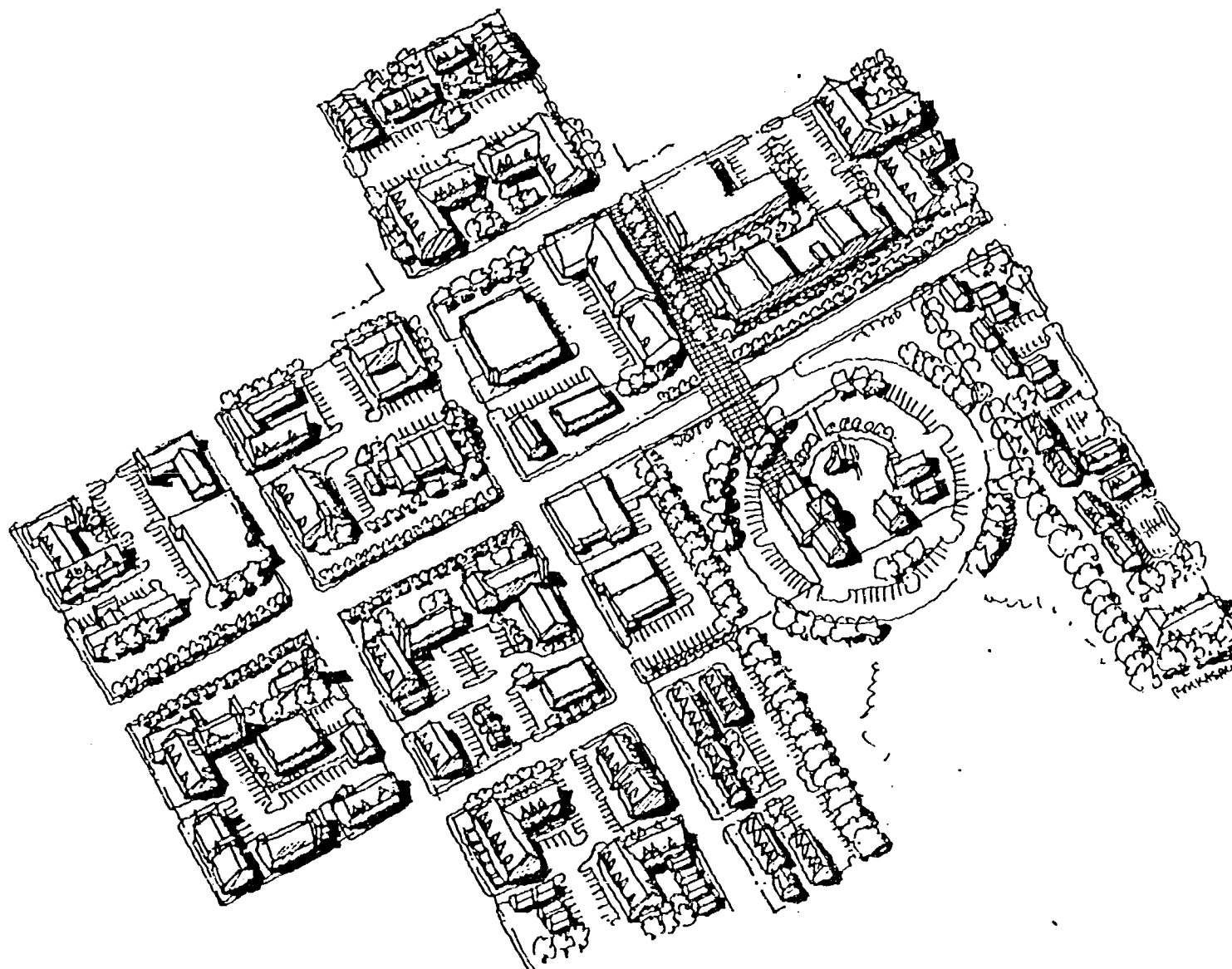


City of Edgewood
Town Center Plan
Community Character and Land Use Study
December 1999



Consultants
Dennis Tate Associates • Kasprisin Pettinari Design

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DENNIS TATE ASSOCIATES
Architecture • Urban Design • Planning

December 13, 1999

Mr. Roger Blaylock
Senior Planner
City of Edgewood
2221 Meridian East
Edgewood, WA 98371-1010

Dear Mr. Blaylock:

The following letter report summarizes the key findings and recommendations to come out of the Community Design and Town Center Land Use analysis performed as part of the City's Comprehensive Plan. Ron Kasprisin and I have enjoyed working with you, the City staff, the Planning and Design Commissions, and the citizens of Edgewood on these important elements of the Comprehensive Plan. We are confident they will shape the future physical development of the Town Center and the Meridian corridor.

The community design recommendations and character sketches included in this report are intended to provide land use planning and design direction for the Meridian corridor as this area grows and develops in the future. The corridor has been identified as the area of the city most appropriate for accommodating future commercial, residential and civic development necessary to meet the goals of the Growth Management Act for Edgewood. Through a series of design workshops, preference surveys and land use analysis, the citizens have shown a preference for future population and employment growth concentrated along the Meridian corridor where future infrastructure and transportation improvements can create a Town Center.

The citizens have also indicated a desire to retain the rural and unique qualities of Edgewood outside of the Town Center. They wish to avoid suburban sprawl and "strip" commercial development typical of many cities located along major highways. They wish to maintain the small farms, pasture lands, open space, scenic views, wildlife corridors and rural lifestyle they enjoy. They recognize the need to protect sensitive areas such as wetlands and steep slopes and to meet the requirements for water quality and habitat restoration. They desire lower per-capita costs for public services such as fire and police protection, and future utilities such as sewer and water where appropriate.

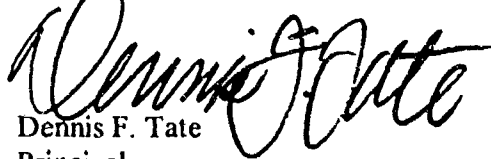
To this end, the citizens have shown a preference for focusing future growth at key crossroad nodes along Meridian along with a land use pattern that fosters a recognizable identity, scale and character uniquely Edgewood. This pattern of development would provide a clear "edge" between town and country. It should enhance the visual quality and safety of the Meridian corridor while providing for economic vitality and the housing needs and affordability for future residents. The vision is to safeguard what the previous generation grew up with and what future residents will want- "a sense of place".

The "Focused Crossroad Nodes" land use pattern will guide a development along the Meridian corridor with somewhat higher residential densities and community-based commercial services along a new network of local "pedestrian friendly" neighborhood streets. Future commercial, institutional and light industrial development would orient itself toward Meridian and "buffer" higher density residential and mixed use residential uses oriented along new east/west neighborhood streets.

This report provides supplemental goals and illustrative framework plans for inclusion in the Community Design and Land Use elements of the Comprehensive Plan to assist the City of Edgewood in directing the future development patterns along the corridor.

Ron and I would like to thank all those involved in this planning effort who took the time to participate in workshops, fill out surveys and provide us with their insights. We hope these land use and community design recommendations will prove helpful in the completion of the Comprehensive Plan and the implementation of a Town Center that is a special place and all citizens of Edgewood can be proud of. Thank you.

Sincerely,



Dennis F. Tate
Principal
Dennis Tate Associates



Ron Kasprisin
Principal
Kasprisin Pettinari Design

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**City of Edgewood
Community Design and Town Center Land Use Plan**

Propose

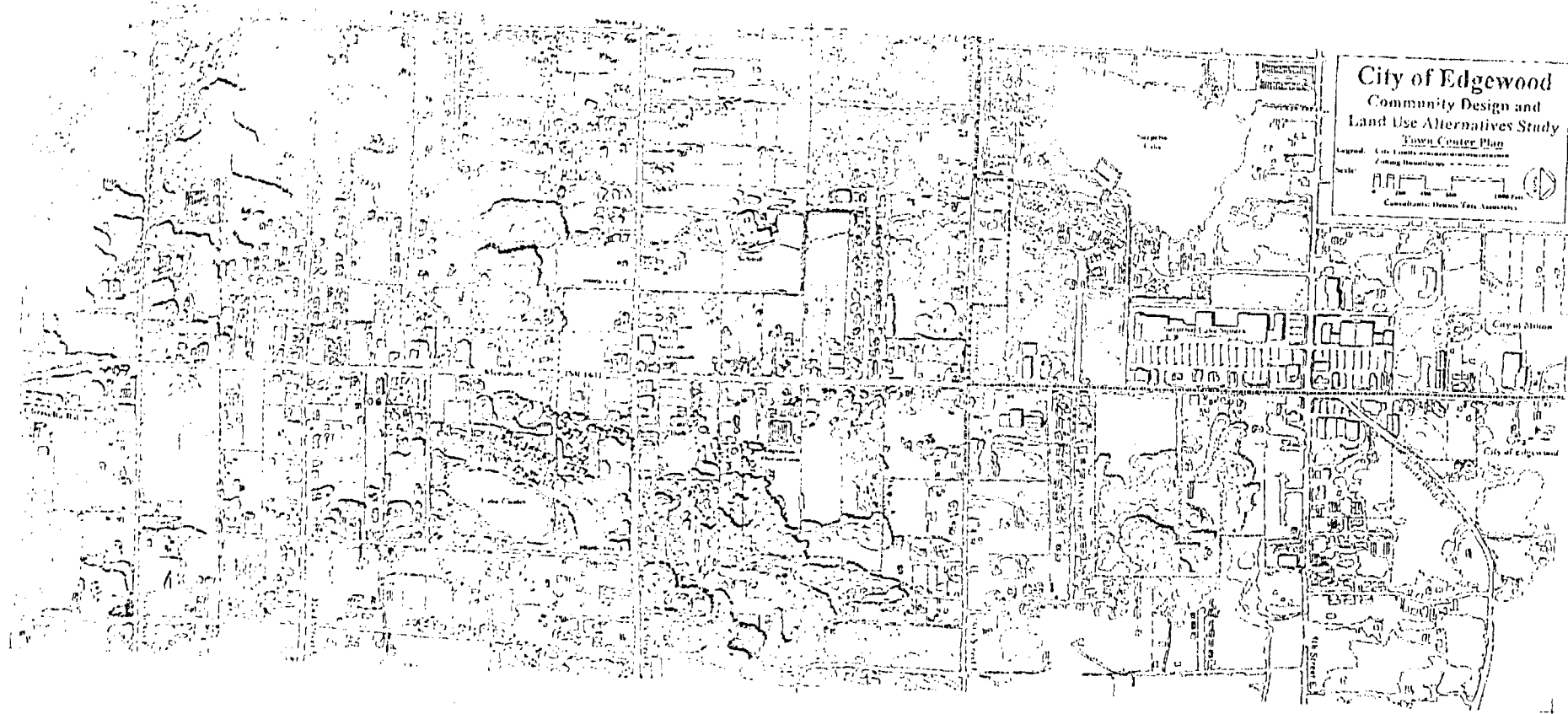
The purpose of this study was to assist the City of Edgewood in describing and illustrating the alternative Community Design and Land Use Alternatives as part of the Comprehensive Plan and established during the community visioning and planning process. The study included conducting workshops with City Council, Planning and Design Commissions representatives and the general public to collect input and to assist the City and the public in determining a preferred Land Use Alternative. In addition, the study documents the Community Design element of the plan that supports the Comprehensive Plan.

Two land use alternatives were identified as part of the City's Visioning process that were analyzed as part of the study. The focus of this analysis was the Meridian East (SR 161) corridor from the City limits on the north to 36th Street East on the south. The two land use alternatives are:

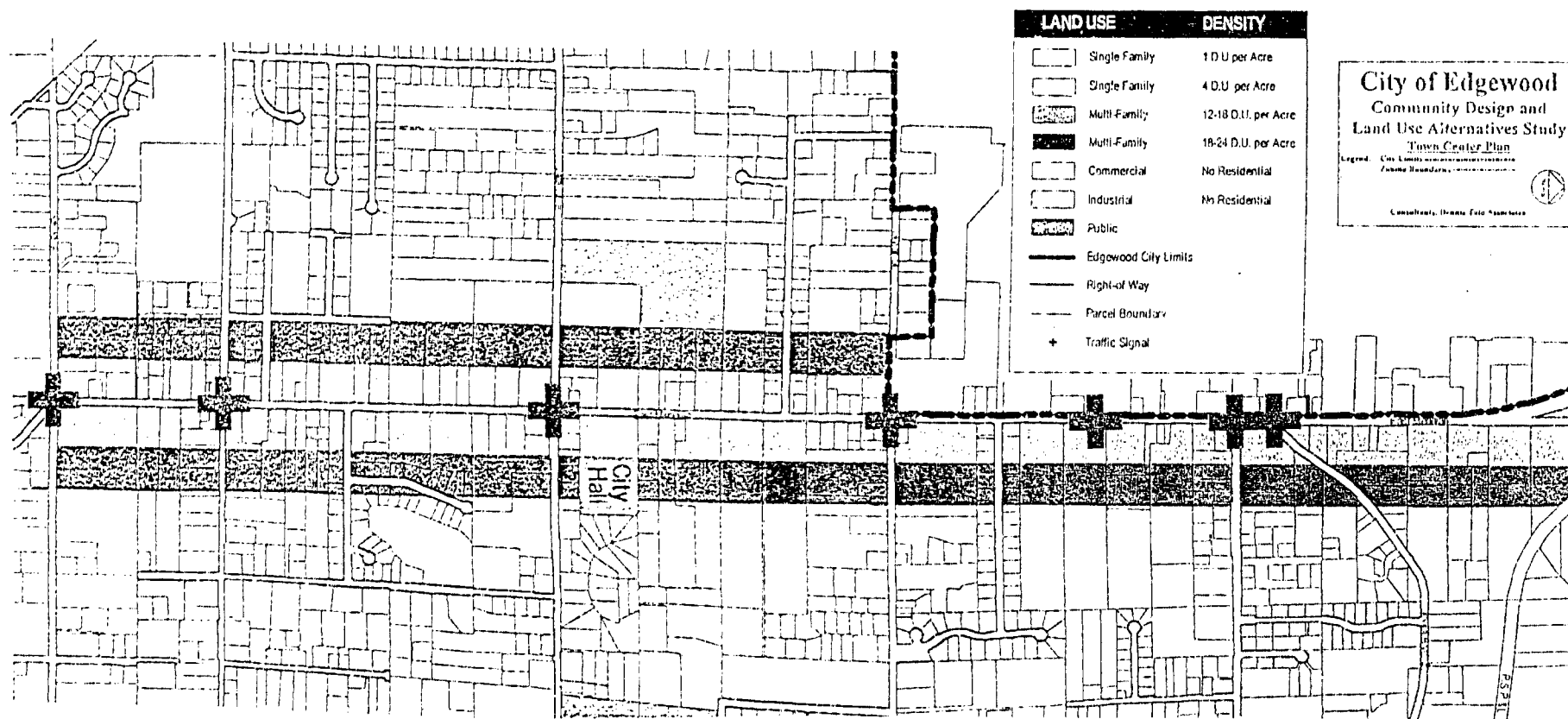
1. ***Modified Main Street (Corridor) Concept:*** Focusing future residential and commercial growth along Meridian East (SR 161) to create a "Linear Town Center" that exhibits a rural small town design character preferred by the citizens of Edgewood, with Meridian as "main street".
2. ***Focused Crossroads Nodes:*** Focusing future residential and commercial development at key "crossroads" or intersections along Meridian East (SR 161) that exhibit the rural "village centers" character and scale preferred by the citizens of Edgewood.

These land use alternatives were developed by the City through the early visioning process including public meetings and work by the Planning and Design Commissions, City Council and the Capacity Analysis Technical Review Advisory Committee (CATRAC). The focus of these two land use alternatives were the existing commercially zoned areas along the Meridian East corridor. Both alternatives would accommodate the bulk of future residential and employment growth along the corridor and anticipated future infrastructure and transportation improvements. Higher density residential and future commercial development within this area would preserve the lower density residential areas favored by residents to the east and west of the corridor and would avoid sensitive areas such as wetlands, wildlife habitat and steep slopes. The corridor would be served by a sewer system to permit higher residential densities.

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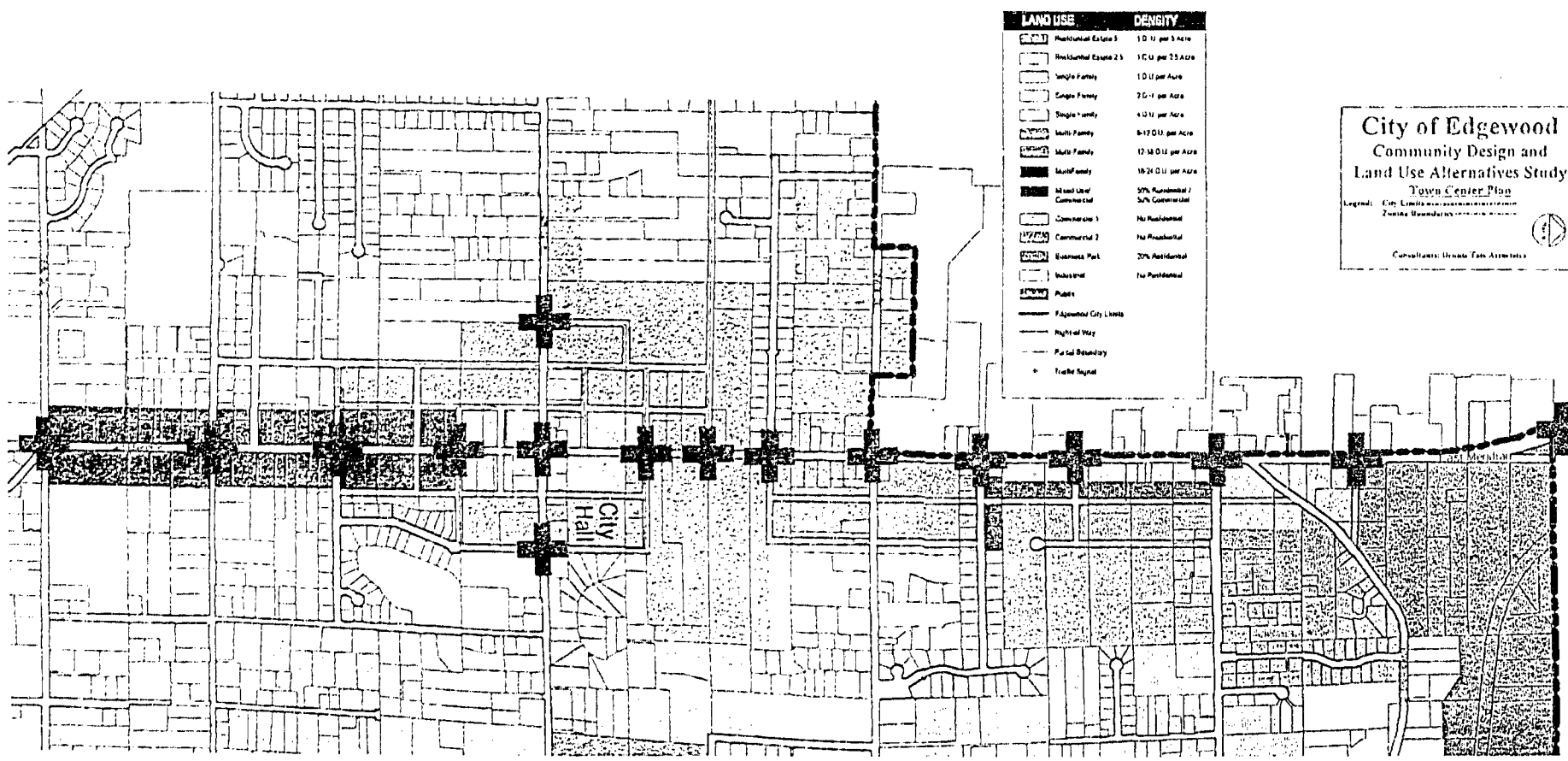


Study Area Boundaries



Modified Main Street Concept Map

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Focused Crossroad Nodes Map

Process

The process used in the refinement of these two land use alternatives involved five major tasks over the course of four months. The tasks included:

Task 1: Review background materials and conduct staff briefings

This task included reviewing background data such as the Visioning Report, Draft Comprehensive Plan Interim Zoning and Design Standards, and other City, County standards. It included a literature and photo search for appropriate community design models from other cities and towns and meetings with City staff to discuss issues and goals for the study.

Task 2: Site Visits, Mapping and Photography of Existing Conditions.

The consultants visited the planning areas and made observations including mapping, site diagrams and photographed the existing conditions within the areas of the two alternative land use concepts. Key community design features and character elements that would contribute to the overall design quality of Edgewood were identified and photographed.

Task 3: Preliminary Illustrations for Newsletter.

The consultants provided preliminary concept sketches for a newsletter and public announcement of workshops to meet the July 23rd deadline for the newsletter printing. These were preliminary illustrations based on discussions with City staff and are not final depictions of land use alternatives.

Task 4: Community Design Workshop with City Council and Commissions.

The consultants led an August 30, 1999 community design workshop with representatives of City Council, Planning and Design Commissions and C.A.T.R.A.C. Committee to elicit responses to and comments on the two alternative land use concepts and on community design elements. The consultants reviewed some of the key issues and existing conditions along the corridor and introduced some preliminary development "models" for the corridor. These included:

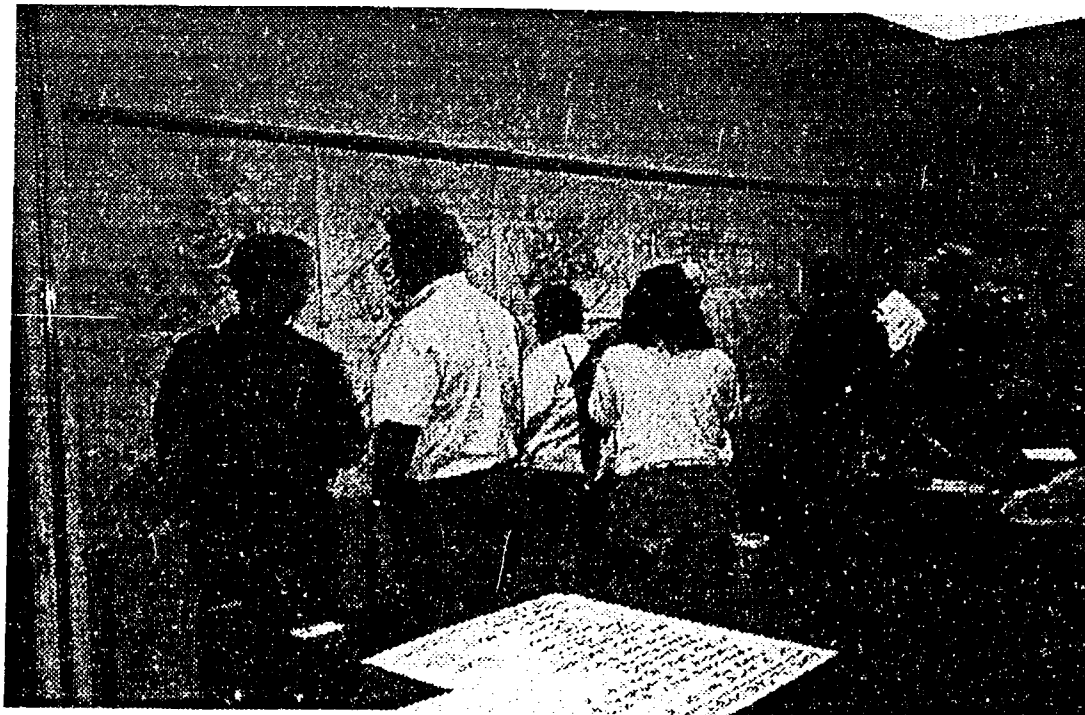
- **The Nursery Model:** A concept reflecting the existing Edgewood Flower Farm nursery and the Love's Farm and Produce Stand. This model suggest developing clusters of community-based retail services and mixed density residences along the lines of old "farmsteads" where the buildings are organized much like old farms with buildings added over time. Commercial buildings would adopt farm sheds, green house and barn-type size and roof lines. Residential development would express the architecture of old farm houses with front porches, two and one-half stories in height. This model also provides for new "county lanes" or narrow streets that would wind through and between parcels to provide for alternative circulation and limit the number of access drives off of Meridian. New development would be setback from SR161 with a landscaped green strip to allow for future widening of SR161.

- ***The Commercial Hamlet Model:*** This model suggested the development of a "hamlet" or small village pattern with an interior street system and regular small blocks of mixed use development. New pedestrian oriented streets would provide on-street parking and provide alternatives to using Meridian for local access. Large parcels could be subdivided into smaller parcels with commercial and residential buildings fronting onto streets. Development would be setback from Meridian (SR161) with a landscaped buffer approximately 30-50 feet deep that would permit future widening of SR161 to five lanes. Within this landscaped setback pedestrian trails and bike paths could provide access between hamlets. Buildings scale would be one and two stories with opportunities for small parks, plazas and community pea patches that would mirror the scale of residential and commercial buildings along Meridian while increasing residential densities. Commercial buildings would be small in scale; less than 5,000 square feet in size and organized in tight groupings within the 120-150 foot square blocks. This model could be adapted to either a modified main street or a crossroads land use pattern along Meridian.
- ***The Crossroads Model:*** The Crossroads model would organize commercial, institutional and civic buildings around a new internal street network in one quadrant of key crossroad intersections along Meridian. Access drives from Meridian would become new intersections and streets and would be limited to 300-360 foot intervals. Residential development would be located beyond these crossroad developments and linked by new streets. Traffic calming or speed reduction devices could be used such as intersection islands and selected oblique street angles within the grid.
- ***The Town Center Model:*** The Town Center model¹ focuses new development around all four quadrants of key intersections along Meridian. Access from Meridian would be limited and new frontage roads and smaller scaled neighborhood streets or lanes would provide additional vehicular and pedestrian access within and between development parcels. New commercial and residential development would be organized on blocks that would have access from new streets or from east/west streets such as 24th Street East, 18th Street East or Taylor Street. This model recognizes the existing pattern of commercial and residential development along Meridian. Commercial and civic buildings would be oriented toward Meridian with limited parking between the street edge and building frontages. Residential development would be setback from Meridian by a landscaped buffer with pedestrian and bike paths linking commercial and civic center parcels.

A center piece of the 24th Street town center crossroads would be the City Hall "compound" which could include a future library, visitor center, chamber of commerce, museum, and/or community center. The old wind mill would be a landmark feature of this town center complex. It could remain at its present location or be relocated within the civic center compound. The architectural character could also build upon the farmstead type buildings and could include the renovation of the existing barn on the site for community uses. New streets running north/south on both sides of Meridian and completion or improvements to existing east/west streets would provide additional access

between residential neighborhoods and commercial development. This model would permit somewhat larger commercial buildings and higher density residential developments to offset the costs of new streets and provide for future employment opportunities.

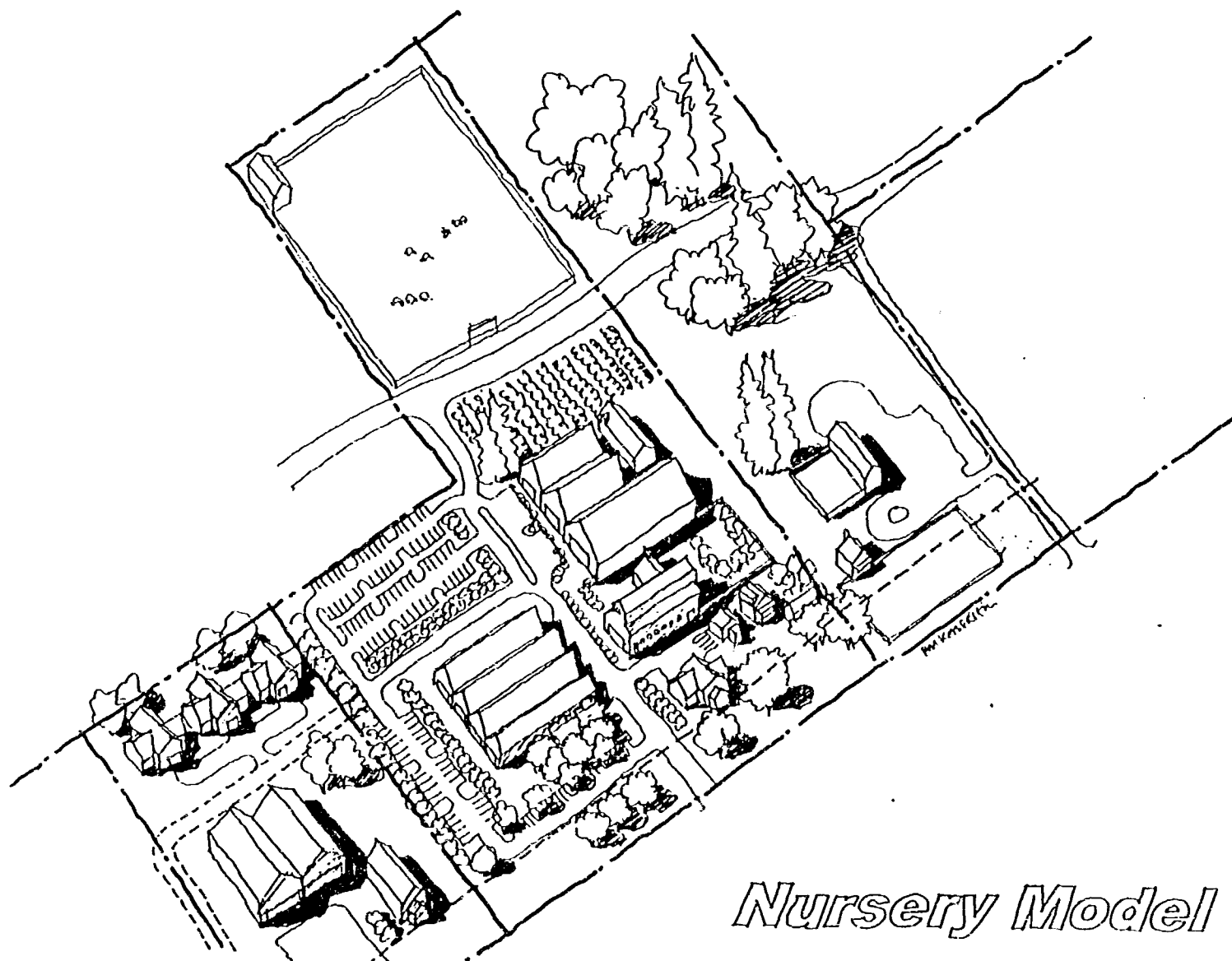
Following a discussion of the development models participants were asked to fill out a preference survey indicating their views on the scale and character of the land use and development concepts. Comments from workshop were documented and used to refine land use alternatives and community design character elements and to prepare for public workshop.



Participants at August 30, 1999 Edgewood Town Center Workshop discuss alternative community design and land use models.

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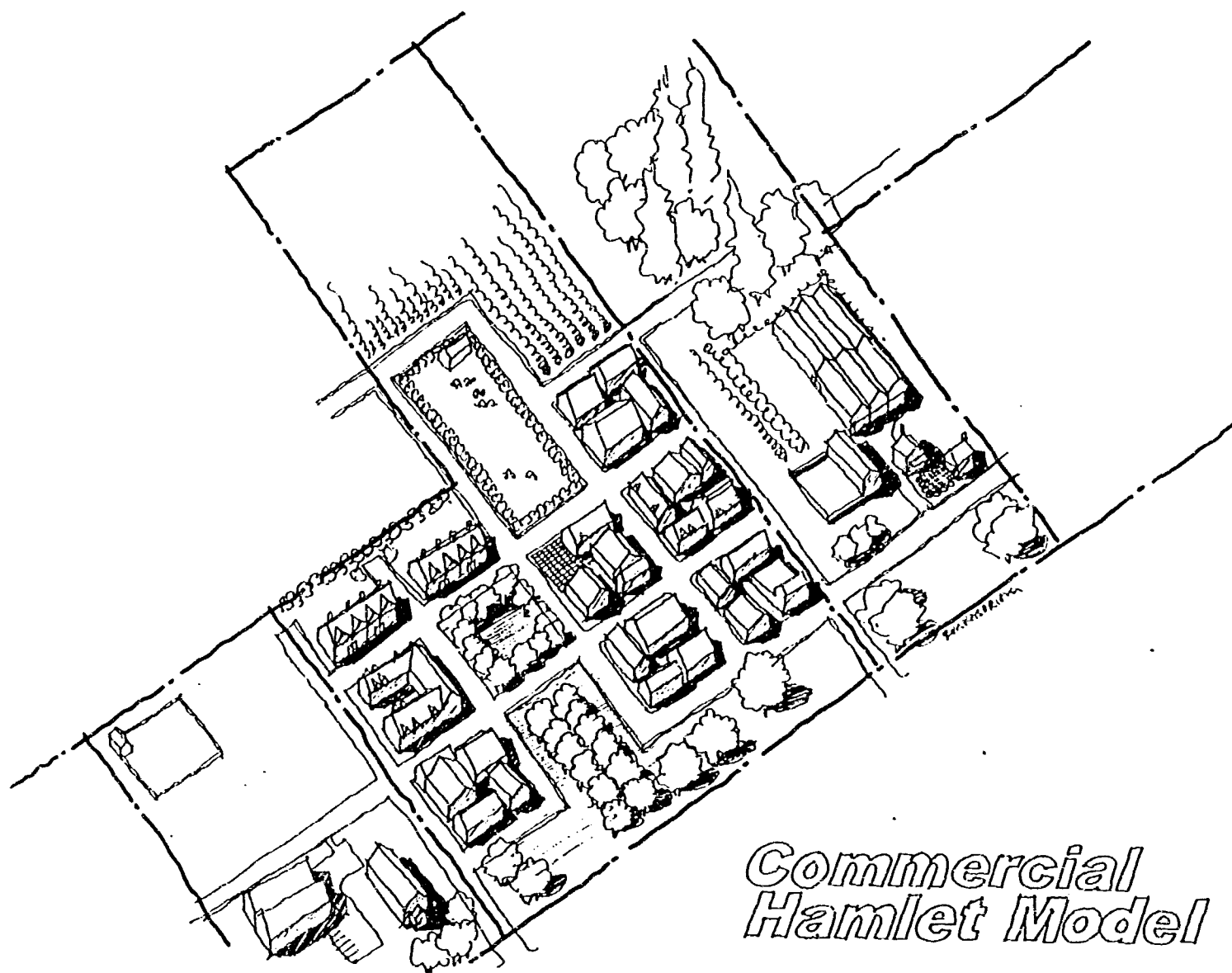
The Nursery Model



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Nursery Model

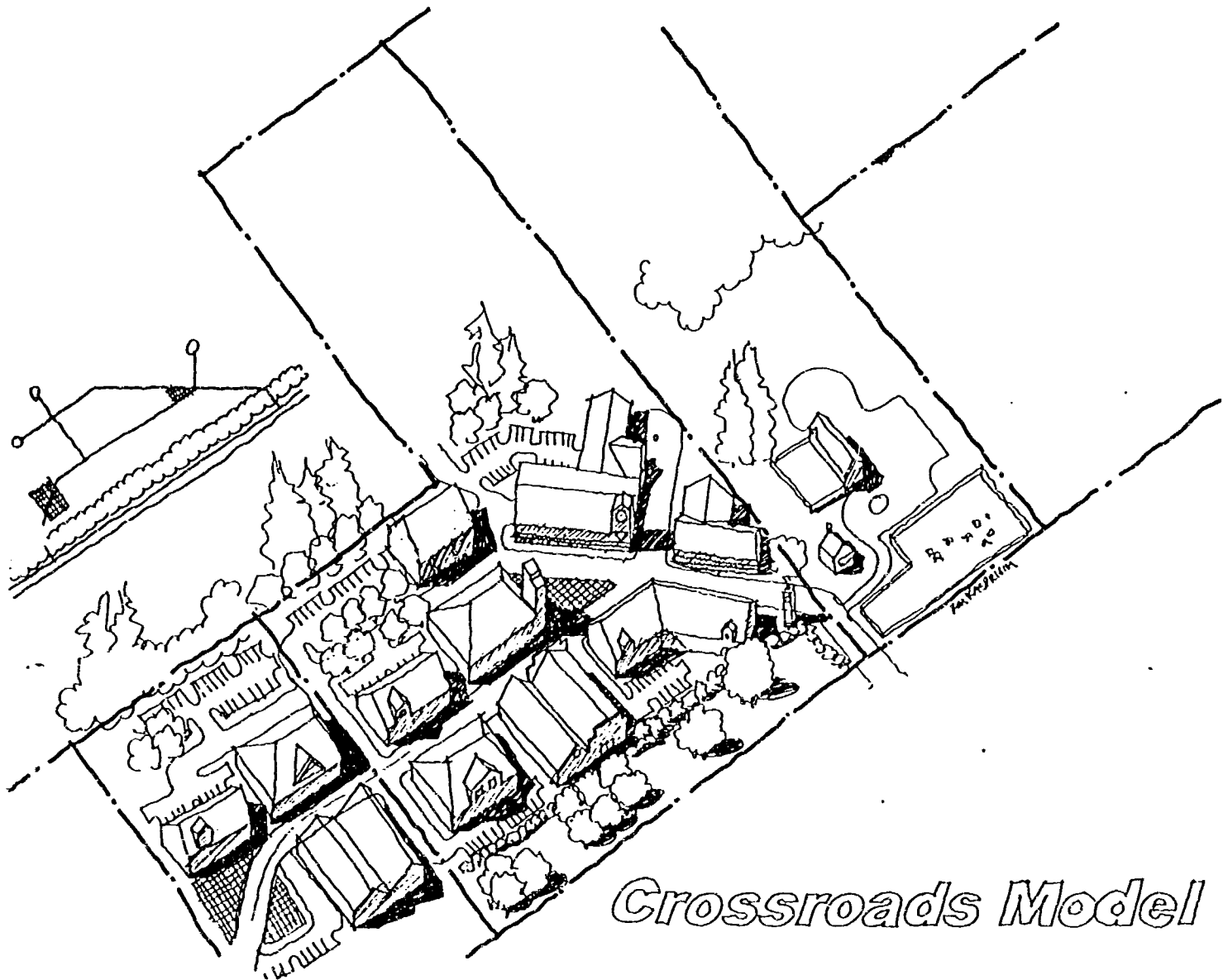
Commercial Hamlet Model



*Commercial
Hamlet Model*

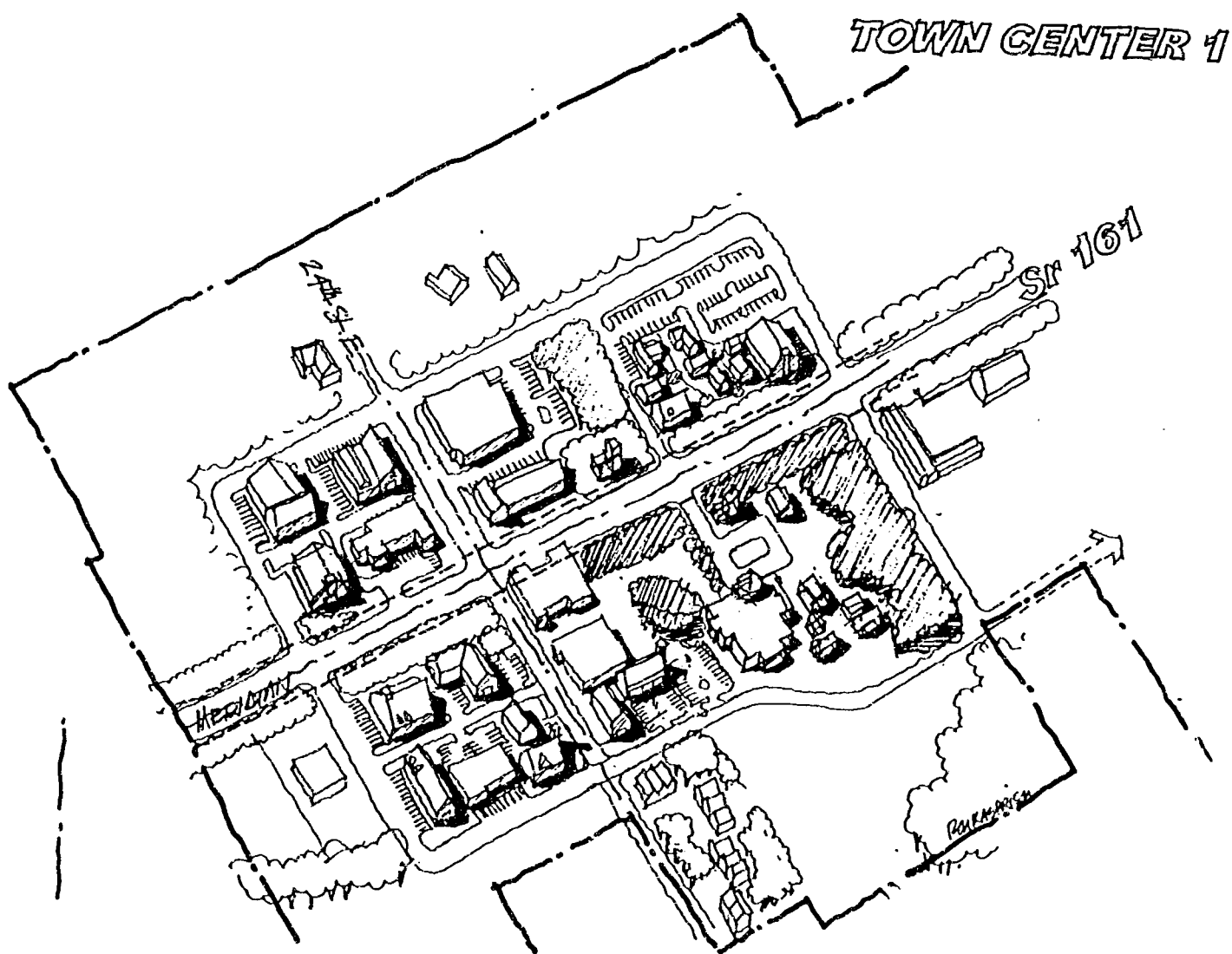
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Crossroads Model



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Town Center Model



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Comparative Scale Study

Key to the creation of a unique town center for Edgewood will be an understanding of the appropriate scale of future commercial and mixed use development at key crossroad locations. The following graphic depicts the comparative scales and configurations of typical strip malls developments, segmented shopping centers and a town center model. A comparison of the design elements of each shopping center type is useful in understanding the critical scale components for a new town center. The key elements are:

Typical Monolithic Shopping Center or "Strip Mall"

- One connected building mass with little or no differentiation between shops
- Large continuous parking area with no pedestrian walkways and little landscaping
- Dispersed or linear trees usually along major arterial
- Parking area in front of buildings with multiple driveways
- Site is leveled and graded as one large continuous unbroken plane or "pad"
- Most buildings are set back from street for visibility from high speed vehicular traffic
- Reliance on large free-standing pedestal type signage visible from passing traffic
- Typically single ownership with larger 40-60,000 square foot "anchor" tenants and smaller 5,000 square foot or less tenants located in between

Segmented Shopping Center

- Segmented multiple ownership with varying architectural design elements
- Typical of "big box" retailers and franchised businesses with large floor plates of 30-60,000 square feet or more in size and large signage visible from passing traffic
- Buildings set back from major arterial and surrounded by large parking lots
- Dispersed or linear trees usually along major arterial where provided
- Some opportunity for smaller retail "pads" for fast food outlets, banks, one hour photo finishing or other franchised retailers or restaurants
- Parking can be located in front and to the side of major big box retailers
- Site is leveled and graded in segments for individual store "pads"

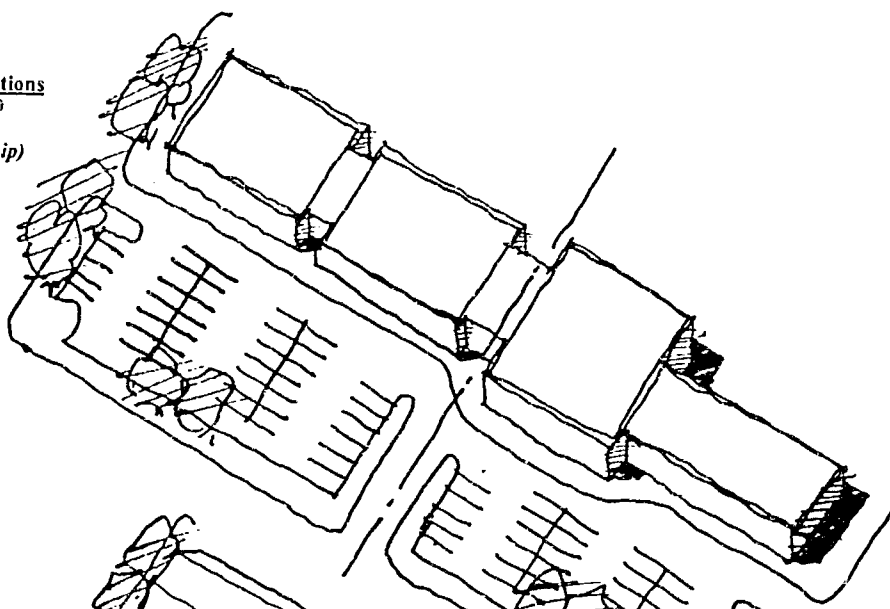
Town Center Model

- Segmented multiple ownership possible with smaller scaled individual shops and well defined building mass and linked with a network of pedestrian plazas and walks
- Buildings moved closer to street with architecture communicating shopping functions to passing traffic and smaller pedestrian scale signage
- Smaller building footprints or "pads" adjustable to varying site conditions with opportunity to protect natural site elements such as significant clusters of trees, slopes and creeks
- Parking is broken up into smaller parking lots dispersed around the site and linked by small driving lanes and defined by landscaping and pedestrian walkways
- Architectural features evoke farmsteads and small town character with smaller building footprints and owner operated businesses

Comparative Shopping Center Configurations
(same site; urban neighborhood model to suburban-rural model)

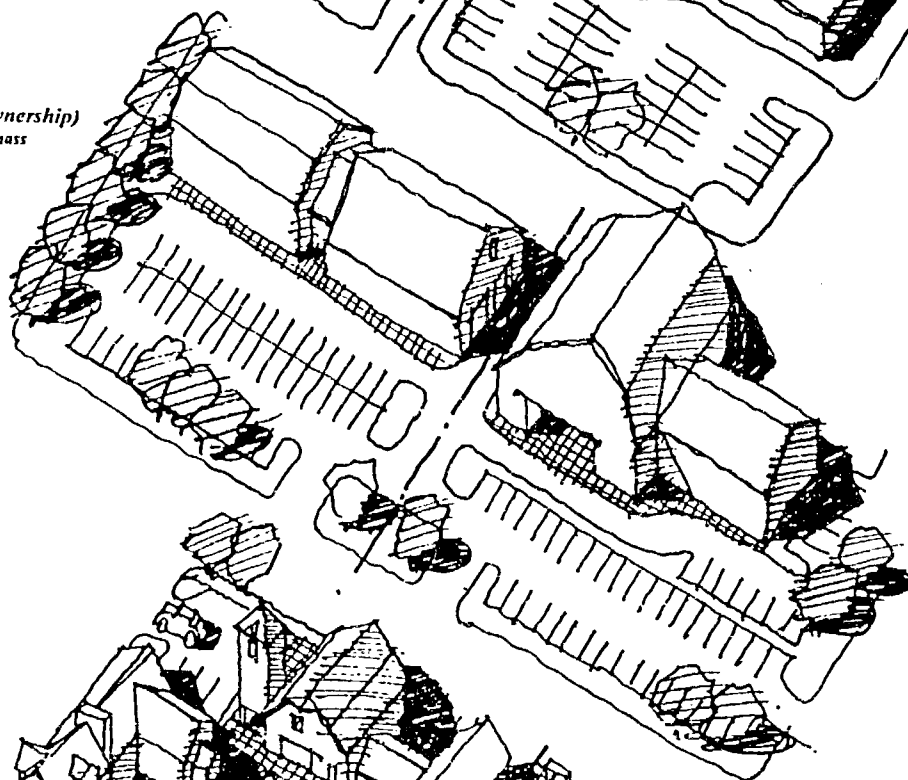
Monolithic Shopping Center (one ownership)

- One connected building mass
- Large continuous parking area
- Dispersed or linear trees, where provided
- Parking area in front of buildings
- Site is leveled and graded as one large plane



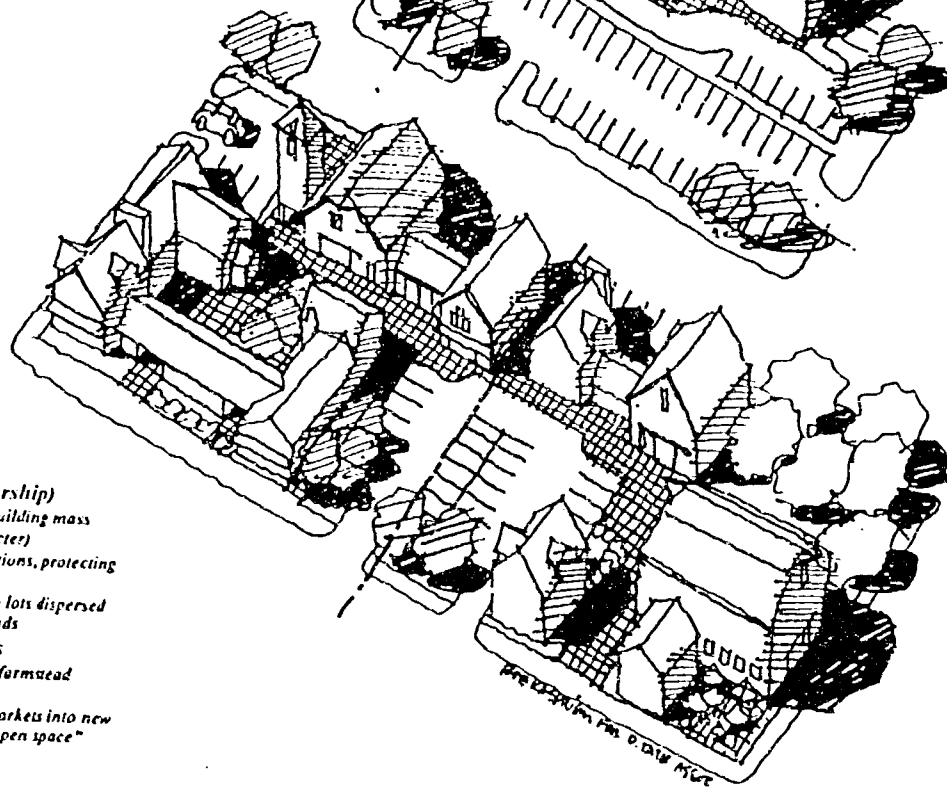
Segmented Shopping Center (multiple ownership)

- Segmented (one or more components) building mass
- Dispersed or linear trees, where provided
- Opportunity for smaller scale buildings
- Parking area in front or to side of buildings
- Site is leveled and graded in segments



Farmstead Town Center (multiple ownership)

- Segmented (multiple smaller components) as building mass
- Clustered trees where appropriate (rural character)
- Smaller buildings more adjustable to site conditions, protecting more natural site features
- Parking provided in parking-lots (small parking lots dispersed around the site, connected by narrow access roads)
- Extensive pedestrian areas in courtyard clusters
- Use of older barns, barn-style building types in farmstead configurations
- Incorporate nurseries, greenhouses, open air markets into new developments, where possible, to add to rural "open space" character



Task 5: Community Design Workshop with General Public.

A community design workshop with the general public was held on September 28, 1999 to elicit responses to and comments on the two land use concepts and preliminary community design elements. The consultants used photographs, sketches, diagrams to provide background information and models of small town and village character design elements and to illustrate possible residential and commercial development patterns to support land use alternatives. The development models were shared with participants of this workshop including an update of the CATRAC capacity analysis and growth targets for the Comprehensive Plan. Small group break-out sessions used a planning exercise to brainstorm preliminary ideas and refinements to the community design elements and to build consensus for a preferred land use alternative. Key issues discussed in the small group include:

- Recognition of existing development patterns and businesses along Meridian.
- The need for more "breaks" in the Main Street pattern along Meridian to foster a strong identity of place and avoid a "monotonous" linear pattern.
- Concern for vehicular access from Meridian with the Main Street model which many felt would eventually be widened to five lanes and be more of a highway than a main street.
- Concern over "livability" and future residential densities along Meridian.
- Property rights and equitable development potential for properties with steep slopes, wetlands or other restrictions.
- A desire to avoid the mass-produced decentralized suburban sprawl of other cities located along major state highways.
- The need for improved transit services and connections to the future Sound Transit Commuter Rail stations in Puyallup and Sumner.

This workshop indicated a strong preference by the community for the "Focused Crossroad Nodes" land use concept and the town center development models. Refinements to community design illustrations and the Town Center land use plan were based on comments from workshop.



Participants at October 2, 1999 Town Center Workshop

Its Not Urban and Its Not Rural: Its "Rurban" ¹

Key Issues Facing Transitional Rural/Urban Interface Communities

A number of key issues associated with the community character and land use elements of Edgewood's Comprehensive Plan were addressed during the course of the Town Center planning and Meridian Corridor analysis. Many of these questions arose during public workshops as citizens wrestled with the problem of meeting the goals of the State's Growth Management Act and Pierce County's growth estimates for the City of Edgewood. These issues are being faced by communities as they transition from rural and small town enclaves to emergent hybrid semi-rural communities surrounded by continuing suburban sprawl.

Communities such as Edgewood are characterized as Rural/Urban Interface areas. The term "*Rurban*" was coined to describe these areas. The conduit along which this type of suburban sprawl has occurred are the state highways. Heavily traveled highways, such as State Route 161, have developed over time into rural/urban intercept service corridors where new development has infilled alongside older pre-zoning commercial uses to create linear or "strip" commercial districts. These corridors typically include several crossroad conditions that have infilled without the open space "breaks" between crossroads and "roadhouse" developments. These strip developments rely on high volumes of traffic passing through the area between live-work destinations for customers. They no longer depend on adjacent local residential populations to support uses.

Franchise commercial operations such as gas stations, fast food restaurants, automobile maintenance and mini-storage facilities have displaced the small independent business with highly recognizable and advertised brand name outlets which are standardized even down to building design. High volumes of local and through traffic and higher speed limits result in a suburban development patterns along SR 161. Deep narrow lots with short street frontages result in multiple driveways, frequent signage, and buildings set back and separated from the road by parking areas in order to visually capture the attention of motorists. The Surprise Lake Mall located in neighboring Milton currently "captures" the population-based supportable retail sales and services of Edgewood. The mall and other commercial uses in Milton also contribute to the pressures to "capture" through-traffic resulting in auto-oriented services along SR 161.

However, due to the lack of sewers to support more intensive commercial uses such as restaurants, businesses along the Edgewood portion of SR 161 have tended toward low intensity services such as gas stations, automobile and RV sales and services, mini-storage, small office and cottage industries and personal services operating out of existing or converted residential homes. The high volumes of peak-hour traffic, the lack of sidewalks and significant east-west cross streets with signalized intersections, also contribute to difficulty in crossing the street or exiting driveways from businesses along Meridian.

¹ Source: Professor Ron Kasprisin University of Washington coined the term "Rurban" to express the character of areas in transition between rural and urban as part of his current planning research for rural areas of King County.

Unlike older pre-auto oriented communities that have state routes running through the middle of their business districts, Edgewood did not develop a "main street" type pattern of sidewalks and street grid that would contribute to a more traditional small town. Plans to widen SR 161 to meet the demands of traffic volumes, speed limits and state highway safety standards, will further exacerbate the difficulty in creating a pedestrian orientation along Meridian. Key to the solution will be the development of a secondary neighborhood street system that defines reasonably sized "blocks" of development to the east and west of Meridian. This additional street and block network can provide opportunities for alternative pedestrian and vehicular movement to that afforded by Meridian.

Survey Results

Other key issues facing the creation of an Edgewood Town Center and the Meridian corridor were discussed in the workshops and through the preference survey. The following are some of the key findings:

What is the appropriate scale of commercial and residential development within a town center?

Surveys of the participants in the workshops indicated a preference to retain a small scale to future commercial and residential development within the town center. Buildings should be two to two and one half stories in height and should be limited in size or building "footprint". Many participants responded favorably to the examples of Gilman Village in Issaquah where old houses have been converted to commercial buildings and arranged in an informal random pattern. Buildings are linked by an open pedestrian walkway and separated from designated parking areas. Some buildings use attic stories with dormer windows that provide office space for ground floor retail business. Most participants supported the architectural character of gable, hip and shed roofs that evoke the old farmstead structures. Some participants indicated that they favored the current residential density of 6 units per acre while others felt that with future sewer connections 12 units per acre would be achievable within a scale appropriate to a small town. Many expressed a scale of two to two and a half stories in height and a preference for small lot single family and townhouse type residential over walk-up apartments.

What types of commercial uses do rural/urban interface residents need?

The preference survey and comments during the workshops showed an overwhelming desire for community-based neighborhood scale commercial uses for a future town center in Edgewood. Most participants felt that existing commercial development at the Surprise Lake Mall met most of the commonly needed retail sales and services such as a grocery and drug store. There was interest expressed about what types of businesses and how much new commercial development could be supported by the current and future population of Edgewood.

The consultants shared with participants some retail market standards which showed that a neighborhood shopping center anchored by a grocery store and drug store generally serves a market area with a population of 10,000 to 30,000 people, while a super-regional shopping center serves a market area with a population of 250,000 to 600,000 people. Clearly another shopping mall in close proximity to the existing Surprise Lake Mall would be unlikely with the projected population of 20,000 people in Edgewood. Future commercial development hoping to capture pass-through traffic along SR 161 would also compete with the Puyallup, South Hill, Milton and Federal Way market areas.

Most participants surveyed supported the idea of small locally-owned and operated specialty shops such as the Edgewood Flower Farm or the Love's Farm produce stand. Ideas such as a garden supply center, nurseries, small hardware store, seed and feed stores, restaurants, cafes, auto service, professional offices and live/work cottage industries were supported as have the desirable scale, character and market support of local residence.

Many respondents felt that the Meridian corridor was a good place to own a business and a place to work. Some current business owners felt that recently established zoning along Meridian restricted the use of their property and encumbered the future sale of property due to its designation as a non conforming use.

What types of public amenities, facilities or development improvements would enhance the Meridian corridor the most?

Respondents to the survey indicated that public amenities or facilities such as a community center, bike paths, street trees, street lighting, landscaping, improved bus shelters and crosswalks would enhance the character of the Meridian corridor. Many saw a new City Hall as a "catalyst" project which could set the trend for better design and create a landmark for the town center. Participants also responded favorably to the idea of a civic center with a city hall, library, police station, and community center. The design commission members felt strongly about improving the overall image of the meridian corridor and establishing a "common thread" design element such as street lighting, landscaping or street trees that would act to unify the town center core. Some respondents suggested more public open space, plazas and small parks as a way of enhancing the corridor as a place to live.

The Town Center as a Model for Growth Management

The State of Washington Legislature passed the 1990 Growth Management Act (GMA) to protect and enhance the valued quality of life enjoyed by Washington citizens. The act mandates that the fastest growing counties and cities in the State prepare local long-range comprehensive plans to guide growth and development over a 20 year period. The GMA ties population and employment growth to the demand for housing and jobs as well as the ability to provide the infrastructure and public facilities needed to keep pace with anticipated growth. The objective is to balance what the citizens want to keep with what they need for the future.

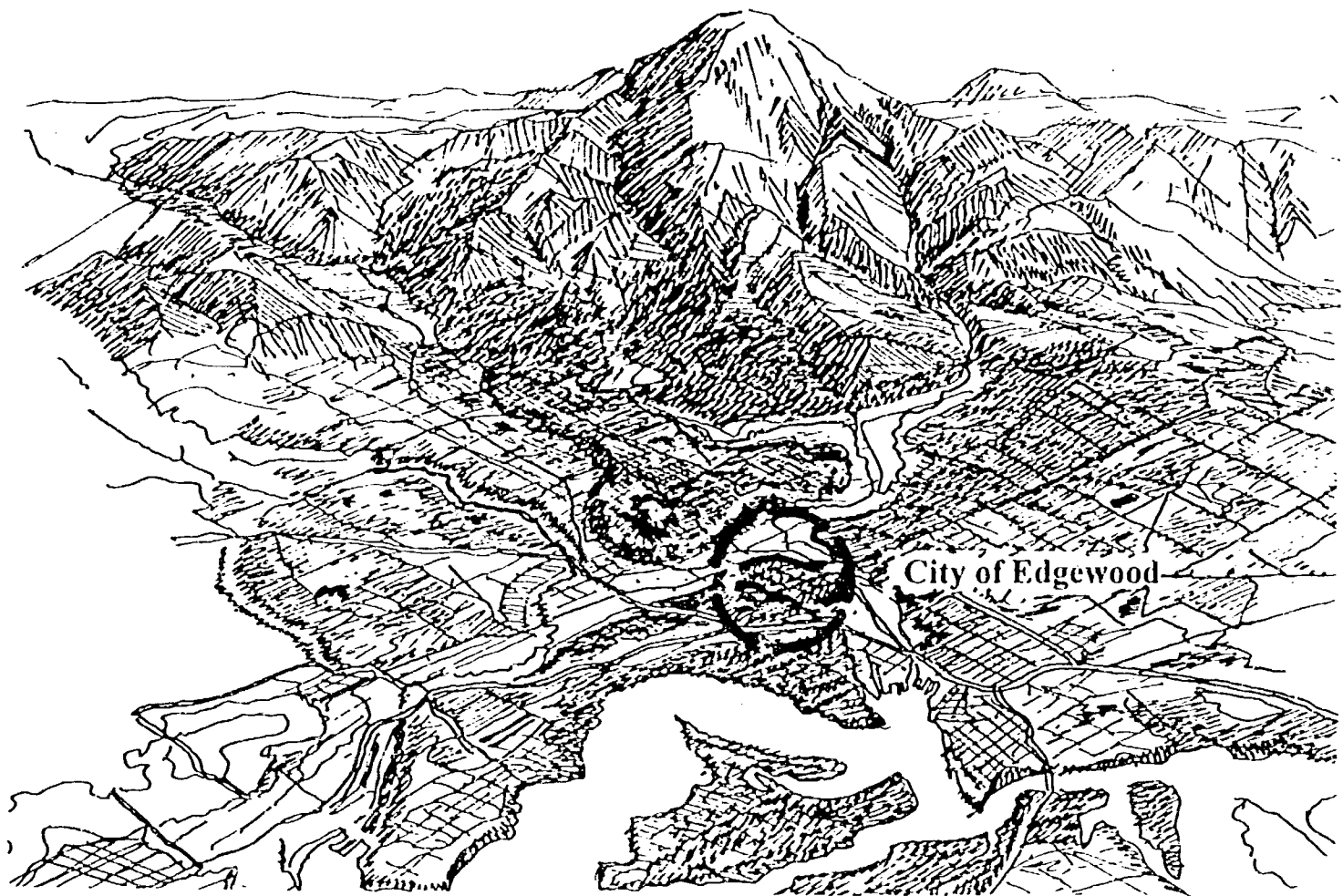
The planning process requires local governments to coordinate with adjoining communities and with the county. Plans must include land use, transportation, capital facilities, housing, and utilities and may include economic development, urban design, parks and recreation. Plans are to be consistent with the goals of the GMA and the goals of the county-wide policies. The process depends on extensive citizen involvement to make the plans reflect the local values, concerns, and a community-based vision for the 20 year planning horizon.

When the citizens of Edgewood decided to incorporate into a city, they wished to have greater say in how they would grow. They wished to retain those qualities of life and community they cherished while meeting their responsibilities for managing growth. The City of Edgewood is unlike many of the neighboring communities around it. Its location on the top of a *glacial drumlin* or plateau, the large number of old farmsteads and sensitive wetlands and wildlife habitat, the lack of sewers, and the presence of State Route 161 running through the middle of the community, has dictated its growth pattern and the parcelization of land. Unlike its neighbors the Cities of Sumner and Puyallup or other older small towns, Edgewood has grown at a lower density and without the benefit of a true center or downtown. In order to meet the goals of growth management and still retain the physical qualities and character the citizens desire, a different model of urban growth will be needed. It should be a model uniquely Edgewood and not necessarily "mimic" what other communities have done to meet the requirements of the Growth Management Act.

The Crossroads Town Center, while not a new invention, will never the less have a "modified" organization and pattern of growth in Edgewood. Changes to the pattern and distribution of new housing and commercial uses will require time and patience on the part of the community. Current levels of traffic along SR 161 will require the town center concept to be imaginative and a bit "paradoxical". In order to "improve" traffic conditions along SR 161 and support new commercial and residential growth, it may be necessary to actually slow the traffic even more and support transit alternatives to the car. The character of the Town Center will require design guidelines that create a desirable neighborhood that has its own personality and not another "cookie cutter" solution to suburban sprawl.

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Edgewood's unique environmental setting and semi-rural development pattern requires innovative planning and design solutions. Its situation on a plateau overlooking the Green, Stuck and Puyallup River valleys and its forested steep hillsides give it an "island" quality with well defined edges and identifiable growth boundaries. Located between the major transportation corridors of State Route 167 and Interstate 5 and the rapidly growing Cities of Milton, Sumner and Puyallup effect traffic volumes moving through the heart of the city along SR 161. The remnants of old farmsteads, orchards, grazing lands, and woodlands are in stark contrast to the suburban subdivisions and adjacent Surprise Lake strip mall of more recent development activity. The presence of geological conditions such as potholes and depressions combine with streams, wetlands and wildlife habitat contribute to the unique "tapestry" of land uses. Solutions to future growth sound recognize these qualities. Suburban sprawl solutions appropriate to Kirkland, Seattle, Poulsbo or Sumner may not be right for Edgewood. Developing an appropriate scale and character for the Edgewood Town Center should celebrate the diversity of its unique settings, history and land use patterns.



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Planning Principles for the Crossroads Town Center Plan

The following planning principles are intended to support the land use and community design elements of the comprehensive plan for the Meridian corridor and the creation of a Crossroads Town Center for the City of Edgewood. The key planning principles are:

- Focus future commercial and residential growth along the Meridian corridor.
- Create a Town Center between key crossroad intersections along Meridian (SR 161).
- Retain lower density residential areas and semi-rural lands outside the Town Center.
- Direct future infrastructure and transportation improvements within the Town Center.
- Provide improved transit access within the Town Center.
- Within the Town Center, provide for a diversity of housing types and affordability.
- Provide visually enhanced "green gateways" at the north and south entrances to the City.
- Establish a system of transfer of development rights (TDRs) from lower density semi-rural and sensitive area parts of the City (sending sites) to an area within the Town Center to achieve higher density (up to 12 units per acre) residential and to offset the costs of public amenities and infrastructure improvements.
- Encourage small owner operated neighborhood-based commercial development within the Town Center.
- Create a new neighborhood street network within the Town Center that provides local access and alternative pedestrian connections to Meridian. The new street system should build upon existing streets to create an inter-connected network or grid with development blocks and alleys for future residential and commercial development. The street grid may be a "modified" grid system in order to avoid sensitive areas or existing development.
- Provide new crossroad intersections within the Town Center with safe pedestrian crossings.
- Locate new commercial and mixed use residential development in close proximity (within 1/4 mile) to transit stops.

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Key Community Design and Land Use Elements of the Crossroads Town Center Concept Plan

Following the community design workshops, refinements were made to the Crossroads Town Center Concept Plan and recommendations for the Meridian corridor. The five key community design and land use elements of the Crossroads Town Center are:

1. New Town Center Street Network
2. Commercial Concentration at Town Center
3. Town Center Residential Neighborhoods
4. Civic Center Focus
5. North and South Gateways

New Town Center Street Network

The Edgewood Town Center should create a network of inter-connected streets that recognize the existing street and pattern of parcels. This network of streets and development blocks should form a "grid" pattern. The grid can be "modified" or irregular in order to avoid sensitive areas such as wetlands or existing development. Blocks should be compact in size (300 feet long) to promote comfortable pedestrian movement. The street network will provide an alternative to the use of Meridian for local neighborhood access. It will provide additional access points for commercial development fronting along Meridian. The neighborhood collector type streets should have on-street parking to provide for visitor parking and act to slow traffic down through residential areas. The width of new neighborhood streets should be kept narrow (44-56 feet wide) in order to slow traffic and provide a safer pedestrian environment.

Commercial Concentration at Town Center

The Edgewood Town Center should have established limits for future commercial and higher density residential growth. The limits of the Town Center should be established based on a quarter mile radius from the intersection of Meridian and 24th Street East. This is a comfortable pedestrian walking distance and encompasses adequate land area to accommodate future commercial and residential growth. The key component of the Town Center is small scaled neighborhood commercial.

Town Center Residential Neighborhoods

New residential neighborhoods within the Town Center will benefit from close proximity to retail sales and services and improved pedestrian and transit access. Higher density residential development within the Town Center will assist in preserving lower density and semi-rural residential areas of Edgewood through a system of Transfer of Development Rights or TDRs. Within this Town Center area, transfer of development rights may be used to achieve a higher residential density up to 18 units per acre. These densities can be achieved with housing types that support a small town scale and character.

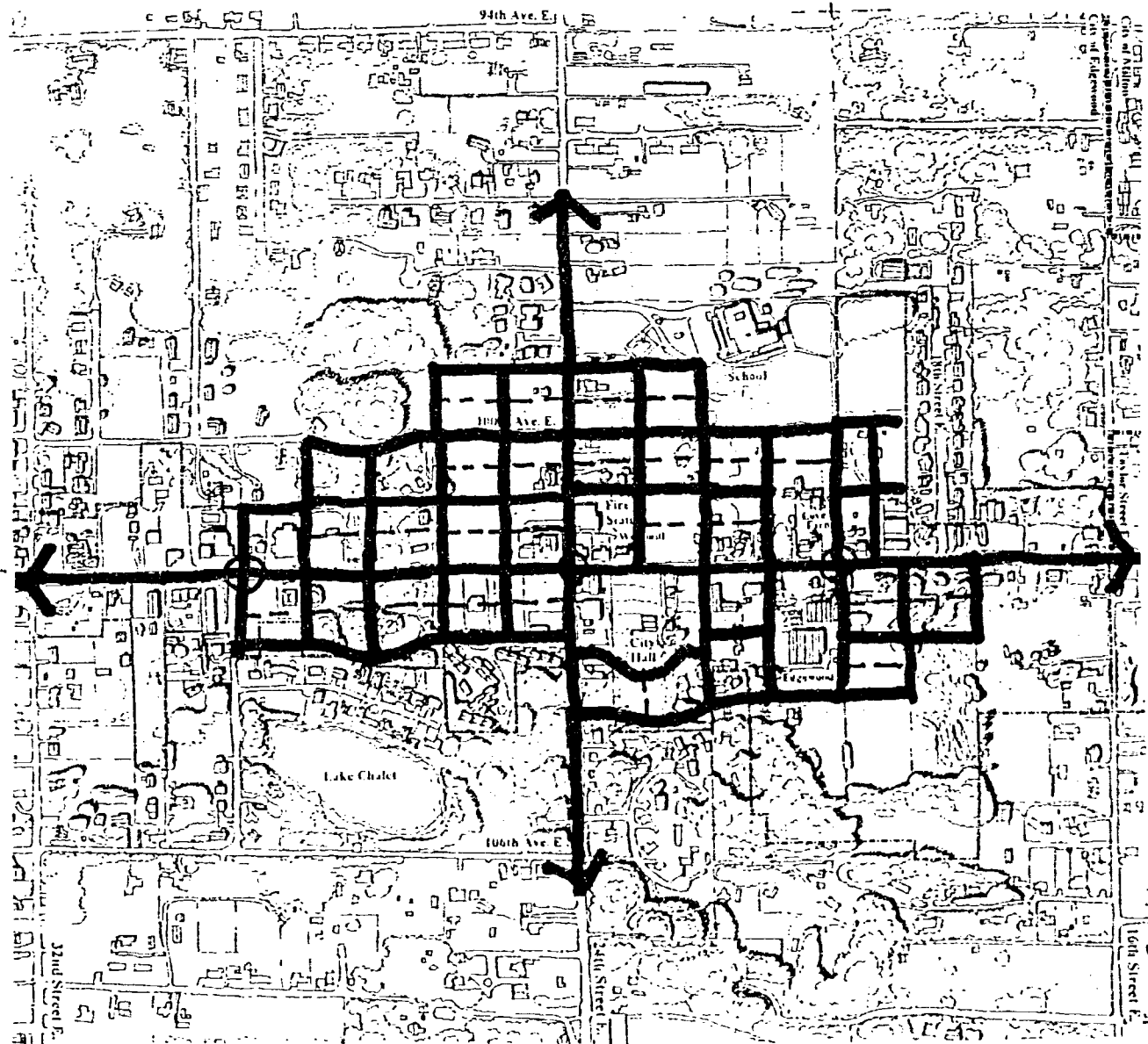
Small lot single family, town houses, farmstead housing clusters, accessory dwelling units, multiplex homes and mixed use apartments over retail stores within the Town Center will meet the demand for future housing and population growth. Design guidelines can ensure a scale and character appropriate to Edgewood. Indigenous northwest architectural styles that contribute to the small town and rural farmstead setting include the craftsman bungalow, farmhouse cottages, pioneer saltbox, shingle style apartments and alpine rustic cabins and mountain lodge. The use of steep pitched gable roofs, dormer windows, attic stories, front porches, bay windows, shed additions, deep roof eaves, overhangs, and simply decorated gable ends, wood detailing and natural materials contribute to this northwest style. Examples of appropriate architectural design of new Town Center residential neighborhoods can be seen in the Washington Court development in Sumner and the Northwest Landing at Dupont Washington.

The Town Center residential neighborhoods will provide the transition between the commercial areas along Meridian and the lower density semi-rural or "rurban" residential areas to the east and west of the Meridian corridor. The Town Center neighborhoods will vary in size from a few infill houses on redeveloped lots to larger subdivisions developed on large parcels or acreage. There should be housing opportunities for all segments of Edgewood's population from young singles, couples with children, empty nesters to elderly and assisted living within the Town Center. Apartments in close proximity to neighborhood commercial areas and transit stops can reduce the need for and cost of an automobile for young couples and the elderly.

New Town Center residential subdivisions should be encouraged to mix densities and types of housing within the same development. These "mixed cluster commons" developments could mix single family homes on small lots with multiplex townhouses, and cluster houses around common courtyards. Alleys can provide access to parking garages in the rear of homes as well as providing upper floor accessory dwelling units for rental income. Development standards for these residential areas should encourage the retention of significant clusters of mature trees and the development of tree lined streets and sidewalks that link commercial areas to homes.

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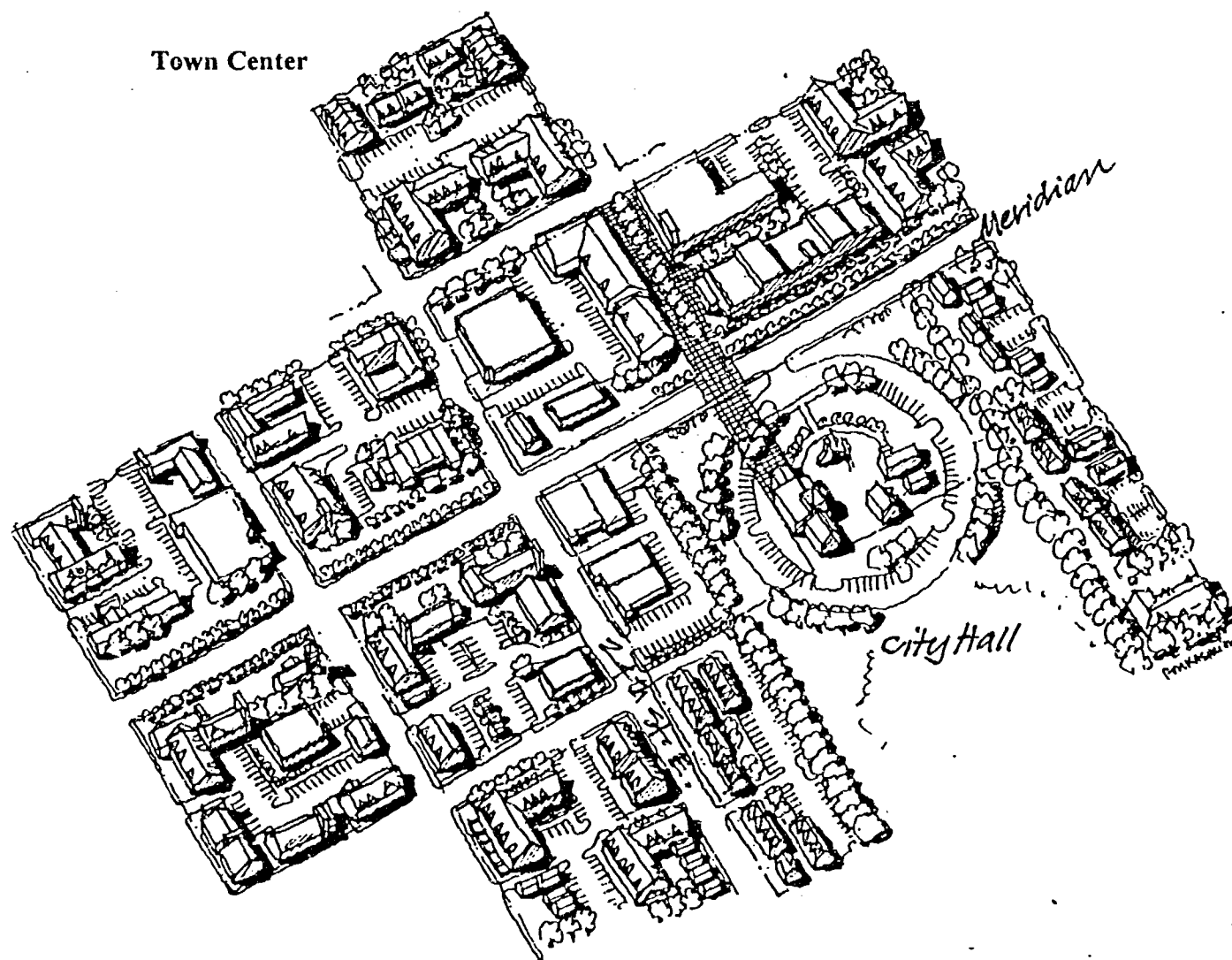
Town Center Street Network



Town Center Street Network

- Inter-connected street network
- New signalized intersections
- "Grid" pattern can be regular or modified irregular to avoid sensitive areas
- New crosswalks and pedestrian linkages
- Defined by 300 foot maximum long blocks
- Narrow neighborhood streets 44-56 feet wide with on-street parking

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TOWNCENTER

Location:

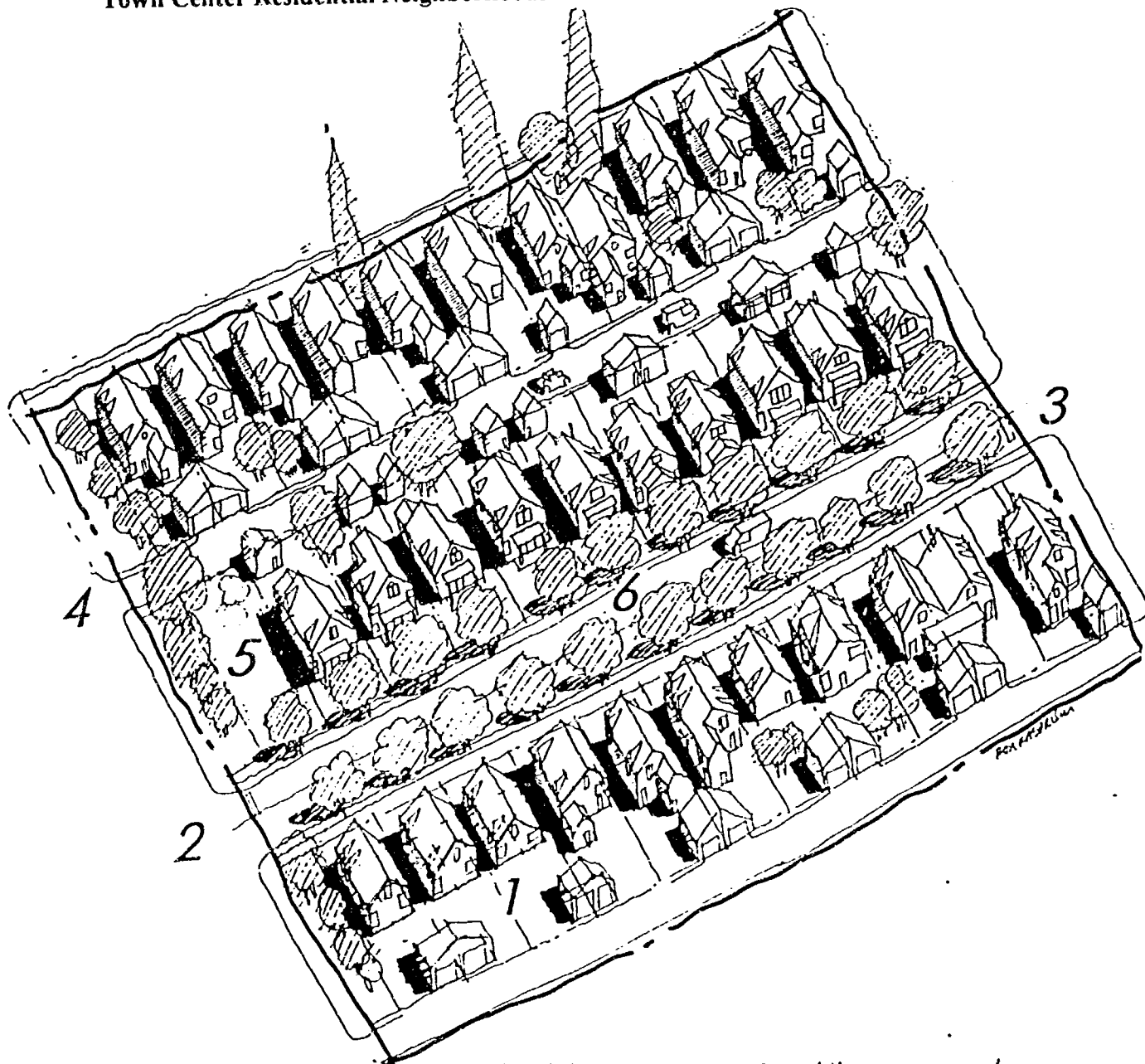
- E. Meridian and 24th St. E.
- Focused on civic center

Traits:

- 300 feet square blocks
- compact development not exceeding 25% of enclosed square feet per block
- pedestrian and open space connections from civic center through commercial center to adjoining residential areas
- recommended 50 feet setback for new development along each side of Meridian/sr161 to remain as vegetated open space
- parking on street and in the interior of blocks

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Town Center Residential Neighborhoods



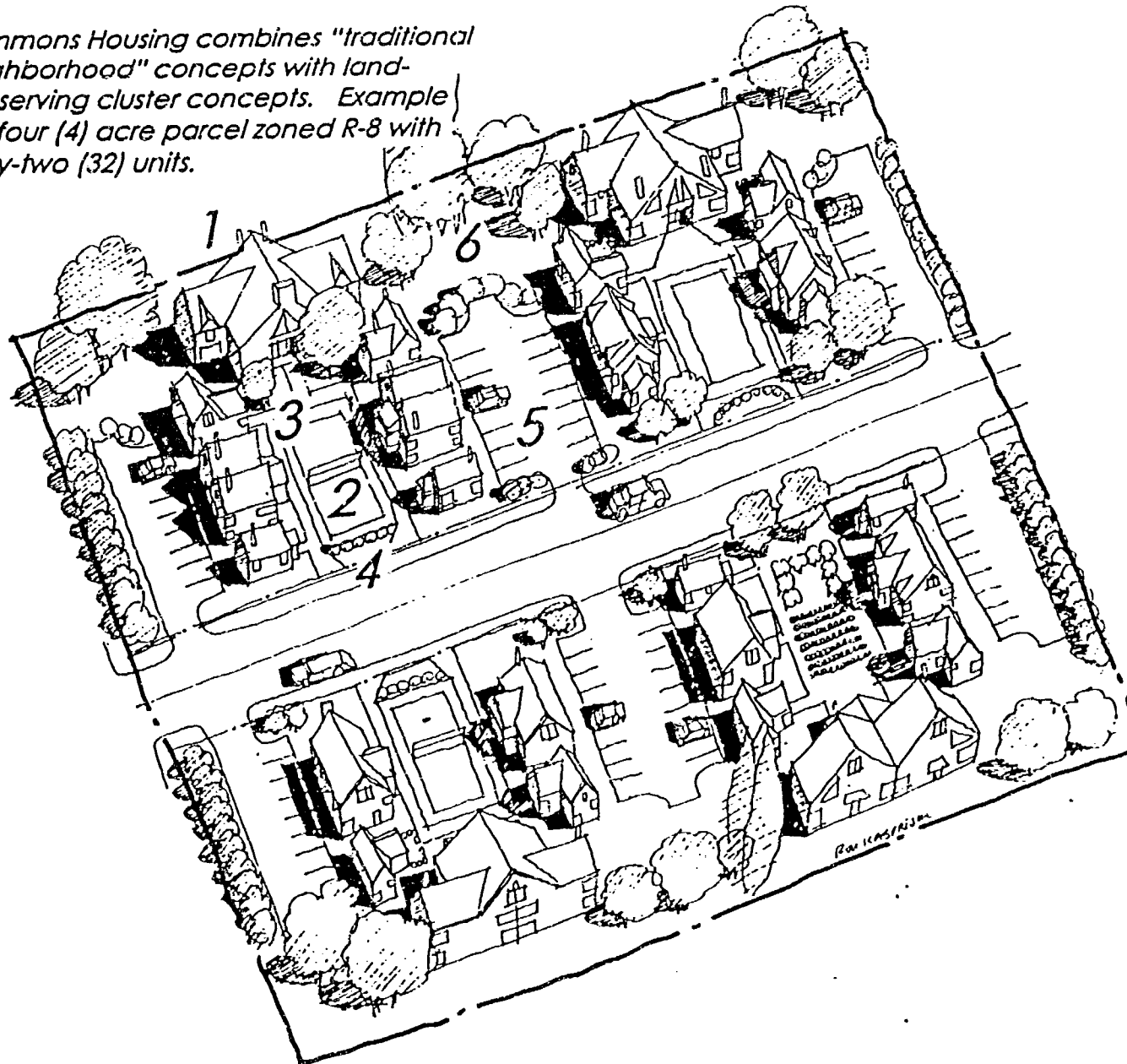
Small Parcel Subdivision is illustrated on a four (4) acre parcel.

Features include:

- 1 40 feet by 100 feet parcels with single family detached or attached building types, each with an attached covered front deck/porch
- 2 60 feet maximum (40 feet preferred) residential street right-of-way
- 3 pedestrian sidewalk on both sides of street
- 4 twenty (20) feet wide service alley to the rear of residential parcels, accessing garages and on-site parking; shared where feasible
- 5 common open space
- 6 street tree landscaping

Commons Housing

Commons Housing combines "traditional neighborhood" concepts with land-conserving cluster concepts. Example is a four (4) acre parcel zoned R-8 with thirty-two (32) units.

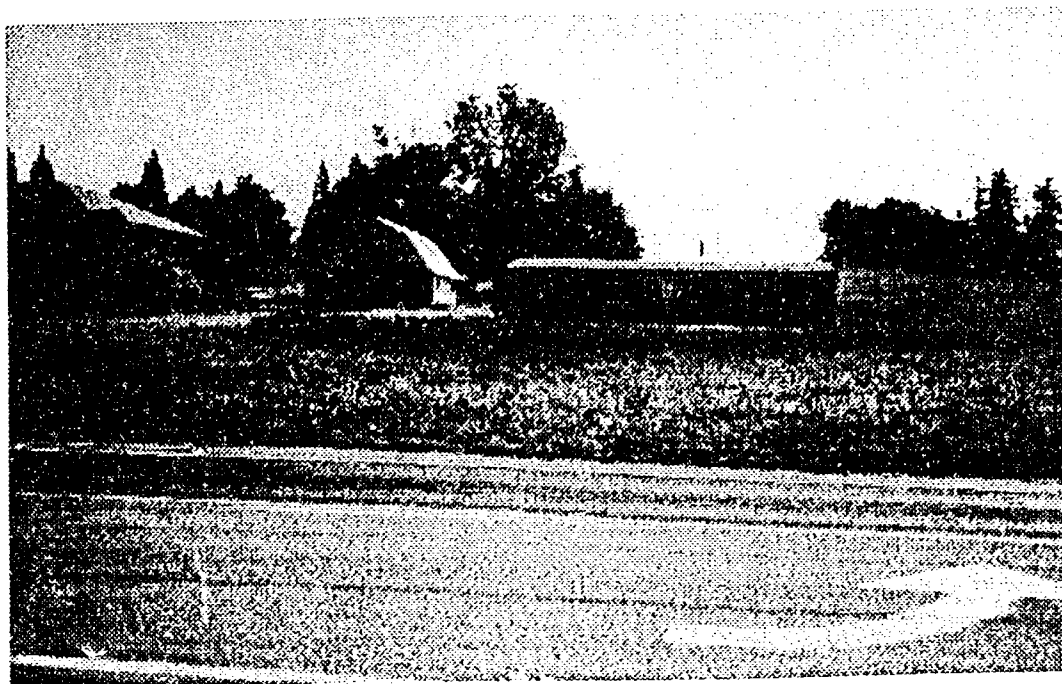


Features include:

- 1 a cluster of diverse building types: multiplex homes, multiplexes, single family attached and detached, and cottages*
- 2 a common open space area for use by commons tenants at a minimum size equal to one volleyball court and out-of-bounds*
- 3 individual open space areas for each unit, contiguous to the unit*
- 4 one side of the commons oriented to the primary pedestrian street, or sidewalk leading to the pedestrian street*
- 5 shared parking perpendicular to the street*
- 6 protected open space between commons clusters*

Civic Center Focus

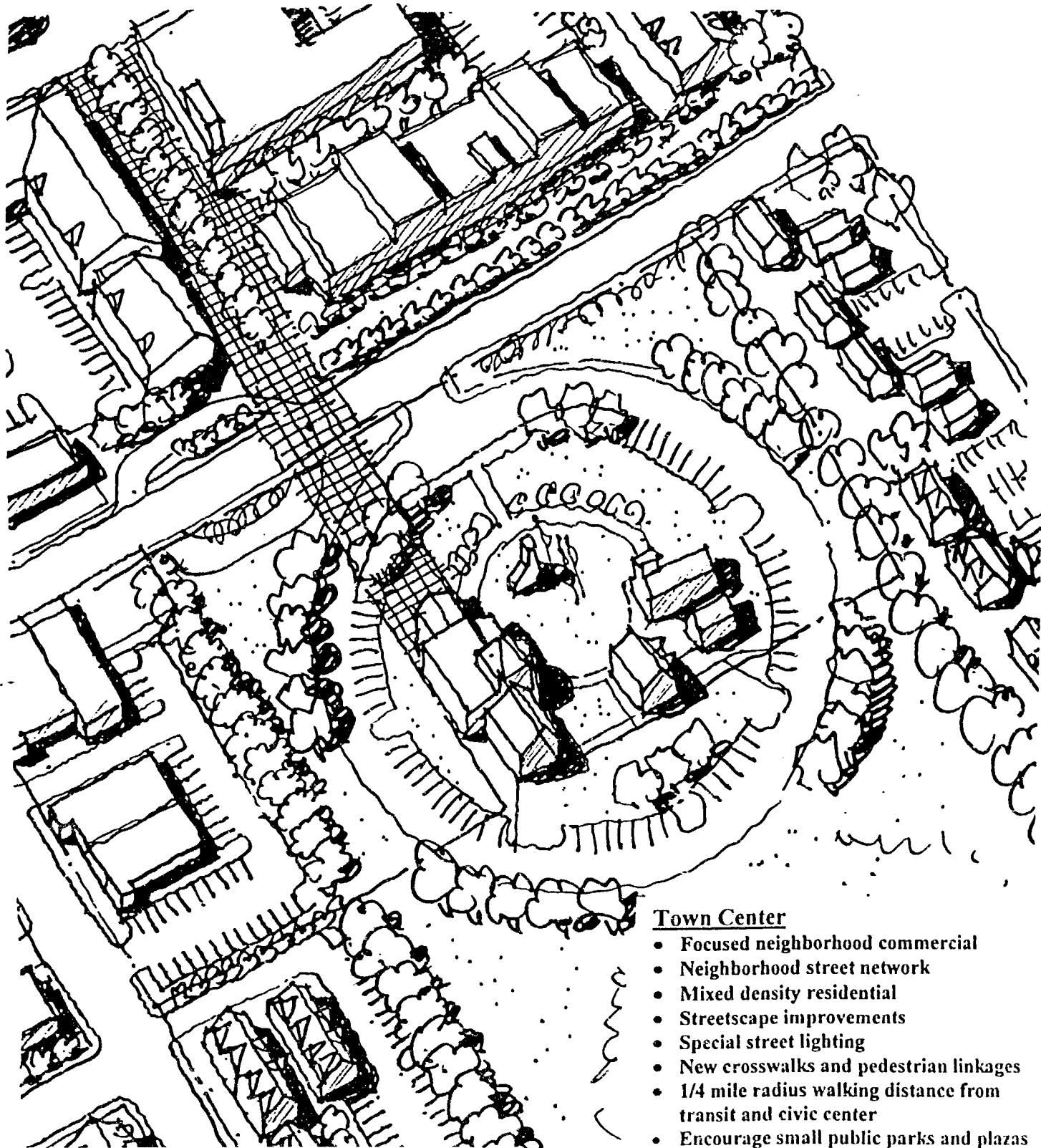
The City Hall site and the City owned property located along Meridian near 24th Street East should become part of a Town Center community focus. Uses of the site could include a new City Hall, library, community center, police station, municipal courts, museum or heritage center, public open space or park and visitor center. A new City Hall and civic center facilities should be designed to reflect the character and scale of a small town while providing a landmark quality and setting the design standards for other public facilities. The existing old barn on the site could be renovated for public use if financially feasible. The site has a knoll which provides a promontory view of the Town Center area and some significant older trees. This could be part of a city park with a bandstand or outdoor performance area. The old windmill could be relocated to this site as part of a landmark element or outdoor museum featuring farming equipment or other cultural, historical or heritage elements. A community center could include recreational facilities, meeting rooms and a daycare facility.



Current City Hall site has opportunity to become a focus for the Town Center with new City Hall, police station, community center, library, museum, daycare facility and public park.

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Town Center Community Focus: Civic Center



Town Center

- Focused neighborhood commercial
- Neighborhood street network
- Mixed density residential
- Streetscape improvements
- Special street lighting
- New crosswalks and pedestrian linkages
- 1/4 mile radius walking distance from transit and civic center
- Encourage small public parks and plazas

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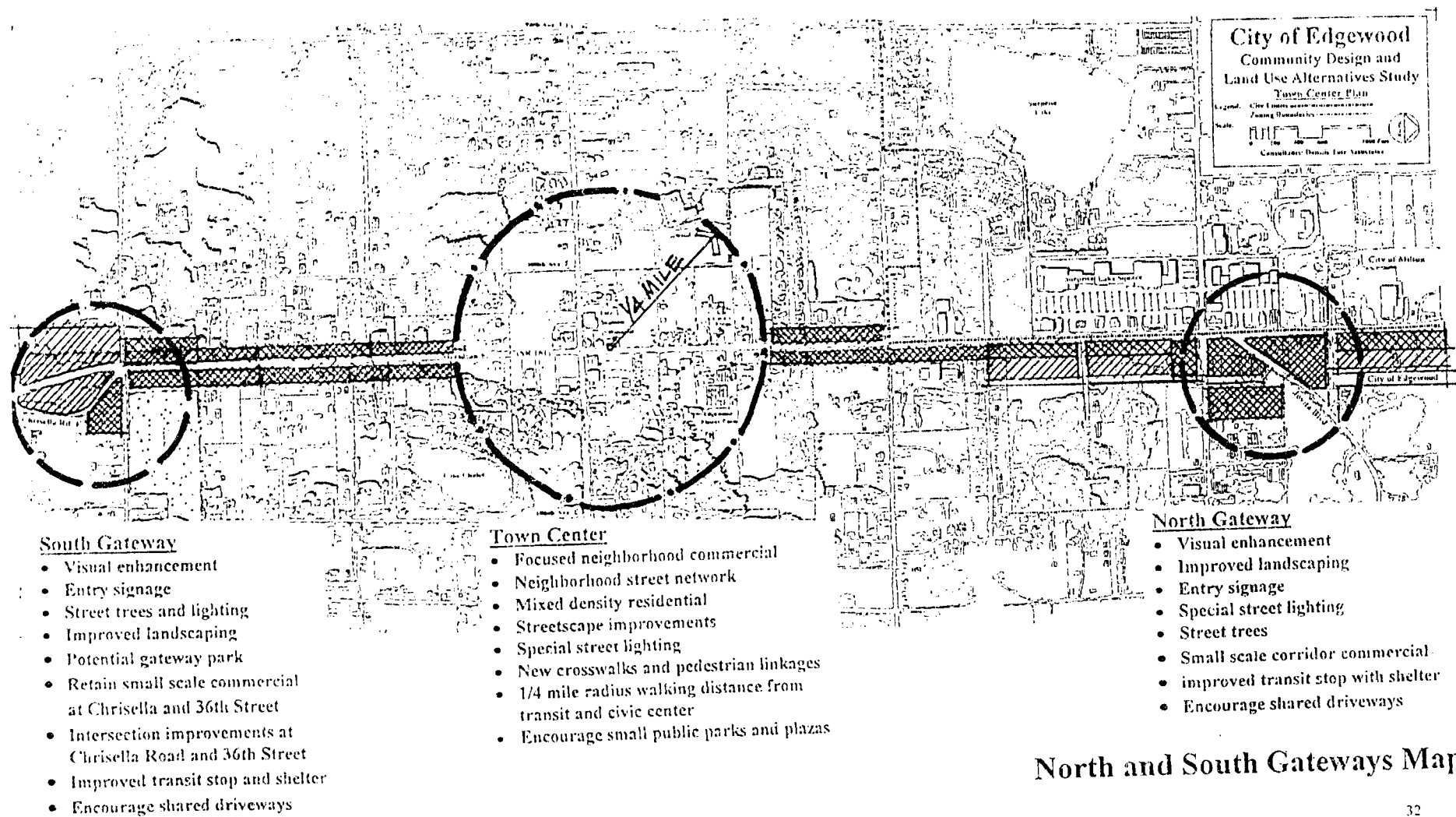
North and South Gateways

The entrances to the City of Edgewood are important to establishing a community image to residents and visitors. Physically and visually enhancing these gateways will improve the overall image of the City by including "common thread" elements that establish a design "handle" or theme associated with Edgewood. Design elements could include special street lighting fixtures or standards, under ground utility lines, a "Welcome to Edgewood" monument-type signs at the City limits, special landscaping features and street trees. These can provide unifying quality along the length of the Meridian corridor and signal the entrances to the City.

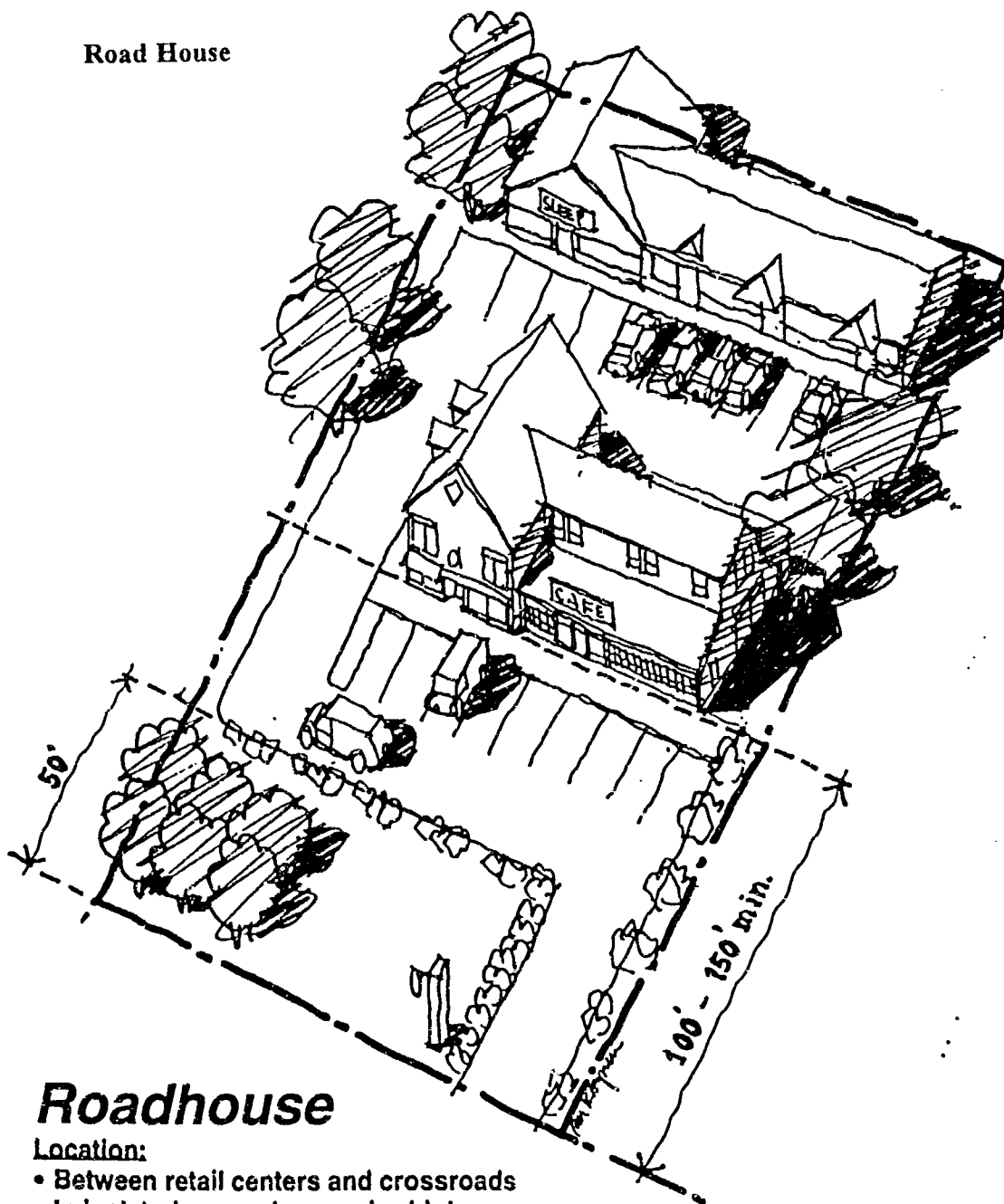
The North Gateway from the City limits to 16th Street East shares one side of Meridian with the City of Milton on the west. There is some visual confusion as to just where the City of Edgewood starts. As one approaches from the north, East Meridian rises uphill toward Jovita Boulevard. The dominate visual element is the Surprise Lake Shopping Center in Milton along the west side of Meridian. On the east side of Meridian, Edgewood exhibits a mix of light industrial, cottage industries, and small shopping and professional office centers such as the Edgewood Center.

A gateway monument-type "Welcome to Edgewood" sign along the east side of Meridian at the northern City limits, just as the hill rises, would establish the entrance to the City. This sign should be lit at night and could include seasonal landscaping. The sign should be low to the ground but large enough to be visible over on-coming traffic. The sign could be constructed of a heavily rusticated stone base with raised, free standing metal letters silhouetted by backlit. Signage elements could also include iron work or lanterns or wood trellises that would symbolize elements of the farming heritage. An identical sign at the south gateway to the Town Center at the intersection of Meridian and 36th Street and Chrisella Road, on or near the School District property would signal north bound travelers. Other locations for signs could include the south City limits at Meridian and 48th Street East, at the entrance to the City from the east at Jovita Blvd. and the West Valley Highway, the intersection of Edgewood Drive East and the Sumner City limits, at 20th Street East and the west City limits, and Chrisella Road and the City limits.

Currently there is very little difference between the Commercial zoning of the north gateway area and the Community Center zoning of the Town Center. Both permit commercial uses as well as 6 dwelling units per acre. There needs to be a clear distinction between these two zones. Future zoning changes should prohibit auto-oriented drive-in franchised type businesses. Also, light industrial businesses with large outdoor storage should be prohibited from within the Town Center. A density incentive to encourage somewhat higher densities in the Town Center could include TDRs from other areas of the City to the Town Center, but not into the gateway areas. The interconnected street network is less important in the gateway areas than within the Town Center zone.



Road House



Roadhouse

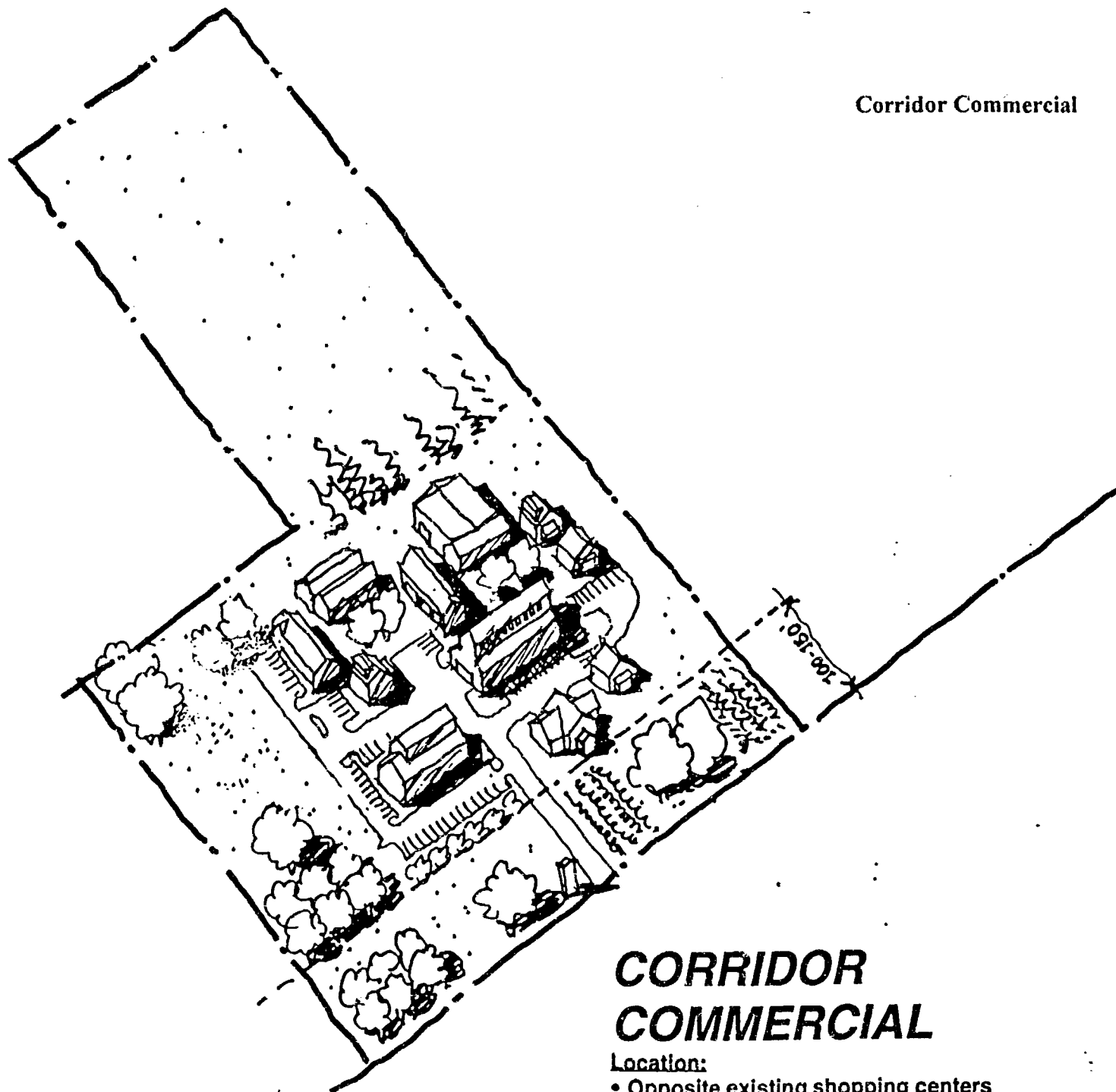
Location:

- Between retail centers and crossroads
- In isolated areas along major highways

Traits:

- Mixed use development usually containing restaurant, lodging, auto services
- Front setback of 50 feet to any impervious surface (parking) and 100 feet minimum to main structure
- Parking limited to a single loaded corridor or single line of parking stalls in front yard of main structure; remaining parking to side and/or rear but behind front building setback line
- Single access driveway from main street

Corridor Commercial



CORRIDOR COMMERCIAL

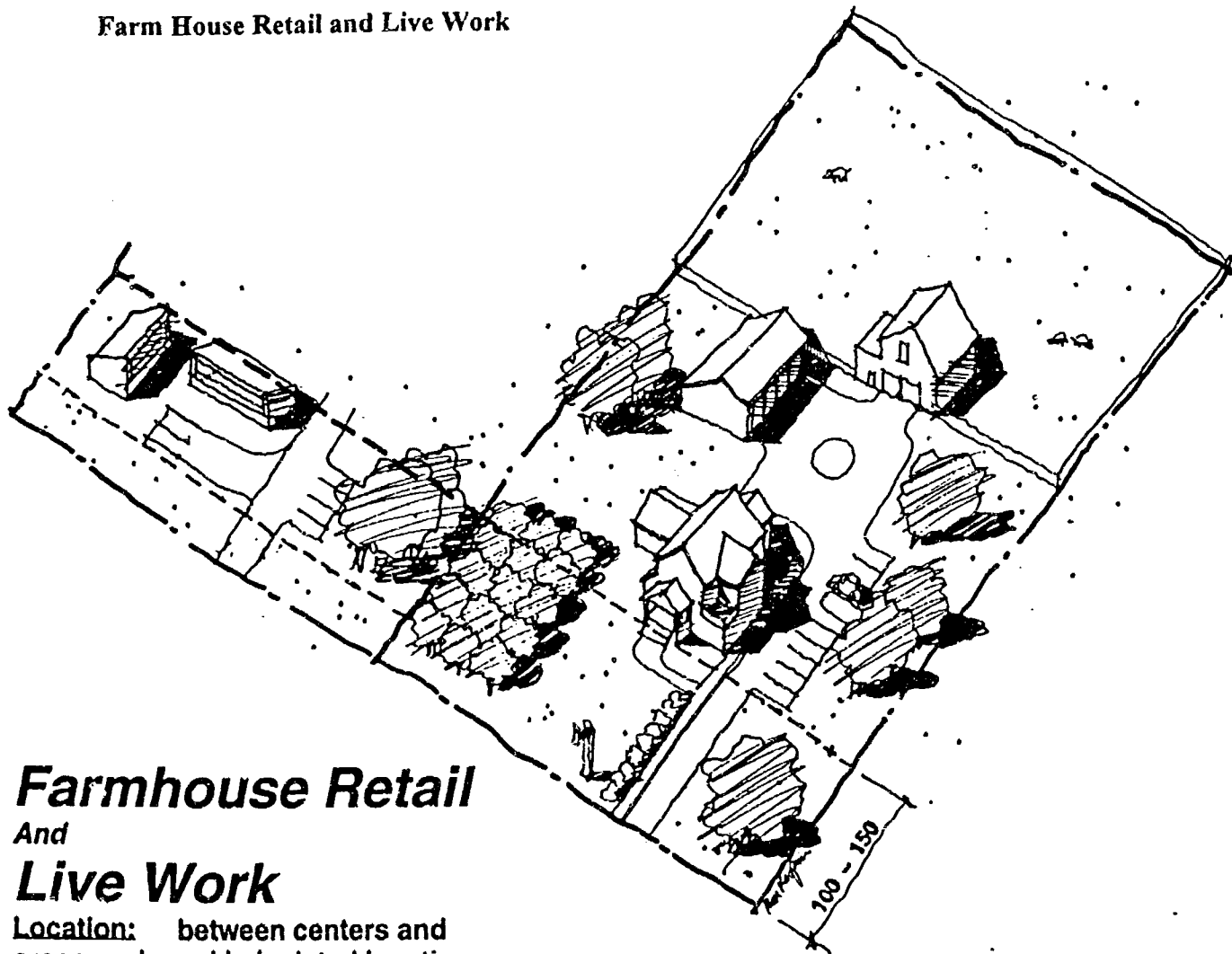
Location:

- Opposite existing shopping centers
- Along major highways contiguous to retail centers

Traits:

- Larger open space to building/impervious surface ratio
- Farm and/or rural physical appearance and arrangement
- Models: farmcenter, agri-commercial, farmhouse retail, live/work, roadhouse

Farm House Retail and Live Work



Farmhouse Retail And Live Work

Location: between centers and crossroads and in isolated locations

Traits:

- farmhouse or single family detached residential structure(s)
- 100 to 150 (preferred) feet setback from front property line
- outbuildings to the side or rear of main structure
- landscaping similar to farmstead (small orchard, large trees, hedges, seeded yards)
- parking located on side and/or rear of main structure; and in no situation located closer to the main street than the front façade of main structure (setback line)

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Transfer of Development Rights

Transfer of Development Rights (TDRs) is a zoning mechanism used by cities and counties that allows for the transfer of development potential from one property or site ("sending" site) to another property or site ("receiving" site) in order to increase density, or provide incentives for public benefits or amenities. The development potential is purchased from the sending property owner based on the "value" of the development potential by the receiving site owner. The value of the TDR credits is established by market rates and conditions. Sellers of development credit in the sending site or zone get paid and the land from which the rights have been purchased is placed under restrictive covenants barring its future development at the higher density. Cities and counties have used TDRs as a method to maintain certain areas in lower density uses while compensating affected property owners that otherwise would benefit from market forces. TDRs can provide the needed incentive and means to encourage new, greater density in targeted areas if there is a scarcity of developable parcels (vacant parcels or ones with existing development substantially below full development potential; or, there are extensive requirements for preservation of existing structures or sensitive areas.

Transfer of Open Space

Similar in effect to TDRs, Transfer of Open Space or Open Space Credits, would allow a developer to "purchase" open space "credits" from properties located within conservation areas or sensitive areas such as wetlands, steep slopes, farmlands, or wildlife habitat in return for a waiver from the city or county to provide a set amount of on-site open space in a development proposal. In the Transfer of Open Space concept, an area is designated as a receiving zone.

TDRs for Public Benefit

In addition to using TDRs to benefit private sector developers and property owners, the "selling" of development rights or credits have been used to preserve historic buildings such as old theaters or other landmarks that might otherwise be demolished. TDRs have been used to preserve low income housing or provide funds to build affordable housing. If a developer preserves existing low income housing, they receive "bonus" credits which translate into additional square footage of development or number of residential units. In the case of demolition of low income housing, an agency such as the city or county housing authority, may receive housing replacement money from a developer in exchange for the demolition.

An Edgewood TDR Program

A TDR program for Edgewood might provide incentives to property owners impacted by sensitive areas, wildlife habitat, steep slopes or wishing to retain low density residential lands and farms. Residential development credits from these sites could be transferred to receiving sites within a defined Town Center area where higher density residential development is desirable and supported by infrastructure and transportation improvements. Residential development credits might also be converted through a formula into commercial development credits for developers seeking incentives to development mixed use projects within the Town Center and to provide necessary streets, public amenities and open space improvements. The value of development credits would be established through appraisals and reviewed periodically. The City would administer the program through the City Clerk's Office.