



CITY OF EDGEWOOD REGULAR COUNCIL MEETING AGENDA

Tues., September 10, 2019 – 7:00 pm. ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1. CALL TO ORDER

Pledge of Allegiance, Roll Call, Additions/Deletions

2. EXECUTIVE SESSION

Executive Session to discuss potential litigation, as authorized by RCW 42.30.110(1)(i)

3. PRESENTATION

 East Pierce Fire & Rescue – Chief Bud Backer

4. AUDIENCE COMMENT

5. MAYOR'S REPORT

6.  **CONSENT AGENDA:** *The consent agenda includes items that are routine in nature and are adopted by one motion. Should Council wish to discuss a consent agenda item, the item would be removed from the consent agenda and discussed under Council Business.*

The following items are presented for Council approval:

- A. Regular City Council Meeting Minutes of August 27, 2019,
- B. Study Session Meeting Minutes of September 3, 2019,
- C. Review of Commission, Committee and Board meeting minutes of August 2019.
- D. **AB19-035**, a motion approving September 2019 Budgeted Expenditures as follows: Deferred Compensation Program; Payroll Direct Deposit; Dept. of Retirement Systems; Dept. of Child Support; AWC Employee Benefit Trust; and IRS 941 ACHs in the amount of \$139,956.69; and Vendor Check Numbers 23968 through 23993 with EFT and Direct Pay Payments in the amount of \$619,088.09. Total distributions submitted for review & authorization in the amount of \$759,044.78.
- E.  **AB19-0473**, a motion to adopt Resolution No. 19-0473, modifying the Pierce County Court-City of Edgewood Court Services Agreement (Amendment #1) to accommodate school zone traffic camera citation activity.

7. COUNCIL BUSINESS

- A.  **AB19-0556**, a motion to adopt Ordinance No. 19-0556, amending the Budget Exhibit A Salary Schedule for the 2019 fiscal year, adding the IT Director staff position.
- B.  **AB19-0557**, a motion to adopt Ordinance No. 19-0557, 2018 Comprehensive Plan Amendments.
- C.  **AB19-0558**, a motion to adopt Ordinance No. 19-0558, relating to Land Use and Zoning, amending Interim Zoning Ordinance No. 19-0553, adopted on July 23, 2019, on the acceptance or processing of new applications for Residential/Multi-Family Developments in the MUR Zone on the East Side of Meridian Avenue and in the TC Zone on the East Side of Meridian South of 22nd Street East, as shown in the attached map as Exhibit A.

8. COUNCIL COMMENTS

9. ADJOURN

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

EAST PIERCE FIRE & RESCUE

Summer 2019 Update



2018 Accomplishments

- Hired 16 of 18 planned Firefighters
 - Improved Staffing Levels
- Implemented Community Paramedic Program
 - Social Services
- Updated Capital Facilities Plan
- Filled Fire Marshal Vacancy
- Voters Approved \$80,000,000 Bond Issue
 - Will build 5 Fire Stations & upgrade emergency vehicles
- Obtained GEMT Funding
- Another clean audit by the State (2017 budget year)



2019 Goals

- Hire 18 Firefighter/Paramedics (16 of 18)
 - Correct remaining staffing shortage
 - Prepare for 5th Medic Unit
- Filled Deputy Chief Vacancy (externally)
- Filled Finance Manager Vacancy (internally)
- Expand Fire Prevention Staff

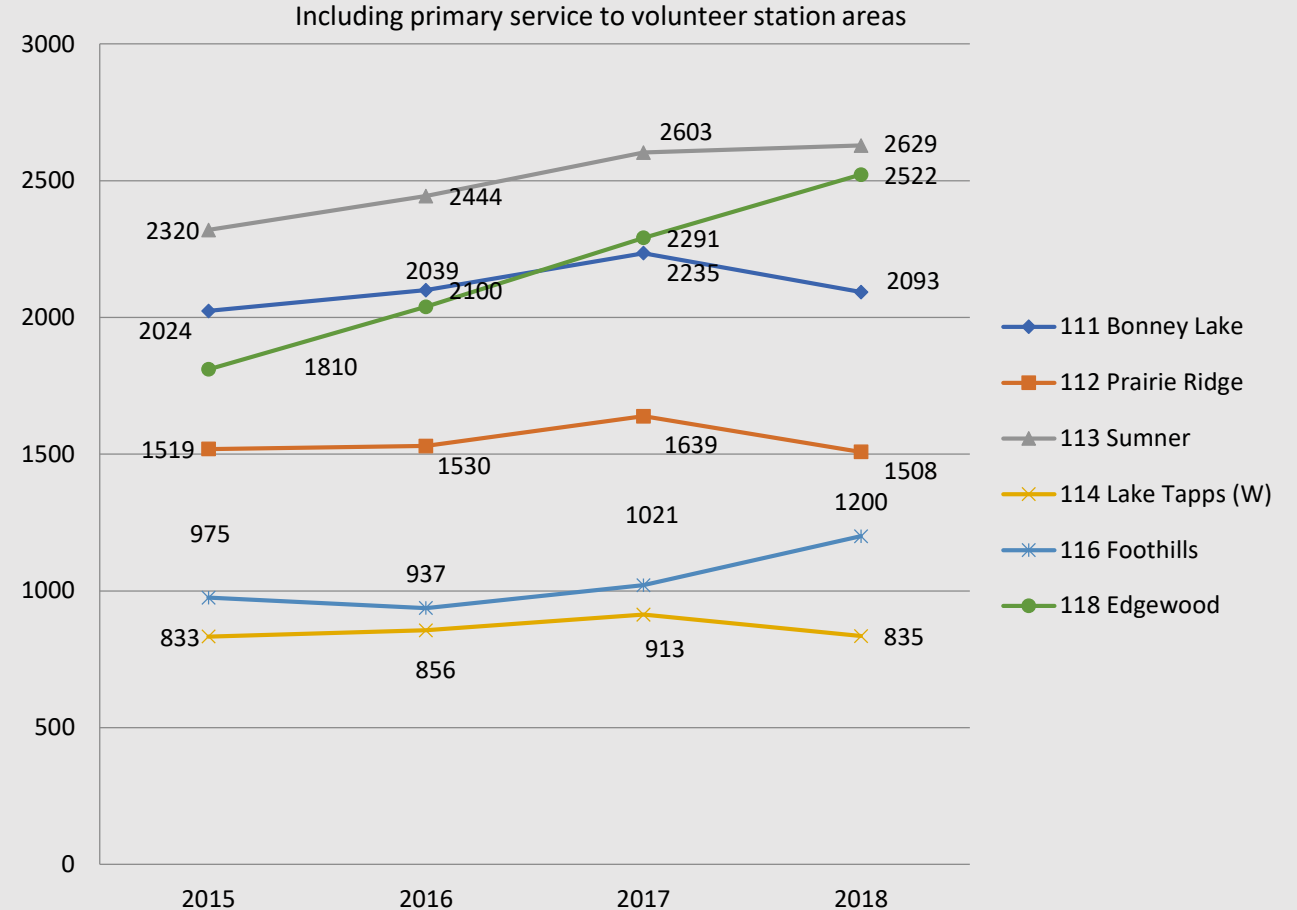


Call Volume Growth

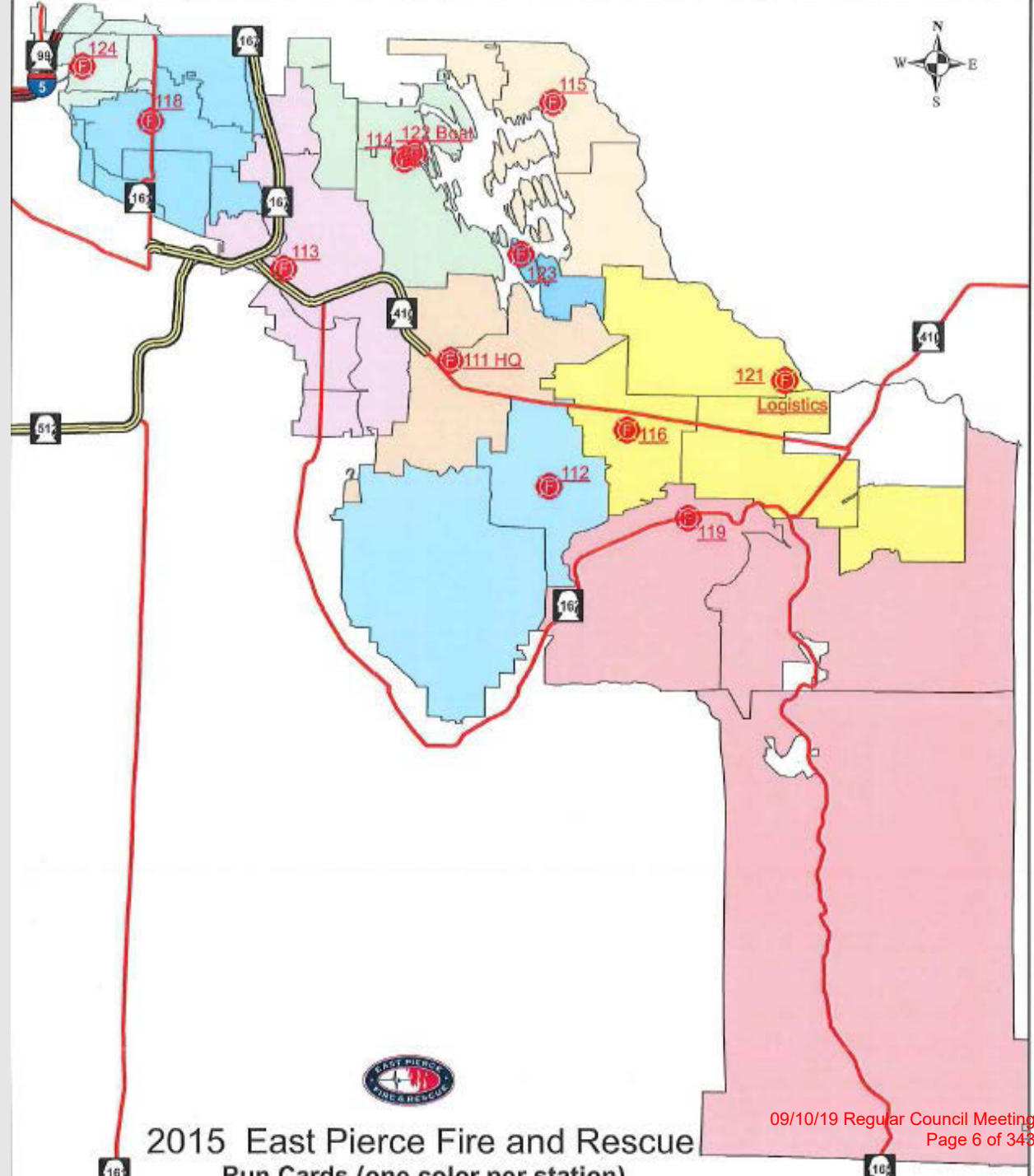
Stats by Station First Due 2018	
Stations	Number of Incidents
Station 111	2,093
Station 112	1,508
Station 113	2,629
Station 114	672
Station 115	326
Station 116	667
Station 118	1,144
Station 119	370
Station 124	1,378
Mutual Aid	363
Total	11,150



Annual Call Volume by Career Station First Due

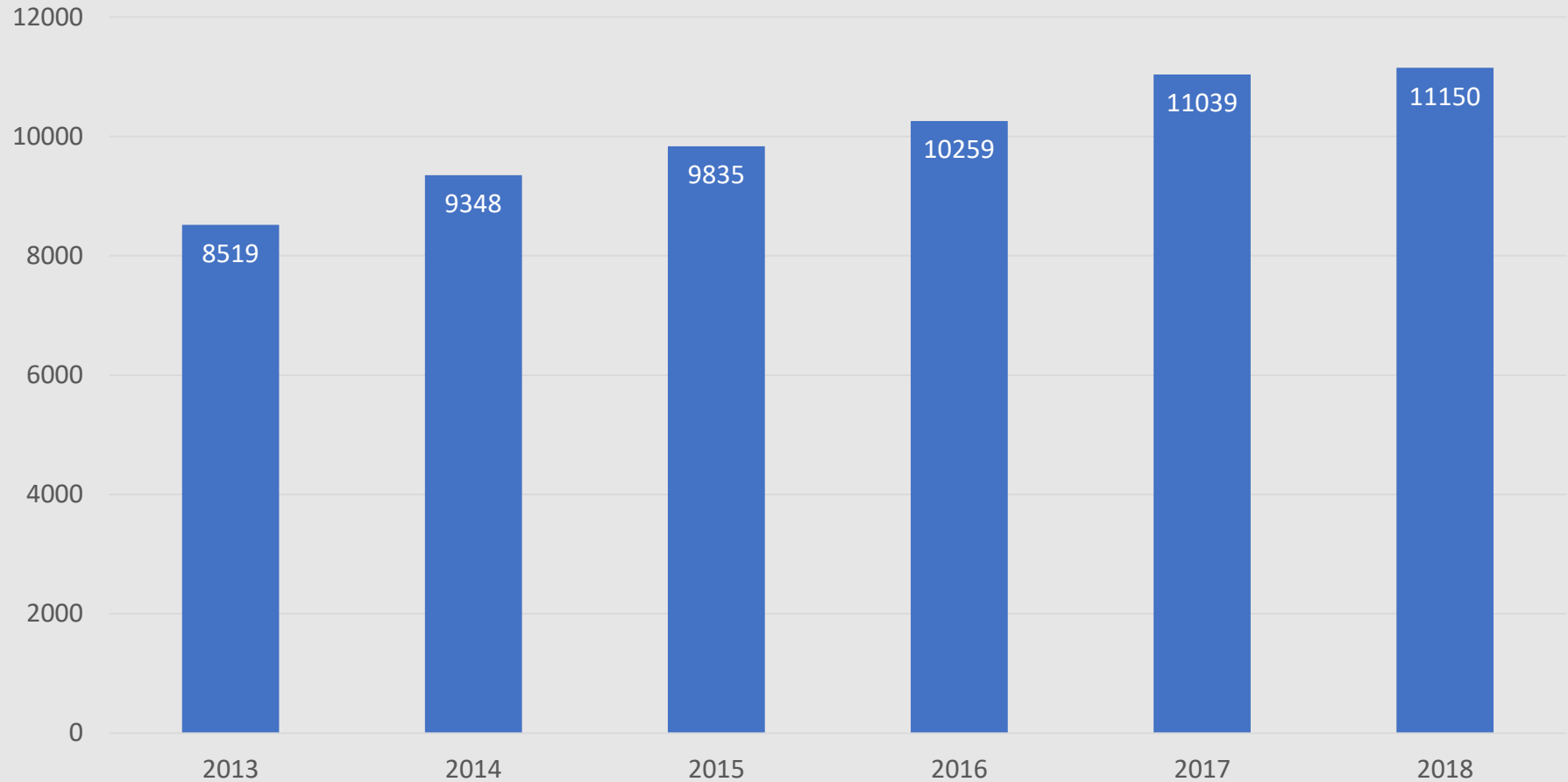


Career Station First Due Area



Population Growth = Calls for Service Growth

Total Incidents District Wide



July 31st, 2019 call volume is 7% over the same period of 2018: 6429 vs 2019: 6657

Schedule of Bond Issue Improvements

- Station 118-Edgewood - ? (previously June '21)
- Station 111-Bonney Lake – December 2021
- Station 112-Prairie Ridge – Spring 2022*
- Station 114-Lake Tapps (west) – 2023*
- *subject to land acquisition
- Station 117-Tehaleh – 2024
- Ladder Truck and 6 Fire Engines Bid this summer
 - Spread purchase of engines out over 3 years



The New 118 – Original Concept



Now subject to Change



**CITY OF EDGEWOOD
REGULAR COUNCIL MEETING SUMMARY**

August 27, 2019 – 7:00 p.m. ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1. CALL TO ORDER

Mayor Eidinger called the meeting to order at 7:00pm. Councilmember Tomin led the attendees in the Pledge of Allegiance.

ROLL CALL

Present: Mayor Daryl Eidinger (Not voting), Deputy Mayor Tyron Christopherson, Councilmember John C. West, Councilmember Mark Creley, Councilmember Ryan Day, Councilmember Colleen Wise, Councilmember Rosanne Tomin, Councilmember Nate Lowry.

Staff Present: Assistant City Administrator Dave Gray, City Clerk Rachel Pitzel, Community Development Director Darren Groth, Police Chief Micah Lundborg, Interim City Attorney, Ann Marie J. Soto.

Additions/Deletions to the Agenda

There were no additions or deletions to the agenda.

2. AUDIENCE COMMENT

David Duke – Discussed safety issues on Edgewood Drive.

3. MAYOR'S REPORT

Mayor Eidinger spoke about the following:

- Some of our city's bigger projects this year are coming close to the finishing stages, the sewer project to Edgemont School is in the final stages, and on the other side, contractors at Northwood are working overtime to get the bus driveway, landscape and the building finished in time for the school year.
- Councilmembers West and Creley joined me for Coffee with the Council, the weather was great but our turnout was not. I also participated in the parade and Milton Day festivities.
- Mountain View Community Center had a great turnout for their 10th Annual Back to School event. They provided backpacks for 700 students, served over 1,000 hot dog lunches, distributed over 5,000 clothing items, and gave 130 haircuts. Well done to all the volunteers who donated over 500 hours to make this event happen.

Chief Lundborg briefed on the following:

- Thanked council for the Sergeant position, mentioning that Sergeant Burke did a great job filling in while he was on vacation;
- Confirmed there was a fatality rollover accident off 48th.

4. CONSENT AGENDA

The consent agenda includes items that are routine in nature and are adopted by one motion. Should Council wish to discuss a consent agenda item, the item would be removed from the consent agenda and discussed under Council Business.

The following items are presented for Council approval:

- A. Regular City Council Meeting Minutes of August 13, 2019,
- B. Study Session Meeting Minutes of August 20, 2019,
- C. **AB19-032**, a motion approving August 2019 Budgeted Expenditures as follows: Deferred Compensation Program; Payroll Direct Deposit; Dept. of Retirement Systems; Dept. of Child Support; and IRS 941 ACHs in the amount of \$95,966.32; and Vendor Check Numbers 23953 through 23967 with EFT and Direct Pay Payments in the amount of \$290,109.15. Total distributions submitted for review & authorization in the amount of \$386,075.47.
- D. **AB19-033**, a motion to approve the posting of an Associate Planner/Senior Planner position
- E. **AB19-034**, a motion to publish the Request for Proposal (RFP) for Town Center (TC) and Mixed Use Residential (MUR) Planning Study
- F. **AB19-0471**, a motion to adopt Resolution No. 19-0471, Pierce County Public Works Road and Traffic Maintenance Services Memorandum of Agreement (MOA) Addendum
- G. **AB19-0472**, a motion to adopt Resolution No. 19-0472, adopting the 2020-2025 Transportation Improvement Plan (TIP)

Motion: with correct version of Resolution No. 19-0471, Action: Approve, Moved by Deputy Mayor Tyron Christopherson, Seconded by Councilmember Colleen Wise. Motion passed unanimously (7-0).

5. COUNCIL BUSINESS

- A. **AB19-0555**, a motion to adopt Ordinance No. 19-0555, relating to Dangerous Dogs and Potentially Dangerous Dogs, repealing Ordinance No. 19-0546, amending section 6.01.020 of the EMC.

Interim City Attorney Soto briefed council on this agenda item.

Motion: As Read, Action: Approve, Moved by Councilmember Colleen Wise, Seconded by Councilmember John C. West. Motion passed unanimously (7-0).

6. COUNCIL COMMENTS

Mayor Eidinger discussed the Transportation Town Hall meeting on September 24, 2019 from 6-9pm. He inquired about bringing back the IT Director position for discussion.

Councilmember Lowry, thanked Mr. Duke for his earlier comments and discussed the TIP.

Councilmember Day discussed his opposition to debt, but how sometimes it's necessary for a city to take debt on in order to make necessary improvements.

Councilmember Wise inquired about the kinds of emergency funds available to deal with street issues.

Councilmember Lowry asked that bonds be looked into first as opposed to depleting emergency funds.

7. EXECUTIVE SESSION

There was no executive session.

8.ADJOURN

Mayor Eidinger adjourned the meeting at 7:22pm.

Jill S. Herrera, Communications Coordinator/
Deputy City Clerk

Daryl Eidinger, Mayor



**CITY OF EDGEWOOD
COUNCIL STUDY SESSION SUMMARY**

September 3, 2019 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1. CALL TO ORDER

Mayor Eidinger called the meeting to order at 7:00pm and Councilmember Lowry led attendees in the Pledge of Allegiance.

ROLL CALL

Present: Mayor Daryl Eidinger (Not voting), Deputy Mayor Tyron Christopherson, Councilmember John C. West, Councilmember Mark Creley, Councilmember Ryan Day, Councilmember Colleen Wise, Councilmember Rosanne Tomyn, Councilmember Nate Lowry.

Staff Present: Assistant City Administrator Dave Gray, City Clerk Rachel Pitzel, Community Development Director Darren Groth, Jeremy Metzler Public Works Director, Police Chief Micah Lundborg.

2. COUNCIL BUSINESS

A. Discussion – Code Enforcement

Assistant City Administrator Dave Gray presented Council with the Project Management Plan (PMP). Code Compliance Specialist John Fairbanks was then introduced and showed a presentation he had prepared on code enforcement. Discussion Followed between staff and the Council.

B. Discussion – Interim Zoning

Community Development Director Darren Groth confirmed the RFP was published and is available for review on our city website.

C. Discussion – IT Director Position

Community & Economic Development Director Darren Groth discussed with Council the request to remove the IT Manager position and replace it with an IT Director.

Discussion followed between staff and the Council.

Council action: Council recommended staff to bring forward on the next regular council meeting agenda adding the IT Director and keeping the IT Manager on the salary schedule.

D. Review/Discussion – Comprehensive Plan Amendments

Community Development Director Darren Groth discussed the prior week's briefings, and introduced AHBL's Wayne Carlson who explained their involvement and updates to the SEPA.

Discussion followed between staff and the Council.

E. Review/Discussion – Pierce County Court Amendment No. 1

Assistant. City Administrator Dave Gray explained how this amendment adds verbiage pertaining to the school cameras that wasn't included in the original interlocal agreement.

3. OTHER COUNCIL ISSUES

Mayor Eidinger noted there will be an executive session at the next regular meeting.

Councilmember Wise asked the Chief Lundborg about traffic enforcement at the stop sign on 122nd and 24th.

Councilmember West congratulated the police department on the utilization of Ring doorbell network.

Councilmember Tomin asked if council could see the pictures from the citizen who spoke at the prior week's meeting about safety issues on Edgewood Drive.

Public Works Director Jeremy Metzler discussed the future needs forecasted for 2020 and the increased work needed from Pierce County.

Councilmember Creley asked for an update on the micro tower update, and when the bridge at the Nelson Nature Park would be repaired.

4. ADJOURN

Mayor Eidinger adjourned the meeting at 8:22pm.

Jill S. Herrera, Communications Coordinator/
Deputy City Clerk

Daryl Eidinger, Mayor



CITY OF EDGEWOOD

PLANNING COMMISSION MEETING MINUTES

Monday, August 12, 2019 – 6 p.m. • Edgewood City Hall – 2224 104th Ave. East

1. **CALL TO ORDER:** Vice Chair Pincas called meeting to order at 6:01 p.m.
 - A. **Commissioners Present:** Guillory; Overfield; Zinn; Wagner; Ramirez; Pincas; Slate
 - B. **Commissioners Absent:** None
 - C. **Staff Member(s) Present:** Darren Groth, Community Development Director
Evan Hietpas, Planning Technician
Silas Read, Associate Planner
 - D. **Others Present:** Mayor Eidinger; Councilmember Wise
2. **CONSENT AGENDA:** Slate moved to APPROVE as presented, Wagner seconded. Commission voted 5-0 to approve the Consent Agenda. (Overfield and Zinn arrived at 6:04)
3. **CITIZEN COMMENTS:** None
4. **PUBLIC HEARINGS:** None
5. **NEW BUSINESS:**
 - A. **Action Items:** None
 - B. **Discussion Item(s):**
 - i. Public Access to Online Mapping
 - a. Read presented City's GIS Map and Public Portal parcel search
 - b. Discussion ensued
 - ii. Interim Zoning
 - a. Groth updated Commissioners on current state of Interim Zoning Ordinance and preparation of RFP for City Council
 - b. Discussion ensued
 - iii. Use Tables
 - a. Groth opened the discussion
 - b. Discussion ensued: (height standards, parallel road network, Town Center vision, importance of infrastructure to determine carrying capacity of land)
 - c. Chair Overfield recommended continuing the discussion on the Use Table code amendment on September 9th.
 - iv. Future Agendas List
 - a. Hietpas introduced the Future Agendas List document to Commissioners and asked for recommendations to make it as useful as possible
 - b. Discussion ensued
 - c. Conclusion was to include the past 12 months of meeting agendas as well as plan for 3 months in advance for meeting agenda items. Also, to view the list both from most recent to least recent, and least recent to most recent.
 - v. Work Plan
 - a. Groth briefed Commissioners on current Work Plan items
 - b. Discussion ensued



CITY OF EDGEWOOD

PLANNING COMMISSION MEETING MINUTES

Monday, August 12, 2019 – 6 p.m. • Edgewood City Hall – 2224 104th Ave. East

6. **STAFF COMMENTS:** None
7. **COMMISSIONER UPDATES:** Vice-Chair Pincas asked for update on cell phone tower ordinance status. Groth explained that ordinance No. 18-0526 was adopted on August 28, 2018.
8. **ADJOURN:** Chair Overfield adjourned the meeting at 7:27p.m.

DRAFT



CITY OF EDGEWOOD

PARKS AND RECREATION ADVISORY BOARD MINUTES

Thursday, August 1, 2019 – 6pm ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1. CALL TO ORDER

Chair Levenhagen called the meeting to order at 6:07pm

2. ROLL CALL

Present: Brian Levenhagen, Diane Kerlin, Jeff Southard, Anne Percival

Absent: Bill Hilton, Caitlyn Remington (Excused), Linda Howard

City Staff: Public Works Director (PWD) Jeremy Metzler

3. PUBLIC COMMENT – None

4. STAFF UPDATES – PWD Metzler provided quick reminder on Nelson Nature Park bridge repair meeting scheduled on August 6, 2019, discussed new seating arrangement for meetings moving forward, and asked PRAB members to prepare for discussion about level of service next month.

5. APPROVAL OF MEETING MINUTES

A. Percival **MOVED**, seconded by J. Southard to approve the July 3, 2019 Minutes.

APPROVED.

6. OLD BUSINESS

- **Annual Community Picnic – Debrief:**

PRAB members discussed the recent picnic, reflected on positive feedback from the community on the proposed park plan, some questions were asked and answered, but not much direction was received. General attendance seemed to be down from prior years. Some discussion about City providing more support in future years, timing and coordination with new park project.

- **36th & Meridian Update:**

PWD Metzler provided brief update on Berger design status and schedule, anticipating 60% design plans for review at next PRAB meeting.

- **Movie Nights – PRAB Participation / Sign-up:**

PRAB members discussed upcoming August 23 event, confirmed J. Southard has movie and will setup similar to July event. PRAB members affirmed the following list:

- August 23 (Captain Marvel) – J. Southard & A. Percival **[7:00p start]**
- September 13 (Christopher Robin) – C. Remington
- October 11 (The Nightmare Before Christmas) – **TBD**
- November 8 (Ralph Wrecks the Internet) – **TBD**
- December 13 (The Grinch (2018)) – **TBD**
- January 10 (Detective Pikachu) – B. Hilton
- February 21 (My Little Pony: The Movie) – **TBD**
- March 13 (Lego Movie 2) – **TBD**
- April 10 (How to Train Your Dragon 3) – **TBD**
- May 15 (Aladdin 2019) – **TBD**
- June 12 (The Little Mermaid) – **TBD**

7. NEW BUSINESS

- **Tree Lighting Date:**

PRAB members discussed the event in general, concerns regarding lighting and trip hazards persist from prior years, and potential for more staff support if moved to a different date. General consensus to defer more conversation until L. Howard is available and present.

8. BOARD MEMBER COMMENTS – None

9. ADJOURN – 6:40pm



City Of Edgewood Council Agenda Summary Sheet

SUBJECT: Claims and Payroll for September 2019	Agenda Bill No.:	AB19-035
	For Agenda of:	Sept. 10, 2019
	Prepared by:	Stephanie Goff
ATTACHMENTS (list): ☒ Claims Register ☒ Voucher Directory		
Approval of Materials:		
Mayor, Daryl Eidinger	☐	Expenditure Required: \$759,044.78
Asst. City Administrator, Dave Gray	☒	Amount Budgeted: \$0
City Attorney	☐	Timeline:
City Clerk/HR Director, Rachel Pitzel	☐	
Community & Economic Development Director, Darren Groth	☐	
Public Works, Jeremy Metzler	☐	
Police Chief, Micah Lundborg	☐	
Fiscal Note/Consideration: N/A		
SUMMARY STATEMENT: Approving September 2019 Budgeted Expenditures as follows: Deferred Compensation Program; Payroll Direct Deposit; Dept. of Retirement Systems; Dept. of Child Support; AWC Employee Benefit Trust; and IRS 941 ACHs in the amount of \$139,956.69; and Vendor Check Numbers 23968 through 23993 with EFT and Direct Pay Payments in the amount of \$619,088.09. Total distributions submitted for review & authorization in the amount of \$759,044.78.		
COUNCIL COMMITTEE REVIEW AND RECOMMENDATION: N/A		
RECOMMENDED ACTION: MOTION to adopt the Claims and Payroll Expenditures as presented under the Consent Agenda. ALTERNATIVES TO RECOMMENDED ACTION: 1) Do not adopt 2) Forward to future study session for further discussion.		

Number	Name	Print Date	Amount
US Bank PAYROLL ACCOUNT DISTRIBUTION			
10609 Last Number Issued Previous Authorization			
<u>AWC EFT 8/30/19</u>	AWC Employee Benefit Trust	8/30/2019	\$38,984.91
<u>DCP EFT 8/30/19</u>	Deferred Compensation Program	8/30/2019	\$11,486.04
<u>Direct Deposit Run -</u>	Payroll Vendor	8/30/2019	\$64,517.51
<u>DRS EFT 8/30/19</u>	Dept of Retirement Systems	8/30/2019	\$14,762.49
<u>DSHS-DCS EFT 8/30/19</u>	WA State Support Registry	8/30/2019	\$275.00
<u>IRS 941 EFT 8/30/19</u>	IRS 941	8/30/2019	\$9,930.74
Total			\$139,956.69

Number	Name	Print Date	Amount
CLAIM VOUCHER ACCOUNT DISTRIBUTION			
23966 Last Number Issued Previous Authorization			
<u>23968</u>	A & R Services dba Angela Rojo	9/10/2019	\$835.00
<u>23969</u>	APA Washington	9/10/2019	\$305.00
<u>23970</u>	Arctic Glacier USA, Inc.	9/10/2019	\$44.33
<u>23971</u>	Bluebeam, Inc.	9/10/2019	\$163.75
<u>23972</u>	Bob's Property Solutions, Inc.	9/10/2019	\$4,600.14
<u>23973</u>	Cathy Palzer	9/10/2019	\$200.00
<u>23974</u>	Cintas Corporation	9/10/2019	\$962.75
<u>23975</u>	City of Sumner	9/10/2019	\$3,068.04
<u>23976</u>	Code Publishing Inc.	9/10/2019	\$804.05
<u>23977</u>	FCS Group	9/10/2019	\$4,295.00
<u>23978</u>	FME 9/11 Memorial Committee	9/10/2019	\$5,000.00
<u>23979</u>	Gray & Osborne, Inc	9/10/2019	\$14,142.66
<u>23980</u>	Harold's Plumbing	9/10/2019	\$900.08
<u>23981</u>	Landau Associates	9/10/2019	\$655.00
<u>23982</u>	Lindsey Electric LLC	9/10/2019	\$2,849.27
<u>23983</u>	Malwarebytes Inc.	9/10/2019	\$605.82
<u>23984</u>	NW Safety Consultants, LLC	9/10/2019	\$1,500.00
<u>23985</u>	Petersen Brothers, Inc.	9/10/2019	\$4,888.63
<u>23986</u>	Pierce County Budget & Finance Jail	9/10/2019	\$903.87
<u>23987</u>	Pierce County Budget & Finance PW	9/10/2019	\$504,073.48
<u>23988</u>	Pierce County Budget & Finance Sheriff	9/10/2019	\$5,648.56
<u>23989</u>	Bowers III, Howard E.	9/10/2019	\$102.00
<u>23990</u>	Afichuk, David	9/10/2019	\$29,941.21
<u>23991</u>	Security Gate and Access	9/10/2019	\$19,147.07
<u>23992</u>	Washington Tractor	9/10/2019	\$81.58
<u>23993</u>	Zumar Industries, Inc.	9/10/2019	\$2,660.52
<u>Direct Pay Payment</u>	Amazon Capital Services	9/10/2019	\$322.86
<u>Direct Pay Payment</u>	Monarch Landscape Holdings	9/10/2019	\$826.75
<u>EFT Payment 9/6/2019</u>	Century Link	9/10/2019	\$269.86
<u>EFT Payment 9/6/2019</u>	Verizon Wireless	9/10/2019	\$922.06
<u>EFT Payment 9/6/2019</u>	Wells Fargo Vendor Fin Serv	9/10/2019	\$368.17
<u>EFT Payment 9/6/2019</u>	Comcast	9/10/2019	\$293.53
<u>EFT Payment 9/6/2019</u>	Comcast Business	9/10/2019	\$1,050.20
<u>EFT Payment 9/6/2019</u>	McLendon Hardware-Blue Tarp Credit Services	9/10/2019	\$263.19
<u>EFT Payment 9/6/2019</u>	Mt. View-Edgewood Water Co.	9/10/2019	\$1,160.14
<u>EFT Payment 9/6/2019</u>	O'Reilly Auto Parts	9/10/2019	\$101.01
<u>EFT Payment 9/6/2019</u>	Puget Sound Energy	9/10/2019	\$3,707.55
<u>EFT Payment 9/6/2019</u>	Smarsh, Inc.	9/10/2019	\$392.55
<u>EFT Payment 9/6/2019</u>	Thyssenkrupp Elevator Corp.	9/10/2019	\$1,032.41

Total Claims Voucher Distribution	\$619,088.09
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Total Distribution Submitted for Review & Authorization	\$759,044.78
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Authorization Adjustments:

Total Distribution Net of Prior Authorized Adjustments	\$759,044.78
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Claims Voucher Approval: I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor

Accounting Manager, Stephanie Goff

Mayor, Daryl Eidinger

Council Member



Voucher Directory

Fiscal : 2019 - September

Council Date : 2019 - September - 1st Council Meeting

Vendor	Number	Reference	Account Number	Description	Amount
A & R Services dba Angela Rojo	23968			2019 - September - 1st Council Meeting	
		480			
			September Services		
			001-018-000-518-30-41-01	Professional Services	\$835.00
				Monthly Janitorial Svs. for September	
		Total 480			\$835.00
	Total 23968				\$835.00
Total A & R Services dba Angela Rojo					\$835.00
Amazon Capital Services					
	Direct Pay Payment 9/6/2019 8:19:55 AM - 1			2019 - September - 1st Council Meeting	
		1V1F-MC6V-47J3			
			August Purchases		
			001-018-000-518-20-31-01	Office & Operational Supplies	\$71.19
				Pens, Wireless Keyboard/Mouse, Batteries	
			001-018-000-518-85-31-03	Computer Hardware	\$251.67
				John- Laptop Docking Station	
		Total 1V1F-MC6V-47J3			\$322.86
	Total Direct Pay Payment 9/6/2019 8:19:55 AM - 1				\$322.86
Total Amazon Capital Services					\$322.86
APA Washington					
	23969			2019 - September - 1st Council Meeting	
		347			
			Silas Read- 2019 Conference Registration		
			001-058-000-558-60-43-01	Training/Travel Costs	\$305.00
				Silas Read- 2019 Conference Registration	
		Total 347			\$305.00
	Total 23969				\$305.00
Total APA Washington					\$305.00
Arctic Glacier USA, Inc.					
	23970			2019 - September - 1st Council Meeting	
		3100922102			
			August Purchases-Acct 70401427		
			001-076-000-576-80-32-01	Fuel	\$44.33

Vendor	Number	Reference	Account Number	Description	Amount
				Propane- Mowers	
		Total 3100922102			\$44.33
	Total 23970				\$44.33
Total Arctic Glacier USA, Inc.					\$44.33
Bluebeam, Inc.					
	23971			2019 - September - 1st Council Meeting	
		1251771			
				8/23/19-8/22/20 Annual Maintenance Renewal	
			001-018-000-518-85-49-03	Computer Subscriptions	\$163.75
				8/23/19-8/22/20 Maintenance Renewal	
		Total 1251771			\$163.75
	Total 23971				\$163.75
Total Bluebeam, Inc.					\$163.75
Bob's Property Solutions, Inc.					
	23972			2019 - September - 1st Council Meeting	
		081219-BOB			
				August Services-53rd & Sumner Heights Dr E	
			101-000-000-542-70-48-04	Roadside- ROW Veg Maint Contractor	\$4,600.14
				August Services-53rd & Sumner Heights Dr E	
		Total 081219-BOB			\$4,600.14
	Total 23972				\$4,600.14
Total Bob's Property Solutions, Inc.					\$4,600.14
Cathy Palzer					
	23973			2019 - September - 1st Council Meeting	
		090519-CP			
				Document Review & Notary Services	
			001-076-000-576-80-41-01	Professional Services	\$200.00
				Lake Chalet Quit Claim Document Reveiw & Notary Seviles	
		Total 090519-CP			\$200.00
	Total 23973				\$200.00
Total Cathy Palzer					\$200.00

Vendor	Number	Reference	Account Number	Description	Amount
Century Link		EFT Payment 9/6/2019 8:21:48 AM - 1		2019 - September - 1st Council Meeting	
		253-927-2018 680B 8/25-9/25/19		8/25-9/25/19 Services	
			001-018-000-518-30-42-01	Telecommunications Charges	\$133.41
				Elevator and Fire Alarm Line	
		Total 253-927-2018 680B 8/25-9/25/19			\$133.41
		253-952-3537 889B 8/22-9/22/19		8/22-9/22/19 Services	
			001-018-000-518-30-42-01	Telecommunications Charges	\$136.45
				Fax Line	
		Total 253-952-3537 889B 8/22-9/22/19			\$136.45
		Total EFT Payment 9/6/2019 8:21:48 AM - 1			\$269.86
Total Century Link					\$269.86
Cintas Corporation					
	23974			2019 - September - 1st Council Meeting	
		4027058534		8/1/19 Weekly Service	
			001-018-000-518-30-41-01	Professional Services	\$324.97
				Uniforms	
		Total 4027058534			\$324.97
		4027536234		8/8/19 Weekly Service	
			001-018-000-518-30-41-01	Professional Services	\$163.79
				Uniforms	
		Total 4027536234			\$163.79
		4028022751		8/15/19 Weekly Service	
			001-018-000-518-30-41-01	Professional Services	\$163.79
				Uniforms	
		Total 4028022751			\$163.79
		4028521983		8/22/19 Weekly Service	
			001-018-000-518-30-41-01	Professional Services	\$168.41
				Uniforms	
		Total 4028521983			\$168.41
		4029023718		8/29/19 Weekly Service	
			001-018-000-518-30-41-01	Professional Services	\$141.79
				Uniforms	
		Total 4029023718			\$141.79
	Total 23974				\$962.75
Total Cintas Corporation					\$962.75

Vendor	Number	Reference	Account Number	Description	Amount
City of Sumner	23975			2019 - September - 1st Council Meeting	
		159-COS			
				September Metro Animal Services	
			001-019-000-554-30-41-01	Animal Control Services	\$3,068.04
				Animal Control Svs. for September	
		Total 159-COS			\$3,068.04
	Total 23975				\$3,068.04
Total City of Sumner					\$3,068.04
Code Publishing Inc.	23976			2019 - September - 1st Council Meeting	
		64480			
				August Services	
			001-019-000-518-90-41-01	Gen'l Gov't-Professional Services	\$804.05
				EMC Updates	
		Total 64480			\$804.05
	Total 23976				\$804.05
Total Code Publishing Inc.					\$804.05
Comcast					
	EFT Payment 9/6/2019 8:21:48 AM - 2			2019 - September - 1st Council Meeting	
	8498 35 021 0458551 8/25-9/24/19				
				8/25-9/24/19 Services	
			001-018-000-518-30-42-01	Telecommunications Charges	\$293.53
				City Hall Internet	
		Total 8498 35 021 0458551 8/25-9/24/19			\$293.53
	Total EFT Payment 9/6/2019 8:21:48 AM - 2				\$293.53
Total Comcast					\$293.53
Comcast Business					
	EFT Payment 9/6/2019 8:21:48 AM - 3			2019 - September - 1st Council Meeting	
	86753661				
				7/15-8/14/19	
			001-018-000-518-30-42-01	Telecommunications Charges	\$1,050.20
				City Hall Phones	
		Total 86753661			\$1,050.20
	Total EFT Payment 9/6/2019 8:21:48 AM - 3				\$1,050.20
Total Comcast Business					\$1,050.20
FCS Group	23977			2019 - September - 1st Council Meeting	
		3074-21908093			
				August Services-Prj 3074	
			001-019-000-518-90-41-01	Gen'l Gov't-Professional Services	\$4,295.00

Vendor	Number	Reference	Account Number	Description	Amount
				Utility Tax Review	
		Total 3074-21908093			\$4,295.00
	Total 23977				\$4,295.00
Total FCS Group					\$4,295.00
FME 9/11 Memorial Committee					
	23978			2019 - September - 1st Council Meeting	
		090319-FME			
			9/11 Memorial Donation		
			001-019-000-518-90-41-01	Gen'l Gov't-Professional Services	\$5,000.00
				9/11 Memorial Donation	
		Total 090319-FME			\$5,000.00
	Total 23978				\$5,000.00
Total FME 9/11 Memorial Committee					\$5,000.00
Gray & Osborne, Inc					
	23979			2019 - September - 1st Council Meeting	
		1-G&O Prj. 18626.05			
			32nd St E & Meridian Intersection		
			340-000-000-595-10-63-01	Capital Improvements-Engineering	\$6,327.10
				32nd St E & Meridian Intersection	
		Total 1-G&O Prj. 18626.05			\$6,327.10
		12-G&O Prj. 18626.01			
			56th St E SW Improvements		
			410-000-000-594-31-64-64	Infrastructure Spot Improvement	\$453.63
				56th St E SW Improvements	
		Total 12-G&O Prj. 18626.01			\$453.63
		2-G&O Prj. 18626.06			
			City Hall Lobby Remodel		
			001-019-000-594-18-63-01	Gen'l Govt-Cap Exp-City Campus Improvements	\$4,294.34
				City Hall Lobby Remodel	
		Total 2-G&O Prj. 18626.06			\$4,294.34
		4-G&O Prj. 18626.04			
			Monta Vista Storm Drain Improvements		
			410-000-000-594-31-64-64	Infrastructure Spot Improvement	\$367.08
				Monta Vista Storm Drain Improvements	
		Total 4-G&O Prj. 18626.04			\$367.08
		5-G&O Prj. 18626.03			
			24th & Meridian Sidewalks		
			350-000-000-595-61-63-01	Pedestrian Projects	\$430.68
				24th & Meridian Sidewalks	
		Total 5-G&O Prj. 18626.03			\$430.68

Vendor	Number	Reference	Account Number	Description	Amount
		8-G&O Prj. 18626.02			
			Wetlands Delineation Topo Survey		
			410-000-000-531-38-41-01	Professional Service	\$2,269.83
				Wetlands Delineation Topo Survey	
		Total 8-G&O Prj. 18626.02			\$2,269.83
	Total 23979				\$14,142.66
Total Gray & Osborne, Inc					\$14,142.66
Harold's Plumbing					
	23980			2019 - September - 1st Council Meeting	
		59554-Aug 2019			
			August Svcs-Edgemont Park Restroom		
			001-076-000-576-80-41-10	Parks Maintenance	\$900.08
				Edgemont Park Restroom	
		Total 59554-Aug 2019			\$900.08
	Total 23980				\$900.08
Total Harold's Plumbing					\$900.08
Landau Associates					
	23981			2019 - September - 1st Council Meeting	
		0044043			
			Prj 0495106.010-View Pointe Retaining Wall		
			001-058-000-558-60-41-01	Reim.Engineering - Prof. Serv	\$655.00
				Prj 0495106.010-View Pointe Retaining Wall	
		Total 0044043			\$655.00
	Total 23981				\$655.00
Total Landau Associates					\$655.00
Lindsey Electric LLC					
	23982			2019 - September - 1st Council Meeting	
		000511			
			August Services		
			340-000-000-595-10-41-06	Public Works Facility Acquisition	\$2,849.27
				PW Facility Power Pole	
		Total 000511			\$2,849.27
	Total 23982				\$2,849.27
Total Lindsey Electric LLC					\$2,849.27
Malwarebytes Inc.					
	23983			2019 - September - 1st Council Meeting	
		IN100044697			
			Protection Services 7/31/19-7/30/20		
			001-018-000-518-85-49-03	Computer Subscriptions	\$605.82

Vendor	Number	Reference	Account Number	Description	Amount
				Protection Services 7/31/19-7/30/20	
		Total IN100044697			\$605.82
	Total 23983				\$605.82
Total Malwarebytes Inc.					\$605.82
McLendon Hardware-Blue Tarp Credit Services					
	EFT Payment 9/6/2019 8:21:48 AM - 4			2019 - September - 1st Council Meeting	
	F73880/3				
		August Purchases			
		001-076-000-576-80-31-01		Operational Supplies	\$41.49
				Blade, hose, wasp killer	
	Total F73880/3				\$41.49
	F74892/3				
		August Purchases			
		001-076-000-576-80-31-01		Operational Supplies	\$23.58
				Spray Paint, Gloves	
	Total F74892/3				\$23.58
	F80822/3				
		August Purchases			
		001-018-000-518-20-31-01		Office & Operational Supplies	\$15.29
				PW Facility	
	Total F80822/3				\$15.29
	F81206/3				
		August Purchases			
		001-076-000-576-80-31-01		Operational Supplies	\$4.36
				Propane	
	Total F81206/3				\$4.36
	F82097/3				
		August Purchases			
		001-018-000-518-20-35-01		Small Tools/Minor Equipment	\$97.88
				Tools- pliers, utility knife, tape	
	Total F82097/3				\$97.88
	F86957/3				
		August Purchases			
		001-018-000-518-20-31-01		Office & Operational Supplies	\$12.01
				Safety Glasses	
	Total F86957/3				\$12.01
	F87373/3				
		August Purchases			
		001-076-000-576-80-31-01		Operational Supplies	\$36.57
				Paint Supplies- Edgemont Park Men's Restroom	
	Total F87373/3				\$36.57

Vendor	Number	Reference	Account Number	Description	Amount
		F92398/3			
			August Purchases		
			001-018-000-518-20-31-01	Office & Operational Supplies	\$27.31
				Dust Respirator	
		Total F92398/3			\$27.31
		F93368/3			
			August Purchases		
			001-018-000-518-20-31-01	Office & Operational Supplies	\$4.70
				Fasteners	
		Total F93368/3			\$4.70
		Total EFT Payment 9/6/2019 8:21:48 AM - 4			\$263.19
		Total McLendon Hardware-Blue Tarp Credit Services			\$263.19
Monarch Landscape Holdings					
		Direct Pay Payment 9/6/2019 8:19:55 AM - 2	2019 - September - 1st Council Meeting		
		CD50038225			
			September Services		
			101-000-000-542-70-48-04	Roadside- ROW Veg Maint Contractor	\$826.75
				September Services	
		Total CD50038225			\$826.75
		Total Direct Pay Payment 9/6/2019 8:19:55 AM - 2			\$826.75
		Total Monarch Landscape Holdings			\$826.75
Mt. View-Edgewood Water Co.					
		EFT Payment 9/6/2019 8:21:48 AM - 5	2019 - September - 1st Council Meeting		
		15690-3401 6/11-8/10/19			
			6/11-8/10/19 Services		
			001-018-000-518-30-47-02	Water	\$107.98
				11912 18th St E	
		Total 15690-3401 6/11-8/10/19			\$107.98
		19143-3401 6/11-8/10/19			
			6/11-8/10/19 Services		
			001-018-000-518-30-47-02	Water	\$53.62
				118th Ave E	
		Total 19143-3401 6/11-8/10/19			\$53.62
		2-3401 6/11-8/10/19			
			6/11-8/10/19 Services		
			001-018-000-518-30-47-02	Water	\$998.54
				Edgemont Park	
		Total 2-3401 6/11-8/10/19			\$998.54
		Total EFT Payment 9/6/2019 8:21:48 AM - 5			\$1,160.14
		Total Mt. View-Edgewood Water Co.			\$1,160.14

Vendor	Number	Reference	Account Number	Description	Amount
NW Safety Consultants, LLC					
	23984			2019 - September - 1st Council Meeting	
		1287			
			Driver Training		
			001-018-000-518-20-43-01	Travel/Training Costs	\$1,500.00
				Driver Training- C.McVay, G.Mehr, J.Privett, A.Thompson, J.Fairbanks	
		Total 1287			\$1,500.00
	Total 23984				\$1,500.00
Total NW Safety Consultants, LLC					\$1,500.00
O'Reilly Auto Parts					
		EFT Payment 9/6/2019 8:21:48 AM - 6		2019 - September - 1st Council Meeting	
		3725-263935			
			August Purchases		
			001-018-000-518-30-32-02	Supplies/Parts - Vehicles & Equipment	\$32.28
				Splice, Motor Oil	
		Total 3725-263935			\$32.28
		3725-264025			
			August Purchases		
			001-018-000-518-30-32-02	Supplies/Parts - Vehicles & Equipment	\$16.46
				Extension	
		Total 3725-264025			\$16.46
		3725-264035			
			August Purchases		
			001-018-000-518-30-32-02	Supplies/Parts - Vehicles & Equipment	\$11.27
				Mini Bulb	
		Total 3725-264035			\$11.27
		3725-265280			
			August Purchases		
			001-018-000-518-30-32-02	Supplies/Parts - Vehicles & Equipment	\$6.99
				Spark Plug	
		Total 3725-265280			\$6.99
		3725-266456			
			August Purchases		
			001-018-000-518-30-32-02	Supplies/Parts - Vehicles & Equipment	\$2.08
				Patch Kit	
		Total 3725-266456			\$2.08
		3725-266500			
			August Purchases		
			001-018-000-518-30-32-02	Supplies/Parts - Vehicles & Equipment	\$12.05
				Wiper Blade	
		Total 3725-266500			\$12.05
		3725-267709			
			August Purchases		
			001-018-000-518-30-32-02	Supplies/Parts - Vehicles & Equipment	\$19.88

Vendor	Number	Reference	Account Number	Description	Amount
				Terry Towels, Wipes, Motor Oil	
			Total 3725-267709		\$19.88
			Total EFT Payment 9/6/2019 8:21:48 AM - 6		\$101.01
			Total O'Reilly Auto Parts		\$101.01
Petersen Brothers, Inc.					
	23985			2019 - September - 1st Council Meeting	
		1912201			
			Contract 19-122 Jovita Guardrail Repair		
			101-000-000-542-64-41-19	Traffic Control Devices-Guardrails	\$4,888.63
				Jovita Guardrail Repair	
		Total 1912201			\$4,888.63
	Total 23985				\$4,888.63
	Total Petersen Brothers, Inc.				\$4,888.63
Pierce County Budget & Finance Jail					
	23986			2019 - September - 1st Council Meeting	
		CI-274172			
			July Services		
			001-021-000-523-60-41-01	Jail Services	\$903.87
		Total CI-274172			\$903.87
	Total 23986				\$903.87
	Total Pierce County Budget & Finance Jail				\$903.87
Pierce County Budget & Finance PW					
	23987			2019 - September - 1st Council Meeting	
		CI-274086			
			July Services		
			101-000-000-542-38-41-02	Roadway-Road Maint (Intergov contract)	\$335,643.71
				July Services	
			101-000-000-542-38-41-02	Roadway-Road Maint (Intergov contract)	\$970.00
				July Services	
			101-000-000-542-70-41-04	Roadside-ROW Veg Maint (Intergov)	\$51,597.06
				July Services	
			410-000-000-531-38-41-06	Storm Drainage-ROW Veg Maint	\$38,012.27
				July Services	
			410-000-000-531-38-41-10	Storm Drainage-Ditch Maint	\$54,938.33
				July Services	
			410-000-000-531-38-41-12	Storm Drainage-Drain Maint	\$970.01
				July Services	
			410-000-000-531-38-41-12	Storm Drainage-Drain Maint	\$5,502.89
				July Services	

Vendor	Number	Reference	Account Number	Description	Amount
			410-000-000-531-38-41-13	Storm Drainage-Structure Maint	\$16,439.21
			July Services		
		Total CI-274086			\$504,073.48
	Total 23987				\$504,073.48
Total Pierce County Budget & Finance PW					\$504,073.48
Pierce County Budget & Finance Sheriff					
23988				2019 - September - 1st Council Meeting	
		CI-274090			
			July OT Services		
			001-021-000-521-20-41-02	Police Overtime	\$5,648.56
			OT- July 2019		
		Total CI-274090			\$5,648.56
	Total 23988				\$5,648.56
Total Pierce County Budget & Finance Sheriff					\$5,648.56
Puget Sound Energy					
	EFT Payment 9/6/2019 8:21:48 AM - 7			2019 - September - 1st Council Meeting	
	90637835				
			122nd Ave E Streetlights Takeover		
			340-000-000-595-63-63-01	Improvements-Street Lighting	\$949.86
			122nd Ave E Streetlights Takeover		
		Total 90637835			\$949.86
	90638053				
			106th Ave E Streetlights Takeover		
			340-000-000-595-63-63-01	Improvements-Street Lighting	\$338.85
			106th Ave E Streetlights Takeover		
		Total 90638053			\$338.85
	90638054				
			112th Ave E Streetlights Takeover		
			340-000-000-595-63-63-01	Improvements-Street Lighting	\$949.86
			112th Ave E Streetlights Takeover		
		Total 90638054			\$949.86
	90638303				
			Meridian Streetlights Takeover		
			340-000-000-595-63-63-01	Improvements-Street Lighting	\$1,468.98
			Meridian Streetlights Takeover		
		Total 90638303			\$1,468.98
	Total EFT Payment 9/6/2019 8:21:48 AM - 7				\$3,707.55
Total Puget Sound Energy					\$3,707.55

Vendor	Number	Reference	Account Number	Description	Amount
Refunds/Reimbursements Vendor					
	23989			2019 - September - 1st Council Meeting	
		081619-HB		Howard E. Bowers III	
			Employee Reimbursement		
			001-018-000-518-20-49-01	Memberships	\$102.00
				CDL License Renewal	
		Total 081619-HB			\$102.00
	Total 23989				\$102.00
	23990			2019 - September - 1st Council Meeting	
		090319-DA		David Afichuk	
			Partial Release 18-1316/Chumakin		
			640-000-000-589-10-00-01	Assignment of Funds-Deposits in Lieu of Bond	\$29,941.21
				Assignment of funds partial release #18-1316 Chumakin Short Plat	
		Total 090319-DA			\$29,941.21
	Total 23990				\$29,941.21
Total Refunds/Reimbursements Vendor					\$30,043.21
Security Gate and Access					
	23991			2019 - September - 1st Council Meeting	
		2018-811			
			Gate Contract		
			340-000-000-595-10-41-06	Public Works Facility Acquisition	\$19,147.07
				PW Facility- automated gate	
		Total 2018-811			\$19,147.07
	Total 23991				\$19,147.07
Total Security Gate and Access					\$19,147.07
Smarsh, Inc.					
		EFT Payment 9/6/2019 8:21:48 AM - 8		2019 - September - 1st Council Meeting	
		INV00541028			
			August Services		
			001-018-000-518-85-49-03	Computer Subscriptions	\$392.55
				August Services	
		Total INV00541028			\$392.55
	Total EFT Payment 9/6/2019 8:21:48 AM - 8				\$392.55
Total Smarsh, Inc.					\$392.55
Thyssenkrupp Elevator Corp.					
		EFT Payment 9/6/2019 8:21:48 AM - 9		2019 - September - 1st Council Meeting	
		3004809913			
			9/1-11/30/19 Services		
			001-018-000-518-30-48-03	Maintenance/Repairs - Buildings	\$1,032.41

Vendor	Number	Reference	Account Number	Description	Amount
				Elevator Maint Contract	
		Total 3004809913			\$1,032.41
		Total EFT Payment 9/6/2019 8:21:48 AM - 9			\$1,032.41
Total Thyssenkrupp Elevator Corp.					\$1,032.41
Verizon Wireless					
		EFT Payment 9/6/2019 8:21:48 AM - 10		2019 - September - 1st Council Meeting	
		9836758334			
			7/24-8/23/19 Services		
			001-018-000-518-30-42-01	Telecommunications Charges	\$922.06
				Wireless Charges	
		Total 9836758334			\$922.06
		Total EFT Payment 9/6/2019 8:21:48 AM - 10			\$922.06
Total Verizon Wireless					\$922.06
Washington Tractor					
	23992			2019 - September - 1st Council Meeting	
		1920181			
			August Purchases		
			001-018-000-518-30-32-02	Supplies/Parts - Vehicles & Equipment	\$81.58
				Oil, Misc.	
		Total 1920181			\$81.58
	Total 23992				\$81.58
Total Washington Tractor					\$81.58
Wells Fargo Vendor Fin Serv					
		EFT Payment 9/6/2019 8:21:48 AM - 11		2019 - September - 1st Council Meeting	
		5006918045			
			September Lease		
			001-018-000-518-30-45-06	Copier Lease	\$368.17
				Kyocera Copier Lease	
		Total 5006918045			\$368.17
		Total EFT Payment 9/6/2019 8:21:48 AM - 11			\$368.17
Total Wells Fargo Vendor Fin Serv					\$368.17

Vendor	Number	Reference	Account Number	Description	Amount
Zumar Industries, Inc.	23993			2019 - September - 1st Council Meeting	
		29311			
			August Purchases		
			410-000-000-531-38-31-01	Operational Supplies	\$2,660.52
				Signs- "Owner Will Maintain"	
		Total 29311			\$2,660.52
	Total 23993				\$2,660.52
Total Zumar Industries, Inc.					\$2,660.52
Grand Total		Vendor Count	38		\$619,088.09



City Of Edgewood Council Agenda Summary Sheet

SUBJECT: Pierce County Court Services Amendment # 1: School Zone Traffic Cameras	Agenda Item #:		AB19-0473
	For Agenda of:		September 10, 2019
	Prepared by:		Dave Gray
ATTACHMENTS (list): ☒ Resolution No. 19-0473 ☒ Exhibit A			
Approval of Materials:			
Mayor, Daryl Eidinger	☒	Expenditure Required:	<u>\$0</u>
Asst. City Administrator, Dave Gray	☒	Amount Budgeted:	<u>\$0</u>
Interim City Attorney, Ann Marie J. Soto	☒	Timeline: Study Session Review 09/03/2019 Regular Council Meeting 09/10/2019	
City Clerk/HR Director, Rachel Pitzel	☒		
Community & Economic Development Director, Darren Groth	☐		
Public Works, Jeremy Metzler	☐		
Police Chief, Micah Lundborg	☐		
Fiscal Note/Consideration: The actual cost of performing the services by the Pierce County Court will be determined by an unknown volume of citations generated by the School Zone cameras as a result of traffic speed violations. The Vera Mobility (camera program provider) contract already executed by the City, calls for zero out of pocket cost to the City once the system is up and running. Pierce County Courts will charge a per ticket processing fee of \$25.00 each. Once the monthly cost of each camera has been returned to Vera Mobility (outlined in the service contract with the City) the City will receive excess revenue net the \$25.00 court fee.			
SUMMARY STATEMENT: The School Zone Traffic camera program has been a long time in its implementation. Negotiation with Vera Mobility (American Traffic Systems) began in 2017. Vera Mobility is a nationwide corporation supplying various camera technologies to local, state and federal jurisdictions. The City of Edgewood is now, under contract, set up to enforce speed laws using this technology in School Zones. The program operations are restricted by law including limits on citation infraction penalties, times of operation, and law enforcement overview. The City has contracted with Pierce County Courts since its incorporation in 1996, and wishes to include the School Zone enforcement activity in its Court Services Agreement.			
RECOMMENDED ACTION: MOTION to adopt Resolution 19-0473, modifying the Pierce county Court – City of Edgewood Court Services Agreement (Agreement #1) to accommodate school zone traffic camera citation activity.			
ALTERNATIVES TO RECOMMENDED ACTION: 1) Do not adopt 2) Forward to Study Session for further review			

RESOLUTION NO. 19-0473

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF EDGEWOOD, PIERCE COUNTY, WASHINGTON,
MODIFYING THE PIERCE COUNTY COURT – CITY OF
EDGEWOOD COURT SERVICES AGREEMENT
(AMENDMENT # 1) TO ACCOMMODATE SCHOOL
ZONE TRAFFIC CAMERA CITATION ACTIVITY**

WHEREAS, Pierce County Courts and the City of Edgewood entered into a Court Services Agreement on January 1, 2016, and

WHEREAS, the City and Pierce County wish to amend said agreement to include a new School Zone Traffic Camera citation and appeal processes administered by Pierce County Courts on behalf of the City,

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

Section 1. The City Council hereby authorizes the Mayor to execute Amendment # 1, attached hereto and incorporated herein as Exhibit A.

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

ADOPTED THIS 10TH DAY OF SEPTEMBER, 2019

Daryl Eiding, Mayor

ATTEST:

Rachel Pitzel, CMC
City Clerk

EXHIBIT A

**AMENDMENT # 1
to Contract CC-100095
dated February 1, 2019
for Prosecution, Defense, Probation and Court Services**

THIS AGREEMENT is made and entered into by Pierce County and the City of Edgewood.

WHEREAS, the parties have previously entered into an agreement dated January 1, 2016 for Court Services.

WHEREAS, the parties desire to amend the agreement in consideration of the mutual benefits and advantages to be derived by each of the parties,

IT IS HEREBY AGREED as follows:

1. The City may place automated traffic safety cameras pursuant to RCW 46.63.170 (Automated traffic safety cameras) and City of Edgewood Municipal Code 10.25 (Automated Traffic Safety Cameras).
2. The City is responsible for adherence to RCW 46.63.170, to include its law enforcement officer issuing notices of infraction consistent with RCW 46.63.060, identifying Pierce County District Court as the adjudicative court and the location for payments to be made.
3. Pierce County District Court will adjudicate any contested automatic safety camera infractions issued by the City. The County will not provide prosecution or defense services for these infractions.
4. The County will collect fines and fees paid as a result of infractions from the placement of the automated traffic safety cameras at the locations identified above. The County will remit to the City any locally retained fine revenues collected as a result of section "1" listed above less \$25 administrative court costs per case, by the end of the month following the previous month of collections. However, any delinquent penalties the County may collect through a contracted collection agency or through a delinquency legal proceeding shall not be remitted to the City.

All other terms and conditions of the agreement and all supplements and modifications thereto shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this amendment to be duly executed, such parties acting by their representatives being there unto duly authorized.

DATE this _____ day of _____, 20____

CONTRACTOR:

Full Firm Name

(Signature)

Title of Signatory Authorized by Firm Bylaws

Mailing Address: _____

Street Address, if different: _____

Federal Tax ID or Social Security Number:

PIERCE COUNTY:

Approved as to legal form only:

DEPUTY PROSECUTING ATTORNEY

Date

Approved:

FINANCE

Date

DEPARTMENT DIRECTOR

Date

COUNTY EXECUTIVE
(\$250,000 or more)

Date



City Of Edgewood Council Agenda Summary Sheet

SUBJECT: Information Technology Director	Agenda Item #:	AB19-0556
	For Agenda of:	September 10, 2019
	Prepared by:	Rachel Pitzel

ATTACHMENTS (list): ☒ IT Director Job Description
☒ Ord No 19-0556 Budget Amendment No. 2
☒ 2019 Budget Exhibit A Salary Schedule-Amendment No. 2

Approval of Materials:			
Mayor, Daryl Eidinger	☒	Expenditure Required:	\$42,192.00
Asst. City Administrator, Dave Gray	☒	Amount Budgeted:	\$0
Interim City Attorney, Ann Marie J. Soto	☐	Timeline: September 3, 2019 Study Session Discussion September 10, 2019 RCM Action	
City Clerk/HR Director, Rachel Pitzel	☒		
Community & Economic Development Director, Darren Groth	☐		
Public Works, Jeremy Metzler	☐		
Police Chief, Micah Lundborg	☐		

Fiscal Note/Consideration:

As of the end of the 1st quarter of 2019, the difficulty in recruiting four open positions has produced a significant labor budget surplus. That, combined with the cost shift from contract labor for budgeted software and hardware installations, and our ability to reduce expenditures to our Interlocal IT contract are estimated to cover the fully absorbed cost of adding an IT Director for the remaining 3 months of the fiscal year (\$42,192). When evaluating the cost of adding overhead, in particular labor, it is the City's policy to explore the impact of the fully absorbed cost for a full year following a midyear mid budget addition. Assuming a 3% COLA for 2020, the IT Directors position would add approximately \$173,832 at Step 5 with full family benefits to the core labor cost for ongoing operations.

SUMMARY STATEMENT:

Fife IT has lost 40 percent of its personnel with no indication they intend to replace them. Several were key in the Edgewood implementation schedule for a host of new IT solution projects. Our business model is to "tech up" providing staff with cutting edge tools to:

- a) keep head count down by automating, streamlining and ending redundant activities and improving interactivity synergy.
- b) provide the public open access to most data as it comes into the City.
- c) allow the public to utilize on-line city services.
- d) make citizen interaction with the City intuitive, fluid and automated to increase productive communicated outcomes.

Almost everything the City efforts has an IT component. Identifying how to best address these efforts from inception to implementation has a cost, product quality, continuity of operations and at times critical impact on how our citizens interface with and utilize their government and its services.

IT personnel, in particular those capable of leading by evaluating, analyzing and taking ownership of IT operations and outcomes are well paid, enjoying relatively full employment and capable of choosing their employer. Government IT, due to the captured market, frequently created by legacy IT systems, are in short supply.

After reviewing the options of staying with Fife IT, moving to another government support City, or contracting with a for profit private company, the Mayor has chosen bringing a Director level IT professional in-house.

RECOMMENDED ACTION: MOTION to adopt Ordinance No. 19-0556, amending the Budget Exhibit A Salary Schedule for the 2019 Fiscal year by adding an IT Director staff position.

ALTERNATIVES TO RECOMMENDED ACTION:

- 1) Do move forward to Regular Council Meeting
- 2) Forward to Study Session for further review

ORDINANCE NO. 19-0556

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, AMENDING THE BUDGET EXHIBIT A SALARY SCHEDULE FOR THE 2019 FISCAL YEAR, PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, State law, Chapter 35A.33 RCW, requires the City of Edgewood adopt an annual budget and provides procedures for such; and

WHEREAS, the City of Edgewood established its 2019 Budget in Ordinance No. 18-0539; and

WHEREAS, the City Council desires to amend the 2019 Budget Exhibit A Salary Schedule to reflect the addition of an Information Technology Director staff position; and

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

Section 1. Amending the 2019 Salary Schedule. The 2019 Salary Schedule approved with Ordinance 19-0556 in the 2019 Budget Amendment No. 2 is amended to add the Information Technology Director position, attached as Exhibit A.

Section 3. Direction to Staff: Staff is hereby authorized and instructed to make the necessary changes to the printed form of the 2019 Budget Exhibit A Salary Schedule to reflect the above amendments.

Section 5. Transmittal. The City Clerk is hereby authorized and directed to transmit a certified copy of this ordinance to the Association of Washington Cities, the Auditor of the State of Washington, and Municipal Research Services Center.

Section 6. 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 7. Effective Date. A summary of this ordinance shall be published in the official newspaper of the City and this ordinance shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF EDGEWOOD THIS 10TH DAY OF SEPTEMBER, 2019.

Mayor, Daryl Eidinger

Attest/Authenticated:

Rachel Pitzel, CMC
City Clerk

Approved As To Form:

Interim City Attorney Ann Marie Soto

Date of Publication: September 12, 2019

Effective Date: September 17, 2019

EXHIBIT "A"

2019

CITY OF EDGEWOOD

SALARY RANGE PLAN**ORDINANCE NO. 19-0556 2019 BUDGET AMENDMENT**

Budget Amendment No. 2 (add IT Director)

FULL TIME CLASSIFICATIONS:

2019 Monthly Wage Range

Job Title	Step 1	Step 2	Step 3	Step 4	Step 5
FT-19-01 Administrative Assistant	\$4,122	\$4,263	\$4,403	\$4,544	\$4,684
FT-19-02 Communications Coordinator/Deputy City Clerk	\$4,739	\$4,900	\$5,062	\$5,224	\$5,385
FT-19-02 Permit Coordinator	\$4,739	\$4,900	\$5,062	\$5,224	\$5,385
FT-19-02 Public Works Maintenance Tech	\$4,739	\$4,900	\$5,062	\$5,224	\$5,385
FT-19-02 Accounting Tech	\$4,739	\$4,900	\$5,062	\$5,224	\$5,385
FT-19-03 Public Works Maintenance Tech II	\$4,941	\$5,109	\$5,277	\$5,446	\$5,614
FT-19-04 Planning Technician	\$5,171	\$5,347	\$5,524	\$5,700	\$5,876
FT-19-05 ROW Inspector	\$5,171	\$5,347	\$5,524	\$5,700	\$5,876
FT-19-06 Engineering Tech	\$5,611	\$5,802	\$5,994	\$6,185	\$6,376
FT-19-07 Associate Planner	\$5,780	\$5,978	\$6,175	\$6,372	\$6,569
FT-19-07 Code Compliance Specialist	\$5,780	\$5,978	\$6,175	\$6,372	\$6,569
FT-19-08 Associate Engineer	\$6,238	\$6,450	\$6,663	\$6,876	\$7,088
FT-19-08 Combination Inspector	\$6,238	\$6,450	\$6,663	\$6,876	\$7,088
FT-19-09 Information Technology Manager	\$6,729	\$6,959	\$7,188	\$7,418	\$7,647
FT-19-09 Accounting Manager	\$6,729	\$6,959	\$7,188	\$7,418	\$7,647
FT-19-09 Office Manager	\$6,729	\$6,959	\$7,188	\$7,418	\$7,647
FT-19-09 Building Inspector/Plans Examiner	\$6,729	\$6,959	\$7,188	\$7,418	\$7,647
FT-19-10 Senior Planner	\$6,974	\$7,212	\$7,450	\$7,687	\$7,925
FT-19-11 Building Official	\$7,783	\$8,048	\$8,313	\$8,579	\$8,844
FT-19-12 Senior Engineer	\$7,916	\$8,186	\$8,456	\$8,725	\$8,995
FT-19-13 Public Works Superintendent	\$8,109	\$8,386	\$8,662	\$8,939	\$9,215
FT-19-14 Information Technology Director	\$8,764	\$9,063	\$9,361	\$9,660	\$9,959
FT-19-14 City Clerk/ HR Director	\$8,764	\$9,063	\$9,361	\$9,660	\$9,959
FT-19-14 Public Works Director, PE	\$8,764	\$9,063	\$9,361	\$9,660	\$9,959
FT-19-14 Community & Economic Development Director	\$8,764	\$9,063	\$9,361	\$9,660	\$9,959
FT-19-14 Finance Director	\$8,764	\$9,063	\$9,361	\$9,660	\$9,959
FT-19-15 City Attorney	\$9,523	\$9,847	\$10,172	\$10,497	\$10,821
FT-19-15 Assistant City Administrator	\$9,523	\$9,847	\$10,172	\$10,497	\$10,821

All Steps are 3% lower than the higher step. All Comparables are at step 5 (AWC averages are step 5).

All Hourly Compensation Rates are based upon the Monthly Rate Divided by 173.33 Hours.



City of Edgewood

2224 104th Avenue East, Edgewood WA 98372-1513

Phone (253) 952-3299 Fax (253) 952-3537

Information Technology (IT) Director– Job Description

Department: Administration

Salary Range: \$8,764-9,959/mo.

Opening Date:

Closing Date: Open until Filled

First Review:

This position is a full-time FLSA exempt, position and is not eligible for overtime.

GENERAL SCOPE OF WORK

Forecast, implement, manage and maintain all electronic platform aspects of the City's communications, networking, security, access and operational applications. Forecast and provide options with recommendations encompassing operational integration, integrity, security and cost to meet the City's predetermined needs. Advises the Mayor and other staff on information technology, planning and implementation; conducts systems analysis; and oversees technology modifications and enhancements. In concert with staff, assess and direct the purchase, installation, training, maintenance and security of all City hardware and software/applications to ensure continuity of operations under normal and emergency operations within preapproved standard. In short, to own the City's ability to communicate and maintain ongoing operations during normal and emergency conditions under predetermined protocol.

Due to the limited number of City staff, each staff member is expected to perform a wide range of office and field duties. The City of Edgewood is an at-will employer and all staff members serve at the pleasure of the Mayor.

SUPERVISION

This position performs a wide range of cross-functional city duties, teaming with all city groups, individual employees and outside agencies. This position serves under the direction of the Mayor. Employee supervision is expected for this position and they will be negotiating, maintaining, updating and implementing contracts with service providers who provide services to the City.

ESSENTIAL JOB FUNCTIONS:

The duties listed below are intended only as illustrations of the various types of work that may be performed. The omission of specific statements of duties does not exclude them from the position if the work is similar, related, or a logical assignment to the position. Reasonable accommodations may be made to enable performance of these essential functions.

1. Direct & help manage the continuous operation of City network platforms, servers, workstations, and portable devices including software/hardware evaluations, installations, maintenance and upgrades.
2. Develops and maintain technology policies, standards and procedures manual; develops and maintain related technology checklists.
3. Evaluate, collaborate and design city wide continuous improvement plans for electronic communication and operational technology platforms.
4. Safeguard the City's communications and operations platforms against unknown and intrusive agents such as virus attacks, hackers, and unauthorized access.
5. Prepares, maintains and tests a technology disaster recovery plan.
6. Provide City-Wide security breach mitigation processes and controls and pre-established archived points for recovery within pre-established protocols.
7. Perform technical integrity testing, evaluation and after-the-fact troubleshooting to resolve communication and operational system integrity weaknesses within predetermined service levels.
8. Direct any/all contract or staff operation, maintenance, upgrade or repair of citywide electronic communications or operation platforms.
9. Oversee, direct and manage the administration of the exchange server email system, monitor email traffic to ensure only the city provided email systems are used on city computers.
10. Work and act as a team player in all interactions with other city employees.
11. Plan and implement complex and routine short and long-range projects related to local and wide area networks, wireless systems and telephony systems.
12. Research and document internal procedures and process controls.
13. Prepare information technology budget, monitors and approves related expenditures within scope of authority.
14. Maintain records on computer network service and communication systems, citywide inventories, purchases, and repairs.
15. Remain current concerning trends and developments in computer hardware and software; perform research and provide information and assistance as assigned; assisting in system planning.
16. Train and provide technical assistance and support to users regarding features, capabilities and policies regarding internet/email, computer and software use.
17. Assist in computerized system development of the Records Management System.
18. Assist with the development and updating of the city's computer and software usage, communication policy and web standards.
19. Consult with Mayor and Directors concerning future technology implementations and projects and specific group technology needs.
20. Consult with Mayor and Directors to coordinate system activities and to identify needs; manage major projects citywide resources both internal and external.
21. Manage interlocal cooperative IT efforts to achieve the Mayor's mandate for intergovernmental synergies.
22. Manages technology inventory to include procurement and disposal.

23. A partial list of citywide platform attributes includes: telephony, radio, computer networks, servers, printers, copiers, routers, workstations, ingress/egress access controls, continuous power sources, cloud, SAS, server based applications, third party providers, contractors, audio, visual, integrated entertainment systems, Bluetooth, wireless, data collection systems, firewalls, custom software applications, actuators, and controllers.
24. The ability to leverage technology to improve automation, visibility and improve process throughout the city.
25. Perform other duties as directed or assigned.

NECESSARY KNOWLEDGE, SKILLS AND ABILITIES:

To perform this job successfully, the person in this position must be able to perform each Essential Job Function. The requirements listed below are representative of the knowledge, skills, and abilities necessary to meet the minimum qualifications for this position.

1. Must have an array of knowledge and experience to perform work within our software-based environment. Strong experience with city/municipal style systems, data storage and records retention under the Washington State Records Management System, multiple types of communication devices as well as supporting the Pierce County Sheriff's Department security needs for the North Precinct (City of Edgewood).
2. Ability to make timely and deliberate decisions without guidance or direction based upon standing protocols.
3. Ability to implement approved IT and security plans within budget constraints.
4. Knowledge of current and emerging technology and applicably and benefit to Washington State municipal operations and services.
5. Knowledge of intranet and Internet concepts, protocols and connection options.
6. Knowledge of network security models and methods.
7. Knowledge of Microsoft networking components.
8. Knowledge of software licensing standards and tracking systems.
9. Must be able to work cooperatively with neighboring jurisdictions, government entities, municipalities as well as the public in general.
10. Knowledge of network backup methods and emergency/disaster recovery.
11. Knowledge of PC virus protections, detection, removal and prevention.
12. Knowledge of networking, routers, switches and hubs.
13. Knowledge of Microsoft Exchange server and unified messaging & communication.
14. Skill in producing complex documentation and technical writing to record network topologies, systems, and security protocols.
15. Skill in troubleshooting and resolving network connectivity and client hardware and software problems.
16. Skill in installing configuring, and upgrading network hardware.
17. Ability to set priorities under demanding customer service, workload and deadline expectations.
18. Ability to communicate effectively with staff highly technical concepts to users at all skill and understanding levels.
19. Ability to teach, guide, instruct and inform as necessary.

20. Ability to analyze system requirements, prepare budgets and recommendations and make purchasing decisions.
21. Ability to transport, move, remove, and install a variety of network equipment, components and parts.
22. Ability to provide responsive and effective customer service in a teamwork environment.
23. Ability to read, interpret, understand, and apply detailed and complex technical information.
24. Ability to prepare, present, and analyze reports, staff recommendations, and survey results orally and in writing.
25. Criminal Justice Information Systems (FBI) Clearance & Secured Level Status.

PREFERRED KNOWLEDGE, SKILLS AND ABILITIES:

LEAN Six Sigma Green or Black belt or other process improvement training (Kanban, Agile). Previous in-depth software application experience specific to Washington State municipal government operations: Vision Municipal Solutions, SmartGov, Blue Beam, Civic Plus Solutions, Laser fiche, KnowBe4, Box, Epsilon, Lenel, PayGov, Mimecast, Adobe, Aqueous, ArcGIS, AutoCAD.

MINIMUM QUALIFICATIONS/ACCEPTABLE EQUIVALENCY:

Required

Bachelor's Degree in Information Technology, Information Systems Architecture or other related information technology degree. A Masters of Information Technology or related degree may substitute for five years of management level experience.

Ten years management level Washington State Special District, Municipal, or State government experience. Five years of management level experience may be substituted by two years Director's level experience.

OR

Any combination of related education, certifications, and licenses combined with ten years management level Washington State Special District, Municipal, or State government experience (five years of management level experience may be substituted by two years Director's level experience) that will result in a candidate successfully performing the essential functions of the job.

AND

The ability to obtain, and maintain a valid Washington State Driver's License throughout employment, and documentation to fulfill the requirements of the Immigration and Nationality Act within 3 days of employment.

SPECIAL CONSIDERATIONS

The incumbent will be joining an organization with approximately 20+ full-time positions. As a small and nimble organization, the City of Edgewood needs to hire and retain individuals interested in working with a small team. All employees of the City of Edgewood are expected to uphold and exhibit the City's shared employee values of Knowledge, Respect, and Integrity. A

hiring objective for this position is to find an employee that will be competently qualified and interested in the work diversity offered by a full-service municipal corporation operating with a limited budget and staffing.

PHYSICAL DEMANDS AND WORKING CONDITIONS

The physical demands described herein are representative of those that must be met by an employee to successfully perform the essential job functions. The work environment characteristics described herein are representative of those an employee may encounter while performing the essential functions of this position.

While performing the duties of this job, the employee is required to stand, walk, use hands and fingers, handle, feel or operate objects, tools, or controls, and reach with hands and arms. Hand-eye coordination is necessary to operate computers and various pieces of office equipment. The employee is occasionally required to sit, climb stairs, talk, and hear. The employee may occasionally be required to lift or move up to 35 pounds with or without a reasonable accommodation. Specific vision abilities required by this job include close vision, distance vision, peripheral vision, and the ability to adjust focus.

Work is conducted primarily in an office setting, but may include time in the field under a variety of weather conditions. Duties are usually performed alone, but are also performed as part of a work team. Attendance at some evening meetings may be required. The work environment is fast-paced and moderate to very noisy.

ACKNOWLEDGEMENTS

The statements contained herein reflect general details as necessary to describe the principal functions of this job, the level of knowledge and skill typically required, and the scope of responsibility, but should not be considered an all-inclusive listing of work requirements. Individuals may perform other duties as assigned including work in other functional areas to cover absences or relief, to equalize peak work periods or otherwise to balance the workload.

EQUAL OPPORTUNITY EMPLOYER - AMERICANS WITH DISABILITIES ACT

The City of Edgewood is an Equal Opportunity Employer. Women and minorities are encouraged to apply. Requirements outlined in this job description may be subject to modification to reasonably accommodate individuals with disabilities who are otherwise qualified for employment in this position. However, some requirements may exclude individuals who pose a direct threat or significant risk to the health and safety of themselves or other employees.

This job description does not constitute a contract or agreement for employment. It is subject to change by the City as the needs of the City and requirements of the job change.

The City of Edgewood is a Drug Free workplace and an Equal Opportunity Employer.

APPLICATION SUBMITTAL

If you meet the minimum qualifications and are interested in applying for this position, please email your application packet consisting of a cover letter, resume, signed EOCC statement, signed job description, and your responses to the supplemental questions (listed below) to: humanresources@cityofedgewood.org.

Application packets may also be sent to the City of Edgewood via regular mail to the following address:

**City of Edgewood
Human Resources
2224 104th Ave E
Edgewood, WA 98372-1513**

The City of Edgewood Employment Application may be found on our website at cityofedgewood.org. Incomplete submittals will be disqualified. Only those applicants selected to move forward in the process may be contacted. Submittals will be retained in accordance with Records Retention practices. If you have questions regarding the application process, please contact human resources at 253-952-3299 or via e-mail at humanresources@cityofedgewood.org.

Employee signature below constitutes the employee's understanding of the requirements, expectations, essential functions and duties of this position.

Name

Date

SUPPLEMENTAL QUESTIONS

(add as necessary)



City Of Edgewood Council Agenda Summary Sheet

SUBJECT: Comprehensive Plan Amendments	Agenda Item #:	AB19-0557	
	For Agenda of:	September 10, 2019	
	Prepared by:	Darren Groth	
ATTACHMENTS (list): ☒ Ordinance No. 19-0557 ☒ Modified SEPA DNS with Revised Checklist ☒ AHBL Staff Report with Exhibits			
Approval of Materials:			
Mayor, Daryl Eidinger	☐	Expenditure Required:	\$0
Asst. City Administrator, Dave Gray	☐	Amount Budgeted:	\$0
Interim City Attorney, Ann Marie J. Soto	☐	Timeline: November 20, 2018 Study Session November 27, 2018 Public Hearing September 03, 2019: Study Session September 10, 2019: Final Action	
City Clerk/HR Director, Rachel Pitzel	☐		
Community & Economic Development Director, Darren Groth	☒		
Public Works, Jeremy Metzler	☐		
Police Chief, Micah Lundborg	☐		
Fiscal Note/Consideration: N/A			
SUMMARY STATEMENT: The City may considered 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. 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. City staff worked since November 2018 to finalize Development Agreements (DA) with the respective applicants. Each DA was unique to the specific case, but they both failed to materialize due to limitations of agreement between the City's requests and the actual projects being proposed. As a result, the City issued a modified SEPA to solicit input and address any concerns that may be lingering for these proposals. On September 3, 2019, City Council's study session agenda included a discussion item for staff to update the Council on the actions since last November in preparation for final action on September 10, 2019.			
COUNCIL COMMITTEE REVIEW AND RECOMMENDATION: 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.			
RECOMMENDED ACTION: MOTION to adopt Ordinance No. 19-0557, relating to Land Use and Zoning, amending the Comprehensive Plan Map and Zoning Map in accordance with Chapter 18.60 of the EMC and Section 36.70A.1030 of the Growth Management Act (GMA) under the Revised Code of Washington (RCW).			
ALTERNATIVES TO RECOMMENDED ACTION: 1) Do not adopt 2) Forward to Study Session for further review			

ORDINANCE NO. 19-0557

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON RELATING TO LAND USE AND ZONING, AMENDING THE COMPREHENSIVE PLAN MAP AND ZONING MAP IN ACCORDANCE WITH CHAPTER 18.60 OF THE EDGEWOOD MUNICIPAL CODE (EMC) AND SECTION 36.70A.130 OF THE GROWTH MANAGEMENT ACT (GMA) UNDER THE REVISED CODE OF WASHINGTON (RCW)

WHEREAS, RCW 36.70A.130 of the Growth Management Act generally allows cities and counties to consider comprehensive plan amendments no more frequently than once every year; and

WHEREAS, except in special circumstances (RCW 36.70A.130(2)(a)), the City may consider amendments to the City's Comprehensive Plan once a year; and

WHEREAS, the City of Edgewood City Council has established a process and criteria for making modifications to the City's Comprehensive Plan in EMC Chapter 18.60, including text and map amendments in accordance with the Growth Management Act and State Law; and

WHEREAS, the City received applications for two comprehensive plan amendments and rezones, one entitled "Uchida Farms" (received December 27, 2017) and another entitled "Lake Chalet" (received December 27, 2017); and

WHEREAS, in accordance with the State Environmental Policy Act (SEPA), the City's responsible SEPA Official issued a Determination of Nonsignificance (DNS) on September 27, 2018, and this threshold determination was not appealed; and

WHEREAS, the City held a neighborhood meeting on the proposed comprehensive plan amendments and rezones on September 25, 2018; and

WHEREAS, on November 8, 2018, the Planning Commission held a public hearing on the proposed comprehensive plan amendments and rezones, and recommended approval of both applications; and

WHEREAS, pursuant to RCW 36.70A.106, the City sent its notice of intent to adopt the proposed comprehensive plan amendments and rezones to Department of Commerce on November 7, 2018, which is at least sixty (60) days prior to the adoption date of this Ordinance; and

WHEREAS, the City Council considered the proposed comprehensive plan amendments and rezones in their regular study session meeting held on November 20, 2018; and

WHEREAS, the City Council held a public hearing on the proposed comprehensive plan amendments during their regular meeting held on November 27, 2018; and

WHEREAS, the City Council considered the proposed comprehensive plan amendments and rezones in their regular study session meeting held on December 4, 2018 and directed City staff to pursue an option, possibly and probably a development agreement, to ensure all of the concerns expressed in the public hearing would be alleviated with any proposed development; and

WHEREAS, City staff and the City's consultant planning firm AHBL have pursued since, December 4, 2018, Development Agreements with each applicant; and

WHEREAS, during the process of negotiations for the respective Development Agreements, City staff, AHBL, and the applicants found the existing City Codes and standards addressed the majority of citizen concerns and any project specific proposal would have to coincide with the City performing a project specific SEPA analysis; and

WHEREAS, the results of the negotiations and discussions between City staff, AHBL, and the applicants concluded with the plan to reissue a revised SEPA checklist and new threshold determination, which was issued on August 23, 2019, and present an update to City Council during their study session on September 3, 2019; and

WHEREAS, the proposed amendments to the Edgewood Comprehensive Plan Land Use map are consistent with the City's planning goals and objectives; and

WHEREAS, the Comprehensive Plan is implemented by the rezones;

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

Section 1. Adoption Comprehensive Plan Land Use Map Amendments and Zoning Map Amendments. The City Council evaluated the applications and reviewed them under the criteria in EMC Section 18.60.220, in support of their decision. The findings and conclusions related to the applications are included in the September 6, 2019 Staff Report prepared by AHBL and included as an attachment to the agenda bill item for the City Council's Regular Council Meeting dated September 10, 2019. These findings and conclusions are adopted by the City Council and the proposed amendments to the Comprehensive Plan Land Use Map and Zoning Map are approved. The amendments are adopted as provided in the attached and incorporated as Exhibits A-F.

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

Section 3. Effective Date. This Ordinance will take effect five days after publication as required by law.

**PASSED BY THE EDGEWOOD CITY COUNCIL ON THIS
10TH DAY OF SEPTEMBER, 2019.**

Daryl Eidinger, Mayor

ATTEST:

Rachel Pitzel, CMC
City Clerk

APPROVED AS TO FORM:

Ann Marie Soto, Interim City Attorney

Date of Publication: September 12, 2019

Effective Date: September 17, 2019

EXHIBIT A
Site Specific Request #1 -Uchida Farms Property
Vicinity Map

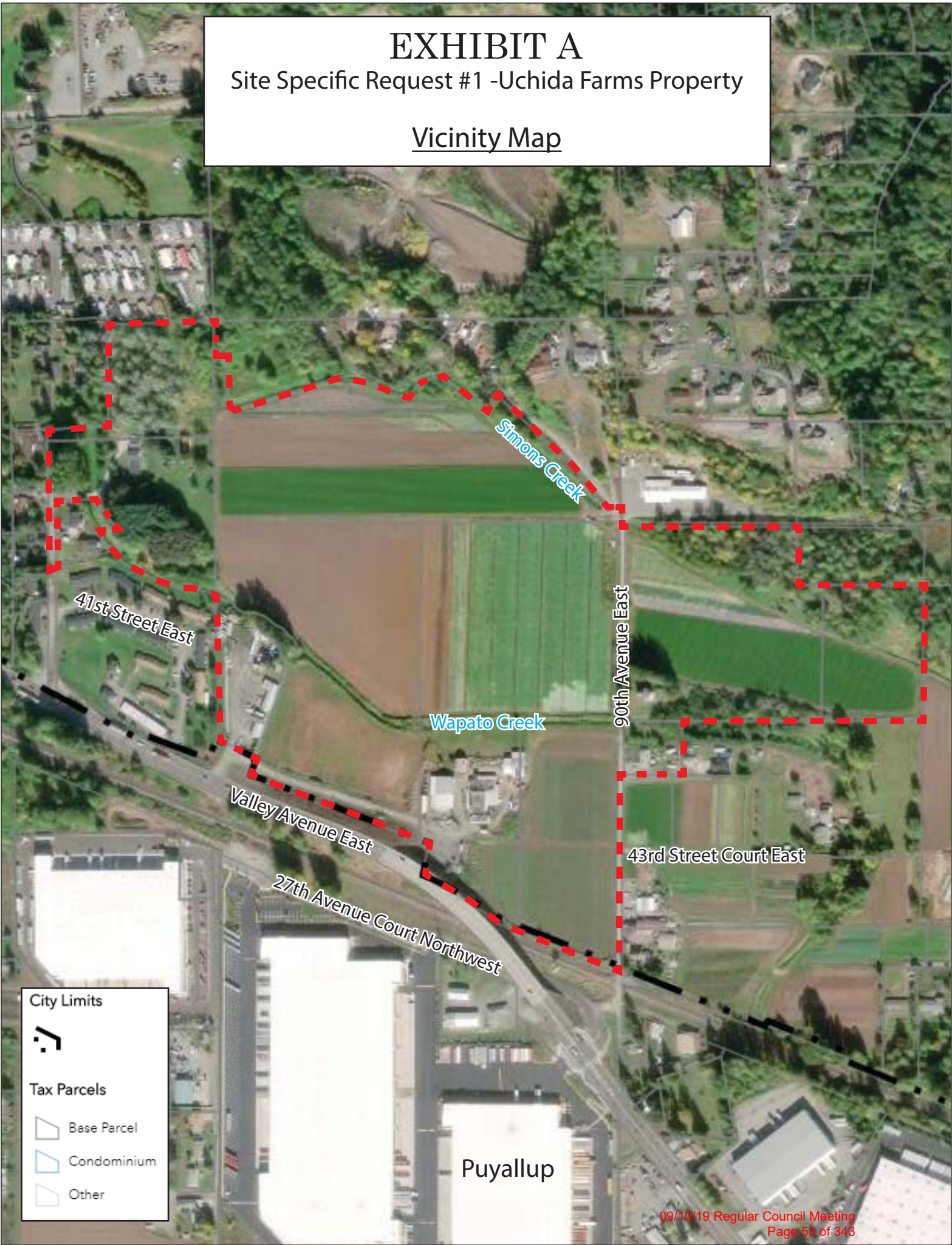


EXHIBIT B
Site Specific Request #1 -Uchida Farms Property
Future Land Use Map

The area within the red outline is currently Single-Family Moderate and will be designated as Industrial.

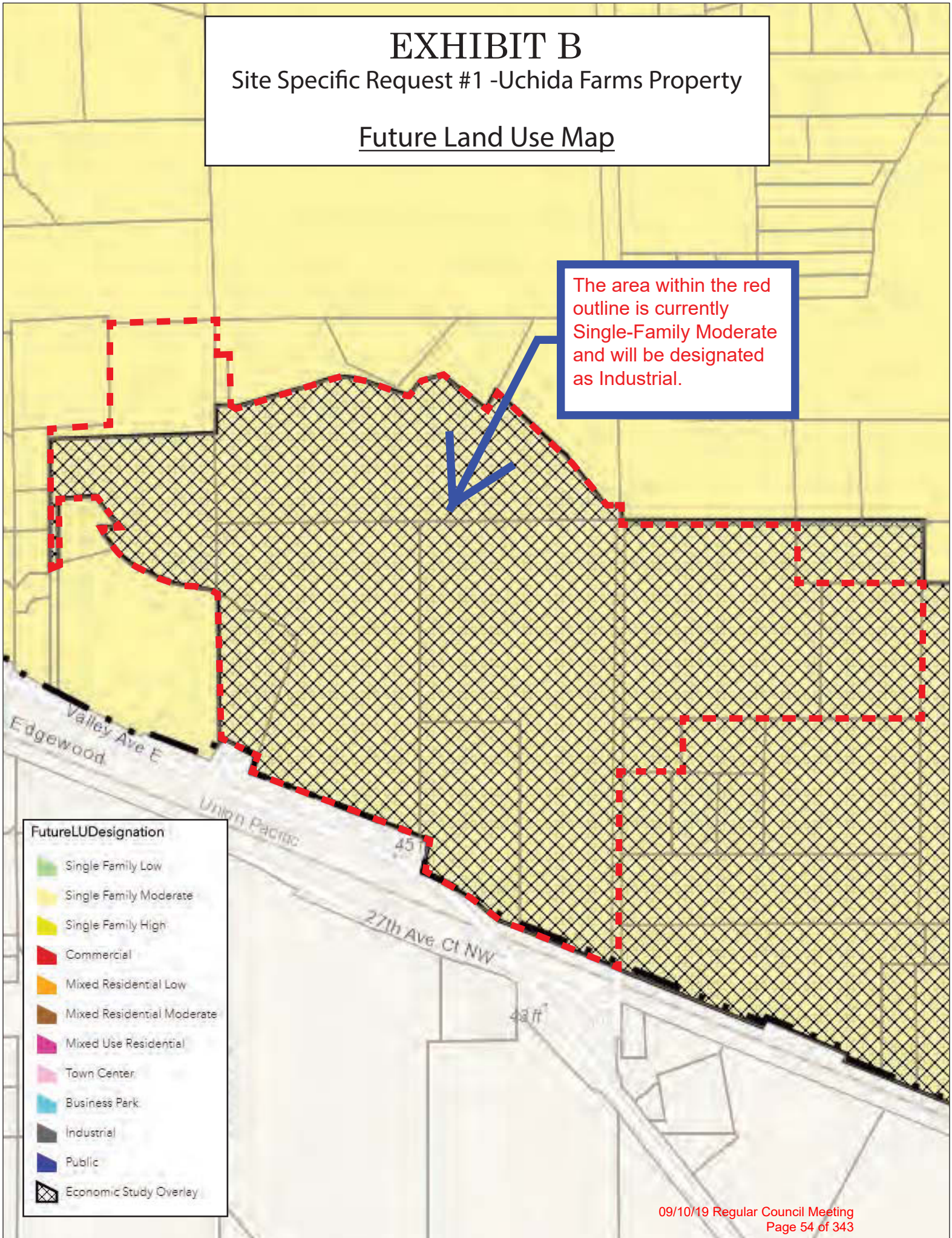


EXHIBIT C
Site Specific Request #1 -Uchida Farms Property
Current Zoning Map

The area within the red outline is currently Single-Family 3 (SF3) and will be zoned as Industrial (I).



EXHIBIT D
Site Specific Request #2 - Lake Chalet Property
Vicinity Map

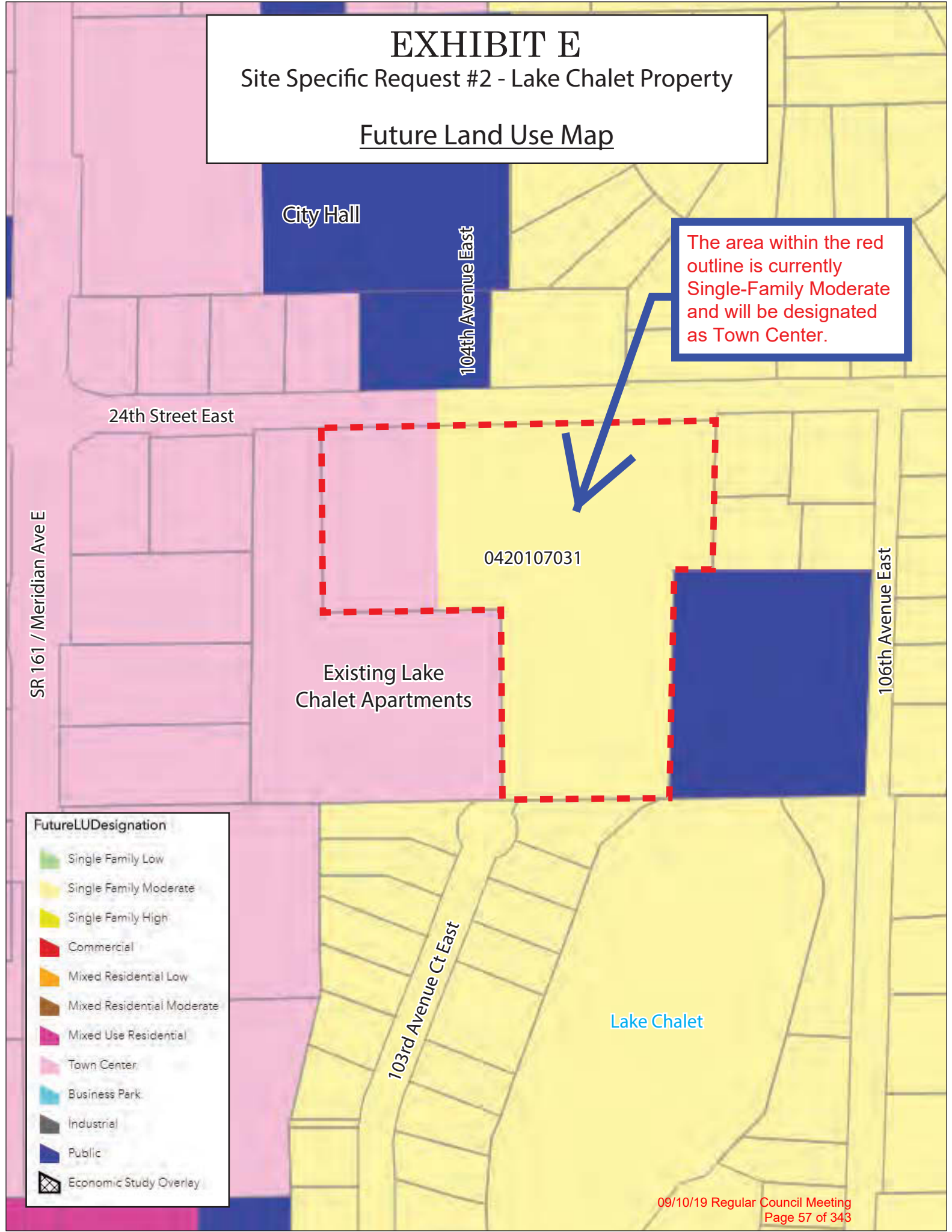


City Limits

Tax Parcels

- Base Parcel
- Condominium
- Other

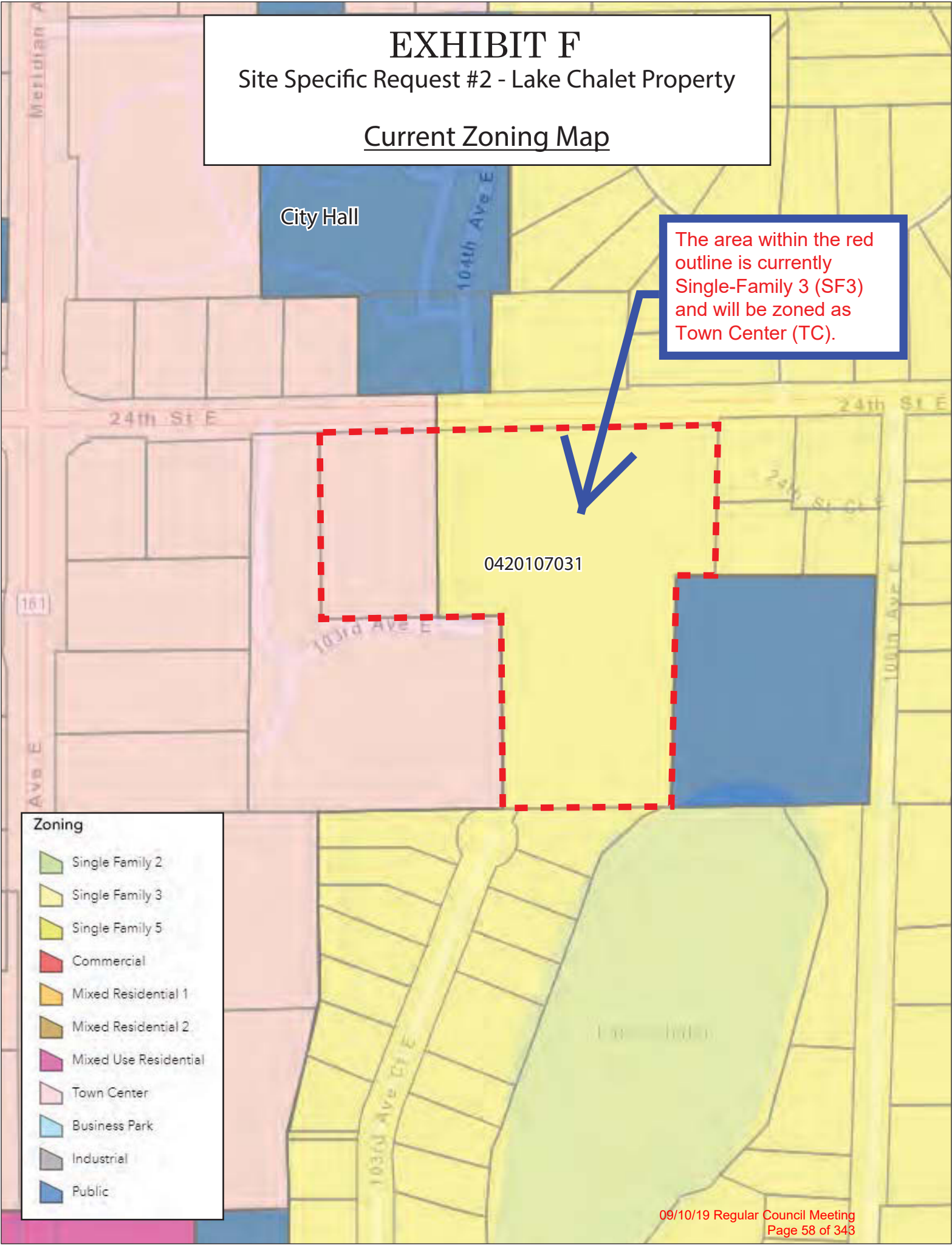
EXHIBIT E
Site Specific Request #2 - Lake Chalet Property
Future Land Use Map



The area within the red outline is currently Single-Family Moderate and will be designated as Town Center.

- FutureLU Designation**
- 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
 - Economic Study Overlay

EXHIBIT F
Site Specific Request #2 - Lake Chalet Property
Current Zoning Map





City of Edgewood

2224 104th Avenue East, Edgewood WA 98372-1513

Phone: (253) 952-3299 Fax: (253) 952-3537

Modified Determination of Nonsignificance (DNS) WAC 197-11-970

DESCRIPTION OF PROPOSAL:

The proposed non-project action is to update the Edgewood Comprehensive Plan consistent with the amendment process as defined in the Edgewood Municipal Code Chapter 18.60. The proposed amendments include two citizen-initiated requests for site-specific changes to the comprehensive plan map and zoning map.

Site Specific Request #1: File #17-1549, Uchida Farms LLC Property – The applicant seeks approval to amend the Zoning and Future Land Use Designation of the undeveloped Uchida Farm LLC property (68.51 acres) from Single-Family 3 (Zoning)/Single Family Moderate (Future Land Use) to Industrial (I). If approved, this amendment will allow for the site to be developed with uses drawn from a wide range of assembly, manufacturing, and warehousing uses

Site Specific Request #2: File #17-1550, Lake Chalet Mixed Use Development – The applicant seeks approval to amend the Future Land Use Designation of the existing Single-Family (SF-3) property to Town Center (TC). If approved, this will allow the development of 5.16 acres of SF-3 zoned property at a minimum net density of 24 dwelling units per acre and a maximum net density of 48 units per acre as compared to the maximum net density of three units per acre under the current Single Family Moderate Comprehensive Plan designation.

PROPONENT

City of Edgewood

LOCATION OF PROPOSAL:

Site Specific Request #1 - Uchida Farm LLC Property (8819 Valley Avenue East). The subject property is addressed as 8819 Valley Avenue East, Edgewood WA 98371-2535. The amendment area contains multiple parcels identified as Pierce County Tax Parcel Numbers 042016-2700; 042016-3023; 042016-3026; 042016-3047; 042016-3052; 042016-3054; 042016-3055; 042016-3072; 042016-6003; 042017-4047; 042017-5004; and 042017-5005.

Site Specific Request #2 - Lake Chalet Mixed Use Development (104th Ave E and 24th St E). The subject property is addressed as 10304 24th Street East, Edgewood, WA 98371. The site includes two parcels identified as Pierce County Tax Parcel Numbers 042010-7030 and 042010-7031.

LEAD AGENCY: City of Edgewood

The City of Edgewood has revised its SEPA determination of Nonsignificance issued on September 27, 2018 in consideration of the following changes:

- The City has provided additional discussion and analysis of the non-project impacts associated with the Comprehensive Plan and Zoning Code amendment request and noted additional study that may be necessary in the event that the environmental impacts associated with future project proposals differ from the likely impacts associated from development within the amendment areas.

The City of Edgewood has reaffirmed that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c).

This determination is based on the following findings and conclusions:

- The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. Our agency will not require any additional mitigation measures under SEPA.

This “modified” DNS is issued under WAC 197-11-340(2)(f) and does not include additional notice and comment period.

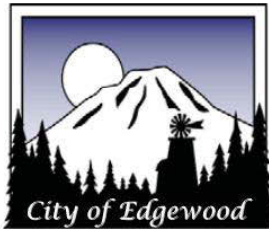
RESPONSIBLE OFFICIAL: Darren Groth, AICP, CPM
POSITION/TITLE: Community Development Director
ADDRESS: 2224 104th Avenue E, Edgewood, WA 98372-1513
PHONE: (253) 952-3299
STAFF CONTACT: Darren Groth, AICP, CPM

Date August 20, 2019

Signature _____



ENVIRONMENTAL CHECKLIST



Department of Community Development

2224 104th Ave E
Edgewood, WA 98372
253-952-3299

17-1549

FILE NUMBER: 17-1550

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

For nonproject proposals complete this checklist and the supplemental sheet for nonproject actions (Part D). The lead agency may exclude any question for the environmental elements (Part B) which they determine do not contribute meaningfully to the analysis of the proposal.

ENVIRONMENTAL CHECKLIST

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For nonproject actions, the references in the checklist to the words “project,” “applicant,” and “property or site” should be read as “proposal,” “proposer,” and “affected geographic area,” respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:
City of Edgewood 2018 Comprehensive Plan Amendments
2. Name of applicant:
City of Edgewood
3. Address and phone number of applicant and contact person:
Contact: **Darren Groth, AICP, City of Edgewood Community Development Director**
Address: **2224 104th Avenue East, Edgewood, WA 98372**
Phone: **(253) 952-3299**
4. Date checklist prepared:
August 16, 2019
5. Agency requesting checklist:
City of Edgewood
6. Proposed timing or schedule (including phasing, if applicable):
Planning Commission Public Hearing - November 5, 2018
City Council Public Hearing - November 27, 2018
City Council 1st Reading of Ordinance - December 4, 2018
City Council 2nd Reading of Ordinance and Decision - December 11, 2018
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
The City of Edgewood Municipal Code requires the City consider applications received to amend the City of Edgewood Comprehensive Plan on an annual basis. The deadline for an application to be considered in the following year is December 31st of the preceding year. Individual site specific requests for changes to the Comprehensive Plan map are incorporated into the comprehensive plan update. If any requests are granted, appropriate zoning changes will also be made.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
In preparation for adoption of the City's original Comprehensive Plan, environmental documents were prepared including a Draft Environmental Impact Statement (March 30, 2001); Final Environmental Impact Statement (May 25, 2001). These Environmental Impact Statements are available for review during normal working hours at Edgewood City Hall.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
This is a non-project proposal consisting of two citizen-initiated requests for changes to the Comprehensive Plan designation and zoning for specific parcels (Exhibits A and B). There are no pending applications for government approvals or other proposals directly affecting these proposals. Future environmental review of future development and building permits will occur.
10. List any government approvals or permits that will be needed for your proposal, if known.
Specific development proposals within the proposed amendment areas will require future environmental review and approval of development and building permits.
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)
The two citizen-initiated site-specific requests are shown Exhibit A and B, and are described below:
- A. Site Specific Request #1 - Uchida Farm LLC Property (8819 Valley Avenue East) Applicant seeks approval to amend the Zoning and Future Land Use Designation of the undeveloped Uchida Farm LLC property (68.51 acres) from Single-Family 3 (Zoning)/Single Family Moderate (Future Land Use) to Industrial (I). If approved, this amendment will allow for the site to be developed with uses drawn from a wide range of assembly, manufacturing, and warehousing uses.**
- B. Site Specific Request #2 - Lake Chalet Mixed Use Development (104th Ave E and 24th St E) Applicant seeks approval to amend the Future Land Use Designation of the existing Single-Family 3 (Zoning)/Single Family Moderate (Future Land Use) property to Town Center (TC). If approved, this will allow the development of 5.16 acres of SF-3 zoned property at a minimum net density of 24 dwelling units per acre and a maximum net density of 48 units per acre as compared to the maximum net density of 3 units per acre under the current Single Family Moderate Comprehensive Plan designation.**
12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.
- A. Site Specific Request #1 - Uchida Farm LLC Property (8819 Valley Avenue East). The subject property is addressed as 8819 Valley Avenue East, Edgewood WA 98371-2535. The amendment area contains multiple parcels identified as Pierce County Tax Parcel Numbers 042016-2700; 042016-3023; 042016-3026; 042016-3047; 042016-3052; 042016-3054; 042016-3055; 042016-**

ENVIRONMENTAL CHECKLIST

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3072; 042016-6003; 042017-4047; 042017-5004; and 042017-5005. A boundary map has been included as Exhibit A, identifying said parcels and the extent of the proposed amendment.

B. Site Specific Request #2 - Lake Chalet Mixed Use Development (104th Ave E and 24th St E). The subject property is addressed as 10304 24th Street East, Edgewood, WA 98371. The site includes two parcels identified as Pierce County Tax Parcel Numbers 042010-7030 and 042010-7031. A boundary map is included as Exhibit B.

B. ENVIRONMENTAL ELEMENTS

No discussion of the individual Environmental Elements is required for GMA actions per WAC 197-11-235.3.b.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:


Wayne E. Carlson

Date Submitted:

August 16, 2019

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The amendment proposals will increase the volume of water discharged from the sites as the allowed effective impervious surface percent maximums for the site are higher in the requested land use classifications. The Single-Family 3 (SF-3) zoning has a maximum effective impervious surface of 40 percent, Town Center (TC) is 75 percent, and Industrial (I) is 85 percent. It is likely that noise will increase at Site Specific Request #2 due to the higher density housing allowed in the Town Center and increased traffic to the site. Currently, air emissions; production, and storage or release of toxic or hazardous substances are currently managed through permits that may be governing existing agricultural practices that are occurring on Site Specific Request #1. Emissions to air for new activities within the amendment areas may be subject to air quality permits issued by the Puget Sound Clean Air Agency.

- a. Proposed measures to avoid or reduce such increases are:

Any future development will be subject to City of Edgewood requirements for drainage; air emissions; production, storage, or release of toxic or hazardous substances; and noise. EMC Chapter 8.05 (which adopts Pierce County Code Title 8) provides specific regulations related to air quality, noise, and storage and disposal of toxic or hazardous substances. Chapter 13.05 EMC provides regulations for water quality.

Depending on applications for future uses within the amendment areas, the City may require the applicant to evaluate project emissions to air, production, storage, or release of toxic or hazardous substances; and noise impacts if the proposals are inconsistent with the likely impacts associated from development analyzed within the amendment areas.

Under the Clean Water Act, the future industrial uses at Site Specific Request #1 may be required to obtain a National Pollutant Discharge Elimination System (NPDES) individual permit to reflect site-specific conditions of the use and its discharger.

Stormwater-related impacts will be mitigated through adherence with the City's adopted surface water design manual. The City of Edgewood has adopted the latest version of Washington State Department of Ecology Stormwater Management Manual for Western Washington. This manual has been deemed by the US EPA to meet the Maximum Extent Practicable (MEP) standard of Section 402 of the Clean Water Act and the "all known, available and reasonable methods of prevention, control and treatment" (AKART) standard of the Water Quality Standards for Surface Waters of the State of Washington.

Noise impacts are addressed in EMC 18.90.140.E.1 which adopts Pierce County Code Chapter 8.76 (Noise Pollution Control). Future development applicants may be required to submit noise impact analyses during project SEPA environmental review to establish that individual development requests comply with the City's adopted standards.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Site Specific Request #1 is mainly pasture land that has been farmed. Natural conditions on the site have been highly disturbed during prior agricultural activities. There are mapped wetlands and steep slopes that occur within the amendment area. In 2017, City of Edgewood amended its standards governing the protection and uses allowed within critical areas and buffers (see Title 14 EMC). These standards include management practices deemed by the Washington State Department of Ecology and the Washington State Department of Commerce to incorporate best available science. The protection of critical areas will not diminish or change if the area was to be reclassified from Single Family-3 to Industrial.

Site Specific Request #2 represents an area that was previously disturbed by urban development associated with the construction of commercial/office uses and multi-family dwelling units.

A wetland buffer associated with Lake Chalet extends into the southeasterly portion of Site Specific Request #2. In 2017, City of Edgewood amended its standards governing the protection and uses allowed within critical areas and buffers (see Title 14 EMC). These standards include management practices deemed by the Washington State Department of Ecology and the Washington State Department of Commerce to incorporate best available science. The protection of critical areas will not diminish or change if the area was to be reclassified from Single-Family 3 (SF-3) to Town Center (TC).

The City's Critical Areas code (Title 14 EMC) requires that applicants proposing to develop sites containing or adjacent to critical areas have a qualified professional submit a delineation and assessment of the critical areas for City review and approval. Protection of critical areas and associated buffers is generally more successful when the critical areas and buffers are assembled into larger ownership units, which would be more consistent with the nature of development patterns in the proposed Town Center and Industrial designations than the existing Single Family-3 designation.

- a. Proposed measures to protect or conserve plants, animals, fish, or marine life are:
Development proposals will be required to comply with the standards found in Chapter 14.40 (Wetlands), Chapter 14.50 EMC (Critical Fish and Wildlife Habitat Areas) and EMC 18.90.180 (Tree Preservation) in order to protect or conserve plants, animals, and fish. There are no impacts to marine life that would result from these amendment requests.

The City will require tree surveys and critical areas reports for project-level SEPA environmental review for proposals as required under EMC 18.90.180 (Tree Preservation) and Title 14 EMC (Critical Areas), respectively.

3. How would the proposal be likely to deplete energy or natural resources?

The range of uses allowed in the proposed land use designations (Town Center and Industrial) is different than those allowed within the Single-Family 3 designation. Proposed future site development may include uses that require associated mechanical systems, lighting, plumbing fixtures and/or other systems, thereby resulting in greater consumption of energy than if the sites were developed with allowed uses under the current designations.

- a. Proposed measures to protect or conserve energy and natural resources are:

The City of Edgewood has adopted the suite of building codes adopted by the Washington State Building Code Council in WAC Title 51. These codes include:

- **The current edition of the Washington State Energy Code, as adopted by the Washington State Building Code Council in Chapter 51-11 WAC;**
- **International Building Code, published by the International Code Council, Inc., as adopted by the Washington State Building Code Council in Chapter 51-50 WAC, 2015 Edition;**
- **International Mechanical Code and Standards, published by the International Code Council, Inc., as adopted by the Washington State Building Code Council in Chapter 51-52 WAC, except that the standards for liquefied petroleum gas installations shall be NFPA 58 (Storage and Handling of Liquefied Petroleum Gases) and ANSI Z223.1/NFPA 54 (National Fuel Gas Code), 2015 Edition;**
- **International Residential Code, published by the International Code Council, Inc., as adopted by the Washington State Building Code Council in Chapter 51-51 WAC, 2015 Edition;**
- **International Fire Code and Standards, published by the International Code Council, 2015 Edition;**
- **Uniform Plumbing Code and Uniform Plumbing Code Standards, except as provided in RCW 19.27.170, published by the International Association of Plumbing and Mechanical Officials, as adopted by the Washington State Building Code Council in Chapters 51-56 and 51-57 WAC, 2015 Edition;**
- **Fuel Gas Code published by the International Code Council, Inc., as adopted by the Washington State Building Code Council in Chapter 51-52 WAC, NFPA 54, published by the American Gas Association and the National Fire Protection Association, 2015 Edition; and**
- **2015 Liquefied Petroleum Gas Code, NFPA 58, published by the National Fire Protection Association.**
- **The 2015 International Fuel Gas Code, published by the International Code Council, Inc., as adopted by the Washington State Building Code Council in Chapter 51-52 WAC;**
- **Washington State Building Code Council establishing standards for making buildings and facilities accessible to and usable by the physically disabled or**

elderly persons as provided in RCW 70.92.160, as they now exist or are hereafter amended;

Additional study of impacts to energy resources may be required during project-phase SEPA environmental review if the intensity of the proposals differ from the likely impacts associated from development within the amendment areas analyzed herein.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Site Specific Request #1 is mainly pasture land that has been farmed. There are mapped wetlands and steep slopes that occur within the amendment area. In 2017, City of Edgewood amended its standards governing the protection and uses allowed within critical areas and buffers (see Title 14 EMC). These standards include management practices deemed by the Washington State Department of Ecology and the Washington State Department of Commerce to incorporate best available science. The protection of critical areas will not diminish or change if the area was to be reclassified from Single-Family 3 to Industrial.

Site Specific Request #2 represents an area that was previously disturbed by urban development associated with the construction of commercial/office uses and multi-family dwelling units.

A wetland buffer associated with Lake Chalet extends into the southeasterly portion of Site Specific Request #2. In 2017, City of Edgewood amended its standards governing the protection and uses allowed within critical areas and buffers (see Title 14 EMC). These standards include management practices deemed by the Washington State Department of Ecology and the Washington State Department of Commerce to incorporate best available science. The protection of critical areas will not diminish or change if the area was to be reclassified from Single-Family 3 to Town Center.

The City's Critical Areas code (Title 14 EMC) requires that applicants proposing to develop sites containing or adjacent to critical areas have a qualified professional submit a delineation and assessment of the critical areas for City review and approval.

Both of the proposed amendment areas have been disturbed by previous land use activities. There are no parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, floodplains, or prime farmlands located within the amendment areas.

- a. Proposed measures to protect such resources or to avoid or reduce impacts are:
Development proposals will be required to comply with the standards found in Chapter 14.40 (Wetlands), Chapter 14.50 EMC (Critical Fish and Wildlife Habitat Areas) and EMC 18.90.180 (Tree Preservation) in order to protect or conserve plants, animals, and fish. There are no impacts to marine life that would result from these amendment requests.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The two site-specific requests proposed would alter land uses from what is planned under the City's Comprehensive Plan in accordance with review and approval criteria contained within the EMC. Site Specific Request #1 would alter planned land uses from single-family residential (3 dwelling units per acre) to industrial. Site Specific Request #2 would alter the planned land uses from single-family residential (3 dwelling units per acre) to allow for mixed use development that would include residential densities up to 48 dwelling units per acre (with a minimum density of 24 dwelling units per acre). There are no shorelines within the City of Edgewood.

- a. Proposed measures to avoid or reduce shoreline and land use impacts are:
Impacts to adjacent land uses will be mitigated by the City's development standards (Chapter 18.90 EMC) that require screening/landscaping from adjacent incompatible uses. Site Specific Request #1, would require a Type IV, solid barrier, 25-foot landscape strip where it abuts single-family zones. Site Specific Request #2 would require also require a Type IV, solid barrier, 25-foot landscape strip where it abuts single-family zones, and a Type I, vegetative buffer, 15-foot landscape strip where it abuts other zones. In addition, natural buffers at Site Specific Request #1 (steep slopes that occur at the north end of the reclassification area) will provide additional buffering from existing single-family residences, and the wetland buffer for Lake Chalet on Site Specific Request #2 will provide additional natural buffering from land uses to the southeast.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Increased density at Site Specific Request #2 and industrial uses at Site Specific Request #1 will likely increase traffic in these areas over volumes associated with single-family residential development. A traffic impact analysis prepared by the applicant for Site Specific Request #1 identified a future industrial development with approximately 865,000 sf of industrial park building area using the existing site access would operate at a LOS C or better in 2024 and 2030 with or without the project. Public services and utilities are available, or can be extended at the applicant's expense, to accommodate future development that may occur due to the reclassification of both areas.

Future development applications will be subject to project-specific SEPA environmental review. As applicable, the applicants will be required to submit detailed traffic impact analysis reviewed for concurrency and conformance to applicable city codes and standards, as well as certificates of availability for all utilities.

Other public services such as water and sewer have the capacity to meet the utility needs associated with the amendments.

The City of Fife has noted that it has significant capacity in its sewer system, which extends to its boundary with Edgewood along Freeman Road south of 34th Street East. The sewer line in that segment of Freeman Road is a force main, so that flows must be pumped into the line. The force main extends to the west from Freeman Road to 70th Avenue East, where it discharges to a larger

municipal pump station. The lines were sized for commercial and industrial development in a service area that includes substantial amounts of property subsequently acquired by the Washington State Department of Transportation for the construction of SR 167 and its interchange with Valley Avenue. Since WSDOT's uses will not generate sewage flows, Fife's system has excess capacity that is available to serve properties in Edgewood, including the Cherrywood Mobile Home Park, Cherrywood Apartments, and the potential Edgewood industrial area to the east.

- a. Proposed measures to reduce or respond to such demand(s) are:
Project SEPA environmental review will occur with developments that exceed the City's adopted thresholds for environmental review. Traffic impact analyses will be required to evaluate the impacts associated with development proposals within the amendment areas. Traffic impacts fees will be required consistent with Chapter 4.30 EMC (Traffic Impact Fees). Additional point impacts may also require mitigation. Projects within the amendment areas will be required to satisfy the City's transportation concurrency requirements.

- 7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Future project specific development applications will be subject to SEPA environmental review and code requirements in place at the time of application. The proposed amendments to the City's Comprehensive Plan and Zoning Code do not conflict with any local, state, or federal laws relating to the protection of the environment.

Credits

Statutory Authority: RCW 43.21C.110. WSR 16-13-012 (Order 15-09), S 197-11-960, filed 6/2/16, effective 7/3/16. Statutory Authority: RCW 43.21C.110 and RCW 43.21C.100 [43.21C.170]. WSR 14-09-026, (Order 13-01), S 197-11-960, filed 4/9/14, effective 5/10/14; Statutory Authority: RCW 43.21C.110. WSR 13-02-065 (Order 12-01), S 197-11-960, filed 12/28/12, effective 1/28/13; WSR 84-05-020 (Order DE 83-39), S 197-11-960, filed 2/10/84, effective 4/4/84.

Current with amendments adopted through the 17-13 Washington State Register dated, July 5, 2017.

WAC 197-11-960, WA ADC 197-11-960

End of Document



City of Edgewood, Washington

2224 104th Avenue East, Edgewood WA 98372-1513

Phone: (253) 952-3299 Fax: (253) 952-3537

Staff Report

Comprehensive Plan Amendments File # 17-1549 & 17-1550 Action Item September 10, 2019 at 7:00 PM

To:	City of Edgewood City Council
From:	Wayne Carlson, FAICP, Brittany Port, AICP and Helen Stanton (Contract Planners)
Date:	September 6, 2019
Subject:	Annual Comprehensive Plan Amendment

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 are to be submitted before December 31st in order to be considered during the following year's amendment process. All applications submitted before 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 in 2018.

The Edgewood City Council held a public hearing on November 20, 2019 and elected to table a decision on the 2018 Comprehensive Plan amendments while it considered potentially entering into development agreements with the applicants. Ultimately, it was determined that the City's existing codes and standards provide sufficiently clear direction for the property owners, adjacent properties, and the City to ensure that any of the broad range of uses that are allowed within the land use designations can be made to be compatible with adjacent uses.

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's recommendation at a regularly scheduled meeting. The City Council shall also apply the criteria set forth in EMC 18.60.220, as applicable, in order to make a final decision.

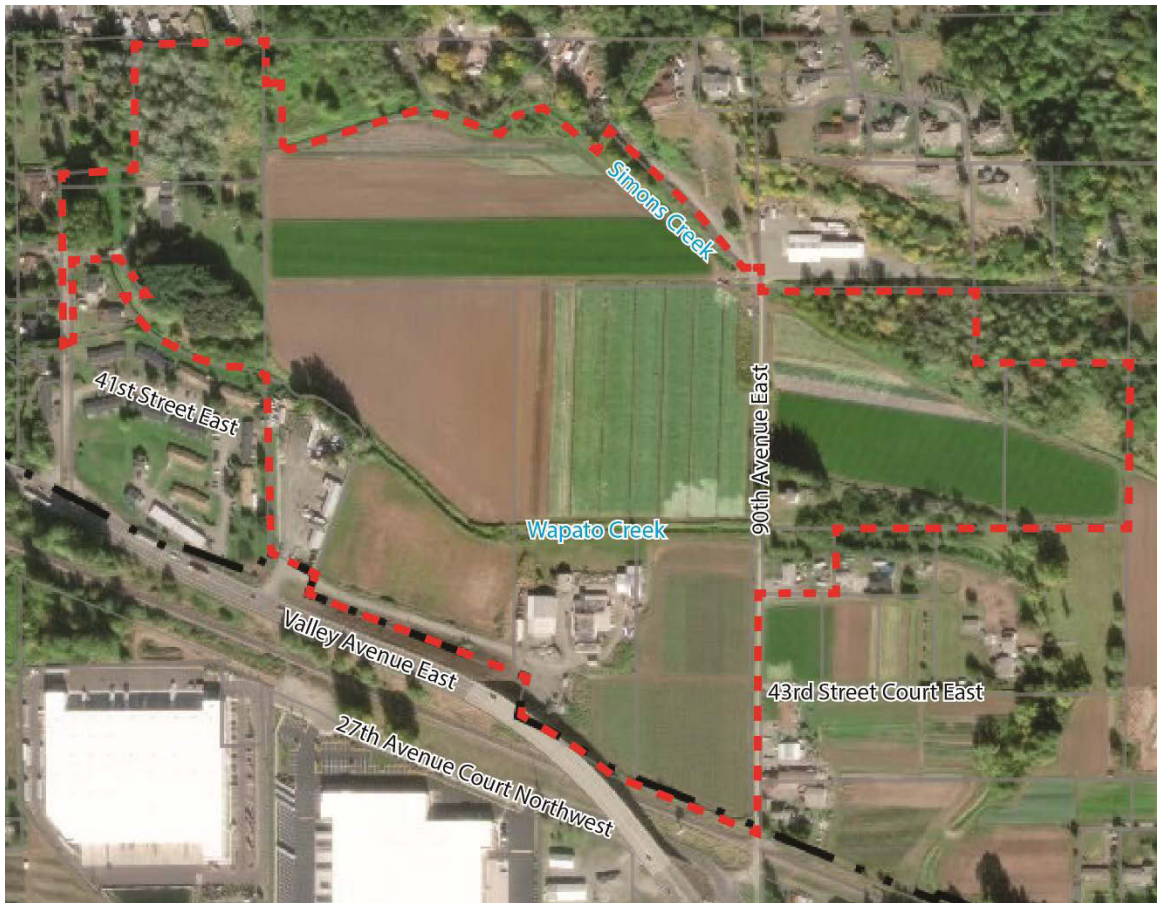
If the City Council concludes that no change in the recommendation of the planning commission is necessary, the City Council may make a final determination on the proposed amendment(s) without holding another public hearing, and make a final decision.

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 the 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 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, 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 includes acceleration of job creation within the City, spurring growth within the local housing market and increased tax revenues.

The request may also assist the cities of Edgewood, Fife, and Puyallup to 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:

	Existing Zoning	Existing Land Use
North	Single-Family Moderate (SF-3)	Single-family residences located above the project site on top of the hill
South	City of Puyallup, Limited-Manufacturing (ML)	Valley Avenue, industrial development
East	Single-Family Moderate (SF-3)	Single-family residences
West	Single-Family Moderate (SF-3)	Multi-family residences

AVAILABILITY OF UTILITIES:

The City of Edgewood was notified by the City of Fife has noted that it has significant capacity in its sewer system, which extends to its boundary with Edgewood along Freeman Road south of 34th Street East. The sewer line in that segment of Freeman Road is a force main, so that flows must be pumped into the line. The force main extends to the west from Freeman Road to 70th Avenue East, where it discharges to a larger municipal pump station. The lines were sized for commercial and industrial development in a service area that includes substantial amounts of property subsequently acquired by the Washington State Department of Transportation for the construction of SR 167 and its interchange with Valley Avenue. Since WSDOT's uses will not generate sewage flows, Fife's system has excess capacity that is available to serve properties in Edgewood, including the Cherrywood Mobile Home Park, Cherrywood Apartments, and the potential Edgewood industrial area to the east.

Other public services such as water and sewer have the capacity to meet the utility needs associated with the amendments.

Urban services and utilities are available, or can be extended at the applicant's expense, to accommodate future development that may occur due to the reclassification. Project SEPA environmental review will occur with developments that exceed the City's adopted thresholds for environmental review.

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:

Site Specific Request #1 is mainly pasture land that has been farmed. There are mapped wetlands and steep slopes that occur within the amendment area. In 2017, City of Edgewood amended its standards governing the protection and uses allowed within critical areas and buffers (see Title 14 EMC). These standards include management

practices deemed by the Washington State Department of Ecology and the Washington State Department of Commerce to incorporate best available science. The protection of critical areas will not diminish or change if the area was to be reclassified from Single-Family 3 to Industrial.

While site constraints exist in the form of wetlands, the overall topography of the site lends itself to development of large-scale industrial projects. The conceptual plan submitted by the applicant offers an initial insight into how the needs of a particular use might be accommodated on the sites comprising the amendment area.

CRITICAL AREAS:

The applicant contracted Soundview Consultants LLC to prepare a fish and wildlife habitat and wetland inventory as the City of Edgewood's wetlands inventory map identifies potential wetlands on and adjacent to the Uchida Farms LLC property. These wetland areas are located along three streams that are mapped as flowing through the property as well as offsite in adjacent agricultural fields or undeveloped land. The Pierce County streams map and DNR stream typing map identify three streams on and adjacent to the property: Wapato Creek, Simons Creek, and an unidentified tributary to Simons Creek in the northwest portion of the property. The site investigation evaluated wetland hydrology, hydric soils and hydrophytic vegetation to determine standard buffer widths which include 165 feet for Category II wetlands on the property, and vary from 60 to 105 feet for Category III wetlands on the property. Wapato Creek, Simons Creek, and the unnamed tributary are all Type F streams with a standard buffer of 100 feet. Any future industrial development on the site 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.

Site Specific Request #1 is mainly pasture land that has been farmed. There are mapped wetlands and steep slopes that occur within the amendment area. In 2017, City of Edgewood amended its standards governing the protection and uses allowed within critical areas and buffers (see Title 14 EMC). These standards include management practices deemed by the Washington State Department of Ecology and the Washington State Department of Commerce to incorporate best available science. The protection of critical areas will not diminish or change if the area was to be reclassified from Single-Family 3 to Industrial.

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. The City has reviewed and concurs with the findings in the traffic impact analysis prepared for the proposed amendment by Transportation Engineering NorthWest. 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.

Future development applications will be subject to project-specific SEPA environmental review. As applicable, the applicants will be required to submit detailed traffic impact

analysis reviewed for concurrency and conformance to applicable city codes and standards, as well as certificates of availability for all utilities.

2. SITE SPECIFIC REQUEST #2 – LAKE CHALET



FILE NUMBER:	17-1550 – Lake Chalet
LOCATION:	10304 24th Street East
TAX PARCEL(S):	Parcel No. 0420107031
APPLICANT:	Project S22 LLC, 18605 17th Avenue Northwest, Shoreline WA 98177
EXISTING COMPREHENSIVE PLAN:	Town Center (1.36-ac.) & Moderate Density Residential (5.16-ac.)

REQUESTED

COMPREHENSIVE PLAN: Town Center (TC)

EXISTING ZONING: Single-Family Moderate (SF-3)

REQUESTED ZONING: TC

REASON FOR REQUEST:

The applicant owns a +/-10.23 acre site on the south side of 24th Street East 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 six 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; +/-1.36-acres has a *Town Center* designation and the remaining +/-5.16 acres has a *Single-Family Moderate* designation.

TOWN CENTER PLANNING

The Comprehensive Plan originally envisioned 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 still opportunity to achieve the mixed-use center the City envisions.

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 the Access subsection below). If the City adopts the amendment, future development at this location will include active ground floor uses (retail) and a mix of other land uses.

PAST AND FUTURE LAND USE AND ZONING ACTIONS:

The site was classified as Town Center/TC and 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:

	Existing Zoning	Existing Land Use
North	Public, Single-Family Moderate (SF-3)	City Hall and single-family residences located across 24th St East
South	Single-Family Moderate (SF-3)	Lake Chalet and single-family residences
East	Public, Single-Family Moderate (SF-3)	Single-family residences
West	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.

ZONING COMPARISON TABLE			
EDGEWOOD MUNICIPAL CODE STANDARD	ZONING DISTRICTS		
	SF-3 (CURRENT ZONE)	TC (CURRENT AND PROPOSED ZONE)	MU-R (PREVIOUSLY APPROVED ZONE)
Land Uses (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 ¹	Permitted
Office	Not Permitted	Permitted ¹	Permitted
Density	Min. 1 du/a ² Max.3 du/a ²	Min. 24 du/a Max. 48 du/a	Min. 10 du/a Max. 24 du/a Max. 48 du/a (mixed-use)
Floor Area Ratio (FAR) <i>(FAR does not apply to single-family detached dwelling or</i>	N/A	1:1 OR 4:1 w/ bonus	0.5:1 OR 2:1 w/ bonus

ZONING COMPARISON TABLE			
EDGEWOOD MUNICIPAL CODE STANDARD	ZONING DISTRICTS		
	SF-3 (CURRENT ZONE)	TC (CURRENT AND PROPOSED ZONE)	MU-R (PREVIOUSLY APPROVED ZONE)
<i>cottage housing)</i>			
Height (Max.)	35-ft	45-ft OR 55-ft w/ bonus	35-ft OR 35-ft w/ bonus
Setbacks from non TC & MUR zones	N/A	25-ft	20-ft
Lot Dimensions	50-ft width (min.) 8,750-sf (min.)	N/A	N/A
Design Guidelines	No	Yes, applicable	Yes, applicable

¹ 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.

² 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 City of 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 and assessment 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 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.

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 established 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 the 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 twelve 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.

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 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, and 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 with or without 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 City has reviewed the traffic impact analysis submitted with the amendment request and concurs with its findings. The traffic impact analysis identified a future industrial development with approximately 865,000 sf of industrial park building area using the existing site access would operate at a LOS C or better in 2024 and 2030 with or without the project.

Project SEPA environmental review will occur with developments that exceed the City's

adopted thresholds for environmental review. Traffic impact analyses will be required to evaluate the impacts associated with development proposals within the amendment areas. Traffic impacts fees will be required consistent with Chapter 4.30 EMC (Traffic Impact Fees). Additional point impacts may also require mitigation. Projects within the amendment areas will be required to satisfy the City's transportation concurrency requirements.

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: In correspondence to the City of Edgewood, City of Fife staff has noted that there is significant capacity in its sewer system, which extends to its boundary with Edgewood along Freeman Road south of 34th Street East. The sewer line in that segment of Freeman Road is a force main, so that flows must be pumped into the line. The force main extends to the west from Freeman Road to 70th Avenue East, where it discharges to a larger municipal pump station. The lines were sized for commercial and industrial development in a service area that includes substantial amounts of property subsequently acquired by the Washington State Department of Transportation for the construction of SR 167 and its interchange with Valley Avenue. Since WSDOT's uses will not generate sewage flows, Fife's system has excess capacity that is available to serve properties in Edgewood, including the Cherrywood Mobile Home Park, Cherrywood Apartments, and the potential Edgewood industrial area to the east.

Other public services such as water and sewer have the capacity to meet the utility needs associated with the amendment.

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 do 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: City staff finds that the amendment area is physically suitable for industrial uses. The property has utilities either readily available or available to extend. Access to the site is sufficiently available or can 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 Fife and Puyallup 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 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 the plan designated an even 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 multiple properties into their request. It may be appropriate to reconsider additional reclassifications 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. 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. 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 do 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:

	Single-Family Moderate (Existing)	Industrial (Proposed)
Gross Acres	68.51	68.51
Residential Split¹	68.51	0
Public Facilities²	1.30	0
Adjusted Gross Acres	67.21	0
Plat Deductions		
Roads³	6.59	0
Critical Areas	38.82	0
Parks and Open Space⁴	3.36	0
Net Acres	18.44	0
Assumed Density	3 du/ac	0
Unit Capacity	55	0
Displaced Units	1	1
Total Capacity	54	0

¹The residential/commercial split for SF-3 zoned properties is assumed to be 100% (residential).

²Public facilities are assumed to encompass 1.90% of the gross acres

³Roads are assumed to encompass 9.80% of the gross acres

⁴Parks 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*.

	Town Center (Existing)	Single-Family Moderate (Existing)	Town Center (Proposed)
Gross Acres	1.36	5.16	6.52
Residential Split¹	0.95	5.16	5.02

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Public Facilities²	0.03	0.10	0.12
Adjusted Gross Acres	0.93	5.06	4.90
Plat Deductions			
Roads³	0.09	0.50	0.48
Critical Areas	0	0.56	0.56
Parks and Open Space⁴	0.05	0.25	0.24
Net Acres	0.79	3.75	3.61
Assumed Density	24 du/ac	3 du/ac	24 du/ac
Unit Capacity	19	11	87
Displaced Units	0	0	0
Total Capacity	30		87

¹The 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).

²Public facilities are assumed to encompass 1.90% of the gross acres

³Roads are assumed to encompass 9.80% of the gross acres

⁴Parks 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 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 are 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 to 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 and 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:
 - 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:
 - 1.1 Designing communities to provide an improved environment for walking and bicycling; and
 - 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:
 - 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 the weave 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 East 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 eight 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 eight 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:

On August 20, 2019, the City of Edgewood has revised its SEPA determination of Nonsignificance issued on September 27, 2018 in consideration of the following changes:

- The City has provided additional discussion and analysis of the non-project impacts associated with the Comprehensive Plan and Zoning Code amendment request and noted additional study that may be necessary in the event that the environmental impacts associated with future project proposals differ from the likely impacts associated from development within the amendment areas.

The City of Edgewood reaffirmed that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This determination is based on the following findings and conclusions:

- The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. Our agency will not require any additional mitigation measures under SEPA.

This “modified” DNS was issued under WAC 197-11-340(2)(f) and does not include additional notice and comment period.

1. AGENCY COMMENTS:

Pierce County Planning & Public Works: The project will access Valley Avenue East at 42nd 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 Use 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 Use 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 PREPARING THE REPORT:



Wayne E. Carlson, FAICP/Consulting Planner

September 6, 2019

Date

Exhibits:

The following exhibits are found in the binder submitted with the Staff Report.

- Exhibit A Vicinity Map of Site Specific Request #1 – [1 page]
- Exhibit B Current Zoning Map of Site Specific Request #1 – [1 page]
- Exhibit C Future Land Use Map of Site Specific Request #1 – [1 page]
- Exhibit D Applicant Staff Report and Analysis of Site Specific Request #1 – [30 pages]
- Exhibit E Vicinity Map of Site Specific Request #2 – [1 page]
- Exhibit F Current Zoning Map of Site Specific Request #2 – [1 page]
- Exhibit G Future Land Use Map of Site Specific Request #2 – [1 page]
- Exhibit H Meridian Corridor Collector System Map of Site Specific Request #2 – [1 page]
- Exhibit I Proposed Amended Comprehensive Plan Text, Figures and Maps – [182 pages]
- Exhibit J AHBL Presentation from November 27, 2018 Public Hearing – [12 pages]

Exhibit A
Site Specific Request #1 -Uchida Farms Property
Vicinity Map

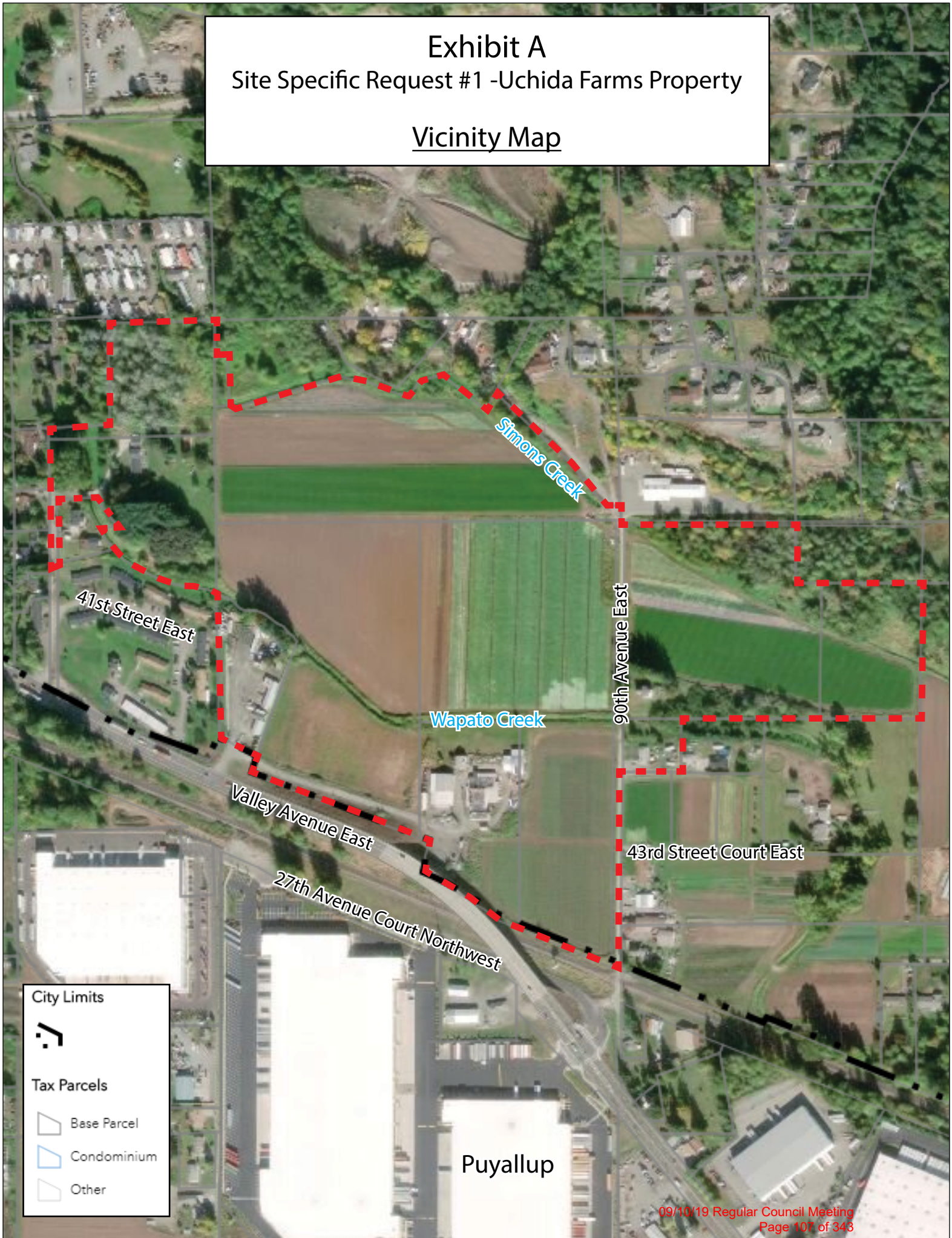


Exhibit B
Site Specific Request #1 -Uchida Farms Property
Future Land Use Map

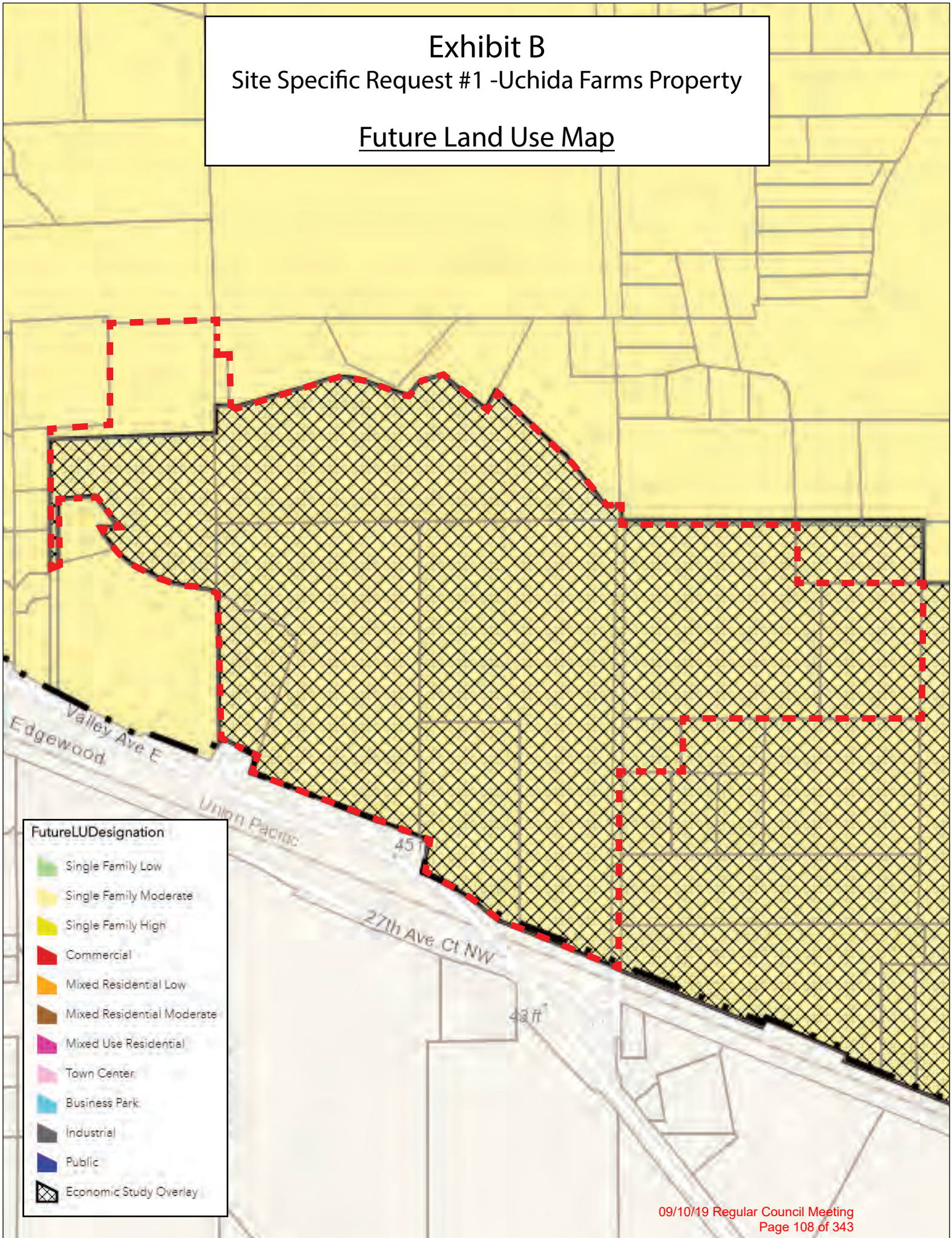


Exhibit C
Site Specific Request #1 -Uchida Farms Property
Current Zoning Map

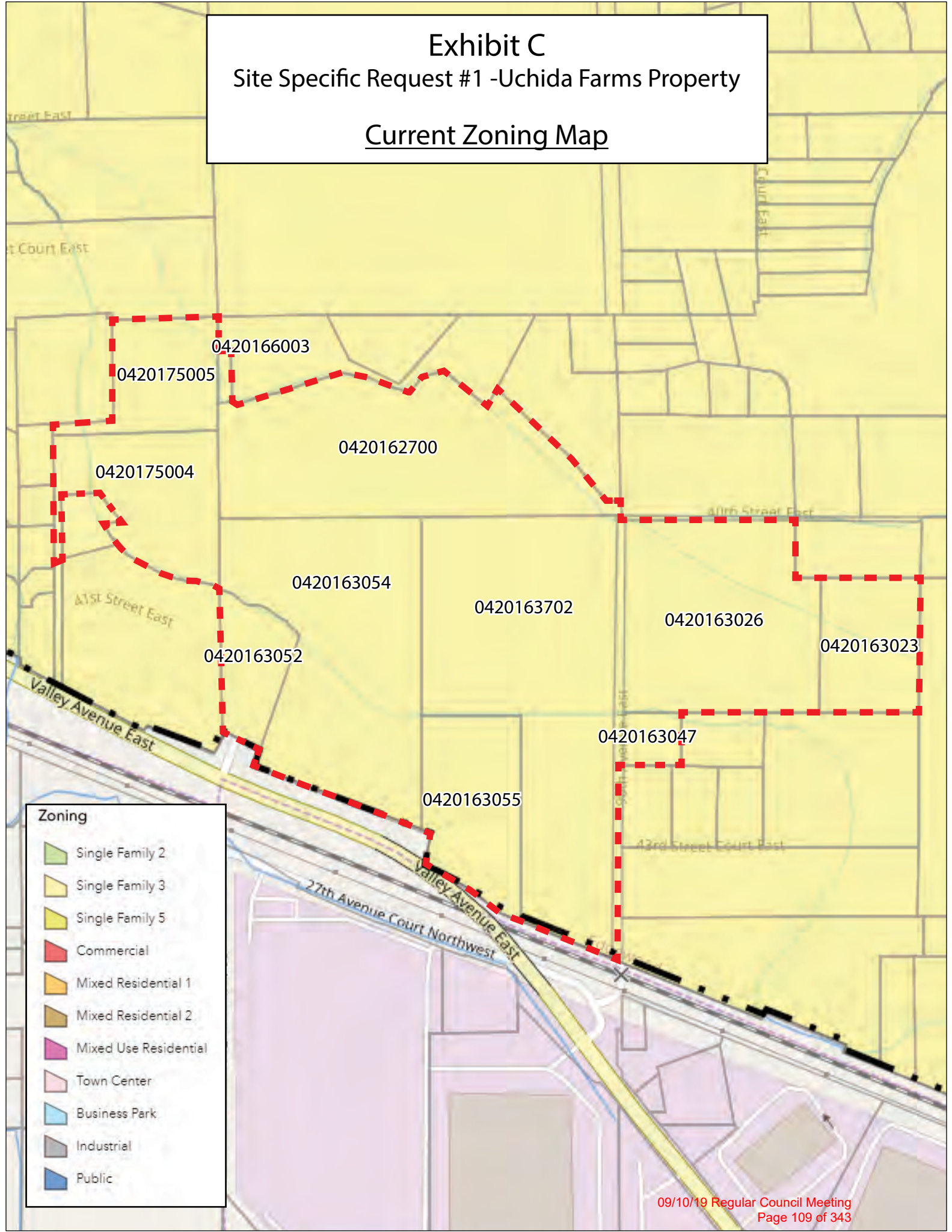


Exhibit D

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

**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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BRANCH OFFICES ♦ TUMWATER, WA ♦ LONG BEACH, CA ♦ ROSEVILLE, CA ♦ SAN DIEGO, CA
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 72nd 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.

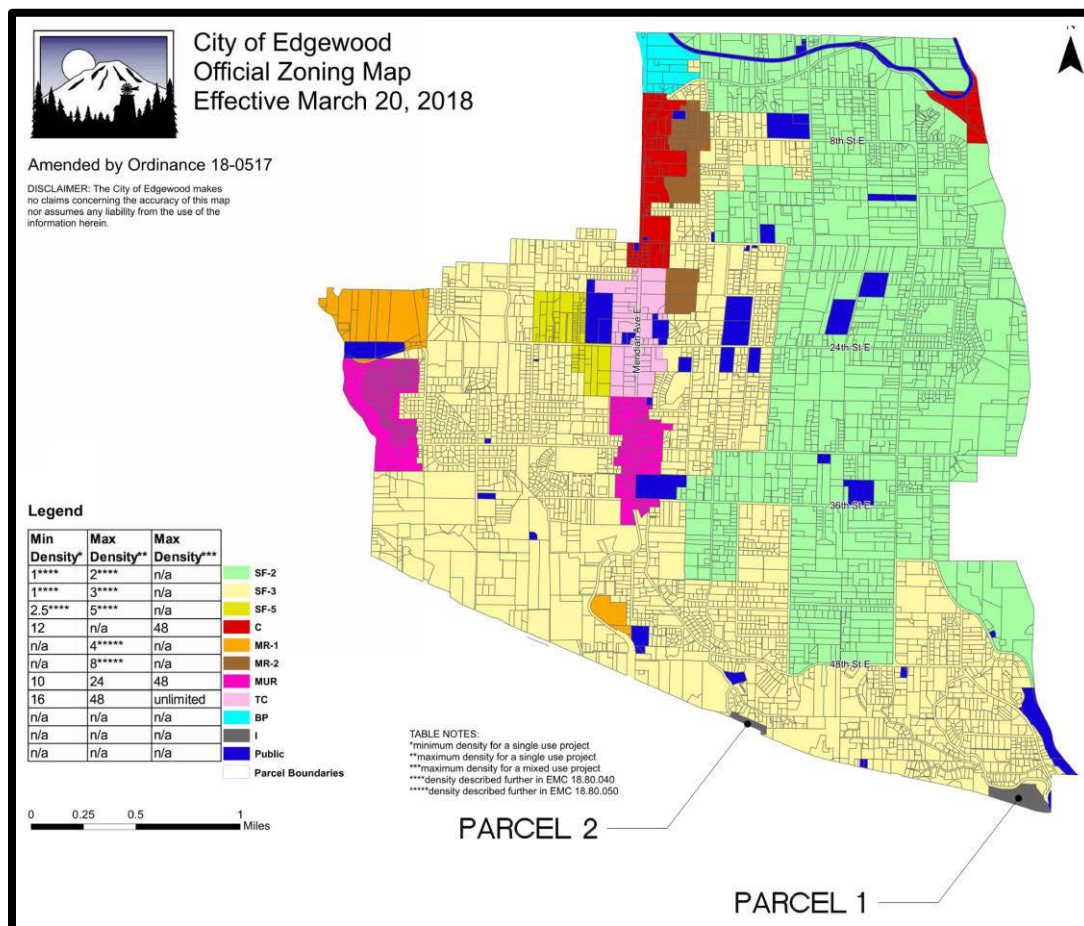
- The City's need to evaluate the proposal in terms of compliance with existing planning initiatives, goals, and objectives and consistency at the local and regional level – including the region's Vision 2040 Plan. Additionally, the need to evaluate potential impacts concerning utilities, critical areas,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

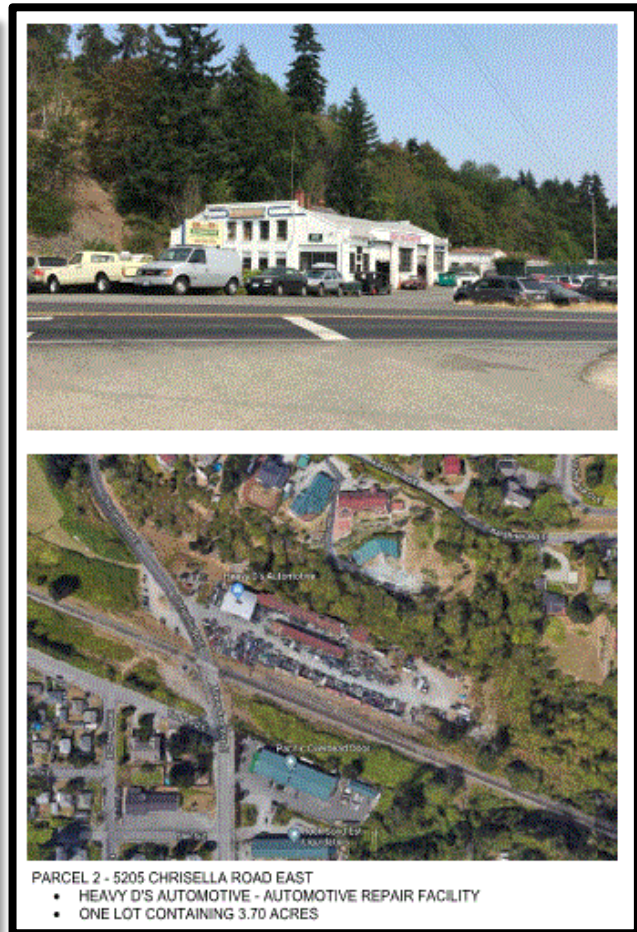
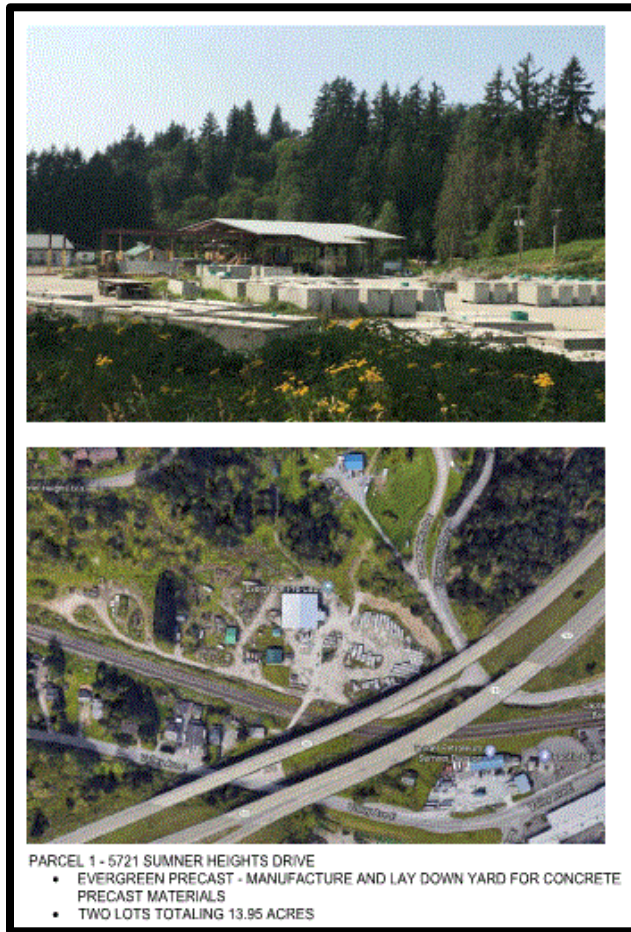
A. Market Demand

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





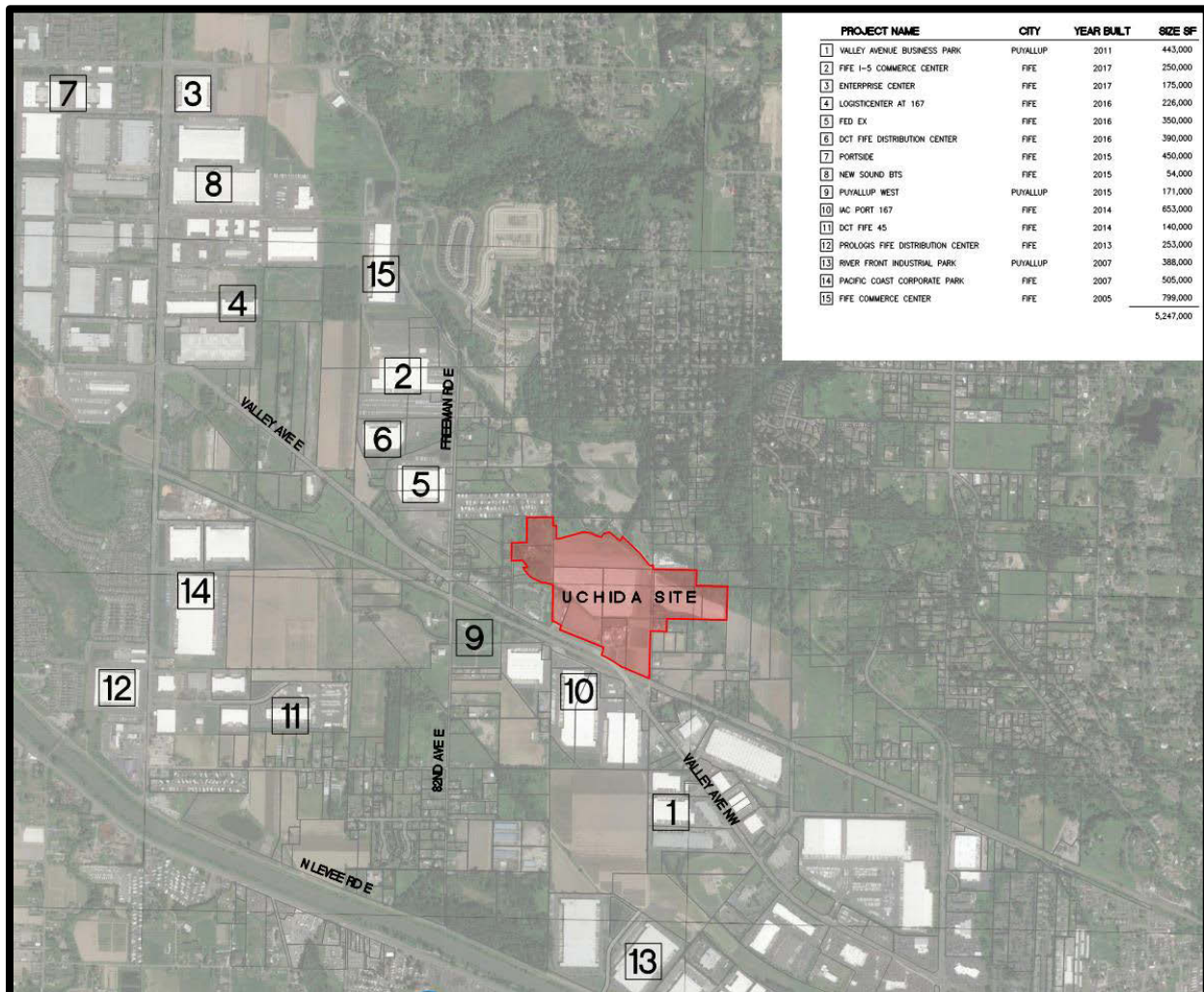
However industrial growth has been a driving force in the regional economy as indicated by tremendous growth of industrial properties in the adjacent communities of Fife and Puyallup. Starting in the early 1960's, industrial development slowly expanded southward; extending through South King County, 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 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



Changes in the Market: 2001 to 2018 Industrial Projects Developed in the Cities of Puyallup and Fife Within 1½ Miles of the Uchida Farm LLC Site				
Project Name Location & Developer	Year Built	Buildings	Square Footage	Tenants
Fife Commerce Center Fife WA ... NW Building Corp	2005	2	799,000	Western Container, UPS Supply Chain Logistics, Trans-Trade, Inc., Bargreen Ellingson
River Front Industrial Park Puyallup WA ... Prologis	2007	1	388,000	XPO Logistics, SuperValu
Pacific Coast Corporate Park 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 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 Fife WA ... Prologis	2013	1	253,000	Government Services Administration (GSA), Acme Distributing
DCT Fife 45 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 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 Fife WA ... Benaroya / New Sound	2015	1	54,000	New Sound Transportation
Puyallup West Puyallup WA ... Avenue 55 / Cabot	2015	1	171,000	LSI Logistic Service Solutions
Portside 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 Fife WA ... SunCap / Fed Ex	2016	1	350,000	Federal Express

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

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 20th 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:

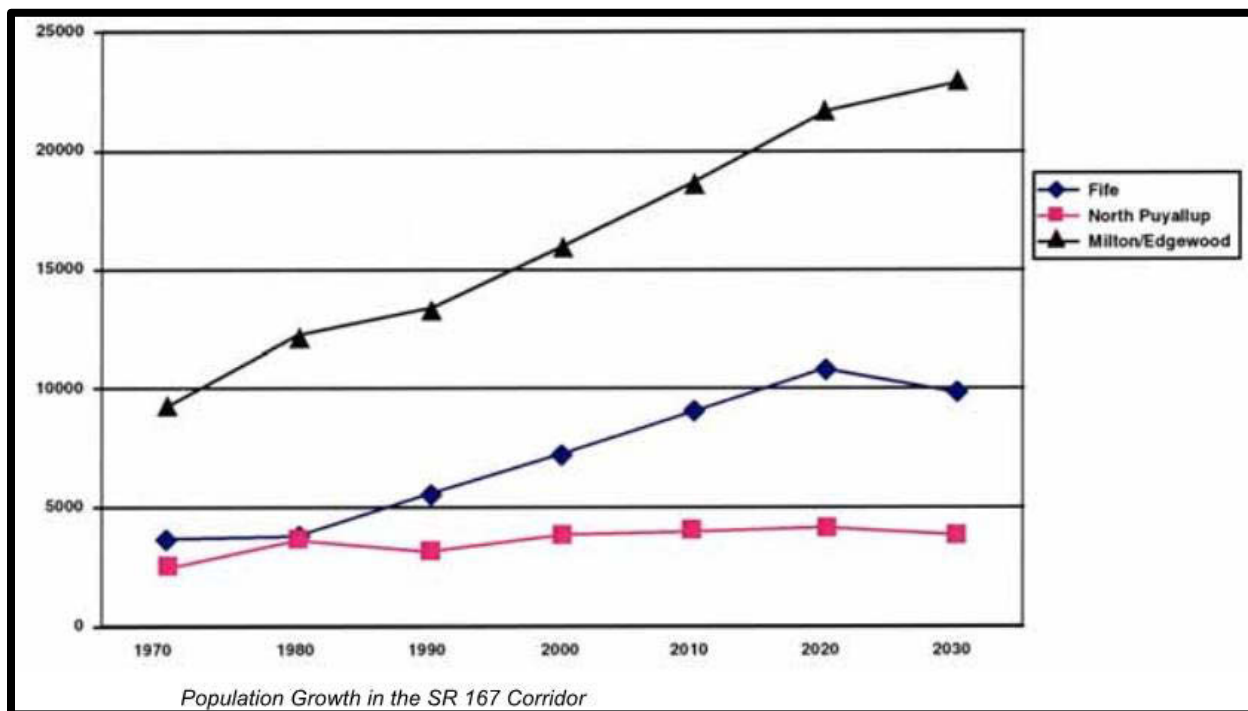
Manufacturing/industrial centers are identified as concentrations of employment that will accommodate a significant share of regional employment growth, promote efficient use of land and provision of infrastructure, and support the industrial and manufacturing sectors of the region's economy. Because 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
Total Employment	1,341	6,325	2,806	5,593	12,995	16,929	261,695	384,627

*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.

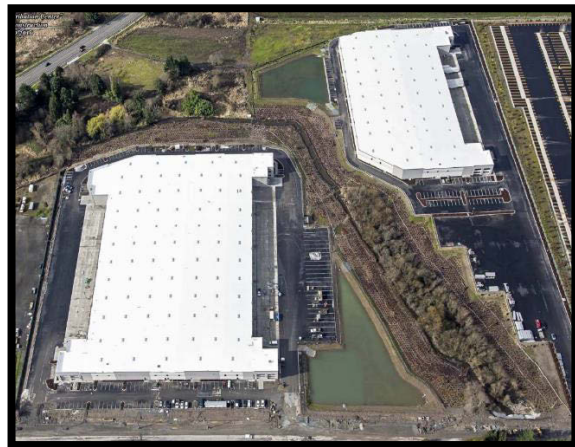
Adjacent properties have a legitimate interest in insisting Edgewood address any adverse impacts identified as being associated with the potential rezoning of the Uchida Farm LLC property, or subsequent use of the site for a large-scale industrial project such as the proposed Uchida Logistics Center. 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

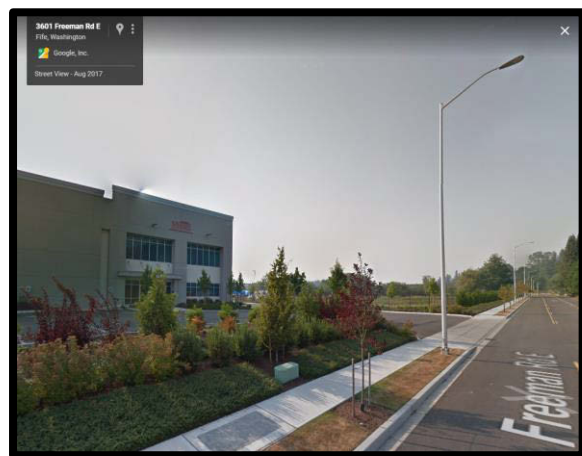
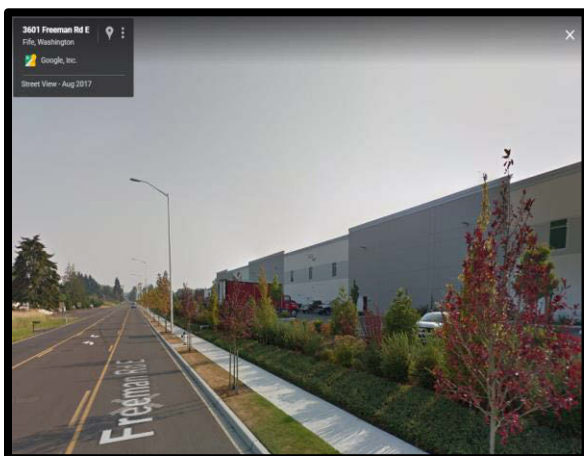
site – featuring nearby residential uses and a need to protect and preserve the environment of adjacent Wapato Creek. It is important to note this project also supports the goals and objectives not only the Vision 2040 plan, but also WSDOT's Highway 167 Expansion project.

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.

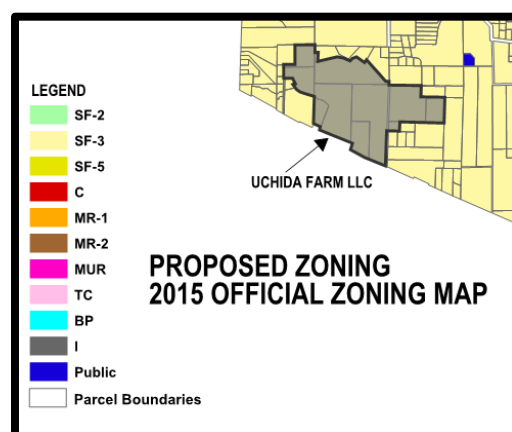
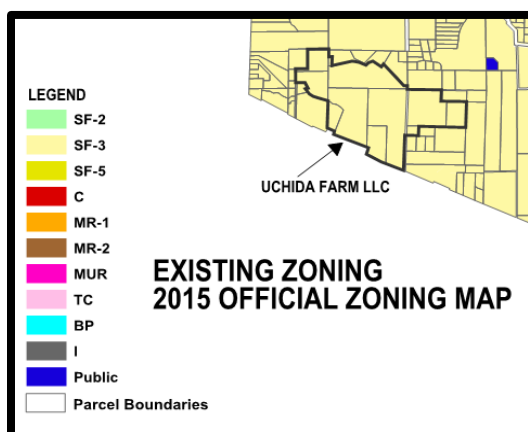
Analysis of impacts on utilities, critical areas, and transportation relative to the Uchida site are discussed in Part 2 of this narrative, Comprehensive Planning Goals and Findings.

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 Moderate Density Single-Family 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.

Table 3 Existing Land Use		
LAND USE CATEGORY	ACREAGE	PERCENT OF TOTAL CITY ACREAGE
Single-Family	3,152	58.6%
Multi-Family	246	4.6%
Retail	33	0.6%
Services	84	1.6%
Industrial	16	0.3%
Civic	9	0.2%
Parks & Open Space	111	2.1%
Schools	56	1.0%
Utilities	41	0.8%
Resource Lands	303	5.6%
Unimproved Lands	883	16.4%
All Other Uses (Including Roads)	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 36th 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 90th Ave E, which provides access to Valley Ave E via 27th Ave Ct NW. While secondary access may become available, this traffic analysis is based on a single access at 90th 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 (90th Ave E/27th 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 27th Ave Ct NW/Valley Ave NW and 90th Ave E/27th 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.

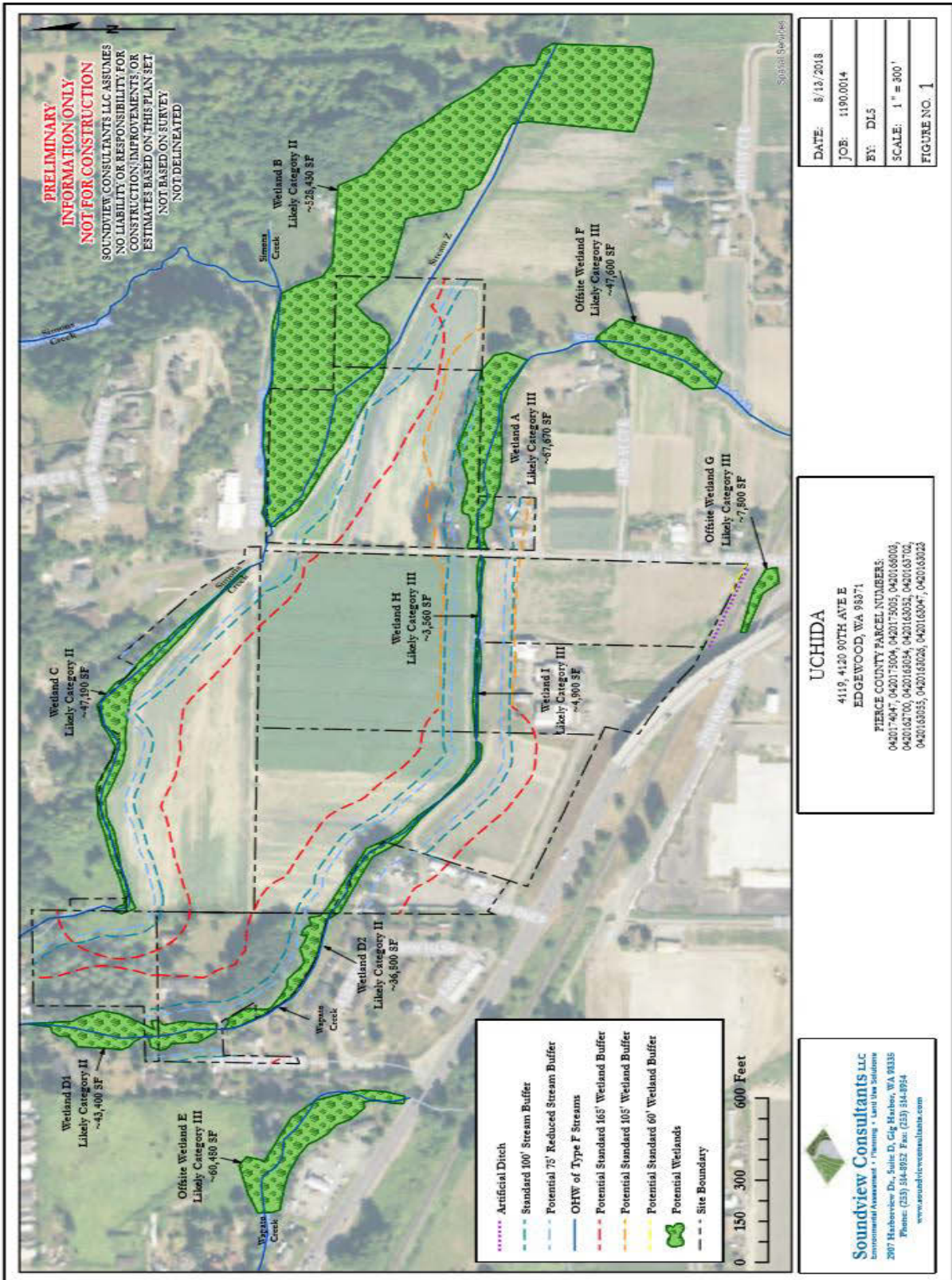
The Uchida Farm LLC analysis, “*Technical Memorandum*,” prepared by Soundview Consultants, and dated August 15, 2018, is intended to support the long-term planning goals associated with this application and is not intended for project-specific planning purposes. The study focuses on potential wetlands 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) ^E
	Cowardin ^A	HGM ^B	WSDOE ^C	City of Edgewood ^D	
A	PFO/EMCD	Depressional	III	III	105
B	PFO/SS/EMCD	Depressional	II	II	165
C	PSS/EMCD	Riverine	II	II	165
D1	PSS/EMCD	Riverine	II	II	165
D2	PEM/SS/CD	Riverine	II	II	165
E (offsite)	PFOCD	Riverine	II	II	165
G (offsite)	PEMCD	Depressional	III	III	60
H	PEMC	Riverine	III	III	105
I	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



City Limits



Tax Parcels



Base Parcel



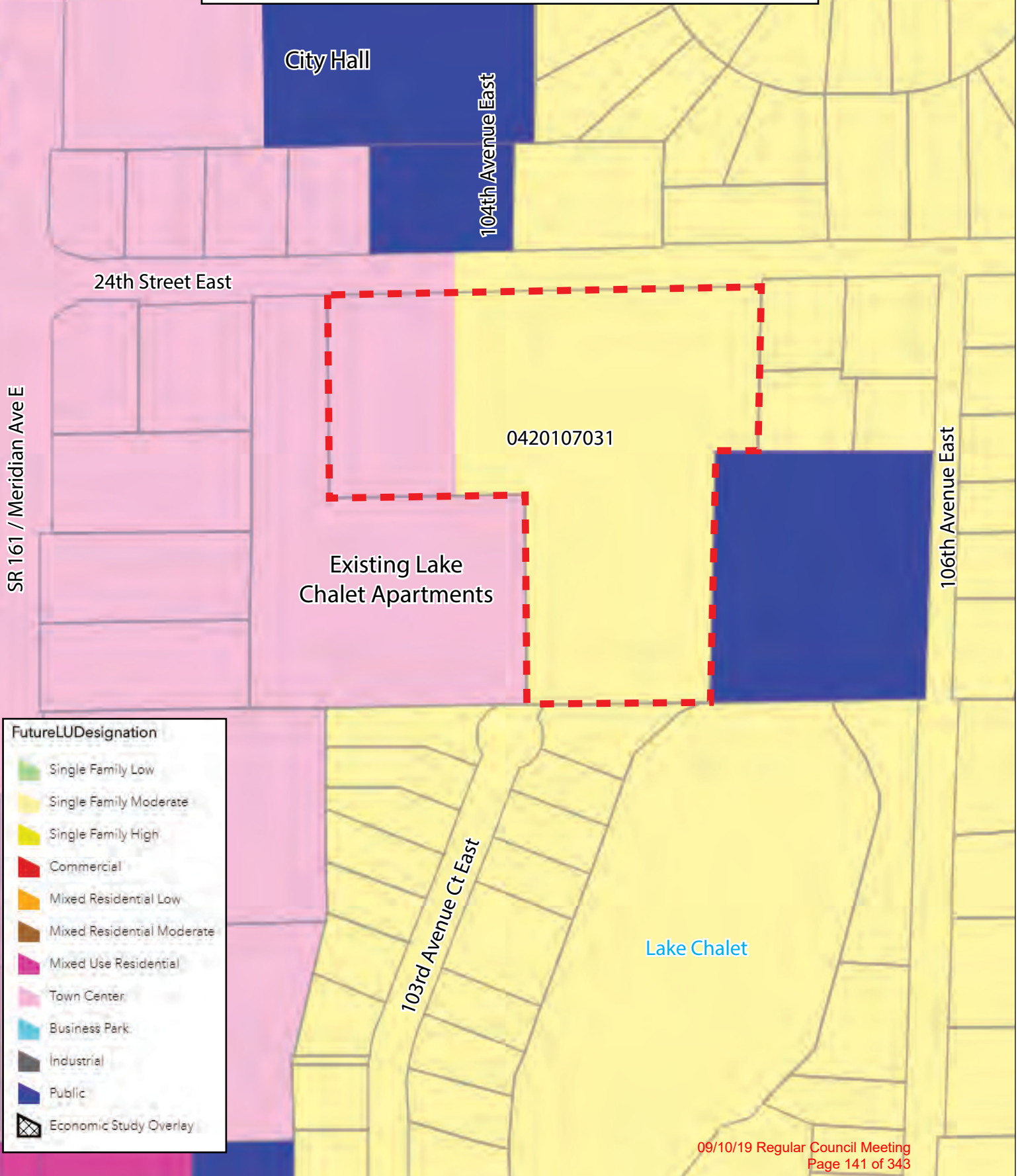
Condominium



Other

Lake Chalet

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



Current Zoning Map

104th Ave E

23	11	51	51	1
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24th St E

24th St E

2nd slide

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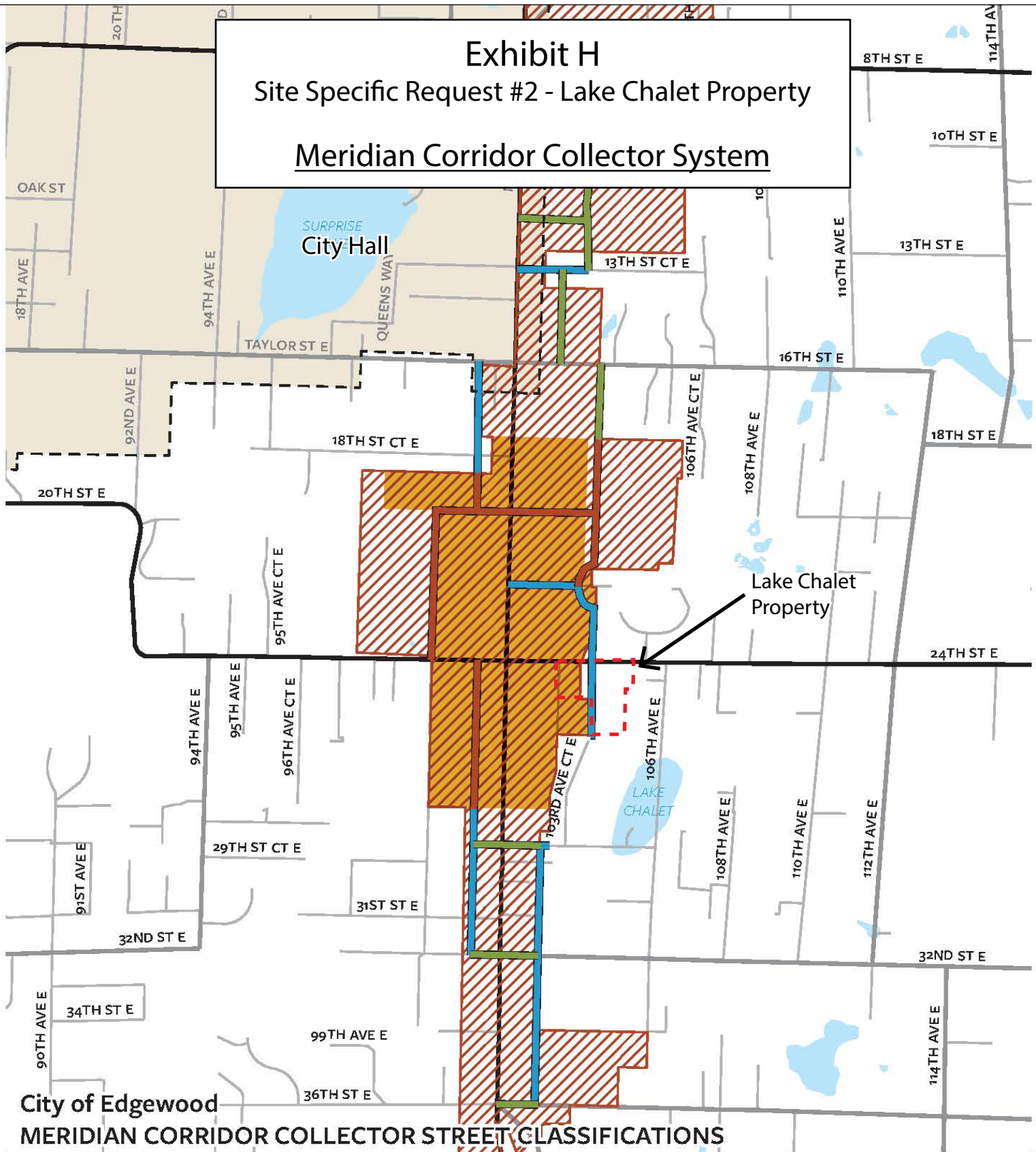
103rd Ave E

100th Ave N

-  Single Family 2
-  Single Family 3
-  Single Family 5
-  Commercial
-  Mixed Residential 1
-  Mixed Residential 2
-  Mixed Use Residential
-  Town Center
-  Business Park
-  Industrial
-  Public

09/10/19 Regular Council Meeting
Page 142 of 343

Exhibit H
Site Specific Request #2 - Lake Chalet Property
Meridian Corridor Collector System



-  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.



09/10/19 Regular Council Meeting
Page 143 of 343

0 0.25 0.5 miles

Exhibit I



EDGEWOOD

comprehensive plan

Adopted by City Council June 9, 2015



ACKNOWLEDGMENTS

CITY COUNCIL

Daryl Eiding, Mayor
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Tyron Christopherson
Paul L. Crowley
Luke Meyers
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3 Square Blocks (Prime Consultant)
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Transpo Group
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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



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

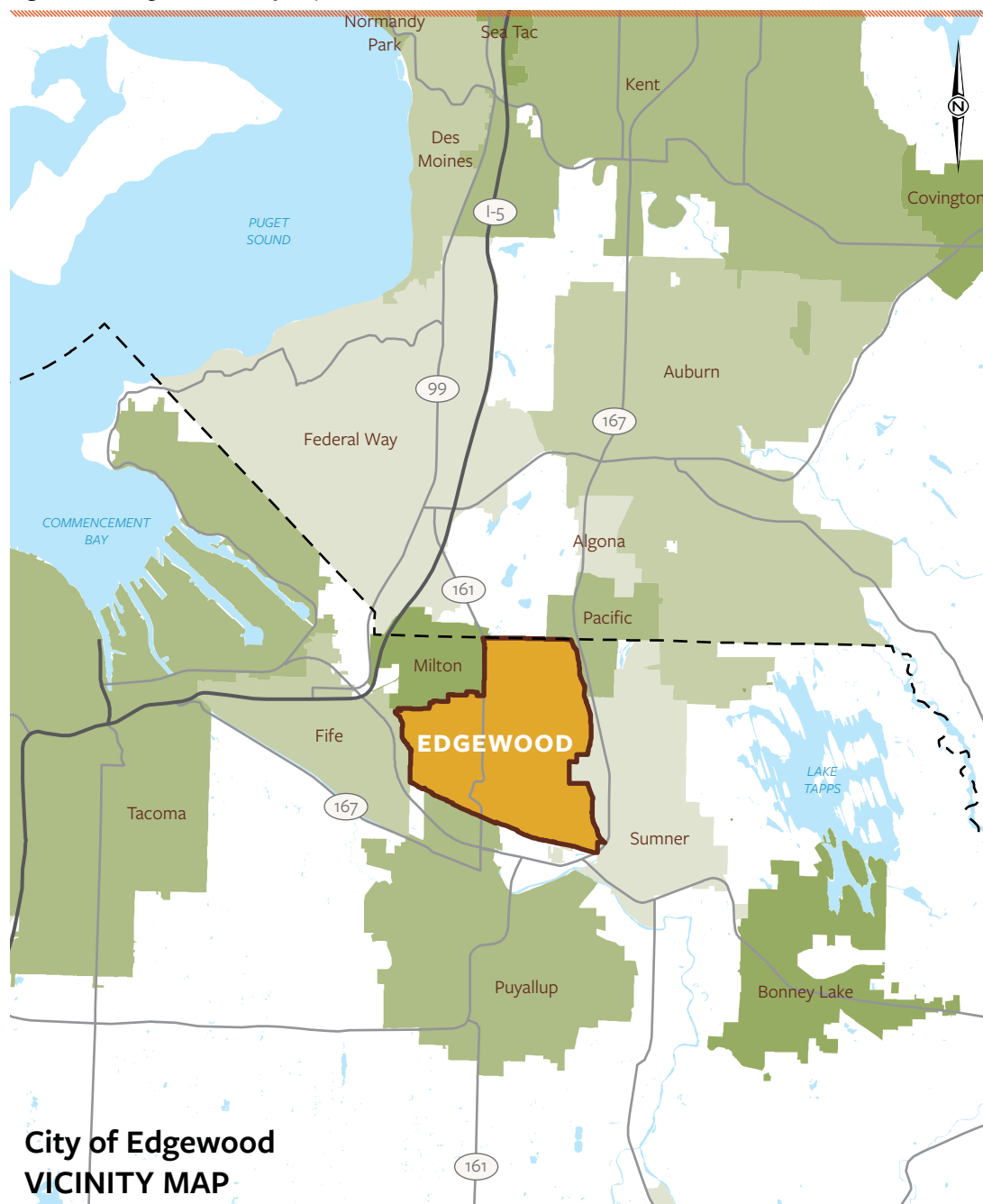
ECONOMIC DEVELOPMENT

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.

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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

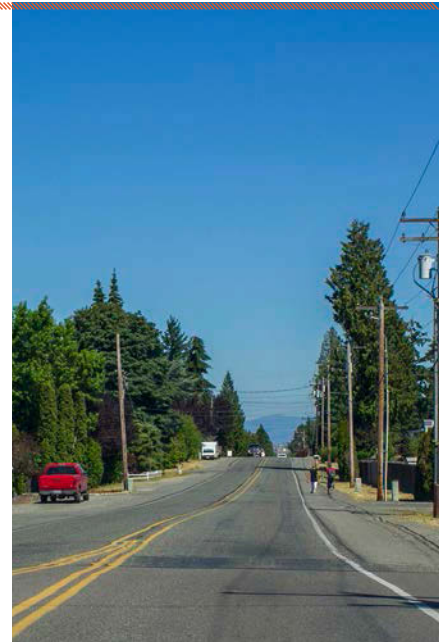
This section contains the City of Edgewood Comprehensive Plan Vision Statement and frameworks for planning for healthy communities, citizen participation and amending and implementing the Comprehensive Plan.

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.

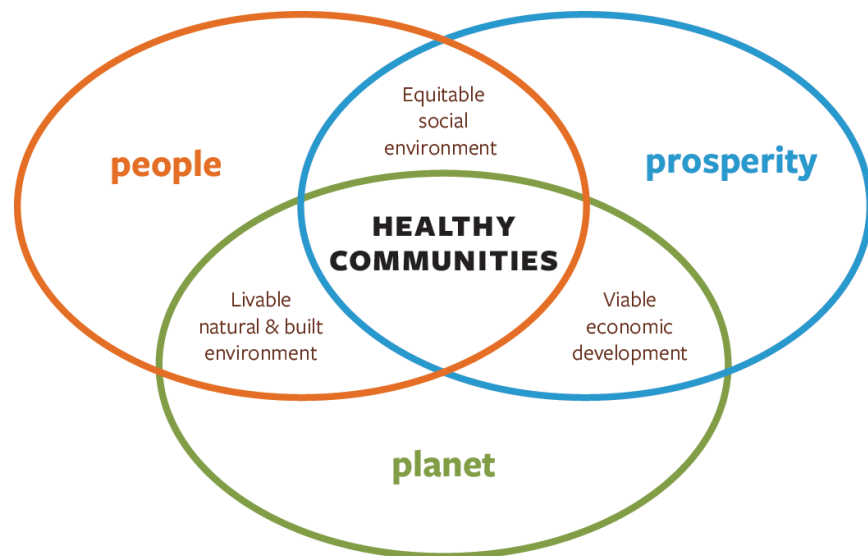


COMMUNITY HEALTH

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.

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



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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

14



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.

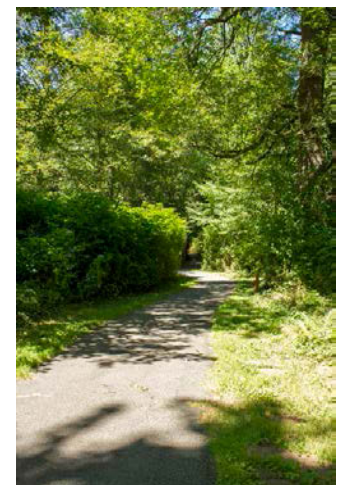
The Natural Environment Element guides City efforts to protect and enhance the natural environment for present and future residents, and provides a framework for achieving land use and development practices that are compatible with the natural environment. It is intended to meet the objectives of the 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.

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



Nelson Nature Park



GOALS AND POLICIES

16



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

- 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.

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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.*



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02 » LAND USE

INTRODUCTION

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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.



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.

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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

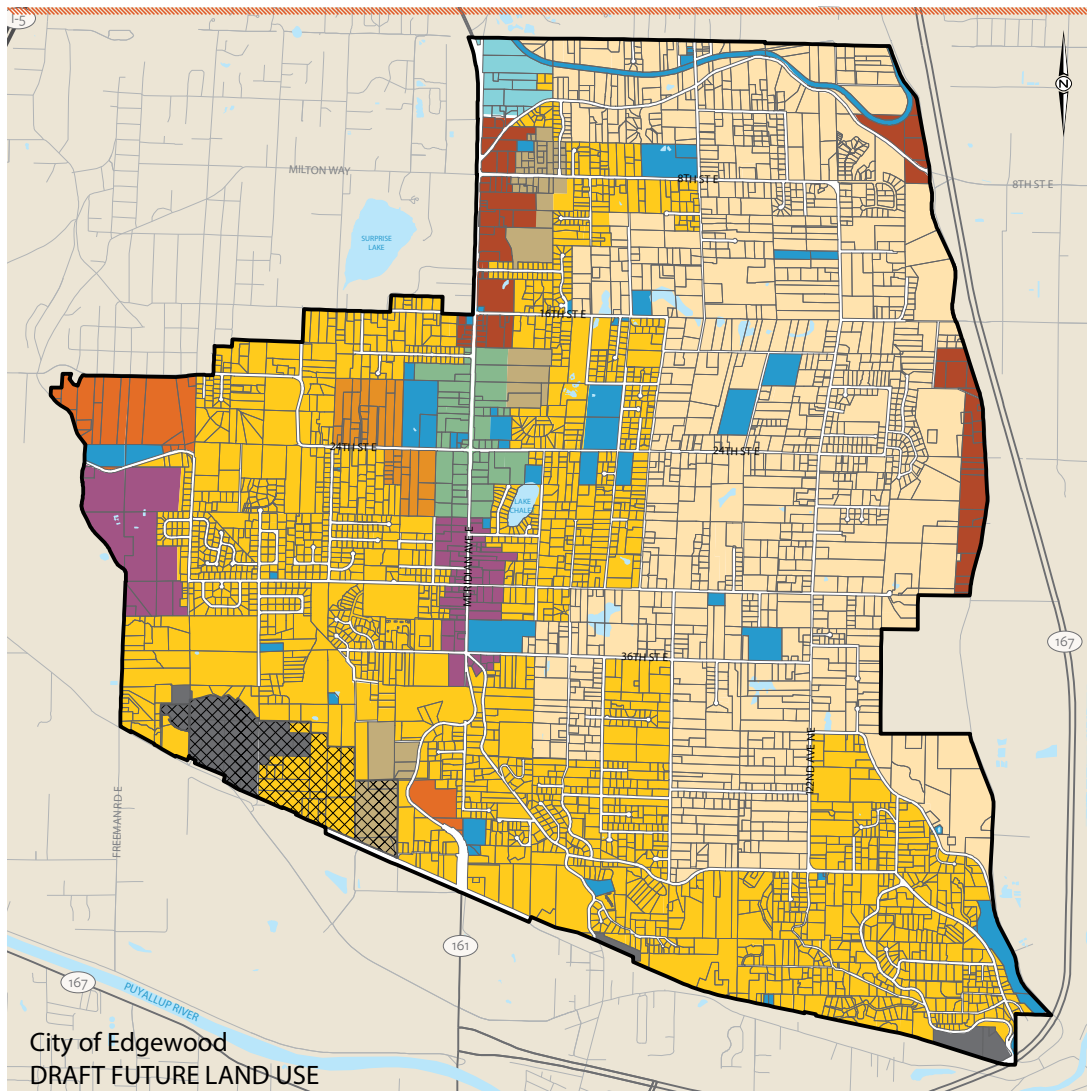
LU.I.f

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



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.



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.



Existing Development
in the Town Center

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.

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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.

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.



Pedestrian Scale Improvements

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

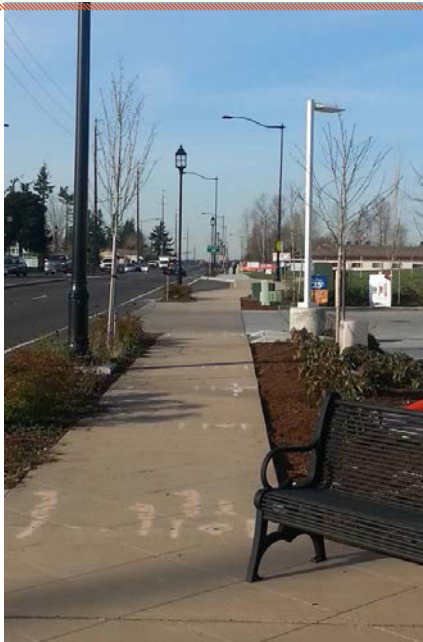
The Community Character Element is intended to ensure that new development maintains and enhances Edgewood's community character. Edgewood's community character is shaped by its rich history, small town amenities, pastoral and natural areas, residential neighborhoods and its growing mixed use corridor 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.

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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.*

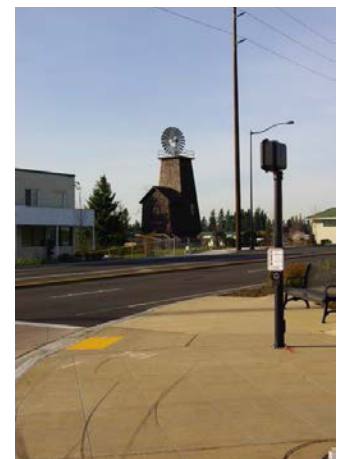
STREET CORRIDORS

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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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.*



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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.

- 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.”*

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.

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.

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



Freight and Rail Transportation



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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.**

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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.



~~~~~  
 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.



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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.*

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





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.*

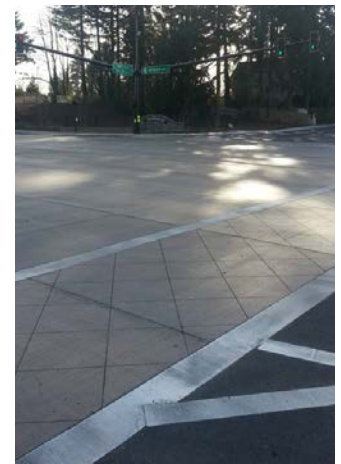
*T.VII.c Improve the safety of roadways by eliminating obstacles to vision, constructing turn lanes, installing improved signage and striping, adding lighting or providing signalization.*

*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



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**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.**

*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.*



Meridian Ave E south of 24th St E



**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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## 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.

**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.*

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Basketball Court at Edgemont 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.*

*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.*

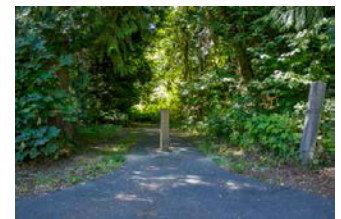
*The Pierce County Open Space Public Benefit Rating System Tax Program allows property owners to apply for open space classification and a market value reduction.*





- PR.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.*



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**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.*



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- 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.*

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## 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.*

Stormwater management on Meridian Ave E

## 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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# 08 » ENERGY

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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.



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.

## 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.*



**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.*

**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

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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.

## 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.*



Edgemont Junior High School

*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.*



Hedden Elementary School

*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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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.*

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**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.*



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# 01 » NATURAL ENVIRONMENT

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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.

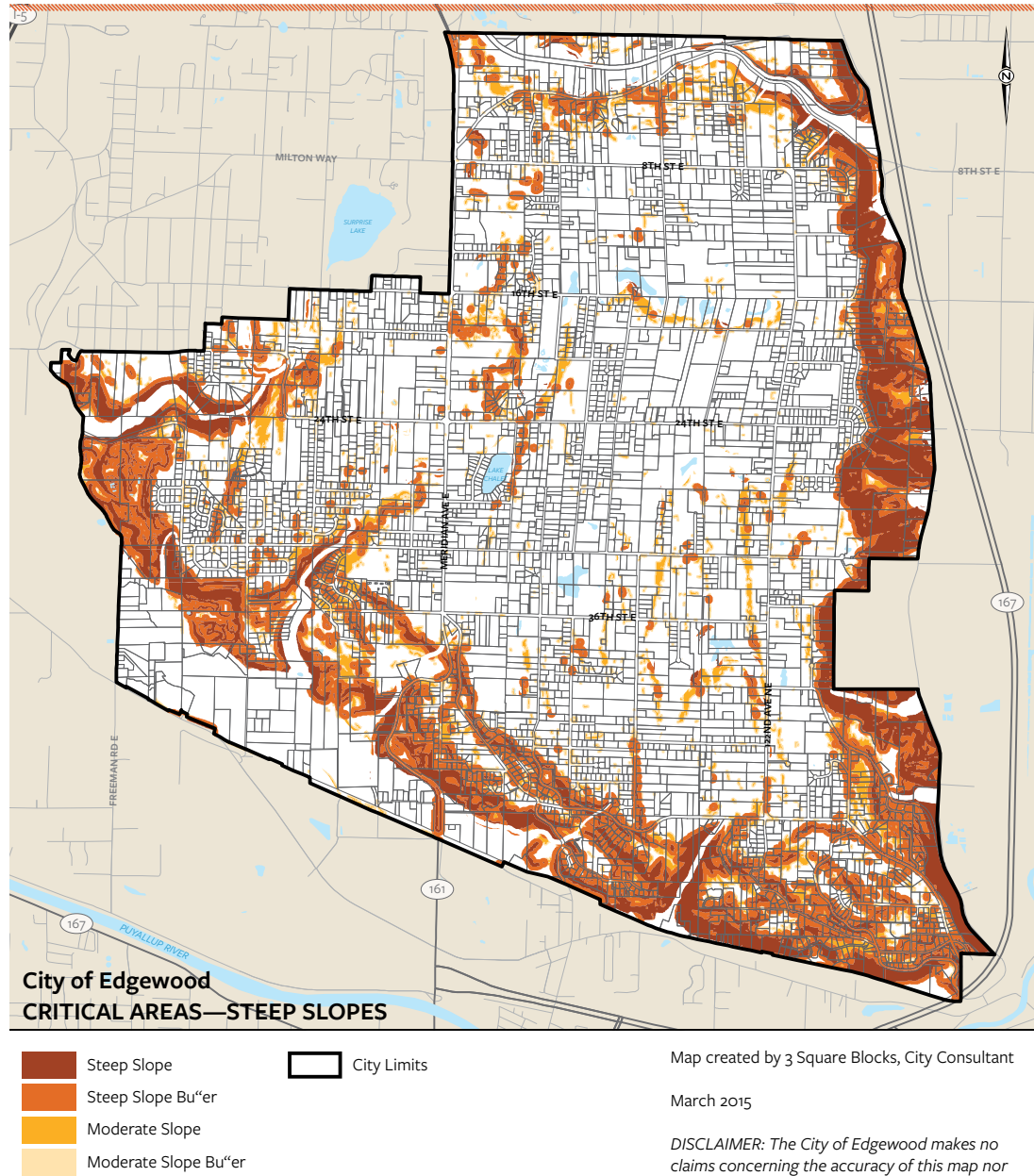
The City experiences a typical maritime climate of mild, wet winters and relatively cool, dry summers. The average precipitation rate for the area is 38.3 inches per year, with the average annual temperature for the area being 50.8 degrees Fahrenheit. The annual precipitation occurs primarily in an eight-month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

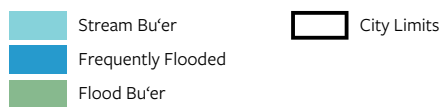
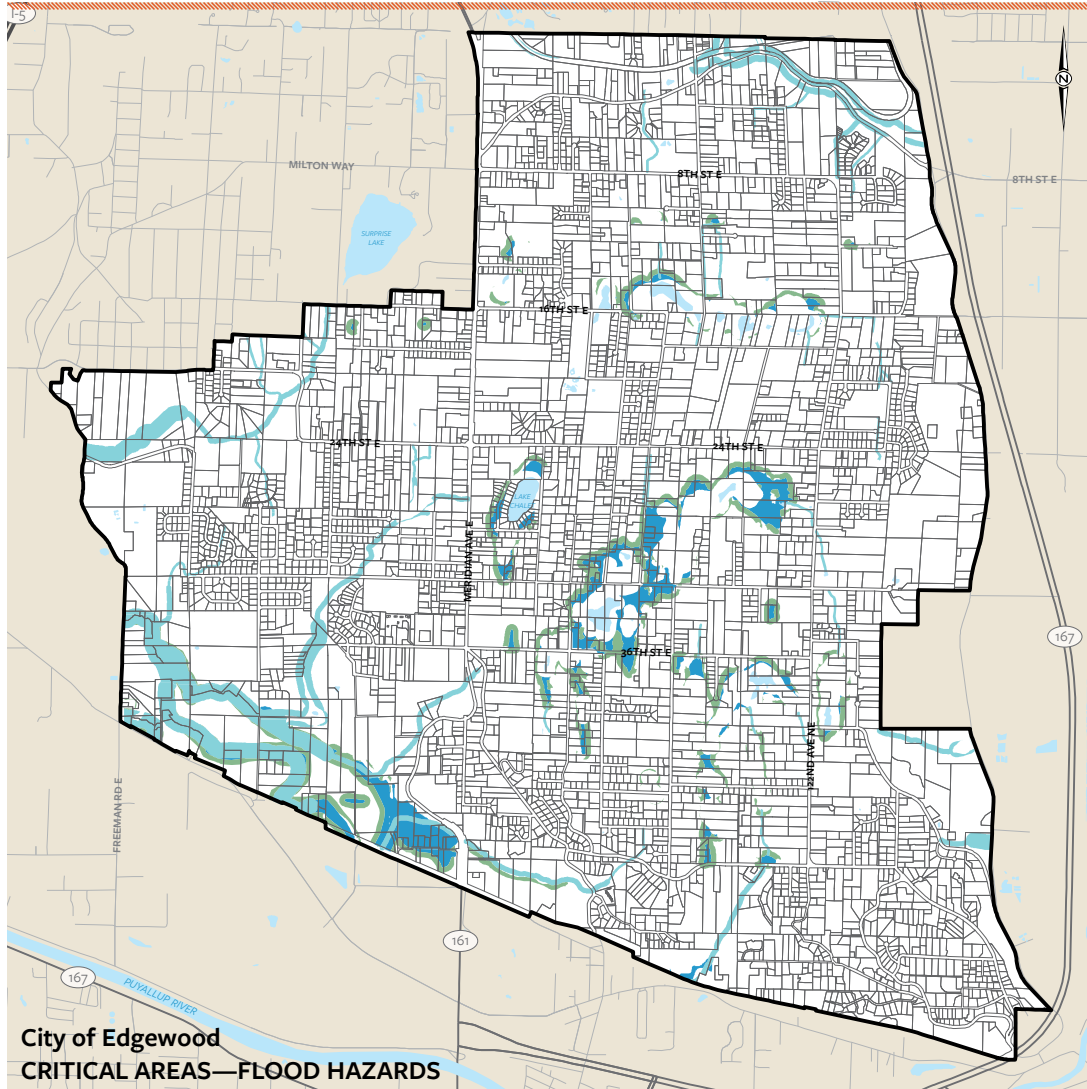


**Figure 4** Critical Areas—Steep Slopes



0 0.25 0.5 miles

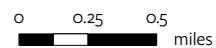
**Figure 5** Critical Areas—Flood Hazards



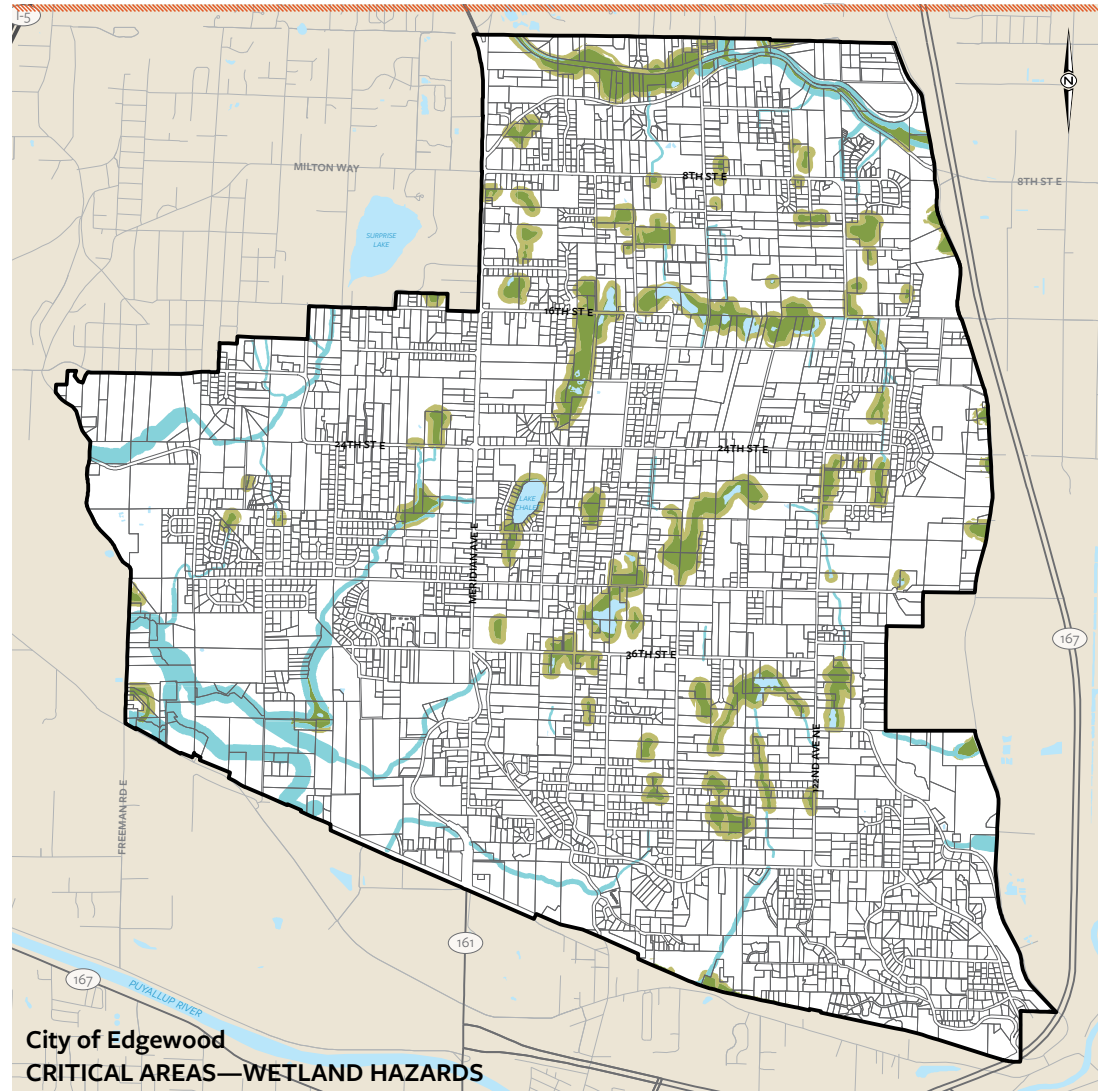
Map created by 3 Square Blocks, City Consultant

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.*



**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.

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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.



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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 |
|----------------------------------|-----------|-------------------------------|
| Single-Family                    | 3,152,080 | 58.6%57.2%                    |
| Multi-Family                     | 246,250   | 4.6%                          |
| Retail                           | 33,34     | 0.6%                          |
| Services                         | 84,85     | 1.6%                          |
| Industrial                       | 168,3     | 0.3%1.5%                      |
| Civic                            | 9         | 0.2%                          |
| Parks & Open Space               | 111       | 2.1%                          |
| Schools                          | 56        | 1.0%                          |
| Utilities                        | 41        | 0.8%                          |
| Resource Lands                   | 303       | 5.6%                          |
| Unimproved Lands                 | 883       | 16.4%                         |
| All Other Uses (Including Roads) | 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   |
|------------------------|--------|
| Population             | 13,700 |
| Housing                | 6,003  |
| Employment             | 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.

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**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>1111.69</del> 1039.82 | <del>448.95</del> 409.57 | <del>662.74</del> 630.25 | <del>190.54</del> 182.42    | <del>472.20</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>48.97</del> 54.13     | <del>19.78</del> 20.34   | <del>29.19</del> 33.79   | <del>7.30</del> 7.76        | <del>21.90</del> 26.03   | <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>20.98</del> 26.14  | <del>0.40</del> 0.50      | <del>4.35</del> 4.81        | <del>16.52</del> 20.83 | <del>320</del> 404     |
| BP                        | 23.70                   | 0.45                      | 2.37                        | 21.33                  | 413                    |
| I                         | <del>13.94</del> 80.65  |                           | <del>6.97</del> 13.94       | <del>6.97</del> 66.71  | <del>74</del> 744      |
| 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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1 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

| <b>ZONING CATEGORIES<sup>5</sup></b> | <b>GROSS DEVELOPABLE ACRES<sup>1</sup></b> | <b>TOTAL CONSTRAINED ACRES<sup>2</sup></b> | <b>NET ACRES</b> | <b>UNAVAILABLE FOR DEVELOPMENT<sup>3</sup></b> | <b>ADJUSTED NET ACRES</b> | <b>DWELLING UNITS<sup>4</sup></b> |
|--------------------------------------|--------------------------------------------|--------------------------------------------|------------------|------------------------------------------------|---------------------------|-----------------------------------|
| <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.





**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

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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.



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# 04 » HOUSING

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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         |
| Total Residential Capacity  | <del>5,744</del> 5,870         |



## 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





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**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-<br>HOLD INCOME | MEDIAN FAMILY<br>INCOME | *MEDIAN NON-FAMILY<br>HOUSEHOLD INCOME | FAMILIES IN<br>POVERTY | TOTAL POPULATION<br>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<br>WITH A MORTGAGE |                     | HOUSEHOLD OWNS UNIT<br>WITHOUT A MORTGAGE |                     | HOUSEHOLD RENTS UNIT |                     |
|----------------------|----------------------------------------|---------------------|-------------------------------------------|---------------------|----------------------|---------------------|
|                      | # Cost-<br>Burdened                    | % Cost-<br>Burdened | # Cost-<br>Burdened                       | % Cost-<br>Burdened | # Cost-<br>Burdened  | % Cost-<br>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



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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.

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# 05 » TRANSPORTATION

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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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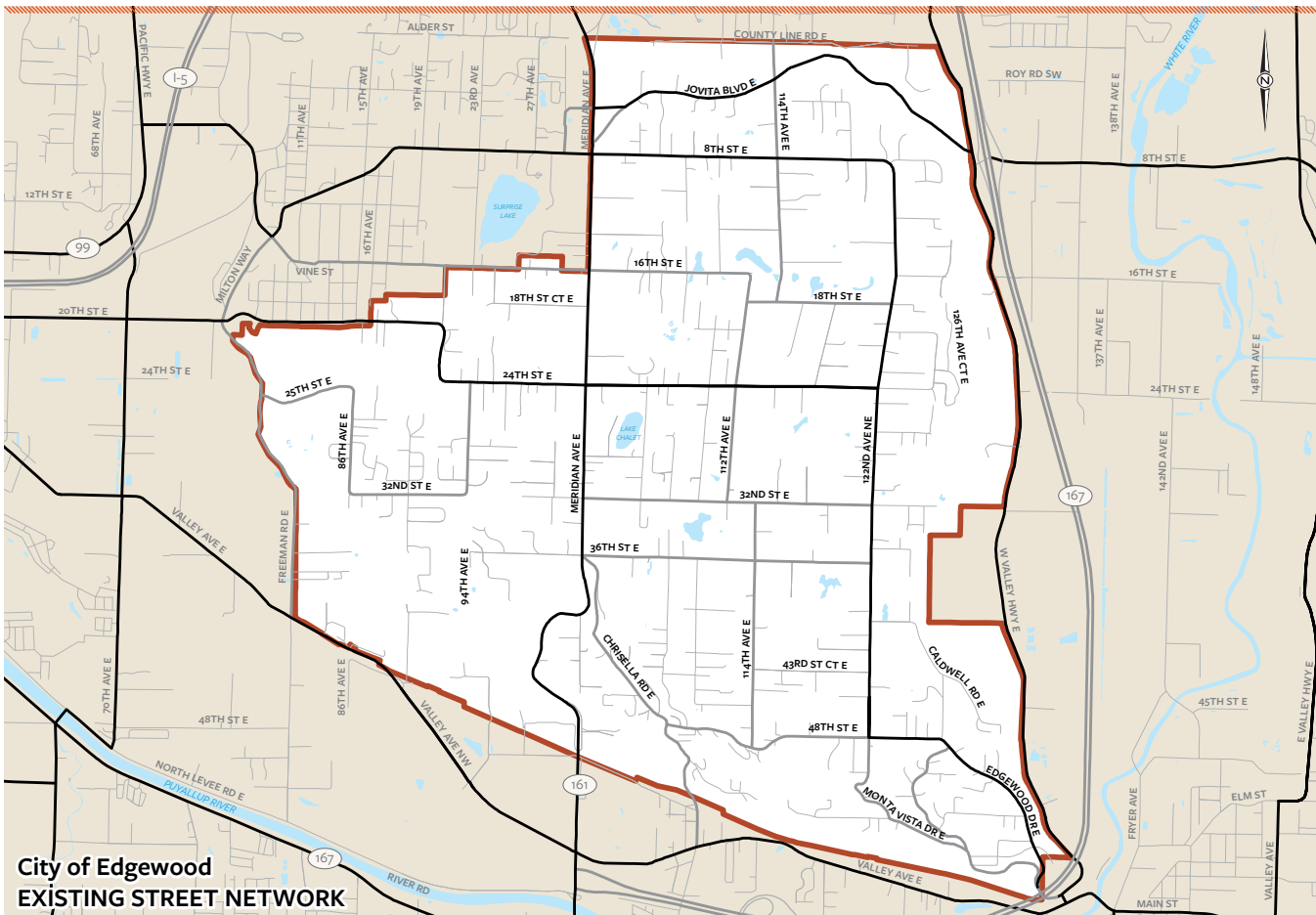
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**Figure 7** Existing Street Network



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

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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



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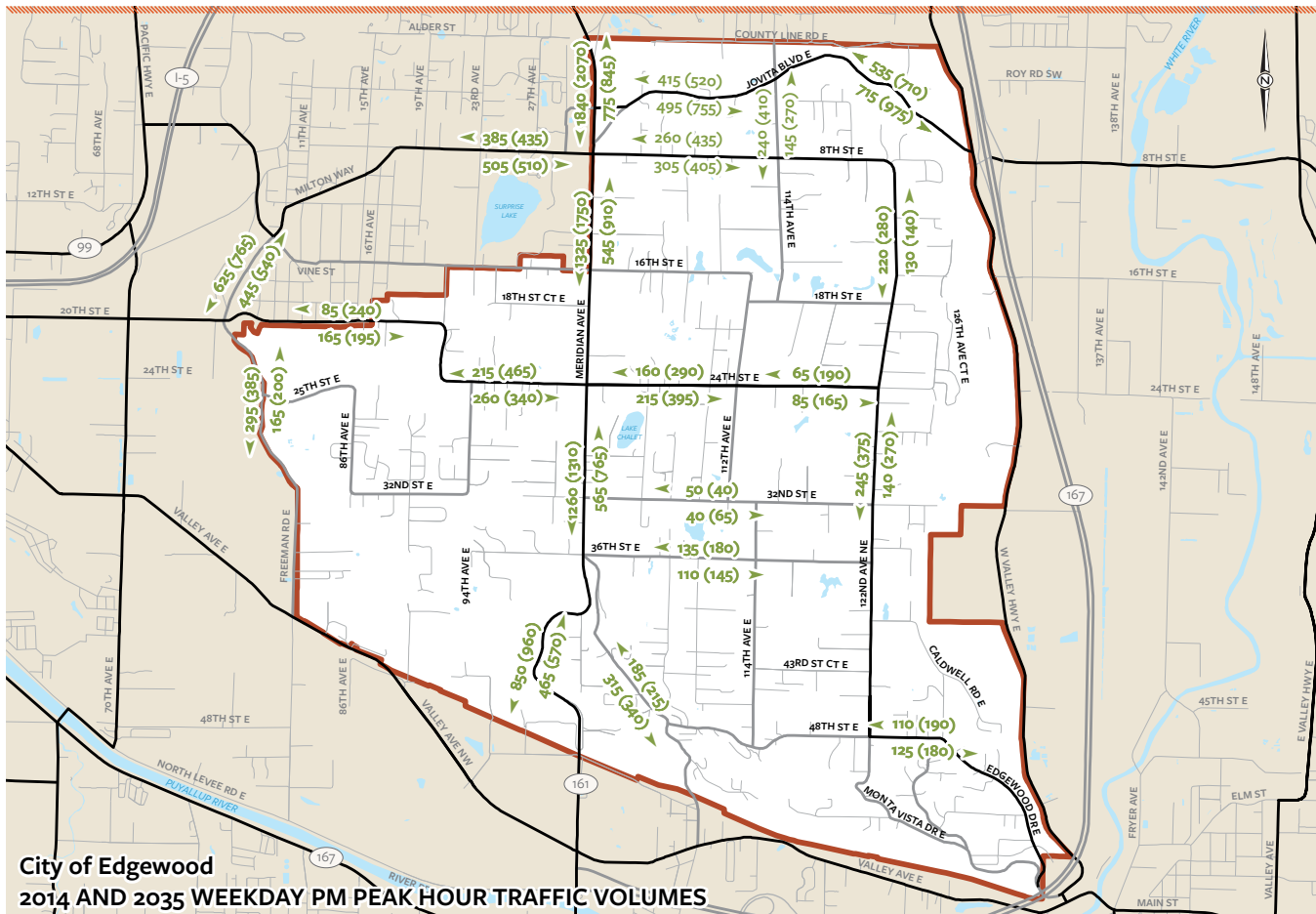
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**Figure 8** 2014 and 2035 Weekday PM Peak Hour Traffic Volumes



XX 2014 Volumes

— City Limits

(XX) 2035 Volumes

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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.

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**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.



Volume II

Natural Environment

Land Use

Community Character

Housing

Transportation ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

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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

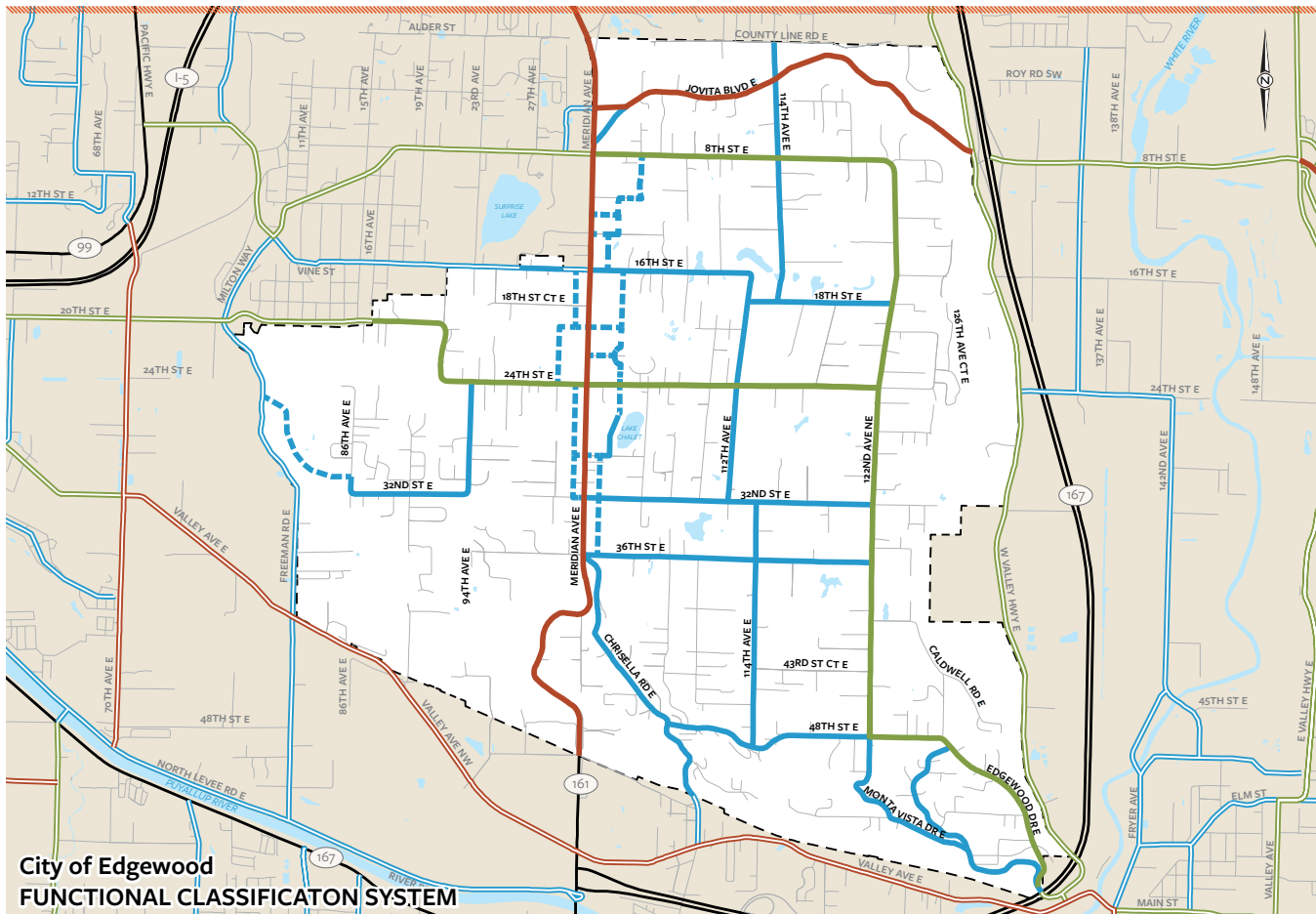
Utilities

Energy

Capital Facilities

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**Figure 9** Functional Classification System



### City of Edgewood FUNCTIONAL CLASSIFICATION SYSTEM

#### City Arterials

- Principal Arterial
- Minor Arterial
- Collector
- Planned Collector

#### Other Agency Arterials

- State Highways
- Principal Arterial
- Minor Arterial
- Collector

--- 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



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miles



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.



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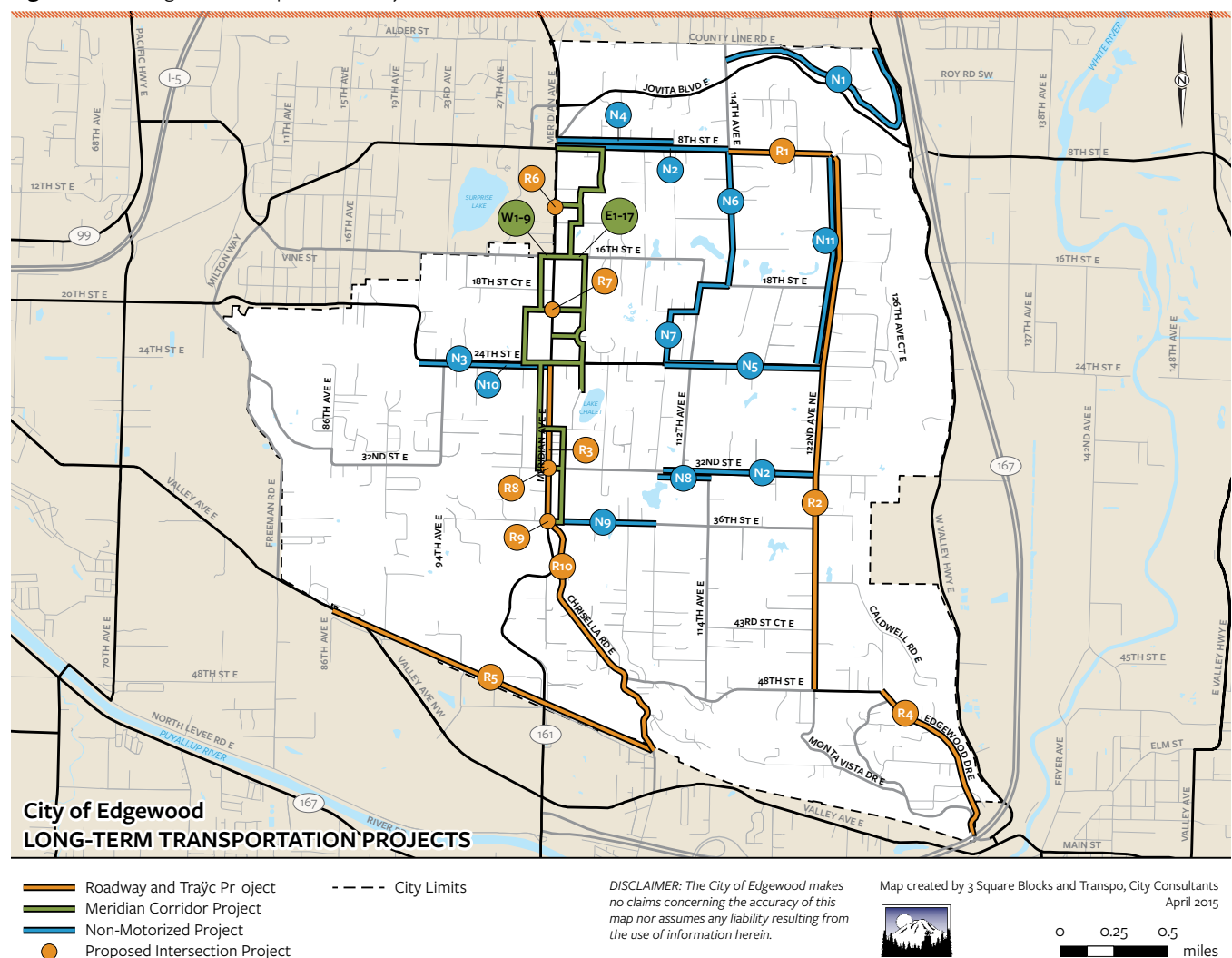
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Figure 11 identifies each of the projects and their locations. Figure 12 provides detail for the Meridian Corridor projects. Table 31 also provides a brief description of each project including the project limits. A project identification number is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

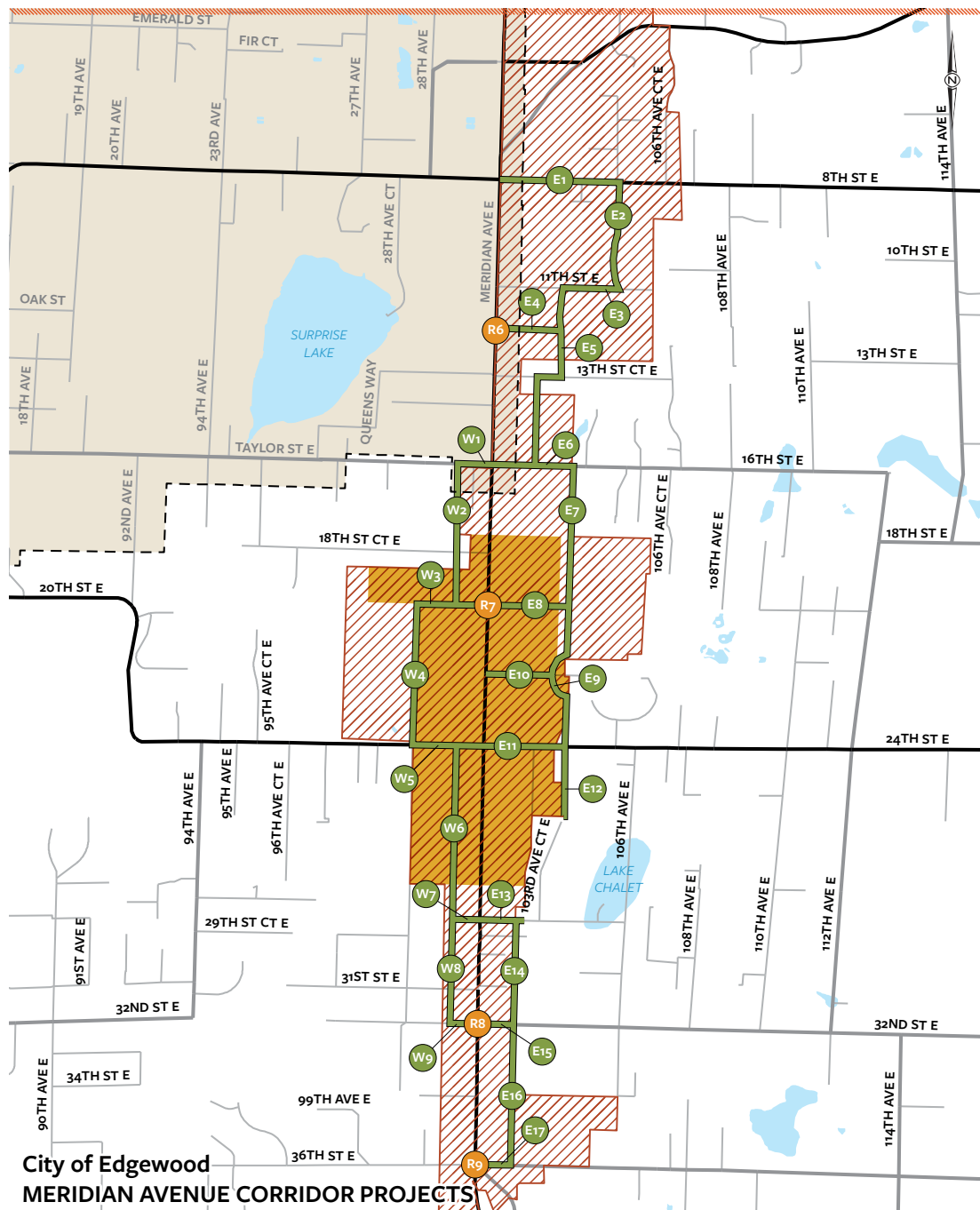
Planning-level cost estimates are also included for each project. The cost estimates were prepared based on typical per unit costs, functional classification and level of improvement. Adjustments to construction costs were included, as needed, to reflect any specific implementation issues, such as environmental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

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**Figure 11** Long-Term Transportation Projects



**Figure 12** Meridian Corridor Projects



**City of Edgewood  
MERIDIAN AVENUE 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 COST¹ |
|-------------|-------------------------------------|------------------------------------|----------------------------------------------------------|---------------|
| <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 | TBD²          |
| <b>W-3</b>  | 20th St E                           | 101st Avenue E to Meridian         | Build or improve corridor to collector arterial standard | TBD²          |
| <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 | TBD²          |
| <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

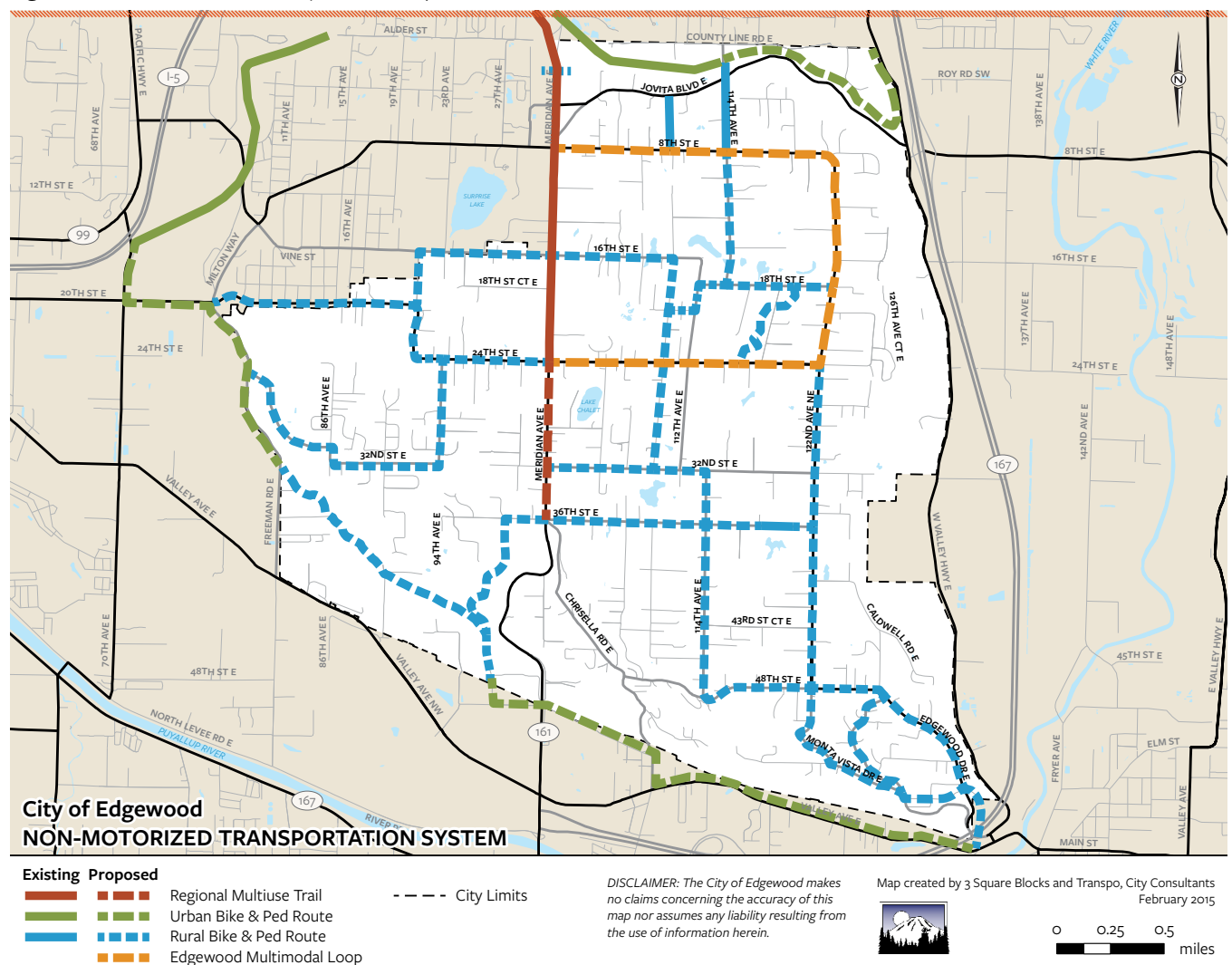


and mid-block crossings at regular intervals. For bicycles, a 4-foot wide shoulder is provided.

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.





**Volume II**

Natural Environment

Land Use

Community Character

Housing

Transportation ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

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## 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<br>(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<br>(Y/N) | FACILITIES &<br>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

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**Legend**



Interurban Trail  
(Jovita Station)

Edgewood Boundary

**DEVELOPED PARK**

**UNDEVELOPED PARK**





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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.

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## 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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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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#### 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.

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### *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.

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#### 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> |

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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

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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# EXHIBIT J



City of Edgewood  
City Council - **Public Hearing**  
November 27, 2018

## COMPREHENSIVE PLAN AMENDMENT REQUESTS

---

FILE NO. 17-1549 & 17-1550

UCHIDA FARMS LLC & LAKE CHALET

## INTRODUCTIONS

### City of Edgewood

- Darren Groth, AICP, CPM

### AHBL, Inc.

- Brittany Port, AICP
- Wayne Carlson, FAICP

## BACKGROUND

- **EMC Section 18.60.130:**
  - Property owners may apply for site-specific comprehensive plan amendments
  - Applications must be submitted by December 31<sup>st</sup> of each calendar year
  - Director to include suggested amendments for consideration on City Council docket
  - Amendments can only be considered once a year

## AMENDMENT REVIEW CRITERIA

- **EMC Section 18.60.220:**
  - Establishes review criteria for proposed amendments to the Comprehensive Plan
  - Applicant and staff findings can be found in Part 3 of the staff report
- **Compliance with existing Comprehensive Plan goals and policies found in Part 4 of the staff report**

## SEPA COMPLIANCE & COMMENTS

- Notice of Consultation and SEPA checklist issued on September 12, 2018
  - Comment period ended on September 26, 2018
  - 1 comment letter received from the County relating to traffic impact fees
- SEPA DNS issued on September 27, 2018
  - Appeal period ended on October 12, 2018, no appeals filed.

## SITE SPECIFIC REQUEST #1

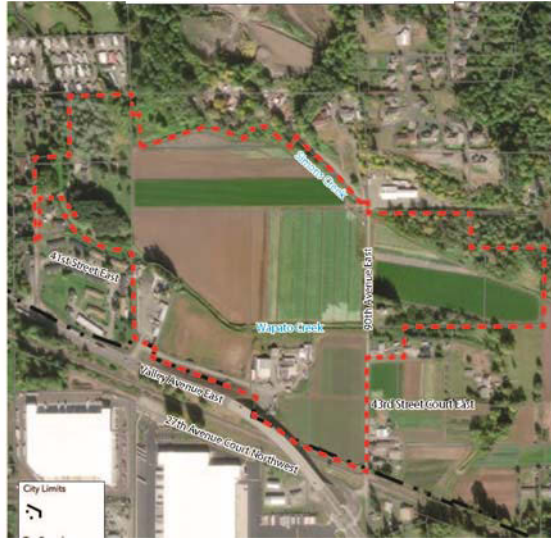
| File No. 17-1549 Uchida Farms LLC |                               |
|-----------------------------------|-------------------------------|
| Existing Comprehensive Plan:      | Moderate Density Residential  |
| Requested Comprehensive Plan:     | Industrial                    |
| Existing Zoning:                  | Single-Family Moderate (SF-3) |
| Requested Zoning:                 | Industrial (I)                |



## VICINITY MAP

### Uchida Farms LLC Property

- 11 tax parcels comprising ~67 acres



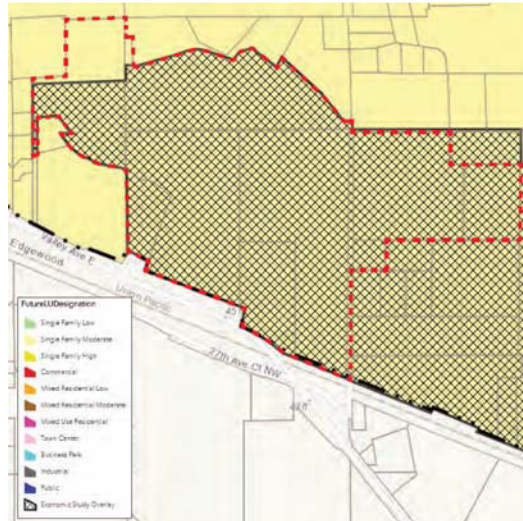
## EXISTING ZONING

- Single-Family Moderate (SF3)



## EXISTING FLUM

- Moderate Density Residential
- Economic Study Overlay



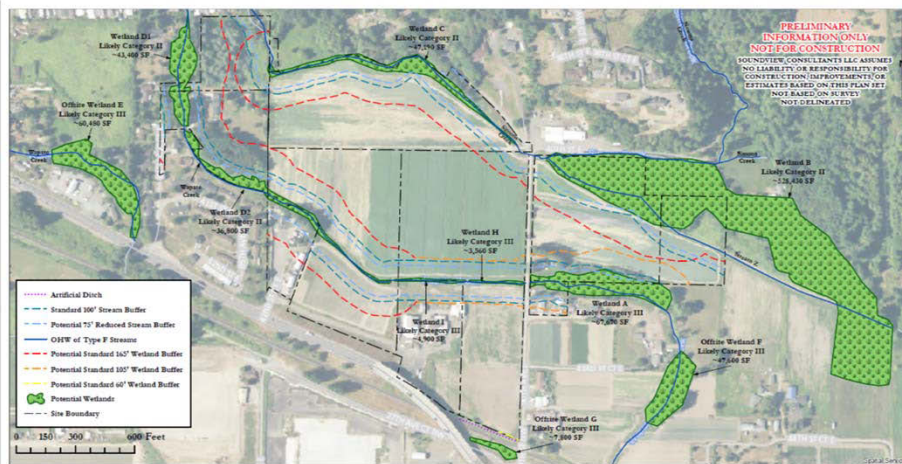
## INDUSTRIAL LAND IN EDGEWOOD

| Zoning Designation              | Acres                  | Percent              |
|---------------------------------|------------------------|----------------------|
| Single Family 2 (SF-2)          | 2,106                  | 37.5%                |
| Single Family 3 (SF-3)          | <del>2,311</del> 2,239 | <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>1.3</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                    |



## CONSISTENCY WITH ADJACENT LAND USES

- I (Industrial) zones that abut Single-family zones: Type IV, solid barrier, 25-foot landscape strip



## SITE SPECIFIC REQUEST #2

| File No. 17-1550 Lake Chalet    |                                                                |
|---------------------------------|----------------------------------------------------------------|
| Comprehensive Plan (Existing):  | Town Center (1.36-ac) & Moderate Density Residential (5.16 ac) |
| Comprehensive Plan (Requested): | Town Center                                                    |
| Zoning (Existing):              | Town Center (TC) & Single-Family Moderate (SF-3)               |
| Zoning (Requested):             | Town Center (TC)                                               |

## VICINITY MAP

### Lake Chalet

- One tax parcel comprising 6.52 acres
- Applicant also owns tax parcel 0420107030 (existing Lake Chalet apartments)





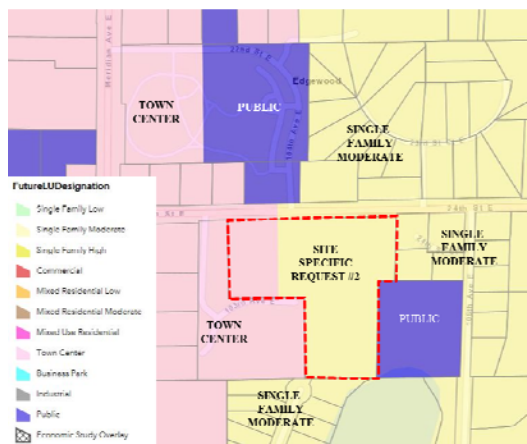
## EXISTING FLUM

- Town Center (1.36 ac)
- Moderate Density Residential (5.16 ac)



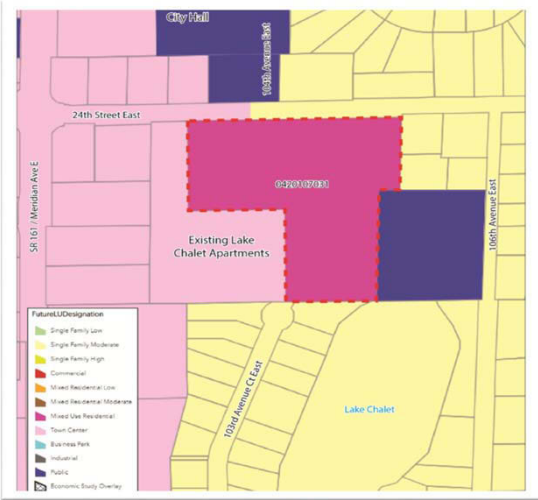
## EXISTING ZONING MAP

- Town Center (TC) +/- 1.36 ac
- Single-Family Moderate (SF3) +/- 5.16 ac



# 2013 REZONE REQUEST

- Mixed-Use Residential
- Inadvertently NOT carried forward in 2015 Comprehensive Plan



# MERIDIAN CORRIDOR NETWORK



CITY OF EDGEWOOD  
MERIDIAN CORRIDOR PROPOSED  
ROADWAY NETWORK PLAN

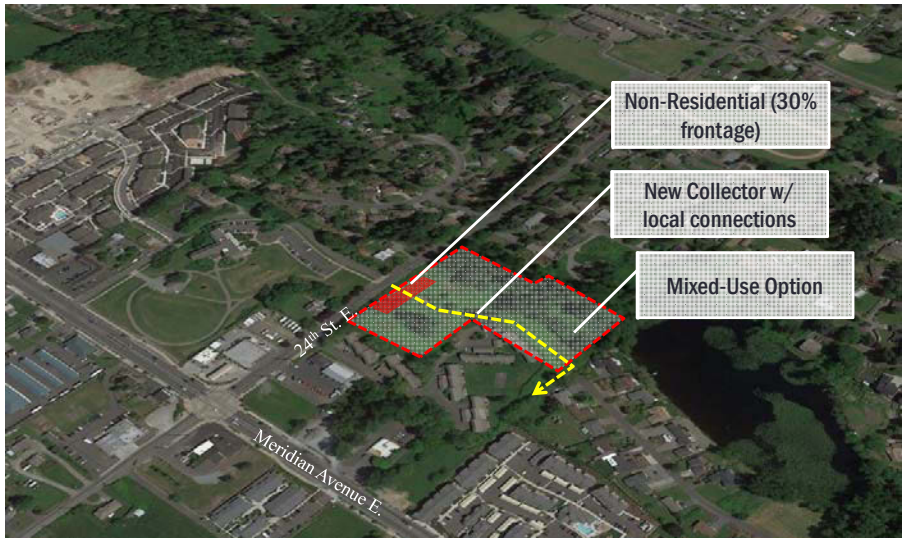




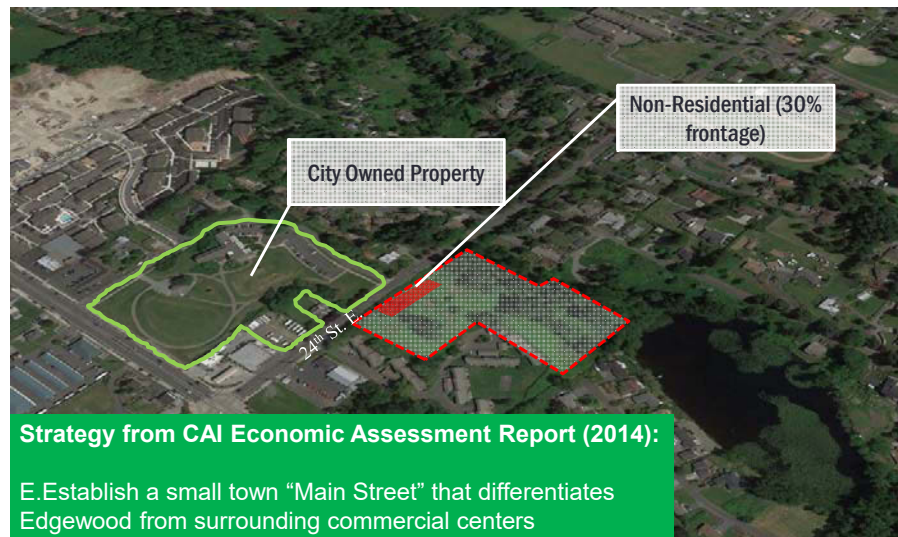
# TOWN CENTER PLANNING



# TOWN CENTER PLANNING



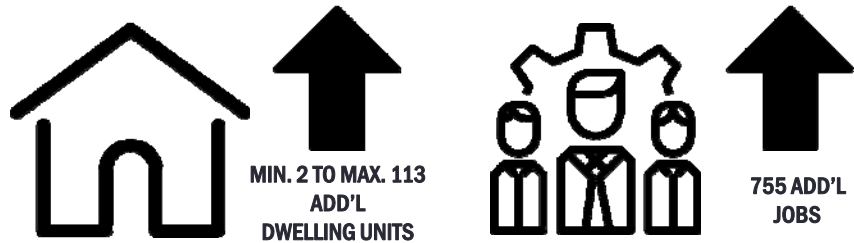
## TOWN CENTER PLANNING



## ZONING COMPARISON

|                                   | Zoning Districts                                     |                                      |                                              |
|-----------------------------------|------------------------------------------------------|--------------------------------------|----------------------------------------------|
|                                   | SF-3<br>(current zone)                               | TC<br>(current and<br>proposed zone) | MU-R<br>(previously<br>approved zone)        |
| <b>Land Uses (condensed list)</b> |                                                      |                                      |                                              |
| 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 |
| Floor Area Ratio (FAR)            | 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                   |
| 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                              |

## HOUSING/EMPLOYMENT TARGETS



|               | EXISTING    | 2035 TARGET | AVAILABLE<br>CAPACITY                  | SURPLUS                                |
|---------------|-------------|-------------|----------------------------------------|----------------------------------------|
| Housing Units | 3,814 units | 6,003 units | <del>5,744</del> <u>5,857</u><br>units | <del>3,555</del> <u>3,668</u><br>units |
| Employment    | 1,191 jobs  | 3,094 jobs  | <del>2,308</del> <u>3,063</u><br>jobs  | <del>405</del> <u>1,160</u><br>jobs    |

## PLANNING COMMISSION

- On November 5, 2018, the Planning Commission voted 5-0 to recommend approval of Site Specific Request #1.
- On November 5, 2018, the Planning Commission voted 3-2 to recommend approval of Site Specific Request #2.



## City Of Edgewood Council Agenda Summary Sheet

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                     |                                                                                                                                                                                                |
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| <b>SUBJECT:</b> Interim Zoning Ordinance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>Agenda Item #:</b>               | <b>AB19-0558</b>                                                                                                                                                                               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>For Agenda of:</b>               | <b>September 10, 2019</b>                                                                                                                                                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>Prepared by:</b>                 | <b>Darren Groth</b>                                                                                                                                                                            |
| <b>ATTACHMENTS (list):</b> <input checked="" type="checkbox"/> Ordinance No. 19-0558 with Exhibit A (Affected Properties Map)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     |                                                                                                                                                                                                |
| <b>Approval of Materials:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     |                                                                                                                                                                                                |
| Mayor, Daryl Eidinger                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/>            | <b>Expenditure Required:</b>                                                                                                                                                                   |
| Asst. City Administrator, Dave Gray                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <input type="checkbox"/>            | <b>Amount Budgeted:</b>                                                                                                                                                                        |
| Interim City Attorney, Ann Marie Soto                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/>            | <b>Appropriation Required:</b>                                                                                                                                                                 |
| City Clerk/HR Director, Rachel Pitzel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/>            | <b>Timeline:</b> Continuation of the 6-month period for the prohibition on accepting and processing applications for new residential/multi-family development in the TC, C, MUR, and BP zones. |
| Community & Economic Development Director, Darren Groth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <input checked="" type="checkbox"/> |                                                                                                                                                                                                |
| Public Works, Jeremy Metzler                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <input type="checkbox"/>            |                                                                                                                                                                                                |
| Police Chief, Micah Lundborg                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <input type="checkbox"/>            |                                                                                                                                                                                                |
| <b>Fiscal Note/Consideration:</b> N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                     |                                                                                                                                                                                                |
| <b>SUMMARY STATEMENT:</b><br>On April 9, 2019, Council adopted Ordinance 19-0547, which adopted an emergency interim zoning ordinance on the acceptance of applications for new residential/multi-family development in the TC, C, MUR, and BP zones for a period of six months. Ordinance 19-0547 allows the City Council to consider whether the amount and type of residential/multi-family development in the TC, C, MUR, and BP zones should be modified. May 7 <sup>th</sup> was the study session where the Council, Mayor, and staff were all present to discuss how the City will complete all of the “whereas” activities described in Ordinance 19-0547.<br>During multiple discussions and public input opportunities on May 14, May 28, June 11, June 18, June 25, July 2, July 9, and July 16, 2019; City Council continued to discuss the interim zoning ordinance. On July 23, 2019, City Council voted 6-1 to modify the interim zoning ordinance by limiting the geographic scope to the Mixed Use Residential (MUR) zone on the east side of Meridian Avenue and a portion of the Town Center (TC) zoning district, which is located only on the east side of Meridian Avenue south of 22 <sup>nd</sup> Street East. Due to the actions of City Council on September 10, 2019 to approve the 2018 Comprehensive Plan Amendments, the geographic boundary of the interim zoning ordinance is again being modified. The Comprehensive Plan Amendments were vetted by City Council and approved to proceed. As a result, an approximate 1.36-acre piece of property within the “Lake Chalet” project is requested to be removed from the interim zoning ordinance.<br>The remaining boundaries will stay in place. The new geographic scope of the interim zoning ordinance is limited to the MUR zone on the east side of Meridian Avenue and a portion of the TC zoning district, which is the majority of properties located on the east side of Meridian Avenue south of 22 <sup>nd</sup> Street East. |                                     |                                                                                                                                                                                                |
| <b>RECOMMENDED ACTION:</b> <b>MOTION</b> to adopt Ordinance No. 19-0558, amending Ordinance No. 19-0547 (the interim zoning ordinance) to reflect the recommendation in this agenda bill, and as shown in the attached proposed Ordinance and Exhibit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |                                                                                                                                                                                                |
| <b>ALTERNATIVES TO RECOMMENDED ACTION:</b><br>1) Do not adopt<br>2) Forward to Study Session for further review                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                     |                                                                                                                                                                                                |

## **ORDINANCE NO. 19-0558**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, RELATING TO LAND USE AND ZONING, AMENDING INTERIM ZONING ORDINANCE NO. 19-0553, ADOPTED ON JULY 23, 2019, ON THE ACCEPTANCE OR PROCESSING OF NEW APPLICATIONS FOR RESIDENTIAL/MULTI-FAMILY DEVELOPMENTS IN THE MUR ZONE ON THE EAST SIDE OF MERIDIAN AVENUE AND IN THE TC ZONE ON THE EAST SIDE OF MERIDIAN SOUTH OF 22ND STREET EAST, AS SHOWN IN THE ATTACHED MAP AS EXHIBIT A**

**WHEREAS**, the City of Edgewood plans under the Growth Management Act (chapter 36.70A RCW); and

**WHEREAS**, pursuant to chapter 35A.63 RCW and chapter 36.70A RCW, the City of Edgewood has established various zoning districts to ensure orderly and appropriate land use development consistent with the City's Comprehensive Plan; and

**WHEREAS**, except in special circumstances (RCW 36.70A.130(2)(a)), the City may consider amendments to the City's Comprehensive Land Use Plan once a year; and

**WHEREAS**, the City has adopted procedures for the amendment of the City's comprehensive plan in chapter 18.60 of the Edgewood Municipal code, which limit the consideration of amendments to once a year, and establishes a deadline for application submittal of December 31<sup>st</sup> of the current calendar year (EMC 18.60.130(D)); and

**WHEREAS**, the City received two comprehensive plan amendments and rezones, one entitled Uchida Farms (received December 27, 2017) and another entitled Lake Chalet (received December 27, 2017); and

**WHEREAS**, the City issued a Determination of Nonsignificance on September 27, 2018, which was not appealed; and

**WHEREAS**, on April 8, 2019, the City Council considered and approved the interim zoning ordinance, No. 19-0547, during the Council's regular meeting of April 8, 2019; and

**WHEREAS**, on May 7, 2019, the City Council held a study session and discussed the scope of interim zoning ordinance No. 19-0547; and

**WHEREAS**, on May 14, 2019, the City Council heard staff presentations and public testimony on the issue whether interim zoning ordinance No. 19-0547 should be terminated, modified or continued; and



**WHEREAS**, on May 28, 2019, the City Council adopted Resolution No. 19-0458, adopting findings of fact to support the continued maintenance of interim zoning Ordinance No. 19-0547; and

**WHEREAS**, on June 11, 2019, June 18, 2019, June 25, 2019, July 2, 2019, July 9, 2019, and July 16, 2019, the City Council added continued discussions for interim zoning Ordinance No. 19-0547 on each agenda; and

**WHEREAS**, on July 23, 2019, City Council voted 6-1 to modify the interim zoning ordinance by limiting the geographic scope to the Mixed Use Residential (MUR) zone on the east side of Meridian Avenue and a portion of the Town Center (TC) zoning district, which is located only on the east side of Meridian Avenue south of 22nd Street East. City Council also provided direction to City staff regarding the next steps necessary under the interim ordinance; and

**WHEREAS**, on July 23, 2019, City Council voted 6-1 to modify the interim zoning ordinance by limiting the geographic scope to the Mixed Use Residential (MUR) zone on the east side of Meridian Avenue and a portion of the Town Center (TC) zoning district, which is located only on the east side of Meridian Avenue south of 22nd Street East. City Council also provided direction to City staff regarding the next steps necessary under the interim ordinance; and

**WHEREAS**, on September 10, 2019, City Council approved the two comprehensive plan amendments and rezones for “Uchida Farms” and “Lake Chalet;” and

**WHEREAS**, the action by City Council to approve the comprehensive plan amendments results in the need to perform the housekeeping measure of modifying the interim zoning ordinance to remove an approximate 1.36-acre piece of property within the “Lake Chalet” project to allow the approved comprehensive plan amendments and rezones to be developed in accordance with the vision of the City Council and the proposal of the project; and

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

**Section 1. Amendment to Edgewood Ordinance No. 19-0553.** The City Council hereby amended Section 2 of Ordinance No. 19-0553, which amended Section 2 of Ordinance No. 19-0547, as follows:

**Section 2. Interim Zoning Imposed.** Except as set forth in Section 3 of this Ordinance, the City Council hereby prohibits the City’s acceptance and processing of the following applications/approvals submitted for any residential or multi-family residential uses on property located in the following zones: Town Center (TC), Commercial (C), within the Mixed Use Residential (MUR) zone on the east side of Meridian Avenue and within the majority of the Town Center (TC) zone on the east side of Meridian Avenue south of 22<sup>nd</sup> Street East, as shown as the “Affected Properties” in the attached map labeled “Exhibit A,” and incorporated herein as if fully set forth; and Business Park (BP):

A. Preliminary plats, subdivisions, short plats, short subdivisions, binding site plans, vacation of plats, alteration of plats;



B. Any type of land use approval, including, but not limited to, building permits, conditional use permits, variances, site plans site development approvals, critical areas permits.

All remaining provisions of Ordinance Nos. 19-0053 and 19-0457 shall remain the same.

**Section 2. Declaration of Emergency.** This amendment to interim zoning ordinance Nos. 19-0553 and 19-0547 must be adopted to be effective immediately in order to preserve the status quo while the City reviews and revises, as appropriate, its current development regulations and comprehensive plan relating to residential and multi-family residential development on the properties on the east side of Meridian Avenue within the MUR zoning district and on the majority of properties on the east side of Meridian Avenue south of 22nd Street East within the TC zoning district, as shown in Exhibit A as the “Affected Properties,” and to prevent new residential/multi-family residential permit applicants from potentially establishing vested rights inconsistent with the City’s future regulatory framework to be considered and adopted while the interim zoning ordinance is effective. The findings and conclusions above are adopted by the City Council in support of the designation of this ordinance as a public emergency necessary for the protection of the public health, public safety, public property and public welfare. This ordinance shall take effect immediately upon adoption by the Council, by a vote of a majority of the Council plus one, and shall remain effective for six months unless earlier terminated by the City Council.

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

**Section 4. Publication.** This Ordinance will be published by an approved summary consisting of the title.

**Section 5. Effective Date.** This Ordinance has been passed by a majority plus one vote of the whole membership of the City Council, and shall take effect and be in force immediately upon passage.

**PASSED BY THE EDGEWOOD CITY COUNCIL ON THIS  
10<sup>TH</sup> DAY OF SEPTEMBER, 2019.**

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Daryl Eidinger, Mayor

**ATTEST:**

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Rachel Pitzel, CMC  
City Clerk

APPROVED AS TO FORM:

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Ann Marie Soto, Interim City Attorney

*Date of Publication: September 12, 2019*

*Effective Date: September 17, 2019*

