - e. An ADU shall have a permanent foundation.

f. An attached ADU must utilize a private entrance; contain a bath, kitchen and sleeping quarters; and provide fire separation from the main unit.

5. Utilities. The landowner shall be responsible for obtaining all necessary utility service for an ADU, including without limitation, water, sewer, electric, and phone service, in accordance with applicable rules, regulations, and policies.

6. Parking. One off-street parking space shall be required for the ADU in addition to off-street parking required for the principal dwelling pursuant to EMC 18.90.130, Parking.

\* \* \*

**Section 2.** Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

**Section 3.** Effective Date and Publication. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL ON THE \_\_\_<sup>TH</sup> DAY OF \_\_\_\_\_, 2018.**

\_\_\_\_\_  
Daryl Eiding, Mayor

**ATTEST/AUTHENTICATED:**

\_\_\_\_\_  
Rachel Pitzel, City Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Carol Morris, City Attorney

*Date of Publication:*

*Effective Date:*



## City Of Edgewood Council Agenda Summary Sheet

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                     |                                                |                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------------------|----------------------------------------|
| <b>SUBJECT:</b> Hall Street Vacation – Proposed vacation of a portion of Wyoming Avenue (115 <sup>th</sup> Ave. E.) and 1 <sup>st</sup> Street (1 <sup>st</sup> Street E.) in the Townsite of Jovita                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                     | <b>Agenda Item #:</b>                          | <b>2E</b>                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                     | <b>For Agenda of:</b>                          | <b>November 20, 2018</b>               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                     | <b>Prepared by:</b>                            | <b>Carol Morris and Jeremy Metzler</b> |
| <b>ATTACHMENTS (list):</b> <input checked="" type="checkbox"/> Staff Report with Attachments<br><input checked="" type="checkbox"/> Ordinance 18-0534                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                     |                                                |                                        |
| <b>Approval of Materials:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                     |                                                |                                        |
| Mayor, Daryl Eidinger                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <input checked="" type="checkbox"/> | <b>Expenditure Required:</b>                   | N/A                                    |
| Asst. City Administrator, Dave Gray                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <input checked="" type="checkbox"/> | <b>Amount Budgeted:</b>                        | N/A                                    |
| City Attorney, Carol Morris                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <input checked="" type="checkbox"/> | <b>Appropriation Required:</b>                 | N/A                                    |
| City Clerk, Rachel Pitzel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <input checked="" type="checkbox"/> | <b>Timeline:</b> Council Consideration – 11/27 |                                        |
| Community Development Director, Darren Groth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <input checked="" type="checkbox"/> |                                                |                                        |
| Public Works, Jeremy Metzler                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <input checked="" type="checkbox"/> |                                                |                                        |
| <b>Fiscal Note/Consideration:</b><br>The petitioners are required to pay all costs relating to the street vacation, including: (1) the provision of public notice; (2) cost of an appraisal to determine the value of the area proposed to be vacated; and (3) compensation to the City for the property sought to be vacated, up to full market value as per the appraisal. See, EMC Section 12.14.030 and 12.14.070.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                     |                                                |                                        |
| <b>SUMMARY STATEMENT:</b><br>The City has received a petition from adjacent landowners Brian and Faith Hall, Mariya Chmyr and Paige Ropac (the "Hall Vacation Petition") to vacate public right-of-way, as dedicated to the public in the Plat of Jovita in 1910.<br><br>As previously discussed, the petition meets the requirements of EMC 12.14.010, and a Public Hearing was held at the last regular meeting in accordance with EMC 12.14.010(D). There were no objections to the proposed street vacation from any abutter and no one testified at the public hearing on this matter, either for or against.<br><br>The Public Works Director's recommendation is included in the attached staff report. Jeremy Metzler's recommendation is that the street vacation be approved, because it meets all of the criteria for a street vacation, and will not affect the access of the public or any member of the public. In addition, Mr. Metzler provided a recommendation to the Council on the amount that the property owners should be required to pay for the street vacation, based on the appraisal and other factors.<br><br>Attached is the Ordinance for Council's consideration, which would adopt written findings and conclusions in support of its decision to either grant the vacation, grant it with conditions or deny it. (EMC 12.14.060 C). In addition, the Council needs to establish the amount that the petitioners are required to pay as a condition of the street vacation, and the length of time that they have to make this payment to the City. Mr. Metzler recommends one year from the date of tonight's meeting. The street vacation will not become effective until payment is received, which will result in the City Clerk's transmittal of the approved street vacation ordinance to the Pierce County Auditor, who will put the property on the County's tax rolls. |                                     |                                                |                                        |
| <b>COUNCIL COMMITTEE REVIEW AND RECOMMENDATION:</b> N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                     |                                                |                                        |
| <b>RECOMMENDED ACTION:</b> Bring the attached Ordinance to the next regular council meeting, with appropriate compensation included and considering the factors set forth in EMC 12.14.060.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                     |                                                |                                        |
| <b>ALTERNATIVES TO RECOMMENDED ACTION:</b> Forward to a future study session for further review and discussion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                     |                                                |                                        |



## **City of Edgewood, Washington**

2224 104<sup>th</sup> Avenue East, Edgewood WA 98372-1513

Phone: (253) 952-3299 Fax: (253) 952-3537

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### **Staff Report and Recommendation Hall Street Vacation Petition**

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**To:** Edgewood City Council  
**From:** Jeremy Metzler, PE – Public Works Director  
**Date:** November 6, 2018  
**Subject:** Staff Recommendation for Hall Street Vacation Petition for a vacation of a portion of Wyoming Avenue and 1<sup>st</sup> Street

---

CITY FILE NUMBER: 18-1268

LOCATION: Adjacent to 21-114<sup>th</sup> Avenue East, 11416 County Line Road, and 11514 County Line Road

TAX PARCELS: Adjacent to 484500-0111, -0120, -0130, -0140, -0150, and 042003-1059

PETITIONERS: Brian T. & Faith D. Hall, Mariya Chmyr, and Paige A. Ropac

LEGAL DESCRIPTION: That portion of Wyoming Avenue (also known as 115th Avenue East or 14th Street Northeast) and 1st Street (also known as 72nd Avenue Northeast or 1st Street East) lying south of the Easterly extension of the Northerly line of Lot 11, Block 113 and lying East of the Southerly extension of the Westerly line of Lot 6, Block 113, TOWNSITE OF JOVITA, according to the plat thereof, recorded in Volume 10 of Plats, Page 35, in Pierce County, Washington.

ZONING: SF-2 (Single-Family Low)

COMPREHENSIVE PLAN DESIGNATION: Single Family Low

CRITICAL AREAS: There are potential wetland areas mapped near Tax Parcel Nos. 484500-0140 and -0150, in an area occupied by a detached single-family residence.

SEPA: Exempt per WAC 197-11-800(2)(i)

**ATTACHMENTS:**

1. Vacation Petition



2. Exhibit A – Map
3. Exhibit B – Legal Description
4. Appraisal

## **I. APPROVAL PROCESS**

A petition for street / right-of-way vacation is reviewed by staff for conformance with all applicable laws and regulations. In this report, City staff is submitting written findings and a recommendation to the City Council for approval.

Pursuant to EMC Section 12.14.060(B):

The City Council shall hold a public hearing on the proposed vacation and shall:

1. Consider the written recommendation of staff, and the testimony/objections of abutters, the public and all verbal testimony provided at the hearing;
2. Determine whether compensation must be paid to the City under the factors set forth in Section 12.14.070, and the amount of such compensation;
3. Decide whether any conditions should be imposed on the vacation, such as the retention of an easement or the right to exercise and grant easements with respect to the vacated land for the construction, repair and maintenance of public utilities and services; and
4. Determine whether the public interest is served by such vacation.

Following the public hearing, EMC Section 12.14.060(C) states, “The City Council shall adopt written findings and conclusions in support of its decision to either grant the vacation, grant it with conditions or deny it.”

## **II. PROJECT ANALYSIS**

Staff has determined the subject petition meets the criteria for approval established in Chapter 12.14.050(A) of the Edgewood Municipal Code, as set forth below together with staff’s recommended findings on each:

- 1. The history of private and public use of the area sought to be vacated, including the type of use (pedestrian, vehicular, etc.) and length of time such use has occurred;**

The subject right-of-way was established by dedication upon recording of the plat “TOWNSITE OF JOVITA” in June 1910. There is aerial photographic evidence of private residential use by adjacent property owners since 1990, to varying degrees. There is no evidence of public use within the subject area.

While there are a couple tax parcels adjacent to the subject right-of-way without direct individual access to County Line Road or 114<sup>th</sup> Avenue East (adjacent

public rights-of-way to remain), these parcels are under contiguous ownership with direct access to County Line Road and/or 114<sup>th</sup> Avenue East. Also, one of the petitioners currently uses a portion of the subject right-of-way for residential access to County Line Road, and some portion of said right-of-way may be prescriptively conveyed to another adjacent petitioner if vacated.

**2. A description of the manner in which the area sought to be vacated was acquired (whether by dedication, public expense, etc.);**

The subject right-of-way was established by dedication upon recording of the plat “TOWNSITE OF JOVITA” in June 1910.

**3. A physical description of the street or alley area sought to be vacated, whether the right-of-way is improved, whether there are sidewalks, curbs, gutters, etc.**

The subject right-of-way area is mostly unimproved, containing no public improvements (sidewalks, curbs, gutters, roadways) or known utilities. There is aerial photographic evidence of private residential use by adjacent property owners since 1990, to varying degrees (vegetation removal, maintained lawn, gravel driveway, fencing, and at least one private residential structure).

**4. A description of all utilities or other public services that currently utilize the area sought to be vacated, whether by easement or otherwise;**

There are no known utilities or public services that utilize the subject right-of-way area.

**5. The staff’s recommendation on the functionality of the area sought to be vacated for public purposes;**

The subject right-of-way area is not recommended for any public purpose. The City owns the 100-foot wide former Interurban Railway right-of-way immediately south of the subject right-of-way area, which is for the future expansion of the Interurban Trail.

**6. Identification of any references to any planning document, such as the City’s Comprehensive Plan, the Transportation Element of the Comprehensive plan, the 6-Year Road Plan or the Capital Facilities Element of the Comprehensive Plan that mention the area sought to be vacated for any purpose;**

There are no references to the subject right-of-way area in City planning documents.

7. **The staff's recommendation whether the area sought to be vacated will be needed in the future as part of the City's transportation system (pedestrian, bicycle or vehicular) or for utility access, and any other matters pertinent to future use;**

Staff does not anticipate a future transportation, utility or other system need for the subject right-of-way area.

8. **The staff's recommendation on the compensation to be paid to the City, considering the factors identified in Section 12.14.070; and**

Pursuant to EMC 12.14.070, as the subject right-of-way has been dedicated for twenty-five years or more, "the City may require the owners of the property abutting the street to compensate the City in an amount that does not exceed the full appraised value of the area vacated." Per the attached appraisal, fair market value is \$223,000. Staff offers the following findings:

- a. the subject right-of-way was dedicated to Pierce County at no cost,
- b. the City of Edgewood accepted said right-of-way from Pierce County during its incorporation at no cost,
- c. there is no evidence of public use since incorporation of the City,
- d. the City has not expended any public funds on the right-of-way during the last 22 years (since incorporation).
- e. the subject area is currently being used and enjoyed exclusively by the adjacent land owners,
- f. there are no public facilities located on the property (such as underground lines), and
- g. the City has no plans to utilize said right-of-way for public purposes.

Therefore, staff recommends that the vacation be granted for a reduced value of \$150,000.

9. **A statement that the street vacation is exempt from SEPA under WAC 197-11-800(2)(i).**

Right of Way Vacations are Categorically Exempt from SEPA Threshold determinations per WAC 197-11-800(2)(i).

10. **If the area proposed to be vacated abuts a body of fresh or salt water, the procedures in Section 12.14.080 shall be followed.**

Not Applicable

### **III. STAFF RECOMMENDATION**

Based on the information above and materials provided in the file, the City of Edgewood staff has determined that the vacation petition meets the applicable requirements for approval. Therefore, the City staff recommends the City Council adopt the findings in this report and **APPROVE** the Hall Street Vacation Petition, File Number 18-1268, subject to compensation for the area being vacated in the amount of \$150,000.

## VACATION PETITION

TO THE CITY OF EDGEWOOD CITY COUNCIL  
PIERCE COUNTY, WASHINGTON

To Whom It May Concern:

We, the undersigned freeholders of the City of Edgewood, Pierce County, state of Washington, do hereby respectfully petition for the vacation of the following described property:

WYOMING AV (115<sup>TH</sup> AVE) AND 1<sup>ST</sup> ST (1<sup>ST</sup> STE) AS SHOWN  
ON THE TOWNSITE OF JOVITA, SITUATED EAST OF  
WISCONSIN AV (114<sup>TH</sup> AVE).

The Petitioners herein pray that this right-of-way be vacated for up to the appraised value of the area vacated as prescribed in RCW 35.79.030

Reserving, however, to the City of Edgewood and such utility companies duly franchised in the City of Edgewood, perpetual easements under or over the above-described property for the installation, operation, and maintenance of such utility facilities as they may exist at the time of this vacation.

|                                                                                         |        |             |
|-----------------------------------------------------------------------------------------|--------|-------------|
| The area to be vacated contains.....                                                    | 31,850 | sq. ft      |
| The assessed value.....                                                                 | TBD    | per sq. ft. |
| Total value of land to be vacated that shall<br>be due if the vacation is approved..... | TBD    |             |

## Notice to all parties signatory hereto:

Please print your name beneath your signature and clearly print your address to assure notice of forthcoming public hearings.

## PRINCIPAL PETITIONER

## ADDRESS

BRIAN T. HALL

(SEE BELOW)

253 606 0164

ADDITIONAL PETITIONERS  
INCLUDING ADJOINING OWNERSPARCEL NO. OF  
PROPERTY OWNERCOMPLETE  
ADDRESS

- |    |                                   |                         |                      |
|----|-----------------------------------|-------------------------|----------------------|
| 1. | <u>Brian T. Hall</u><br>Signature | 4845008/20              | 11416 County Line Rd |
|    | BRIAN T. HALL<br>Print Name       | 130 Edgewood, Wa. 98372 |                      |
|    |                                   | 140                     |                      |
| 2. | <u>Farth D. Hall</u><br>Signature |                         |                      |
|    | Farth D. Hall<br>Print Name       |                         | 11                   |

## WARNING

Every person who signs this petition with any other than his or her true name, or who knowingly signs more than one of these petitions, or signs a petition seeking an election when he or she is not a legal voter, or signs a petition when he or she is otherwise not qualified to sign, or who makes a false statement, shall be guilty of a misdemeanor

**ADDITIONAL PETITIONERS  
INCLUDING ADJOINING OWNERS**

**PARCEL NO. OF  
PROPERTY OWNER**

**COMPLETE  
ADDRESS**

3. [Signature] 11514 County Rd  
Signature Mariya Chung Edgewood, WA 98372  
Print Name
4. [Signature] 21 114th Ave E.  
Signature [Signature] Edgewood WA 98372  
Print Name
5. \_\_\_\_\_  
Signature \_\_\_\_\_  
Print Name \_\_\_\_\_
6. \_\_\_\_\_  
Signature \_\_\_\_\_  
Print Name \_\_\_\_\_
7. \_\_\_\_\_  
Signature \_\_\_\_\_  
Print Name \_\_\_\_\_

Said Petitioners believe that the above-described right-of-way is not useful as part of the City Road System, the public will be benefited by the Vacation; and, therefore, pray for the Vacation of said right-of-way as provided by law and assume responsibility for all aforementioned fees and/ or costs as per RCW Chapter 35.79.

Respectfully submitted this 19 day of July, 2018.

Note: Notice of the Vacation Hearing shall be mailed to the person designated a Principal Petitioner.  
Note: Application Fee: \$3565 + \$0.10 per square foot

**STATEMENT OF UNDERSTANDING**

**In signing this Petition, the Principal Petitioner certifies that he/ she has read and agrees to the following:**

1. City of Edgewood does not warrant title to any vacated lands. Such title as does pass by virtue of the process will vest according to law.
2. Petitioners understand that abutting property owners may be required to compensate the City in an amount prescribed by RCW 35.79.030 for the area so vacated in order for the vacation to become effective.

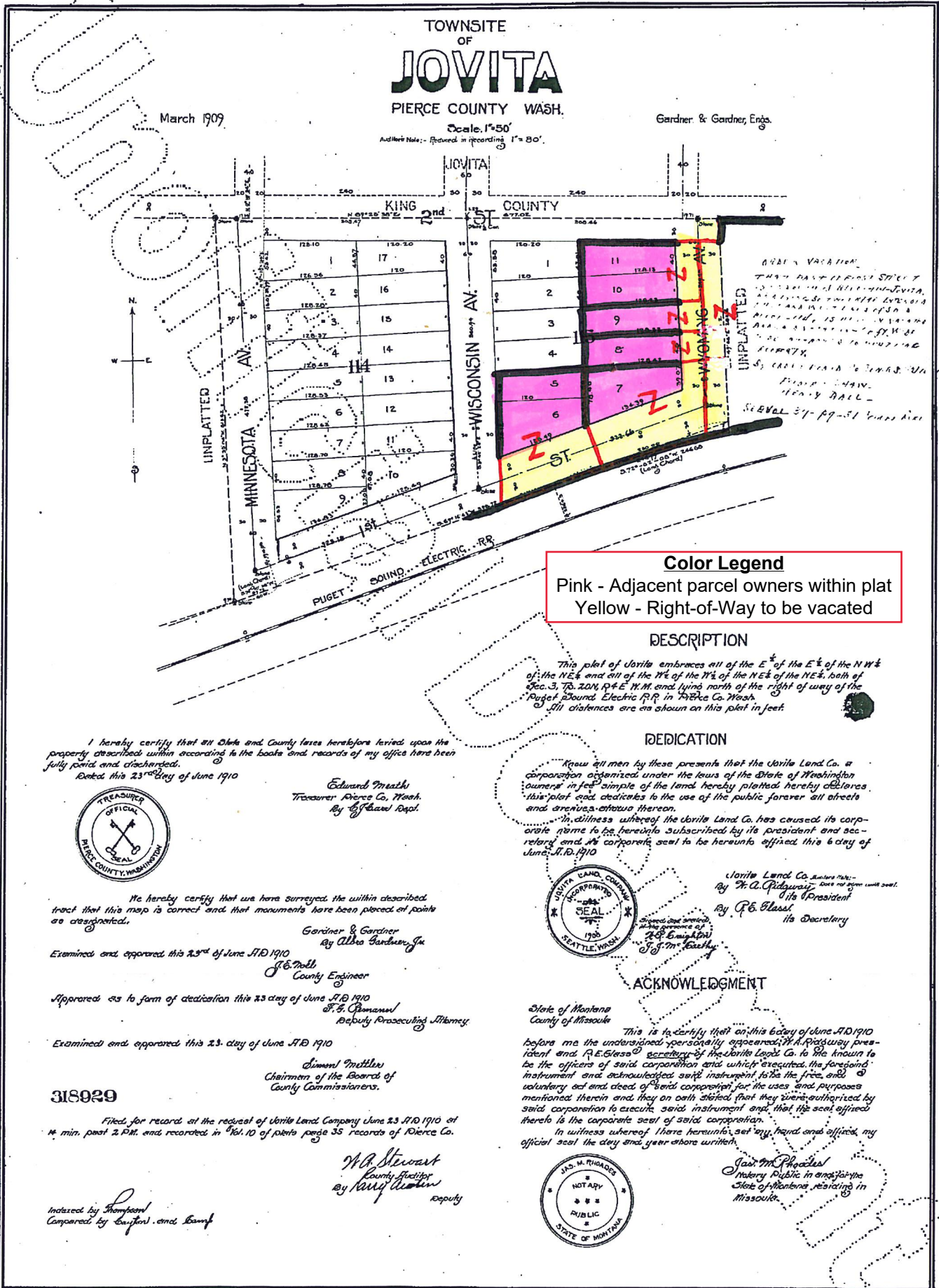
**WARNING**

Every person who signs this petition with any other than his or her true name, or who knowingly signs more than one of these petitions, or signs a petition seeking an election when he or she is not a legal voter, or signs a petition when he or she is otherwise not qualified to sign, or who makes a false statement, shall be guilty of a misdemeanor



35

For reference only, not for re-sale.





## EXHIBIT 'B'

### Wyoming Ave and 1st Street Right-of-Way Vacation

That portion of Wyoming Avenue (also known as 115th Avenue East or 14th Street Northeast) and 1st Street (also known as 72nd Avenue Northeast or 1st Street East) lying South of the Easterly extension of the Northerly line of Lot 11, Block 113 and lying East of the Southerly extension of the Westerly line of Lot 6, Block 113, TOWNSITE OF JOVITA, according to the plat thereof, recorded in Volume 10 of Plats, Page 35, in Pierce County, Washington.

Contains: Approximately 31,648 Square Feet, more or less.



**APPRAISAL of  
Right of Way Vacation  
Near 114<sup>th</sup> Avenue E &  
County Line Road  
Edgewood, WA**

PREPARED BY:  
**David Hahn, ASA, CVA, MAFF, CM&AA, CCIM, MBA**  
Washington State Certified General Real Estate Appraiser  
# 1100670  
Alpha Appraisal Consulting Group  
5806 119<sup>th</sup> Avenue SE, Suite A250  
Bellevue, WA 98006  
(425) 644-6200

## LETTER OF TRANSMITTAL

David Hahn, ASA, CVA, MAFF, CM&AA, CCIM, MBA  
Washington State Certified General Real Estate Appraiser  
# 1100670  
Alpha Appraisal Consulting Group  
5806 119<sup>th</sup> Avenue SE, Suite A250  
Bellevue, WA 98006  
(425) 644-6200

November 6, 2018

Jeremy Metzler, P.E.  
Public Works Director  
City of Edgewood  
2224 104<sup>th</sup> Avenue E  
Edgewood, WA 98372

Regarding:   Property Appraisal for  
                  Right of Way Vacation  
                  Adjoining to 5 Parcels (31,850 Square Feet)  
                  Near 114<sup>th</sup> Avenue E &  
                  County Line Road  
                  Edgewood, WA

Dear Mr. Metzler,

At your request, I have made the necessary inspection and analysis to appraise the above referenced property. The attached report provides essential data and detailed reasoning employed in estimating my final value estimate.

The purpose of the following report was to estimate the fair market value "as is" in the fee simple estate in the property described herein, based on market conditions prevailing on as of October 20, 2018.

These values are predicated upon the definition of values presented in the body of the report. The function of the report is for evaluation purposes.

The following analyses, opinions, and conclusions were developed, and this narrative report has been prepared, in conformity with the requirements of the Uniform Standards of Professional Appraisal Practice (USPAP.) The value reported is qualified by certain definitions, limiting conditions, and certifications which are set forth within the attached report.

It is my opinion and conclusion that the market value of the fee simple estate of the said real property "as is" as of the appraisal date, was **\$223,000.**

This transmittal letter precedes the appraisal report, further describing the subject property and containing the reasoning and pertinent data leading to the estimated value. Your attention is directed to the "General Underlying Assumptions" and "Limiting Conditions" which are considered usual for this type assignment and have been included at the rear section of the report.

Respectfully submitted,

*David Hahn*

David Hahn, ASA, CVA, MAFF, CM&AA, CCIM, MBA

Washington State Certified General Real Estate Appraiser #1100670

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## **IDENTIFICATION, LOCATION, LEGAL DESCRIPTION**

### **IDENTIFICATION and LOCATION**

The subject property is a right of way vacation adjoining to five parcels, located at near 114<sup>th</sup> Avenue E & County Line E, Edgewood, WA 98372.

### **LEGAL DESCRIPTION**

Please see the title report for the detailed full legal description.  
The following description is provided by the City of Edgewood.

#### **Wyoming Ave and 1st Street Right-of-Way Vacation**

That portion of Wyoming Avenue (also known as 115th Avenue East or 14th Street Northeast) and 1st Street (also known as 72nd Avenue Northeast or 1st Street East) lying South of the Easterly extension of the Northerly line of Lot 11, Block 113 and lying East of the Southerly extension of the Westerly line of Lot 6, Block 113, TOWNSITE OF JOVITA, according to the plat thereof, recorded in Volume 10 of Plats, Page 35, in Pierce County, Washington.

Contains: Approximately 31,648 Square Feet, more or less.

Parcels Abutted to the proposed Right of Way (ROW) Vacation.

The Assessor's Parcel Numbers: 4835000111  
4845000120  
4845000130  
4845000140  
4845000150

### **OWNERSHIP AND HISTORY OF THE PROPERTY**

Current ownership of the ROW has been held by the City of Edgewood.

### **SOPE OF THE APPRAISAL**

At the onset of the assignment the appraisers contacted the client and/or property owner to request the physical, legal, and economic information required to complete the appraisal. The appraisers researched the public record (deed history, assessment, taxes, zoning, etc.) by: i) visiting the courthouse or other public offices, ii) phone call, and/or iii) consulting online sources. Unless otherwise noted, we have not considered a title report and we have not made a detailed compliance check as to the subject's zoning and permitting. The appraisers used only the most applicable approach to value, in this case, the Sales Comparison Approach. We also surveyed the area for regional and local factors that impact the value and appeal of the subject property.

### **PURPOSE OF APPRAISAL**



The purpose of the appraisal is to estimate the market value of the fee simple interest in the property, subject to the market conditions prevailing on October 20, 2018.

### **FUNCTION OF APPRAISAL**

The function of this appraisal is for estimating the fair market value for the proposed ROW vacation from the City of Edgewood to the adjoining property owners.

### **INTENDED USE AND INTENDED UERS OF APPRAISAL**

The term “Intended Use” is defined in USPAP as -- The use or uses of an appraiser’s reported appraisal, consulting, or review assignment opinions and conclusions, as identified by the appraiser based on communication with the client at the time of the assignment. Adherence to the afore-mentioned definition, this report is intended for use only by the client named in this appraisal report. Use of this report by others is not intended by the appraiser. This report is intended only for the purpose of estimating market value property for proposed ROW vacation. This report is not intended for any other use.

### **DATE OF VALUE ESTIMATE AND INSPECTION**

The analyses, opinions and conclusions set forth here apply only to the value date. The property was appraised as of October 20, 2018.

### **DEFINITION OF MARKET VALUE**

“Market value” means the most probable price which a property should bring in a competitive and open market under all condition’s requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date, and the passing of title from seller to buyer under conditions whereby:

1. buyer and seller are typically motivated;
2. both parties are well-informed or well-advised, and acting in what they consider their own best interests;
3. a reasonable time is allowed for exposure in the open market;
4. payment is made in terms of cash in U. S. dollars or in terms of financial arrangements comparable thereto; and
5. the price represents the normal consideration for the property sold, unaffected by special or creative financing, or sales concessions granted by anyone associated with the sale.

The definition of market value was taken from the Department of the Treasury, Office of the Comptroller of the Currency, 12 CFR Part 34, dated August 24, 1990. (Section 34.42. Definitions.)

### **DEFINITION OF FEE SIMPLE ESTATE OR INTEREST**

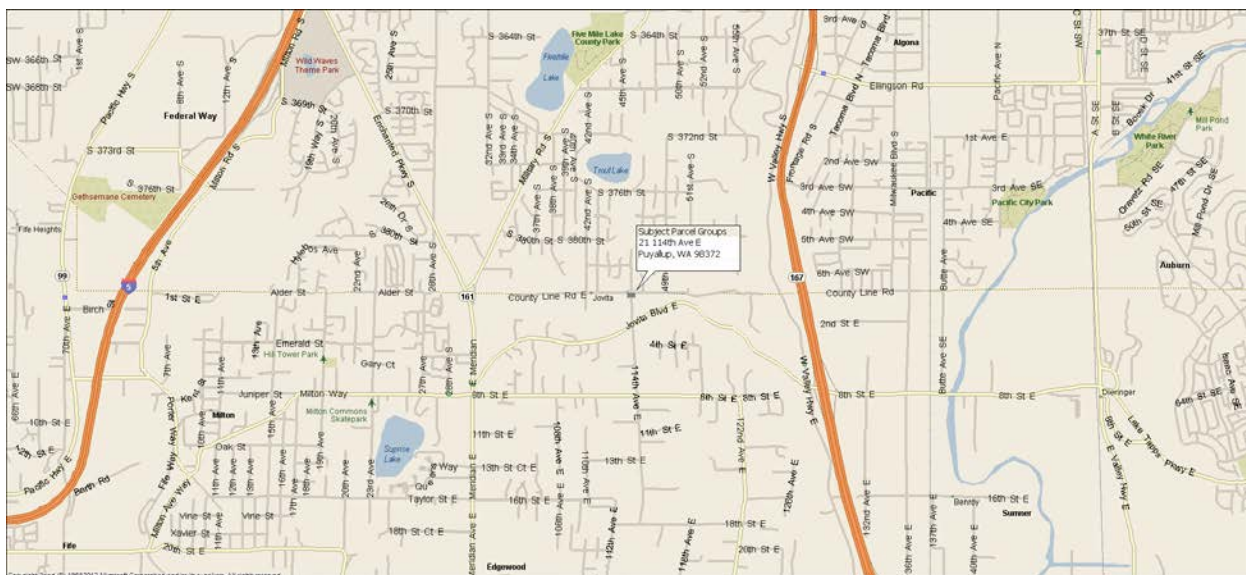
Fee simple estate is the absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

### **DEFINITION OF LEASED FEE INTEREST**

Leased fee interest is the ownership interest held by a landlord with the rights of use and occupancy conveyed by lease to others. The rights of lessor (the leased fee owner) and leased fee are specified by contract terms contained within the lease.

## DESCRIPTIONS, ANALYSIS, AND CONCLUSIONS

## Neighborhood Map



## SUBJECT PROPERTY PHOTOGRAPHS



Looking East from 114<sup>th</sup> Avenue E



114<sup>th</sup> Avenue E and ROW to the right side

## SUBJECT PROPERTY PHOTOGRAPHS



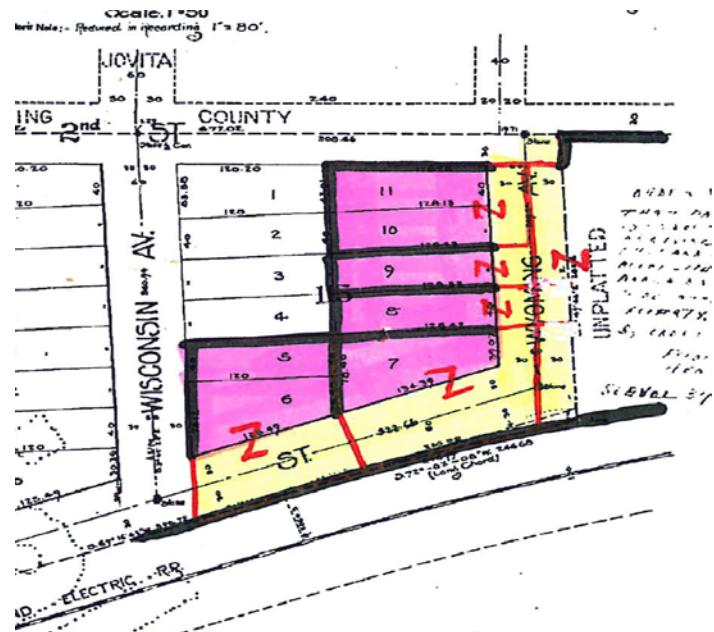
ROW to the left side – Looking from County Line Road



County Line Road – Row is situated on the left



## SITE PLAT





## **SITE DATA AND ANALYSIS**

The subject site consists of rights of ways that adjoins to the five different parcels. The following is a brief description of the site characteristics according to the available site plan and the site's plat map, as well as information on a physical inspection of the property.

### **Dimensions, shape & area of size:**

The subject site collectively, as shown on the attached parcel map shown in the beginning of this report, is an irregular shape. Contained within the lot is a gross area of 31,850 square feet.

### **Topography, soil and sub-soil conditions:**

The site is mostly flat. The reader should be aware the appraiser has not conducted nor had made available to him a soil survey or geological study.

**Drainage:** The land appears it naturally drains to the south.

### **Utilities & Services:**

Electricity is available to the site.

**Access:** Access is rated average.

**Exposure and View:** Visibility of the subject property is generally average.

**Manmade improvements (streets, curbs, walks):** Public access is paved from the street level.

**Proximity of hazards, nuisances and/or adverse environmental conditions:** No apparent adverse environmental conditions were discovered other than wetlands. This valuation is subject to the site having no environmental contamination. The routine inspection of the subject and nearby area disclosed no unusual adverse conditions affecting the land, but no responsibility is accepted for the discovery of the hidden or unusual conditions. The General Underlying Assumptions at the beginning of the appraisal cover unapparent conditions of the property. Photographs at the beginning of the appraisal aid in visualizing the subject property.

**Adjacent Properties:** The subject property is surrounded by commercial and governmental services properties.

### **Easements and encroachments (effect on property):**

No apparent adverse easements or encroachments are noted. The title report was not reviewed.

### **Zoning:**

**Designation/meaning:** According to the Planning Department, the subject site is generally zoned Residential to the adjoining parcels.

## **IMPROVEMENTS DESCRIPTIONS AND ANALYSIS**

The ROW is vacant.

### **HIGHEST AND BEST USE**

Highest and best use is an important concept in real estate valuation as it represents the premise upon which value is based.

**Definition and source:** Highest and best use may be defined as:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum profitability. The definition immediately preceding applies specifically to the highest and best use of land and/ or property.

### **AS THOUGH VACANT** if Vacated:

The highest and best use of the site as though vacant appears to be for its development with general residential use as the current zoning allows.

### **AS IMPROVED:**

The highest and best use of the site as improved appears to be a future extension from the existing residential use.

## **DAMAGES OR BENEFITS TO THE PROPERTY OWNERS AFTER ROW VACATION**

In the typical government whole takings or partial takings, there are damages to the remainders or benefits to the remainder parcel. However, the proposed ROW vacation does not impact to the adjoining property owners in terms of any damages or benefits.

## VALUATION METHODOLOGY

The purpose of the appraisal is to estimate the “as is” market value of the fee simple interest in the subject property as of the date of value. The property is appraised based upon current prevailing market conditions. In estimating the market value of a parcel of real estate, the motivations and anticipations of the typical purchaser for that type of property must be considered. The market value of a property is the most probable sales price of that property. Thus, the price is based on the typical buyer’s reaction to the various economic factors in the marketplace, including supply and demand affecting that particular type of property. The highest and best use is the basis for the valuation of the subject property. Additionally, surrounding land use patterns heavily influence the market’s perception of value in relation to the property.

Cost approach is not applicable in this appraisal.

The most common and accepted for valuing the vacant (as if) land is the Direct Sales Comparison Approach.

## SALES COMPARISON APPROACH

The sales comparison approach is a technique used to estimate the value of a particular property by comparing it with properties that have sold recently. This approach is based on the principle of substitution, which states that a typical purchase would pay no more for a particular property than it would cost him to acquire a property that is equally desirable. This approach to value involves locating sales of comparable properties and then analyzing the sales in relation to the subject property.

The application of this approach produces an estimate of value of a property by comparing it with similar properties of the same type and class, which have been sold recently in the same or competitive market areas.

The appraiser performed two methods:

### **Vacant Land Sales Analysis**

### **Improved SFR Sales Analysis with the assessed value allocated to the vacant land attributable to the land value**

## Vacant Land Sales Analysis

### LAND SALES COMPARABLES DATA ANALYSIS FOR LAND VALUE ESTIMATE

| <i>PROPERTY<br/>NO.</i>                              | <i>Subject</i>                                                 | <i>1</i>                            | <i>2</i>                          | <i>3</i>                                   | <i>4</i>                          |
|------------------------------------------------------|----------------------------------------------------------------|-------------------------------------|-----------------------------------|--------------------------------------------|-----------------------------------|
| LOCATION                                             | near portion of<br>114th Ave E<br>&<br>115th Ave E<br>Edgewood | 31 xx<br>100th Ave<br>E<br>Edgewood | 214<br>117th Ave<br>E<br>Edgewood | xxxx<br>21st St Ct<br>Edgewood<br>Edgewood | 10316<br>31st St<br>E<br>Edgewood |
| APN:                                                 |                                                                | 420094039                           | 420035025                         | 9770000206                                 | 420103042                         |
| S.F. LAND<br>AREA                                    | 31,850                                                         | 12,632                              | 18,584                            | 44,780                                     | 130,680                           |
| SALE DATE                                            | NA                                                             | 10/29/18                            | 1/2/18                            | 11/29/17                                   | 5/19/18                           |
| SALE PRICE                                           | NA                                                             | \$40,000                            | \$150,000                         | \$215,000                                  | \$400,000                         |
| \$ PER/SF                                            | NA                                                             | \$3.17                              | \$8.07                            | \$4.80                                     | \$3.06                            |
| <b>Adjustments</b>                                   |                                                                |                                     |                                   |                                            |                                   |
| Property Rights                                      |                                                                | \$0                                 | \$0                               | \$0                                        | \$0                               |
| Financing                                            |                                                                | \$0                                 | \$0                               | \$0                                        | \$0                               |
| Condition of Sale                                    |                                                                | \$0                                 | \$0                               | \$0                                        | \$0                               |
| Market Condition                                     |                                                                | \$0                                 | \$0                               | \$0                                        | \$0                               |
| <b>Adjusted Sales Price</b>                          |                                                                | <b>\$40,000</b>                     | <b>\$150,000</b>                  | <b>\$215,000</b>                           | <b>\$400,000</b>                  |
| <b>\$ PER S.F. after Adjust</b>                      |                                                                | <b>\$3.17</b>                       | <b>\$8.07</b>                     | <b>\$4.80</b>                              | <b>\$3.06</b>                     |
| <b>** - indicates superior, + indicates inferior</b> |                                                                |                                     |                                   |                                            |                                   |
| Location                                             |                                                                | =                                   | -                                 | =                                          | =                                 |
| Size                                                 |                                                                | =                                   | =                                 | =                                          | +                                 |
| Utilities                                            |                                                                | =                                   | =                                 | =                                          | =                                 |
| Overall Adjustment                                   |                                                                | Similar                             | Negative                          | Similar                                    | Positive                          |
| Relative Ranking                                     |                                                                | 2                                   | 4                                 | 1                                          | 3                                 |

Value Indication

\$6.00

PSF

Comments: The residential vacant land sales indicated a value range of \$3.06 PSF and \$8.07 PSF. I selected the land value indication at \$6.00 PSF for the subject's location.



## Improved SFR Sales Analysis with the assessed value allocated to the vacant land attributable to the land value

| LAND SALES COMPARABLES                     |                  |              |              |              |              |
|--------------------------------------------|------------------|--------------|--------------|--------------|--------------|
| DATA ANALYSIS FOR LAND VALUE ESTIMATE      |                  |              |              |              |              |
| Land Value Abstracted from Assessor's Data |                  |              |              |              |              |
| PROPERTY NO.                               | Subject          | 1            | 2            | 3            | 4            |
| LOCATION                                   | near portion of  | 708          | 411          | 422          | 418          |
|                                            | 114th Ave E      | 119th Ave    | 106th Ave    | 106th Ave    | 104th Ave    |
|                                            | &                | E            | E            | E            | E            |
|                                            | 115th Ave E      |              |              |              |              |
|                                            | Edgewood         | Edgewood     | Edgewood     | Edgewood     | Edgewood     |
| APN:                                       |                  | 042002-2-043 | 499200-016-0 | 499200-005-0 | 042003-2-104 |
| S.F. LAND AREA                             | 31,850           | 13,504       | 11,550       | 13,695       | 9,583        |
| SALE DATE                                  | NA               | 2/23/18      | 3/7/18       | 4/26/18      | 12/19/17     |
| Sale Price                                 |                  | \$445,000    | \$425,000    | \$337,000    | \$355,000    |
| Assessed Vale                              |                  | \$323,600    | \$277,500    | \$293,500    | \$293,200    |
| % over Assessed Value                      |                  | 137.5%       | 153.2%       | 114.8%       | 121.1%       |
| Assessed Land V                            |                  | \$105,700    | \$100,500    | \$106,200    | \$94,600     |
| Indicated V \$/SF                          |                  | \$145,354    | \$153,919    | \$121,940    | \$114,540    |
| \$ PER/SF                                  | NA               | \$10.76      | \$13.33      | \$8.90       | \$11.95      |
|                                            |                  |              |              |              |              |
|                                            |                  |              |              |              |              |
|                                            |                  |              |              |              |              |
|                                            | Value Indication |              | \$9.00       |              |              |

### Comments:

The above table shows the value range developed from the land value abstracted from Assessor's Data. The actual recent sales are utilized. The actual sales price versus the assessed value was derived to have a percentage ratio, then the indicated vacant land value was multiplied by the ratio.

The indicated the vacant land value in the range from \$8.90 to \$13.33 PSF.

I selected the land value at \$9.00 PSF.

### Value Indication:

The appraiser performed two methods in the sales comparison approach:

**Vacant Land Sales Analysis ----- \$6.00 PSF**

**Improved SFR Sales Analysis with the assessed value allocated to the vacant land attributable to the land value ----- \$9.00 PSF**

Reconciling the two methods mentioned above, I formed the value opinion at \$7.00 PSF due to the utility accessibility to the adjoining parcels is better than the vacant land sales.

$$\text{\$7.00} \times 31,850 \text{ SF} = \text{\$223,000}$$

**Value by Sales Comparison Approach ..... \$223,000**

## FINAL VALUE CONCLUSIONS

The objective of this appraisal is to estimate the fair market value of the fee simple interest in the subject ROW Vacation parcels. In the preceding sections of this report, indications of value based upon two methods have been derived by analyzing data considered pertinent to each method and significant with respect to the property being appraised.

Reconciliation is the process of analyzing the relevance of the value indications, resulting in a final value estimate.

Sales comparison approach was used in estimating the market value of the subject property.

|                          |           |
|--------------------------|-----------|
| Sale Comparison Approach | \$223,000 |
|--------------------------|-----------|

### **Conclusion**

Based on the current market conditions as of the valuation date; without consideration to existing or proposed financing - i.e. on the basis of all cash to the seller; the market value of the fee simple estate in the subject property is estimated to be **\$223,000**.

## CERTIFICATION OF VALUE

I certify that, to the best of our knowledge and belief:

- \* The statements of fact obtained in this report are true and correct.
- \* The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
- \* I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- \* My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.
- \* My analyses, opinions, and conclusions were developed, and this report has been prepared, in accordance with the appraisal standards and regulations by the Federal Deposit Insurance Corporation (FDIC), published in the Federal Register, Vol. 59, No. 108; Tuesday, June 7, 1994; Rules and Regulation; 12 CFR Part 323, pages 29482-29503, and appraisal regulations issued by the Office of the Comptroller of Currency (OCC) regarding the enactment of Title XI of the Federal Institution Reform, Recovery and Enforcement Act (FIRREA) of 1989 and the Uniform Standards of Professional Appraisal Practice and in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Practice of the Appraisal Institute and the American Society of Appraisers.
- \* I have made a personal inspection of the property that is the subject of this report.
- \* No one provided significant professional assistance to the persons signing this report.
- \* I have not provided any professional appraisal service during the past three years for the subject Property.
- \* The value estimates in this report were not based on a requested minimum valuation, a specific valuation, or for the approval of any local.
- \* **COMPETENCY PROVISIONS**  
I hereby attest that the writers of this report have attained a level of competency necessary to complete the assignment in a diligent manner, utilized all of the commonly recognized analysis techniques considered normal for a prudent evaluation effort. The readers are referred to the appraiser qualifications in the addendum section of the report for further confirmation of adequate technical training.
- \* The American Society of Appraisers conducts a mandatory program of continuing education for its designated members. As of the date of this report, Mr. Hahn has completed the education requirements of the continuing education program of the American Society of Appraisers. Mr. Hahn is currently certified under the mandatory program.

*David Hahn*

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David Hahn, ASA, CVA, MAFF, CM&AA, CCIM, MBA

Date: November 6, 2018

## GENERAL UNDERLYING ASSUMPTIONS AND LIMITING CONDITIONS

This appraisal has been prepared subject to the following general assumptions and limiting conditions. They are critical to the analyses and conclusions contained in this report.

1. The valuation herein is the fee simple interest, and the subject property is appraised free and clear of any and all liens or encumbrances unless otherwise stated. Encumbrances considered in the valuation include, where applicable: real estate taxes, recorded easements and/or covenants, CC&R's, purchase options or sale agreements, signed leases, and unpaid bond debt.
2. It is assumed that any easements noted on the title report without specific locations will have no material effect on the normal use of any of the subject parcels.
3. Responsible ownership and competent property management are assumed.
4. Information furnished by others is believed to be reliable if it cannot be independently verified by the appraiser. However, no warranty is given for its accuracy.
5. No responsibility is assumed for the legal description or other matters involving legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.
6. All engineering surveys are assumed to be correct. The plot plans and other illustrative material in this report are included only to assist the reader in visualizing the property.
7. It is assumed that there are no hidden or unapparent conditions of the subject property, subsoil, or structures which would render it more or less valuable than other comparable properties. No responsibility is assumed for any such conditions or for professional engineering services which might be required to discover such facts. No soils or geologic reports were made available to provide further input in this area.
8. It is assumed that all customary public utilities for this property type and market are reasonably available to the subject property, unless otherwise stated.
9. It is assumed that the subject is in compliance with all applicable zoning use regulations and restrictions, unless otherwise stated. It is further assumed that any required governmental entitlements, licenses, certificates of occupancy, consents, etc., have been or can be obtained or renewed for any use upon which the value estimate in this report is based.
10. Any forecasts or projections contained in this report are the product of the analysis of current, historical, and anticipated market conditions and assume continuation of prevailing political, social, economic, and environmental conditions. Such factors and contingent forecasts and/or projections are subject to change.
11. It is assumed that any utilization of land and improvements is within the described legal boundaries of the subject property, and that there is no encroachment or trespass, unless otherwise noted.
12. The distribution, if any, of the total valuation in this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and improvements must not be used in conjunction with any other appraisal and are invalid if so used.
13. The Americans With Disabilities Act (ADA) became effective in January 1992. The appraiser has not made a specific compliance survey or analysis of this property to determine whether it is in conformance with the various, detailed requirements of the ADA. The value estimate is predicated on the assumption that, except as identified by the appraiser, the subject improvements comply with the ADA. It is possible that a comprehensive compliance survey could reveal additional areas in which the property does not conform with one or more of the Act's requirements. If so, this could have a negative effect upon the market value or marketability of the property.

## **ADDENDUM**

### **Qualifications of Appraiser**



**Curriculum Vitae and Qualifications of:  
DAVID HAHN, MAFF, CVA, ASA, CM&AA, CCIM, MBA**

**Commercial Real Estate Appraisal and Business Valuation Services, Forensic Accounting, Forensic Economic Damages Evaluation, Forensic Financial Business Valuation Services For:**

**Economic Damages, Lost Profits, Business Interruption, Intellectual Property Damages, Matrimonial Family Law, Business Financial Valuation, Financial & Commercial Real Estate Settlement, Distressed Business Financial Valuation/ Bankruptcy Valuation, Personal Injuries, Forensic Real Estate**

**Office: 5806 119<sup>th</sup> Ave SE, Suite A250, Bellevue WA 98006**

**Phone: (425) 644-6200, Fax: 888-492-0776**

**VALUATION & FINANCIAL FORENSICS CREDENTIALS**

WA State Certified General Real Estate Appraiser

Accredited Senior Appraiser (ASA) credential from the American Society of Appraisers

Master Analyst in Financial Forensics (MAFF) credential from

the National Association of Certified Valuation Analysts (NACVA)

Certified Valuation Analyst (CVA) business-valuation credential from the NACVA

Certified Merger & Acquisition Advisor (CM&AA)

Certificate in Exit Planning from the Exit Planning Institute

Certified Commercial-Investment Member (CCIM) credential from the Commercial-Investment Real Estate Institute

WA State Designated Real Estate Broker

**PROFESSIONAL MEMBERSHIPS**

Member of the American Academy of Economic and Financial Experts (AAEFE)

Member of the Association of Certified Fraud Examiners (ACFE)

Member of the American Bankruptcy Institute (ABI)

Member of the Association of Insolvency and Restructuring Advisors (AIRA)

Member of the Alliance of Merger & Acquisition Advisors (AM&AA)

**EDUCATIONAL ACTIVITIES**

Bachelor of Science from San Jose State University

Major in Industrial Technology/Computer Science and Minor in Business, May 1981

Master in Business Administration (MBA) degree from the University of Phoenix, 1983

UCLA Graduate School of Management, **Executive Management Program Certificate, 1995**

Topics of Organization & Management, Business Negotiations, Marketing Management, Business Strategy,

Managerial Economics & Accounting & Finance, Creativity & Problem Solving, Entrepreneurship

Doctorate Studies in Public Administration (1995-1998), University of Laverne, Laverne, California

**PROFESSIONAL EDUCATIONS:**

Successful completion of Courses sponsored by the **Appraisal Institute:**

*All courses leading to MAI designation*

*MAI designation from 1997-2002*

Successful completion of Professional courses, each course - 40 clock hours, through

the **Commercial- Investment Real Estate Institute**

*Fundamentals of Real Estate Investment and Taxation - 40 classroom hours*

*Fundamentals of Location and Market Analysis - 40 classroom hours*

*Decision Analysis for Commercial Real Estate - 40 classroom hours*

*Marketing Techniques for Leasing and Selling Commercial Property - 40 classroom hours*

*The Impact of Human Behavior on Commercial Investment Decision Making - 40 classroom hours*

*Exchanging Commercial Investment Real Estate - 16 classroom hours*

*Train the Trainers (Instructor's training) - 16 classroom hours*

*Marketing and Managing Troubled Assets - 24 classroom hours*

Successful completion of Professional courses through the Building Owner and Manager's Institute (**BOMI**)

*Design, Operation, and Maintenance of Building Systems, Part I – 32 classroom hours*

Appraisal Courses through the **International Right of Way Association:**

Course 401: The appraisal of Partial Acquisitions - 40 classroom hours

Appraisal Seminars through the **International Association of Assessing Officers:**

Hotel & Motel Mass Appraisals

Public Utilities Valuations under Deregulation Environments

**Urban Land Institute (ULI)** - Financing and Investing in Real Estate Projects – 12 hours

Forensic Financial & Business Valuations courses through the **National Association of Certified Valuation Analysts (NACVA)**

(40 Hours) – Litigation Boot-camp for Financial Experts (Business Damages & Lost Profits)

(24 Hours) – Expert Witness Bootcamp for Valuation & Forensic Financial Damages Expert

(40 Hours) - Fundamentals, Techniques and Theory, Income and Asset Approaches, Fair Value, Mergers and Acquisitions Special Valuation, Litigation, Market Approach

Passed Comprehensive Exam and Demonstration Valuation Report

(4 Hours) – Mergers & Acquisitions Workshop

Appraisal Courses and Seminars through the **American Society of Appraisers:**

BV201 - Business Valuation (27 Hours)

BV202 – Business Valuation – Income Approach (27 Hours)

BV204 (1998) – Advanced Business Valuation (27 Hours)

BV204 (2015) – Advanced Topics in Business Valuation (27 Hours)

BV302 - Special Topics in the Valuation of Intangible Assets (27 Hours)

ME204 – Machinery and Equipment Valuation – Advanced Topics and Report Writing (27 Hours)

Fair Value Workshop – Update (8 Hours)

Gift & Estate Tax Valuation – Update (8 Hours)

Valuations of Hotel Casinos, Casinos in Riverboats and Indian Reservations (16 Hours)

Distressed Business & Financial Reporting Courses through the **Association of Insolvency & Restructuring Advisors (AIRA)**

CDBV Part 1: Understanding Bankruptcy Code & How it Impacts Valuation of Distressed Businesses (24 hours)

CDBV Part 3: Application of Business Valuation Concepts to Bankruptcy and other Distressed Situations (27 hours)

CIRA Part 3: Accounting, Financial Reporting and Taxes (20 hours)

**Certified Merger & Acquisition Advisor course** (40 hours) from the Alliance of Merger & Acquisition Advisors, Attended the 2015 Winter Conference for 20 hours CPE Continuing Education

University of Southern California, Public enterprise **cost/benefit analysis** graduate course

**American Bankruptcy Institute (ABI)** – Valuation 2010 Conference – 20 hours, Bankruptcy BootCamp 2010 – 8 hours

Valuation 2012 Conference – 20 hours, Bankruptcy BootCamp 2012 – 8 hours, Valuation 2014 Conference – 16 hours

Valuation 2015 Conference – 16 hours

### **FINANCIAL FORENSICS & VALUATION APPRAISAL EXPERIENCES**

OCTOBER 1985 - PRESENT: Alpha Appraisal Consulting, Principal

Forensic Accounting & Valuation in connection with Matrimonial Settlement, corporations Business, Gifts & Estates,

Forensic Financial Valuations (Lost Profits, Business/Economic Damages, Intellectual Property (Patent, Trademark,

Copyright) Infringement, Fair Value Financial Reporting, M&A Advisory, Distressed Business Valuation, Partial Interests,

Goodwill Loss due to relocation, Intangible Value Allocation, Economic & Market Analysis, Feasibility Analysis

### **APPRAISAL/ECONOMICS TEACHING EXPERIENCES**

Accredited Instructor from the State, taught the appraisal, business management, and investment subjects (total of 4,500 hours) since 1985.

### **OTHER EXPERIENCES**

1983 – 1985: Lockheed Missiles & Space Company, Sunnyvale, CA, Software Engineer

1981 - 1983: Control Data Corporation, San Jose, CA, Systems Analyst

**MILITARY SERVICE** 1976 - 1979, U.S. ARMY, Data Control Specialist, honorable discharge

### **CREDENTIALS**

Community College Instructor Credential (Valid for Life) in the subjects of Business & Industrial Management, Real Estate

**CLIENTS** Client of Alpha Appraisal Consulting Group include attorneys, accountants, public agencies, banks, insurance companies, and individuals

## **ORDINANCE NO. 18-0534**

**AN ORDINANCE OF THE CITY OF EDGEWOOD, WASHINGTON, RELATING TO STREET VACATIONS, APPROVING THAT PORTION OF WYOMING AVENUE (ALSO KNOWN AS 115TH AVENUE EAST OR 14TH STREET NORTHEAST) AND 1ST STREET (ALSO KNOWN AS 72ND AVENUE NORTHEAST OR 1ST STREET EAST) WITHIN THE CITY OF EDGEWOOD, IMPOSING CONDITIONS, PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE**

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**WHEREAS**, the City received a petition from Brian T. & Faith D. Hall, Mariya Chyr and Paige A. Ropac, collectively, requesting that a portion of Wyoming Avenue public right-of-way and the 1<sup>st</sup> Street public right-of-way be vacated, as the same is depicted and legally described in the map labeled Exhibit A, attached hereto and incorporated herein; and

**WHEREAS**, the vacation petition contains the signatures of the owner(s) of more than two-thirds of the property abutting the portion of right-of-way requested to be vacated; and

**WHEREAS**, this Ordinance is categorically exempt from SEPA under WAC 197-11-800(2)(i); and

**WHEREAS**, on October 9, 2018, the City Council passed Resolution No. 18-0432, calling for a public hearing regarding the vacation of the subject right-of-way; and

**WHEREAS**, the City Clerk performed the public notice requirements in Edgewood Municipal Code (EMC) Section 12.14.010(E); and

**WHEREAS**, the City did not receive any objections to the proposed street vacation prior to the public hearing from any owners of property abutting the area proposed to be vacated; and

**WHEREAS**, the City Council held a public hearing during the Council's regular meeting on November 13, 2018, and there were no members of the public desiring to be heard;

**WHEREAS**, the City Council discussed the street vacation petition during its study session on November 20, 2018; and

**WHEREAS**, the City Council considered the street vacation petition during its regular Council meeting on November 27, 2018;

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

**Section 1. Findings and Conclusions.** The City Council makes the following findings and conclusions on the street vacation petition:

A. The petitioners Brian T. & Faith D. Hall, Mariya Chmyr and Paige A Ropac own property abutting a portion of Wyoming Avenue (also known as 115<sup>th</sup> Avenue East or 14<sup>th</sup> Street Northeast) and 1<sup>st</sup> Street (also known as 72 Avenue Northeast or 1<sup>st</sup> Street East), and have submitted a petition to the City for the vacation of the following right-of-way:

That portion of Wyoming Avenue (also known as 115<sup>th</sup> Avenue East or 14<sup>th</sup> Street Northeast) and 1<sup>st</sup> Street (also known as 72<sup>nd</sup> Avenue Northeast or 1<sup>st</sup> Street East) lying south of the Easterly extension of the Northerly line of Lot 11, Block 113 and lying East of the Southerly extension of the Westerly line of Lot 6, Block 113, TOWNSITE OF JOVITA, according to the plat thereof, recorded in Volume 10 of Plats, Page 35, in Pierce County, Washington.

The area proposed to be vacated is depicted in the map attached hereto as Exhibit A, which is incorporated herein by this reference.

B. The requisite notice of this public hearing was provided by the City Clerk, and the City received no objections from any owners of property abutting the subject streets.

C. The City Public Works Director, Jeremy Metzler, testified that since dedication of the street to the public in 1910, the street was never opened, no public improvements have been constructed on the street area, there are no public facilities (such as underground lines) on the property, no public money has been spent on the proposed vacation area and that the proposed vacation will not affect anyone's access. Mr. Metzler also has submitted a recommendation for approval of the petition in his staff report dated November 6, 2018;

D. During the public hearing, no one was interested in providing any testimony on the street vacation petition;

E. In accordance with State Law and EMC Section 12.14.070, the City Council may determine that as a condition of the vacation, that the petitioners pay an amount equal to the appraised value of the property, and based on the appraisal and other factors cited by the Public Works Director in his recommendation, the Council concludes that the petitioners shall pay \$XXX,XXX as a condition of the Council's approval of the street vacation;

F. The City Council finds that there are no public utilities in the proposed area of the vacation, and that there is no need for the City to reserve an easement for any public facilities in the area;

G. The City Council concludes, based on the above, that the proposed street vacation satisfies all of the criteria for a vacation in EMC Section 12.14.060, and enters these findings in support of approval, as required by EMC Section 12.14.070(C).

**Section 2. Condition of Vacation.** This vacation is contingent upon payment of compensation to the City by the petitioners in the amount of \$XXX,XXX for the area vacated, and \$     for the City's fees/costs associated with this vacation (including payment of recording costs identified in

**Commented [JM1]:** To be set by Council on 11/20/18

**Commented [JM2]:** To be set by Council on 11/20/18

**Commented [JM3]:** G&O Survey - \$280 +/- (Check with Stephanie)  
**Appraisal** - \$3,000  
Need to account for staff time spent on vacation processing:  
Jeremy – 10 hrs @ \$xx =  
Kristin – xx hrs @ \$xx =  
Carol – xx hrs @ \$xx =  
Rachel? Admin?

Section 3). The approval granted by this ordinance shall be null and void if the petitioners fail to make this payment to the City within one year of the date of approval of this ordinance, unless such deadline is extended by the Council by ordinance.

**Section 3. Effective Date.** This ordinance shall not be published or become effective until all compensation and fees/costs have been paid in full by the petitioner. Once the City Clerk receives such payment she is authorized to: (1) direct publication of this Ordinance, which shall take effect five days after publication of the summary; and (2) record a certified copy of this Ordinance in the records of the County Auditor. Costs of recording shall be the responsibility of the petitioners. This vacation and transfer of title to petitioners shall be effective at such time as this Ordinance is recorded in the Office of the County Auditor.

**Section 4. Severability.** Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

**ADOPTED BY THE CITY COUNCIL ON THE 27<sup>TH</sup> DAY OF NOVEMBER, 2018.**

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Daryl Eiding, Mayor

**ATTEST/AUTHENTICATED:**

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Rachel Pitzel, City Clerk

**APPROVED AS TO FORM:**

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Carol Morris, City Attorney

*Date of Publication:*

*Effective Date:*



## City Of Edgewood Council Agenda Summary Sheet

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     |                                                |                  |                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------------------|------------------|--------------------------|
| <b>SUBJECT:</b> 36 <sup>th</sup> & Meridian Park – Request for Qualifications to Design Phase One                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                     | <b>Agenda Item #:</b>                          |                  | <b>2F</b>                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     | <b>For Agenda of:</b>                          |                  | <b>November 20, 2018</b> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     | <b>Prepared by:</b>                            |                  | <b>Jeremy Metzler</b>    |
| <b>ATTACHMENTS (list):</b> <input checked="" type="checkbox"/> DRAFT Request for Qualifications                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     |                                                |                  |                          |
| <b>Approval of Materials:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                     |                                                |                  |                          |
| Mayor, Daryl Eidinger                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <input checked="" type="checkbox"/> | <b>Expenditure Required:</b>                   | \$250,000 (est.) |                          |
| Asst. City Administrator, Dave Gray                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input checked="" type="checkbox"/> | <b>Amount Budgeted:</b>                        | TBD              |                          |
| City Attorney, Carol Morris                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <input checked="" type="checkbox"/> | <b>Appropriation Required:</b>                 | \$250,000 (2019) |                          |
| City Clerk, Rachel Pitzel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <input checked="" type="checkbox"/> | <b>Timeline:</b> Council Consideration – 11/27 |                  |                          |
| Community Development Director, Darren Groth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <input checked="" type="checkbox"/> |                                                |                  |                          |
| Public Works, Jeremy Metzler                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <input checked="" type="checkbox"/> |                                                |                  |                          |
| <b>Fiscal Note/Consideration:</b><br>All costs associated with design and contract administration are fundable using existing Park Impact Fee revenues.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                     |                                                |                  |                          |
| <b>SUMMARY STATEMENT:</b><br>Since its acquisition in December 2004, the Parks and Recreation Advisory Board (PRAB) has been focused on construction of a community park on City-owned property at the northeast corner of 36 <sup>th</sup> Street East & Meridian Avenue East (SR-161). The 36 <sup>th</sup> and Meridian Park Adhoc Committee was formed in early 2007, and a Master Plan of the 18-acre park facility was presented to the Council and citizens of Edgewood soon thereafter with the help of a landscape architect.<br><br>Formal design work for the project began in 2015, and a 30% plan developed as part of the submittal package for two RCO grants in June of 2016. The current design for Phase One includes a shelter, parking lot, play equipment and picnic facilities.<br><br>Before construction can begin, the Phase One design needs to be brought forward from the existing 30% plan to 100% construction plans and specifications. The agreement with the prior consultant has expired, requiring the City to solicit a new contract.<br><br>Because this work can only be done by an architect or engineer, the City is required to use the procedure established in chapter 39.80 RCW. This involves publication of an announcement of the City's need for the professional services (RCW 39.80.030). The attached draft Request for Qualifications (RFQ) will solicit qualified consultants to perform said design work, as required under state law. |                                     |                                                |                  |                          |
| <b>COUNCIL COMMITTEE REVIEW AND RECOMMENDATION:</b> PRAB recommends RFQ authorization ASAP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                     |                                                |                  |                          |
| <b>RECOMMENDED ACTION:</b> Consider adopting a resolution at next week's Regular Council Meeting, authorizing publication of the attached RFQ.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                     |                                                |                  |                          |
| <b>ALTERNATIVES TO RECOMMENDED ACTION:</b> Forward to future study session for further discussion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                     |                                                |                  |                          |



# City of Edgewood

## REQUEST FOR QUALIFICATIONS

### 36<sup>TH</sup> AND MERIDIAN PARK – PHASE ONE PLANNING AND DESIGN

#### I. PURPOSE OF REQUEST

The City of Edgewood is requesting statements of qualifications from professional landscape architects, engineers, and planning consultants licensed under the laws of the state of Washington to support the City's completion of the design for Phase One of the City of Edgewood's 36<sup>th</sup> and Meridian Community Park.

The City of Edgewood does not expect or require a large amount of preliminary work to be performed by the applicants for this phase of the selection process. It is the City's intent to select consultants based on qualifications, abilities, past performance, and the ability to perform the necessary work and complete the project within the timeframe specified. **Do not submit any price or fee information at this time. Firms providing such information as part of their response to this RFQ will be disqualified.**

#### II. BACKGROUND

The City of Edgewood is 8.9 square miles and home to approximately 10,900 residents. The City is entirely within Pierce County and is geographically located in the "North Hill" area surrounded by the cities of Milton, Fife, Puyallup and Sumner. The City's northern boundary is adjacent to King County. Incorporated as a code city, the City of Edgewood formed on February 28, 1996 and has operated under the strong Mayor form of government since August 2015.

30% design for Phase One of the 36<sup>th</sup> and Meridian Community Park has been completed. The design work was suspended at that point due to a lack of funding. Funding is now in place to complete the design, and the city seeks to hire a consultant to complete the design to 100% construction documents, permitting, bidding, and construction administration.

#### III. TIME SCHEDULE

The following preliminary schedule for the project has been laid out:

|                                          |                       |
|------------------------------------------|-----------------------|
| RFQ Issued                               | November 30, 2018     |
| Deadline for Submittal of Qualifications | December 28, 2018     |
| Review of Submittals                     | January 2-4, 2019     |
| Preliminary Selection of Firm(s)         | January 7, 2019       |
| Interviews (if needed)                   | January 14 – 18, 2019 |
| Notify Firm Chosen                       | January 23, 2019      |
| Contract Negotiations                    | January 24-30, 2019   |
| City Council Acceptance                  | February 12, 2019     |
| Executed Agreement                       | February 13, 2019     |

#### IV. INSTRUCTIONS TO PROPOSERS

- A. **Three (3) copies** of the response to the City's RFQ must be submitted to City by **4:30 PM, Friday, December 28, 2018**. No faxed or e-mail copies will be accepted. It is the responsibility of the firm to ensure the qualifications statements arrive on time and to the correct location. Any qualifications statements received after the scheduled closing time shall be returned to the firm unopened.
- B. All submittals should be sent or hand delivered to:  
City of Edgewood  
Attn: City Clerk  
2224 104th Avenue E  
Edgewood, WA 98372-1513
- C. Responses to the RFQ should be prepared simply and economically, providing a straightforward, concise description of provider capabilities to satisfy the requirements of request. All responses shall be limited to **fifteen (15) pages total, including a cover letter**.
- D. All qualifications must include the following information:
  - a. The names of individuals who will be working on the proposed services and their areas of responsibility.
  - b. A brief overview of the company, including how long in business, privately or publicly owned, etc.
  - c. At least three (3) references, including entity name, contact person, and telephone number. Municipal references preferred.
  - d. Ability to execute contract upon award.

#### V. SELECTION CRITERIA

The following will be used to evaluate the applicants:

- A. References and demonstrated experience working on similar projects and past work with small cities. (40%)
- B. Prior experience with the City of Edgewood or similar facility designs (40%)
- C. General impressions and presentation of qualifications. (20%)

#### VI. GENERAL SCOPE OF WORK

The successful consultant team is expected to develop project documents, 60%, 90%, and 100% complete, permitting, bid administration and construction administration. This will include one public meeting to get feedback on the plan, and regular coordination with city staff, elected officials, and the park and recreation advisory board. The City of Edgewood Public Works Director will direct the activities of the Consultant on behalf of the City.

- Reconcile the existing 30% design to fit project budget and RCO grant requirements
- Establish a project schedule
- Prepare necessary permit application(s) and associated reports
- Conduct 1 public meeting
- Prepare technical specifications
- Prepare bid package
- Construction Administration and Observation

## **VII. TERMS AND CONDITIONS**

- A. The City reserves the right to reject any and all responses to this RFQ.
- B. The City reserves the right to request clarification of information submitted and to request additional information from any firm.
- C. The City reserves the right to reject all responses to the RFQ, or to award any contract to the next most qualified firm, if the successful firm does not execute a contract by the proposed date of February 13<sup>th</sup>, 2019.
- D. The contract resulting from acceptance of a proposal by the City shall be in the attached form and reflect the specifications in this RFQ. The City reserves the right to reject any proposed amendments to the City's form agreement.
- E. The City shall not be responsible for any costs incurred by the firm in preparing, submitting or submitting its response to the RFQ.
- F. The City reserves the right to waive irregularities and informalities in the submittal and evaluation process.

## **VIII. PRESUBMITTAL SITE VISIT**

The City of Edgewood will host an optional pre-submittal meeting on Friday, December 14<sup>th</sup>, 2018 at the 36<sup>th</sup> and Meridian Park site from 1:00 pm to 2:00 pm, interested firms will be provided an opportunity to ask questions regarding the history of the park property and review the documents relating to the previous planning and design work.

## **IX. OTHER INFORMATION**

For additional information or explanation of the contents or intent of these specifications, please contact the City with your questions to the attention of Jeremy Metzler, PE, Public Works Director by phone at (253) 952-3299 ext. 114, or via e-mail at [jeremy@cityofedgewood.org](mailto:jeremy@cityofedgewood.org).

## **X. ADDITIONAL INFORMATION**

Please refer to the attached Professional Services Agreement template. Background documents for the park can be found on the City of Edgewood's website, including the current master plan, the RCO Grant application materials, and the 30% Design Concept.