

CITY OF EDGEWOOD COMPREHENSIVE PLAN



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ACKNOWLEDGMENTS

The development of this Comprehensive Plan process took place over a 5-year period of time. Changes to the City Council, Planning Commission, Citizen Advisory Panels and City Staff occurred throughout the process. The City of Edgewood would like to acknowledge all of those individuals who gave their time and energy during the comprehensive planning process.

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City of Edgewood Comprehensive Plan

Acknowledgments

This Comprehensive Plan was developed by the City of Edgewood, the Planning Commission, and the City Council in conjunction with a team of private consultants:

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Introduction

FRAMEWORK GOALS

- FG1:** Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.
- FG2:** Promote quality building and development that is compatible with the surrounding environment.
- FG3:** Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.
- FG4:** Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.
- FG5:** Protect the natural environment and preserve environmentally sensitive areas.
- FG6:** Promote improvements to human services as the community changes and diversifies.
- FG7:** Assure effective and efficient public investment for quality public services, facilities, and utilities.
- FG8:** Balance the transportation needs of the community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.
- FG9:** Provide for inclusive and meaningful citizen involvement in community planning decisions.

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Edgewood Community Profile

The City of Edgewood is located in northern Pierce County, just north of the City of Puyallup. It borders the City of Sumner to the east, the City of Puyallup to the south, the cities of Milton and Fife to the west, and 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.

The City incorporated on February 28, 1996 with a Council-Manager form of government. Under the Council-Manager form of government, the citizens of Edgewood elect a seven-member City Council, and the Council elects one of its members to serve as Mayor. The Council appoints a City manager. As a "contract" city, Pierce County and other public and private organizations provide the majority of Edgewood's services.

Edgewood is a small-town residential community with a rustic quality. It has a population of 10,830 according to the Washington State Office of Financial Management 2000 estimate. Over 80% of households are single-family homes. Commercial development is concentrated along Meridian 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.

Natural Environment

Edgewood is part of the Puyallup River, White River, and Hylebos Creek watersheds, and exhibits an abundance of environmental constraints, including unstable slopes, storm water run-off, erosion, a high water table, and saturated soils. The City's natural systems will play an important role in determining how and where future development occurs.

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. A prominent slope that forms a portion of the Puyallup and White River Valley walls characterizes the southern and eastern edges of the City.

The City has a maritime climate typical of western Washington. Winters are wet and mild; summers are relatively cool and dry. Precipitation averages 38.3 inches per year and annual temperature averages 50.8 degrees Fahrenheit. The majority of the precipitation occurs from October to March.

The City has several water bodies within its borders. These water bodies are fed by storm water runoff. Lake Chalet is located in a depression in west central Edgewood and often floods adjacent areas. Surprise Lake is located in the neighboring City of Milton, but an outlet creek enters Edgewood. In addition, several topographic depressions, locally known as "potholes", dot the landscape. The largest of these are the Edgewood Bowl, 114th Avenue Pothole, the 122th Avenue Pothole, and the 108th Avenue Pothole. Four perennial creeks, Jovita Creek, Surprise Lake Creek, Simons Creek, and Wapato Creek, flow through the City of Edgewood.

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Groundwater is another important aspect of the City of Edgewood's natural environment. Much of the City is in an aquifer recharge area. This aquifer is the major source of water for City residents.

Why the City of Edgewood is planning

To Maintain Local Decision Making Power

While the City of Edgewood is experiencing pressures from growth within its boundaries, it is also being affected by growth occurring from the more urbanized areas surrounding it. An indication of that growth is the increased demand for public facilities, such as roads and schools. Also, an increasing number of policy decisions made at the federal, state, and regional level are influencing the quality of life in Edgewood. The City believes that the most effective way to maintain local control is to become more actively involved in planning. By articulating this Comprehensive Plan, the City is becoming informed about the implication of its policy decisions, and expressing community concerns to regional, state, and federal agencies.

The Growth Management Act empowers local government with significant decision-making power. The City of Edgewood has been directed to identify the concerns and goals of the community, to prioritize these goals, and to plan for how these goals will be achieved. While the Act requires the City to complete several planning tasks, the outcome of the planning effort is in the hands of the City. Therefore, the City of Edgewood has created a Comprehensive Plan that establishes a clear intent and policy base, which can be used to develop and interpret City regulations.

In addition, the Growth Management Act requires that state agencies must comply with local comprehensive plans and development regulations. Therefore, the Comprehensive Plan and the implementing regulations allow the City to assert local control over certain issues with the assurance that state agencies will respect their decisions in a manner that will reinforce the desired character, scale, and identity of the City.

To Guide and Manage Growth

Change is an inevitable feature of human social existence and individual experience. It occurs with or without preparation and with or without planning. Without planning, the growth may be erratic and chaotic, and may have negative social, economic, and environmental impacts on the community. Planning guides the type and the rate of growth.

The City has chosen to take a proactive role in prioritizing alternative uses of land and public resources and in identifying the impact that proposed developments will have on the community. By recognizing the types of growth that are occurring and making decisions in light of such changes, the City is taking advantage of opportunities to address the impacts of development.

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The Growth Management Act, County-Wide Planning Policies for Pierce County, and Vision 2020

The Growth Management Act (1990) set policies to sustain growth and prevent urban sprawl in Washington State. As a result of the act, most counties and their cities with a certain growth rate and population are required to plan comprehensively and jointly for the future. The Growth Management Act (GMA) requires the use of thirteen planning goals "for the purpose of guiding the development of comprehensive plans and development regulations" (RCW36.70A.020). The thirteen planning goals are:

- 1) **Urban growth** - Encourage development in urban areas where adequate public services and facilities exist or can be provided in an efficient manner.
- 2) **Reduce sprawl** - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- 3) **Transportation** - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- 4) **Housing** - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- 5) **Economic development** - 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, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- 6) **Property rights** - Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- 7) **Permits** - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- 8) **Natural resource industries** - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.
- 9) **Open space and recreation** - Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

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- 10) **Environment** - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- 11) **Citizen participation and coordination** - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdiction to reconcile conflicts.
- 12) **Public facilities and services** - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- 13) **Historic preservation** - Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

The GMA mandates that cities planning under the act include certain elements within their Comprehensive Plans (RCW 36.70A.070). The GMA mandated elements are **Land Use, Housing, Capital Facilities, Utilities, and Transportation**. In addition to these, this Comprehensive Plan contains the following Elements:

- Citizen Participation
- Parks, Open Space, And Recreation
- Essential Public Facilities
- Natural Environment
- Implementation
- Economic Development
- Community Character

The GMA also requires counties planning under the Act to adopt county-wide planning policies (CWPPs) in cooperation with municipalities in them. County-Wide Planning Policies are written to establish a county-wide framework from which county and municipal comprehensive plans are developed and adopted. The purpose of the CWPPs is to ensure that municipal and county comprehensive plans are consistent (RCW 36.70A.210).

In order to meet this requirement, Pierce County and its municipalities entered into an Interlocal Agreement for the development and adoption of the CWPPs. The Agreement provides for the establishment of a Steering Committee consisting of one elected official from Pierce County and one elected official from every municipality in the County. The principal responsibility of drafting the CWPPs was given to the Steering Committee. The Steering Committee received technical/staff support from the Growth Management Coordinating Committee (GMCC), which additionally established the Urban Growth Area Subcommittee. The Steering Committee was also authorized to retain and hire consultants (Pierce County Council Resolution No. R91-172, September 24, 1991). The consultants engaged in an extensive process with the GMCC and the Steering Committee. These processes resulted in the development of the CWPPs for Pierce County, and the subsequent adoption of the policies, amended in 1996 (Pierce County Council Ordinance No. 96-127, December 17, 1996).

The City of Edgewood Comprehensive Plan must be consistent with the GMA and the CWPPs for Pierce County.

In addition, Edgewood's Plan must be guided by the growth policies of Vision 2020, the regional plan developed by the Puget Sound Regional Council. Vision 2020 calls for directing future growth into existing urban centers and serving those centers with a regional transit system.

The City of Edgewood 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 purpose of the City of Edgewood Comprehensive Plan is to sustain the small town character, ambiance, and charm that Edgewood has maintained throughout its history. It fulfills the City's regional responsibilities by complying with federal, state, and local laws. The City of Edgewood's first Comprehensive Plan will embrace all segments of the City's residential and business community and will be driven by community values.

The City of Edgewood Comprehensive Plan has five main characteristics. It is:

1. **Comprehensive:** The Plan examines a diverse range of interrelated issues.
2. **Value laden:** The Plan consists of a collage of opinions, needs, and aspirations of the residents and business owners in Edgewood.
3. **Systematic:** The Plan evaluates the issues and presents alternative choices in a consistent way.
4. **Future-oriented:** The Plan explores possibilities and anticipates impacts of growth in the future.
5. **Flexible:** The Plan contains a built-in annual amendment process to ensure that its goals and policies remain relevant to existing conditions and consistent with the community's vision. This characteristic of flexibility enables the Plan to be a living and evolving document.

The Comprehensive Plan promotes the general health, safety, and welfare of the community by establishing levels of service to facilitate the adequate provision of public services. It coordinates development with infrastructure and public services. It allows the City to formalize goals and policies and revise them on an annual basis as appropriate. It communicates the community's vision to public policy-makers, City residents, business owners, and developers. It provides the basis for the adoption and coordination of

implementing regulations so that the City may evolve in an orderly fashion that is consistent with the desires of the citizens of Edgewood.

This Comprehensive Plan recognizes the complexities involved in balancing the community vision and environmental issues with the need to address issues associated with growth, such as increased traffic congestion and the need for affordable housing. It recognizes that tradeoffs must be made to balance the costs with the gains and that flexibility is necessary to adapt to changing conditions. At all times, the Plan must reflect the long-term goals, values, and visions of the people living and working in the City of Edgewood.

Who Plans?

The primary responsibility for formulating the Comprehensive Plan rests with the Planning Commission, which is a citizen committee appointed by the City Council. The Commission conducts a public participation process for the development and review of the Plan by holding meetings, public hearings, and planning workshops. During the planning process, individual citizens have the opportunity to provide input in a wide variety of ways. This includes writing letters, attending public workshops, serving on boards or commissions that function as citizen advisors to the City Council, providing testimony at public meetings, and many others. Through the citizen participation process, issues of concern, potential solutions, and trade-offs are identified.

The City Council held a public hearing for the final adoption of the Comprehensive Plan. The Commission and the Council also held public hearings for changes made to land use codes as a result of this Plan. Thus, Edgewood residents, business owners, public policy-makers, and City staff worked together to shape the future of their community through the development of the Comprehensive Plan. Both the Comprehensive Plan and the implementing regulations reflect community values.

What Is in the Plan?

This introductory chapter introduces the City of Edgewood and the comprehensive planning process. The remaining chapters address specific topics, or Elements; such as land use, housing, and transportation. The City of Edgewood has decided to issue a separate environmental impact statement, which is included as appendix A in the City's Comprehensive Plan.

Each Element has three basic components. The first is an introductory statement that describes the intent of the Element. The second is an overview of the background, context, and existing conditions for the Element. The third component is a list of goals and policies for that Element that, when implemented, will contribute to the achievement of the Plan's Framework Goals and compliance with the Growth Management and Endangered Species Acts. In addition to these three components, several Elements have an issues section, which leads into the goals and policies.

Discussion statements are located under each of the policies. The discussion statements explain the intent of the policies and give examples of how they can be implemented.

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Plan Implementation and Monitoring

This section outlines the Plan implementation and monitoring procedures developed to measure progress in implementing the goals, objectives, and policies in the City of Edgewood's Comprehensive Plan. This process also prepares the City for updates in the future. These procedures address:

- Citizen participation in the process;
- Updating appropriate base-line data and measurable objectives to be accomplished in the first six-year period of the Plan, and for the long-term period;
- Accomplishments in the first ten-year period, describing the degree to which the goals, objectives, and policies have been successively reached;
- Obstacles or problems which result in the under-achievement of goals, objectives, and policies;
- New or modified goals, objectives, and policies needed to address and correct discovered problems; and
- A means of ensuring a continuous monitoring and evaluation of the plan during the ten-year period.

Edgewood's implementation program is comprised of both long-term and short-term actions. Plan amendments, citizen education, neighborhood planning, and capital facilities programs are examples of long-term actions. Revisions of the existing land use codes and ordinances, adoption of new codes and ordinances, code enforcement, and the permitting process are examples of short-term actions.

A comprehensive plan has traditionally been a policy document that is implemented through land development regulations and other ordinances. However, the Growth Management Act encourages a variety of innovative implementation methods, regulatory and non-regulatory, which should be considered. For example, as part of the Capital Facilities Plan, the City may require all newly constructed public buildings to be equipped with energy-efficient light fixtures that will save the City money in the long term. The City will continue its public education program following Plan adoption in order to inform the entire community about the rationale and goals of the Plan, as well as the changes that will take place in the City because of the Plan's implementation. Broad support for the Plan is crucial for effective implementation.

Existing development regulations must be updated to be consistent with the Plan within one year of plan adoption. In reviewing regulations for consistency, the City will ensure that the development patterns in the Plan are implemented.

Values, technology, demographic composition, and culture are dynamic and will continue to evolve over time. Therefore, the Plan must be reviewed periodically to ensure it reflects the best available science, current community views, community needs, and changing

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circumstances. The Growth Management Act requires that a local government can only amend a comprehensive plan once a year, except in emergencies, to avoid piecemeal erosion of the plan's integrity. An annual monitoring report and annual amendment process will be used to meet these requirements. The process will provide opportunities for citizen involvement through continuing refinement of the Comprehensive Plan.

In particular, the Plan will be updated as necessary to reflect revisions to the Office of Financial Management's population estimate and revisions to the Capital Facilities Plan. The update will also address any specific concerns, clarify inconsistencies that were identified during the year, and review the adequacy of the adopted level of service standards. In addition, every five years the City will review the usage of the land within the City Limits.

The community's vision and framework goals provide long-range guidance for the City. To maintain consistency and allow sufficient time for decisions to take effect, these general guidelines should not be changed more than every five years.

Amendments to the Comprehensive Plan can be requested by the City Council, Planning Commission, staff, or by any affected citizen or property owner. However, the Plan may not be amended more than once a year, and therefore, requests for amendment will be deferred to the time of the annual public hearing. The Planning Commission will review the Comprehensive Plan and any proposed amendments. A public hearing will then be held to solicit comment. After further review, a formal recommendation will be made to the City Council.

The Council will hold public hearings, make modifications if necessary, and consider the proposed amendments to the Comprehensive Plan. By reviewing and updating the Plan on a regular basis, Edgewood can rely on this document in decision-making, and can maintain public interest and support of the planning process.

Intergovernmental Relations

The Edgewood City Council believes that many land use conflicts can be resolved by working jointly with other governments during the planning process. Joint efforts enable multiple jurisdictions to address regional concerns in a consistent and coherent fashion. The City of Edgewood communicated with other jurisdictions during its planning process to help resolve potential conflicts over land use and related issues.

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Citizen Participation

The Citizen Participation Element reflects the following Framework Goals that are highlight in black.

FRAMEWORK GOALS

- FG1: Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.**
- FG2: Promote quality building and development that is compatible with the surrounding environment.**
- FG3: Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.**
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Intent

The Citizen Participation Element is intended to address opportunities for public involvement in the development and implementation of the Comprehensive Plan. It also discusses the process of citizen participation leading up to the development and adoption of the Comprehensive Plan. The Growth Management Act requires a public participation program in the development and amendment of comprehensive land use plans and development regulations implementing such plans (RCW36.70A.140). This Element is consistent with legal guidelines for citizen participation and with community interest in planning for growth in Edgewood.

Background and Context

The City of Edgewood is an enthusiastic and participatory community. Citizens have been active in addressing land use planning issues several years before the decision to incorporate occurred. The citizens of the area formed interest groups and committees to address the needs and desires of the North Hill community. First, citizens of the community worked with Pierce County to develop a semi-autonomous identity that culminated in the North Hill Plan. After Pierce County adopted the Plan, citizen involvement continued to assert the goal of keeping the community's small town charm and ambiance a reality. This public effort resulted in the incorporation of the City of Edgewood. Citizen involvement has led up to and continued through the development of the Comprehensive Plan.

In recognition of the importance of public participation, the City has created a wide variety of opportunities for citizen involvement in the planning process. These activities include public meetings, surveys, citizen workshops, newsletters, and open communication with local media. The public involvement process for the Comprehensive Plan began prior to incorporation and will continue after the Plan's adoption. Because the Comprehensive Plan guides development and sets direction for Edgewood for the next 20 years, public participation is vital for appropriate and effective planning for the City.

Prior to incorporation

The North Hill Community Plan, Pierce County: In November 1988, Pierce County received a letter of petition from the residents of the area to adopt a community plan. The Pierce County Council adopted the plan in February 1991. The North Hill Community Plan marked the beginning of the effort of community residents to take control of their future.

A general community meeting was held in August 1993. Participating citizens elected eleven board members, forming the North Hill Community Association, a volunteer organization. The purpose of the group was to understand the issues of the Growth Management Act and the North Hill Community Plan. Hundreds of citizens were

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present. A subcommittee was formed to explore the options available to Edgewood under the Growth Management Act.

In 1994, the North Hill Community Association registered with the Public Disclosure Commission, and state agencies to form a political action committee. The political action committee filed a petition of incorporation and received approval from the Boundary Review Board in 1994. In March of 1995, on the first ballot election, the citizens of Edgewood voted for incorporation by a vote of 1,998 to 1,691. The City incorporated on February 28, 1996. The community incorporated for many reasons, ranging from avoiding fragmentation through annexations by neighboring cities to maintaining control of its future.

After incorporation

The City of Edgewood has conducted an extensive citizen participation process, providing a wide variety of opportunities for public involvement. It held four public meetings on the Plan in 1998 and three in 1999. In addition, the City conducted two community surveys by mail, held meetings with members of the business community and residents and property owners of the valley floor, and kept its citizens up to date on the development of the Comprehensive Plan through the City Newsletter.

On January 15, 1998, the City held a Comprehensive Plan community involvement meeting, also known as the Comprehensive Plan Kick-off Workshop. At this meeting, participants broke up into small groups and discussed what they wished to keep the same in Edgewood and what they wanted to change or add. Participants addressed a wide variety of issues, from housing type to transportation and wastewater issues. Over 70 people participated.

One-on-one stakeholder interviews were held on January 13, 1998 to highlight key issues and focus the visioning process. These individuals are listed below:

Dr. Dale Overfield	Howard and Bernadene Young
Lance Docken	Walt Boepple
Donna Corbett	Mickie Hucke
Clarence Waters	Elaine Lewis
Sandy Schulz	Dale Mitchell
Lois Mohler	Jerry DeVore
Laura Vogel	Larry Mock
Donna Sorenson	Bob Warren

We also conducted phone interviews with other individuals who could not make it in person on January 13th. These individuals are listed below:

Eric Paige	Rose Hill
Ester Anderson	Terry Faherty
Dan Burgess	Don Wakefield

John Powers and Cheng Wang were scheduled for interviews, but were not available.

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There was general consensus about the quality of life and the strengths of Edgewood: the natural environment, the views of Mt. Rainier and the valley, the proximity to metropolitan areas, the strength of the community, and the rural character of Edgewood. The weaknesses that were mentioned included the aesthetics of Meridian Avenue East, the polarity of opinions among the citizens and leaders of Edgewood, and the lack of effective communication.

Most individuals were satisfied with the land use mix and believed that it should stay relatively the same. Most people believed that more dense uses should be focused on the north end, transitioning to less dense uses on the south end. Almost all of the interviewees believed that commercial development should remain only on Meridian. The individuals were split on the necessity and consequences of the design standards.

Most individuals did not want to see much, if any, higher density housing. If higher density housing were located in Edgewood, most believed that it should be placed on the outside of the Meridian corridor as a buffer between commercial development and single-family homes. Others believed that duplexes and triplexes could be located along 8th Street East and 24th Street East. Most were concerned about large-scale, "cookie-cutter" development with the multi-unit complexes. Many individuals mentioned the need for senior housing. Most individuals believed that growth should occur near existing infrastructure, primarily on the north end.

Many of the interviewees believed a safety and congestion problem exists on Meridian Avenue East, primarily during peak commuter hours. The intersection of most concern was the Jovita/Meridian intersection in close proximity to the 8th Street East and Meridian Avenue East intersection. Another concern was the bottleneck traffic at Chrisella Road East at the south end, with specific concerns regarding the widening of Meridian Avenue East without solving the bottleneck issue. Most were opposed to the widening of Meridian Avenue East and believed that the extension of SR 167 would solve the cut-through traffic problem.

A majority of the individuals believed in the importance of medians on Meridian Avenue East, with plantings and left-turn pockets. Many also believed a need existed for sidewalks or walking paths along Meridian Avenue East. Most individuals agreed with the goal of current zoning – focusing higher density commercial between 8th and 16th Streets, a town center commercial area between 16th and 24th Streets, and professional/office development, possibly in a campus layout from 24th to 36th Streets.

Most individuals were content with the current park system, with the acknowledgement that the City will acquire additional land as the population grows, to keep the current level of service. Many noted that there is a shortage of athletic (soccer and baseball) fields, but others commented that the school fields fill that need.

Almost all of the individuals were satisfied with the Mt. View Edgewood Water District and believed that an adequate supply of good-quality drinking water existed. Likewise, almost all believed the Fire Department was functioning well and was an institution in

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the community. Many commented that the police coverage was good and that the increased coverage really has improved public safety. Many of the individuals were wary about the consequences of installing sewer lines, but many believed that sewers would be okay in the north end between 8th and 16th Streets to serve the higher density development along Meridian. There was a concern that if sewers were installed throughout the community that aquifer recharge would not occur as well as with individual septic systems. Many acknowledged that stormwater drainage was a problem and believed that the ditches should be retained and wetlands should be utilized to deal with the drainage problem. Most commented that the City should focus on careful review of new development for drainage in an effort not to make the problem any worse. Almost all of the individuals believed that a City Hall was needed and should be part of a civic core, possibly in the proposed town center area between 16th and 24th Streets. Many mentioned the old junior high as a proposed site.

Although the interviewees differed on the pace of change, most believed that the current zoning reflected the vision of the community, including lower density development with professional/office development along Meridian Avenue East at the south end. The level of regulations to achieve that vision differed among the individuals, but most were satisfied with the overall vision.

On March 5, 1998, the City held the Comprehensive Plan Visioning Workshop. At this meeting, the City's consultants distributed and collected ballots regarding Community Center, Professional Office, Retail, Housing, Streets, and Parks and Recreation. For each, the ballots asked which types of land uses or facilities are most appropriate and least appropriate for Edgewood. Then, participants broke up into small groups and discussed topics of their choice and reported back to the whole group. Over 60 people participated.

Utilizing input received at these meetings, the Planning Commission prepared a "Draft Community Vision Statement", which was included in the City of Edgewood special edition Newsletter of March – April 1998. In this Newsletter, the City included a 4-question mailer on the draft statement. The mailer asked whether citizens agreed, generally agreed, or disagreed with the draft statement and asked for input.

The Core Values of the Vision Statement were:

1. Retain and Improve the Rural Look and Feel of Edgewood

- Small scale streets and roads
- Small town character
- Mature foliage: many trees, bushes, plantings
- Trees, trees, then more trees
- Walkable Areas – on streets and with a footpath system

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2. Create and Reinforce a Small Town Character and Identity

- Small scale buildings and development (1-2 stories) with unobtrusive parking areas
- Public gathering spaces and features that look like they have "been there for a long time"
- Architectural style that includes historic flavor and materials including brick work, and pitched roofs
- Classic and well organized architectural detailing
- Encourage people-oriented places such as corner stores, bookstores, and coffee shops
- Avoid suburban strip development characterized by cluttered retail, strip malls, large and/or obtrusive signs, and flat roofs
- Avoid wide suburban-style streets
- Make walking a pleasant and safe experience

3. Create a Community Center that includes gathering space, meeting space, public buildings, public open space, and recreational facilities

- Include nice places to walk, sit, and talk
- Extensive landscaping is important to create a welcoming effect
- Features and structures have a timeless quality

4. Housing variety to meet diverse community needs that maintains the character of the community

- Large houses on large lots
- Smaller-scale houses on smaller lots with landscaping and classic detailing
- Small scale multifamily or townhouses near Meridian with separate entrances for each unit, porches, pitched roofs, classic details, and landscaping
- Housing characteristics that have traditional flavor such as porches, unobtrusive garages, pitched roofs, quality materials, ample landscaping, and open space

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5. A Parks and Recreation system with emphasis on community parks and trails

- Acquire park sites while land is available
- Preserve natural open space
- Develop an off-street trails system
- Develop active and passive park sites
- Parks maintained by the City of Edgewood
- Indoor recreation programs provided by the City of Edgewood

6. Provide Quality and Maintain it Well

- Keep Edgewood clean
- Maintain public and private properties

The City of Edgewood received 155 responses to this mailer by June 24, 1998. Forty-five percent of the respondents agreed with the Draft Vision as written, 41% agreed with comment, 8% did not agree, and 6% gave other responses.

The City held a third Comprehensive Plan workshop on June 25, 1998, known as the Goals and Policies Workshop. At this workshop, the Planning Commission sought review and comment on proposed planning policies. Over 30 people participated. On October 1, 1998, the City hosted the Land Use Alternatives Workshop. At this workshop, consultants asked attendees to review and comment on three land use alternative concepts. For each concept, consultants asked the participants whether they liked or disliked each component of the concept and asked for recommendations for how the concept could be improved. Over 160 people participated.

On January 28, 1999, the Planning Commission held a meeting with the business owners and property owners along the Meridian corridor. The intent of this meeting was to involve the business community in planning proposals for growth and development along the Meridian corridor. Over 20 business owners and property owners participated.

On May 22, 1999, the Planning Commission held a Town Meeting to inform citizens about the Growth Management Act requirements and to obtain input about methods to address these requirements. During the Town Meeting, citizens broke into groups and produced eight maps. The eight maps fell into two general patterns: a crossroads focus alternative that alternated between different land uses along the Meridian corridor and a commercial corridor with multi-family housing behind. Over 110 people participated.

The Planning Commission held a Citizen Workshop on October 2, 1999, to further refine the draft land use alternatives and hear comments on them. Most of the groups at the workshop preferred land use alternative 2, the crossroads focus alternative, because it had more variety. Based on citizen input and other factors, the Planning Commission

and staff further refined the land use alternatives and created a preferred alternative. Over 80 members of the public participated.

On October 25, 1999, the Planning Commission held a meeting for residents and property owners in the Puyallup Valley floor and adjacent hillsides in Edgewood to gain further insight into an area that was underrepresented at previous meetings. During this meeting, Planning Commission members received testimony from residents and property owners in this area regarding proposed land uses. Over 40 members of the public participated.

The Planning Commission inserted a Community Survey into the City of Edgewood Newsletter of September – October 1999. The survey asked questions regarding the 12 community goals of the Vision Statement, critical areas, transportation, land use, community character, and utilities. The Planning Commission received 165 responses to this survey. A copy of this survey and the results are at the end of this Element.

Public hearings took place on January 14 and 15, 2000, before the Planning Commission made its recommendation to the City Council. Before each hearing, the Commission held an informal open house to discuss issues pertaining to the Comprehensive Plan with members of the public. Over 70 people attended the open house/public hearing on January 14th, and over 40 attended on January 15th. In addition, the Planning Commission held several joint meetings with the City Council.

On July 27 and August 3, 2000, the City Council held two public hearings concerning the Comprehensive Plan.

On January 23, 2001, the City Council issued its final draft Comprehensive Plan to the public to seek further public input. Considerable input was received from the public as a result.

On May 29, 2001, the City Council held a final public hearing prior to initiate the formal adoption process. Approximately 60 people attended that meeting.

How Citizen Participation Influences the Planning Process

Citizen participation is a vital component of the comprehensive planning process. It incorporates the desires of the citizens into the Comprehensive Plan. It gives direction to the planning process through brainstorming. The concepts produced by citizen participation must be matched with possible methods for implementation and an evaluation of their feasibility.

Planning creates alternatives for growth. These options must be realistic in that they:

- Meet the requirements of the Growth Management Act
- Reflect community desires
- Are consistent with the County Wide Planning Policies (CWPPs)

- Consider existing conditions
- Result in growth management policies that are consistent with capital facilities funding

In order to meet state guidelines and remain financially solvent, the City will allow managed growth. If planned, new growth in Edgewood can be consistent with the maintenance of a high quality of life. Citizen participation also gives direction as to how the City can meet these guidelines and maintain the community character.

Citizen participation does not exist in a vacuum. In developing the Comprehensive Plan, staff planners have integrated the results of citizen participation with:

- State growth mandates and CWPPs that address the mandates
- Special consideration for long-term consequences of growth
- Existing conditions of the natural and built environments
- The economic feasibility of infrastructure to serve different growth patterns

Public participation has directly resulted in revisions to the Comprehensive Plan, particularly to the Citizen Participation and Land Use Elements.

Citizen Commissions

The City Council has appointed several citizen commissions to address land use issues in the jurisdiction. These include the Design Standards Review Commission, the Economic Development Commission, and the Planning Commission. Opportunity for public testimony is given at every Planning Commission and City Council meeting and other official City public meetings.

In addition, the Land Use Committee of the City Council formed a special ad hoc committee, the Capacity Analysis Technical Review Committee (CATRAC) to inventory and address the environmentally constrained lands within the City. The City Council formed another ad hoc committee, the Friends of the Parks, to address park and open space issues.

Goals and Policies

Goal CP I: Maintain and improve the quality of life in the community by creating a variety of opportunities for public involvement in community planning decisions.

Policies

CP1: Encourage and facilitate public participation in all planning processes and make those processes user-friendly.

Discussion: Public participation is important for both current and long-range planning. It informs both Planning Commission and planning staff of the concerns of citizens and property owners.

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To make processes user-friendly, the City can develop documents that are reader-friendly to the general public, keep citizens informed through the City Newsletter and meeting notices, and holding special meetings for the public.

CP2: Consider the interests of the entire community and the goals and policies of this Plan before making planning decisions.

Discussion: In order to make wise decisions, the City Council and Planning Commission will listen to all sides of the issues. In considering modifications to zoning or development regulations and related planning decisions, the City should use the goals and policies of the Comprehensive Plan to mitigate potential conflict. To implement this policy, the City can weigh considerations for the need for the proposed change, the benefit to the City and surrounding areas, impacts to the natural and built environments, and compatibility with Comprehensive Plan policies.

CP3: Ensure that the Comprehensive Plan amendment process results in decisions that are consistent with other policies in the Comprehensive Plan.

Discussion: To ensure that the Comprehensive Plan remains a user-friendly document, the City needs to prevent contradictions between the policies resulting from amendments. To implement this policy, the Planning Commission and staff will review related sections of the Plan for consistency during the annual amendment process.

CP4: Encourage and emphasize open communication between developers and residents about compatibility issues.

Discussion: Open communication between people having different interests early in development review and policy formation processes can reduce the amount of conflicts later on. The City can implement this policy by adopting a citizen participation ordinance or by facilitating meetings between developers and residents.

CP5: Use a variety of approaches to represent a broad spectrum of public viewpoints to oversee major revisions to the Comprehensive Plan.

Discussion: Using a variety of public involvement methods makes the process more accessible to more people. Examples of methods include community surveys, telephone surveys, neighborhood surveys, City Newsletter articles, and public meetings. Public meetings can include gathering information from small groups, written comments, and spoken comments.

The following survey was sent to residents in the September/October 1999 edition of the Edgewood Newsletter.

COMMUNITY SURVEY



This Community Survey is the next step in obtaining citizens' comments in developing the comprehensive plan for the City of Edgewood.

On May 22nd a Town Meeting was held to obtain more citizens' ideas concerning land-use options.

The Planning Commission asked citizens (1) where should development be directed and (2) if sanitary sewers were constructed, where should they be located. Small groups were formed and the following two land-use alternatives emerged for the Planning Commission to review and refine.

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"Main Street"

The first land-use alternative was based upon locating sewers and urban development along the full length of Meridian (SR-161). This "Main Street" or "Linear Town Center" would utilize the proposed widening of Meridian to a 5-lane roadway as a community focus instead of a physical barrier as proposed by the Department of Transportation.

"Village Center" or "Cross Roads Center"

The second land-use alternative was to direct the construction of sewers to major crossroads and create two or three village/neighborhood centers. One possibility could be centered around the new city hall site, while another might complement the existing commercial development in Milton.

The Planning Commission needs your input to refine the land-use alternatives, goals/policies and the implementation strategies for the comprehensive plan. Please take time to answer the following questions and return to City Hall by September 29th. Please share additional ideas and comments on separate paper.

A Citizen Workshop will be held on Saturday, October 2, 1999 at 9:00 A.M. at Jovita Baptist Church for citizens to share their ideas and comment on the two land use alternative concepts of "Main Street" and "Village Center".

VISION STATEMENT

In 1998, the community conducted a visioning process where the following 12 Community Goals were drafted. Are these goals relevant today?

A community that has preserved its rural and historical character, as evidenced by low densities, open spaces, farm lands and farm animals
YES ☐ NO ☐

A community that has concentrated higher intensity uses where services and required buffers can be adequately provided
YES ☐ NO ☐

A community with clear design standards that emphasizes our unique rural character
YES ☐ NO ☐

A community where new development pays for the costs associated with that development
YES ☐ NO ☐

A community that encourages business development consistent with this vision.
YES ☐ NO ☐

A community that lives within the capacity of its natural systems (septic, stormwater, etc.), promotes a clean and green environment and protects environmentally sensitive areas. YES ☐ NO ☐

A community that conservatively utilizes its financial and human resources. YES ☐ NO ☐

A community that is pedestrian friendly
YES ☐ NO ☐

A safe community and family-oriented community
YES ☐ NO ☐

A community where the use of ones property does not unreasonably infringe upon their neighbors
YES ☐ NO ☐

A community with quality schools that promotes educational opportunities for all ages
YES ☐ NO ☐

A community with active citizens who involve themselves in shaping our future. YES ☐ NO ☐

If you have any alternatives you would suggest to the above goals, please comment on a separate sheet.

CRITICAL AREAS

1. Should the City of Edgewood discourage development in the following critical areas:

	YES	NO
Steep Slopes (over)	<input type="checkbox"/>	<input type="checkbox"/>
• 8%	<input type="checkbox"/>	<input type="checkbox"/>
• 15%	<input type="checkbox"/>	<input type="checkbox"/>
• 30%	<input type="checkbox"/>	<input type="checkbox"/>
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>
Wetland Buffers	<input type="checkbox"/>	<input type="checkbox"/>
Frequently Flooded	<input type="checkbox"/>	<input type="checkbox"/>
Others (Please list) _____		

2. Do you have critical areas on your property?
YES ☐ NO ☐

3. Should the City of Edgewood allow the transfer of development rights? This would mean that one person could transfer his property's development potential from a property limited by critical areas to another person's property that is buildable.

YES ☐ NO ☐

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4. Should the City of Edgewood protect critical areas by limiting the removal of trees and vegetation from:

	YES	NO
Steep Slopes (over)	<input type="checkbox"/>	<input type="checkbox"/>
• 8%	<input type="checkbox"/>	<input type="checkbox"/>
• 15%	<input type="checkbox"/>	<input type="checkbox"/>
• 30%	<input type="checkbox"/>	<input type="checkbox"/>
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>
Wetland Buffers	<input type="checkbox"/>	<input type="checkbox"/>
Frequently Flooded	<input type="checkbox"/>	<input type="checkbox"/>
Others (Please List) _____		

TRANSPORTATION

4. Should the improvements to Meridian be designed to provide:

	YES	NO
<u>Street Width</u>		
• 3-Lanes	<input type="checkbox"/>	<input type="checkbox"/>
• 5 - Lanes	<input type="checkbox"/>	<input type="checkbox"/>
• Other Designs _____		

Business Access

	YES	NO
• Center Turn Lane	<input type="checkbox"/>	<input type="checkbox"/>
• Signalized Intersections	<input type="checkbox"/>	<input type="checkbox"/>
• Other Designs _____		

Pedestrian Access

- Sidewalks Separated from Travel Lanes by Landscaping Strips. ☐ ☐
- Mid-Block Crossings with Landscaped Safety Islands. ☐ ☐
- Other Designs _____

Landscaping

- Curb Side Street Trees ☐ ☐
- Other Designs _____

5. Instead of the full widening of Meridian (SR-161) should phased improvements be considered at critical intersections until SR-167 is completed: (If YES, Please Rank from highest to lowest with 1 being the highest priority)

	YES	RANKING	NO
• 12 th Street East- (South Entrance to Surprise Lake Center)	<input type="checkbox"/>	_____	<input type="checkbox"/>
• 16 th Street East	<input type="checkbox"/>	_____	<input type="checkbox"/>
• 24 th Street East	<input type="checkbox"/>	_____	<input type="checkbox"/>
• 32 nd Street East	<input type="checkbox"/>	_____	<input type="checkbox"/>
• 36 th Street East	<input type="checkbox"/>	_____	<input type="checkbox"/>
• Others (Please List) _____			

6. Should the City of Edgewood consider developing other parallel streets to improve local access? YES ☐ NO ☐

7. If YES, then where should the streets be located? (Examples: new parallel streets connecting 25th and 36th streets to Meridian.)

1. _____
2. _____

8. Should the City of Edgewood consider developing short segments of parallel streets (side streets) to create a community focus? (Examples: Parallel streets to Meridian between 16th and 24th Streets)

1. _____
2. _____

LAND - USE

9. Should the land use on the Edgewood Valley Floor be developed as:

	YES	NO
• Open Space	<input type="checkbox"/>	<input type="checkbox"/>
• Agricultural	<input type="checkbox"/>	<input type="checkbox"/>
• Large Tracts - (10 acres plus)	<input type="checkbox"/>	<input type="checkbox"/>
• Large Lot Residential (5 acres)	<input type="checkbox"/>	<input type="checkbox"/>
• Suburban Residential (1-5 acres)	<input type="checkbox"/>	<input type="checkbox"/>
• Single Family (1/3-1 acre)	<input type="checkbox"/>	<input type="checkbox"/>
• Multiple Family (4-8 units per acre)	<input type="checkbox"/>	<input type="checkbox"/>
• Multiple Family (8-12 units per acre)	<input type="checkbox"/>	<input type="checkbox"/>
• Multiple Family (12+ units per acre)	<input type="checkbox"/>	<input type="checkbox"/>
• Business/Office Park	<input type="checkbox"/>	<input type="checkbox"/>
• Industrial	<input type="checkbox"/>	<input type="checkbox"/>

10. Do you own property in the Valley Floor?

☐ ☐

11. Should the Meridian Corridor be developed into the following land uses: (If YES, Please Rank from highest to lowest with 1 being the highest priority)

	YES	RANKING	NO
ALL COMMERCIAL			
• 300 feet deep	<input type="checkbox"/>	_____	<input type="checkbox"/>
• 600 feet deep	<input type="checkbox"/>	_____	<input type="checkbox"/>
• Lot specific	<input type="checkbox"/>	_____	<input type="checkbox"/>
• Other - specify _____			
COMMERCIAL with Residential			
Above (2 stories or more)	<input type="checkbox"/>	_____	<input type="checkbox"/>
ALTERNATING BLOCKS of commercial/Residential and/or Multiple Family	<input type="checkbox"/>	_____	<input type="checkbox"/>

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FOCUSSED COMMERCIAL at:

- 12th Street East- (South Entrance to Surprise Lake Center) ☐ ☐
- 16th Street East ☐ ☐
- 24th Street East ☐ ☐
- 32nd Street East ☐ ☐
- 36th Street East ☐ ☐
- Others (Please List) _____

COMMUNITY CHARACTER

12. Should the community character along Meridian focus on:

YES NO

MAIN STREET - more traditionally like Meridian in downtown Puyallup or Main Street in Sumner.

☐ ☐

FARM VILLAGE CENTER - similar to Gilman Village in Issaquah or LaConner. ☐ ☐

OTHER - Please Explain. (Sketch your ideas.)

13. Should the City of Edgewood consider neighborhood planning for the Meridian Corridor to enhance community character? If yes, please rank the sub-areas or identify new areas for specific planning from highest to lowest with 1 being the highest:

YES RANKING NO

- County line south to 8th Street ☐ ☐
- 8th Street East to 16th Street East ☐ ☐
- 16th Street East to 24th Street East ☐ ☐
- 24th Street East to 32nd Street East ☐ ☐
- 32nd Street East to 36th Street East ☐ ☐
- Others (Please List) _____

UTILITIES

14. Should sanitary sewers be available along the length of the Meridian Corridor to enhance the quality of the adjacent businesses or new development? YES ☐ NO ☐

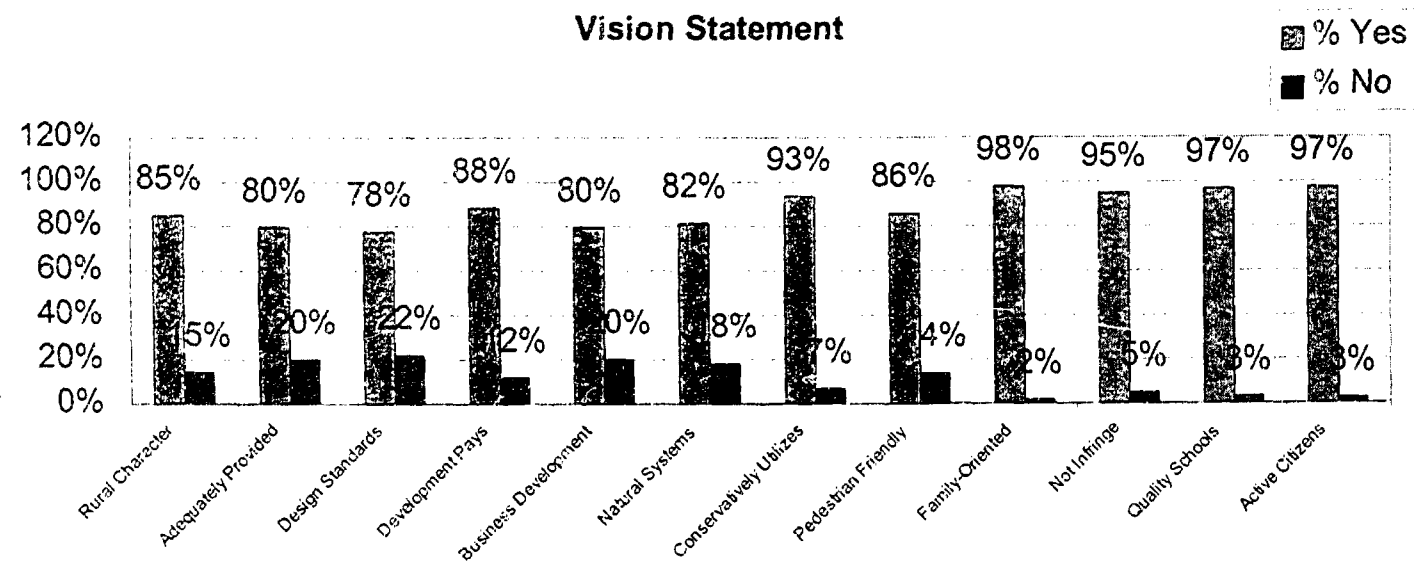
15. Should sanitary sewers only be located to support a land use pattern that creates commercial and focused planned new development? YES ☐ NO ☐

16. Should the City consider sanitary sewers for other areas within the City? If YES, where?

1. _____
2. _____
3. _____

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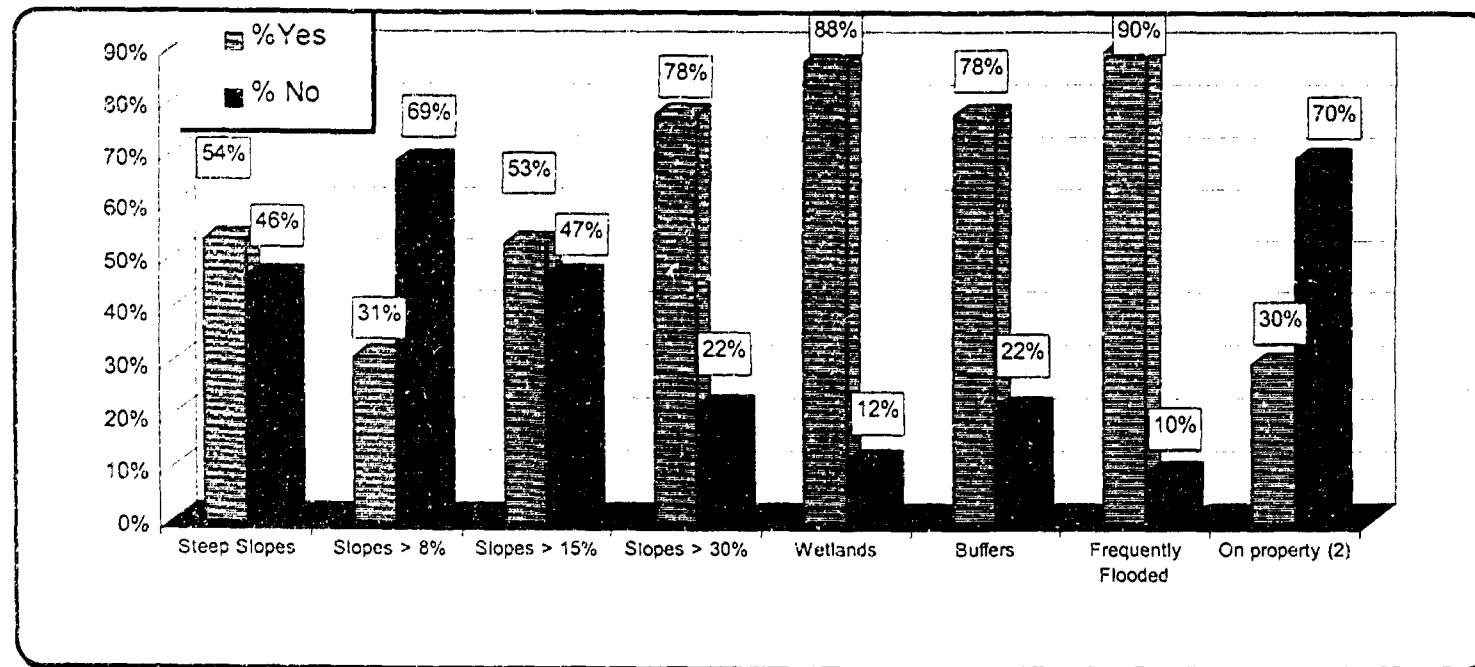
Table I						
Vision Statement	Yes	No	Total	% Yes	% No	% Response
Rural Character	133	23	156	85%	15%	95%
Adequately Provided	119	30	149	80%	20%	90%
Design Standards	124	35	159	78%	22%	96%
Development Pays	136	18	154	88%	12%	93%
Business Development	122	31	153	80%	20%	93%
Natural Systems	130	29	159	82%	18%	96%
Conservatively Utilizes	139	10	149	93%	7%	90%
Pedestrian Friendly	135	22	157	86%	14%	95%
Family-Oriented	155	3	158	98%	2%	96%
Not Infringe	147	8	155	95%	5%	94%
Quality Schools	148	5	153	97%	3%	93%
Active Citizens	152	4	156	97%	3%	95%



RESULTS OF COMMUNITY SURVEY, OCTOBER 1999

Table II

Critical Areas/ Development (1)	Yes	No	Total	%Yes	% No	% Response
Steep Slopes	45	39	84	54%	46%	51%
Slopes > 8%	41	92	133	31%	69%	81%
Slopes > 15%	78	69	147	53%	47%	89%
Slopes > 30%	113	32	145	78%	22%	88%
Wetlands	135	18	153	88%	12%	93%
Buffers	118	33	151	78%	22%	92%
Frequently Flooded	132	14	146	90%	10%	88%
On property (2)	47	108	155	30%	70%	94%



RESULTS OF COMMUNITY SURVEY, OCTOBER 1999

Table III	Yes	No	Total	% Yes	% No	% Response
TDR (3)	52	99	151	34%	66%	92%

Table IV

Limiting tree removal (4a)	Yes	No	Total	% Yes	% No	% Response
Steep Slopes	61	22	83	73%	27%	50%
Slopes > 8%	71	61	132	54%	46%	80%
Slopes > 15%	94	44	138	68%	32%	84%
Slopes > 30%	129	21	150	86%	14%	91%
Wetlands	130	22	152	86%	14%	92%
Buffers	119	31	150	79%	21%	91%
Frequently Flooded	107	23	130	82%	18%	79%

Table V

<i>Meridian Improvements (4b)</i>	Yes	No	Total	% Yes	% No	% Response
3-lanes	82	34	116	71%	29%	70%
5-lanes	62	64	126	49%	51%	76%
Center Turn Lane	133	15	148	90%	10%	90%
Signalized Intersections	94	31	125	75%	25%	76%
Separated sidewalks	109	36	145	75%	25%	88%
Mid-Block Crossings	64	74	138	46%	54%	84%
Curbside street trees	101	44	145	70%	30%	88%

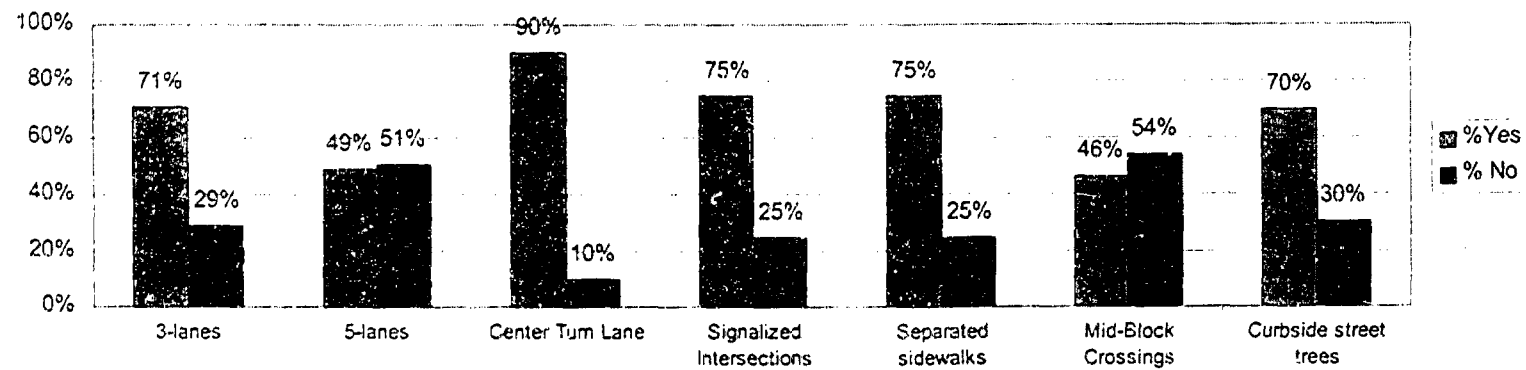


Table VI

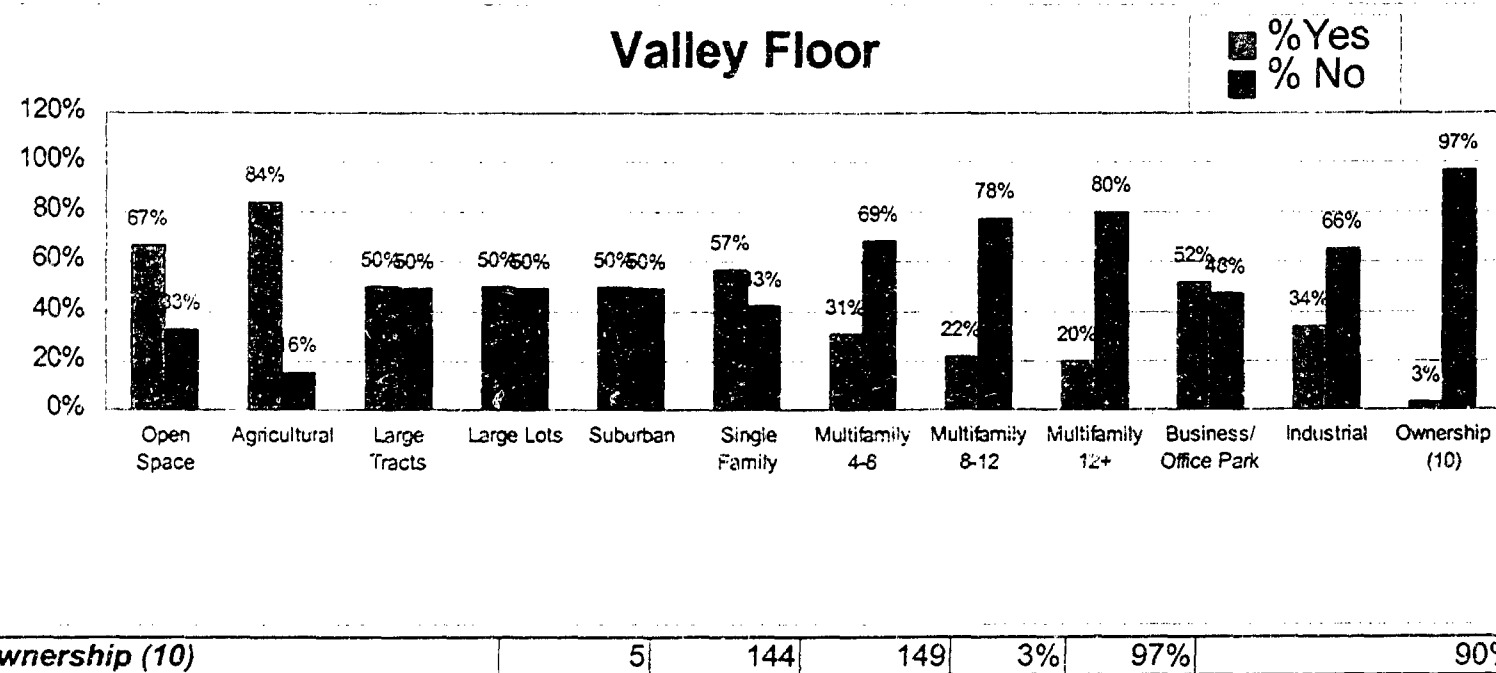
<i>Improve Intersections (5)</i>	Yes	No	Total	% Yes	% No	% Response
12th Street East	56	63	119	47%	53%	72%
16th Street East	65	57	122	53%	47%	74%
24th Street East	89	36	125	71%	29%	76%
32nd Street East	45	71	116	39%	61%	70%
36th Street East	71	44	115	62%	38%	70%

Table VII

<i>Parallel Streets for access (6)</i>	58	91	149	39%	61%	90%
<i>Parallel Streets for focus (8)</i>	36	41	77	47%	53%	47%

Table VIII

<i>Edgewood Valley Floor (9)</i>	Yes	No	Total	%Yes	% No	% Response
Open Space	77	38	115	67%	33%	70%
Agricultural	103	19	122	84%	16%	74%
Large Tracts	57	56	113	50%	50%	68%
Large Lots	58	57	115	50%	50%	70%
Suburban	59	58	117	50%	50%	71%
Single Family	73	54	127	57%	43%	77%
Multifamily 4-8	38	83	121	31%	69%	73%
Multifamily 8-12	27	94	121	22%	78%	73%
Multifamily 12+	24	97	121	20%	80%	73%
Business/ Office Park	66	60	126	52%	48%	76%
Industrial	42	80	122	34%	66%	74%



RESULTS OF COMMUNITY SURVEY, OCTOBER 1999

Table IX

Meridian Corridor (11)	Yes	No	Total	%Yes	% No	% Response
Commercial - 300 feet	74	51	125	59%	41%	76%
Commercial - 600 feet	54	80	134	40%	60%	81%
Commercial - Lot specific	51	58	109	47%	53%	66%
Commercial w/ residential	48	90	138	35%	65%	84%
Alternating blocks	45	88	133	34%	66%	81%

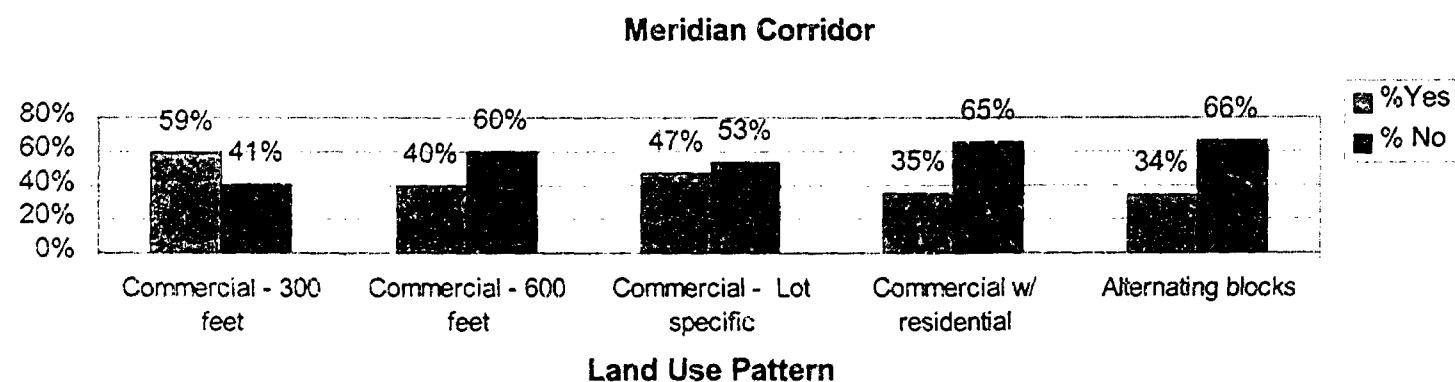


Table X

<i>Focused Commercial at:</i>	Yes	No	Total	% Yes	% No	% Response
12th Street East	96	22	118	81%	19%	72%
16th Street East	65	42	107	61%	39%	65%
24th Street East	70	49	119	59%	41%	72%
32nd Street East	36	69	105	34%	66%	64%
36th Street East	38	71	109	35%	65%	66%

RESULTS OF COMMUNITY SURVEY, OCTOBER 1999

Table XI

<i>Character along Meridian (12)</i>	Yes	No	Total	% Yes	% No	% Response
Main Street	85	80	165	52%	48%	100%
Town Center	92	48	140	66%	34%	85%

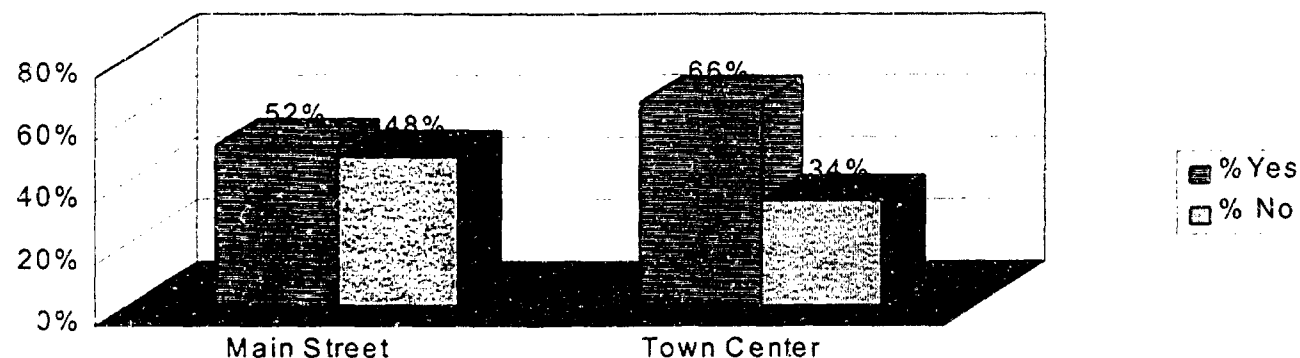


Table XII

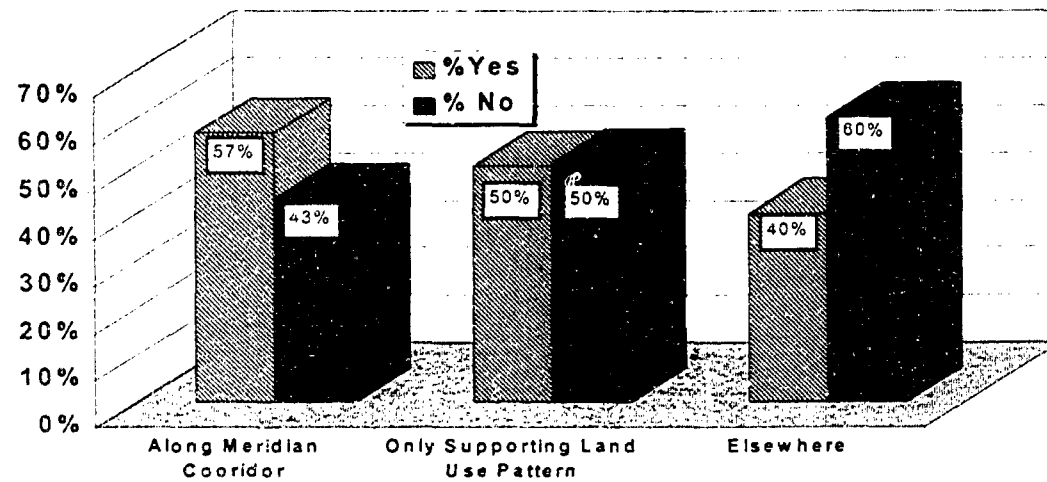
Neighborhood Planning	Yes	No	Total	% Yes	% No	% Response
County line to 8th Street East	41	47	88	47%	53%	53%
8th to 16th Street East	47	43	90	52%	48%	55%
16th to 24th Street East	56	39	95	59%	41%	58%
24th to 32nd Street East	44	46	90	49%	51%	55%
32nd to 36th Street East	36	51	87	41%	59%	53%

RESULTS OF COMMUNITY SURVEY, OCTOBER 1999

Table XIII

Utilities (Sewers)	Yes	No	Total	%Yes	% No	% Response
Along Meridian Corridor	88	67	155	57%	43%	94%
Only Supporting Land Use Pattern	76	77	153	50%	50%	93%
Elsewhere	45	68	113	40%	60%	68%

Where Should Sanitary Sewers Be Located in Edgewood?



Natural Environment

The Natural Environment Element reflects the following framework goals that are highlighted in black.

FRAMEWORK GOALS

- FG1: Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the Community spirit.
- FG2: Promote quality building and development that is compatible with the surrounding environment.**
- FG3: Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.
- FG4: Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.
- FG5: Protect the natural environment and preserve environmentally sensitive areas.**
- FG6: Promote improvements to human services as the Community changes and diversifies.
- FG7: Assure effective and efficient public investment for quality public services, facilities, and utilities.
- FG8: Balance the transportation needs of the Community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.
- FG9: Provide for inclusive and meaningful citizen involvement in community planning decisions.

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Intent

The Natural Environment Element is intended to guide the formation of regulations to protect and enhance the natural environment for present and future residents. This will be accomplished by identifying critical areas, preserving significant natural areas, regulating development to better integrate the built environment with natural features and conditions, and educating the public about the potential impacts of development on natural systems. This Element provides a framework to achieve land use and development practices that are compatible with the natural environment.

The Natural Environment Element 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 federal, state, and county policies. It also affirms the City's role to regulate land use, implement federal and state statutes, obtain funding from state and local jurisdictions, and consistently manage impacts to the natural environment.

The following goals in the State Growth Management Act relate to the natural environment:

"Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks."

"Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water."

In addition, the Growth Management Act requires the adoption of development regulations that protect critical areas (RCW 36.70A.060) and the inclusion of the best available science in developing policies and development regulations to protect the functions and values of critical areas (RCW 36.70A.172).

Background and Context

Environmental goals, objectives, and policies contained in this element address substantive issues, such as potential development on steep slopes and within wetlands. They also address procedural issues by outlining the steps the City should take towards establishing policy direction and regulatory authority on environmental issues. One example of this is to encourage the retention of large, mature trees. These goals and policies will be implemented through such measures as: sensitive area regulations, development review guidelines, storm water ordinances and programs, economic incentives for environmental protection, and economic development decisions.

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 these features, development, natural processes, and the quality of the resulting environment, have profound impacts on the quality of life in Edgewood. Edgewood's very name reflects the importance of the natural environment to the Community identity. Preserving the quality of

the environment depends on government, corporate, and individual decisions, and coordinated actions to minimize adverse environmental impacts.

As pressure for increased residential and commercial development intensifies in Edgewood, the protection of the natural environment becomes more challenging. The City must continually evaluate the relationship between the natural and built environments. In order to do this, the City must evaluate the potential impacts of development with consideration for slope stability and erosion; susceptibility to contamination of air, water, and soil; amounts of noise, emissions, and waste generated; rate of resource consumption; automobile dependence; and open space, wildlife habitat, and recreation opportunities provided.

Existing Conditions

Edgewood is a Community that has been primarily an agricultural and wooded area in the past, and is now in a slow transition to becoming urban. It is now developing mostly as a residential area with an associated mix of commercial centers, parks, schools, and natural areas. Natural areas are comprised of depressionai potholes, steep slopes, ravines, natural reserves, wetlands, streams, native growth easements, and stands of mature trees. These natural areas are found on both private and public property.

Edgewood is known to have the following critical areas (also known as sensitive areas): landslide hazard areas, erosion hazard areas, seismic hazard areas, depressional potholes, flood hazard areas, steep slopes, streams, wetlands, and critical wildlife habitats. Some of these features have been identified and mapped, but mapping, to date, is known to be incomplete. Features that meet sensitive area definitions are regulated as critical areas. Edgewood has adopted the Pierce County Critical Areas Ordinance, Title 18E, to protect these areas. With the Comprehensive Plan completed, the City will revise these regulations. The resulting critical areas ordinance will consist of the existing regulations and additional or modified regulations developed under the guidance of the Comprehensive Plan.

The City contains critical aquifer recharge areas that supply potable water to its residents and businesses. The City's depressional potholes and wetlands contribute to aquifer recharge.

Citizens, City decision-makers and staff have expressed concerns throughout the planning process about the relationship between the built and natural environments and the elements of those natural environments that may sustain impacts from growth and development. These concerns have been grouped into the following environmental areas: natural resources and open spaces, air quality, water quality, noise, and vegetation and wildlife habitat. These environmental areas organize the Natural Environment goals, objectives, and policies. These policies are intended to ensure that the City acts to protect and enhance the natural environment enjoyed by the entire Community.

Geographical Context

The City of Edgewood is located in north central Pierce County. It is primarily an upland area overlooking the Puyallup and White River Valleys, but also includes a portion of the Puyallup River valley floor. The City of Edgewood is surrounded by other incorporated cities. The City of Puyallup is located to the south, Sumner to the southeast, Pacific to the east, and the

cities of Milton and Fife to the west. The unincorporated area of King County lies immediately north of the City limits and has been included in the urban growth areas for both Milton and Pacific. Edgewood is part of the Puyallup River and White River watersheds.

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". The southern, eastern, and western edges of the City are characterized by prominent slopes that form portions of the Puyallup and White River valley sidewalls. The geology of the area is glacial in origin, which accounts for the near surface soil characteristics as well as the gravel resources found in places along the perimeter slopes.

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.

Earth Resources and Geologic Hazards

Edgewood is located mostly on an upland plateau bordered by steep valley walls to the east, west, and south. Geologic processes, including weathering, erosion, sedimentation, and landslides are on-going. Human activity influences, and sometimes accelerates these processes. Development on or adjacent to severe slopes with high erosion hazard may have a negative impact on slope stability. Geologic hazard concerns identified in the City of Edgewood include landslide hazards and volcanic mudflow hazards.

Soil type and degree of slope affect the suitability of a site for development. 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.

Therefore, development potential is typically based on parcel-specific findings. Policies that specify the type, place, and manner of development on or adjacent to geologic hazard areas provide a framework for specific development regulations in the Critical Areas Ordinance and other sections of the Edgewood Municipal Code.

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Steep Slopes/Landslide Hazards

The steepest slopes in the City are typically 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. The identification of areas susceptible to landslides is necessary to effectively regulate grading, building, foundation design, housing density, drainage, and vegetation removal. It is also necessary to implement other regulations to reduce or eliminate the risk of property damage and personal injury.

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

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.

Vegetation and Wildlife Habitat

Residents characterize the City of Edgewood as a wooded, as well as agricultural area. This is often cited as a key reason for locating in the City. Large evergreen trees can be seen rising above residential neighborhoods, on hilltops, and even on the periphery of Meridian East. As the City has become more populated, the area covered by native ground cover and/or shaded by native trees has been reduced.

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Forested open space, wetlands, and native vegetation found on steep slopes and larger residential 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, preventing pollution in nearby river systems, including 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 residential 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. Residential areas, which may be subdivided or more intensely developed, are at the greatest risk of losing native vegetation. Vegetation removal reduces the ability of soil to absorb water, allows for increased erosion, and can promote increased geologic hazard due to the elimination of root structures.

Environmentally based development standards and incentives would help protect native vegetation during the development process. For example, these standards could include a requirement that the developer file a vegetation management plan that specifies how vegetation removal will be minimized and where replacement trees will be planted. Incentives should include density bonuses or expedited permit review for housing that protects areas of undisturbed open space, especially when significant vegetation is preserved. Other tools which can be used to protect vegetation include public education, habitat enhancement assistance, conservation easements, open space designation and property tax reductions, transfer or purchase of development rights, and outright acquisition. The goals and policies contained in this Plan will be used to develop specific regulations, incentives, and programs, which will be identified in the Municipal Code.

The process of urbanization results in the conversion of wildlife habitat to other uses. The loss of certain types of habitat can have significant, adverse effects on the health of certain species. These types of habitat are referred to as critical wildlife habitats. Critical wildlife habitats include lands important for the protection, management, or public enjoyment of certain wildlife species. These include habitats or species designated by state or federal agencies as endangered, threatened, sensitive, candidate, or priority species. Other critical natural resources include anadromous fish habitat, waterfowl and raptor nests, heron rookeries and habitats of local importance that are identified and designated through a wildlife conservation plan.

Under the federal Endangered Species Act, Chinook salmon and bull trout have been listed as threatened species and Coho salmon are a candidate for listing. Salmon runs throughout the Puget Sound and the Northwest are critically depressed. All local governments that border the Puget Sound or that contain streams flowing to the Sound will be affected by

federal fisheries management in the near future. To help restore healthy salmon runs, local governments and the State government must work proactively to address salmon habitat protection and restoration. Issues of storm water run-off, and associated erosion, sedimentation, and pollution, will be affected by the Endangered Species Act.

The Washington Department of Fish and Wildlife (WDFW) has developed the Priority Habitats and Species (PHS) program to help guide growth in a manner that will preserve the best and most important habitats and provide for the life requirements of fish and wildlife. Priority species are fish and wildlife species that require protective measures and/or management guidelines to ensure their perpetuation. Priority habitats are habitat types with unique or significant value to many species. The WDFW has documented the locations of priority habitats and species within the City. These PHS areas include wetlands, natural open space, habitat for a priority bird species, and the point location of priority bird species sightings. PHS areas are considered critical wildlife habitats.

Washington Department of Fish and Wildlife (WDFW) management recommendations are intended to assist landowners, users, and managers in conducting land-use activities in a manner that incorporates the needs of fish and wildlife. Management recommendations are developed through a comprehensive review and synthesis of the best scientific information available. The City may review the PHS management recommendations developed by WDFW and adapt these to fit the existing conditions and limitations of our unique environmental conditions. Management guidelines for priority habitats and species may be established in the Municipal Code.

Additional priority habitats and species may occur in areas not currently known to WDFW biologists or in areas for which comprehensive surveys have not been conducted. PHS data can only confirm that a species or habitat type may be present. This data does not confirm that a species or habitat type is not present. Site-specific surveys may be necessary to rule out the presence of priority species and priority habitats on an individual project site. WDFW has established guidelines, which enable local governments to designate and protect species of local importance. The City will work with WDFW, residents and other interested parties to identify and protect native wildlife species and habitats from the adverse impacts of current land use and future development.

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

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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.

Stormwater and Drainage

Drainage basins in the City include closed depressions, creeks, steep slopes 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 are known as the Edgewood Bowl, the 108th Avenue pothole, the 114th Avenue pothole, the 122nd Avenue pothole, the Surprise Lake pothole, and many smaller potholes. The creeks are Jovita, Simons, Wapato East, Wapato West, and Surprise Lake Creek that drains Surprise Lake. The eastern slope steep ravines can be distinguished as the Northeast, East central, and Southeast steep ravines. 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.

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. If no improvements are made to existing conditions and no mitigation is included in future development, the following changes may be expected:

Depressional Potholes-High flood levels in the potholes will continue, overtopping and closing roads, damaging homes and property, and inundating septic systems. Over time, flood levels may rise, causing additional damage and further reducing water quality. Road closures may become more frequent and of longer duration.

Steep Slopes-Erosion and landslides may increase in size and frequency. The sediment introduced into downslope watercourses may result in water quality mandates from the Department of Ecology.

Creeks-Streambeds will scour and erode at an increasing rate as flood flows increase the velocity and volume of water in the creeks. This may result in degradation and loss of fish and wildlife habitat and possible violations of the Endangered Species Act. Creeks may overflow their banks, damaging adjacent properties. Increased water velocity and volume will deepen the creeks, triggering additional landslides. In the Jovita Creek and Surprise Lake Creek canyons, road closures due to slides and washouts may become more frequent and severe.

Frequently Flooded Areas

The surface drainage system of the City of Edgewood includes many creeks, drainage ways, depressional potholes, wetlands (and their associated floodplains). Floodplains are identified on the Flood Insurance Rate Maps (FIRMs) for Edgewood that were 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 its frequently flooded areas.

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, and all such wetlands that occur in tidal areas where salinity, due to ocean-derived salts, is below 0.5 percent. Palustrine wetlands may be situated shoreward of lakes, river channels, or estuaries, on river floodplains, or on slopes.

When planning 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. Clearing of vegetation, grading, filling and draining, and other activities associated with land development, may decrease the ability of the zone to provide drainage, stabilize stream banks, provide wildlife habitat, and filter pollutants from the water. Wetlands receive surface water from surrounding areas and filter pollutants by a combination of physical, chemical, and biological processes.

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. Wetlands are delineated in the National Wetland Inventory (NWI) and the Pierce County Comprehensive Drainage Program Maps.

Some of the wetlands within the City of Edgewood have been identified and delineated on the Pierce County Comprehensive Drainage Program Maps. However, 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. However, isolated 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. These recharge areas will affect the quantity and quality of groundwater.

Rainfall and topography have an impact on groundwater quantity and rate of flow. Man-made developments also impact groundwater, by cultivating land, removing vegetation, or compacting soil. Groundwater impacts such as hazardous waste and pollutants are detrimental to the groundwater supply, and affect its quality for years.

Impervious area is a measure of the percentage of area covered by roofs, streets, sidewalks, driveways, etc. Any future development will increase these impervious areas. Increased impervious area can result in decreased groundwater recharge. Even lawn areas allow only a fraction of groundwater infiltration permitted by natural forest cover. Since a larger percentage of the precipitation volume is going directly to runoff, there is less available surface water for soil moisture replenishment and groundwater storage.

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The Growth Management Act requires that cities and counties identify and regulate these "areas with a critical recharging effect on aquifers used for potable water." Land uses and densities in these areas can affect the quality of the groundwater. Aquifer recharge areas exist throughout the City. Studies have not been conducted to determine the exact locations of critical recharge areas. However, the depressional potholes act as aquifer recharge areas by concentrating runoff. In addition, upland deposits of sand and gravel provide important storage and likely function as recharge areas.

The City contains many observed springs and seeps along the hillsides to the east, southeast, and southwest from the upland plateau, which attests to one or more water bearing zones above the valley floors.

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. Policies related to streams and creeks have been developed to address the following concerns: increased data collection and monitoring of water quality, the protection of buffer areas, the importance of natural vegetation in riparian zones, preservation of natural function and habitat, and the appropriate restoration of creeks that have been modified for surface water management and/or development.

Goals and Policies

Goal NE 1: Lead and support efforts to protect and improve the natural environment.

Policies

NE1: Take a proactive role in addressing issues of the Endangered Species Act.

Discussion: The City is approaching issues that may impact salmon-bearing streams due to its unique location. The City will enforce federal, state, county, and City environmental policies and regulations to advance the goals of the federal Endangered Species Act (ESA).

NE2: Consider and evaluate the immediate, long-range, and cumulative environmental impacts of policy and development decisions.

Discussion: The City should be careful not to overlook long-term and cumulative impacts when making such decisions.

NE3: Conduct all City operations in a manner that minimizes adverse environmental impacts to the Community and promotes a safe workplace for employees.

Discussion: The City can implement this policy by reducing its consumption and waste of energy and materials, minimizing its use of toxic and polluting substances, reusing and recycling, and disposing of all waste in a safe and responsible manner. The City should give preference to recycled products, within budget constraints.

NE4: Support, promote, and lead public education and involvement programs.

Discussion: Public education and involvement raises public awareness about environmental issues, encourages individual and Community efforts to protect the environment, and provides opportunities for citizens and visitors to respect and enjoy Edgewood's unique natural features.

NE5: Cooperate with local, state, and federal governments, tribal governments, international agencies, business groups, and non-profit organizations to protect and enhance the environment.

Discussion: Many environmental issues affect areas beyond Edgewood's boundaries. The City needs to negotiate, communicate, and cooperate with other organizations in order to address these issues. The City should also participate in local and regional programs to protect environmentally sensitive areas, such as the conservation efforts of the Land Conservancy of Pierce County and Pierce County's Public Benefit Rating System.

NE6: Encourage the use of a variety of technologies that minimize environmental degradation and protect public health.

Discussion: In working with developers, the City has a wide variety of possible options available to mitigate the impacts of new development. For example, the use of vegetation or grinding of sewage may allow for more development than would be otherwise allowed for certain areas. The City can implement this policy by revising its codes to recognize options for complying with regulations and mitigating environmental impacts.

<p>Goal NE II: Protect the natural environment in the Community.</p>

NE7: The following shall be considered critical areas and regulated through the Edgewood Municipal Code: flood hazard areas, depressional potholes, landslide hazard areas, steep slopes, wetlands, streams, and critical wildlife habitat areas.

Discussion: The critical areas ordinance will define the categories of critical areas and specify how each category will be regulated.

NE8: Direct development to areas where adverse impacts on natural resources can be minimized.

Discussion: Some parts of the City contain more critical areas than others. By focusing more intense development in locations with fewer large critical areas, the City can minimize the impacts of development on erosion, surface water, water quality, and other environmental impacts. The City will implement this policy through the Land Use Element.

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NE9: Conserve and protect critical areas from loss or degradation.

Discussion: The City can protect critical areas through standards in the subdivision code, open space designations, critical areas ordinance, or buffer requirements.

NE10: Provide incentives for development that is designed, sited, and constructed to minimize environmental impacts.

Discussion: Incentives may include density bonuses for cluster development, open space tax incentives, incentives for design, and a transfer of development rights (TDR) program. Incentives may also include reduced mitigation requirements for reduced impacts.

NE11: Require mitigating measures for new development that creates environmental impacts.

Discussion: Mitigation measures should be appropriate for the type of impact and proportionate to the amount of impact. They may involve the retention or restoration of significant habitats or other critical areas. They can also include the construction or improvement of private capital facilities.

NE12: Establish management policies that control the operation of sand and gravel pits in the Community.

Discussion: Gravel resources are necessary for the development of roads, public works, and private construction. Some sand and gravel pits are operating under previously authorized County or City permits.

NE13: Encourage private open space preservation in the City.

Discussion: See the Parks, Recreation, and Open Space Element for more detailed policies and discussion.

Goal NE III: Reduce potential hazards associated with earthquakes and steep slopes.

NE14: The City will require appropriate standards for site development in areas with moderate and steep slopes based upon site specific information. (See Chapter 5, pages 3 through 5)

Discussion: Development review for buildings on slopes will require site specific information on soil type and water content, as well as the degree of slopes.

NE15: Regulate land clearing and other significant removal of vegetation on steep slopes greater than 30% and in identified landslide hazards.

Discussion: The City will implement this policy through a critical areas or significant tree ordinance and/or applicable development regulations. In an October 1999 Community Survey, 68% of respondents favored limiting vegetation removal on slopes greater than 8%, and 86% favored limiting vegetation removal on slopes greater than 15%.

NE16: Require mitigating measures for new development on steep slopes.

Discussion: Development on steep slopes causes impacts to surface water, erosion, and increased probability of landslide hazards. Mitigating measures for such development can include clustering development, decreasing the amount of impervious surface, or planting trees and other vegetation.

NE17: Enforce building codes to minimize the risk of structural damage, fire, injury to occupants, and prevent post-seismic collapse in areas subject to severe seismic hazard.

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Discussion: Steep slopes may be subject to seismic ground movement. The best available methods should be used to identify and evaluate seismically hazardous areas. Requiring the use of appropriate soils analysis and construction methods can minimize the hazard and avoid seismic-related structural damage and injuries.

NE18: Promote educational efforts to inform landowners about site development, drainage, and yard maintenance practices that impact slope stability.

Discussion: Washington State Department of Ecology Publications 93-30, 93-31, and 95-107 are useful for this purpose.

Goal NE IV: Encourage environmentally responsible land management practices that are compatible with other land uses.

NE19: Encourage fencing of pastures or other methods to keep animals from properties, roads, and watercourses, and promote implementation and maintenance of other proper land management practices.

NE20: Require appropriate engineering and institutional controls in flood hazard areas.

Discussion: The City shall not allow development within flood hazard areas without proper engineering and institutional controls.

Goal NE V: Protect and improve local and regional air quality by reducing or eliminating sources of air pollution.

NE21: Encourage the use of landscaping and the retention of

existing vegetated areas to provide for filtering of suspended particulate.

Discussion: Retention of trees and other vegetation is vital to maintaining good air quality. Vegetation filters out suspended particles and purifies the air.

NE22: Encourage non-motorized and public transportation and provide opportunities for reduced automobile travel.

Discussion: Vehicle emissions are a major local source of air pollution. Reducing the number of trips made by motor vehicles will reduce emissions. The City can implement this policy by encouraging non-motorized transportation projects in capital facilities programs, and by providing for the town center and mixed use areas in the zoning ordinance.

NE23: Establish and support dust abatement activities and regulations.

Discussion: These standards will apply to new development.

NE24: Support federal, state, and regional policies intended to protect clean air in the Puget Sound area.

Discussion: State and regional agencies, such as Puget Sound Air Pollution Control Agency, the Puget Sound Regional Council, and the Washington State Department of Transportation, generally administer air quality regulations. The City will implement this policy by working with these agencies and by supporting public education regarding these issues.

NE25: Consider the use of roundabouts and traffic circles to reduce the need for stop signs and traffic signals.

Discussion: The City may wish to investigate the impact of roundabouts and traffic circles on vehicle emissions in comparison to traffic signals and stop

signs. Please see the Transportation Element for more information.

Goal NE VI: Preserve and enhance water quality.

NE26: *The City should assert its interests to neighboring jurisdictions to exercise their responsibilities in promoting water quality.*

Discussion: The City can implement this policy by participating in the environmental review process and submitting information regarding water quality impacts.

NE27: *Prevent pollution of both surface and groundwater resources.*

Discussion: Whether it is located in streams, depressional potholes, wetlands, or underground sources of water supply, clean water is one of Edgewood's important characteristics. The City can protect surface and groundwater resources through some of the following methods:

1. Control development in areas of high water table.
2. Encourage the retention of vegetation along waterways.
3. Reduce or control surface water runoff from paved and other impervious surfaces.
4. Encourage the use of properly designed ditches and swales.
5. Encourage innovative ditch maintenance activities, such as the rotation of segments for ditch cleanings in adjacent areas.
6. Require the use and maintenance of sedimentation traps and filters to prevent the movement of silt and other materials into the surface water system.
7. Emphasize public education on how to maintain water quality.

8. Consider water quality issues in planning for parks and open space.

NE28: *Work with neighboring jurisdictions and other agencies and organizations to enhance and protect water quality in the region.*

Discussion: Enhancing and protecting clean water throughout a watershed often requires joint efforts between different jurisdictions. For example, preserving water quality in the City of Edgewood will have a positive impact on the water quality of Hylebos Creek, the Puyallup River, the White River, and the water quality in the Cities of Sumner, Pacific, Puyallup, Fife, and Milton.

NE29: *Protect areas that are critical for aquifer recharge.*

Discussion: Recharge actually occurs via the depressional potholes through slow percolation. Areas of highly permeable soil are vulnerable and the potential for contamination of perched groundwater is greater in these areas. Planning should consider the types of development permitted in certain areas of the City. For example, a gas station or an industrial site with potential contaminants could pose a significant risk.

NE30: *Actively pursue funding for baseline monitoring and improvement of water quality in streams in the City.*

Discussion: Streams connected to salmon-bearing waters should receive priority for funding.

Goal NE VII: Encourage measures that improve surface water management.

NE31: *Prohibit development in areas where frequent surface flooding occurs, unless adequate engineering and institutional controls are implemented.*

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Discussion: All new structures within the flood hazard areas decrease flood storage capacity. Therefore, increasing building density in these areas results in a larger area threatened by seasonal flooding. The City may require a "no net loss" approach to maintaining floodwater storage capacity.

NE32: Continue development review for surface water compliance. All costs associated with surface water review shall be recovered from development applicants.

Discussion: Surface water review is needed to ensure that the use of one property does not unreasonably infringe upon the use of neighboring properties. Surface water can be retained on site or managed through community surface water systems.

NE33: Strive to minimize impervious surfaces in the City.

Discussion: Prevention of surface water issues is generally less expensive than curing them. The City of Olympia's Impervious Surface Reduction Study, conducted in 1996, contains many excellent recommendations for minimizing impervious area. The City can implement this policy by working with property owners.

NE34: Continue to study the issues concerning depressional potholes and develop a management plan for these natural resources.

Discussion: The following issues should be considered when formulating plans and implementing projects which have the potential to impact the potholes: scenic value, respect for private property, groundwater, wildlife habitat, fish habitat in the White and Puyallup Rivers, and Hylebos Creek, geologic stabilization, and the continued use of these features for stormwater management. The Endangered

Species Act will be considered as part of the analysis of any development plans.

NE35: Ensure that erosion control measures are functional during and after construction, and that surface water management and septic systems are installed as approved.

Discussion: This policy will be implemented by conducting routine building and development review inspections.

Goal NE VIII: Provide for the protection of wetlands.

NE36: Implement a ranking and classification system for wetlands which rates wetlands based on size, vegetative complexity, ecological and hydrological function, and presence of threatened or endangered species.

Discussion: To implement this policy, the City should work with other jurisdictions to establish a consistent regional classification system for wetlands that allows for the designation of both regionally important and locally unique wetlands.

NE37: Identify and classify the diverse functions and values of wetlands in the City.

Discussion: The City can implement this policy by identifying all wetlands on public property and establishing a voluntary program to identify wetlands on private land.

NE38: Preserve and maintain wetlands in a natural state.

Discussion: Wetlands have a diverse range of functions and values. They help manage stormwater, protect natural water

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quality, and provide wildlife habitat. Wetland buffers facilitate infiltration, protect natural vegetation and stabilize water temperatures. The City can implement this policy by establishing wetland regulations that recognize these functions and values. The City can also encourage non-regulatory approaches for wetland protection, such as land trusts, and an adopt-a-wetland program.

NE39: Achieve a "no net loss" of wetland acreage, function, and value within each drainage basin over the long term.

Discussion: "No net loss" means that total wetland acreage, function, and value is preserved over the long term. The City should encourage educational opportunities that increase public understanding and appreciation for the values of wetlands. It should advise citizens of measures they could take to maintain wetlands on their properties. Off-site mitigation for wetlands, such as creating a new wetland, should be considered only within the same drainage basin within the City of Edgewood and should be consistent with the most current findings.

NE40: Existing degraded wetlands should be restored where practicable.

Discussion: Restoration of degraded wetlands may be required as a condition of new development or redevelopment.

Goal NE IX: Minimize excessive noise and light emitted from commercial land uses, industrial land uses, and new construction.

NE41: Reduce, and where possible, eliminate problems associated with major noise and light generating uses, especially when located near residences. Establish standards for noise and light generating land uses.

Discussion: Natural or manmade barriers should be placed between noise and light sources and residential land uses. Trees and natural vegetation should be retained along the perimeter of new subdivisions and along arterial streets to filter noise and light. Noise and light control ordinances shall be enforced. Standards for noise and light shall address acceptable amounts of noise, light, and time and frequency of activities.

NE42: Implement measures to reduce traffic noise and impacts.

Discussion: Examples of measures to reduce traffic noise include: traffic dispersion, traffic reduction, round-a-bouts, traffic circles, alternative paving materials, or routing of vehicles away from residential areas. The City should work with the State Department of Transportation and other appropriate organizations to mitigate noise from traffic and continue to support the construction of SR 167 prior to the widening of SR 161.

Goal NE X'S: Protect fish and wildlife habitat and native vegetation.

NE43: Develop a vegetation preservation and enhancement program.

Discussion: Vegetation in the City of Edgewood provides and protects habitat for fish and wildlife. Vegetation also plays an important role in surface water management and stabilizing soils in critical areas. The City can preserve and enhance vegetation through some of the following methods:

1. Encourage the use of native vegetation as an integral part of development plans.
2. Limit the removal of healthy trees in critical areas and critical area buffers.

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3. Encourage the use of native and low maintenance vegetation in residential and commercial landscapes.
4. Require tree replacement on private property as project mitigation.
5. Replace removed trees on public land.

NE44: Implement measures to provide appropriate protection of fish and wildlife habitat.

NE45: Plan for and protect wildlife corridors as part of the open space and parks master plan.

Discussion: Maintenance of wildlife corridors provides feeding areas and escape routes for animals. The City can implement this policy through public education, land use designations, incentives, regulation, and code enforcement.

NE46: Actively participate in regional species protection efforts, including salmon habitat protection and restoration.

Discussion: The City will implement this policy by working with citizen volunteers, county, state and federal agencies, and tribal governments to identify, prioritize, and eliminate barriers to anadromous fish spawning and rearing habitat.

NE47: Preserve critical wildlife habitat.

Discussion: Critical wildlife habitat refers to areas identified as priority habitats by the Washington Department of Fish and Wildlife or by the City of Edgewood. The City can implement this policy through regulation, code enforcement, acquisition, incentives, and other techniques.

NE48: Establish buffers to preserve aquatic and riparian habitats in a natural state.

Discussion: Buffers around wetlands, lakes, creeks, and streams protect native vegetation, water quality, habitat for fish and wildlife, and hydrologic function. They provide greater areas of habitat for fish and wildlife and natural undisturbed areas for public enjoyment. Buffer widths for surface water features will be specified in Edgewood's critical areas ordinance.

NE49: Prohibit alterations to streams unless they are part of approved restoration efforts.

Discussion: Stream alterations, such as filling or redirection of watercourse, are likely to result in adverse impacts to the natural environment. Impacts can include sediment transport and flooding on adjacent properties. Where practical, streams should be allowed to return to natural channel migration patterns. The City will implement this policy through code enforcement.

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Environmental Impact Statement Summary

The Environmental Impact Statement (EIS) Summary discusses potential environmental impacts of the Comprehensive Plan. The Community Development Department prepared an EIS to analyze the potential environmental impacts associated with adopting and implementing the City's Comprehensive Plan. The City prepared the Comprehensive Plan to satisfy requirements of Washington State's Growth Management Act (GMA). The EIS is intended to satisfy regulatory requirements of the State Environmental Policy Act (SEPA).

The Proposed Action analyzed in the EIS is the City Council's adoption of the first Comprehensive Plan for the City of Edgewood. The EIS analyzes the effects of three alternative means of accomplishing the Proposed Action: (1) adopting the Comprehensive Plan, referred to as the Preferred Growth Alternative in this EIS; (2) adopting a variation of the Plan, known as the High Growth Alternative; and (3) adopting a second variation of the Plan, known as the Low Growth Alternative.

The EIS has been included in its entirety as Appendix A for further reference.

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Land Use

The Land Use Element reflects the following framework goals highlighted in black:

FRAMEWORK GOALS

- FG1: Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.**
- FG2: Promote quality building and development that is compatible with the surrounding environment.**
- FG3: Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.**
- FG4: Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.**
- FG5: Protect the natural environment and preserve environmentally sensitive areas.**
- FG6: Promote improvements to human services as the community changes and diversifies.
- FG7: Assure effective and efficient public investment for quality public services, facilities, and utilities.
- FG8: Balance the transportation needs of the community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.
- FG9: Provide for inclusive and meaningful citizen involvement in community planning decisions.

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Intent

Land use patterns directly affect the quality of life, personal comfort, convenience, and safety of citizens within the City. The intent of the Land Use Element is to establish land use designations that provide opportunities for future development in suitable locations for the next twenty years and beyond. These land use designations will become the basis for zoning decisions. Through land use designations, the Land Use map and policies identify the building intensity and density recommended for each area of the City. The recommended designations help to achieve the City's vision by providing for planned growth, encouraging affordable housing, protecting existing neighborhoods and uses, safeguarding the environment, and maintaining Edgewood's sense of Community.

The Land Use Element will serve as the principal guide for elected officials in making decisions about the need for, and the locations of, public services, utility systems, transportation routes, and other capital facilities. City staff, consultants, private citizens, developers, and others interested in the City's future will also consult it as they make decisions about where to live, work, invest, and conduct business.

Background and Context

Historical land use patterns have shaped the character of Edgewood. The development of businesses along the Meridian corridor, the locations of residences and home industries, and the construction of transportation and utility corridors have affected existing land use patterns. Land use decisions have determined where people reside, shop, and work. They have also shaped traffic patterns, school locations, and other infrastructure. Making responsible land use decisions in Edgewood requires consideration for the natural environment and physical constraints within the Community and reflection of the values of the citizens. Land use decisions will continue to play an important role in determining the quality of life in the City of Edgewood.

The Growth Management Act (GMA) requires the Land Use Element of the Comprehensive Plan to designate the proposed general distribution, general location, and extent of land uses. The GMA further specifies that the Land Use Element be the foundation of a Comprehensive Plan. The land use designations must accommodate future population growth and be supported by adequate levels of public facilities and services, as determined in the Capital Facilities Element.

Population Projection and Development Capacity**Residential Development Capacity**

The County Wide Planning Policies for Pierce County require a minimum net density of four dwelling units per acre for all cities and towns in the county. The requirement allows cities and towns to subtract out areas that are constrained and unbuildable from the total acreage. It does not count wetlands, steep slopes, streams, creeks, roads, and commercial areas. The requirement also allows cities and towns to decide how the total net density will be distributed within their boundaries.

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Edgewood has many unique geographic, environmental, and cultural features. The City Council Land Use Committee appointed a volunteer group of Edgewood citizens, the Capacity Analysis Technical Review Ad hoc Committee (CATRAC), to conduct a capacity analysis inventory to better define developable lands within the City. All mapping was conducted from preexisting public access points and/or review of aerial photographs. CATRAC Committee members conducted the majority of the mapping for streams, possible wetlands, and frequently flooded areas during the winter months. CATRAC Committee Members identified general areas of wetlands, frequently flooded areas, critical area buffers, mineral resource lands, forest lands, agricultural lands, future rights-of way, public areas, industrial areas, commercial areas, and open space areas for planning purposes.

Taking these natural and physical constraints into account, City staff has calculated a residential development capacity of approximately 16,000 to 18,000 persons in an estimated 7,800 dwelling units, based on the County-Wide requirement of four dwelling units per net buildable acre. This would result in approximately a 60-70% increase in the number of housing units in the City at full develop. This projected build-out analysis can be found in Chapter 3, Appendix A.

Twenty-year Population Projection

The residential development capacity is the City's estimated future population at full build-out. However, due to financial limitations for infrastructure, the City is not likely to reach total development capacity. Therefore, City staff has projected a 20-year population that is less than population at full build-out.

The City of Edgewood has projected 16,847 as our 20-year population projection. The 20-year population allocation is based upon growth trends and how a community can financially support the infrastructure for growth in the next 20 years. This population allocation number has been assigned by Pierce County.

During the next 6 years, growth in Edgewood is anticipated to grow at the current average annual growth rate of 2.1%. The installation of sewers into designated areas will result in an increase in the annual growth rate. During the second 6-year period, the growth rate is anticipated to increase by 8% per year over the previous year's growth rate. At the end of this anticipated 6-year growth spurt, the growth rate is estimated to be approximately 4.64%. This is more than twice the current growth rate. During the remaining 7 years the growth rate is projected to decrease to 3.24% in 2020. In 2017, the population would be 16,847, if the City has sufficient funds to construct infrastructure.

According to a 2000 Washington State Office of Financial Management estimate, the total population of Edgewood is 10,830. A twenty-year total population projection of 16,847 equates to an increase of 6,017 people, or a 56% increase.

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SUSTAINABLE POPULATION GROWTH					TABLE 1				
Growth Rate	1.012	1.036	1.0365	1.018	1.021	0%	Factor 1	1999 - 2005	
						8%	Factor 2	2006 - 2012	
YEAR	DOT	DOT	Pierce County	Puyallup Sch. Dist.	Building Permit	-10%	Factor 3	2013-2020	
					Average over 20 years	1.63%	New Units	Estimated Total Dwelling Units	Estimated Total Pop.
1990									
1991						0.00%			
1992						0.00%			
1993						0.00%			
1994						0.00%			
1995						0.00%			
1996						0.00%			
1997						0.00%			
1998						0.00%			
1999	10,700	10,700	10,700	10,700	10,700	2.10%	80	3,943	10,925
2000	10,828	11,085	11,091	10,893	10,925	2.10%	80	4,023	11,154
2001	10,958	11,484	11,495	11,089	11,154	2.10%	80	4,103	11,388
2002	11,090	11,898	11,915	11,288	11,388	2.10%	80	4,183	11,628
2003	11,223	12,326	12,350	11,491	11,628	2.10%	80	4,263	11,872
2004	11,358	12,770	12,801	11,698	11,872	2.10%	80	4,343	12,121
2005	11,494	13,229	13,268	11,909	12,121	2.10%	80	4,429	12,396
2006	11,632	13,706	13,752	12,123	12,376		86	4,522	12,700
2007	11,771	14,199	14,254	12,341	12,635		93	4,623	13,035
2008	11,913	14,710	14,774	12,564	12,901		101	4,732	13,408
2009	12,056	15,240	15,314	12,790	13,172		109	4,850	13,822
2010	12,200	15,789	15,873	13,020	13,448		118	4,977	14,282
2011	12,347	16,357	16,452	13,254	13,731		127	5,114	14,796
2012	12,495	16,946	17,052	13,493	14,019		137	5,237	15,274
2013	12,645	17,556	17,675	13,736	14,313	3.23%	123	5,347	15,717
2014	12,797	18,188	18,320	13,983	14,614	2.90%	110	5,446	16,125
2015	12,950	18,843	18,989	14,235	14,921	2.60%	99	5,535	16,501
2016	13,105	19,521	19,682	14,491	15,234	2.33%	89	5,615	
2017	13,263	20,224	20,400	14,752	15,554	2.09%	80		

On December 12, 2000, the Pierce County Council Resolution No. 2000-0173 allocated the City of Edgewood a 2017 population of 16,847.

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Existing Conditions

This section of the Land Use Element describes existing land use patterns within the City of Edgewood. It also addresses critical areas that are important factors to consider in the locations, intensities, and types of land uses.

Residential land use accounts for approximately 63% (3,262 acres) of the land use in the Community (BWR, 1998). Single-family residences predominate. Multi-family residential development and duplexes are scattered throughout the Community.

Commercial land use, including services, office space, and retail sales, accounts for about 2% (107 acres) (BWR, 1999) of the land uses in the Community. These uses are located primarily along the Meridian corridor. However, many residential uses include home occupations in Edgewood.

Figure NE-4 shows the existing patterns of residential density throughout the City. Population density is not uniform throughout the Edgewood Community.

Industrial lands are limited in Edgewood, with most of the regional focus in the adjoining communities of Fife, Pacific, Puyallup, and Sumner.

See the Capital Facilities and Utilities Element, the Parks, Recreation, and Open Space Element, and the Transportation Element for information on the locations and distributions of capital facilities, such as schools, parks, and roads.

Critical Areas

The GMA (RCW 36.70A.030(5)) defines "Critical areas" to include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. These critical areas are identified and described in the Natural Environment Element.

RCW 35.21.475 and its future amendments:

Statement of restrictions applicable to real property.

- (1) A property owner may make a written request for a statement of restrictions applicable to a single parcel, tract, lot, or block of real property to the city or town in which the real property is located.
- (2) Within thirty days of the receipt of the request, the city or town shall provide the owner with a statement of restrictions as described in subsection (3) of this section.
- (3) The statement of restrictions shall include the following:
 - (a) The zoning currently applicable to the real property;
 - (b) Pending zoning changes currently advertised for public hearing that would be applicable to the real property; and
 - (c) Any designations made by the city or town pursuant to chapter 36.70A RCW of any portion of the real property as agricultural land, forest land, mineral resource land, wetland, an area with a critical recharging effect on aquifers used for potable water, a fish and wildlife habitat conservation area, a frequently flooded area, and as a geological hazardous area.

Land Use Map and Designations

The land use map will be used in conjunction with the goals and policies of the Land Use Element and other Elements of the plan.

The preliminary recommended land use designations were founded on:

- 1) citizen involvement,
- 2) the locations of sensitive areas,
- 3) the locations of existing land uses,
- 4) the availability of infrastructure,
- 5) considerations for surface water management,
- 6) the protection of public water supplies, and
- 7) the development capacities that the land can sustain.

The Land Use Map is based on a balanced view of the costs and benefits of growth as well as the natural environment. Additional factors were considered in developing the official land use map:

- Edgewood and adjacent cities are experiencing strong development pressures. The City recognizes the need to develop a land use pattern that channels growth in such a way as to promote economic development consistent with the community vision; provide for the housing needs of a diverse population; maximize the value of existing infrastructure investment; protect existing, stable neighborhoods; and preserve critical environmental functions.
- Current commercial development patterns are largely representative of a traditional rural area with little in the way of a recognizable town center that is pedestrian friendly. Regional growth, along with current zoning inherited from pre-incorporation planning, is placing increased development pressure on Edgewood's existing single-family neighborhoods, gradually eroding their individual qualities while adding stress to transportation and public services. There is a need for a rational growth strategy that focuses future development where it is best served by capital facilities and utilities.
- The quantity of land currently designated for recreation and open space is inadequate to support projected future population levels. Existing recreation and open space lands are scattered, with no network of connecting greenways to link parks and provide wildlife habitat. While Edgewood has an abundance of natural assets, public access to these areas is extremely limited because it is held in private ownership.
- Through the citizen involvement process referenced in Chapter 3, the citizens asked for low density residential development to existing residential neighborhoods, which is one of the features of Edgewood's high quality of life. Part of this quality is the trees and views in the neighborhoods. The variety of housing types adds immensely to Edgewood's diversity and provides safe and livable community for many families. Encouraging this vitality and diversity will help maintain Edgewood's quality of life into the future for our children. Allowing for more diversity in commercial development will provide a broader choice of goods and services in the Community.

Each of the distinct land use designations depicted on the official land use map is described below. These are general designations that will be implemented by more specific zoning classifications after adoption of the Comprehensive Plan.

The General Commercial and the Town Center land use designations are complementary in function and create the Town Center.

The land use map is based on the ultimate land use capacity and not the allocated 20-year population projection. Minimum densities will have to be included in the zoning designations to assure that an average density of 4 dwelling units per net acre can be obtained. Lands that are constrained by steep slopes, wetlands, and poor soils will develop at lower residential densities permitted by these natural constraints.

Full build out of the community may not occur in the 20-year planning period. Historic and the existing annual growth rates have been modified to reflect anticipated infrastructure changes that would direct and manage urban growth. The ultimate build out is not anticipated until approximately 2025. However, it should be noted that projections greater than 20 years are less accurate. The Growth Management Act requires that the City update the land use map every five years.

SINGLE-FAMILY - LOW DENSITY

The Single-Family – Low Density designation provides for single-family lots in areas constrained by physical limitations such as high ground water and steep slopes. These areas are also the historic areas where patterns of agriculture, horticulture, hobby farms, open space, and suburban residential lots that have existed in the past. Although retaining these lower density sized properties reduces the amount of land available for population growth, it preserves the historic identity of these areas, contributes to the diversity of housing options available in the Community, and most importantly, it allows for the preservation of significant tree stands, hobby farms, riparian environments within stream corridors, and open space.

Maintaining lower residential densities in certain areas will allow the City to focus higher density residential development into other areas where adequate services are economical, especially around the Town Center.

The Single-Family – Low Density land use designation permits a maximum of two (2.0) dwelling units per net acre based on the use of either on-site or community sanitary sewage disposal, and on-site storm water infiltration-detention systems. The density of individual lots will be based on the sustainability of lots to provide housing lots and still maintain the public health, safety, and welfare. The Single-Family – Low Density designation will be implemented through R-2 residential zone.

SINGLE-FAMILY - MODERATE DENSITY

The Single-Family Moderate Density designation provides for single-family homes in support of established residential neighborhoods. This land use designation is a result of prior subdivision patterns. New residential development would tend to be in the form of an infill development instead of redevelopment of existing neighborhoods.

This designation requires a minimum of one (1.0) dwelling unit per acre and a maximum of three (3.0) dwelling units per acre depending on whether on-site, community, or public sanitary sewage disposal systems are used.

The Single Family – Moderate Density designation will be implemented through R-3 residential zone.

SINGLE-FAMILY - HIGH DENSITY

The Single-Family – High Density designation provides for single-family and duplex homes in support of a new Town Center. It requires a minimum density of two and one-half (2.5) dwelling units per acre and a maximum of five (5.0) dwelling units per acre. Duplexes will be allowed in the Single Family – High Density land use designation. Design and management review will be required through the planning standards review process.

Senior citizen housing can be granted up to a 50% increase over the maximum dwelling unit densities based on unique design amenities.

The Single Family – High Density designation will be implemented through R-5 residential zone.

MIXED RESIDENTIAL – LOW DENSITY

The Mixed Residential – Low Density designation provides for low density residential using a variety of urban housing types and designs. This design-oriented designation promotes residential renewal by promoting small-lot, single-family homes, townhouses, duplexes, and multiple family. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types. The Mixed Residential – Low Density land use designation requires a minimum base of two (2.0) dwelling units per acre. It allows a maximum of four (4.0) dwelling units per acre. Design and management review would be required through the planning standards review process. Senior citizen housing can be granted up to a 50% increase over the maximum dwelling unit densities based on unique design amenities.

The Mixed Residential designation will be implemented through mixed residential zones.

MIXED RESIDENTIAL – MODERATE DENSITY

The Mixed Residential – Moderate Density designation provides for a moderate increase in density using a variety of urban housing types and designs. This design-oriented designation promotes residential renewal by promoting small-lot, single-family homes, townhouses, duplexes, and multiple family. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types. The Mixed Residential – Moderate Density land use designation requires a minimum base of four (4.0) dwelling units per acre and allows a maximum of eight (8.0) dwelling units per acre. Design and management review would be required through the planning standards review process. Senior citizen housing can be granted up to a 50% increase over the maximum dwelling unit densities based on unique design amenities.

The Mixed Residential designation will be implemented through mixed residential zones.

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MIXED USE RESIDENTIAL

The **Mixed Use Residential** designation allows the mixing of multiple family residential, single-family, commercial, professional offices, and some limited light industrial uses. The planning objective is to allow a variety of existing land uses to continue and permit expansions if other standards are met. The resulting mixture of land uses would be based upon design standards and environmental impacts. Non-conforming uses could be expanded after complying with present development standards.

The Mixed Use Residential designation requires a minimum base of three (3.0) dwelling units per acre. It allows a maximum of six (6.0) dwelling units per acre. Design and management review would be required through the planning standards review process. Senior citizen housing can be granted up to a 50% increase over the maximum dwelling unit densities based on unique design amenities.

The Mixed Use Residential designation will be implemented through mixed-use residential zones.

MIXED USE

The **Mixed Use** designation allows the mixing of agriculture, horticultural, hobby farms, open space, single-family, multiple family residential, commercial, professional office, and recreational. All non-residential uses would require approval through the planning standards review process.

The Mixed Use designation requires a minimum base of two (2.0) dwelling units per acre. It allows a maximum of four (4.0) dwelling units per acre. Design and management review would be required through the planning standards review process. Senior citizen housing will be granted up to 50% increase over the maximum dwelling unit densities based on unique design amenities.

The Mixed Use designation will be implemented through mixed-use zones. Commercial buildings in this designation will be limited by design standards or to a maximum of 30,000 square feet.

COMMERCIAL

The **Commercial** land use designation provides for a wide range of commercial uses that provide easy access for automobiles, but also provide pedestrian and bicycle access.

Residential uses are encouraged in the Commercial land use designation. Residential dwelling units can be allowed above commercial activities or in separate stand-alone buildings. For residential uses, the Commercial designation requires a minimum base of four (4.0) dwelling units per acre and allows a maximum of eight (8.0) dwelling units per acre. Design and management review would be required through the planning standards review process. Senior citizen housing will be granted up to a 50% increase over the maximum densities based on unique design amenities.

The complementary and interactive mixture of uses and urban design provides for a Community intensity and viability consistent with the local rural character. Local character is reflected in the design, people-orientation, and connectivity, which provides a sense of a

community. This designation is intended to create a focus of service and retail jobs that are dependent upon automobiles, estimated at 20 jobs per acre.

The Commercial designation will be implemented through commercial zones. The size of commercial buildings will be limited by design standards.

TOWN CENTER

The Town Center designation provides for a small town center and regional destination by creating a special commercial focus based on Edgewood's unique local character. This focus could be an agricultural or horticultural product center, a "Public Market", a destination "theme" cottage industry village, like Gilman Village, an artist's colony, or other commercial or retail uses. The Town Center designation is intended to attract significant numbers of additional specialty retail/commercial jobs estimated at 30 jobs per acre.

This designation will encourage planned multiple-family and senior housing that supports the surrounding commercial uses in the Town Center. Residential dwelling units can be allowed above commercial activities and in separate stand-alone buildings. For residential uses, the Town Center land use designation requires a minimum base of five (5.0) dwelling units per acre and a maximum of ten (10.0) dwelling units per acre. Design and management review would be required through the planning standards review process. Senior citizen housing will be granted up to a 50% increase over the maximum densities based on unique design amenities.

The Town Center designation will be implemented through town center zones. Unique design standards are essential for the success of the Town Center.

PUBLIC

The Public land use designation provides for all uses associated with public services whether they are provided by public or private entities. Under this designation, a water storage facility used by a private water company is a public use. Other examples of public uses would be City Hall and other municipal buildings, community centers, libraries, and public and private schools. The designation also provides for publicly owned parks, open space, and recreational areas, including areas for surface water storage, regional and City parks, preserves, and trails.

The Public land use designation will be implemented through public zones.

BUSINESS PARK

The Business Park land use designation is designed to allow the mixing of light industrial, professional offices, supporting commercial, and supporting residential uses with high design and development standards. It encourages small to moderate sized incubator businesses in research, manufacturing, warehousing, contracting, and supporting services in planned business parks. Employment densities would average 15 jobs per acre. The designation would also provide opportunities for small business owners and employees to live adjacent to their workplaces.

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Supporting residential uses are encouraged in the Business Park land use designation. For residential uses, the Business Park land use designation allows supporting caretaker type residential uses, but no residential structures. The intent is that residential activity is directly related to the commercial or industrial activity.

The Business Park designation will be implemented through business park zones. The application of planning standards and the environmental review process will be required for all development in this designation.

INDUSTRIAL

The Industrial designation provides for regional research, manufacturing, warehousing and other regional employment uses. Industrial lands depend on excellent transportation and utility infrastructure and freedom from encroachment by incompatible land uses. They would be limited to areas where regional transportation access is available. Industrial employment densities typically average 12 jobs per acre. Properties with an Industrial land use designation are expected to provide family wage jobs to residents and tax revenues to the City.

The Industrial designation will be implemented through one industrial zone.

Goals and Policies

GENERAL LAND USE

Goal LU I: Ensure that the land use pattern of the City encourages needed, diverse, and creative development, protects existing uses, safeguards the environment, promotes efficient use of land, encourages alternative modes of transportation, and helps maintain Edgewood's sense of Community.

Policies

LU1: *Preserve environmental quality by taking into account the land's natural development constraints and mitigating environmental impacts in critical areas.*

LU2: *Encourage attractive, stable, high quality residential neighborhoods and commercial developments with an appropriate variety of housing, shopping, employment, and services.*

LU3: *Provide land use incentives for uses that enhance the City's vitality*

through a variety of regulatory and financial strategies.

Discussion: The City can implement this policy through priority permit review, tax abatement, transfer of development rights, or other measures. The City can also provide flexibility of site and building design if development meets performance standards that give equal or better design and protection to that zone.

LU4: *Revise land use designations and zoning to match the availability of capital facilities and utilities and funding capabilities.*

Discussion: The City can implement this policy through the Capital Facilities Element and associated concurrency management regulations.

LU5: *To the extent possible, direct public investment toward physical improvements that focus growth, serve population concentrations, and promote targeted changes in land use densities.*

Discussion: See the Capital Facilities and Utilities Element.

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LU6: Incorporate provisions for cluster development into existing regulations and apply them throughout the City subject to specific regulatory standards.

Discussion: Clustering development on one portion of a larger parcel reduces costs to both homeowners and the Community as a whole. It promotes a more efficient, and therefore less costly, provision of utility services, such as water, electrical, and surface water management services. It also results in a smaller percentage of impervious surfaces on parcels and helps preserve natural areas while still allowing development.

LU7: Provide incentives to encourage residential development in commercial zones as a support to commercial areas.

Discussion: Residential development in mixed use zones provides a lifestyle that some people find desirable. By residing in areas near services and employment, one can reduce transportation costs. Businesses also benefit from consumers who live in the immediate vicinity and who may frequent the business establishment during slower hours. These residences can absorb some of the City's anticipated future population growth. The result will be less pressure for multi-family development in single-family areas.

LU8: Provide public places of various sizes and types throughout the Community by designating areas where public places do exist and should exist.

LU9: Allow small-scale home occupations in residential areas.

Discussion: Home occupations allow small businesses to operate in a cost efficient manner. These types of businesses can be compatible within residential neighborhoods if they have

small numbers of employees, are incidental to residential use, will result in no negative traffic or environmental impacts, and retain residential character.

LU10: Protect the right to farm throughout the City.

Discussion: Edgewood is a city that is in transition from agricultural and hobby farms. These activities are a valued part of the Community and the right to continue farming and suburban agriculture needs to be protected from intrusion by new urban uses. Urban uses need to mitigate their impact on the existing environment to assure a logical and smooth transition as development pressures increase.

TOWN CENTER

Goal LU11: Provide a well designed, pedestrian-friendly and Community oriented Town Center.

LU11: Encourage development of distinctive focal points within the Town Center.

Discussion: The Town Center is focused at 24th Street East and Meridian Avenue East. It includes the windmill, Fire Station, City Hall, and supporting commercial. Because the designated Town Center is relatively new, it has little in the way of truly historic buildings. It will be necessary for new development to create distinctive places. Developers choose to invest in an area when they are confident that the level of quality in their projects will be matched and reinforced in other projects. The City should develop an Urban Design Plan for the Town Center that identifies key locations and focal points for public activity and architectural interest.

LU12: Plan for a "town center" that includes gathering spaces, meeting

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spaces, public buildings, public open space, and recreation facilities.

Discussion: The Town Center should include safe and attractive places to walk, sit and talk. Appropriate landscaping should be included to create a welcoming effect.

LU13: Encourage people-oriented businesses such as corner stores, bookstores, restaurants, and coffee shops.

RESIDENTIAL

Goal LU III: Provide for residential development that reflects the character of the Community and is integrated into its natural environment.

LU 14: Residential densities in the City of Edgewood should vary depending on the natural constraints, the type of development, proximity to facilities and services, and surrounding densities.

LU15: Provide for a variety of residential development types such as zero lot line, cluster housing, and townhouses in appropriate areas.

Discussion: Providing for variety in housing breaks up monotony. Residential development should be complementary to the character of the City of Edgewood and the scale and character of surrounding and planned residential uses.

LU16: Investigate a transfer of development rights system and other methods to retain open space and to provide for the continuation of agricultural uses on large lots and preservation of constrained areas.

Discussion: Transfer of development rights allows the transfer of one property's development potential to another. Other

methods for preserving open space include zoning and present use taxation.

LU17: Balance residential housing types between single-family residential and multiple family residential by:

1. **Designating land use patterns that create a balance of 72% single-family to 28% multiple family.**
2. **Creating zoning designations that provide greater housing densities and financial incentives if single-family dwelling are constructed instead of multiple family dwellings.**
3. **Creating planning standards that allow a wide range of flexibility and functionality for single-family that is both planned and managed.**

Discussion: The City of Edgewood has listened to the desire of its citizens to maintain a high ratio of single-family residential dwelling units. Edgewood's existing housing stock is 84% single-family, while adjoining communities have as little as 30% single-family. In an effort to maintain a family oriented community, greater development incentives should be provided for owner occupied residences.

LU18: Provide design and subdivision flexibility for single-family and multiple family residential developments that utilize the planning standards process by allowing density increases and/or minimum lot sizes no less than 3,000 square feet based on individual characteristics of the planned development.

Examples of this might include but are not limited to the following:

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1. *Providing more than 20% open space,*
2. *Providing on-site recreation,*
3. *Preserving 50% of the existing significant trees on-site,*
4. *Participating in both the planning and implementation of a community storm water master plan,*
5. *Protecting other unique site characteristics.*

Discussion: Edgewood needs flexible and creative methods to allow development at urban densities because of its unique environment. The Planned Development District process allows a detailed design review process that is open to the Community.

SINGLE FAMILY

Goal LU IV: Protect the character of existing single-family neighborhoods.

LU19: *Encourage new single-family development throughout existing single-family neighborhoods at appropriate densities.*

Discussion: Edgewood's residential density patterns vary throughout the City. Large lots, subdivisions, and manufactured homes contribute to this diversity. See the existing buildings dot map.

LU20: *Provide for innovative design options that support residential neighborhoods and provide for efficient land use.*

LU21: *Encourage open communities instead of gated communities and walled subdivisions to retain Edgewood's sense of Community.*

Discussion: In order to function as a Community, all neighborhoods within the City should interconnect.

LU22: *Minimize the impact of infill development on existing residential neighborhoods by incorporating features that enhance both the neighborhood and Community character.*

Discussion: Please see the Community Character Element.

LU23: *Minimize potential conflicts between new residential land uses and existing agricultural uses.*

Discussion: Edgewood has been a residential and agricultural Community. Prospective homeowners should be aware of neighboring land use and its implications. The City should take this policy into consideration in the code enforcement program.

MULTIPLE FAMILY

Goal LU V: Improve the quality and availability of multifamily housing choices.

LU24: *In areas with existing multifamily development, provide for increased multifamily development of similar scale.*

Discussion: Edgewood's residential density patterns vary throughout the City. Duplexes, townhouses, triplexes, and apartments contribute to this diversity. See the existing buildings dot map.

LU25: *Develop regulations guiding appearance, scale, and location of new multiple family development to enable a range of dwelling types and amenities.*

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Discussion: Residential uses in multi-family and mixed use zones should be designed to provide a harmonious transition into surrounding single-family neighborhoods. Buffers, landscaping, and building design and placement that blends with neighboring areas enhance the smooth transition between different densities and land uses. See the Community Character Element for more detail.

LU26: *Improve existing housing stock by encouraging revitalization or replacement of existing multifamily housing.*

Discussion: Revitalization of existing multiple-family residential housing improves its integration into the Community and enhances the quality of life for its residents

LU27: *Direct multifamily housing to locations that provide direct access to transportation, businesses, and other amenities.*

LU28: *Encourage a high quality pedestrian environment near multifamily housing.*

Discussion: To implement this policy, the City should require amenities such as walkways, trails, bike paths, or recreational facilities.

COMMERCIAL

Goal LU VI: Achieve a mix of commercial land uses that serve the City's residents, businesses, and visitors.

LU29: *Ensure that commercial development and redevelopment are complementary to adjacent land uses.*

Discussion: Commercial development next to non-commercial uses requires buffering.

LU30: *Commercial uses should be located in a manner that is consistent with the planned level of service standards.*

LU31: *Require the design and location of commercial development to provide for access for pedestrians, bicyclists, or mass transit.*

LU32: *Ensure that commercial development and development contributes to Edgewood as a Community and to the vitality of individual commercial areas.*

Discussion: The City could, for example, create a development plan to extend sidewalks into the Town Center through a Local Improvement District.

LU33: *Concentrate commercial development and distinguish between different types of commercial activities.*

Discussion: The City should allow varying development standards for each commercial zoning classification. The City can implement this policy through cooperation with the business community and through the zoning code and design standards.

INDUSTRIAL

GOAL LU VII: Encourage industrial development and redevelopment that strengthens the economy of Edgewood and the region. Require compatibility between industrial uses and surrounding residential uses and the environment.

LU34: *Provide for industrial uses, such as regional research, manufacturing, warehousing, concentrated business*

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employment parks, or other regional employment uses.

LU35: Support development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Edgewood and individual land areas.

LU36: Expand the number and type of industrial uses in the City by more intensive use of existing industrial lands.

LU37: Require new industrial land uses to locate on properly zoned sites having good transportation access, adequate public facilities and services, and suitable topography and soils to minimize impacts to the environment and residential uses.

Discussion: Industrial and manufacturing businesses provide jobs for residents and tax revenues for the City. Some manufacturing produces noise, odor or dust. To enjoy the benefits of industrial and manufacturing land uses yet minimize their adverse impacts, the City should encourage "clean and light manufacturing" land uses in appropriate locations convenient to major transportation corridors.

Business park uses with distribution, high technology, and light manufacturing activity and which minimize use of toxic or odorous substances are acceptable industrial uses in the community as defined by design standards.

LU38: Require industrial uses to comply with design guidelines.

Discussion: Master planning for new industrial and manufacturing land uses should include such features as open space, landscaping, integrated signage, traffic control and overall management and maintenance.

LU39: No new residential and commercial uses in industrial areas.

LU40: Safe access for pedestrians, bicyclists, and mass transit should be designed for industrial development.

NON-CONFORMING USES

GOAL LU VIII: Integrate existing non-conforming uses into the community through varying standards dependent upon compatibility with proposed land use designations in the Comprehensive Plan.

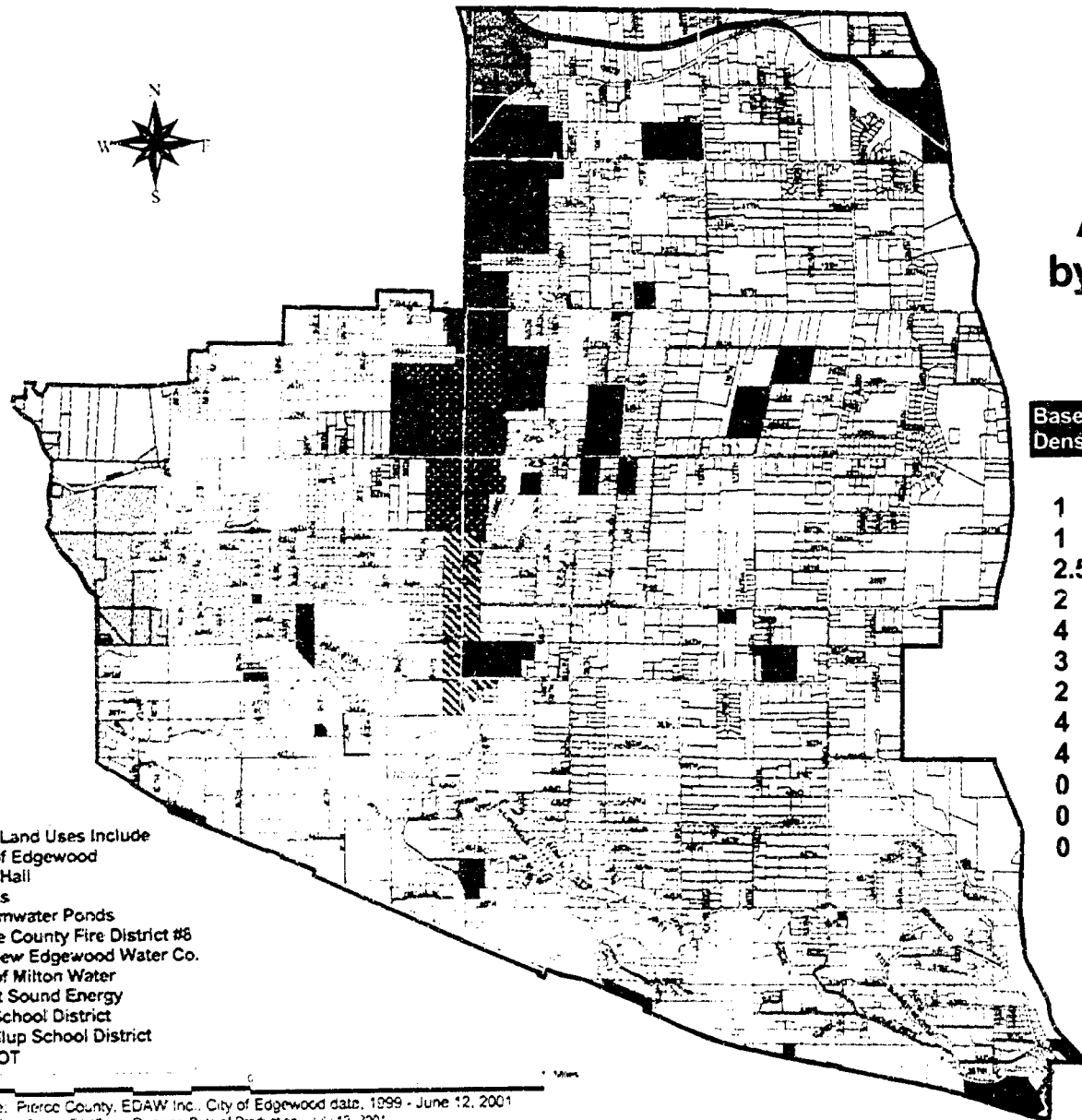
Discussion: In the past, some commercial businesses were established in single-family residential neighborhoods. All new commerce, except home occupations, should be directed into the Town Center and Commercial land use designations to encourage the economic vitality of the Community and allow local government and private utilities the ability to provide adequate infrastructure. Residential neighborhoods should be protected from future inappropriate commercial and industrial uses.

Some non-conforming uses should be allowed to continue in commercial and residential areas if they do not create a threat to the public health, safety and welfare. Non-conforming commercial and industrial uses that are hazardous to the public should be prohibited and phased out.

The relocation or destruction of a non-conforming use provides the opportunity for it to be discontinued and a conforming use to be established.

Some nonconforming uses should be allowed to continue and expanded in high density residential areas if they provide services to that residential area.

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Public Land Uses Include
 City of Edgewood
 City Hall
 Parks
 Stormwater Ponds
 Pierce County Fire District #8
 Mt. View Edgewood Water Co.
 City of Milton Water
 Puget Sound Energy
 Fife School District
 Puyallup School District
 WSDOT

Source: Pierce County, EDAW Inc., City of Edgewood data, 1999 - June 12, 2001
 © GIS Files Project File: Comp Plan.apr Date of Production - July 12, 2001

City of Edgewood Comprehensive Plan Land Uses Adopted June 12, 2001 by Ordinance No. 01-0171 (With Roads)

Base Density	Maximum Density	Land Uses
1	2	Single-Family Low
1	3	Single-Family Moderate
2.5	5	Single-Family High
2	4	Mixed Residential Low
4	8	Mixed Residential Moderate
3	6	Mixed Use Residential
2	4	Mixed Use
4	10	Town Center
4	8	Commercial
0	0	Business Park
0	0	Industrial
0	0	Public

Prepared by the City of Edgewood
 Department of Community Development.
 No warranties of any sort, including
 accuracy are implied. Check with the
 Department of Community Development
 for specific information regarding land uses
 within the City of Edgewood. Development
 regulations are being completed.

Community Character

The Community Character Element reflects the following framework goals highlighted in black:

FRAMEWORK GOALS

- FG1:** Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.
- FG2:** Promote quality building and development that is compatible with the surrounding environment.
- FG3:* Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.
- FG4:** Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.
- FG5:** Protect the natural environment and preserve environmentally sensitive areas.
- FG6:** Promote improvements to human services as the community changes and diversifies.
- FG7:** Assure effective and efficient public investment for quality public services, facilities, and utilities.
- FG8:** Balance the transportation needs of the community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.
- FG9:** Provide for inclusive and meaningful citizen involvement in community planning decisions.

Intent

The Community Character Element is intended to ensure that new public and private construction and improvements enhance and maintain the visual character of the community. Community design can provide more privacy in residential areas and encourage community activity in the public realm. Ultimately, implementing these policies will create and retain a cohesive community image and make the City a friendly place for residents, business people, and property owners.

The Community Character Element guides public and private development, while protecting the community's positive characteristics. These policies are intended to create a City that is people-oriented, diverse, and aesthetically appealing. These goals and policies will apply to the built and natural environments in commercial and residential areas of Edgewood. They also integrate community character with consideration for the natural environment.

Background and Context

Community design combines aspects of architecture, landscape, public works facilities, public art, and transportation systems. Improved design does not have to be extravagant; it can simply be a more thoughtful approach to the look of new development.

The goals and policies in this element address Design Quality, Public Places and Connections, Neighborhoods, and Historic Preservation. Design Quality policies apply to the design of individual development in commercial and multi-family areas. Public Places and Connections policies apply to the design of streets, parks, public facilities, and other amenities that are used by the general public. Neighborhood policies apply to residential areas, especially where they interface with smaller commercial areas. Historic Preservation policies apply to those buildings, places, and landmarks that give Edgewood's identity more depth and relevance to its location and era.

Design Quality

Design quality refers to a development's overall contribution to the appearance of the community. For example, within new development, retention of existing vegetation and new landscaping contribute to Edgewood's image as a community that values and protects its trees.

Design quality is essential in Edgewood to ensure that the changes and new development that is anticipated in the next 20 years will fit into and enhance community ambiance. Frequently, development becomes more acceptable if it is well designed.

Design describes more than appearance. It also means the way development is related to surrounding properties. Examples are shared driveways, similar landscaping, pedestrian connections, consistent building form, collective open and public space, and continuous pedestrian protection from precipitation. Assets and attributes of adjacent sites, when connected or combined, improve the overall function and appeal of the area.

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Design refers to:

1. The design of commercial, industrial, and multi-family structures, including landscaping and signage.
2. The unique ambiance and small town look of Edgewood.

Public Places and Connections

People are drawn to public places that are comfortable and attractive. Attracting people into the public realm means supporting them with safer sidewalks and walkways as important connections between different places in the City. Street corridors tie different parts of Edgewood together and should instill community pride through design. Meridian, State Route 161, is a major corridor that should be enhanced to be more attractive and to soften the visual impact on Edgewood's image.

Neighborhoods

For residential neighborhoods to co-exist with commercial development, it is important to soften transitions between different types of land use. It is also important to promote good neighborhood services in adjacent commercial areas. The community becomes more cohesive as neighborhood development is refined to be more attractive, interactive, and functional.

Goals and Policies

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

Policies

Site and Building Design

CC1: Encourage designs of major private and public buildings to create distinctive reference points in the community.

CC2: Adopt design criteria for development proposals so new projects contribute to the community and complement adjacent development.

Discussion: Design criteria should address public benefits, consistency with adjacent development, quality, and preservation of trees, views, and natural areas. The City could encourage designs that convey quality architecture and workmanship.

CC3: 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.

CC3b: Encourage small blocks between 660 feet and 330 feet near Meridian to promote small-scale development and pedestrian movement.

Discussion: Small blocks facilitate pedestrian movement, encourage small complexes, and enhance access to businesses. The City will implement this policy through the Town Center and Meridian Corridor plans.

CC4: Encourage developments surrounding public places to enrich those places and encourage people to use them by enhanced architectural elements and building materials.

Discussion: Development should provide public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, community or city sponsored

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activities, openness, sunlight, and view preservation. The City should also provide incentives to encourage developers to incorporate artwork into the design of their projects.

CC5: Use building and site design, landscaping, and shielded lighting to buffer the visual impact of development on residential areas.

CC6: Incorporate pedestrian amenities into the design of public and commercial areas.

Discussion: Walkways should connect parking areas to building entrances and connect within and between developments. The City should also encourage structures that provide rain cover for pedestrians.

Signs

CC7: Encourage sign design and placement that complements building architecture.

Discussion: The City can implement this policy through design review.

CC8: Discourage the use of large signs and billboards.

Discussion: Large signs and billboards detract from Edgewood's community character by cluttering, dominating, and distracting from the visual ambience of the Meridian corridor. The City will implement this policy by initiating a gradual removal of billboards and prohibiting new billboards. Edgewood's sign code will establish size limitations.

CC9: Encourage consolidation of signs on a single structure where a commercial development contains multiple businesses.

Vegetation and Landscaping

CC10: Encourage balancing of the retention of existing vegetation with development.

Discussion: See the Natural Environment Element, vegetation preservation and enhancement.

CC11: Encourage consolidation of landscaped areas in commercial development.

Discussion: Landscape consolidation enhances site frontage for small business and reduces the costs of landscaping. This would promote the economical viability of small businesses.

CC12: Encourage concentrated seasonal-color planting in highly visible areas.

Open Space

CC13: 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.

Discussion: See the Parks, Recreation, and Open Space Element.

Goal CC II: Improve the highly visible public realm to maintain community character and increase public safety.

Public Places

CC14: Ensure that public places are designed to provide pedestrian amenities such as seating, landscaping, kiosks, walkways, pavilions, canopies, and awnings.

CC15: Consider the edges of public places that abut residential property for special design treatment to create a buffer effect.

CC16: Design buildings and open areas that prevent building shadows.

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Public Art/Historic Preservation

CC17: Explore creation of a community Arts Commission and Historic Preservation Commission.

Discussion: Community arts commissions are usually non-profit organizations established to fund and promote art within their cities. They can promote activities and artwork in places that are accessible to the public. Arts commissions can fund activities and programs through 1% funds for public art and through private donations.

Pedestrian Linkages

CC18: Provide clear and identifiable systems of sidewalks, walkways, and trails.

Discussion: A system of linear parks connects parks, open space, recreation areas, trails, schools, and shopping for pedestrians and bicyclists. Amenities for non-motorized transportation include pedestrian-scale lighting and signage, landscaping, public art, bike racks, railings, newspaper boxes, trash receptacles, and other amenities. Please see the Transportation Element and the Parks, Recreation, and Open Space Element for more detail.

CC19: Encourage buildings to be sited at or near public walkways without diminishing safe access or space for improvements, such as benches or lighting.

Street Corridors

CC20: Design streets to include amenities to enhance community character.

Discussion: Amenities can include street trees and landscaping, special lighting, setback sidewalks, signs, street names, flower displays, public art, kiosks, crosswalks, or decorative paving.

CC21: Encourage streetscape designs that provide safe pedestrian places at the corners of intersections.

CC22: Work cooperatively with businesses and property owners along the Meridian corridor to encourage preservation and enhancement of the economic viability and visual quality of the commercial corridor.

CC23: Encourage the designation and development of a City gateway.

Discussion: A city gateway marks an entrance to a city. Gateways promote community character through special signage, community themes, or landscaping designed to catch the eye. A gateway should be dramatic and obvious and include a combination of buildings, structures, landscaping, signs, lighting, and public art.

CC24: Enhance the Meridian Corridor to include pedestrian amenities, landscaping, cohesive frontage improvements, and other design considerations.

Transit Facility

CC25: Encourage site and building designs that support and connect with existing or planned transit facilities in the vicinity.

CC26: Design and locate bike racks, benches, shelters, wheelchair access, pedestrian amenities, so that they are coordinated with transit facilities.

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

Neighborhood Commercial

CC27: Require commercial development to achieve a level of architectural quality and site planning

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that enhances the visual image and identity of Edgewood.

Discussion: To implement this policy, the City should consider the impacts of land use, building scales, views, and through-traffic.

CC28: Incorporate architectural character, landscaping, and signs into commercial areas to create cohesive appearance and complementary functions.

CC29: Ensure that perimeters of commercial areas use appropriate planting, lighting, and signs to blend with surrounding commercial development and to buffer adjacent residential neighborhoods.

CC30: Encourage buildings on adjacent properties to have common walls at zero lot lines.

Discussion: Common walls and zero lot lines increase land use efficiency and enhance pedestrian access.

CC31: Encourage small-scale commercial buildings with unobtrusive parking areas and ample landscaping.

Discussion: In order to be unobtrusive, parking can be either buffered or designed. The City can implement this policy through design standards.

Residential

CC32: Encourage improvements that enhance neighborhood appearance and pedestrian and vehicular safety.

Discussion: Examples of improvements include signs, crosswalks, traffic calming, fencing, special lighting, landscaping. The City can implement this policy through local improvement districts.

CC33: Allow farm animals on large parcels, compatible with Edgewood's desire to maintain open space in the community.

Discussion: See the Parks, Recreation, and Open Space Element for more detail. The City will implement this policy through City codes.

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

CC34: Recognize the heritage of the community by naming parks, streets, and other public places after major figures and events.

Discussion: The City will implement this policy through citizen involvement.

CC35: Designate and inventory historic landmark sites and structures.

CC36: Review proposed changes and develop incentives such as fee waivers and code flexibility to encourage preservation of City landmarks.

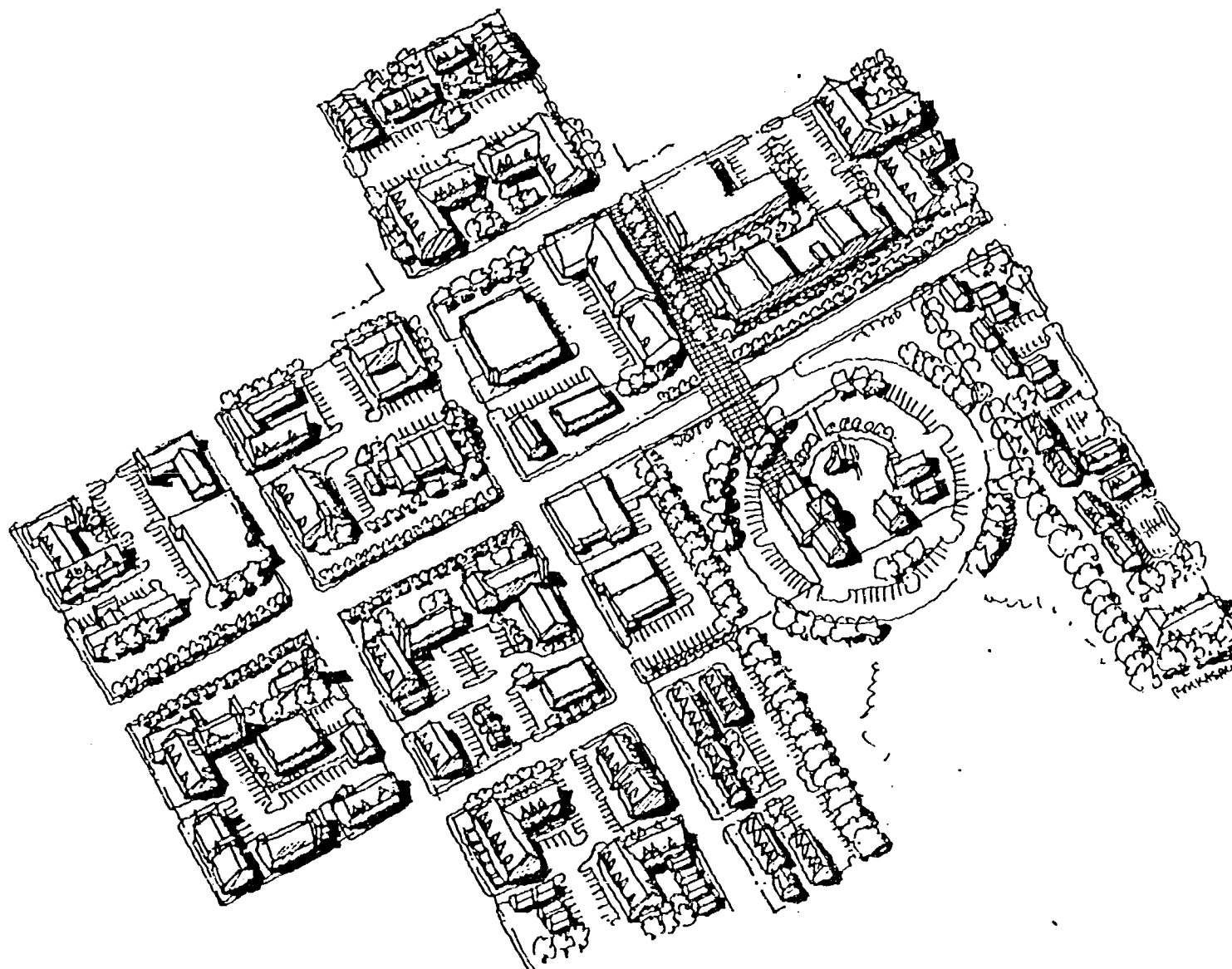
Discussion: Landmarks in the City include both historical and natural features. The City may establish criteria for landmark designations through citizen involvement. Potential landmarks could include old barns, large rocks, or old-growth trees.

CC37: Work jointly with other jurisdictions, agencies, organizations, and property owners to preserve historic resources.

Discussion: The City may wish to adopt the State Historic Building Code, as an additional guideline or alternative to the Uniform Building Code.

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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.

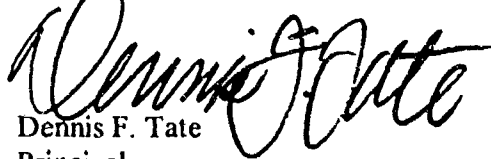
To this end, the citizens have shown a preference for focusing future growth at key crossroad nodes along Meridian along with a land use pattern that fosters a recognizable identity, scale and character uniquely Edgewood. This pattern of development would provide a clear "edge" between town and country. 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

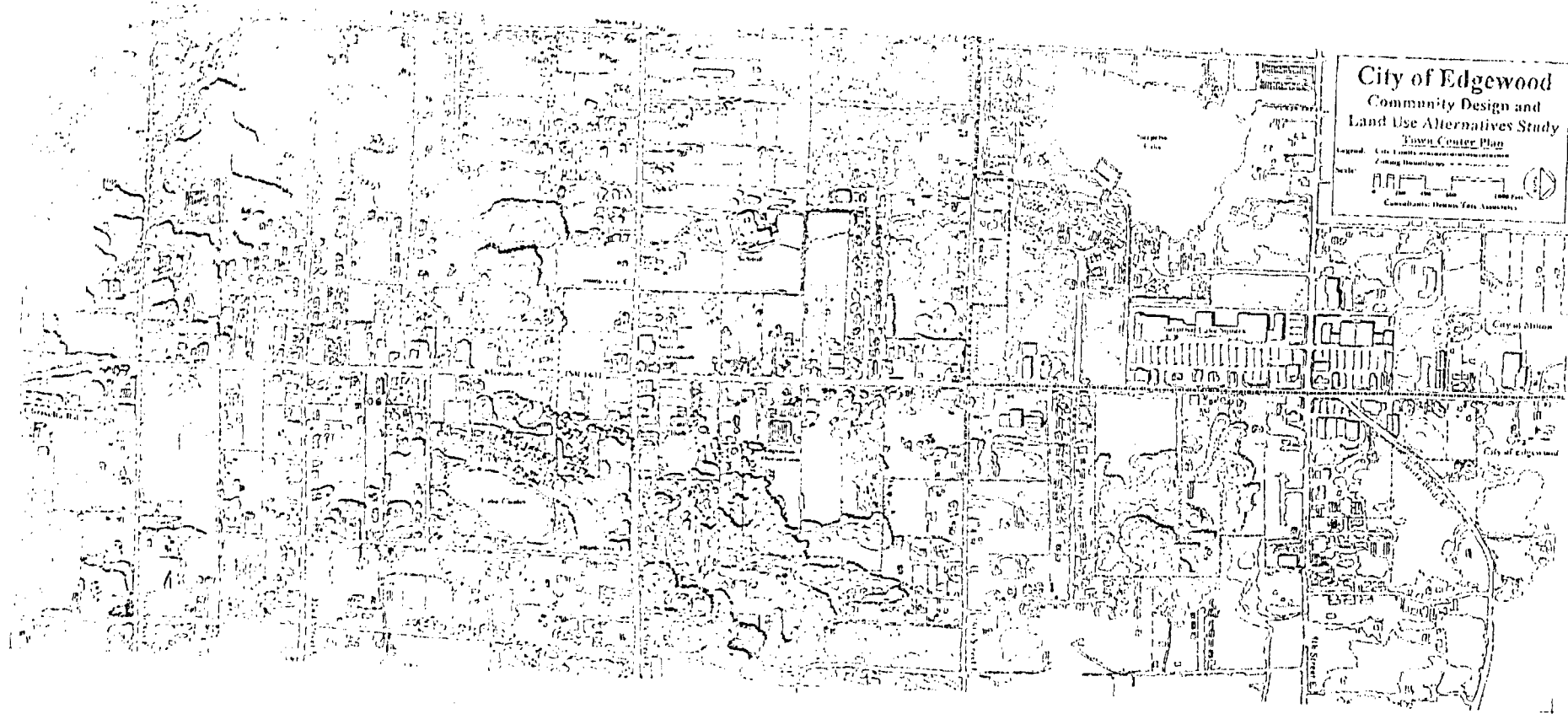
The purpose of this study was to assist the City of Edgewood in describing and illustrating the alternative Community Design and Land Use Alternatives as part of the Comprehensive Plan and established during the community visioning and planning process. The study included conducting workshops with City 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.

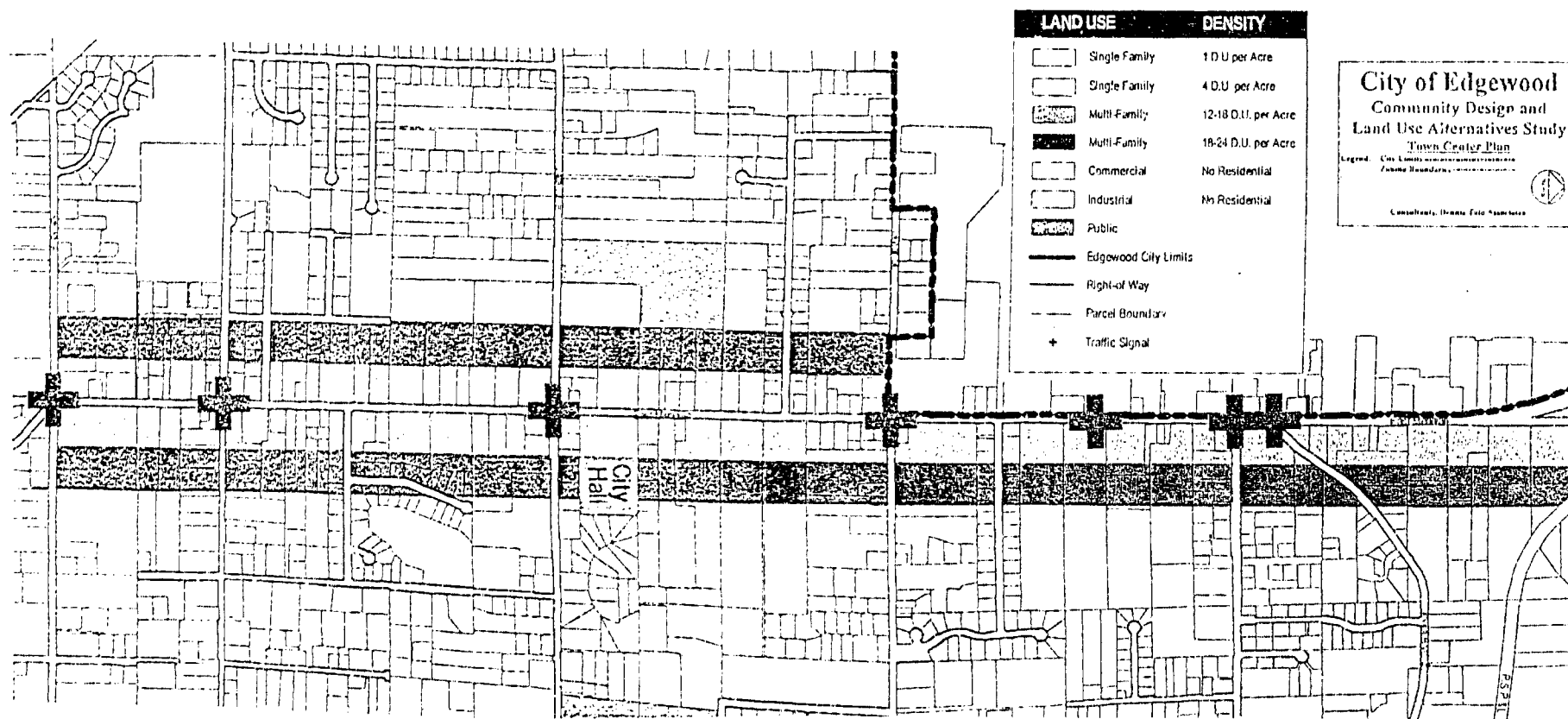
These land use alternatives were developed by the City through the early visioning process including public meetings and work by the Planning and Design Commissions, City Council and the Capacity Analysis Technical Review Advisory Committee (CATRAC). The focus of these two land use alternatives were 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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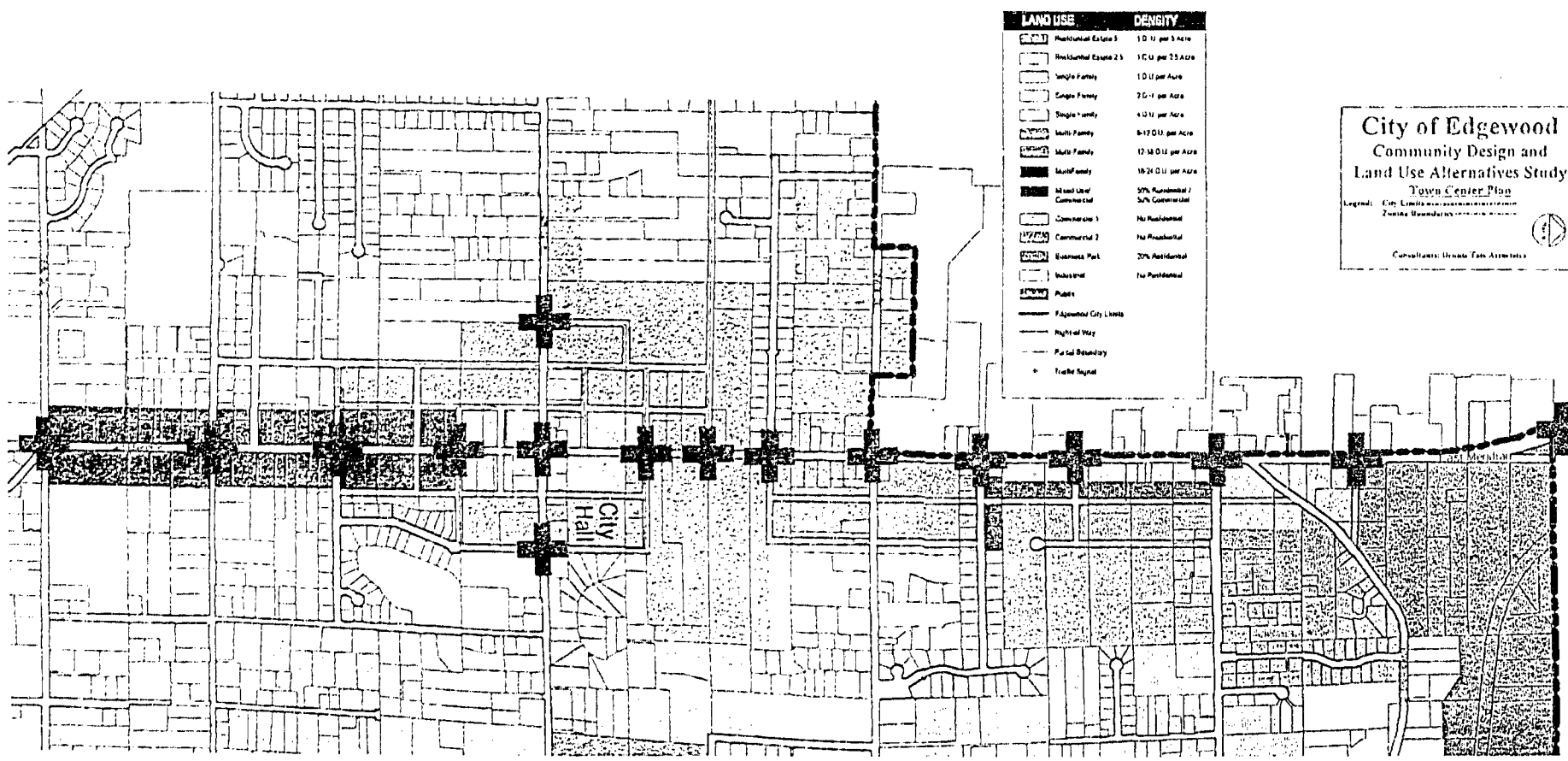
Study Area Boundaries

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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:

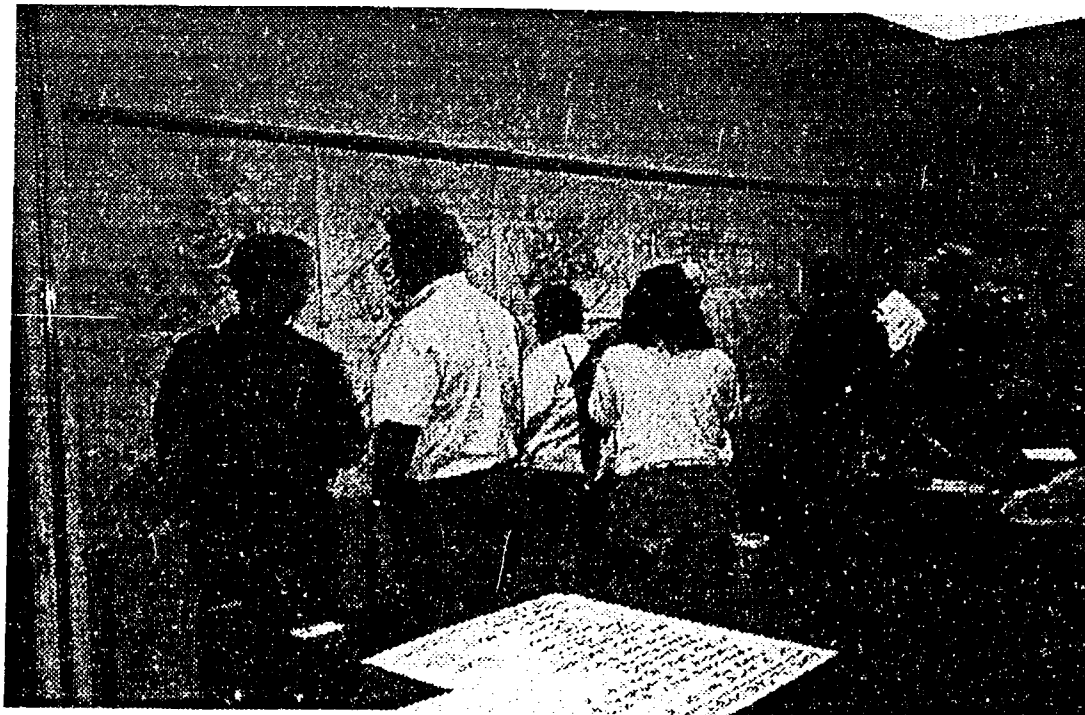
- **The Nursery Model:** A concept reflecting the existing Edgewood Flower Farm nursery and the Love's Farm and Produce Stand. This model suggest developing clusters of community-based retail services and mixed density residences along the lines of old "farmsteads" where the buildings are organized much 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 model 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.

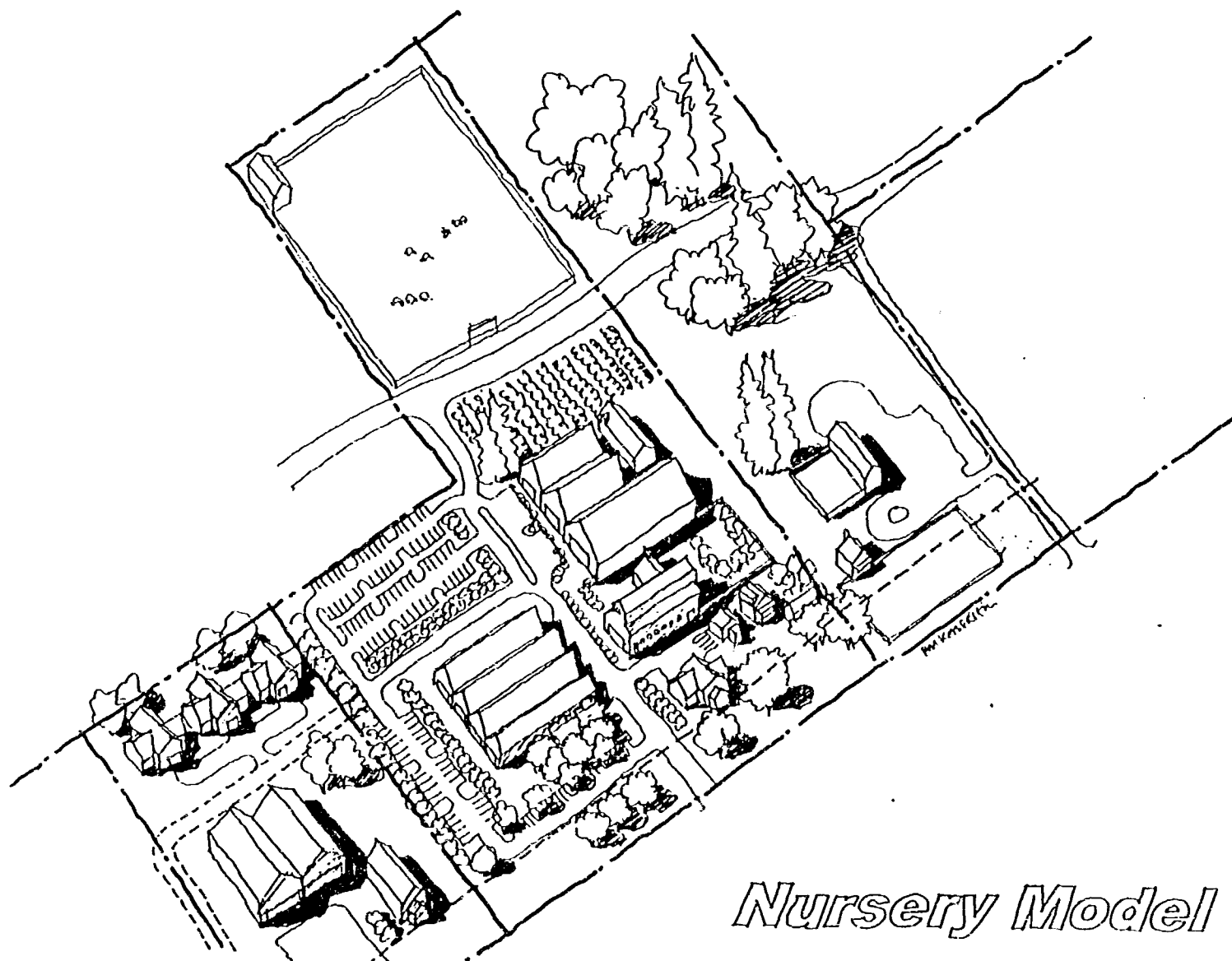
Following a discussion of the development models participants were asked to fill out a preference survey indicating their views on the scale and character of the land use and development concepts. Comments from workshop were documented and used to refine land use alternatives and community design character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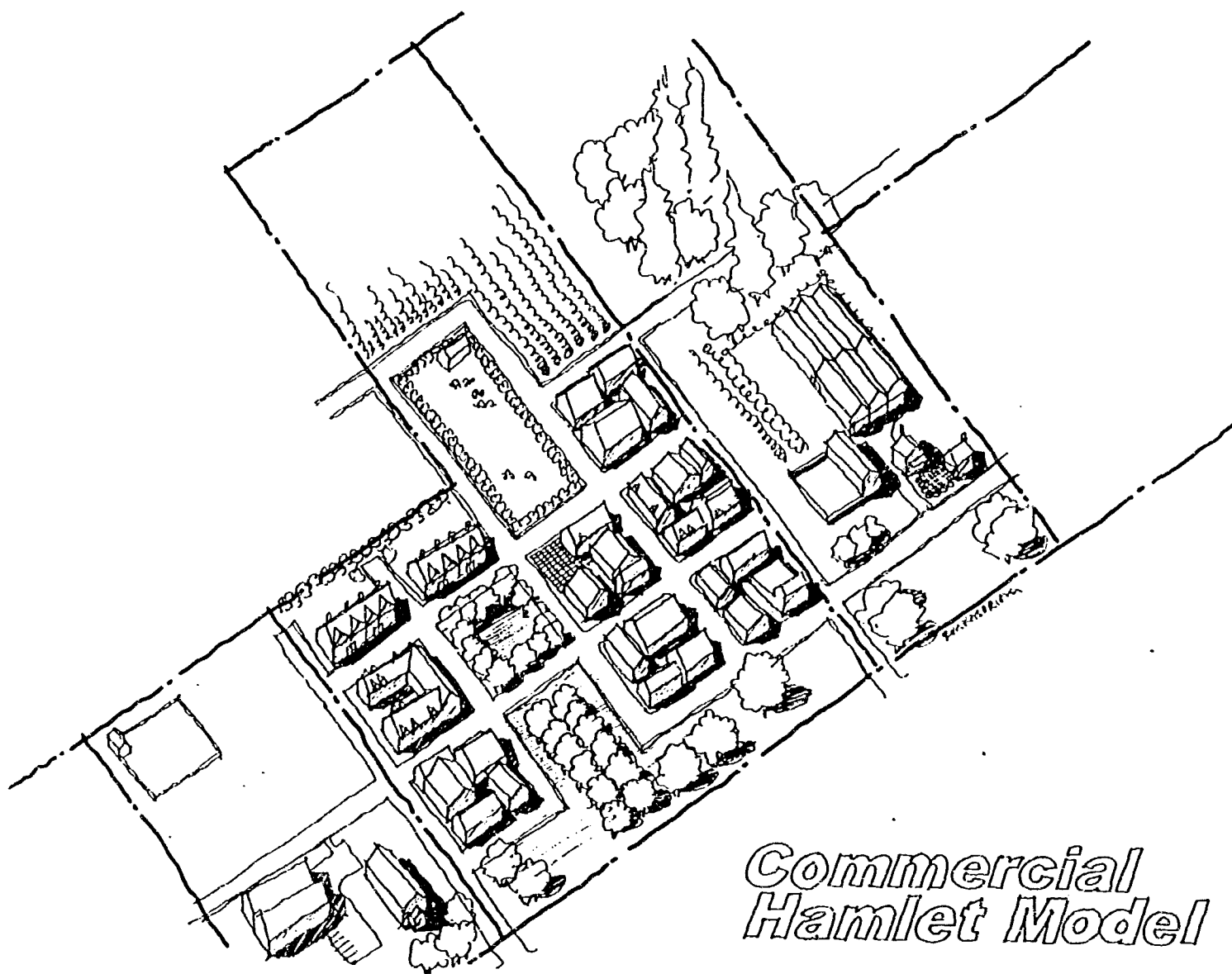
The Nursery Model



Nursery Model

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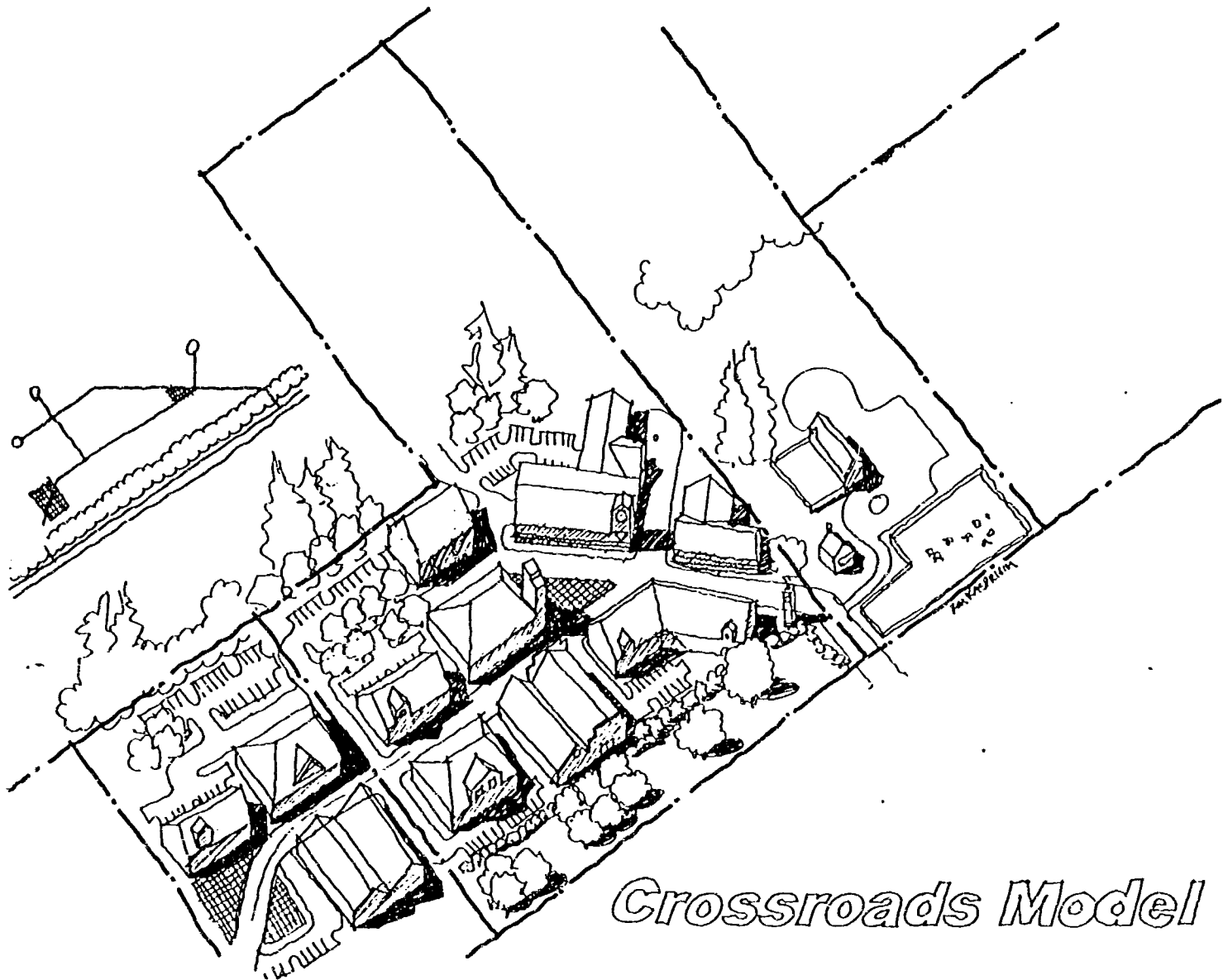
Commercial Hamlet Model



*Commercial
Hamlet Model*

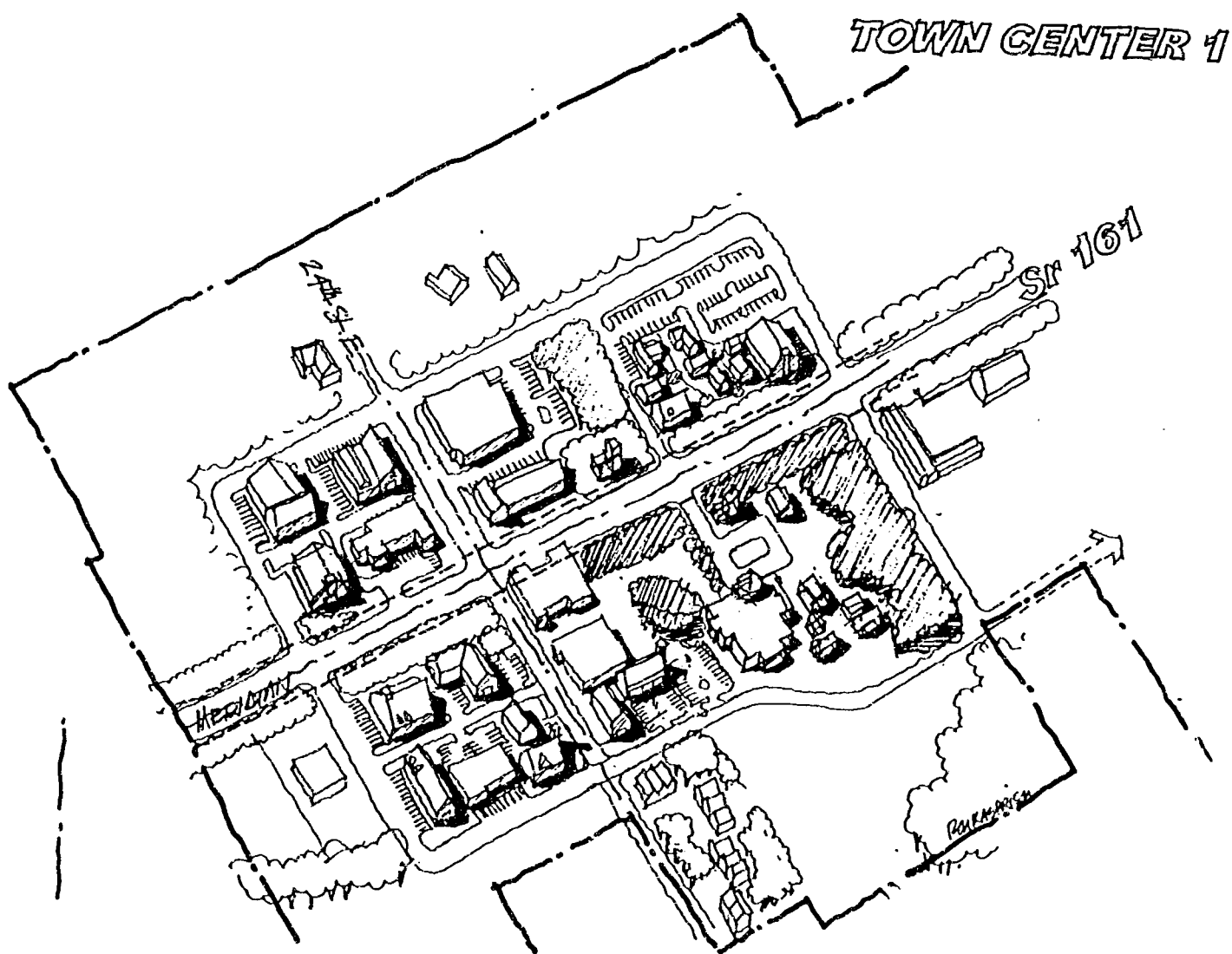
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Crossroads Model



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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"

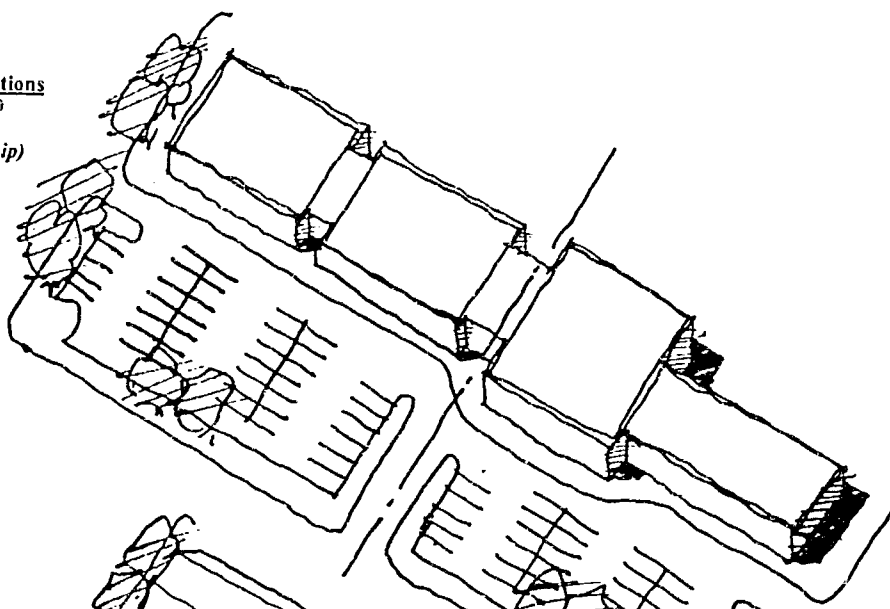
Town Center Model

- 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)

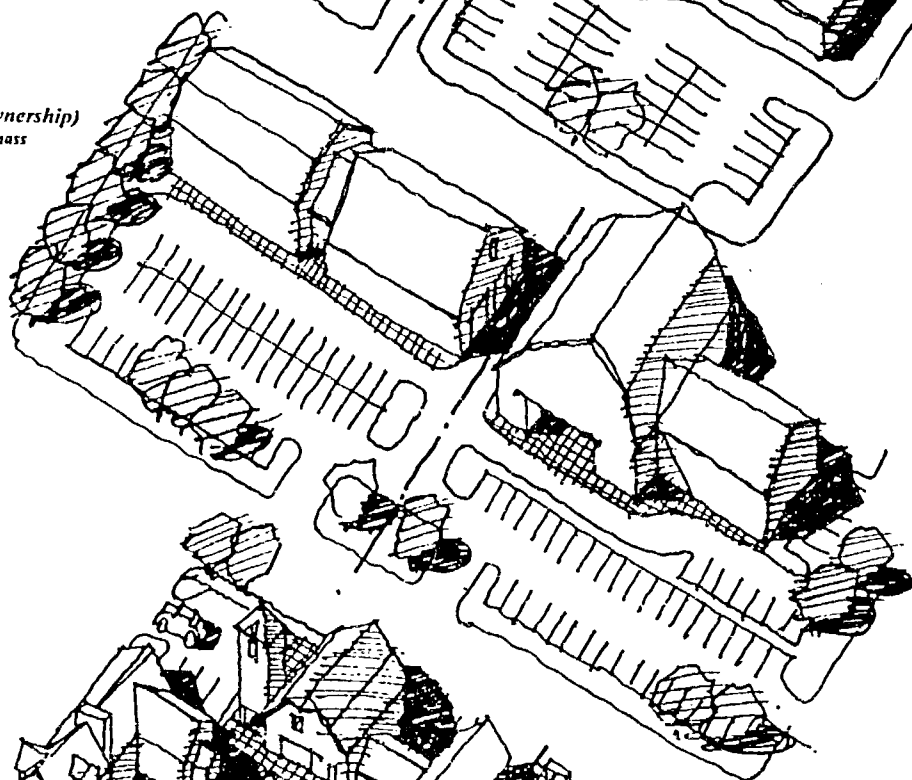
Monolithic Shopping Center (one ownership)

- 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



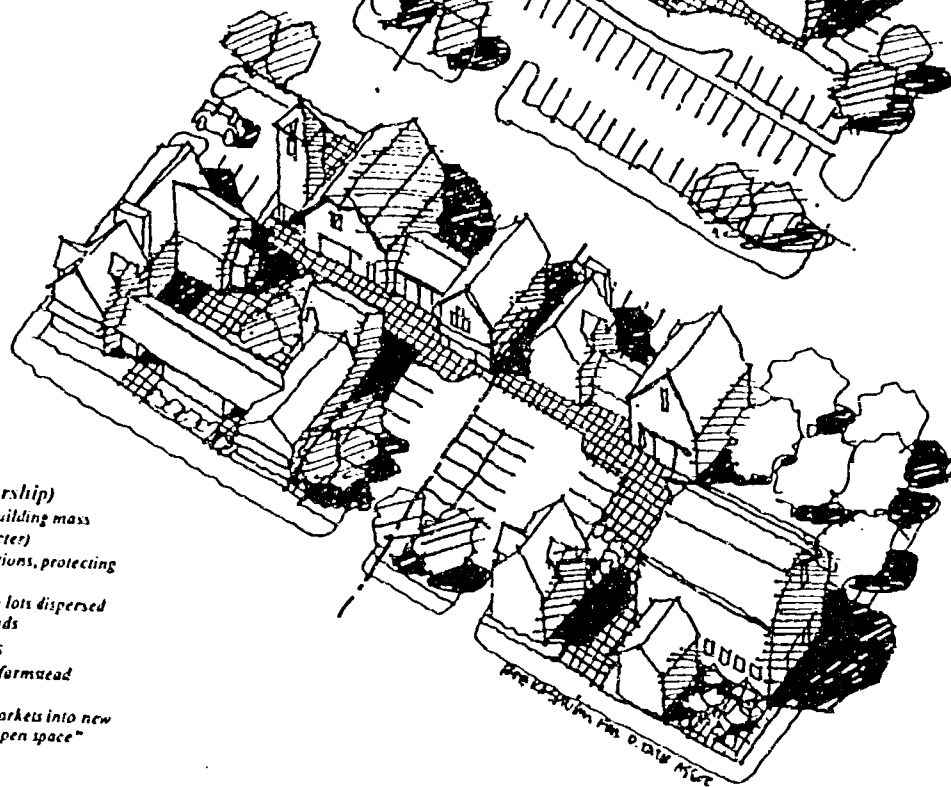
Segmented Shopping Center (multiple ownership)

- 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

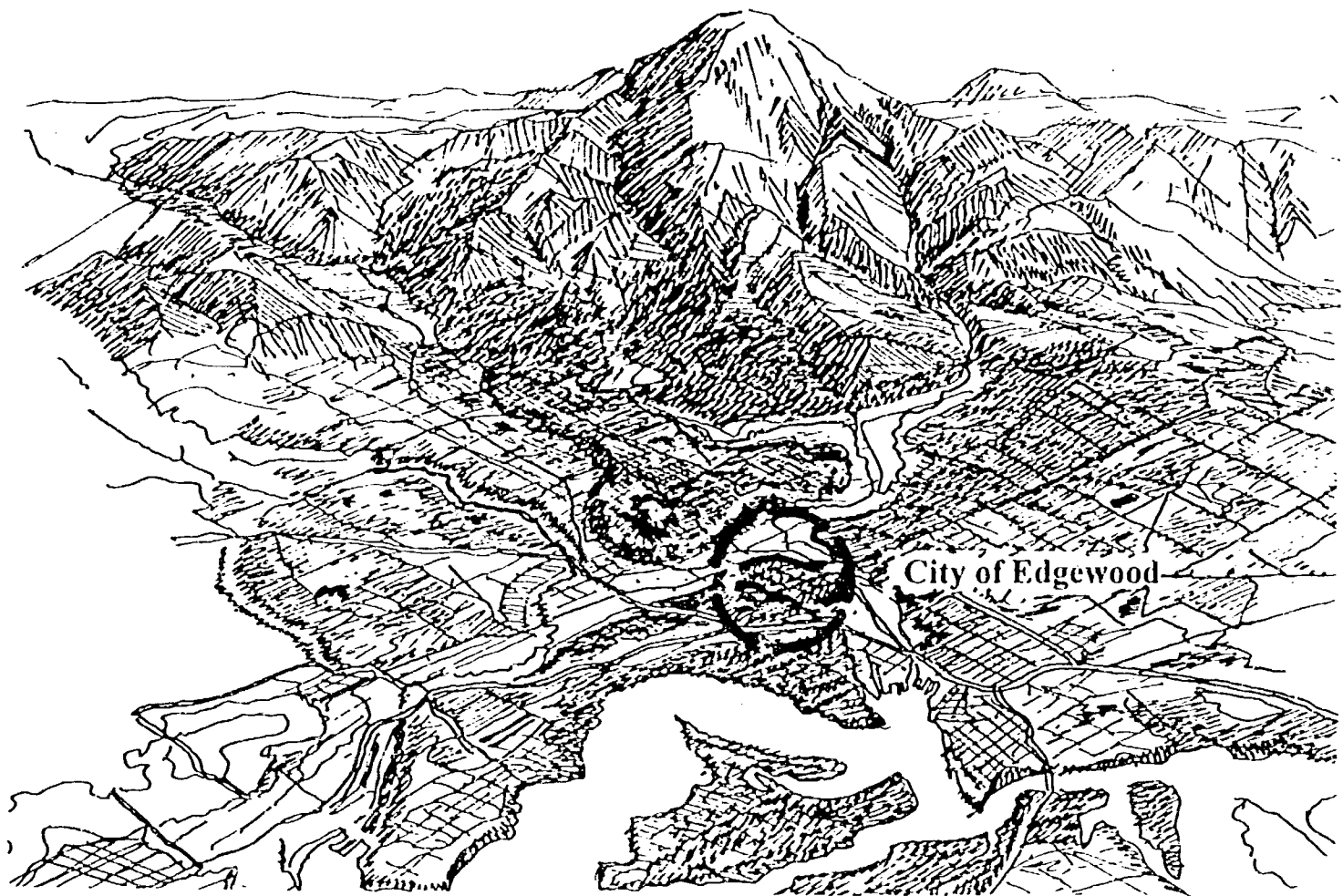
The State of Washington Legislature passed the 1990 Growth Management Act (GMA) to protect and enhance the valued quality of life enjoyed by Washington citizens. The act mandates that the fastest growing counties and cities in the State prepare local long-range comprehensive plans to guide growth and 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.

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.

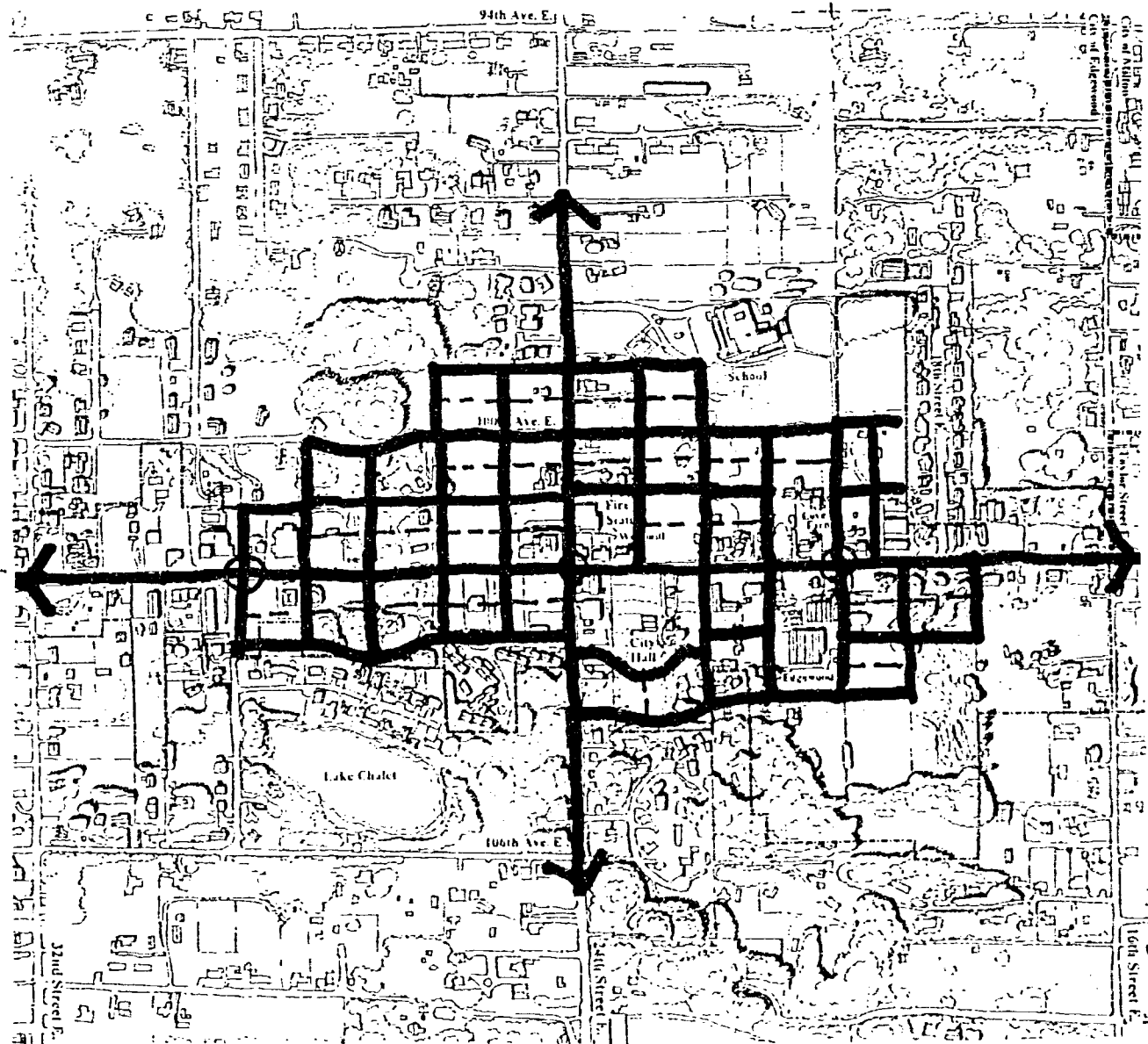
Small lot single family, town houses, farmstead housing clusters, accessory dwelling units, multiplex homes and mixed use apartments over retail stores within the Town Center will meet the demand for future housing and population growth. Design guidelines can ensure a scale and character appropriate 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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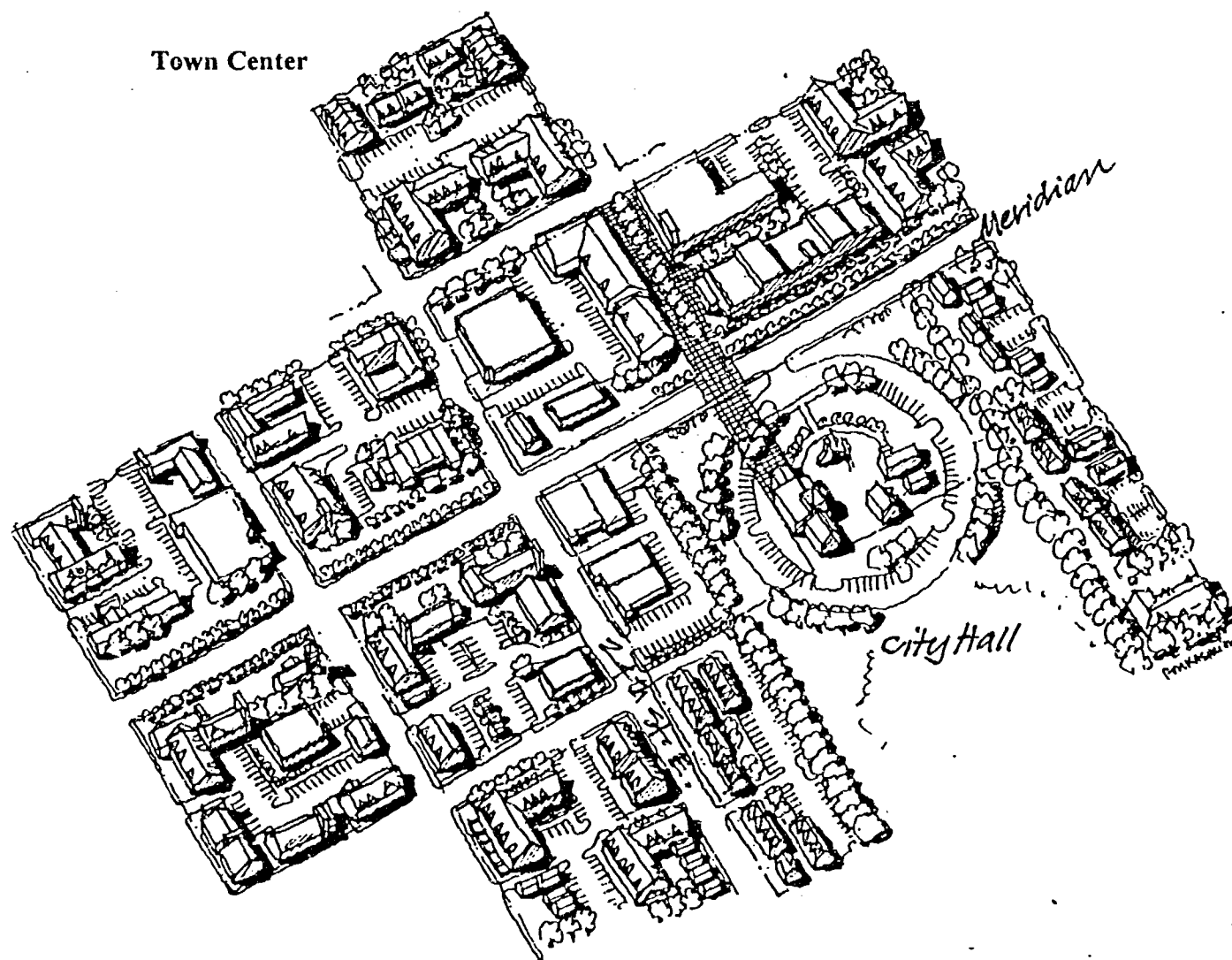
Town Center Street Network



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:

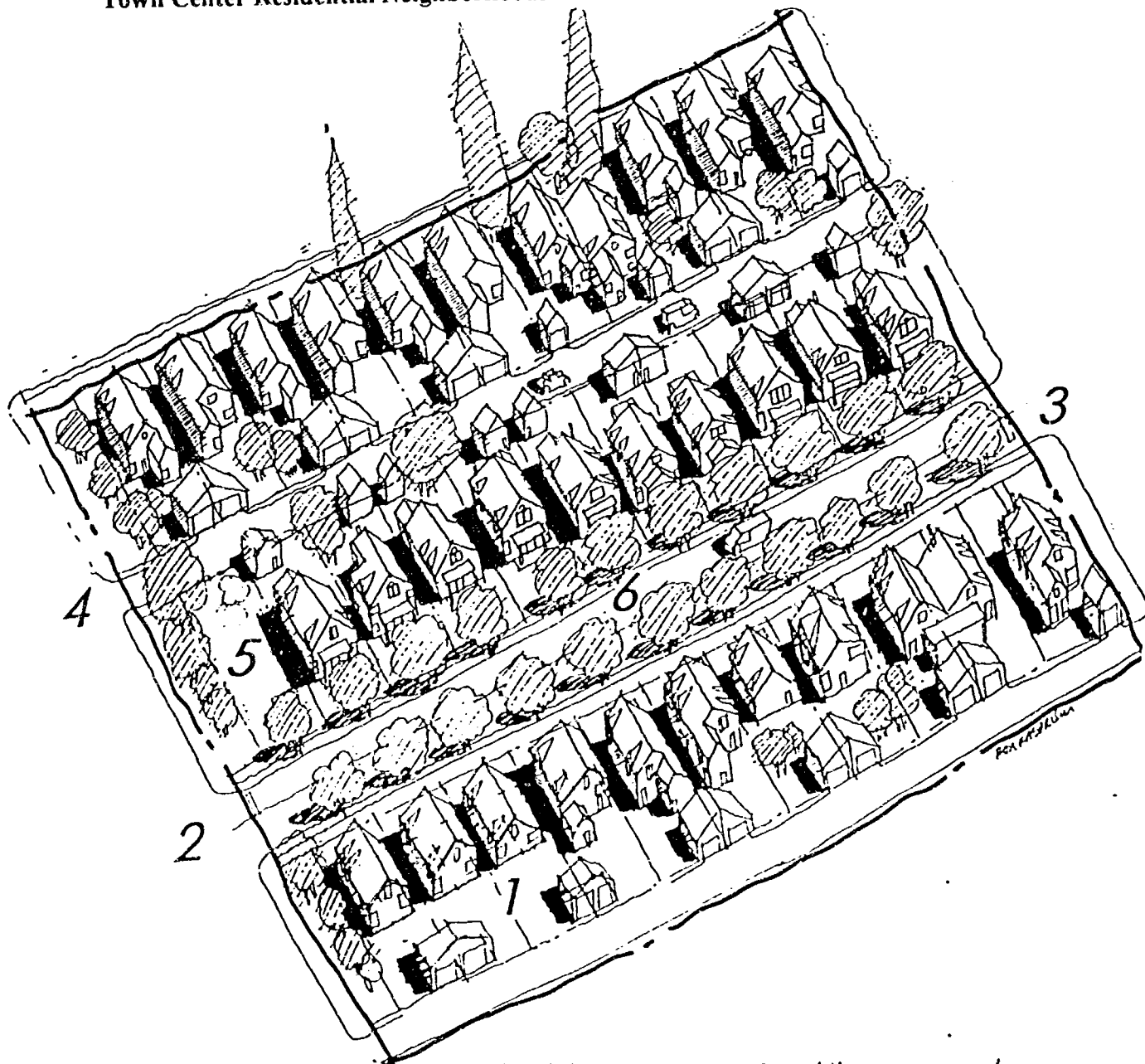
- E. Meridian and 24th St. E.
- Focused on civic center

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



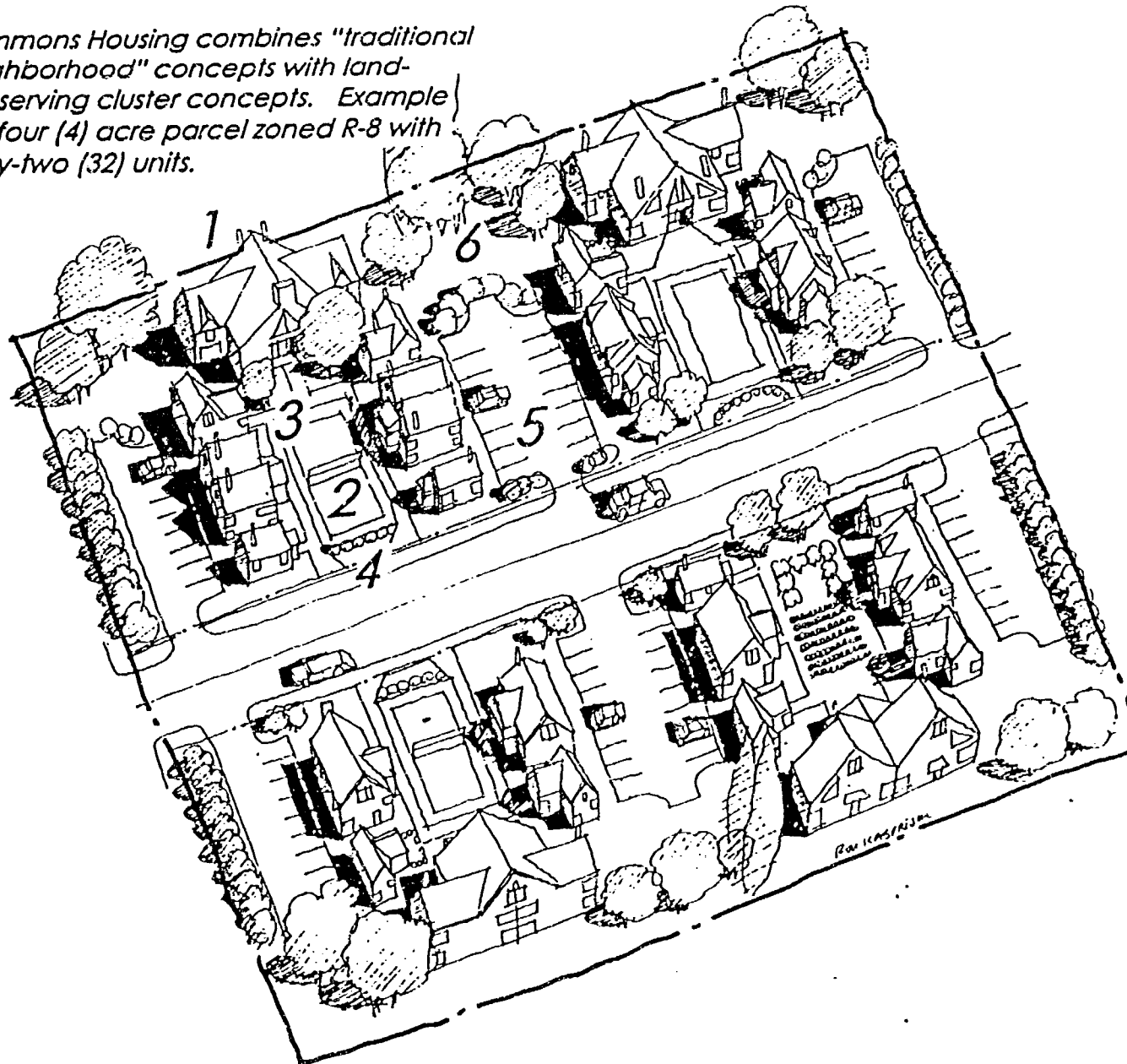
Small Parcel Subdivision is illustrated on a four (4) acre parcel.

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.

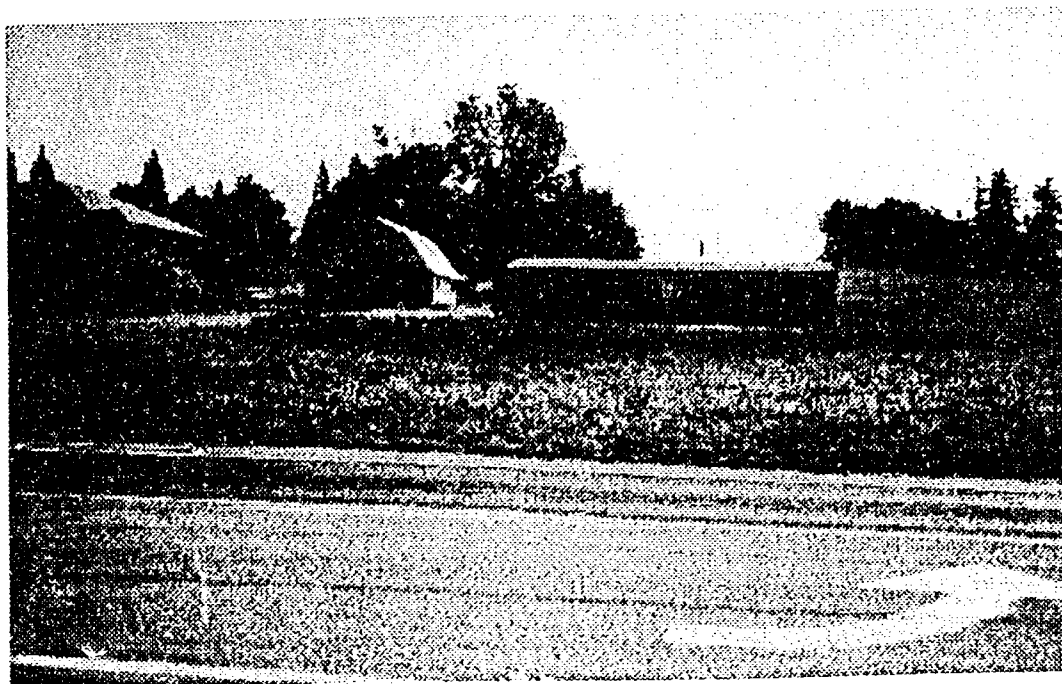


Features include:

- 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

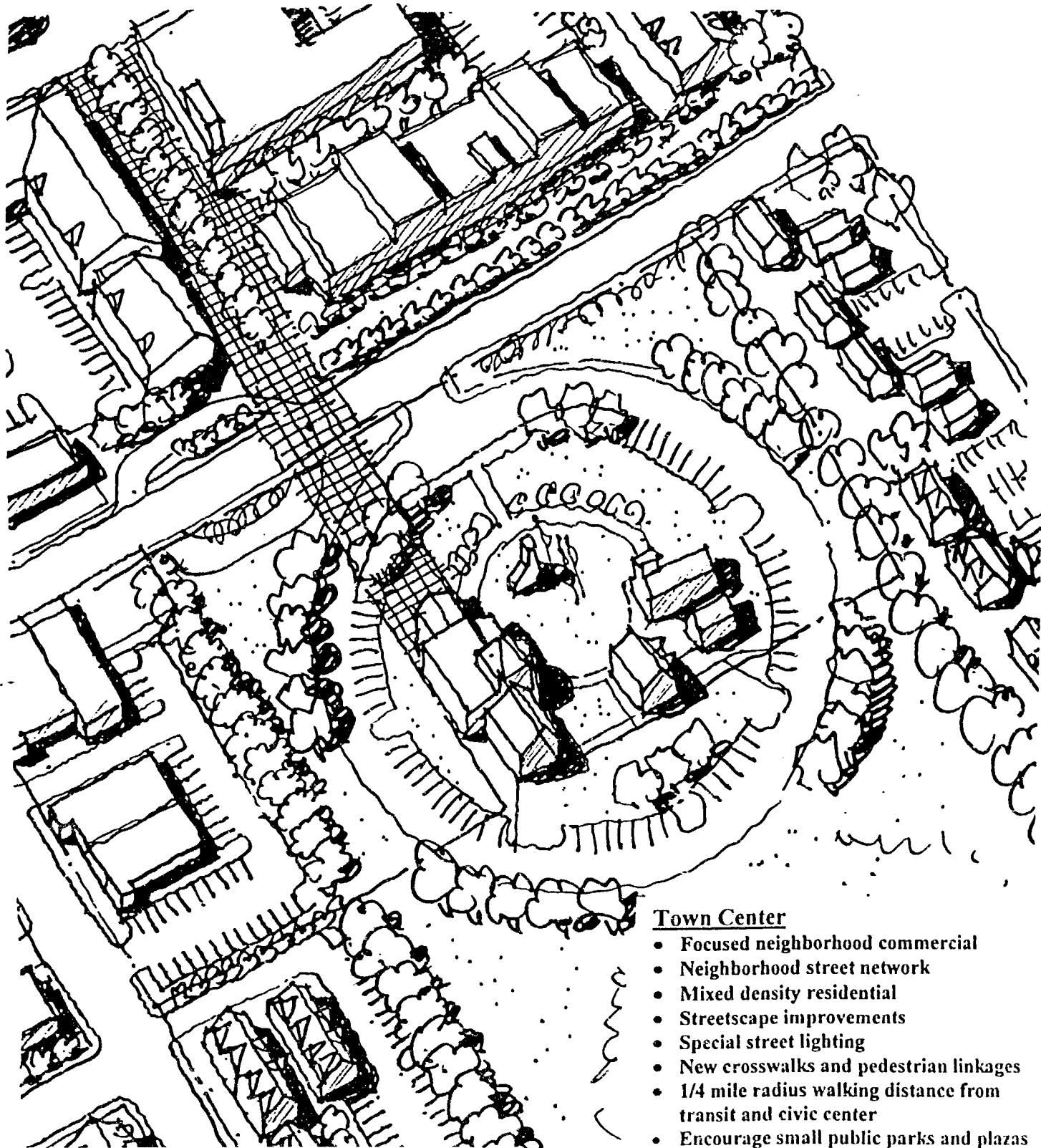
The City Hall site and the City owned property located along Meridian near 24th Street East should become part of a Town Center community focus. Uses of the site could include a new City Hall, library, community center, police station, municipal courts, museum or heritage center, public open space or 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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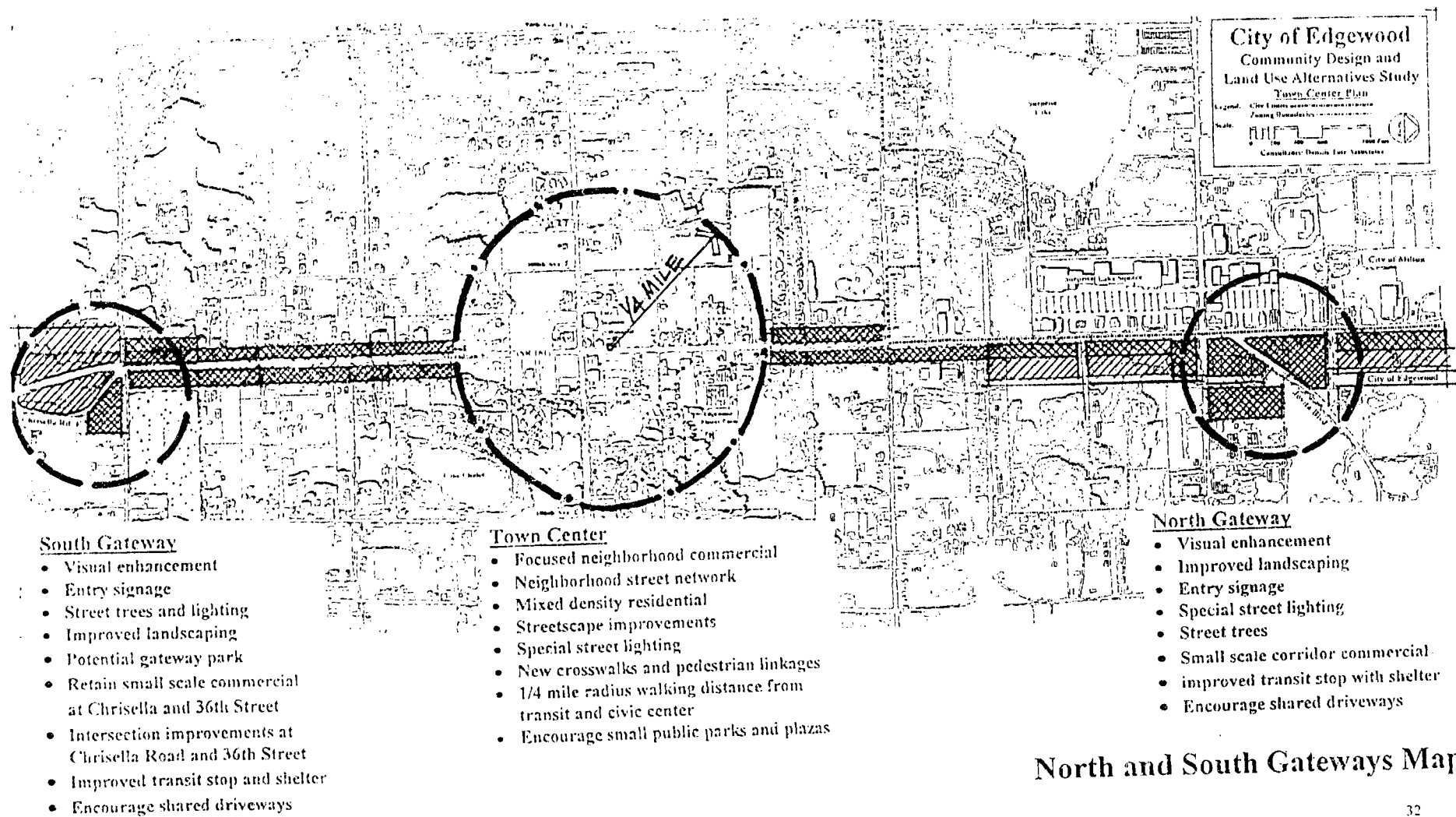
North and South Gateways

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.

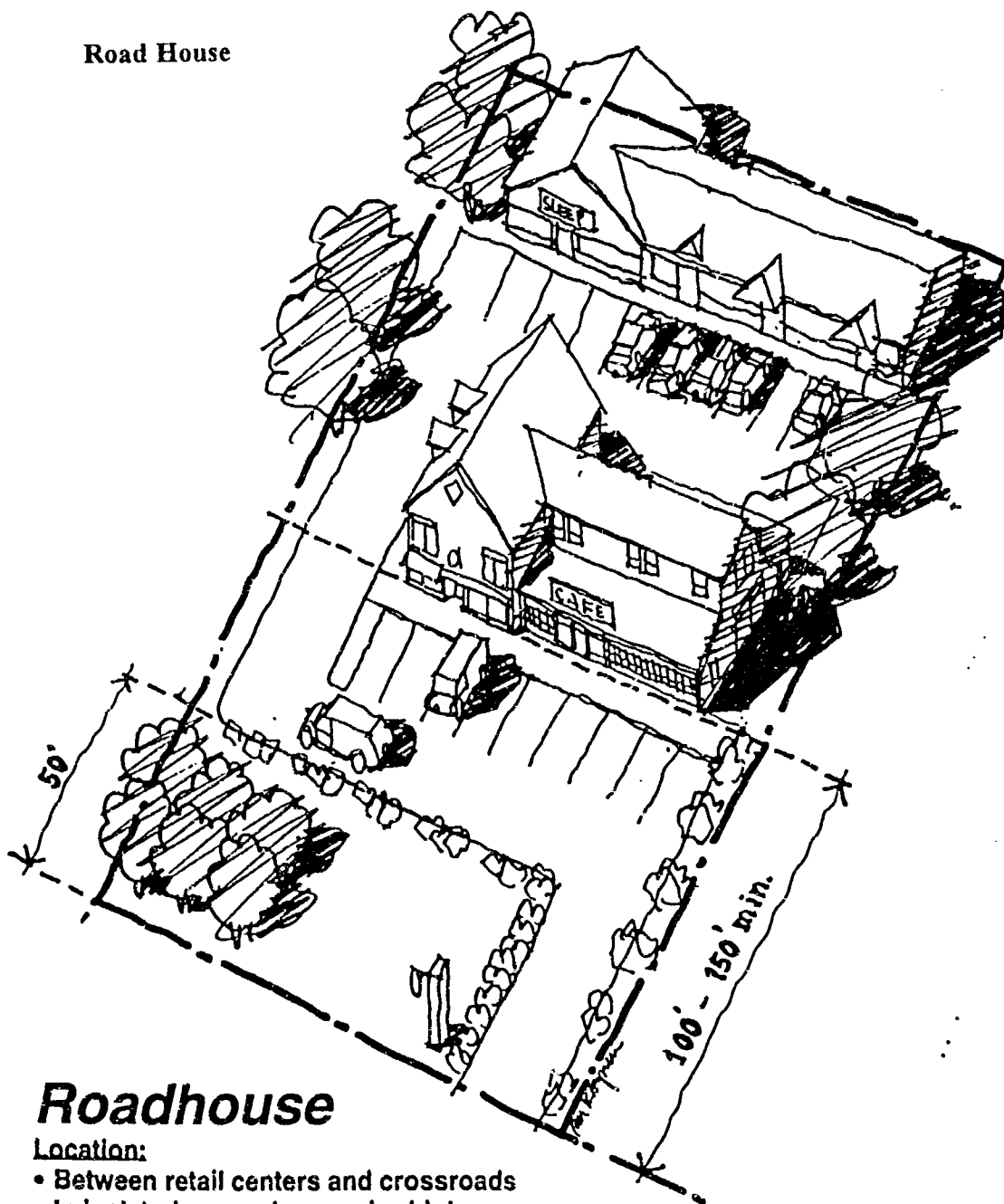
The North Gateway from the City limits to 16th Street East shares one side of Meridian with the City of Milton on the west. There is some visual confusion as to just where the City of Edgewood starts. As one approaches from the north, East Meridian rises uphill toward Jovita Boulevard. The dominate visual 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

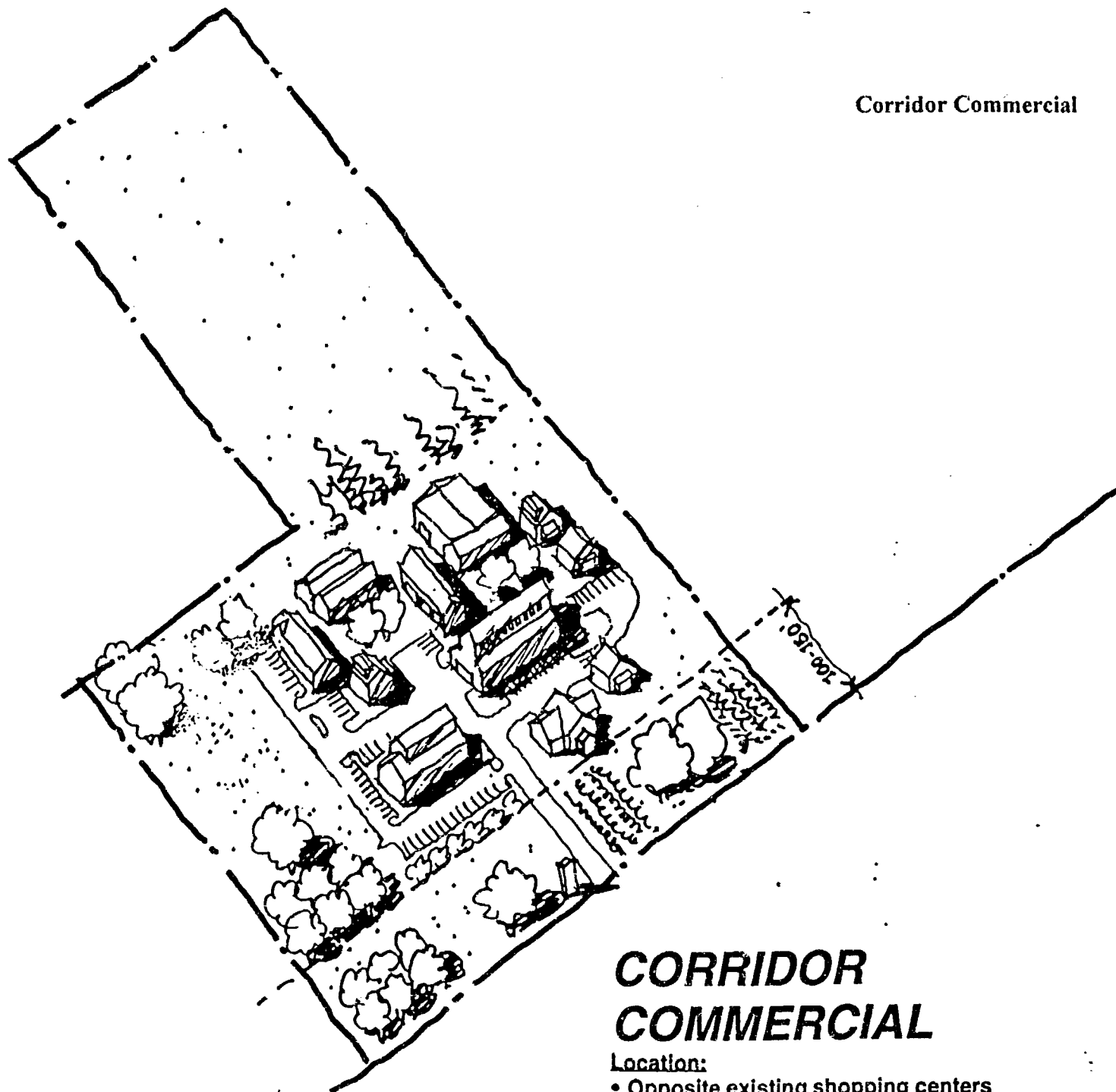
Location:

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

Tracts:

- 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

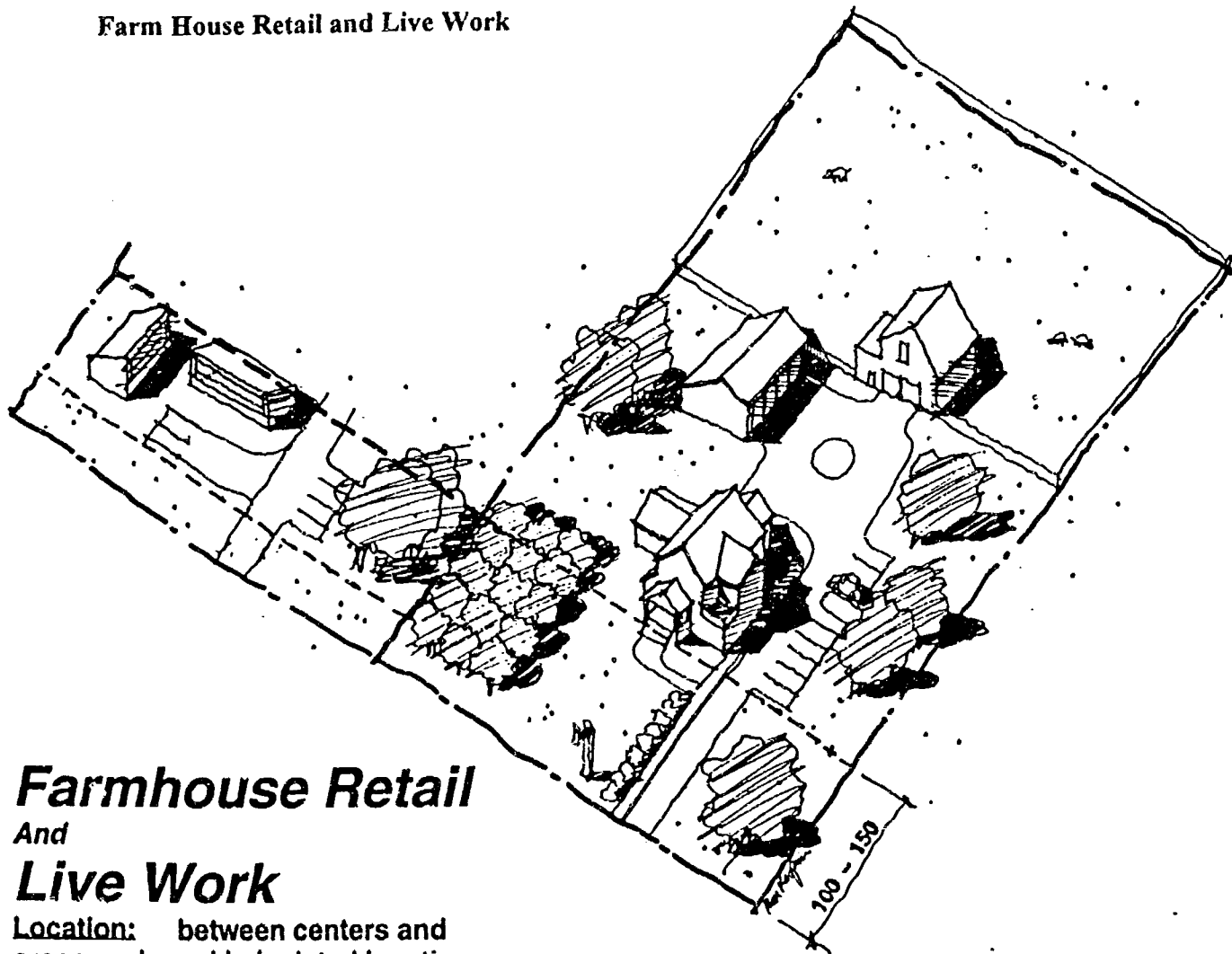
Location:

- 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.

Housing

The Housing Element reflects the following framework goals that are highlighted in black:

FRAMEWORK GOALS

- FG1: Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.**
- FG2: Promote quality building and development that is compatible with the surrounding environment.**
- FG3: Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.**
- FG4: Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.
- FG5: Protect the natural environment and preserve environmentally sensitive areas.
- FG6: Promote improvements to human services as the community changes and diversifies.
- FG7: Assure effective and efficient public investment for quality public services, facilities, and utilities.
- FG8: Balance the transportation needs of the community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.
- FG9: Provide for inclusive and meaningful citizen involvement in community planning decisions.

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Intent

The intent of the Housing Element is to accommodate between 2,400 and 2,800 new housing units over the next 20 years. The Housing Element is consistent with legal requirements, seeks to meet the desires of the community, and is responsive to private, non-profit, and government providers of housing. Yet, both the citizen and elected officials must recognize that the ordeal of change will be significant. In order to do this, the City must identify sufficient land capacity and strategies to accommodate this growth, and demonstrate to the public that the controlled directed planning proposed in the comprehensive plan is achievable.

Because of its geographical location, Edgewood has become the "bedroom" community for many of the surrounding jurisdictions, so housing is an important component of the Edgewood Comprehensive Plan. As economic growth occurs in the region and the quality of life remains high in Edgewood, the City will attract more people, creating demand for additional housing units.

The housing goal in the Washington State Growth Management Act (GMA) is to:

"Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock."

The GMA Procedural Criteria define affordable housing as residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income. With increasing home values, affordable housing is becoming more of an important issue. The City can encourage affordable housing and still maintain the character of the community.

The Housing Element must comply with federal, state, and county housing policies; including the U.S. Fair Housing Act, the Federal Community Development Block Grant program, the GMA, and the Pierce County County-Wide Planning Policies (CWPPs).

Background and Context

Housing is a fundamental basic need of all individuals. In addition, housing concerns the immediate environment where people reside and raise their families. The Housing Element's primary objective is to outline strategies to meet current and future needs for households in Edgewood, but with particular emphasis on households in financial need. The ability to obtain affordable housing contributes to a stable and healthy community. Most housing is not built by cities, but by the private sector. Cities and other entities, such as lending institutions, can affect the housing supply and affordability. This element focuses on the housing supply and affordability factors that the City can either control or influence.

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Washington State Growth Management Act (GMA)

In addition to fostering a desirable community, the Housing Element was developed to meet the requirements of the Washington State Growth Management Act of 1990 (GMA), as amended, and the GMA-mandated County-Wide Planning Policies.

The GMA requires that the Housing Element include:

- An inventory and analysis of the City's existing and projected housing needs
- An identification of sufficient land for a diverse range of needed housing
- Goals, policies and objectives for the preservation, improvement, and development of housing

County-Wide Planning Policies

Housing affordability is also discussed in the Pierce County County-Wide Planning Policies (CWPP's). The CWPP's provide guidance on preparing the housing element. For example, the CWPP's seek the use of a variety of programs and methods to meet housing demand. Compatibility and fit of infill parcels of land should be considered by using techniques such as performance standards, buffers, and open space provisions. The CWPP's also state that comprehensive plans shall seek to maximize available local, state and federal funding opportunities and private resources in the development of affordable housing.

As a monitoring policy, the CWPP's specify:

"The County, and each municipality in the County, shall assess their success in meeting the housing demands and shall monitor the achievement of the housing policies not less than once every five years."

Monitoring implementation of the Housing Element's policies will occur during the comprehensive plan amendment process on a schedule consistent with the CWPP.

POPULATION / INCOME / TENURE

Three key components to housing demand are population, income, and tenure (occupancy type). Population characteristics, particularly age and household formation, identify the type of housing that might be in demand within a community. Income determines the quality and type of housing that residents can afford as well as to what extent households may need housing assistance. Tenure helps identify which type of housing (renter or owner) is prevalent in the community.

Since Edgewood was not incorporated in 1990, the demographic information is based on the Edgewood-North Hill Central Designated Place (CDP).

Population

Age is an important indicator of housing need. Different housing types are typically needed at various stages of people's lives. 1990 U.S. Census data indicates that Edgewood citizens are relatively young. Just less than 50 percent of the population was less than 35 years of age, and fifty-six percent of this group was under 18 years old. This statistic would tend to reflect a population with young families, individuals, and couples. Those people under 34 years of age are considered potential first-time homeowners. Entry-level homes

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for this existing and future population group are needed to retain this segment of the population within the community.

Slightly less than 9.4 percent of Edgewood's population was 65 years of age or over in 1990. This compares to 12.2 percent in Milton and 12.8 percent in Puyallup. This reinforces Edgewood's character of catering to young households that may be first time homebuyers.

Household Table H-1 shows a range of ages in relation to the number and percentage of householders within the City of Edgewood, according to the 1990 U.S. Census. As shown, people between the ages of 25 and 54 make up over 64% of the total householders in the City of Edgewood. People between the ages of 25 and 34 are typically considered first time homebuyers. In 1989, 18.5% of the total householders fall within this segment throughout the City.

Table H-1: Householder by Age (1989)

Age	# of Householders	% of Householders
>25	113	3.3%
25 - 34	625	18.5%
35 - 44	795	23.5%
45 - 54	765	22.6%
55 - 64	498	14.7%
65 - 74	366	10.8%
75 <	201	5.9%

Source 1990 Census

Household Income

Household income distribution in Edgewood is another factor in planning for housing demand. Household income dictates housing opportunities and choices, or lack thereof. Table H-2 shows 1990 U.S. Census household income for Edgewood.

Table H-2: Household Income (1989)

Household Income (1989)	# of Households	% of Households
> \$5,000	113	3.3%
\$ 5,000 - \$9,999	98	2.9%
\$10,000 - \$14,999	207	6.1%
\$15,000 - \$24,000	566	16.7%
\$25,000 - \$34,000	529	15.6%
\$35,000 - \$49,999	684	20.2%
\$50,000 - \$74,999	765	22.6%
\$75,000 - \$99,999	207	6.2%
\$100,000 <	194	5.7%

Source 1990 Census

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According to the 1990 Census for the Edgewood – North Hill CDP, the median 1989 household income in Edgewood was \$ 38,695, while Milton's was \$ 35,757 and Puyallup's was \$32,849. Thus the purchasing power of the average household in Edgewood was 8.2% higher than the same family in Milton and 17.8% higher than the average Puyallup household.

A household is considered "in need" if it spends more than 30 percent of its gross monthly income on housing costs. A household earning the 1989 median income in Edgewood could spend up to \$ 967 per month on housing without being "in need". Another general rule of home ownership affordability is that a household can afford a house that is 2 ½ to 3

times its gross income. This means that a household earning the median income in 1989 could afford a house between \$ 91,737 to \$ 110,085.

Using the National Consumer Price Index (CPI) for the nation as a whole, as a guide to household income increases since 1989, the median Edgewood household income in 2000 is approximately \$ 53,992. This number could be low because during the last 10 years the Seattle Metropolitan Area has a higher CPI rate of increase than the National Index. Using the conservative national CPI rates as above, a household earning the 2000 median income could spend up to \$ 1349 a month on housing without being in need. Using the 2 1/2 to 3 times income rule, a household at the median income of \$ 53,992 could afford a house between \$ 134,980 and \$ 161,976.

Housing Tenure and Median Values

Tenure is another component of evaluating housing demand. It helps assess the demand for rental and owner occupied housing in the area's housing market. Table H-3 shows the Housing Tenure and Median Values in the City of Edgewood and Pierce County, based on 1990 U.S. Census data. The City's median home value, \$106,500, was higher than Pierce County's (\$82,500). This difference parallels higher wages and income of City residents as compared to the County as a whole. Of the 2,475 occupied dwelling units in 1990, 1,855 were owner-occupied (75%), and 620 were renter-occupied (25%).

Table H-3: Housing Tenure and Median Values in Edgewood Central Designated Place and in Pierce County as a whole.

	Total Occupied Units	Owner Occupied	Median Home Value	Renter Occupied	Median Rent	Rental Vacancy Rate
City of Edgewood	2,475	1,855 (75%)	\$106,500	620 (25%)	\$418	4.5%
Pierce County	214,652	129,427 (60%)	\$82,500	85,225 (40%)	\$374	6.4%

Source 1990 Census

Existing Conditions

HOUSING COSTS AND UNIT TYPE

In addition to evaluating components of housing demand, there are also measures of housing supply. Housing value helps determine how accessible housing is to different

income groups. Housing type information is also provided to illustrate the types of housing typically available to those in the housing market.

While the housing stock is growing, the community is changing in other ways. Average family size is decreasing. Numbers of seniors, singles, and single parent families are higher than in the past. The cost of home ownership is also increasing.

Table H-4 shows the relative proportions of housing types in the City of Edgewood and Pierce County, based on information provided by the Washington State Office of Financial Management. The distribution of housing types in Edgewood is heavily weighted towards single-family units (84%) compared to Pierce County as a whole (63%). In addition, the Cities

of Milton and Sumner have a higher proportion of multifamily units (29% and 38%, respectively) than the City of Edgewood (11%).

Table H-4: Housing Types in the Cities of Edgewood, Milton, Sumner and Pierce County, 1999, Office of Financial Management.

	Total Units	Single-family	Multifamily	Mobile and others
City of Edgewood	3,936	3,320 (84%)	420 (11%)	196 (5%)
City of Milton	2,441	1,583 (65%)	716 (29%)	142 (6%)
City of Sumner	3,577	1,967 (54%)	1,342 (38%)	268 (7%)
Pierce County	283,192	178,496 (63%)	71,727 (25%)	32,969 (12%)

Source: Washington State Office of Financial Management, Forecasting Division and U.S. Bureau of the Census, Census of Population, Washington.

Table H-5 shows the relative proportions of housing types in the City of Edgewood and Pierce County, based on 1990 U.S. Census data. The distribution of housing types within the City of Edgewood were almost the same in 1990 as they are today. In 1997, a land use inventory conducted by Edgewood citizens indicated that there were 3,341 total housing units, 2,736 single-family units (82%), 461 duplex, triplex and multifamily units (14%), and 188 mobile homes (4%). By comparison, the Office of Financial Management estimates from 1999 show a slight decrease in the proportion of multifamily housing balanced with slight increases in single-family and mobile homes (Table H-4).

Table H-5: Housing Types in Edgewood Central Designated Place and in Pierce County as a whole.

	Total Units	Single-family	Multifamily	Mobile and others
City of Edgewood	2,532	2,099 (83%)	337 (13%)	96 (4%)
Pierce County	228,842	147,968 (64%)	58,786 (26%)	22,088 (10%)

Source: Washington State Office of Financial Management, Forecasting Division and U.S. Bureau of the Census, Census of Population, Washington.

Table H-6 indicates that housing affordability is tied to household income. A higher percentage of lower income households are paying more than 30% of income towards housing costs than householders with higher incomes. Over 97% of the households with renters, within the \$10,000 or less income range, devoted more than 30% of their income

towards housing costs. In addition, 76 % of owner occupied households, under the \$10,000 income range, pay more than 30% of their income towards housing costs.

Table H-6: Households Paying More than 30% of Income for Housing Costs (1989)

Housing Income	% of Renter Occupied Households Paying over 30%	% of Owner Occupied Households Paying under 30%
> \$10000	97.4%	76%
\$10000 - \$19999	68%	29.1%
\$20000 - \$34999	15.6%	24.3%
\$35000 - \$49999	0%	15.8%
\$50000 <	0%	3.6%

Source: 1990 U.S. Bureau of the Census, Census of Population, Washington.

Age and Quality of Housing

According to a sample of 2,822 records from the Pierce County Tax Assessor's data, 46 percent of the City's single-family homes were built between 1960 and 1979. Out of a sample of 131 duplexes from the Pierce County Tax Assessor's data, 49 percent of the dwelling units were built during the 1970s.

Out of 3,064 records on single-family homes, duplexes, and mobile homes from the Pierce County Tax Assessor's data, 93% were rated average condition. One percent was rated poor or very poor, four percent were rated fair or good, and less than one percent was rated unlivable.

Cost of Housing

Table H-4 shows housing costs of single-family homes in 1990 and 1999, which were found using the Pierce County Tax Assessor's data. In 1990, 44% of ownership transfers in the sample were in the \$100,001-\$200,000 range and seven percent were more than \$200,000. In 1999, 41% were in the \$100,001-\$200,000 range and 30% were more than \$200,000. Sixteen percent of the transfers in 1990 and 25% percent of the transfers in 1999 were gifts.

Table H-4: Sale prices for single-family homes in Edgewood in 1990 and 1999, Pierce County Tax Assessor's data.

Price Range	1990	1990 percents	1999	1999 percents
0	15	16%	29	25%
1-50,000	19	20%	1	1%
50,001-100,000	12	13%	4	3%
100,001-150,000	26	28%	19	16%
150,001-200,000	15	16%	29	25%
200,001-250,000	4	4%	16	14%
250,001-300,000	1	1%	14	12%
> 300,000	2	2%	5	4%
Total	94	100%	117	100%

Housing Need – Existing and Projected

Estimates of housing need can be evaluated based on the background information on housing demand and housing supply.

Existing Need

While there are a range of housing units, at least by type, the income data presented earlier helps determine to what extent this housing is affordable to households. What is affordable changes from household to household. In the case of housing, "affordable" is typically defined as housing costs that total no more than 30 percent of a household's gross income. The dollar amount associated with that 30 percent figure changes depending upon the income level of each household.

The 1999 U.S. Census data states that the median gross rent as a percentage of the household income was 23.3 percent. In 1990, there were 223 rental households and 483 mortgage households that were paying more than 30 percent of income towards housing. This means that approximately 21 percent of the households would be defined as "in need".

The GMA calls for municipalities to provide opportunities for the provision of affordable housing to all economic segments of the population. In preparing the comprehensive plan, the City analyzed the development capacity of residential land based on the official land use map. The capacity analysis considered present use, development limitations, market factors, and current land valuations. Only undeveloped (vacant) or very underdeveloped properties were considered. If actual buildout matches this analysis, the added units will meet the growth forecast level adopted by the City. There is adequate land currently planned for multi-family use. Adequacy is based on providing at least half the new units in multi-family uses, which matches the city's current renter/owner ratio. To achieve growth targets, infill development on vacant or underutilized properties will be required. In areas well-served by transportation, public transit, and neighborhood business centers, new housing at higher densities will be encouraged to expand housing choices to a variety of income levels and meet growth targets.

During the comprehensive plan's time horizon, the City needs to monitor housing production and costs to evaluate how it is complying with Pierce County's fair share allocation of affordable units, which will be revised based on the 2000 Census. While Edgewood housing prices and rents are currently affordable, real estate value is rising. There are some tools the City may want to employ in the future to help support housing affordability in Edgewood.

Housing Issues

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Declining Household Size

According to the Puget Sound Regional Council's Population and Housing Estimates (1999), the household size for Edgewood's census tract (707.01) was 2.71 in 1990. The Office of Financial Management's estimated household size for Edgewood in 1999 was 2.81.

Comprehensive Plan housing and land use policies, which encourage (1) increasing the amount of multiple-family housing from 14 percent to 30 percent, (2) increasing small lot single-family residential areas, and (3) giving bonus densities for senior housing to provide more affordable housing will reduce the overall household size in Edgewood to approximately 2.52 persons per dwelling unit. It is estimated that single-family residential will maintain a household size of approximately 2.70 person per dwelling, while multiple-family will drop to 2.1 persons per dwelling unit.

An Aging Community

The number of seniors in the City of Edgewood, as in other communities in the Puget Sound region, is increasing. Vision 2020, 1995 Update, published by the Puget Sound Regional Council, reported that 9.8 percent of the region's population was 65 or older in 1980. In 1995, the Puget Sound Regional Council estimated the proportion to be 10.7 percent.

Seniors in Edgewood often do not want to move out of the community, but are interested in housing that is better suited to their changing needs. In 1990, seniors represented only 9.4 percent of the population. This was 30 percent lower than the adjoining communities of Milton and Puyallup. Creating housing opportunities for seniors through the development of smaller homes, accessory housing, assisted living, bonus densities, and similar options, results in the availability of more traditional larger housing for younger families.

Diversity of Housing Options

A wide diversity of housing options is needed to meet the housing needs of local residents. These include smaller homes for smaller families; more home ownership options for first time buyers; accessory units and shared housing for low income households, seniors, and single parent families; housing for the disabled; more rental units for those who decide not to buy; low maintenance housing for seniors or the disabled; and reasonably priced housing for large families.

Edgewood's Comprehensive Plan provides for a 450% increase in the amount of multiple-family housing to address the need for affordable housing. Single-family housing is anticipated to increase by 96% to 6,600 dwelling units. A diversity of residential lot sizes is important to meet housing needs. Edgewood can retain its unique residential character by encouraging a wide range of lot sizes for single-family residences. The City can allow planned residential growth to occur while protecting existing residential neighborhoods through the protection of critical areas and infill development of vacant parcels that are underdeveloped in relation to the general density pattern of the neighborhood.

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Manufactured housing. As manufactured housing becomes less distinguishable from stick-built housing, it can become an option in more and more locations. Mobile homes are different and should be restricted to mobile home parks.

Accessory apartments. Accessory apartments or "granny flats" not only provide an option for affordable housing, they also offer assistance to homeowners in meeting their financial needs. Accessory units can be located within existing single-family homes or on existing single-family lots as separate structures. Though the Comprehensive Plan allows for accessory apartments, the Plan's capacity analysis does not account for a potential 5% increase in housing stock.

Special housing needs. The GMA requires the housing element of the comprehensive plan to address special housing needs, such as group care homes and foster care facilities. Some special housing facilities are exempt from local land use controls under the Americans with Disabilities Act, while others are not. Special housing needs may also include accessory dwelling units for the care of relatives or others.

Cluster development. By clustering development on a small portion of a large parcel, a more efficient, and therefore less costly, provision of services can be achieved. Clustering also results in a smaller percentage of impervious surface on a parcel. Design flexibility helps preserve natural areas and retain open space supportive of Edgewood's small town quality of life. Establishing land use controls based on density rather than lot size promotes flexibility. A critical element of the City of Edgewood's Comprehensive Plan is the requirement for community planning review. Increased dwelling unit densities will be allowed through implementation of strong design controls.

In addition, transfer of development rights (TDR), which transfers the right to develop or build from one property to another, can also promote flexibility and clustering without impacting development capacity or property values. The full potential of TDRs has not been determined as an implementing tool. Since Edgewood will not completely develop during the 20-year planning period, TDRs may become very important to allow phased development.

Goals and Policies

Goal H I: Encourage the retention and improvement of existing structurally sound residential housing.

Policies

H1: Create effective transitions between substantially different land uses and densities by implementing site regulations, building regulations, and design standards.

Discussion: Zoning codes protect areas from encroachment by dissimilar land uses

that create noise, traffic, and other problems. By creating intermediate zones of medium intensity, they enable a gradual transition between uses. Zoning and other regulations can require amenities such as buffers, landscaping, and design standards to protect neighborhoods.

H2: Support existing housing through housing rehabilitation programs and strong code enforcement.

Discussion: Existing housing will continue to be an asset to the community if it is maintained. As housing units age, the need for repair and maintenance becomes

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more common. The City should enforce code regulations that protect residential areas from illegal land uses and health and safety violations.

H3: *Provide information on home maintenance and rehabilitation to homeowners to encourage home maintenance.*

Discussion: Neglected housing can negatively affect a neighborhood's property values and quality of life. The City should provide information to citizens about existing programs that offer assistance and encourage residents to volunteer for efforts similar to "Paint Tacoma" that helps with minor maintenance and improvements.

Goal H II: Maintain and improve the existing residential environment of the community.

H4: *Encourage specific architectural characteristics such as porches, barns, and outbuildings that are characteristic of Edgewood's individual neighborhoods.*

Discussion: The City has a wide variety of options for implementing this policy.

H5: *The scale and appearance of multifamily developments or townhouses should maintain the character of single-family residences by incorporating characteristics like separate entrances for each unit, porches, pitched roofs.*

Discussion: Design regulations can ensure that any multifamily as well as commercial development fits into the scale and character of the community. Design guidelines addressing access points, circulation, parking, building pads,

maximum heights, and roofs may be adequate.

H6: *Adequate public utility services and community services should be easily accessible to Edgewood residents.*

Discussion: See the Capital Facilities and Utilities Element for more detail and examples.

Goal H III: Guide new residential growth so that it occurs in a manner consistent with community objectives.

H7: *Develop opportunities for higher density multifamily development in designated areas of the City.*

Discussion: The Growth Management Act specifies that cities must take their share of population growth. Allowing some of this growth to occur in multifamily dwelling units will decrease the growth of impervious surfaces and associated surface water impacts.

H8: *Provide opportunities for clustered medium density multifamily development near commercial centers.*

Discussion: Locating medium density family housing near commercial centers can provide a buffer between single-family residential uses and commercial uses. It also allows pedestrian and bicycle access between higher population areas and commercial areas.

H9: *Improve the appearance and integration of multifamily developments into the community.*

Discussion: Diverse types of multifamily developments exist. They can range from owner-occupied condominiums to gated apartment communities. Multifamily

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housing in Edgewood should include attractive amenities and fit into the Edgewood community. The City will implement this policy through design standards.

H10: Encourage the use of clustering, and other site planning techniques to improve the quality of developments.

Discussion: Site planning techniques can provide continuity of community character, minimize urban sprawl, and protect the environment.

H11: Require the use of clustering, and other site planning techniques to balance and integrate development with critical areas.

Discussion: The natural environment of Edgewood is the backdrop of its built environment. Therefore, residential development should be designed in a way that fits the natural environment. The City can implement this policy by providing flexibility in its codes while maintaining the intent of protecting critical areas. See the Natural Environment Chapter for more detail.

H12: Require adequate buffering between developments where needed to mitigate adverse impacts.

Discussion: Buffers can include landscaping or natural features. They can help mitigate adverse impacts from new development and provide areas for surface water management. The City already contains well-buffered multifamily development. New multifamily development should maintain this pattern to minimize adverse visual impacts.

H13: Encourage higher density development in areas served by or planned for utilities and transportation systems to achieve maximum efficiency

in the provision of services and the preservation of natural features.

Discussion: Focusing higher density development in specific areas allows the City to promote efficiency in the provision of services. In addition, it reduces the amount of impervious surface per dwelling unit and reduces the impacts of growth on the natural environment, which in turn, reduces its impact on the built environment.

H14: Require land use change applicants to provide all necessary on and off site improvements.

Discussion: The City will implement this policy through the development code.

Goal H IV: Provide sufficient development capacity to accommodate the 20 year growth forecast by promoting the creative and innovative use of land designated for residential uses.

H15: Provide a means of controlling costs and providing opportunities for single-family home ownership by increasing single-family residential densities in appropriate areas, such as areas with minimum surface water impacts.

Discussion: Increased densities of single-family units should be allowed only in areas where the land can support increased housing in the long-term without adverse impacts to existing homes. The City can implement this policy through consideration of critical areas locations in the Comprehensive Plan Land Use Element and map.

H16: Promote affordable housing design to demonstrate efficient planning and development techniques

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that can be replicated by other developments.

Discussion: City regulations for housing development should be flexible enough to ensure that the intent of the regulations can be met as inexpensively as possible. Examples of implementing measures for this policy would be allowing joint-use surface water facilities, clustering, and basing land use requirements on density rather than lot size.

H17: After evaluating housing needs, the City should investigate and reevaluate development regulations, permit procedures, and funding decisions.

Discussion: City land use, zoning, and subdivision regulations can be used to encourage the development of affordable housing. While administering the codes, City staff is likely to learn about their potential drawbacks and problems. The City should reevaluate its codes, procedures, and funding decisions in light of its experience.

H18: Review and revise existing regulations that address group homes and foster care facilities to ensure compliance with the federal and state law.

Discussion: Special needs housing can be facilitated at the local level by accommodating such uses with the Zoning Code. The Washington State Housing Policy Act states that "special needs housing must be treated as any single-family use." Special needs housing uses cannot be prohibited from locating in a certain area.

H19: Allow accessory dwelling units in single-family areas subject to specific regulatory standards.

Discussion: Accessory units can either be located within single-family homes or on existing single-family lots as separate structures. They can be used as accessory apartments or for the care of relatives or others. The City will implement this policy through the development standards.

H20: Encourage compatible infill development on vacant or underutilized sites.

Discussion: Where utilities, services, and street improvements are already available, vacant lots in and between single-family neighborhoods can provide opportunities for infill development.

Goal H V: Pursue opportunities to preserve and develop affordable housing throughout the City to address the needs of all economic segments.

H21: The City should expand opportunities for affordable housing by allowing manufactured homes in all single-family zones.

Discussion: As manufactured housing becomes less distinguishable from stick-built housing, it can become an option in more locations, subject to specific design standards. Mobile homes are different and should be restricted to mobile home parks.

H22: Encourage affordable housing opportunities throughout the City.

Discussion: The Growth Management Act defines affordable housing as residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income. The City should provide information to its residents regarding

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affordable housing. The City can implement this policy by creating variety in its land use map and subsequent zoning regulations.

H23: *Provide incentives and work cooperatively with private and non-profit housing developers in the provision of affordable housing.*

Discussion: The issue of affordable housing transcends local boundaries. The needs of the community and of the region can best be addressed through cooperation and the regional pooling of resources. The Pierce County County-Wide Planning Policies require each jurisdiction to maximize available resources to develop affordable housing.

H24: *Encourage good management, preservation, maintenance, and improvement to existing affordable housing.*

Discussion: Existing housing serves as a valuable source of affordable housing. Its preservation is an appropriate solution to affordable housing and is important to the preservation of stable residential neighborhoods.

Goal H VI: Provide open space areas in new residential development.

H25: *Encourage open space areas in residential developments.*

Discussion: Open space in new residential developments can provide benefits to their future residents, such as play areas for children and natural vegetation areas for surface water and wastewater mitigation. To implement this policy, the City can use the environmental review process and code requirements related to development and critical areas.

H26: *Utilize open space areas to buffer higher density residential development from lower density residential development.*

Discussion: Open space areas can not only provide space between higher and lower density residential uses, it can also be used for parks and surface water management. To implement this policy, the City can use the environmental review process and code requirements related to development and critical areas.

H27: *Encourage voluntary open space conservation easements.*

Discussion: The City can encourage voluntary open space easements through tax breaks, transfers of development rights, or purchasing of development rights.

Goal H VII: Maintain consistency with Pierce County County-Wide Planning Policy on Affordable Housing.

H28: *Determine the demand for housing for all economic segments of the populations projected for the community over the planning period. The projection shall:*

- *Be made in dwelling units, by type, provided that the projections may be a range and that the types of dwelling units may be in broad categories;*
- *Be reflective of census or other reliable data indicating the economic segments of the population for whom housing needs to be provided;*

- Incorporate the City's fair share of Pierce County's housing needs; and
- Be reflective of the County-Wide fair share housing allocation established pursuant to federal or state law and supplemented by provisions established in intergovernmental agreements between jurisdictions in Pierce County.

H29: Meet the City's projected housing demand by one or more of the following methods:

- Preservation of existing housing stock through repair, maintenance, rehabilitation, and redevelopment.
- Identification of vacant, infill parcels appropriately zoned for residential development.

H30: In determining the suitability of the location and identification of sites for affordable housing, consider the availability and proximity of transit facilities, government facilities and services, and commercial services to complement the housing.

H31: Assess the City's success in meeting the housing demands. Monitor the achievement of the policies under this goal not less than once every five years.

H32: Maximize available local, state, and federal funding opportunities and private resources in the development of affordable housing. Explore and identify opportunities for non-profit developers to build affordable housing.

H33: Explore and identify opportunities to reutilize and redevelop existing parcels where housing rehabilitation is not cost-effective while maintaining consistency with Pierce County County-Wide Planning Policies on historical, archaeological, and cultural preservation.

H34: The City shall contain a mix in the range of dwelling units to provide its "fair share" of the county-wide housing for all segments of the population that are projected for Pierce county over the planning period.

Discussion: A mixture of housing presents a choice of housing lifestyles for all economic groups within Edgewood.

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Economic Development

The Economic Development Element reflects the following framework goals that are highlighted in black:

FRAMEWORK GOALS

- FG1: Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.**
- FG2: Promote quality building and development that is compatible with the surrounding environment.**
- FG3: Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.
- FG4: Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.**
- FG5: Protect the natural environment and preserve environmentally sensitive areas.
- FG6: Promote improvements to human services as the community changes and diversifies.
- FG7: Assure effective and efficient public investment for quality public services, facilities, and utilities.**
- FG8: Balance the transportation needs of the community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.
- FG9: Provide for inclusive and meaningful citizen involvement in community planning decisions.

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Intent

The intent of the Economic Development Element is to improve the quality of life by encouraging an increased number and variety of thriving commercial businesses that provide services and create employment opportunities for Edgewood residents and diversify the City's tax base.

Background and Context

Edgewood has always been known as a desirable place to live, learn, and play. However, an area's livability is also enhanced by being a desirable place to work and shop. Most Edgewood residents travel outside of the City for jobs and shopping opportunities. Businesses choose their locations based upon many factors, often related specifically to the surrounding natural and built environments and their attractiveness. Edgewood's economy depends on healthy businesses that provide goods and services, efficient traffic circulation, good schools, and strong neighborhoods. Maintaining the community's quality of life requires a strong and sustainable economic climate.

The existing land use inventory indicates that the City has a small amount of commercial land use for a city of its population. One hundred and seven acres are utilized for commercial use, representing only 2.1% of Edgewood's land base. This low figure may be due to the proximity of commercial land in the adjacent City of Milton as well as larger commercial areas in Puyallup and Federal Way. Most commercial land use within Edgewood is clustered along Meridian Ave E. (SR-161).

The lack of sanitary and storm sewer availability serves as a disincentive to commercial investment.

Existing Conditions

The City of Edgewood contains a diverse variety of business types, ranging from parrot breeding to chiropractic services and professional consulting services. These businesses consist of home industries, agricultural businesses, and businesses in commercial buildings. Several businesses are located along the Meridian corridor, which runs through the center of Edgewood. Businesses can also be found scattered throughout the City in other locations, such as 8th Street East near Meridian; 24th Street East off Meridian; along the West Valley Highway at the City Limits of Edgewood, and many other areas. Excavating companies, gravel mining, retail services, health-related services, automobile-related services, construction, and gas stations are only a few of the commercial activities found in Edgewood. In addition, many home industries are found in Edgewood. These include day care facilities, clerical services, plant nurseries, professional consulting services, veterinary services, and others. Examples of agricultural business activities in Edgewood include cattle-ranching, Christmas tree farming, and a thoroughbred training

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center. The City also contains numerous small hobby farms that have sheep, horses, llamas, and other livestock.

With the reduction of the Motor Vehicle Excise Tax associated with Initiative 695, the City faced a 40% or greater reduction in its funding. The City may not be able to support economic growth through infrastructure improvements. This will result in greater demand on private financing.

Goals and Policies

Goal ED I: Plan for sufficient economic growth and development to provide for an appropriate balance of land uses that will provide a sound financial future for the City.

Policies

ED1: *Encourage land uses that increase the City's tax base.*

Discussion: The City should maintain a sound budget by broadening its tax base and attracting revenue sources that comply with its regulations.

ED2: *Encourage economic development that provides a reasonable balance between public costs and benefits.*

Discussion: In implementing this policy, the City should emphasize attracting living wage jobs to the community and encourage high tech businesses.

ED3: *Preserve the community's unique qualities through the concentration of new commercial and industrial development, protecting the surrounding residential area.*

Discussion: See the Land Use Element, Town Center, Commercial, and Industrial policies and designations.

ED4: *Support the growth of home telecommuting options and home*

employment opportunities that are compatible with the character of single-family neighborhoods.

Discussion: The City should encourage home-based businesses provided that signage, parking, storage, and noise impacts are compatible with adjacent land uses and comply with appropriate City codes.

ED5: *Support regional policies for balancing commercial and residential development in Edgewood.*

ED6: *Increase and improve the City's economic base to encourage Edgewood residents to work and shop in the community.*

ED7: *Encourage a mixture of businesses that complement each other and provide variety to the community to create activity and economic momentum.*

ED8: *Ensure that land use and zoning provisions support businesses.*

ED9: *Promote optimum development of commercial property.*

ED10: *Ensure a customer service approach in City services to commercial improvements, expansions, and developments.*

Discussion: The City will continue a customer service approach to the delivery of City services, including economic development and permitting activities. The process and timing of building permit review

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will be expedited under this approach and under the provisions of RCW 36.70B. In addition to the processing of permit requests, the City will hold pre-development meetings with prospective developers and business owners to identify, facilitate, and expedite proposals that are consistent with the adopted zoning and Comprehensive Plan.

Goal ED II: Enhance the image of Edgewood as a good place in which to work, shop, and live.

ED11: *Improve the character of business districts and nodes.*

Discussion: Businesses with attractive site, landscaping, and building designs improve the character of the community. Design standards and zoning regulations can encourage high quality commercial development. The City can implement this policy by cooperating with the business community.

ED12: *Encourage increased density of housing near commercial districts.*

ED13: *Use incentives to ensure quality development that enhances the image of the City.*

Discussion: Examples of incentives include development agreements, tax credits, infrastructure improvements, expediting permitting processes, transfers of development rights and grants, loans, or revenue bonds. The City can also engage in public/private partnerships and facilitate Local Improvement Districts.

ED14: *Recognize the Meridian Corridor as the economic core of the City with potential for development and revitalization, providing services, employment and opportunities, while*

becoming an activity center for Edgewood.

ED15: *Recognize local neighborhood commercial areas that are ready for development and revitalization to better serve the local community.*

ED16: *Recognize the potential for smaller commercial districts for improvement and revitalization.*

ED17: *Support and retain small businesses for the employment and services they provide to the community.*

Goal ED III: Improve the City's role to facilitate and initiate economic development opportunities.

ED18: *Maintain an inventory of commercial and industrial sites.*

Discussion: An inventory of commercial and industrial sites is an important tool for planning purposes.

ED19: *Provide economic information to existing and potential businesses within the community.*

Discussion: The City can implement this policy through market studies, inventories of commercial sites, and customer service.

ED20: *Involve the business community in comprehensive land use planning efforts.*

Discussion: The City should work with its business community to create an atmosphere that helps existing businesses thrive. The City should encourage public/private partnerships and support businesses that provide services to Edgewood and surrounding communities. To implement this policy, the City should

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cooperate with businesses to create strategies and action plans

ED21: Create public/private partnerships with major landholders to accomplish the goals and policies of the Comprehensive Plan and enhance the economic well being of the community.

ED22: Actively recruit and promote new businesses to take advantage of market opportunities.

Discussion: New businesses improve Edgewood's image and provide services to Edgewood and surrounding areas. The City can implement this policy by providing marketing information to businesses that would enhance the economic image of the community.

ED23: Work jointly with other jurisdictions to stimulate business retention and implement interlocal and regional strategies.

ED24: Create public/private entities to negotiate and work jointly on projects, issues, and problems of local importance.

ED25: Coordinate and initiate financial assistance.

Discussion: The City can implement this policy by using county, state, and federal program funds, facility grants, loans, and revolving loan funds.

Goal ED IV: Plan for sufficient capital facilities in order to maintain existing economic activities and allow for the development of new businesses.

ED26: Ensure adequate transportation infrastructure to support and promote economic development.

ED27: To create a dynamic business community along Meridian, both sanitary and storm water sewers should be installed along Meridian.

ED28: Direct capital facilities in key locations to encourage and promote node-like business districts.

Discussion: Focusing capital facilities improvements in designated areas can promote the City's image, create a sense of place, and a place to locate business. The City should provide for phasing of capital facilities to key locations to promote concurrent economic development. The City can implement this policy by creating physical plans to improve the appearance and function of streets, sidewalks, utilities, access points, lights, buildings, signage, landscaping, and other facilities.

ED29: Facilitate infrastructure improvements to increase economic opportunity.

Discussion: The City can implement this policy through public/private partnerships.

ED30: Make improvements to Meridian to make it functional, attractive, and pedestrian friendly.

Discussion: The City will implement this policy through cooperation with the Washington State Department of Transportation.

ED31: Create strong pedestrian and circulation linkages between commercial areas and neighborhoods.

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ED32: *Use underground utilities, where feasible, to enhance the appearance and appeal of commercial areas.*

Discussion: See the Capital Facilities and Utilities Element.

ED33: *Promote high quality transportation and transit facilities for commercial development.*

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Transportation

The Transportation Element reflects the following framework goals highlighted in black:

FRAMEWORK GOALS

- FG1: Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.
- FG2: Promote quality building and development that is compatible with the surrounding environment.
- FG3: Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.
- FG4: Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.
- FG5: Protect the natural environment and preserve environmentally sensitive areas.
- FG6: Promote improvements to human services as the Community changes and diversifies.
- FG7: Assure effective and efficient public investment for quality public services, facilities, and utilities.**
- FG8: Balance the transportation needs of the Community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.**
- FG9: Provide for inclusive and meaningful citizen involvement in community planning decisions.

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Intent

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 capacity, safety, pedestrian, automobile, public transit, and bicycle projects planned for future construction. This Element also establishes policies on prioritizing system improvements.

In addition, the Transportation Element provides direction to the City in guiding and influencing other transportation providers, such as Pierce Transit, Metro/King County Transit, and Sound Transit. Because of Edgewood's location in the region, the City needs to address regional traffic. In order to assist in the development of a safe, efficient, and accessible transportation system, the City should optimize its relations with neighboring jurisdictions and aggressively seek funding sources. The Transportation Element is a mandated Element under the Growth Management Act (GMA).

Background and Context

Edgewood is primarily a residential community with ready-access to employment and shopping within and outside the City limits. The rapid growth in Pierce County and South King County provides opportunities and challenges. Growth in surrounding areas provides employment and cultural opportunities for Edgewood residents, but also creates a higher demand on the road systems.

Topography has been one of the major factors in the design of Edgewood's road system. Depressional potholes, wetlands, and steep slopes have prevented the development of a traditional grid system. Environmental constraints have limited the locations of existing roads and will limit street improvements.

The existing streets in Edgewood were designed to serve a rural agricultural community. The Growth Management Act (GMA) ensures that, as a City, Edgewood will grow in population. The City's population allocation, under GMA, will impact all road use in Edgewood. Most of the roads of Edgewood, excluding Meridian Avenue East, currently have adequate capacity. However, as the population of the City grows, the roads will experience more use and become more congested.

Edgewood's road network is made up of two components. The being Meridian Avenue East, also referred to as SR 161, a Washington State highway that runs through the middle of Edgewood for a total of 3.34 centerline miles. The second consists of all other roads in Edgewood that are under the sole jurisdiction of the City of Edgewood. The City road network is 46.66 centerline miles long and provides access primarily to residential areas.

Housing growth in Edgewood is not expected to independently contribute to congestion on Meridian Avenue East. If the City experienced no growth within its borders over the next twenty years, it would still have congestion problems. This condition would be due to growth in surrounding areas that will cause more pass-through traffic in Edgewood, both on Meridian Avenue East and arterial streets.

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While this Comprehensive Plan is supportive of transit, pedestrian, and other alternative modes of transportation, it recognizes the preference for automobile use as an ingrained cultural and social reality. Dispersed land use patterns encourage this trend.

Growth Management Act and Concurrency

The Growth Management Act (GMA) requires the adoption of level of service (LOS) standards for arterial streets to gauge the performance of the transportation system. The LOS standards for streets in the City of Edgewood will be based on LOS for arterial segments during the p.m. peak hours.

Under the GMA, local jurisdictions must have a roadway system in place that accommodates new development without allowing LOS to drop below adopted standards. This requirement is called *achieving concurrency*. The GMA requires that transportation improvements are concurrent with new development. Once the LOS on a street segment drops below its adopted standard, improvements must be funded within six years. If funds to improve the street are not found within the six years, new development that would increase traffic could not be permitted.

LOS standards need to be carefully chosen for each city and for different arterials within a city. It is desirable that LOS should be the same on both sides of a city/county boundary. However, different goals on either side of a boundary can be legitimate reasons for two jurisdictions to establish different standards.

The GMA also requires local jurisdictions to assess the "impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions." Edgewood's Land Use and Transportation Elements are consistent with and have minor impacts on neighboring jurisdictions. In developing this Plan, analysis was undertaken to ensure that all transportation system improvements are compatible with our neighbors. Edgewood is impacted by SR 167, Military Road, SR 161, West Valley Highway, Highway 99, and Interstate 5 (I-5). Though these facilities are not within Edgewood City limits, this Plan has identified improvements to these regional corridors. Edgewood will work with the State and adjoining jurisdictions in planning and coordinating future improvements along these corridors.

In addition, the Growth Management Act requires the Washington State Department of Transportation (WSDOT) to identify transportation facilities and services of statewide significance (RCW 36.70A.070(6a)). Once these facilities are identified, local jurisdictions are to include them in their inventories of essential facilities, along with LOS standards, needs and impacts. WSDOT will work with local jurisdictions to establish the LOS standards for statewide facilities. Local jurisdictions had until December 2000 to meet this requirement (RCW 36.70A.040(7)).

Meridian Avenue East (SR161) passes through the City of Edgewood. In addition, one other state highway, SR 167, is located just east of the City limits of Edgewood. The City will work with WSDOT as it identifies transportation facilities of statewide significance and

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establishes LOS standards as required under RCW 36.70A.070(6a). The City will amend its Plan as needed to further address these requirements.

Description of Arterial LOS

The following are general descriptions of the different arterial LOS defined in the Institute of Transportation Engineers Highway Capacity Manual:

LOS A - represents a free flow condition. Travel speeds are at or near the speed limit and little to no delay exists. Freedom to select desired speeds and to make turns and maneuver within the traffic stream is extremely high.

LOS B - represents a zone of stable flow. Drivers still have reasonable freedom to select their travel speeds.

LOS C - still falls within the zone of stable flow, but travel speeds and vehicle maneuverability are more closely controlled by the higher volumes. The selection of speed is not affected by the presence of others, and maneuvering within the traffic stream requires vigilance on the part of the driver.

LOS D - approaches unstable flow. Travel speed and freedom to maneuver are somewhat restricted and small increases in traffic flow can cause operational difficulties at this level.

LOS E - represents operating conditions at or near the capacity of the roadway. Lower speeds approaching 50 percent of normal are common. Freedom to maneuver within the traffic stream is extremely difficult. Any accident or irregular incident can be expected to produce a breakdown in traffic flow with extensive queuing.

LOS F - describes forced flow operation at very low speeds. Operations are characterized by stop-and-go traffic. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion.

A more technical method of measuring level of service is described in the Highway Capacity Manual, which involves the calculation of the V/C ratio of a roadway or intersection. The V/C ratio ranges shown in Table 1 have been developed for determining planning levels, mid-block LOS on urban and rural roadways. These LOS are based on the highest one-way directional volumes in the p.m. peak hours.

Table T-1. LOS criteria for arterial roadway segments.

LOS		V/C Ratio
A	Less than or equal to	0.3
B	Less than or equal to	0.5
C	Less than or equal to	0.75
D	Less than or equal to	0.90
E	Less than or equal to	1.0
F	Greater than	1.0

1995 Metropolitan Transportation Plan

On May 25, 1995, the General Assembly of the Puget Sound Regional Council (PSRC) adopted the Metropolitan Transportation Plan (MTP), the Transportation Element of Vision 2020, and the Region's adopted growth and transportation strategy. The MTP is a detailed, long-range plan for future investments in the central Puget Sound region's transportation system. It responds to legislative mandates such as the Inter-modal Surface Transportation Efficiency Act (ISTEA), the federal 1990 Clean Air Act Amendments, and the GMA. It also is intended to respond to regional concerns of pressing transportation problems. The basic building blocks for the MTP are city, county and transit agency plans, adopted multi-county and county-wide planning policies, and the Washington State Department of Transportation (WSDOT) Multimodal and Transportation System plans. The MTP is updated and amended every three years.

The MTP includes the following multi-county transportation policies:

- Optimize and manage the use of transportation facilities and services
- Manage travel demand addressing traffic congestion and environmental objectives
- Focus transportation investments supporting transit and pedestrian-oriented land use patterns
- Expand transportation capacity offering greater mobility options

Edgewood was required to submit its Comprehensive Plan to the PSRC for certification of compliance with the MTP and GMA.

Land Use Assumptions and Forecasts of Traffic

Please see the Environmental Analysis Section of this Element.

State Transportation Projects Planned in and near the City of Edgewood

The WSDOT's State Highway System Plan: 1999-2018 (January 1998) provides a comprehensive list of improvement projects and related actions and programs for state highways throughout the State of Washington. For the purposes of this Comprehensive Plan, staff planners looked at mobility improvements that were feasible within the budget for state highways (the financially constrained Plan). Within this sublist, planners focused on the parts of Meridian Avenue East (SR 161) as it goes through Edgewood and on improvements to SR 167 planned for areas near the City limits.

The WSDOT plans to improve mobility on Meridian Avenue East by adding one general access lane for each direction between 36th Street East and Jovita Boulevard and a two-way left turn lane. To improve safety, WSDOT plans to upgrade intersections at 36th Street East and 24th Street East, revise the intersections with Chrisella Road and 36th Street East, and signalize the 16th Street East intersection. In addition, WSDOT plans to construct sidewalks for pedestrian traffic and wide shoulders to accommodate bicycles.

WSDOT is also planning, with support from the Port of Tacoma, to extend SR 167 to Commencement Bay. The project is important to the economy of the region because it will allow freight to move out of the Port of Tacoma without having to use I-5. The extension will go through the cities of Puyallup and Fife, bordering Edgewood to the south and west. The SR 167 Extension is anticipated to be constructed in phases due to the high cost of the project.

Both Meridian Avenue East and SR 167 are listed as deficient in the WSDOT's State Highway System Plan: 1999-2018 (January 1998). Table T-2 lists highway improvements and mobility strategies for these two state highways in and near the City of Edgewood.

Table T-2: Highway improvements affecting traffic through and access to and from the City of Edgewood.		
Route	Vicinity	Strategy
Meridian Avenue East (SR 161)	36 th St. East to Jovita Blvd. East	Provide one additional general-purpose lane in each direction.
SR 167	SR 509 (Port of Tacoma) to I-5	SR 167 Extension, Stage 1 from SR 509 to I-5, initial construction of four-lane freeway.
SR 167	I-5 to Meridian Avenue East/ Existing SR 167	SR 167 Extension, Stage 2 from I-5, initial construction of a four-lane freeway. The Extension will ultimately be a six-lane freeway with High Occupancy Vehicle (HOV) lanes, an Integrated Transportation System, and enhanced transit.

Source: Washington Department of Transportation's State Highway System Plan: 1999-2018 (January 1998).

City Transportation Projects Planned for the City of Edgewood

In addition to capacity needs, Edgewood also needs to upgrade its system of minor arterial streets to improve safety or operational efficiency. State Route 161 has been identified in the *State Highway System Plan* (WSDOT) as needing safety improvements. Finally, some of the pedestrian and bicycle needs that have been identified on the Linear Parks Trails Map will require the construction of curbs, gutters, and drainage as part of the project. These projects are, in effect, upgrades to urban street standards.

The City of Edgewood has planned eight transportation projects as a part of its 6-year Transportation Improvement Plan (See Table CF-10). The projects include improvements to the intersection of Jovita Boulevard and 114th Avenue East, realignment of Jovita Boulevard's intersection with Meridian Avenue East, two walkways, overlays for three City roads, and the Annual Seal Coat Program. Their total cost is estimated at 6.9 million dollars.

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Existing Conditions

Generally speaking, the City of Edgewood's transportation network functions well. A street system is in place and I-5, SR 161, SR 167, Military Road, West Valley Highway, and Highway 99 provide regional connections to the north and south. Pierce County repaved 122nd Avenue East and 24th Street East just before the City's incorporation; local arterials are in good condition. However, Meridian Avenue East is functioning over capacity at peak hours. It needs to be upgraded to function at higher LOS. Four components of the existing system that are deficient and in need of major improvement in Edgewood are:

- the need to develop a trail system;
- improved transit service within Edgewood and between Edgewood and King County;
- the need to provide additional traffic capacity at intersections; and
- the need to upgrade and improve the State Highway system in and bordering Edgewood including Meridian Avenue East and access to and from state Route 167 and I-5.

Roadway and Capacity Needs

The roadway network is the backbone of the transportation system and accommodates automobiles, trucks, transit, pedestrians, and bicycles. The provision of adequate capacity on the street system is important for safety, commerce, and efficient bus operations. Road capacity is important for commerce because congestion increases trucking time and therefore increases the cost of goods delivered by truck. Likewise, employees and customers are delayed by congestion. Adequate transportation capacity reduces delay, which in turn reduces automobile emissions. In addition, adequate capacity on arterial streets will reduce the tendency for drivers to cut-through neighborhoods to avoid congested roadways or intersections.

The WSDOT is solely responsible for I-5 and SR 167. WSDOT may have some fiscal responsibility for future improvements to these highways, but Edgewood's involvement is a factor in whether future projects are built and how they are designed. These highways deliver many vehicles to and from Edgewood. The City will not include I-5 and SR 167 in its concurrency management strategy for determining area-wide LOS. However, this Plan proposes projects on these corridors so that we can work with our neighboring jurisdictions and WSDOT to jointly improve them. Meridian Avenue East is included in the LOS standard analysis.

Traffic Volumes

The WDOT took traffic counts along the segment of Meridian Avenue East from 36th Street East to Jovita Boulevard. The average annual daily traffic along this segment was found to be about 17,100 vehicles. The approximate p.m. peak hour occurs from 5:00 to 6:00 p.m.. The approximate a.m. peak hour occurs from 7:30 to 8:30.

Transit, Regional Rail, and School Bus Service

Pierce Transit provides transit services to Edgewood via Meridian Avenue East (Pierce Transit Route 402). This route originates and terminates in the City of Puyallup and offers service between the hours of 7:00 a.m. and 6:00 p.m.

Pierce Transit Route 402 connects with King County Metro Transit at the 320th Street Park and Ride Lot in Federal Way. Regional travel between Pierce and King Counties have become more convenient with the introduction of a single-fare medium, the Smart Card.

Metro has established park and ride lots in Federal Way, just north of Edgewood. The City of Edgewood contains one park and ride lot at 18th Street East and Meridian Avenue East, immediately south of the Edgewood Grange. No additional lots are scheduled for development in Edgewood.

Sound Transit was approved for funding by the voters in the region in 1996. Sound Transit also includes a commuter rail line on the Burlington Northern Santa Fe Tracks along Puget Sound from Everett to Tacoma. The commuter rail will use existing Burlington Northern tracks in Sumner and Puyallup; it will not go through Edgewood.

Three school districts operate numerous bus routes within the City of Edgewood. These districts are School District #3 (Puyallup), School District #417 (Fife), and School District #320 (Sumner). Most City roads are used for school bus routes. However, routes may change as school populations shift.

Air and Water Transportation Facilities

The City of Edgewood does not have air or ferry services. Three ferry terminals provide regional service to the Edgewood area: the Vashon Ferry terminal at Point Defiance, Fauntleroy in West Seattle, and downtown Seattle. Interstate-5 and SR 167 provide access to Seattle. River Road and I-5 provide access to Point Defiance. Edgewood is served by the Seattle Tacoma International Airport in the City of SeaTac. I-5, SR 99, and SR 167 provide access to SeaTac.

Non-motorized Transportation

In September 1997, the City Council of Edgewood approved the Linear Park Trail Map. The concept was general and is still in the preliminary planning phases. However, it set general direction for services to non-motorized transportation in Edgewood. Existing trails and sidewalks are found only at limited locations within the City limits. Council direction was to construct a mile of trail per year and attach the trail to major street repairs to reduce construction costs (staff correspondence, 2/27/98). The Parks Element of the Comprehensive Plan describes the existing and proposed trail system in more detail.

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Transportation Issues**Neighborhood Protection and Traffic Calming**

Citizens have expressed concerns about cut-through traffic and speeding on neighborhood streets. Most cut-through traffic occurs because Meridian Avenue East is congested. The City should strike a balance between improving capacity to keep traffic flowing on arterials and installing traffic calming devices on neighborhood streets to discourage inappropriate use. Issues to consider include the cost of providing adequate capacity, the design and types of traffic calming tools used, the community process to evaluate and select these techniques, and the impact of traffic calming on emergency service access.

Traffic calming refers to the use of various physical devices to slow and sometimes divert traffic, but not obstruct it. Traffic calming measures fall into two categories: speed-control and volume-control measures. Speed control measures include speed humps, raised intersections, tree plantings, textured pavement, roundabouts, and deflectors. Deflectors range from the familiar traffic circles to subtle curves and narrowed points on streets. Volume-control measures include closures, partial closures, traffic diverters, and others. Different devices are successful in different situations because every neighborhood and every street is unique.

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, rail, telecommuting, and flexible hours at work sites.

TDM is the concept whereby communities, employers, schools, or households develop management techniques to influence mode choice, the time of trip, and the frequency of trips. Demand Management is a major policy thrust in the Puget Sound Regional Council's MTP and is also required under 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;

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- providing guaranteed ride home programs to employees who bus, carpool, or vanpool; and
- providing worksite amenities, such as cash machines, food services, daycare, breakrooms, showers, and clothes lockers, to reduce the need for non-work trips.

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

In 1991, the State Legislature passed the Commute Trip Reduction (CTR) Law. This law sets goals for single occupant CTR at worksites that employ over 100 regular, full time employees. If businesses in Edgewood meet this threshold in the future, these sites will fall under the CTR law. If this occurs, the City, CTR sites, Pierce, Metro, and Sound Transit, as appropriate, will need to work together to provide good transit service to the affected sites.

The Meridian Corridor

Meridian Avenue East is a key vehicular, transit and truck corridor, as well as the commercial backbone of the City. Meridian Avenue East is also a state highway (SR 161) and accommodates a through traffic function. The City needs to address safety, access management, the lack of pedestrian facilities, congestion, and the ability of transit to flow through the corridor.

Meridian Avenue East has four signalized intersections in the City of Edgewood. These are located at Jovita Boulevard East, 8th Street East, 24th Street East, and 36th Street East. All of these intersections are functioning over capacity during peak hour traffic.

Meridian Avenue East has a dynamic relationship with the commercial land uses it supports. The design of transportation facilities along Meridian Avenue East will impact land uses on the corridor, and the land uses will impact the transportation system. Increases in traffic are not necessarily good for businesses along the corridor. While increasing traffic may increase economic activity up to some point, maintaining high LOS for Meridian Avenue East is essential for continued economic viability in Edgewood. If heavy traffic makes merging from commercial centers difficult, drivers are likely to shop elsewhere. Access points that allow for smooth transitions between traffic flows and commercial parking lots make businesses more attractive for drivers to visit. The City should also increase the visual ambiance along this corridor.

Public Transportation Issues

As the region continues to grow in population and ages, more citizens will become reliant on alternatives to the single occupant 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:

- bus stops at popular destinations

- bus stops that are comfortable for waiting and exiting or entering 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)
- safety and security at the transit facility
- protection from weather

Pedestrian and Bicyclist Issues

Sidewalks are important along Meridian Avenue East and may become components of the Linear Park Trail Map. However, sidewalks would create additional impervious surfaces, which exacerbate existing storm water and flooding conditions. Because of this issue, paved sidewalks on streets other than Meridian Avenue East will be a low priority. Edgewood is far from a consensus on the desirability of sidewalks in the City. All sidewalk or capital construction projects must comply with the Americans with Disabilities Act (ADA).

Bicycles are an important form of non-motorized transportation use. Sidewalks, trails, bicycle lanes on streets, wider outside lanes, adequate street drainage, bicycle parking, and signage, can accommodate bicycle use. Restrictions for on-street parking also assist in the accommodation of bicycle traffic. Bicycles can legally use all streets in Edgewood and are accommodated by bicycle racks on all Pierce Transit and Metro buses.

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 on trucks over a certain weight on all roads in the City other than Meridian Avenue East for purposes other than delivery (Edgewood Municipal Code Section 10.05). Truck regulations could be further amended to include restrictions on the use of compression brakes, noise levels, and times and locations for loading and unloading.

Funding

The City of Edgewood's Street Fund dedicates money to maintain streets, ditches, traffic flow and construct capital transportation projects. Grant funding would be supplemental to this source. Currently, the City does not have an impact fee mitigation program for transportation projects.

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Regional Coordination

Edgewood is located in a dynamic and complex regional transportation system. Many governmental entities make funding, policy, and project decisions that affect Edgewood. These entities include the United States Congress, State legislature, Federal Highway Administration, WSDOT, PSRC, Pierce County Regional Council (PCRC), Pierce County, Pierce Transit, Sound Transit, and neighboring cities.

Edgewood should track, at the regional, state-wide, and national levels, legislation that will affect funding or may have fiscal or administrative impacts on the City. It is important for Edgewood to foster relationships with its neighbors in jointly funding, mitigating, and constructing transportation projects and services.

Because of its unique geographic location between major growth areas, the City needs to ensure that it does not become a pass-through city. Edgewood is impacted by state highways. Meridian Avenue East (SR161) runs through the middle of the City. Two other state highways, Interstate 5 (I-5) and SR 167 carry regional traffic to and from the City of Edgewood. The 8th Street East/ Jovita exit, east of the City, links Edgewood with State Route 167. The Meridian Avenue East exit in the City of Puyallup also provides access to and from State Route 167. Milton Way provides access to and from I-5 via 20th Street East. State Route 18, which connects to I-5 in Federal Way, may also impact traffic patterns in Edgewood. Even though I-5 and SR 167 are outside the corporate limits of the City, Edgewood residents and businesses take primary and direct access from them. Edgewood should aggressively work with WSDOT, the transit providers, and neighboring jurisdictions to improve these corridors.

Edgewood's transportation system is also impacted by neighboring jurisdictions. Edgewood needs to address regional traffic impacts to jointly develop or push for roadway improvements along common border streets, and to leverage Metro, Pierce Transit, or Regional Transit Authority service coverage.

Edgewood participates in and is a member of in Pierce County's GMCC, the PCRC, and the PSRC. In addition, City staff has been in contact with the Washington State Department of Transportation, the Puget Sound Regional Council, and Pierce County during the development of this Plan. These intergovernmental coordination efforts have included an assessment of the impacts of the transportation plan and land use assumption on the transportation systems of adjacent jurisdictions. The LOS standards for all arterials and transit routes are regionally coordinated.

Operations and Maintenance

Maintenance and operations of the transportation infrastructure are important for safety and to preserve the City's investment. Maintenance includes responding to Citizen Action Requests (CAR), street sweeping, traffic signal maintenance, roadside vegetation control, illumination, street sign and channelization, transit stop and park and ride maintenance, and street resurfacing. Operations include operating and improving the traffic signal system, including transportation system management tasks such as transit priority projects, ramp

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metering, coordination of signals, and monitoring signal system operations. A pavement management evaluation system assists the City in evaluating and prioritizing streets for resurfacing. A regular program of pavement resurfacing extends the useful life of the roadway asset, and prevents more costly repairs in the future.

Safety Issues

The Edgewood Police Department has identified the following intersections as being in need of safety improvements:

- 114th Avenue East and Jovita Boulevard
- Jovita Boulevard and Meridian Avenue East/ 8th Street East and Meridian Avenue East
- Chrisella Road, 36th Street East, and Meridian Avenue East
- 43rd Street Court East and Meridian Avenue East
- 102nd Avenue East and Meridian Avenue East

These intersections are characterized by a large number of accidents and/or near misses. Of these, the Jovita Boulevard East/114th Street East and Jovita Boulevard East/8th Street East/Meridian Avenue East intersections are considered the most dangerous.

Dangerous conditions on roadways in Edgewood worsen during or after wet weather. In particular, water on roadways may freeze, creating road hazards, especially on steep slopes.

Most of the roads with shoulders have inadequate shoulders and many shoulders are just stormwater drainage ditches. Therefore, pedestrian and bicycle travel on the street system poses risks to the safety of pedestrians and bicyclists. The provision of adequate shoulders next to roads could substantially increase the safety of non-motorized travel in Edgewood.

Parking

As population and job growth occurs in Edgewood during the next twenty years, demand for parking will also increase. Assuming continued preference for single occupancy vehicles (SOV), adequate parking will continue to be an important issue. An adequate supply of parking is important for businesses in a competitive market to be able to attract customers and employees. Limited off-street parking can force parking onto streets and into neighborhoods, resulting in negative impacts to residential areas, bicyclists, pedestrians, and equestrians.

The design of parking lots is also important to the ambiance of the City. Buffering parking from the street through screening, setbacks, and landscaping can be effective in mitigating these impacts. The design and location of parking lots is also an important factor in safely drawing pedestrians to businesses from streets and sidewalks. See the Community Character Element for more detail.

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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 volumes of traffic.

Policies

T1: *Efficient movement of existing pass-through traffic should be accomplished through traffic light synchronization, speed reduction, access management, channelization improvements, and multimodal design features.*

T2: *Pursue the restriction of roadway access points to maintain the capacity of existing arterials by:*

- *Providing internal access between off-street parking areas in commercial areas through reciprocal agreements;*
- *Using intersecting streets as access points; or*
- *Designing subdivisions for efficient internal circulation.*

Discussion: Many safety and capacity problems relate to driveways that connect to public roads. The design of new street improvements should include provisions to consolidate existing accesses where feasible.

T3: *Require dedication of roadway rights-of-way for new development consistent with the appropriate functional classification, adopted road standards, and the Comprehensive Plan.*

T4: *Coordinate with the WSDOT and the City of Milton to study and resolve the traffic congestion and circulation concerns found on Meridian Avenue East and arterials.*

T5: *Conduct a circulation study to better understand the demands on the transportation system in Edgewood. Conduct a study to ascertain the origins and destinations of peak hour trips through the City of Edgewood along Meridian Avenue East to assist the City in forming policies regarding state highways.*

T6: *Develop a uniform set of appropriate roadway design standards that comply with federal and state design criteria.*

Discussion: The City has adopted Pierce County's road standards and classification map, which addresses issues such as emergency access, maintenance, minimum roadway width, and roadbed construction. The City should revise these documents to reflect local conditions and require all public and private road projects to comply with them.

T7: *Assure that transportation systems are appropriately sized and designed to serve the surrounding land uses and to minimize the negative impacts of growth.*

Discussion: The City can use the Arterial Classification Map as a guide to balance street function and land use.

T8: *Develop a citizen participation program to increase public involvement in circulation and transportation planning issues.*

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T9: Promote adequate capacity on roadways and intersections to provide access to homes and businesses.

T10: Consider a multimodal transportation modes in street improvement projects.

T11: Consider improvements that support non-motorized transportation or transit in developing a concurrency management system.

T12: Encourage minimization of driveways on Meridian Avenue East, Jovita Boulevard East, and other arterials by combining driveways through the development review process and implementing capital projects.

T13: Improve coordination of signals on Meridian Avenue East.

Discussion: An upgraded signal system will be responsive and move people efficiently and safely.

T14: Recognize that the primary use of roadways in Edgewood is to move people. Parking on arterial roadways is a secondary need.

T15: Work with adjacent jurisdictions and stakeholders to jointly study the (SR 161), SR 167, and Interstate-5 corridors to develop a plan and funding strategy for future improvements.

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

T16: Improve Meridian Avenue East to support safe and efficient truck movement.

T17: Enforce truck regulations so that trucks do not utilize City roads, except for local deliveries and services.

Discussion: The City can minimize the disruption of arterial traffic flow by developing ordinances that regulate zones and times in which loading is permitted.

Multimodal Transportation

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

T18: Provide a system of Linear Park Trails for pedestrians and bicyclists.

Discussion: The concept of a Linear Park Trails Map was adopted by the Edgewood City Council on September 11, 1997. A Linear Park Trails System can serve both a recreational and a transportation function and enhance community character. This will be a system of "green streets" to connect parks, open space, recreation areas, transit, trails, schools, and shopping. To implement this policy, the City should preserve rights-of-way for future non-motorized trail connections and utilize utility easements for trails when feasible.

The City can provide systems of walkways and trails through some of the following methods:

1. Working with school districts to identify and construct high priority pedestrian and bicycle school routes.
2. Requiring new commercial and multi-family developments to construct sidewalks or trails.
3. Assisting neighborhoods in forming Local Improvement Districts (LIDs) for sidewalk or trail construction.

T19: As general guidelines, give priority to improvements to the walkways and trails systems 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.**

Discussion: Because funding sources are limited, the City must establish priorities. Information on costs and benefits of improvements will be included in a walkway and trail plan to assist the City Council and Planning Commission establishing priorities.

T20: Provide pedestrian signalization at signalized intersections and install midblock crossings if safety standards can be met.

T21: Develop a curb ramp program to install wheelchair ramps at all curbed intersections.

T22: Work with neighboring jurisdictions and other agencies to ensure that Edgewood's bicycle routes/corridors and designs are compatible and interconnect.

T23: Plan for the expansion of appropriate road shoulders to maintain safe areas for walking, jogging, and biking.

T24: Accommodate the needs of bicyclists and pedestrians in the design

and construction of all future roadway improvements.

Discussion: The design of roadway improvements can reduce barriers and increase safety for bicyclists and pedestrians. The location and design of walkways and trails should vary depending on adjoining land uses.

T25: Require the installation of walkways or trails on both sides of Meridian Avenue East.

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

T26: Plan to maintain and improve transit coverage.

Discussion: Meridian Avenue East is a primary transit corridor in and through Edgewood. The City should advocate frequent headways and express service and emphasize priority for easy connections in/on higher density residential areas, and popular destinations.

T27: Enhance bus service connections across county lines and to popular destinations.

Discussion: The City should support efforts to provide regional express bus service, good connections to commuter rail stops, and a rider-friendly fare system. To implement this policy, the City will work with Pierce Transit, King County Metro, and Sound Transit.

T28: Consider transit facilities as mitigation for new developments that have probable significant impacts to the transportation system.

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T29: 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 to reduce the transportation impacts of economic and residential development.

T30: Work with Pierce Transit to make transit use more attractive to potential and existing customers.

Discussion: Examples can include increasing frequency of service, requiring adequate right-of-way, sidewalk, and roadway improvements where transit stops are located, and safe and weather protected passenger waiting areas.

T31: Provide for a new Park and Ride location in Edgewood.

Discussion: To implement this policy, the City should identify and evaluate potential locations of Park and Ride lots that could be easily served by public transportation and would not have conflicting weekday demands.

T32: Work with Pierce Transit and businesses to evaluate and improve transit service and facilities that serve employment sites.

T33: Support public and private TMD programs to promote alternatives to driving alone.

Discussion: To implement this policy, the City will work with major employers, such as schools and retail centers, to provide incentives for carpooling, transit use, and non-motorized transportation. The City

can also support educational programs that communicate transportation options.

T34: Encourage new commercial and office developments to provide physical features supportive of carpooling, transit, and non-motorized modes of travel.

Discussion: Examples can include preferential parking for carpools, vanpools and bicycles; transportation information and bus schedules, special loading and unloading areas for transit, carpools, and vanpools; and strong pedestrian linkages to off-site destinations.

Goal T VI: Ensure adequate parking supply.

T35: Develop guidelines that ensure adequate parking supply.

Discussion: Sufficient off-street automobile parking reduces transportation conflicts on streets and supports pedestrian and bicycle uses. The City should require parking to be designed for average need, not full capacity.

T36: Develop off-street parking that is compatible with abutting uses and supports a pedestrian-oriented streetscape.

T37: Encourage shared parking, underground parking, or parking structures.

SAFETY

GOAL T VII: Minimize transportation conflicts to ensure safety.

T38: Conduct studies of high accident locations to support operational

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changes and designs that improve safety.

T39: Maintain and enhance the safety of roads in the City of Edgewood.

Discussion: Examples of methods to improve safety include center left turn lanes, median islands, turn prohibitions, signals, lighting, access management, and other techniques.

T40: Improve the safety of intersections by eliminating obstacles to vision, constructing turn lanes, or providing signalization.

T41: Designate and maintain Meridian Avenue East as a multimodal roadway, emphasizing pedestrian and traffic safety for the local Community.

FINANCING

Goal T VIII: Secure a reliable funding package to ensure a cost-effective LOS for the roadway network of the City of Edgewood.

T42: Develop a Transportation Improvement Plan (TIP) that demonstrates the medium-range adequacy of transportation revenues, by balancing project costs against reasonably expected revenue sources.

Discussion: The TIP is part of the six-year Capital Facilities Funding Plan located in the Capital facilities Element. To implement this policy, the City will undertake an analysis of potential funding sources, the revenues that they would generate, and the feasibility of implementation.

T43: Annually update the TIP to reflect changes in revenue availability and roadway system needs.

T44: Develop a concurrency management program and revise it as part of the annual amendment process for the Comprehensive Plan.

Discussion: The intent of the concurrency management program is to ensure funding for transportation improvements needed to support new development and maintain adopted transportation LOS.

T45: In the event that the City is unable to fund the transportation capital improvements needed to maintain adopted transportation LOS standards, pursue one of the following actions:

- *Phase development that is consistent with the Land Use Element until adequate resources can be identified to provide adequate improvements;*
- *Revise the Land Use Element to reduce the traffic impacts to the degree necessary to meet adopted transportation service standards;*
- *Reevaluates the City's adopted transportation LOS standards 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; or*
- *Place a moratorium on development in affected areas.*

T46: Allocate resources in the City TIP and City Capital Facilities Funding Plan according to the prioritization

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guidelines listed in the Capital Facilities Element.

T47: Maintain at least LOS C with a volume/capacity ratio of 0.75 or less on all arterials in the City of Edgewood, with the following exceptions:

- **Maintain LOS F with a volume/capacity ratio of 1.30 on Meridian Avenue East (SR-161) between 36th Street East and the Union Pacific rail crossing**
- **Maintain LOS F with a volume/capacity ratio of 1.30 on Meridian Avenue East (SR-161) between 8th Street East and the King County Line;**
- **Maintain LOS D with a volume/capacity of 0.90 on 114th Avenue East between Jovita Boulevard and 8th Street East.**

Discussion: The GMA requires that a LOS standard be established for local arterial routes. LOS A is the highest LOS and LOS F is the lowest. LOS D and lower is typical of many arterial streets and intersections in urban areas. LOS A, B, and C are characteristic of residential streets and rural areas.

SR-161 (Meridian Avenue East) is an official state route. The WSDOT determines the LOS for state highways. WSDOT has determined that state routes within urban areas will have a LOS D.

Presently SR-161 operates at a LOS F. Regional improvements are planned, but not funded. Improvement will have to be developer-funded in partnership with the State and City.

The City will implement this policy through its TIP and concurrency management

program. In implementing levels of service for Meridian Avenue East, the City will propose recommended LOS standards to the State of Washington.

T48: Balance financing of roadway improvements between existing and future users based on the principle of proportional benefit.

Discussion: Existing gas taxes and motor vehicle registration fees are not sufficient to meet the financial needs of Edgewood's transportation system. Other funding methods should be developed that are equitable and consistent with the benefits derived from improvements. Examples include Road Improvement Districts, LID public/private partnerships, impact fees, and other tools. The funding programs must be adequate to allow transportation improvements to be implemented concurrently with development. New development must pay a fair share of the cost to serve it.

T49: Analyze and strongly consider the use of development impact mitigation fees.

Discussion: The City should require traffic studies where a change of land use is likely to result in a LOS on adjacent roads and require mitigation based on these studies.

T50: Require that all road projects be adequately funded to include all required public safety and design standards.

T51: Identify and pursue long-term strategies to obtain grant funding.

Discussion: The City should maximize opportunities for grant awards by matching project objectives with revenue sources and developing joint projects with

neighboring jurisdictions and other agencies.

T52: Support efforts at the state and federal levels to increase funding for transportation systems.

T53: Aggressively pursue improvements to the State Highways through or near Edgewood. The improvements can include:

- Capacity increases;
- HOV lanes or transit enhancements;
- Improved pedestrian facilities, such as sidewalks, pedestrian crossings, and bus zone improvements;
- Interconnected and computerized signal systems, set for specific speeds; or
- Street lighting.

T54: Develop interlocal agreements with neighboring jurisdictions and other agencies to develop funding sources for transportation improvements.

Discussion: The City should work with other agencies to mitigate the impacts of new development, coordinate joint projects, and establish a program for the maintenance of Meridian Avenue East. The City can share transportation resources and reduce overlap in transportation expenditures through interlocal agreements.

T55: Support the continuous, cooperative, and comprehensive transportation planning process conducted by the PSRC pursuant to its designation as the Puget Sound's Metropolitan Planning Organization.

Discussion: The PSRC is the primary forum for the development of regional transportation and strategies. The City is

required to submit this Transportation Element to the PSRC for review and certification of conformity with the Metropolitan Transportation Plan, as dictated by county, state, and federal guidelines.

T56: Participate in public/private partnerships to finance facilities.

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

T57: Inventory and inspect the transportation infrastructure annually.

T58: Establish a pavement management system.

T59: Develop a regular maintenance schedule for all components of the transportation infrastructure.

Discussion: The City should base maintenance schedules on considerations for safety and resource conservation.

T60: Encourage the maintenance and improvement of the street system when addressing the transportation and circulation concerns of the community.

T61: 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 East corridor.

T62: Develop a comprehensive Meridian Avenue East corridor study and plan.

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T63: Consider a complementary roadway pattern to increase accessibility to higher use areas.

T64: Increase the visual ambiance along the Meridian Avenue East corridor.

Discussion: See the Community Character Element.

T65: Encourage parking behind residential and commercial facilities along Meridian Avenue East and landscaping in the front.

T66: Promulgate programs, such as an adopt-a-road program, to assist in keeping roadsides and trails free of litter.

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

T67: Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.

T68: Support the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking from major parking generators.

T69: Work with residents to encourage preservation of neighborhood character and safety on residential streets.

Discussion: Reducing speeds and cut-through traffic can protect the livability and safety of residential neighborhoods. The City should explore a program whereby neighborhoods can buy traffic calming devices. The City should involve Fire District No. 8 and the Edgewood Police Department in the implementation of this policy.

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Utilities and Capital Facilities

The Utilities and Capital Facilities Element reflects the following framework goals that are highlighted in black:

FRAMEWORK GOALS

- FG1: Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.
- FG2: Promote quality building and development that is compatible with the surrounding environment.
- FG3: Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.
- FG4: Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.
- FG5: Protect the natural environment and preserve environmentally sensitive areas.
- FG6: Promote improvements to human services as the community changes and diversifies.
- FG7: Assure effective and efficient public investment for quality public services, facilities, and utilities.**
- FG8: Balance the transportation needs of the community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.
- FG9: Provide for inclusive and meaningful citizen involvement in community planning decisions.

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Intent

The Capital Facilities Element and Utilities Element are mandated Elements under the Growth Management Act (GMA). The City of Edgewood has decided to integrate them into one Element due to the intertwined nature of capital facilities and utilities in Edgewood. Combining the Elements has reduced the amount of redundancy and increased the readability of the Comprehensive Plan.

The GMA requires that the Capital Facilities Element include an inventory of existing capital facilities owned by public entities, showing their location and capacities. The GMA also requires a forecast of future needs for capital facilities, including an identification of the proposed location and capacity of new or expanded capital facilities. For facilities funded by the City, the GMA requires the preparation of six- and twenty-year plans for financing new or expanded capital facilities. The six- and twenty-year plans must consider financing within project funding capacities, clearly identify the sources of public moneys for these improvements and ensure that these improvements will be consistent with the Land Use Plan. Finally, the GMA requires the City to reassess the Land Use Element if funding falls short of meeting future capital facility needs.

The GMA requires that the Utilities Element identify the location and capacity of all existing and proposed utilities, whether they are provided by public or private organizations.

The Utilities and Capital Facilities Element will address the requirements of the Growth Management Act and help answer important questions, such as:

- What kind of services and facilities does the community want and need to serve existing and future residents, and which are most important?
- When should these services and facilities be provided, and how should they be funded?
- Where should they go?
- How should the need for new facilities and their impact on the community be addressed?
- What is the City's role in ensuring and providing services and facilities, and how should the City work with other providers to facilitate good service?

Background and Context

As a recently incorporated contract City, Edgewood does not directly provide most of the public services within its borders. Instead, the City utilizes private companies or Pierce County staffing to provide services to the residents of Edgewood. The City of Edgewood has neither storm water nor sanitary sewers at this time.

Edgewood is served by an extensive system of publicly funded and operated capital facilities, from schools and parks to utility systems and transportation facilities. Many of these facilities, like water towers and roads, help meet the basic needs of residents. Some, such as fire stations and flood detention ponds, make the community safer. Structures like

schools and libraries foster learning and growing and help make the City a better place. Others, like parks and museums, enhance the quality of life.

Capital facilities and utilities meet the basic needs of daily living, ensure health and safety, and enhance the quality of life in the community. In order to sustain and improve the benefits that the community enjoys, the City will have to identify ways that it and other providers of public services can best maintain existing facilities and create new facilities to serve the needs and desires of local residents.

To serve existing and future residents, many public facilities will need to be replaced, refurbished, or expanded and new facilities will need to be created. The City provides some of these facilities. In other cases, separate service providers plan and fund capital improvements to meet the mission of their district or service area. Many of the non-City providers, such as school districts and water purveyors, serve not only the needs of Edgewood, but also adjacent areas.

Capital facility projects compete for limited public resources. For projects that the City controls, citizens must decide which projects will proceed and how to fund them. For all capital projects, the community must clarify where facilities will be located and how to address the impacts of new or expanded facilities. The Utilities and Capital Facilities Element identifies how the community will respond to these capital needs during the next twenty years.

Existing Conditions

The Existing Conditions section presents a compilation of information on existing public capital facilities. It includes facilities provided by the City of Edgewood and other public entities. The types of public facilities addressed in this document are:

- City Hall and other Municipal Buildings
- Police Facilities
- Parks and Recreation Facilities
- Fire and Rescue Facilities
- Public Schools
- Transportation Facilities
- Water Facilities
- Wastewater Facilities
- Solid Waste Facilities
- Telecommunications Facilities
- Electrical Facilities
- Natural Gas Facilities
- Surface Water Facilities
- Cable Television Facilities

The Existing Conditions section presents an inventory for the capital facilities within and directly serving the City of Edgewood, including the name, provider, size, and location of each facility. The inventory includes brief descriptions of services provided at each facility to explain the use of the structures. For each type of facility, the Existing Conditions section also presents a description of planned facilities or expansions, including proposed sizes, locations, and timing, in cases where the information is available.

The Existing Conditions Section of this Element provides information useful to the planning process. The Element does not include all the data or information that was gathered, but presents the relevant information concerning the general location, proposed location, and capacity of all existing and proposed capital facilities.

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Additional information on specific types of facilities is available in the Transportation Element, the Parks, Recreation, and Open Space Element, and the Essential Public Facilities Element. Further information is also available from the comprehensive plans of the service providers referred to in this Element. Comprehensive plans for the water purveyors and school districts are on file with the City of Edgewood.

Municipal Buildings

Existing Municipal Facilities

The City of Edgewood owns eight acres of land near the northeast corner of 24th Street East and Meridian Avenue East. Edgewood City Hall is a temporary structure and occupies approximately 3,600 square feet of office space on this site. This space can accommodate about 15 workstations.

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 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.

Planned Municipal Facilities

The City of Edgewood anticipates a permanent structure within the next six years. This planning effort should be programmed within two years after the adoption of this Comprehensive Plan.

Police Facilities

Existing Police Facilities

Police services are provided to the City of Edgewood through a five-year contract with Pierce County, which expires December 31, 2004. The police services contract provides for six deputy sheriffs, one detective, a command/liaison officer (Chief), investigation services, dispatch, and record services.

Police facilities in Edgewood are located in Edgewood City Hall. The facilities consist of office space for one police chief and two deputies and an interview area. The City does not contain any municipal jail cells, temporary holding cells, or courts. It contracts with Pierce County for these services.

Planned Police Facilities

The City does not have any current plans to acquire or construct any additional police facilities within the next six years, other than facilities that will be designed into the permanent City Hall. This planning effort should be programmed within two years after the adoption of this Comprehensive Plan.

The City of Edgewood will continue to contract for jail cells, temporary holding cells, and courts over the next six years.

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Parks and Recreation Facilities

Please refer to the Parks, Open Space, And Recreation Element for more information.

Existing Parks and Recreation Facilities

The City contains three public parks: Edgemont Park, Nelson Nature Park, and Nelson Farm Park. Nelson Nature Park provides open space and trails. Nelson Farm Park provides open space. Edgemont Park contains a baseball field, includes grassy play areas, and is also used for soccer. Together, these parks total 27.4 acres.

Planned Parks and Recreation Facilities

The Friends of the Parks, a non-profit organization in Edgewood, has prepared a needs assessment for parks, open space, and recreational facilities. The needs assessment includes a community center, active parks, small active parks, one-half to one-acre pocket parks, and linear paths/bike trails. The needs assessment also includes land for steep slopes, wetlands, and trails.

Fire and Rescue Facilities**Existing Fire and Rescue Facilities**

Pierce County Fire District No. 8 serves the entire incorporated area of Edgewood. The District's service area boundaries are the same as the City Limits. The District maintains one station, located at 10105 - 24th Street East. The fire station has a total floor area of 9,912 square feet. The District also maintains three (3) fire engines, one (1) watertender, and an aid vehicle.

The District's staff consists of 30 volunteer firefighters, four (4) career firefighters, two (2) career captains, one (1) assistant Chief, an administrative assistant, and a director. The district has 21 Emergency Medical Technicians (EMTs) and 1 Fire Fighter who is a Certified 1st Responder. Out of the 30 volunteer firefighters, four (4) are residents. District staff is dispatched through a dispatching user group called Fire Comm., located at the headquarters fire station of Pierce County Fire District No. 2 in Lakewood. As is typical for fire service, Pierce County Fire District No. 8 cooperates with other fire districts for mutual aid in the event of a fire.

Pierce County Fire District No. 8 endeavors to maintain a 5-minute response time for all calls. It is able to meet this goal due to its resident program and central location within Edgewood.

Soon after the City of Edgewood's incorporation, Pierce County Fire District No. 8 annexed the Sumner Heights area. Pierce County Fire District No. 1, located in Sumner, provides support to District No. 8 for the Sumner Heights area under a four-year contract. Pierce County Fire District No. 8 maintains full responsibility for the Sumner Height area, as with the rest of Edgewood.

Planned Fire and Rescue Facilities

Pierce County Fire District No. 8 has no existing plans to build another facility.

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Public School Facilities

Three public school districts serving the residents of Edgewood: Fife School District (No. 417), Puyallup School District (No. 3), and Sumner School District (No. 320).

Fife School District, No. 417

Existing School Facilities

The Fife School District encompasses ten (10) square miles in both Pierce and King Counties. The district serves Fife, parts of Milton and Edgewood, and some unincorporated areas in Pierce and King counties. The District's 1998 enrollment totals 2,653 students in pre-school through grade 12 (August 1998). The Fife School District headquarters are located at 5802 - 20th Street East, on the Fife High School Campus.

The District's facilities include four schools, which are listed in Table 1. In addition to permanent structures, the School District uses nine portables.

Table CF-1. FIFE SCHOOL DISTRICT		
Facilities serving residents of the City of Edgewood.		
FACILITY	CAPACITY	LOCATION
Elementary Schools		
▪ Discovery Primary (K-2, pre-school)	550	1205 - 19 th Avenue Milton, WA 98354
▪ Endeavor Intermediate (grades 3-5)	600	1304 - 17 th Avenue Milton, WA 98354
<i>Elementary Total</i>	1,150	
Middle Schools		
▪ Surprise Lake Middle School	600	2001 Milton Way Milton, WA 98354
High Schools		
▪ Fife High School	800	5616 20 Street East Tacoma, WA 98424

Planned School Facilities

Fife School District is presently constructing a new elementary school on a 12.3-acre site in Edgewood, located on the northwest corner of 8th Street and 114th Avenue. The school is planned to be operational in the fall of 2001. According to the Fife School District, the planned capacity for this elementary school is 600 students. A school construction bond was passed that provides \$10,000,000 in funding.

Soon after the construction of the new elementary school, the district will need to build another junior high school, within the 6-year planning period. The district has not yet selected a site.

Puyallup School District, No 3:

Existing School Facilities

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The District encompasses the City of Puyallup, the South Hill area, and parts of the Cities of Edgewood and Fife. It includes many of the southern and central portions of the City of Edgewood. The District's 1998 enrollment totals 18,436 students. The District operates basic educational programs under the following general grade level configurations:

- Kindergarten through sixth grade housed in elementary schools;
- Seventh through ninth grade housed in junior high schools; and
- Tenth through twelfth grade housed in senior high schools.

Table CF-2. PUYALLUP SCHOOL DISTRICT		
Facilities serving residents of the City of Edgewood.		
FACILITY	CAPACITY	LOCATION
Elementary Schools		
▪ Hilltop Elementary	357	2110 - 110 th Avenue East Edgewood, WA 98372
▪ Mountain View Elementary	338	3411 - 119 th Avenue Court East Edgewood, WA 98372
▪ Northwood Elementary	336	9805 - 24 th Street East Edgewood, WA 98372
Middle Schools		
▪ Edgemont Junior High	502	10909 - 24 th Street East Edgewood, WA 98372
High Schools		
▪ Puyallup High School	1,751	105 - 7 th Street Southwest Puyallup, WA 98371
▪ Quest (Gifted program)	51	428 - 11 th Street SW Puyallup, WA 98371
▪ Walker High School	96	5715 Milwaukee Avenue East Puyallup, WA 98371

Planned School Facilities

The Puyallup School District is presently constructing a new Edgemont Junior High School in lieu of modernization. The new junior high will have a total of 78,300 square feet and a planned capacity of 550 students. The facility will be occupied in September of 2001. The District is constructing the school on the site of the existing Edgemont Junior High School.

Based on its six-year capital facilities plan, the School District does not have any plans to build additional facilities in Edgewood. The District's schools in Edgewood have either sufficient or excess capacity. Puyallup High School, located in the City of Puyallup, is over capacity. The District plans to address this issue by opening a new high school on South Hill and adjusting high school service area boundaries.

Sumner School District, No 320:

Sumner School District No 320: The District's 1998 enrollment totals 7,557 students. About 80 students from the City of Edgewood attend Sumner schools (1998).

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Table CF-3. SUMNER SCHOOL DISTRICT		
Facilities serving residents of the City of Edgewood		
FACILITY	CAPACITY	LOCATION
Elementary Schools		
▪ Maple Lawn Elementary	450	230 Wood Avenue Sumner, WA 98390
Middle Schools		
▪ Sumner Junior High	850	1508 Willow Street Sumner, WA 98390
High Schools		
▪ Sumner High	1,375	1707 Main Street Sumner, WA 98390

Planned School Facilities

Sumner School District does not have any plans to build another school serving Edgewood residents.

Transportation Facilities

Existing Transportation Facilities

The City's transportation system consists of 46.66 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.

Planned Transportation Facilities

For further identification of future transportation facilities and improvements, consult the Transportation Element.

Water Facilities

Five water utilities serve the City of Edgewood: the Mountain View-Edgewood Water Company, the City of Milton, Lakehaven Utility District, the Fowler Mutual Water Company, and the DeChaux Water Company. Of these, the Mountain View-Edgewood Water Company serves the largest number of residents and businesses within the City of Edgewood. The City of Milton provides water service to the northern and northwestern portion of the City of Edgewood. The Lakehaven Utility District, while encompassing a large area within King County, serves only a small number of Edgewood residents adjacent to the Pierce/King County boundary. The Fowler Mutual Water and DeChaux Water serve small areas within the City. Additionally, a number of private wells scattered throughout the service area supply small residences. The water systems provide water conveyance and fire flow service to hydrants, residents, commercial customers, businesses, and fire suppression systems.

Mountain View-Edgewood Water Company

Existing Mountain View-Edgewood Water Services and Facilities

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The Mountain View-Edgewood Water Company's service area constitutes approximately 80% of the area within Edgewood City Limits. Within this area, the company provides water service for about 2,950 households and businesses. The average consumption per household or business unit per day is about 220 gallons. Mountain View-Edgewood Water Company has a total of seven separate sources of water supply in operation with a combined supply capacity of 2,405 gallons per minute. The existing sources, together with the existing 1.175 million gallons of storage, provide sufficient supply capacity for a total of 3,329 Equivalent Residential Units (ERU's) of water.

The Mountain View-Edgewood Water system is a gravity system. The existing water tanks are in the highest area of Edgewood, the southeast part of the City. Water flows into lower elevations by way of gravity. Mountain View-Edgewood Water Company's service area has ground elevations, varying from a high elevation of 500 feet at the storage tank site in the southeast corner of the City to a low of approximately 50 feet at the Valley Wells No. 1 and No. 8. The Valley Wells are located just east of Meridian at the southern end of the City.

In a gravity system, lower elevations can have too much pressure and higher elevations might not have enough. To ensure that water pressures fall within an acceptable range, water companies create pressure zones through various means. A pressure zone either reduces or increases water pressure, depending on the need in a particular area.

Two high steel storage tanks located in the southeast corner of the City provide the total storage capacity available to the water system. The two storage standpipes located at elevation 500 feet are both 50 feet tall and provide gravity supply pressures throughout the Mountain View-Edgewood service area. The available pressures vary from a high of 216 psi at the Valley Well site to a low of 21 psi at the elevations of 500 feet. The combined capacity of the two tanks is 1.175 million gallons.

Mountain View-Edgewood facilities include two reservoirs, seven pumphouses, 300 fire hydrants, and three pressure reducing stations. The Mountain View-Edgewood system has approximately 260,000 feet of distribution water main. The system does not have a transmission main; all lines in the system are for distribution and the largest diameter is 12 inches. The company's administrative office and shop complex is located at 11610 32nd Street East in Edgewood. Most of the company's service area consists of a single pressure zone, established by two reservoirs with overflow elevations of 550 feet. Three small areas are served by three pressure reducing stations, located at 36th Street East (Well No. 9), 110th Street East, and at the corner of 36th Street East and 96th Avenue East.

Fire Suppression Storage for the Mountain-View Edgewood service area is deficient. To comply with Washington State Department of Health standards, an additional 370,000 gallons of storage will be required in 2003 and an additional 770,000 gallons will be required by 2017.

Future Mountain View-Edgewood Water Services and Facilities

Pressures throughout the system, especially in the areas of high elevation, drop below the minimum requirement for available fire flows (1000 gpm for residences). Available fire flows can be increased by increasing either water pressure or the volume of water. The Mountain View-Edgewood Water Company plans to resolve this fire flow issue through the capital improvement projects listed in this section, primarily the construction of a new reservoir tank, the creation of a pressure zone, and pipe replacement. The new 1 million-gallon

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reservoir is proposed at a site just north of 8th Street East. The project will include a 35-foot high and 70-foot diameter steel reservoir with an 800 square foot pump room that will be constructed in two (2) phases. The new pressure zone will increase water pressure in areas of higher elevation. The proposed pipe replacements will increase available fire flows by allowing more water per minute to travel through the system.

The Mountain View-Edgewood Water Company has completed its latest comprehensive water system plan, which includes capital improvement plans for the next 20 years. The Company is planning the following capital improvements, listed in order of priority:

1. Construct a 1.0 million gallon steel reservoir and pumping plant and replace 3500 lineal feet of pipe 24th Street East
2. Drill and equip a new well and abandon Well No. 1
3. Create a pressure zone at elevations from about 500 to 615 feet
4. Replace pipe along Meridian Avenue East from 24th Street East to 32nd Street East
5. Replace pipe along 122nd Avenue East from 24th Street East to 32nd Street East
6. Convert meters to Touch Read or Radio Frequency
7. Drill a new well near well No. 9 and replace pipe along 32nd Street East
8. Replace Pipe along 24th Street East

The Mountain View-Edgewood Water Company has a franchise agreement with the City of Edgewood that expires in 2002.

Milton Municipal Water Utility

Existing City of Milton Water Services and Facilities

Milton Municipal Water Utility provides water to approximately 540 households and businesses in the northwest portion of the City, constituting about 20% of the area within Edgewood City Limits. The average consumption per household or business unit per day is about 280 gallons. This amounts to a total consumption of approximately 150,000 gallons per day.

The City of Milton derives its water from several underground aquifers located in the area. The City of Milton has a total of seven wells for water supply. Five of the wells are active and two are inactive. One well is located near 19th Avenue, at the top of the hill. All six of the other wells are at the bottom of the hill in west Milton.

The City of Milton's water system has both, a gravity and an artificial pressure system. Within Edgewood, variable speed boosters create artificial pressure. The company has recently completed a two million-gallon storage reservoir at 18th Street Court East, behind Northwood Elementary School. This reservoir has a booster station that is capable of pumping more than 3,000 gallons per minute.

The City of Milton Water facilities in Edgewood include a new two million-gallon reservoir, one pump station, nine fire hydrants, and approximately 24,000 feet of distribution water main. The system also has two six-inch transmission mains in Edgewood. One leads from

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the wells to the reservoir and the other leads from the reservoir to the distribution system. The utility's administrative office is located at Milton's City Hall, 1000 Laurel Street.

Fire flow is an issue only in areas with small sized water mains. However, whether fire flow levels are adequate also depends on land use. Residences have a fire flow requirement of 1,000 gpm. Businesses have higher fire flow requirements that vary depending on the type of business. While pipe sizes of six-inches or more provide adequate residential fire flow, these mains may not be large enough to provide adequate fire flow for businesses under the Uniform Fire Code.

Future City of Milton Water Services and Facilities

The City of Milton Water Utility plans to replace pipes with larger sizes and perfect water rights for additional sources. It is also planning to construct a well at the site of the two million-gallon reservoirs in Edgewood. The proposed water right is 1,000 gallons per minute. Neither of these improvements will require land acquisitions.

The proposed improvement is expected to increase capacity by a multiplication factor of three or more times. Replacing four-inch pipe with 12-inch pipe, for example, will more than triple capacity. An increase in pipe size causes capacity to increase at a rate greater than the increase in size because larger pipe sizes decrease the amount of friction relative to the amount of water flowing through the pipe.

Lakehaven Utility District

Existing Lakehaven Utility District Water Services and Facilities

The Lakehaven Utility District's service area includes a very small portion of Edgewood near the King County border. Within this area, the company provides water service for about 32 households in the City of Edgewood. This accounts for less than one percent of Lakehaven's service area, which is located primarily in the City of Federal Way. The Edgewood residents who receive water from the District consume a total of approximately 10,000 gallons of water per day.

The Lakehaven Utility District maintains approximately 400 miles of water main, about 10,560 feet of water main is located within the City of Edgewood. The company's administrative offices are located at 31627 - 1st Avenue South in Federal Way. The District's primary source of water is groundwater. However, the District also maintains interties with adjacent purveyors, such as the City of Tacoma, which provide potable surface water to some of the District's customers.

Future Lakehaven Utility District Water Services and Facilities

The Lakehaven Utility District has recently obtained water rights to drill and operate a new production well in Jovita Canyon. A new pumping facility and water mains may be extended in the next six years, based on demand.

Private Water Systems

The private water systems within the City of Edgewood are primarily located along the perimeter of the City.

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Wastewater Facilities

Existing Wastewater Facilities

Two sanitary sewer lines run from the City of Milton into Edgewood. Each has an eight-inch gravity line. One serves Bargain World, a retail store on the corner of 8th Street and Meridian. Another extends from Taylor Way to Northwood Elementary School. These sewer lines are part of Pierce County's sanitary sewer system. Wastewater collected within this area is sent through sewer mains to the City of Tacoma Wastewater Treatment Plant.

Cherrywood Manor Mobile Home Park operates a self-contained package sewer treatment plant for approximately 80 residences. The outfall is allowed to empty into Wapato Creek under state and federal permits.

With the exception of these two sewer lines, and the Cherrywood Manor private system, City residences and businesses utilize individual septic systems to handle wastewater.

Puyallup and Sumner each have their own sewage treatment plant. Milton does not and instead contracts with Pierce County for sewage treatment services.

The City of Edgewood has been financially limited by the passage of Initiative-695. Any extensions of sanitary sewers will have to be financed by the development community.

During the next six years, the City of Edgewood will establish a sewer utility. No construction of sanitary sewers will be allowed outside the authority of this City utility. The sewer master plan will analyze different construction and service alternatives.

In 1998, Pierce County conducted a cost analysis of the construction of various components of their sanitary sewer system. These basic costs per lineal foot of sewer lines were used in the following preliminary cost projections.

8th Street East		1998 Study		COST
<i>Engineering</i>	15%	of Construction		\$ 251,100
<i>Construction</i>				
Interceptor	4,000	feet	\$ 180 per foot	\$ 720,000
Force Main	4,000	feet	\$ 163 per foot	\$ 652,000
Buy in Fee	500	units	\$ 7,500 per unit	\$ 3,750,000
Easements	8,000	feet	\$ 10 per foot	\$ 80,000
Service Lines	6,000	feet	\$ 159 per foot	\$ 954,000
Pump Station	2		\$ 400,000 per unit	\$ 800,000
Street Repair	10,000	feet	\$ 40 per foot	\$ 400,000
			SUB-TOTAL	\$ 7,607,100
			COST PER UNIT	\$ 15,214

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Meridian Avenue East				1998 Study	COST
North of 13th- north - to City Limits					
Engineering	15%	of Construction			\$ 298,800
Construction					
Interceptor	4,000	feet	\$ 180	per foot	\$ 720,000
Force Main	4,000	feet	\$ 163	per foot	\$ 652,000
Buy in Fee	500	units	\$ 7,500	per unit	\$ 3,750,000
Easements	8,000	feet	\$ 10	per foot	\$ 80,000
Service Lines	8,000	feet	\$ 159	per foot	\$ 1,272,000
Pump Station	2		\$ 400,000	per unit	\$ 800,000
Street Repair	12,000	feet	\$ 40	per foot	\$ 480,000
			SUB-TOTAL		\$ 8,052,800
			COST PER UNIT		16,105.60
Town Center - 24th & Meridian				1998 Study	COST
Engineering	15%	of Construction			\$ 460,800
Construction					
Interceptor	10,000	feet	\$ 180	per foot	\$ 1,800,000
Force Main	0	feet	\$ 163	per foot	\$ -
Buy in Fee	600	units	\$ 7,500	per unit	\$ 4,500,000
Easements	10,000	feet	\$ 10	per foot	\$ 100,000
Service Lines	8,000	feet	\$ 159	per foot	\$ 1,272,000
Pump Station	1		\$ 400,000	per unit	\$ 400,000
Street Repair	18,000	feet	\$ 40	per foot	\$ 720,000
			SUB-TOTAL		\$ 9,252,800
			COST PER UNIT		\$ 15,421.33
Edgewood Heights - West Side of City				1998 Study	COST
Engineering	15%	of Construction			\$ 319,500
Construction					
Interceptor	3,000	feet	\$ 180	per foot	\$ 540,000
Force Main	0	feet	\$ 163	per foot	\$ -
Buy in Fee	1,200	units	\$ 7,500	per unit	\$ 9,000,000
Easements	13,000	feet	\$ 10	per foot	\$ 130,000
Service Lines	10,000	feet	\$ 159	per foot	\$ 1,590,000
Pump Station	0		\$ 400,000	per unit	\$ -
Street Repair	13,000	feet	\$ 40	per foot	\$ 520,000
			SUB-TOTAL		\$ 12,099,500
			COST PER UNIT		\$ 10,082.92
Puyallup Valley - South Side of City				1998 Study	COST
Engineering	15%	of Construction			\$ 65,925
Construction					
Interceptor	2,000	feet	\$ 180	per foot	\$ 360,000
Force Main	0	feet	\$ 163	per foot	\$ -
Buy in Fee	300	units	\$ 7,500	per unit	\$ 2,250,000
Easements	1,000	feet	\$ 10	per foot	\$ 10,000
Service Lines	500	feet	\$ 159	per foot	\$ 79,500
Pump Station	0		\$ 400,000	per unit	\$ -
Street Repair	2,500	feet	\$ 40	per foot	\$ 100,000
			SUB-TOTAL		\$ 2,865,425
			COST PER UNIT		\$ 9,551.42

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Surface Water Facilities

Existing Stormwater Services and Facilities

The current road drainage system predominantly consists of swales and ditches within the paved or gravel-lined road shoulder to collect the runoff.

There are few piped drainage systems in the City. The most extensive are privately-owned and-maintained, and are associated with newer residential developments.

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.

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. The City of Edgewood owns and maintains these facilities. A small number of detention/retention ponds and potholes are privately owned and maintained.

One problem with controlling runoff in Edgewood is the number of jurisdictions that regulate different portions of the drainage that flows through the City. Jovita Creek originates in unincorporated King County, flows through Edgewood, and drains to the east through Pierce County and Sumner before entering the White River. All the steep slopes on the eastern side of the City drain to the White River. On the western side, Surprise Lake in the City of Milton discharges to Surprise Lake Creek, which flows through the City of Edgewood and eventually connects to Hylebos Creek in Fife. Southern creeks flow into Wapato Creek or the Puyallup River outside the City limits in either Pierce County or the City of Puyallup.

In 1007, by adoption of Ordinance 97-0079 (July 1997) Edgewood adopted a revised version of the King County Surface Water Design Manual as the City's standard for stormwater management criteria. Pursuant to the ordinance, the City requires drainage review for all new and redeveloped projects on public and private property.

In November of 1997, the City Council adopted the City of Edgewood Surface Water Management Plan (SWMP) in compliance with the Department of Ecology's surface water management standards. The SWMP identified drainage-related problems within the City and developed a plan of action to deal with the problems in a manner acceptable to a majority of City residents. The SWMP analyzed facility needs in each of the City's 14 drainage basins. Despite the concerns raised by recent winter flooding, the SWMP suggested that the problems are not the City's responsibility, but that of the affected property owners. For City owned and City managed facilities, the City is responsible.

Future Stormwater Services and Facilities

The SWMP made recommendations to better control the storm water and associated impacts of new development. The SWMP's recommends:

- Establish policies regarding the location of septic waste treatment systems in relation to areas subject to ponding.

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- Hire a field inspector to assist the Community Development staff in regulating new development, and working with existing development to reduce pollutants entering the storm water system.
- Continue to contract maintenance, with an emphasis on preventative, rather than reactive, maintenance.
- Develop an annual program to address small local problems associated with the public streets and public drainage systems to avert future damage.
- Continue dialog with the public to determine whether the other projects identified in the SWMP are to be undertaken.
- Extend service charges to all parcels within the City.

Retention facilities are most effective in very porous, well-drained soils. In these soils, a relatively small basin can infiltrate a large volume of water and prevent adjacent properties from flooding. The porous soils of all retention basins will eventually clog with fine sediments and organic matter if they are not properly maintained. This is especially true of constructed basins that receive runoff from roads and construction sites. The clogged material, called rind, increases flood elevations and the potential for flood damage if it is neither removed nor allowed for in the initial design. Pond design should allow for settlement of sediments and removal of pollutants before percolation into the ground.

Edgewood's existing municipal code requires all new development to have adequate facilities to capture all surface water runoff on site. Methods required to capture surface water runoff include enclosed dry wells, retention and detention ponds, or channeling historical flows into the natural drainage pattern. The City is looking for new and innovative methods to more effectively and efficiently manage surface water. Further analysis may reveal that a private community surface water system may be appropriate.

Solid Waste Facilities

Existing solid Waste Collection Services and Facilities

The management of solid waste in Pierce County is governed by the *Tacoma-Pierce County Solid Waste Management Plan*. Programs to implement the Plan are targeted towards reaching a 50 % recycling goal. According to the 1996 Annual Report from Pierce County Environmental Services, Solid Waste Division, the county and cities and military bases within it have achieved a 52% recycling rate.

Murrey's Disposal Company provides solid waste disposal services in the community. Residential and commercial refuse in Edgewood is collected weekly by this private firm, which is franchised under the authority of the Washington Utilities and Transportation Commission (WUTC). In cooperation with the City, the company provides single-family customers with the opportunity to choose curbside pickup of recyclables as part of their garbage service. The Solid Waste Plan calls for the development of additional recycling collection programs for multifamily residences and commercial businesses, including the development of a yardwaste collection program.

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The following locations of "full-service" recycling bins that accept cardboard, glass, plastic, aluminum, and newspaper, are near Edgewood:

- By the Mocha Mirage located at the intersection of Freeman Road and 20th Street East
- At the 410 Plaza in Sumner near the freeway
- Across the railroad tracks from Sunset Chevrolet in Sumner on Narrow Street
- At the City of Puyallup Recreation Center (the old YMCA) on Valley Avenue near the new baseball field

Electrical Facilities

Existing Electrical Services and Facilities

Puget Sound Energy (PSE) supplies electric service within the entire incorporated area of Edgewood. The quality of service within Edgewood is dependent on the local delivery system operated by PSE, the bulk electrical transmission system operated by Bonneville Power Administration (BPA) and power generation by a number of agencies. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and the Federal Energy Regulatory Commission (FERC).

One of the primary sources of PSE's electrical power is the Bonneville Power Administration, which generates electricity from federal hydroelectric plants along the Columbia River east and west of the Cascade Mountains. However, PSE purchases electricity on the competitive power market, and will buy it from whichever producer offers the best price.

Approximately 2,300 miles of transmission lines in the Puget Sound Region carry electricity from the generation sources to local distribution systems. Edgewood's local distribution system is fed from the White River-Stewart #2 transmission line, which is energized at 115kV. Power also comes into the City from substations located in Pierce County and unincorporated King County.

Distribution substations transform voltages of 115kV or greater to lower voltages of 12 kV. The Edgewood Distribution Substation is located near the intersection of 16th Street East and Meridian. The capacity is 19.3 MVA. In 2003, PSE anticipates that the Edgewood distribution substation will be at 58% capacity, assuming current rates of population growth.

Future Electrical Services and Facilities

Proposed transmission lines and substations are needed to increase service reliability and/or capacity in the Edgewood area to meet projected growth over the next twenty years. The additional substations needed include Killarney, Shalet, Levee, and the Freeman Switching Station.

The Freeman 115kV Transmission Switching Station (Freeman Station) is proposed southwest of Milton. This new switching station would allow 115kV lines to be connected with Starwood, White River, and the proposed Alderton Station. As a switching station, the Freeman Station would be used to control and monitor the flow of electricity in order to

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increase system reliability. PSE has acquired properties for potential use as distribution and switching substations.

Additional transmission line and transformer capacity may be necessary on the PSE – Tacoma City Light (TCL) intertie at Starwood. Proposed cogeneration facilities in TCL's tideflats area could potentially expand the existing system. The timing of any improvement would depend on the design and capacity of the cogeneration facility.

PSE forecasts that these improvements, along with other anticipated projects in the subarea, will produce a system that will be operating at 72.5% of capacity by the year 2020. No substation or transmission line upgrades are planned for the next five years.

Natural Gas Facilities

Existing Natural Gas Service and Facilities

Puget Sound Energy (PSE) supplies natural gas service to selected areas in Edgewood. PSE purchases gas from other regions and manages the distribution of natural gas to customers within its service area. The North Tacoma Gate Station, off the Northwest pipeline, provides most of the natural gas supply to Edgewood and has a capacity of five million cubic feet per hour (cfh). Two natural gas mains run through the City of Edgewood. One runs north-south along Meridian and the other runs east-west along 24th Street East and continues along 20th Street East to Freeman Road.

Puget Sound Energy provides natural gas to portions of the City and surrounding communities through a network of interconnecting supply and distribution mains. According to PSE's Rate Department, an average house that uses natural gas for both heat and hot water consumes about 1,000 therms per year. Ten therms equal approximately one thousand cubic feet of gas, therefore, 1,000 therms per house equals approximately 100,000 cubic feet of gas per year.

When planning the size of new gas mains, PSE uses a saturation model that assumes all new households will use natural gas since 99% of new homes constructed, where builders have the choice, have natural gas. Extension of service (typically conversion) is based on request and the results of a market analysis to determine if revenues from an extension will offset the cost of construction.

PSE has 969 natural gas customers in the City as of March 1999. Based on existing growth rates, PSE anticipates an additional 750 customers in the City by 2007. The existing system has the capacity to supply natural gas to approximately 2,695 customers in the Edgewood area.

Natural gas is not defined as an essential service by the Washington State Utilities and Transportation Commission (WUTC). Therefore, PSE is not required to provide natural gas services.

Pressure reducing stations are located at various locations throughout the system to reduce supply main pressure to a standard distribution operating pressure of approximately 60 pounds per square inch gravity (psig). There are nine (9) district regulator stations located in Edgewood.

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Gas supply mains are generally larger diameter (6" steel wrapped and over) mains designed to operate at higher pressure (100 psig to 250 psig) to deliver natural gas from the supply source to pressure reducing stations. PSE has 5,200 feet of 12" steel wrapped supply main located along Meridian Avenue East (SR 161) and 24,000 feet of 16" steel wrapped supply main located primarily along 24th Street East.

Distribution mains are fed from district regulators. These are typically eight, six, four, two and one and one-fourth inches in diameter. The pipe material is typically polyethylene or steel wrapped. Puget Sound Energy has 35.45 miles of main serving the City of Edgewood.

Future Natural Gas Services and Facilities

There are three types of construction anticipated in the Edgewood area. These include: 1) new installation due to increased capacity of existing customers or conversions from an alternate fuel; 2) main replacement projects to facilitate improved maintenance and system reliability; and 3) replacement or relocation of facilities due to municipal and state projects. Within the next five years, PSE plans to retrofit and install new regulators along Meridian Avenue East.

Puget Sound Energy's tentative future projects include upgrading the system to 60 pounds per square inch, and installing a gas main along 8th Street East and 114th Avenue East. Due to the growing popularity of natural gas in Edgewood and surrounding areas, PSE plans to continually evaluate the necessity of future projects and alternatives. Changes in project route, construction schedule, and details occur because projects are dependent on budgets and the cooperation of the Washington State Utilities and Transportation Commission.

Telecommunication Facilities

In general, telecommunication refers to the exchange of information over distance. While the term encompasses the media of telephone, television, cable, and radio services, this element focuses primarily on telephone and cellular radio-telephone communications.

The City has recently entered into a franchise agreement with two telecommunications companies. The agreement allows the companies to use public rights-of-way in the City of Edgewood along both Meridian Avenue East and 8th Street East.

Telephone poles carry phone, cable, and electrical lines.

Telephone Services and Facilities

Qwest provides local telephone service to all areas of Edgewood. The demand for additional telephone service will continue to increase as population grows. However, as citizens and business owners continue to take advantage of technology, such as faxes and modems, the demand for additional phone lines will increase at a greater rate than population.

Existing Telephone Services and Facilities

Edgewood is served by four different central offices. They are located in Puyallup, Fife, Sumner, and Federal Way. Central offices serve telephone customers as switching

facilities. For local exchange or intra-LATA calls, the central office switches calls within and between line exchange groupings. These groupings are addressed uniquely by an area code and the first three digits of a phone number.

Qwest does not provide estimates of local capacity due to the proprietary nature of this information. The capacity of each central office differs relative to the types of switch it houses. Each line grouping, which is identified by the area code and prefix, can carry up to 10,000 numbers. Qwest does the vast majority of its trench installations jointly with PSE.

Future Telephone Services and Facilities

Advances in technology and the use of digital transmission allows Qwest to increase the capabilities in central office switches as demand grows. A 10,000-line grouping can be installed by adding circuit packs, line trunk capacity units, and distribution frame wiring, which can be engineered and installed in 12 months. Telephone infrastructure is generally requested by developers, not by municipalities. Qwest services are demand-derived and will increase as paying customers request it.

Washington Utilities Trade Commission regulations require Qwest to provide adequate telecommunications service on demand. Section 480-120-086 of the Washington Administrative Code requires Qwest to maintain adequate personnel and equipment to handle any reasonable demand and traffic. New technology, such as multiplexing and digital transmission, and cellular and fiber optic technologies are allowing dramatic advances in communication. Because Qwest provides service on demand, there are no limits to future capacity.

Cellular Services

Existing Cellular Services and Facilities

The Federal Communications Commission (FCC) has divided geographic areas into regional cellular service areas. The FCC awards licenses to at least two cellular providers within each regional service area to maintain healthy competition. The entire market area within each service area must be serviced within five years of the FCC awarding the respective license. Apart from this general requirement, the FCC applies no level of service (LOS) standards to cellular activity. Qwest, GTE, and AT&T Wireless Services provide cellular services to individuals within the City of Edgewood. Other cellular service is available, depending on the location within Edgewood.

Although the cellular industry is regulated by the FCC, it is not subject to the jurisdiction of the Washington Utilities Trade Commission. It is not required to develop any formal capital facilities plans for public review. Neither Qwest nor AT&T Wireless Services were able to provide information on the number of customers served in Edgewood.

When demand warrants, additional capacity is supplied through the addition of transmission antennas. This approach has the effect of dividing larger cells into smaller cells. As with many other utilities, cellular systems grow according to increases in population density and higher volume transportation corridors. In addition, technical changes such as digital transmission will permit more voices to use the same channel, and will allow each cell site to handle approximately three times as many calls as it does now.

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Future Cellular Service and Capacity

Because of the small size of facilities (transmission antennas) and the fact that they can be located on top of buildings and do not require utility corridors, there are no significant limits to future capacity. The locations of antennas are planned according to geographic and engineering constraints.

Capacity overload and subsequent cellular system expansion is a response to several factors: an increase in the number of customers residing within a designated area; a shift in traffic volumes affecting cellular users; or a record of service inadequacies such as dropped calls or poor quality sound.

Cable Television**Existing Cable Television Services and Facilities**

AT&T Cable Services provides cable television service to 2,510 homes within the City. AT&T offers a full range of cable televisions products, including digital cable.

Future Cable Television Services and Facilities

The demand for cable television will increase with population growth and new development. AT &T plans to meet this demand by feeding off existing services and anticipates rebuilding services. The rebuild will consist of upgrading facilities and infrastructure and will not necessarily involve expansion into new locations or acquisitions of new land. The rebuild will enable AT &T to offer increased bandwidth. This will provide more channels for digital cable subscribers and offer its new @Home Cable Internet. The company anticipates rebuilding services in the City of Edgewood in the near future.

Utilities and Capital Facilities Issues

The community will face a number of issues over the coming years that will determine whether facilities need to be refurbished, expanded, or developed, as well as when, where, and how this will occur.

Maintaining and/or Improving Services

The community will face challenges in maintaining current services over the coming years. Aging facilities will need to be replaced or refurbished. Additional or expanded facilities will be needed to serve new development. In addition, the community must clarify areas where it desires higher levels of service. A number of these issues are still several years from resolution. Many of the decisions remain incomplete in part because of the newness of the City government. As the City becomes more established, greater clarity should emerge on the need for and provision of facilities throughout the community.

As new development occurs, it may strain existing services and make it difficult to fully serve newly developed areas at the same level as the rest of the community. For instance, several intersections are already over capacity during peak hours and some parts of the City do not have adequate fire flow capacity. The community must anticipate these potential strains and clarify which services need to be available for new development at the time of occupancy.

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Limited Funding Sources

The cost of additional capital facilities may exceed current revenue sources. If this situation occurs, the community will be faced with deciding whether to reduce desired levels of service or to use alternate funding sources such as user fees or impact fees to fund the desired level of service.

Because the City will not have adequate resources to complete all capital improvement projects, decisions must be made to prioritize projects. In order to prioritize future City projects, the community must identify which projects are most important in meeting its needs.

For new residential developments, impact fees can create public benefits, but also raise home sale prices. Reduced demand on the City's general fund for capital improvements is one potential trade-off.

Forming franchise agreements with service providers is an important way of increasing City revenue. The City can also place utility taxes on purveyors, which are ultimately paid by the consumers of the utility. It is also possible for the City to form its own utility districts, such as a street lighting or recycling district. The City may decide to form a utility district if the action is likely to result in a net benefit to the City's utility customers or for the City to maintain local control. In many cases, franchise agreements and utility taxes perform the same function more efficiently and effectively.

Environmental Impacts from Capital Facility Improvements

When capital facilities are renovated, expanded, or created, they have an impact on the community. Several projects may be considered in the future that could have an impact on the City. Such projects can be expected to raise questions about how the community addresses and mitigates capital facilities. The City relies upon the State Environmental Policy Act to identify and address most impacts. However, the community may consider additional approaches to mitigate the impact of capital facilities. For example, the siting of electric substations and cellular phone towers must conform to the City's zoning code.

The City of Edgewood will be impacted as a result of the cost of maintenance and operations of existing facilities. New facilities may not have the initial high maintenance costs, but local government must only construct capital projects that it can afford to maintain. The City is in the early stages of planning several capital facilities including surface water systems, sanitary sewers, parks, and street improvements.

Opportunities for Cooperation

Coordination and co-location of capital facilities can increase the public benefits of facilities relative to cost. Coordination consists of both cooperation among service providers and the City, as well as among the providers themselves. For example, co-location of new recreation facilities with schools reduces the need to purchase new land for parks. The use of a Puget Sound Energy right-of-way for a trail facility would be another example of a beneficial cooperative arrangement.

Levels of Service and Level of Service Standards

Level of service (LOS) is a term describing the amount, type or quality of facilities needed to serve the community at a desired and measurable standard. This standard varies

depending on both the type of service provided and the quality of service desired by the community.

LOS standards are the minimum thresholds required to adequately serve new development. These standards quantify the level of service that the City desires for each type of facility or service.

For each type of service, the City can decide to lower, raise, or maintain existing levels of service standards. This decision will affect both the quality of service and the amount of funding needed. In cases where the City is not the direct provider of service, it should describe the LOS desired for all public facilities within the community.

The Growth Management Act requires cities to adopt measurable level of service standards for capital facilities. In accordance with the Growth Management Act, the City is establishing the following LOS standards:

Table CF-4. Acceptable Levels of service for capital facilities.	
Transportation	<ul style="list-style-type: none"> 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 to develop partnerships
Water	Consistent with fire flow rates stated in the Uniform Fire Code (based upon land use type) not to be less than an overall average utilization rate of 270 gallons per capita per day.
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.
Surface Water	Consistent with the requirements of the current King County Surface Water Design Manual.
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.
Fire	Capital facilities to support and respond to 90% or more of all emergencies within 5 minutes.
Parks and Recreation	As established in the Parks, Open Space, and Recreation Element.
Elementary Schools	As established by individual school district capital facilities plans.
Middle Schools	As established by individual school district capital facilities plans.
High Schools	As established by individual school district capital facilities plans.

Adequacy and Concurrency

According to the Growth Management Act (GMA), public facilities and services shall be adequate to serve new development at the time of occupancy without decreasing LOS below the standards established in the Comprehensive Plan. The GMA mandates concurrency for transportation services. It requires that transportation improvements or strategies are in place at the time of development or that a financial commitment is made to complete the improvement within six years.

If the City determines that facility providers or the City will not be able to meet the established service standards, the City can choose to:

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- 1) modify the land use plan identified in Figure LU-1 through an amendment to the plan,
- 2) modify the LOS standards through an amendment to the plan, or
- 3) restrict development until service can be provided at the established standards.

Table CF-5. Non-City Capital Facilities

For capital facility plans from service providers other than the City of Edgewood, the reader is referred to the Comprehensive or Capital Facility Plans of the following responsible agencies:

Water	MountainView-Edgewood Water Company
	The City of Milton
	Lakehaven Utility District
	DeChaux Water Company
	Fowler Mutual Water Company
Wastewater	Pierce County Public Works
	City of Puyallup
	City of Sumner
	City of Tacoma
	Lakehaven Water District
Solid Waste	Murrey's Disposal Company
Electricity	Puget Sound Energy
Natural Gas	Puget Sound Energy
Telecommunications	Pacific Fiber Link
	QWEST
	GTE, and AT&T
	TCI of Washington
	Williams Communications
Fire and Rescue	Pierce County Fire District No. 8
	Pierce County Fire District No. 1
	Pierce County Fire District No. 10
	Pierce County Fire District No. 11
Public Schools	Fife School District
	Puyallup School District
	Sumner School District
Transportation	Pierce Transit
	Sound Transit
	WSDOT

Goals and Policies

The following goals and policies identify steps that the City of Edgewood can take in response to the capital facility issues found within the community. These steps are intended to ensure that the City can adequately and appropriately meet the capital facility needs of its existing and future residents.

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GENERAL UTILITIES AND CAPITAL FACILITIES

Goal CF 1: Ensure an adequate public facility that address past deficiencies and are concurrent with new development, based on the City's adopted LOS standards.

Policies

CF1: *Support the timely expansion, maintenance, and replacement of capital facilities and utilities infrastructure at designated service levels in order to meet expected demand for service.*

Discussion: Whether public or private entities provide them, capital facilities and utilities are public services. In other words, they provide collective benefits throughout the Community. The City can support this policy through the Capital Facilities Funding Plan and by developing special provisions for capital facilities and utilities in the land use code.

CF2: *Identify deficiencies in LOS and capital improvements and the means and timing for correcting these deficiencies.*

CF3: *Coordinate with other jurisdictions and governmental entities in the planning and implementation of multijurisdictional utility facility additions and improvements.*

Discussion: Many capital facilities directly serve the citizens of more than one jurisdiction. In such cases, the facilities require significant inter-jurisdictional coordination. Consultation and negotiation is necessary for the implementation of this policy.

CF4: *Annually update information on facility plans through an amendment to the Capital Facilities Element in the Comprehensive Plan. Revise the City's*

Capital Facilities Funding Plan every six years or more frequently.

Discussion: So that financial planning remains current with changing conditions, development trends and the economy, the six year Capital Facilities Funding Plan should be amended on a relatively short term basis. The Washington State Department of Community Trade and Economic Development recommends that the six-year funding plan be updated at least every two years to accomplish this purpose.

CF5: *If the projected funding is inadequate to finance needed public facilities and utilities based on adopted LOS standards and forecasted growth, the City may do one or more of the following to achieve a balance between available revenue and needed public facilities:*

- *require developers to provide such facilities at their own expense;*
- *increase the amount of revenue from existing sources;*
- *adopt new sources of revenue;*
- *lower the level of service standard; and/or*
- *change the Land Use Element to phase growth concurrent with facility availability.*

Discussion: Should new development cause level of service to go below the established minimum, several options exist that may allow development to proceed at some point in time. The above and other options will be addressed in an adopted Concurrency Management Ordinance.

CF6: *Govern the amount, timing, and location of new development where necessary to maintain the adopted the level of service of public facilities.*

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Discussion: New development that maintains the level of service at or above the City's established minimum for facilities which require concurrency meets the concurrency test. For transportation, "concurrent" means on local public streets at the time of development or within six (6) years of completion and occupancy of the development that impacts the facility. If a development does not meet the concurrency test for transportation facilities, the development may mitigate impacts directly. Other public facilities besides transportation will be monitored by the City as development occurs. Provision of these public facilities will be evaluated against applicable codes and levels of service per local, state, and federal requirements.

CF7: Establish and enforce concurrency requirements for water, surface water, wastewater, and electrical facilities.

Discussion: Concurrency means that adequate transportation systems, schools, parks, utilities, and similar public services are available or planned to meet increased demands from new development. The Growth Management Act requires concurrency only with respect to transportation issues. However, the City may also require other services, such as utilities, to be available concurrent with development and determine how to apply concurrency.

CF8: Ensure that adequate fire and police services are available for new development at the time of issuance of the building permit.

Discussion: The City of Edgewood contracts for law enforcement from the Pierce County Sheriffs Department. Pierce County Fire District No. 8 provides fire service to the City. The City will work closely with these providers to pursue and implement programs that improve and

enhance public safety and retain facilities within the City.

CF9: Work with outside service providers to ensure reliable and cost-effective sources of services for public consumption.

Discussion: Cooperation among the City and service providers can benefit the community. It can result in timely provision of required new services, minimize adverse impacts for the City and offer more efficiency for the service provider.

CF10: Monitor and support technological advances that enhance services to the community relative to cost and are consistent with the Comprehensive Plan.

Discussion: New technologies can provide the City with greater flexibility for solving problems and attaining the goals of this Comprehensive Plan.

CF11: Identify future locations or land reserves for needed facilities.

Goal CF II: Minimize the demands of growth on public facilities.

CF12: Establish land use patterns that optimize the use of public facilities.

Discussion: Land use patterns that focus residential and economic development in key locations can maximize the benefit from capital facilities and utilities relative to cost. To promote optimal use of facilities, the City will direct development in locations where existing facilities are available or where they can be provided in a cost and resource efficient manner. The City will implement this policy through the Land Use Element.

CF13: Promote the development, maintenance and operation of capital facilities and utilities in a manner consistent with the Land Use Element.

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Discussion: The Growth Management Act requires consistency between the Utilities and Capital Facilities Elements and other Comprehensive Plan Elements, especially the Land Use Element. Consistency is essential because the cost and long life of utilities sets precedence for location and intensity of future development. The Capital Facilities Funding Plan in this Element will implement this policy by serving as a catalyst for financing key projects and establishing a fair process to balance competing requests for funds.

CF14: Consider the use of conservation and natural solutions, such as the protection of the depressional potholes for surface water management and aquifer recharge.

Discussion: Many natural features in Edgewood function as surface water storage facilities. Preservation of these features makes sense economically because replacing them with human made facilities is generally more expensive.

CF15: Plan for specific capital facilities projects and determine funding sources for each selected project.

Discussion: The availability of capital facilities and utilities in key locations can reduce development pressures in other parts of the City. As property values increase and new economic development complies with design standards, the appearance of land uses will improve with planned utility extensions. The City of Edgewood will implement this policy through active involvement in the planning of infrastructure for specific areas.

Goal CF III: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.

CF16: Establish level of service standards that are achievable with the six year Capital Facilities Funding Plan located in this Element.

Discussion: The Capital Facilities Funding Plan is based on realistic estimates of current local and external revenues that are reasonably anticipated to be received by the City in the future. The City's ability to provide capital facilities will be limited by the amount of funding available.

CF17: Ongoing operating and maintenance costs of capital facilities shall be considered as part of the planning process.

Discussion: Capital facilities acquisition often focuses on purchase cost. However, capital facility purchases also commit the City to an operation and maintenance program. Therefore, decisions to construct or expand capital facilities should consider facility maintenance costs, operation costs, and depreciation.

CF18: Require new development to fund the costs to provide services for growth generated by that development.

Discussion: New development creates impacts upon public facilities and should be responsible for bearing its fair share of costs. Impact fees are one possible source to fund certain public facilities for new growth. However, other funding sources must be used to pay for existing deficiencies.

CF19: Establish the use of impact fees to pay for additional costs of public services that result from new development.

Discussion: Establishing impact fees for new development is one method that can be used to pay for capital improvements, such as parks or roads. The amount of the fees should be based on projected economic impacts of new development on

public services. The City can implement this policy through the municipal code. For school impact fees, the City can implement this policy through interlocal agreements with the Puyallup, Sumner, and Fife school districts.

CF20: Promote utility provisions that meet established levels of service at reasonable rates.

Discussion Utility funds should primarily support the maintenance, construction, replacement, and operation of facilities needed to provide the utility service to the area for which they are collected.

CF21: Reevaluate the Capital Facilities Element at least biennially to confirm that long term financial capacity exists to provide adequate capital facilities and to ensure consistency between the Capital Facilities and Land Use Elements.

Discussion: Financial feasibility is required for scheduled capital improvements that support new development. Revenue estimates and amounts must be realistic and probable. A financial commitment must be sufficient to finance the public facility and must provide reasonable assurance that the funds will be used for that purpose. The City will use its six-year Capital Facilities Funding Plan as the short-term budgetary process for implementing the long-term Capital Facilities Element.

CF22: Cooperate with non-City providers of public facilities on joint programs to help maintain adopted levels of service. Seek grants and cooperative funding agreements for funding improvements.

Discussion: Cooperation can include joint funding, co-location, consolidation, and joint use of capital facilities.

CF22: As general guidelines, give priority to capital facility improvements that:

- *protect the public health and safety;*
- *have a positive impact on the operating budget through reduced expenditures;*
- *correct existing deficiencies or maintain existing levels of service adopted in this Comprehensive Plan;*
- *provide critical City services such as police, surface water and transportation; or*
- *provide adopted levels of service for new development and redevelopment during the next six years.*

Discussion: Because sources of funding are limited relative to the cost of improvements, the City must establish priorities. Information on costs and benefits has been included in the Existing Conditions section of this Element and will be included in other plans to assist the City Council and Planning Commission in establishing priorities.

Goal CF IV: Support environmental quality, energy efficiency, and community character in the design and installation of public facilities.

CF23: Encourage the use of ecologically sound site design in ways which enhance the provision of public services through measures such as:

- *promoting landscaping with vegetation that consumes large amounts of water in areas subject to flooding;*
- *using native vegetation in places such as natural or buffer areas to reduce surface water or wetland impacts;*

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- **practicing efficient and environmentally responsible maintenance and operating procedures;**
- **promoting solar orientation on site to reduce energy consumption;**
- **reducing impervious surfaces or excessive run-off to maintain natural drainage systems; and**
- **encouraging tree retention to prevent erosion and provide wildlife habitat and other public benefits.**

Discussion: New facilities will have an impact on the community. The City can address and mitigate the impacts of these facilities in a variety of ways. In addition, the community can evaluate and minimize the impacts of new development on the demand for new facilities.

CF23: Investigate water conservation opportunities that may diminish impacts on water, wastewater, and surface water systems and promote the conservation or enhancement of natural systems.

Discussion: Water utility providers encourage and benefit financially from resource conservation. They often provide information on water saving techniques and devices. To encourage conservation by local residents and businesses, the City can coordinate with water purveyors to ensure that appropriate information and education materials are available to citizens. Examples include placing educational materials at City Hall for public distribution and having them available at public meetings.

CF24: Existing natural vegetation and natural features shall be considered in the development of public facilities.

Discussion: See the Parks, Recreation, and Open space Element for more detailed

policies and discussion statements related to these issues.

CF25: Encourage joint use of trenches, conduits, or poles to allow for minimization of disruption during expansion, maintenance, undergrounding, and upgrading of facilities.

Discussion: The shared use of utility corridors reduces the impacts of utility services to roads, topography, vegetation, and other components of the environment. To implement this policy, the City can support the shared use of utility corridors as mitigation for negative environmental impacts.

Goal CF V: Bring all parties together in the process of making decisions on capital projects within the community.

Discussion: The construction of new facilities within the Community requires the involvement of many parties, including the public entities and local service providers.

CF25: Ensure opportunities for public participation in the development or improvement of capital facilities.

Discussion: Please see the Citizen Participation Element for more information.

CF26: Request that service providers make capital improvements where deficiencies in capital systems have been identified. Actively work with providers to address improvements when necessary to protect public health and safety or to meet established level of service standards.

CF27: Maintain an inventory of existing public facilities that provide service to the City. Include in the inventory the location and capacity or levels of

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service for each public facility or system.

Discussion: This inventory is located in the Existing Conditions section of this Element. During the annual review period for the Comprehensive Plan, this inventory should be reviewed simultaneously with the goals and policies section.

CF28: Capital facility plans of other service providers in the Community, identifying total costs and timing of improvements, shall be incorporated in the City's six-year Capital Facilities Finance Plan and 20-year Capital Facilities Element.

CF29: Identify the condition schedule for all capital facilities in Edgewood. Use the information gathered to assess the quality of facilities and identify existing and probable future needs for maintenance and improvements.

CF30: Evaluate all proposed City capital improvements to identify any plans of state or local governments or districts that affect, or will be affected by, the improvements.

WATER SERVICE

Goal CF VI: Protect and enhance the community water systems while facilitating the provision of safe and reliable water utility service.

CF31: Encourage water providers within the community to establish appropriate service areas that ensure safe and reliable sources of water for public consumption. Support efforts that ensure adequate water supply for existing and anticipated development at service levels designated by the Capital Facilities Element.

Discussion: A number of private and public entities provide water service in

Edgewood. The City of Edgewood will implement this policy by coordinating with water purveyors and reviewing their capital facilities or comprehensive plans.

CF32: Manage runoff from impervious surfaces to protect surface and groundwater systems from degradation.

Discussion: Development creates impervious surfaces, such as rooftops and compacted gravel, which diminish or eliminate the ability of the environment to absorb water. Increased surface water from these surfaces can diminish groundwater quality by transporting pollutants that would otherwise be filtered by vegetation and wetlands.

CF33: Provide for the protection of groundwater supplies by reducing or eliminating sources of contamination.

Discussion: Groundwater impacts from hazardous waste and pollutants are detrimental to the groundwater supply, affect its quality for years, and are costly to clean up. Reduction or elimination of sources of contamination prevents irreversible degradation of groundwater supplies.

CF34: Manage development, which increases storm water runoff, in environmentally sensitive areas to minimize impacts on groundwater systems utilized by community wells.

Discussion: The City contains critical aquifer recharge areas that supply potable water to its residents and businesses. The City's depressional potholes and wetlands contribute to aquifer recharge. Increased surface water from development can diminish groundwater quality by transporting pollutants that would otherwise be filtered by vegetation and wetlands.

CF35: Support efforts that will correct existing water system deficiencies where deficiencies exist and ensure

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adequate infrastructure and services for all areas of the City.

Discussion: Water purveyors have identified improvements that are needed to correct existing deficiencies in their comprehensive plans. The City of Edgewood will implement this policy by coordinating its efforts and sharing relevant information with the water purveyors within its boundaries.

SANITARY SEWER SERVICESS

Goal CF VII: Provide for proper and healthful sewage disposal while ensuring that the community land use goals and objectives are met.

CF35: Establish a City of Edgewood utility authority to maintain local control of sanitary sewer services.

Discussion: Residences and businesses in Edgewood use septic tanks to treat sewage, with a small number of exceptions. Forming a sanitary sewer utility will give the City control of the location of potential sanitary sewer extensions. The City will initiate planning for the integration of land use and wastewater utilities.

CF36: The City of Edgewood shall prepare a Sanitary Sewer Master Plan and negotiate with a variety of wastewater treatment providers to obtain the best service possible.

Discussion: Lakehaven Utility District, Pierce County, the City of Puyallup, the City of Sumner, and the City of Tacoma are all potential providers of sanitary sewer service to the City of Edgewood. When sewers are proposed to serve development in Edgewood, the City should investigate all possibilities to ensure that sewer service is provided in a way that is in the best interest of the City of Edgewood.

The choice may be any one of the providers listed or a combination of them.

CF37: Encourage the maintenance of and investment in on-site and community sanitary sewer systems with the understanding they will be constructed for long-term operation.

CF 38: Direct the extension of sanitary sewers to the adopted land use categories.

Discussion: Both citizens and business owners have expressed the need to focus development in the Meridian Corridor and Town Center to maintain the "rural character" of the majority of the community. Both the Growth Management Act and County Wide Planning Policies require managed, phased infrastructure improvements. The ultimate development of Edgewood may take more than the twenty-year planning period addressed in this Comprehensive Plan. Creation of the phased areas of capital facilities will balance governmental and private financial resources to effectively manage growth. Forming a wastewater utility will provide the local administrative vehicle for the City to control the location of sewer extensions.

CF 39: Limit the extension of sanitary sewers into areas where residential and commercial densities are greater than 3.45 dwelling units per acre, with two exceptions:

1. **In cases where a health emergency has been declared by the Tacoma-Pierce County Health Department, or**
2. **In the case where the City Council has granted the ability to connect to sewers without cost or requirement for any other adjacent residences to connect.**

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Discussion: Policy 5.2.5 of the Pierce County-Wide Planning Policies (CWPP) requires the connection of residences to sanitary sewer lines if they are within 300 feet of a residence and requires the installation of dry sewers for all new residential construction with an Urban Area. Phasing and directing the expansion of the sanitary sewer is supported by the Growth Management Act to control and effectively provide infrastructure for urban development. The City of Edgewood will pursue a notification process through the Pierce County Regional Council to be able to deviate from the Pierce County County-Wide Planning Policies.

CF40: *Encourage the proper use and maintenance of septic systems.*

Discussion: Proper use and maintenance of septic systems reduces the need for pumping, reduces the need for sewers, and protects water quality. To implement this policy, the City will develop policies and implementation programs.

CF41: *Support the use of new technology for on-site sewage disposal that enhances the environment and minimizes environmental degradation.*

Discussion: The vast majority of residents and businesses in Edgewood use septic tanks to treat wastewater. New technologies can reduce the need for sewers in some areas. To implement this policy, the City can obtain information about new on-site sewage technologies and include this information in application packets for land use proposals.

CF42: *Support local efforts to minimize inflow and infiltration and reduce excessive discharge of surface water into septic systems in order to reduce impacts on septic systems and enhance their combined capacities.*

Discussion: Additional water from downspouts, roofs, and other impervious surfaces can overwhelm the drainfields of septic tanks. To implement this policy, the City will require physical separation between septic tank drainfields and surface water facilities.

SURFACE WATER

Goal CF VIII: Facilitate the provision of appropriate, reliable surface water management utility services.

CF43: *Ensure adequate surface water services for existing and anticipated development at service levels designated by the Capital Facilities Element.*

Discussion: Since incorporation, the City of Edgewood has received numerous calls regarding flooding, ranging from minor incidents to major situations. Public involvement has indicated a strong desire for improvements to the surface water infrastructure within the community to minimize damage from flooding in the future. To implement this policy, the City should consider both on- and off-site mitigation.

CF44: *Design, locate, and construct surface water retention/detention facilities to:*

- *promote water quality,*
- *enhance public safety, and*
- *protect environmentally sensitive areas.*

Discussion: Flooding in the City of Edgewood has been a concern. The surface water management system of the City consists primarily of creeks, depressional potholes, wetlands, and private on-site surface water management facilities. New development will place additional strains on the existing surface

water system. The City will implement this policy by encouraging the creation retention/detention facilities. It can also implement this policy through direct provision. The City should coordinate implementation of this policy with parks and open space.

CF45: *Require storm water drainage review for all new and redeveloped projects.*

Discussion: In Ordinance 97-0078, the Edgewood Council adopted a revised version of the King County Surface Water Design Manual as the standard for stormwater management criteria. Under the ordinance, the City requires drainage review for all new and redeveloped projects. This policy calls for continuation of the existing surface water management process.

CF46: *Implement, where feasible, the recommendations made in the City of Edgewood Surface Water Management Plan.*

Discussion: The City of Edgewood adopted its Surface Water Management Plan in November 1997 to address surface water issues. This Element summarizes the Plan's recommendations in the Existing Conditions section.

CF47: *Require new development to have adequate facilities to control and manage all surface water runoff on-site. In accordance with the adopted Surface Water Management Plan.*

Discussion: Upon incorporation, the City of Edgewood has required that new development include surface water facilities in proportion to the amount of impervious surface it creates. This policy calls for the continuation of this requirement, as implemented through the development review process and code enforcement.

SOLID WASTE

Goal CF IX: Reduce residential and commercial solid waste within the City while facilitating the provision of appropriate, reliable solid waste services.

CF48: *Encourage recycling programs and facilities, including drop-off sites and curbside recycling, to reduce solid waste in the community.*

Discussion: Recycling reduces the need for landfills and helps conserve natural resources. Pierce County and its cities, towns, and military bases recycle over 50% of their solid waste. This policy states that the City of Edgewood will continue to support recycling.

CF49: *Encourage home composting as a means of reducing solid waste in the community.*

Discussion: Composting not only reduces the need for landfills, but is also the most practical way to turn yard waste and other debris from plants into healthy, useable soil. The City of Edgewood will implement this policy by providing educational material and participating in the celebration of Edgewood's agricultural heritage.

CF50: *Promote education of solid waste issues throughout the City.*

Discussion: Pierce County's Solid Waste group provides information on techniques to reduce solid waste. To encourage conservation by local residents and businesses, the City can coordinate with Pierce County to ensure that appropriate information and educational materials are available to citizens. Examples include the placing of educational materials at City Hall for public distribution and having them available at public meetings.

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ELECTRICAL SERVICE, NATURAL GAS, & TELECOMMUNICATIONS

Goal CF X: Facilitate the provision of appropriate and reliable electrical, natural gas, and telecommunications services.

CF51: *Encourage utilities and developers to coordinate the placement of new electric, telephone, and cable television lines underground in all new developments.*

Discussion: Shared utility corridors offer benefits to the City and to utility providers. The utilities save time and expense by sharing the cost of installation and repairs to rights-of-way. The City benefits from fewer traffic disruptions and extended pavement life. To implement this policy, the City can encourage utility providers to notify other providers when they request permit applications.

CF52: *Promote the joint use of utility corridors for recreational facilities where appropriate.*

Discussion: Cooperative use of land for utility facilities can benefit the Community in some instances. An example of this would be the use of an electrical utility right-of-way for a trail.

CF53: *Mitigate the aesthetic impacts of electrical substations within the community.*

Discussion: The aesthetic impacts of electrical substations can be mitigated through setbacks and vegetation. For example, the mitigation provided for Puget Sound Energy's electrical substation at the intersection of Meridian Avenue East and 16th Street East would meet the intent of this policy.

CF54: *Require all new commercial development and new residential development greater than 3.45 dwelling*

units per acre to underground utilities. Promote the gradual undergrounding of utilities in developed areas. Allocate costs for direct burial between one or more of the following: ratepayers, taxpayers, and property owners.

Discussion: Undergrounding of electrical and telecommunication wires prevents power outages during storms and minimizes the frequency of needed repairs. For existing facilities, the City should focus on undergrounding in specified areas to obtain the maximum benefit per unit cost. The City can implement this policy through land use codes for new facilities and franchise agreements for existing facilities.

CF55: *Work with telecommunication providers and other utility companies to develop a full range of community information services, such as fiber optic cable networks and other emerging technologies.*

Discussion: All telecommunication companies should implement this policy through franchise agreements with the City.

CF56: *Explore strategies to minimize or reduce the impacts of cellular telecommunication facilities on the community.*

Discussion: Under existing technology, cellular telecommunication facilities are often large towers or structures. These facilities may not be compatible with adjoining residential uses and should be sited in areas least likely to affect residential properties. The Federal Telecommunications Act of 1996 prevents local governments from prohibiting cellular service provisions or eliminating them through regulation. However, the City may regulate the placement, construction, and maintenance of such facilities through zoning and related ordinances.

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CF57: *Promote opportunities for distance learning and telecommuting in coordination with telecommunication and cable television providers.*

Discussion: All telecommunication companies shall run a fiber optic cable through Edgewood under a franchise agreement with the City. The City can implement this policy by considering the location of the cable in its land use designations and subsequent zoning.

CF58: *Support the provision of high quality cable television service throughout the community.*

Discussion: All cable services providing cable television service to residents of Edgewood should implement this policy through its franchise agreement with the City.

CF59: *Cooperate with private natural gas utilities in logical service improvements and expansion throughout the community. Support the eventual provision of full coverage for natural gas services.*

Discussion: Extensions and improvements to natural gas services benefit community residents and businesses. The City will implement this policy through coordination and franchise agreements with Puget Sound Energy.

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Parks, Open Space, and Recreation

The Parks, Open Space, and Recreation Element reflects the following framework goals that are highlighted in black:

FRAMEWORK GOALS

- FG1: Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.**
- FG2: Promote quality building and development that is compatible with the surrounding environment.**
- FG3: Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.
- FG4: Promote a strong and diverse economy and secure economic development that creates a "Heart" for Edgewood and makes our regional objectives, while complementing the unique neighborhood character.
- FG5: Protect the natural environment and preserve environmentally sensitive areas.**
- FG6: Promote improvements to human services as the community changes and diversifies.**
- FG7: **Assure effective and efficient public investment for quality public services, facilities, and utilities.**
- FG8: Balance the transportation needs of the community with regional objectives through improvement of both street and nonmotorist transportation systems for Edgewood's present and future population.
- FG9: Provide for inclusive and meaningful citizen involvement in community planning decisions.**

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Intent

The intent of the Parks, Recreation, and Open Space Element is to provide direction to the City for the planning, development, and maintenance of parks and recreational facilities and the protection of open space. Because of its status as a new city, Edgewood has a very low percentage of parks and recreational facilities. As economic and population growth occurs in Edgewood, the City will need to provide for more land for parks and open space. This Element proposes a variety of methods that may be used for attaining this objective.

Existing Conditions

Three Parks are located in the City of Edgewood. The City contains one active park, Edgemont Park. Edgemont Park is located at the intersection of 24th Street East and 110th Street East. It is considered an active park because it can be used for games, sports, and active recreation. The park is five acres in size. Existing facilities consist of a baseball/softball field, a soccer field overlaid on the ball field, a restroom building, a picnic shelter, a play area, unpaved trails, and a small paved parking lot. The City remodeled the park with grant assistance from the Interagency Committee for Outdoor Recreation.

The City contains two passive parks, Nelson Nature Park and Nelson Farm Park. Nelson Nature Park, located at 2228 118th Avenue East, is an 11.5 acre wooded area. It is undeveloped, with existing facilities consisting of a storage area and informal trails. Planned improvements include trails and interpretive areas.

Nelson Farm Park is a 10.5-acre Farm, located at 11912 18th Street East. Existing facilities consist of a residence, a barn, and pasture land. Both Nelson Nature Park and Nelson Farm Park are located near the intersection of 18 Street East and 118th Avenue East.

Though not a part of the City Park system, school ball fields are located in the City of Edgewood. These fields are located at the following schools: Hilltop Elementary, Mt. View Elementary, and Northwood Elementary. Fields will also be located at the new Edgemont Jr. High, and Alice V. Hedden Elementary schools.

Goals and Policies

Goal PR I: Provide adequate management resources to offer park and recreation services to residents of all ages.

PR1: *Develop a capital improvement program that specifies a six-year schedule for acquisition, development, and improvement of park and recreation lands.*

Discussion: The Capital Facilities Element of the Comprehensive Plan includes a long-term financing strategy for Parks, Recreation, and Open Space. A six-year Capital Improvement Program (CIP) will be updated annually to set priorities for park acquisition and improvement expenditures.

PR2: *Update the Parks, Recreation, and Open Space Element every five years to ensure eligibility for state and federal grants.*

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PR3: Maintain a park operating budget reflective of the community's needs and available resources.

Discussion: The City has a limited amount of funding for parks. The City should consider all acquisition and development projects in the context of future development responsibilities. Cost/benefit assessments are important to determine the appropriate level of maintenance. Proper maintenance protects the public investment in the parks system. Well-maintained parks encourage use and promote community pride.

PR4: Annually evaluate City-sponsored programs in terms of cost, public benefit, and all levels of established program criteria.

Discussion: Each program shall establish review criteria as part of the initial funding proposal.

PR5: Provide management of park and recreation services.

PR6: Actively seek outside sources of revenue for the acquisition, development, and improvement of park and recreational facilities.

Discussion: Identifying and pursuing additional funding sources, such as the Interagency Committee for Outdoor Recreation, is a beneficial method for increasing available park capital improvement funding. Funding and services offered through county, state, and federal agencies and through volunteer donations will serve to expand parks and recreation opportunities.

PR7: Continue to work with non-profit groups, such as the Friends of the Parks, the Edgewood Athletic Association, and other volunteer groups.

Discussion: To offset some maintenance costs and promote community identity and involvement, the City should utilize the resources and ideas of civic and community-based organizations.

Goal PR II: Encourage public involvement in the park and recreation planning and service process.

PR8: Create a parks and recreation committee.

Discussion: Development of an efficient quality parks and recreation system and program requires sound planning and implementation strategies. Planning requires continual citizen participation to assure that citizen desires are identified and addressed. Local citizen groups are active in City government and seek to be involved in park projects. A Parks and Recreation Committee and other citizen advisory committees are an effective way to include public participation.

PR9: Periodically review park and recreation preferences, needs, and trends through household surveys, public meetings, and other public input sources.

Discussion: Park surveys should solicit information about changes in public sentiment and general public need relative to cost.

Goal PR III: Provide a system of parks and recreational facilities that provides a variety of recreation opportunities.

PR10: Develop the neighborhood park as the basic park unit for the City.

PR11: Develop several multi-use community parks that serve the entire Edgewood area and provide a wide range of passive and structured recreation facilities.

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PR12: Acquire and preserve land for parks and recreational uses in advance of development in an effort to ensure affordable land prices and a choice of sites.

Discussion: The acquisition of open space and park land requires considerable forethought because it is expensive and commits the City to maintenance responsibilities. Benefits of park and open space acquisition include establishing greenbelts, providing access to water, reserving areas for wildlife habitat, and protecting natural features. Acquiring and preserving such lands should be encouraged because they offer opportunities for recreation and provide open space. Open spaces or small parks in commercial areas also serve several functions, including providing social places for employees.

PR13: Provide an equitable distribution of recreation resources between active structured park areas, natural open space, trails, sports fields, and special use areas.

PR14: Plan to distribute park facilities evenly throughout the City.

Discussion: Decisions to purchase and develop park and open space areas should consider a geographically equitable distribution of park and recreational facilities throughout the City. Park sites and activities should be conveniently accessible to all residents.

PR15: Coordinate with the local school districts to maximize the use of school properties and facilities for park and recreational purposes.

Discussion: The Puyallup School District has buildings and play fields that can be used for recreational programs. The Sumner school district does not have any

facilities in the City of Edgewood, but may in the future. The Fife District is currently constructing an elementary school, scheduled for September 2001 occupancy. Cooperative agreements on maintenance can result in cost savings for both the City and the school districts. Locating youth programs at school facilities provides easy access to school age groups.

PR16: Where appropriate, pursue joint venture opportunities with the State of Washington, King County; Pierce County; the Cities of Federal Way, Fife, Milton, Pacific, Puyallup, and Sumner; and the local school districts of Fife, Puyallup, and Sumner; and other groups and agencies in developing parks and facilities.

Discussion: Because the use of recreational facilities goes beyond the boundaries of local governments, intergovernmental coordination is important. Potential funding sources from outside agencies make it important to maintain an effective intergovernmental coordination program. The necessity for intergovernmental coordination is particularly important for the City of Edgewood, given the presence of adjacent cities, Pierce County, and the school districts. There will be many opportunities for shared use of facilities and cooperative projects.

PR17: Explore opportunities to jointly develop parks, athletic fields, indoor recreation space and aquatic facilities with other agencies and organizations.

Discussion: Volunteer groups, private community clubs, and businesses operate facilities and recreation programs. Cooperating with these groups will extend opportunities for local residents and employees, and will reduce duplication of funding and staffing. Mutual support and partnerships can increase the success of grant applications and potential programs that the City's funding cannot provide.

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PR18: Site selection and development for parks and recreational facilities should meet the following location and development policies:

Park Type	Size	Service Area	Site Location/ Development Criteria	Appropriate Facilities
Mini	½-1 Acres	Local subdivision or multifamily development	Entire site should be usable, located on the interior of subdivision or multifamily development. Limit facilities that create noise or excessive activity. Shall be owned and maintained by private organizations.	Children's playground, seating areas, open grass area
Pocket Parks	½ - 3 Acres	Local residential	Maintained by the City. Entire site should be usable. Limit facilities that create noise or excessive activity.	Playground, seating areas, open grass area, picnic table, lighting
Neighborhood	3-10 Acres Optimum: 5 Acres if located contiguous to school grounds.	1 Mile radius of most residences, where feasible	50% of the site should be flat and developable. Access should be via a local street and have at least 200' of frontage. Pedestrian access points from the neighborhood should be provided (minimum 25' wide). If less than 300 lineal feet of street frontage exists, a minimum of 3 parking spaces per acre of active park should be provided.	Multiuse field, not to exceed two sports facilities Children's playground Paved court Picnic areas with shelter trails or pathways restrooms lighting
Community	15-20 Acres	2 Mile radius of most residences, where feasible	Maintained and directed by the City, 75% of the site should be flat and developable. Access should be via an arterial street and have least 500' of frontage. Pedestrian access points from the neighborhood should be provided (minimum 25' wide). A minimum of 50 spaces plus 50 spaces for each additional athletic field. Possibly located near commercial area or town center.	Formal sport fields (i.e., softball, baseball, soccer), tennis courts, volleyball courts, children's playground, picnic facilities (with shelters), trail system, senior center (with all-purpose meeting rooms), restrooms, facilities (with shelters) lighting, and outdoor basketball courts.
Special Use Areas	Depends on proposed facility	City Wide	Depends on proposed facility	Depends on proposed facility.

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PR19: Prohibit the development of small mini-parks that would be owned by the City when not linked to a trail system. These types of parks are appropriate where a private homeowner group agrees to develop and maintain them.

PR20: Where housing densities exceed 8 dwelling units per acre, the developer shall provide indoor and outdoor facilities for recreation on-site.

Discussion: Residential developments of eight (8) dwelling units per acre or more shall provide on-site recreational opportunities for adults and children. The City can implement this policy through its development regulations.

PR21: New development should develop and maintain greenbelts within their developments.

PR22: Implementation of mitigation fees and other methods for the acquisition and development of parks within two years of adoption of the Comprehensive Plan.

Discussion: The City can provide for mitigation of development impacts to parks through some of the following methods:

1. Requiring dedication of land within the subdivision.
2. Permitting voluntary park contributions.
3. Establishing a park impact fee by ordinance.
4. Developing a contractual agreement that calls for the developer to construct needed facilities in an existing park.
5. Developing an alternative that combines the options listed above.

Goal PR IV: Provide a high quality park system that is safe, accessible and efficient to operate.

PR23: Design and construction of parks should take into account conservation of resources such as energy and water.

PR24: Design of new parks should reflect safety and security of park users.

Discussion: As needs change and as existing facilities age, redevelopment of existing facilities may occur.

PR25: Park and recreation facilities shall be easily accessible to the disabled.

Discussion: The Americans with Disabilities Act requires that parks are reasonably accessible to all citizens, regardless of disability. Barrier-free design standards should be incorporated in all new park design and development.

PR26: Provide adequate on site facilities; such as off-street parking, handrails, ramps, lighting, and other facilities so that all members of the community have equal opportunity for safe and satisfying recreational experiences.

Discussion: Parks should have adequate and safe facilities to encourage park use. Such facilities may include off-street parking, hand-rails, ramps, lighting, picnic tables, benches, trash receptacles, and restroom facilities, where appropriate.

Goal PR V: Preserve and manage critical natural open space areas; such as forested areas, floodplains, wetlands, view sheds and watersheds.

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PR27: Coordinate with other public and private organizations to preserve natural open space lands.

Discussion: Natural open space lands can include stream corridors, wildlife habitats, wetlands, depressional potholes, and other features. To implement this policy, the City should encourage the formation of a land trust and adopt Pierce County's Public Benefit Rating System as it relates to open space taxation.

PR28: Provide for the joint planning and acquisition of storm water retention

areas in conjunction with the parks needs of the City. This shall incorporate open space and natural buffers into the design of future park and recreation facilities.

PR29: Encourage the use of green belts as buffers between commercial and residential uses.

PR30: Site selection and development for critical natural open space areas should meet the following criteria:

Open Space Type	Size	Service Area	Site Location/ Development Criteria	Appropriate Facilities
Critical areas, habitat, wetland and stream corridors	Varies based on the size of the critical area	City-wide	Ensure the protection of critical or unique natural features such as stream corridors, wildlife habitats, shorelines and wetlands. Sites should be large habitat areas to support aquatic and terrestrial communities.	Interpretive areas, trails, or pathways, seating areas, vegetation or wildlife enhancements, viewing platforms, boardwalks, trailheads
Scenic and aesthetic	Dependent on location	City-wide	Protection of natural features such as steep hillsides, knolls, buttes, etc. Provide view opportunities (to the site or from the site).	Trails or pathways, vistas or viewpoints, seating areas, trailheads
Linkages and public access	Dependent on location	Local or City-wide	Facilitates trail development provides linkages between park or other points of interest. Minimum width is 50 feet.	Trails or pathways

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Goal PR VI: Provide an inter-connected system of pathways and trails throughout the City, with regional connectivity.

PR31: *Develop non-motorized connections in and around the City to connect neighborhoods with parks, schools and other facilities.*

Discussion: Pathways and trails can connect diverse areas and decrease reliance on the automobile for recreational and transportation activities. Park site selection should

also consider accessibility to pedestrians and bicyclists.

PR32: *Include walking, jogging, horseback and bicycle trails in the design of parks and recreation facilities.*

PR33: *Coordinate with adjacent jurisdictions to develop a regional trail system, such as an interurban trail.*

PR34: *Site selection and development for pathways and trails should meet the following location and development criteria:*

Walkway Type	Width	Surface	Site Location/Development Criteria	Appropriate Activities
On street paved	5'	Concrete or asphalt	Within street ROW	Bicycling
Off street paved	8'-12'	Concrete, asphalt or boardwalk	Striped bike lane Reflect local site conditions Fencing may be required adjacent to private property owners	Bicycling, in-line skating, walking, jogging
Off street unpaved	4'-8'	Gravel, wood chip, or natural earth	Reflect local site conditions Fencing may be required adjacent to private property owners	Walking, jogging, equestrian, mountain biking
Separated pathway	5-8'	Asphalt, gravel or wood chip	Separated from the roadway	Walking, jogging, equestrian, mountain biking
Sidewalks	3-6' min.	Concrete or asphalt	Vary with the street design and location	Walking

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Goal PR VII: Provide opportunities for indoor recreation activities.

PR35: Coordinate with the local school districts to maximize use of indoor facilities, such as gymnasiums, classrooms, and meeting space.

Discussion: Locating youth programs at school facilities provides easy access for youth.

PR36: Coordinate with other agencies and groups to provide senior activity spaces.

PR37: Plan for community meeting spaces.

Discussion: Planning for a meeting space will enable the City to offer a wide range of recreation opportunities.

PR38: Plan for a senior activity center.

Discussion: Planning for a senior activity center will enable the City to offer a wide range of recreation opportunities.

Goal PR VIII: Meet the needs of Edgewood residents for sports fields.

PR39: Work in coordination with school districts and non-profit organizations to upgrade sports fields on school grounds.

PR40: Explore the feasibility of a joint venture for the development of a sports field complex with a neighboring community.

Discussion: For potential parks and activities of regional significance, the City should make efforts to participate in planning processes. The City should participate in regional park planning efforts even if the project is located in a neighboring city.

PR41: Strive to meet the active recreation requirements per the Six-Year Parks, Recreation, and Open Space Needs Assessment.

Discussion: The City of Edgewood currently does not offer many facilities for active recreation. Play fields, bicycle and jogging trails, and playgrounds should be given priority consideration in funding plans.

Goal PR IX: Promote a broad, diverse, flexible, and challenging program of recreation and cultural services to meet the leisure needs of all age groups and interests.

PR42: Promote and facilitate recreational and cultural arts programs in Edgewood.

Discussion: Quality recreational programming for the community is important. People need constructive and engaging activities. Programs in the City of Edgewood will enhance quality of life and community identity.

PR43: Coordinate and monitor recreational and cultural programs and services to ensure that they are available to citizens of Edgewood.

PR44: Consider offering a limited recreation program (e.g., summer playground program) in conjunction with volunteer organizations, school districts, or adjoining communities. Expand the program as demand occurs with consideration for the ability of the City to manage and finance it.

PR45: Promote youth and children's programs that meet the growing needs of families, such as before and after-school programs.

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Goal PR X: Maintain a high quality and efficient level of maintenance for all park areas and facilities.

PR46: *Maintain park and recreation facilities in a safe, attractive and positive way to enhance the livability of the community and neighborhood.*

Discussion: As needs change and existing facilities age, redevelopment of existing facilities may need to occur. Redevelopment should meet the changing needs in the community and promote safety and accessibility as primary considerations.

PR47: *Consider coordinating maintenance operations with other agencies in an effort to maximize efficiency.*

PR48: *Establish a standardized list of specifications for materials and equipment in an effort to maintain consistency of park design and development.*

Discussion: A consistent list of specific materials and equipment facilitates planning and cost analysis.

PR49: *Use volunteers and non-profit groups for some special park maintenance projects.*

Discussion: To offset some maintenance costs and promote community identity and involvement, the City should utilize the resources and ideas of civic and community-based organizations. For example, the City could coordinate with the local Boy Scouts organization or another volunteer group for periodic trail maintenance or removal of brush. The City could also consider an "adopt-a-park" program.

PR50: *Design and development of parks should minimize operational and maintenance costs.*

Discussion: The City should consider all acquisition, development, and improvement projects in the context of future maintenance responsibilities. Proper maintenance protects the public investment in the parks system. Well-maintained parks encourage use and promote community pride. Cost/benefit assessments are essential for determining appropriate design and construction.

PR51: *Encourage donations from individuals and groups in the community.*

Discussion: Citizens and property owners may wish to donate land to the City or add improvements to park sites. The Parks Commission or Planning Commission should review potential donations in terms of priorities and long term maintenance obligations.

PR52: *Encourage the use of the Pierce County Public Benefit Rating System to allow citizens the opportunity for tax relief to protect certain categories of open space lands, agricultural lands, and timberlands based upon the current land use and present state of the property.*

Discussion: The City of Edgewood and Pierce County have formed a County-City Open Space Taxation Determination Board to consider requests under the 1999 Public Benefit Rating System.

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Essential Public Facilities

The Essential Public Facilities Element reflects the following framework goals that are highlighted in black:

FRAMEWORK GOALS

- FG1: Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.**
- FG2: Promote quality building and development that is compatible with the surrounding environment.
- FG3: Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.
- FG4: Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.
- FG5: Protect the natural environment and preserve environmentally sensitive areas.
- FG6: Promote improvements to human services as the community changes and diversifies.**
- FG7: Assure effective and efficient public investment for quality public services, facilities, and utilities.**
- FG8: Balance the transportation needs of the community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.
- FG 9: Provide for inclusive and meaningful citizen involvement in community planning decisions.

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Intent

The intent of the Essential Public Facilities Element is to identify essential public facilities in Edgewood and to provide guidance for the siting and review of these facilities over the next twenty years.

The Growth Management Act requires that the comprehensive plans of affected cities and counties include a process for identifying and siting essential public facilities (RCW 36.70A.200). The Act defines Essential Public Facilities as facilities that are typically difficult to site; such as state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, substance abuse recovery facilities, mental health facilities, and group homes. In addition, the Act dictates that no comprehensive plan may preclude the siting of essential public facilities (RCW 36.70A.200). Each city or county planning under the Act may designate additional public facilities that are essential to providing services to its local community and to the region.

Pierce County County-Wide Planning Policies(CWPP) pertaining to essential public facilities have been integrated into this Element under the Goals and Policies section. Although the Growth Management Act does not mandate a separate Essential Public Facilities Element, this Element satisfies the Act's requirements for siting essential public facilities.

Background and Context

The City can impose siting criteria to ensure that these Essential Public Facilities fit into the community. Siting criteria are developed through Comprehensive Plan policies and through development regulations, such as a zoning ordinance.

This Element outlines the process for identifying Essential Public Facilities. It also defines criteria for locating facilities and establishes a foundation for appropriate development standards. The policies in this Element consider both long and short term benefits and costs of siting facilities, provide for effective public review of the siting process, and emphasize consistency of facility siting decisions with the City's Comprehensive Plan.

This Element divides Essential Public Facilities into two general categories: Existing Facilities and Potential Future Facilities. Essential Public Facilities can also be classified as either Regional Essential Public Facilities or Community Essential Public Facilities.

Definitions

Public facilities: Facilities that, whether they are publicly or privately owned, provide overriding public benefits. Examples include educational institutions, continuing care retirement communities, museums, conference centers, and recreational areas.

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Publicly owned and operated facilities: Facilities operated and owned by public entities. Examples include municipal buildings, parks, police facilities, fire stations, transportation facilities, and public schools.

Essential Regional Public Facilities: A facility that: (a) meets the GMA definition of an essential public facility; (b) is on a state, county or local list of essential public facilities; (c) serves a significant portion of the County or metropolitan region; or (d) is part of a countywide service system. Regional public facilities in Edgewood could serve a significant portion of the State of Washington, North Pierce County and/or South King County, or Edgewood's metropolitan region. Edgewood's metropolitan region would include Edgewood, Sumner, Puyallup, Fife, Milton, Tacoma, unincorporated King County, and unincorporated Pierce County.

Essential Community Public Facilities: A facility that: (a) meets the GMA definition of an essential public facility; (b) is on a state, county or local list of essential public facilities; or (c) serves a significant portion of the local community.

Master Plan: A comprehensive, long-range plan for the use of a property. The intent of a master plan is to incorporate various aspects of development and redevelopment on a site into one document.

Existing Essential Public Facilities

Existing Essential Regional Public Facilities in Edgewood include, but are not limited to:

- Union Pacific Railroad
- Meridian Avenue East (SR 161), a major roadway
- Regional utilities facilities (e.g., sewer treatment, wastewater treatment facilities, substations, power corridors)
- Regional and community facility utilities such as natural gas, power, and telecommunication corridors and cellular phone towers.

A preliminary list of Essential Community Facilities includes:

- City of Edgewood City Hall
- Schools of the Puyallup, Fife, and Sumner School Districts
- Pierce County Fire Station No. 8
- Local utilities serving both the City of Edgewood and adjoining jurisdictions such as water lines, electric lines, substations, gas lines, cable lines, storm water detention and retention ponds, and above ground water storage tanks

A formal list of Essential Public Facilities will be developed and adopted by the Edgewood City Council as part of the implementation of the Comprehensive Plan.

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Potential Future Essential Public Facilities

Examples of potential future facilities might include a Regional Transit Authority (RTA) station; a transit center, a Regional Wastewater Treatment Plant, regional correction facilities, a solid waste transfer site, and regional medical (inpatient) care centers. Potential future Community Public Facilities could include local corrections facilities, transit facilities, outpatient medical clinics, neighborhood parks, and local utilities.

State List of Public Facilities: This is a list of essential state public facilities that are required or likely to be built within the next six years. The Washington State Office of Financial Management maintains the list. Facilities of a statewide nature, which are deemed essential, should appear on this list within a time frame critical to their siting.

County List of Public Facilities: This is a list adopted by the County, which sets forth essential public facilities of a countywide or regional nature. This listing should be made pursuant to countywide planning policies adopted in consultation with cities, as required by RCW 36.70.A.

City List of Public Facilities: This is a list of locally essential facilities, adopted by a city. A list of public facilities in Edgewood and description of each can be found in the Existing Conditions section of the Capital Facilities Element. This list consists of facilities that are owned and operated by the City and by private, as well as public, entities. In order to be a locally essential facility, the facility must be needed locally and be of a type which is ordinarily difficult to site.

Existing Conditions

The existing conditions for essential public facilities listed above are discussed in other elements of the Comprehensive Plan, particularly the Land Use Element.

Goals and Policies

Goal EPF I: Ensure that Essential Public Facilities are sited and designed consistent with Pierce County County-Wide Planning Policy on siting of Public Capital Facilities of a County-wide or State-wide nature and in compliance with the State Growth Management Act (GMA).

Discussion: Some Essential Public Facilities cannot be provided by one jurisdiction independently. County, state, and federal objectives often need to be

approached from a regional perspective. In the spirit of cooperation among governments, a city may be required, because of its location, topography, or accessibility, to accommodate essential public facilities that provide regional benefits.

The following policies establish a process for identifying and siting essential public facilities in Edgewood and will be implemented through the City's development regulations.

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Policies

EPF1: Provide for essential regional and community facilities as required by State regulations. Ensure that these essential regional and community facilities:

- provide for basic public health and safety needs;
- offer substantial public benefits to Edgewood and to the greater community, such as public services and public amenities;
- enhance the identity and image of the community; and
- are accessible to the local and regional customers of the public.

EPF2: Adopt an ordinance on the siting of essential public capital facilities of a County-wide or state-wide nature. Base the ordinance upon the criteria specified in part four of the CWPP on Siting of Public Capital Facilities of a County-Wide or State-Wide nature. In addition to essential public facilities, other capital facilities included must be for a public use, have a useful life of 10 or more years, have a value of at least \$25,000 and be either:

- a County-wide facility which has the potential to serve the entire County or at least more than one jurisdiction in the County; or
- a statewide facility which serves or has the potential to serve the entire State or at least more than one county.

EPF3: To ensure compliance with the ordinance, the state, regional, or local agency proposing the project shall

provide a Statement of Justification of Need for the public facilities and for their location within Edgewood city limits and establish a public process to give residents of Pierce County and other affected jurisdictions a reasonable opportunity to participate in the site selection process.

EPF4: Siting of Essential Public Facilities shall be consistent with other Elements of this Comprehensive Plan, considerations for regional general welfare, and the comprehensive plans of adjacent jurisdictions that may be affected by the facility siting.

EPF5: Include standards and criteria in City implementing ordinances which relate to:

- property acquisition;
- the time required for construction;
- control on and off site impacts;
- expediting and streamlining necessary government approvals and permits if all other elements of City of Edgewood and Pierce County policies have been met;
- balancing the public need for the facility against its external impacts in comparison to potential impacts on alternative sites;
- types of facility uses and operations and their impacts;
- mitigation of aesthetic and functional impacts to the site and neighboring properties;

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- *compatibility of the proposed development with existing development, permitted future use of the site, neighboring properties and the community as a whole;*
- *environmental review pursuant to the State Environmental Policy Act (SEPA Rules WAC 197-11); and*
- *a public involvement process appropriate to the types of facility uses and operations and their impacts.*

EPF6: Advance other planning goals in the siting of essential public facilities, such as:

- *reduction of sprawl development;*
- *promotion of economic development and employment opportunities;*
- *protection of the environment;*
- *positive fiscal impact and on-going benefit to the host jurisdiction;*
- *fair distribution of such public facilities throughout Pierce County*
- *consistency and compatibility with this Comprehensive Plan's Elements;*
- *compatibility with adjacent land uses;*
- *serving population groups needing affordable housing*

- *ability to meet zoning criteria for Special Use Permits as defined in the Edgewood Municipal Code;*
- *public health and safety;*
- *forecasted regional or state-wide need and the ability of existing facilities to meet that need;*
- *evaluation for consistency in context of the agency or district plan;*
- *analysis of alternative sites; and*
- *public review process that includes, at a minimum, public notice and a public comment period.*

EPF7: Special Permits and Master Plans may require public meetings and/or a public hearing process. The siting process for Essential Public Facilities shall be coordinated with neighboring jurisdictions and with Pierce and King Counties by participating in the interjurisdictional process developed by the Pierce County Growth Management Coordinating Committee and the process adopted by King County, where appropriate. A specific siting process will be established in the Comprehensive Plan's implementing regulations.

EPF8: Develop and adopt an official list of Essential Public Facilities as part of the implementation of the Comprehensive Plan.

EPF9: Ensure that the design of these facilities will mitigate impacts to the project site and community through:

- *Siting of facilities in a location that minimizes impacts on the surrounding community;*

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- *Design of structures, landscaping, signs, and other improvements that conform with the City's design standard code and the goals outlined in the community Design Element;*
- *Use of aesthetically compatible buffers (e.g. fences, landscaping and similar means) between Essential Public Facilities and surrounding uses;*
- *Improvements to limit impacts to environmental health (e.g. noise quality; air quality; use, storage and destruction of hazardous materials, storm water runoff management);*
- *Infrastructure improvements (e.g., transportation, capital facilities and utilities) to support the underlying facility;*
- *Open space as part of the development plan and accessibility of this open space to the public, if feasible and appropriate; and*
- *Provision of aesthetic improvements (such as using one percent of project costs for the arts) as a part of the development plan, particularly when arts improvements are accessible for community viewing.*

EPF10: Require all Essential Public Facilities to undergo development review by the City of Edgewood for substantial redevelopment, expansion, new development, or change of use.

EPF11: Require Master Plans for Essential Public Facilities.

EPF12: Identify lands useful for public purposes and incorporate such designations into the Land Use Element.

EPF13: Consider any proposed development that is not in the approved Master Plan under a Development Permit Application or a Special Use Permit. These will be reviewed through the underlying Land Use Designation and Zoning regulations.

EPF14: Encourage a cooperative interjurisdictional approach to the siting of Regional Facilities is encouraged.

EPF15: Work jointly with other appropriate jurisdictions to mitigate disproportionate financial burdens resulting from the siting of regional facilities.

EPF16: Encourage clustering of facilities where facilities have similar and compatible uses, such as health and human services. Clustered facilities should provide improvements such as joint plazas, joint parking and joint co-located utility lines.

EPF17: Support public/private partnerships for development and operation of Essential Regional and Community Public Facilities.

EPF18: Investigate the use of methods, such as Payment In Lieu of Taxes (PILOT), to enable tax-exempt facilities to contribute to the City in amounts proportionate with their impacts and need for services. (Reference RCW 36.01.200 as possible model.)

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Implementation Strategies

The Implementation Strategies Element implements all of the following Framework Goals:

FRAMEWORK GOALS

- FG1:** Promote a sense of place by requiring quality building and development that is not just compatible with the surrounding environment, but enhances the community spirit.
- FG2:** Promote quality building and development that is compatible with the surrounding environment.
- FG3:** Support a variety of housing opportunities for Edgewood's diversifying population that are affordable, enhance a safe and livable community, and prepare and protect our families for life in the 21st Century.
- FG4:** Pursue a strong and diverse economy and assure economic development that creates a "Heart" for Edgewood and balances regional objectives, while complementing the unique neighborhood character.
- FG5:** Protect the natural environment and preserve environmentally sensitive areas.
- FG6:** Promote improvements to human services as the community changes and diversifies.
- FG7:** Assure effective and efficient public investment for quality public services, facilities, and utilities.
- FG8:** Balance the transportation needs of the community with regional objectives through improvement of both street and multimodal transportation systems for Edgewood's present and future population.
- FG9:** Provide for inclusive and meaningful citizen involvement in community planning decisions.

Intent

The Implementation Strategies Element is intended to address strategies to advance community goals through the exercise of social and political action and the physical construction of capital facilities. It discusses the processes needed to turn the Plan's goals and visions into reality. This Element will assist the City in meeting the requirement of consistency between the Comprehensive Plan and development regulations.

Background and Context

The City of Edgewood incorporated on February 28, 1996. Prior to incorporation, Pierce County held jurisdiction over the area now within the City limits. Since incorporation, the City has administered land use and community development policy.

The City Council of Edgewood established the Planning Commission on April 10, 1997, to oversee the formation of planning and land use policy for the City. The Commission consists of nine volunteer residents who live within the City. The Planning Commission reviews codes and ordinances, proposes changes, and makes recommendations to the City Council for action.

The City Council has appointed other citizen committees to address land use issues in the jurisdiction. These include the Design Standards Review Commission and the Economic Development Commission.

All residents, business people, and property owners of the City of Edgewood can help fulfill the goals of the Comprehensive Plan. They can assist by participating in planning related activities, staying informed about the land use issues in the City, and by maintaining compliance with City codes and ordinances. They can also assist in the implementation of this Plan by communicating with City staff about issues of concern and working with the City to develop procedures to address these problems.

Before adoption, the Planning Commission held public workshops to make the Plan more responsive to the needs of residents and the business community. The Planning Commission and the City Council will also hold public hearings before Plan amendments, which can take place annually.

Edgewood's implementation program will be comprised of both long- and short-term actions. Plan amendments, citizen education, subarea planning, and capital facilities programs are examples of long-term actions. Keeping citizens aware of planning issues and their potential impacts is another important long-term implementation strategy. Revisions of the existing land use codes and ordinances, adoption of new codes and ordinances, code enforcement, and the permitting process are examples of short-term actions.

Part of the implementation process will be the construction of infrastructure. Specifically, such improvements will implement the Capital Facilities and Utilities, Transportation, and Essential Public Facilities Elements of the Plan. Infrastructure includes the water lines, roads, retention and detention ponds, utilities, buildings, parks, and service improvements, to name just a few. This infrastructure will be built and maintained to required levels of service, as specified in the Capital Facilities Element of this Plan. A six-year schedule of capital improvements has been developed and will be revised to include any additional capital projects that are needed to maintain the City's adopted levels of service.

Another major regulatory measure is the adoption of a concurrency management ordinance. Concurrency refers to the requirement of this Plan that adequate public facilities be in place to serve new development. The City will adopt levels of service provided to local residents and businesses. The concurrency management ordinance will implement this concept by establishing criteria by which the City will determine whether an individual development proposal is served by adequate public facilities. The ordinance will also set up monitoring procedures so that the City will obtain a periodic update of the capacity of its public facilities and services.

The Elements are distinctly separated in the Plan because they address different issues. However, implementation of these Elements must be viewed as a multifaceted whole. To guide implementation, the discussion statements for the policies are cross-referenced to other Elements.

Edgewood's first Comprehensive Plan is meant to be open and transparent and to be used as a catalyst for action by the City. It is not meant to obstruct, govern, or interact politically with the visions held by the citizens of our community. It is meant to set direction and guide orderly change. The policies contained in the Plan are the threads that make up the Plan's fabric and will function efficiently and effectively only if each of the threads are woven together.

Working jointly with other governments in regional planning is another important implementation strategy for the Comprehensive Plan. Interlocal agreements are successful when they incorporate a respectful understanding of the various interests held by different governments. The City of Edgewood is committed to working with state, federal, county, tribal, and city agencies to address issues of mutual concern.

This Plan establishes general direction now and allows for adjustments needed in the future. Because Edgewood is a new city, it has limited information, which provides for limited foresight. In addition, social, political, technological, and environmental changes in adjacent cities, Pierce County, Washington State, the United States, and the global economy, are likely to require changes in City policy. An annual review and update of this Plan will enable the City to incorporate necessary changes over time while meeting the requirements of the Growth Management Act, Endangered Species Act, and other federal, state, and local laws.

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Goals and Policies

Goal IS I: Maintain strict adherence to City zoning codes, building codes, and design standards to protect the public health, safety and welfare of the citizens of Edgewood.

Policies

IS1: *Provide a fair and effective method of code enforcement.*

Discussion: Code enforcement is essential for the implementation of the Comprehensive Plan. The City can implement this policy by reviewing the process by which code enforcement decisions are addressed.

IS2: *Encourage high levels of maintenance on public and private properties.*

Discussion: Maintenance is important because it reduces costs and prevents reductions in property values. Implementation for this policy will depend on the type of maintenance and the potential impacts.

Goal IS II: Provide for increased community involvement and review in the provision of public and private services, facilities, and development.

IS3: *Inform the citizens of Edgewood of issues affecting Edgewood's future through the City's Newsletter.*

Discussion: Support and understanding from the citizens is essential for the implementation of the Comprehensive Plan.

Goal IS III: Provide for continuing evaluation and review of the Plan by Edgewood City Council, Planning Commission, residents, and property owners.

IS4: *Develop an annual review program to facilitate amendments to the Edgewood Comprehensive Plan, if necessary.*

Discussion: Amendments to the Comprehensive Plan will be necessary to address changing environmental, political, economic, and social circumstances. The annual review program will ensure that Plan amendments are made in an organized manner.

IS5: *Ensure that any changes to development regulations and land use codes are consistent with and implement the Comprehensive Plan.*

Discussion: Development regulations are the primary implementation tools of the Comprehensive Plan. These tools need to be consistent with the Plan in order to implement it. The City will implement this policy by reviewing and revising development regulations during the annual amendment process for the Comprehensive Plan.

IS6: *Develop a five-year review cycle directed towards updating the Comprehensive Plan to accommodate the urban growth projected to occur for the succeeding ten years.*

Discussion: A comprehensive plan is a complex document that deals with a wide variety of interrelated issues. While the City's amendment process will take place annually, a more thorough review is

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important to address the accumulation of annual amendments and changing conditions in aggregate.

Goal IS IV: Provide for the construction and maintenance of capital facilities to maintain adopted levels of service.

IS7: Develop a work plan to create parks, devise a storm water abatement program, and build necessary capital facilities.

Discussion: In addition to development regulations, capital facilities work plans are also essential for the implementation of the Comprehensive Plan. The Capital Facilities Financing Plan within the Capital Facilities Element is critical to ensure that long-range capital facilities planning is consistent with funding availability. See the Capital Facilities and Utilities Element for more detail.

Goal IS V: Work jointly with other jurisdictions in the implementation of this plan.

IS8: Seek state and federal grants to help offset local costs.

Discussion: Edgewood is a small city with limited funding resources to build and improve infrastructure. State and federal grants can help the City make needed infrastructure improvements. An example of this is a grant to realign Jovita Boulevard.

IS9: Resolve issues of mutual interest with other jurisdictions.

Discussion: Land use and infrastructure issues are interjurisdictional in nature. By working together, Edgewood and other jurisdictions can attain solutions that are mutually beneficial while reducing mutual costs. For example, the City of Edgewood and the City of Milton can work together to address surface water issues of the Surprise Lake Basin.

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GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
Goal 1. Urban Growth Encourage development in urban areas where adequate public services & facilities exist or can be provided in an efficient manner.	Urban Growth Areas, Promotion of Contiguous & Orderly Development, & provision of urban services to such Development.	Land Use Map accommodates growth in Edgewood at full build out, beyond the 20-year population projection. Goal LU I: Ensure that the land use pattern of the City encourages needed, diverse, and creative development, protects existing uses, safeguards the environment, promotes efficient use of land, encourages alternative modes of transportation, and helps maintain Edgewood's sense of community. Goal LU II: Provide a well designed, pedestrian-friendly and community oriented Town Center. Goal H IV: Provide sufficient development capacity to accommodate the 20 year growth forecast by promoting the creative and innovative use of land designated for residential uses. Goal CF II: Minimize the demands of growth on public facilities.
Goal 2. Reduce Sprawl Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.	Urban Growth Areas, Promotion of Contiguous & Orderly Development, & provision of urban services to such Development.	Goal LU I: Ensure that the land use pattern of the City encourages needed, diverse, and creative development, protects existing uses, safeguards the environment, promotes efficient use of land, encourages alternative modes of transportation, and helps maintain Edgewood's sense of community. Goal LU II: Provide a well designed, pedestrian-friendly and community oriented Town Center. Goal LU IV: Protect the character of existing single-family neighborhoods. Goal NE II: Protect the natural environment in the community. Goal NE IV: Encourage environmentally responsible land management practices that are compatible with other land uses. The Town Center Plan in the Community Character Element provides options to accommodate growth while avoiding suburban sprawl and strip development. Goal CC I: Promote commercial and residential development that is carefully considered, aesthetically pleasing, and functional.

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
<p>Urban Growth Areas (RCW 36.70A.110)</p> <ul style="list-style-type: none"> • Designate an urban growth area (UGA) within which urban growth is encouraged • Include each city within the UGA • Include areas & densities sufficient to accommodate 20-year growth forecasts • County & cities can negotiate on location UGA • Include land outside cities if urban in character or adjacent to urban lands • Permit urban densities & include greenbelts & open space • Review UGA at least every 10 years • Locate urban growth first in urban areas with existing public facility & service capacity, next in urban areas that will be served by a combination of existing & new facilities & services 	<p>Urban Growth Areas, Promotion of Contiguous & Orderly Development, & provision of urban services to such Development.</p>	<p>Goal LU I: Ensure that the land use pattern of the City encourages needed, diverse, and creative development, protects existing uses, safeguards the environment, promotes efficient use of land, encourages alternative modes of transportation, and helps maintain Edgewood's sense of community.</p> <p>Goal LU II: Provide a well designed, pedestrian-friendly and community oriented Town Center.</p> <p>Goal LU III: Provide for residential development that reflects the character of the community and is integrated into its natural environment.</p> <p>Goal LU V: Improve the quality and availability of multifamily housing choices.</p> <p>Goal H VI: Provide open space areas in new residential development.</p> <p>Goal CF II: Minimize the demands of growth on public facilities.</p> <p>The Town Center Plan in the Community Character Element presents models for focusing future growth while enhancing community character.</p>

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
<p>Land Use Element Contents RCW 36.70A.070(1)</p> <ul style="list-style-type: none"> • General distribution, location, extent of uses of land • Population densities, building intensities, estimates of future population growth • Provide for protection of quality & quantity of ground water • Review drainage, flooding & stormwater runoff & provide guidance for corrective actions 	<p>The "Need for Affordable Housing for All Economic Segments of the Population & Parameters for its Distribution."</p>	<p>Land Use Map The Land Use Element contains:</p> <ul style="list-style-type: none"> • General distribution, location, extent of uses of land • Population densities, building intensities, estimates of future population growth <p>The Natural Environment Element contains:</p> <ul style="list-style-type: none"> • Provisions for protection of quality & quantity of ground water • Guidance for review of drainage, flooding & stormwater runoff and corrective actions <p>Goal LU III: Provide for residential development that reflects the character of the community and is integrated into its natural environment.</p> <p>Goal NE IV: Encourage environmentally responsible land management practices that are compatible with other land uses.</p>

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
<p>Goal 3. Transportation</p> <p>Encourage efficient multimodal transportation systems that are based on regional priorities & coordinated with county & city comprehensive plans</p>	<p>Transportation Facilities and Strategies</p>	<p>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 volumes of traffic.</p> <p>Goal T II: Develop a transportation system that enhances the delivery and transport of goods and services.</p> <p>Goal T III: Provide clear and identifiable systems of walkways, sidewalks, and trails.</p> <p>Goal T IV: Support improved transit coverage and service throughout the region to improve mobility options for Edgewood.</p> <p>Goal T V: Promote programs to encourage carpooling, transit, and non-motorized transportation to reduce the transportation impacts of economic and residential development.</p> <p>Goal T VIII: Secure a reliable funding package to ensure a cost-effective level of service (LOS) for the roadway network of the City of Edgewood.</p> <p>Goal PR VI: Provide a system of pathways and trails throughout the City and with regional connectivity.</p> <p>Goal CF V: Bring all parties together in the process of making decisions on capital projects within the community.</p>

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
Transportation Element Contents RCW 36.70.070(6) <ul style="list-style-type: none"> • Land use assumptions used to estimate travel • Inventory of facilities & service needs • Level of service standards that are regionally coordinated • Forecasts based on the plan • System expansion needs to meet demands • Analysis of funding capability to meet needs & multi-year financing plan • Discussion of reevaluation of land use or additional funding strategies to meet financing needs • Intergovernmental coordination efforts & identification of impacts on adjacent jurisdictions • Demand management strategies • Prohibition of development approval if proposal would cause the LOS to fall below adopted standards unless strategies or improvements are made to accommodate the development concurrent with the development 	Transportation Facilities and Strategies	The Transportation Element and Analysis contain: <ul style="list-style-type: none"> • Description of transportation system • Inventory and analysis of streets and deficiencies • Concurrency considerations • Level of service standards for transportation facilities • Inventory and analysis of funding options

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
Goal 4. Housing Encourage the availability of affordable housing to all economic segments of the population of this state; promote a variety of residential densities & housing types, & encourage preservation of existing housing stock	The "Need for Affordable Housing for All Economic Segments of the Population and Parameters for its Distribution".	Goal H I: Encourage the retention and improvement of existing structurally sound residential housing. Goal H V: Pursue opportunities to preserve and develop affordable housing throughout the City to address the needs of all economic segments.
Housing Element Contents RCW 36.70.070(2) <ul style="list-style-type: none"> • Inventory/analysis of existing & projected needs • Goals, policies, objectives for housing preservation, improvement, development • Sufficient land for various housing types • Provides for needs of all economic segments 	The "Need for Affordable Housing for All Economic Segments of the Population and Parameters for its Distribution".	The Housing Element contains: <ul style="list-style-type: none"> • Inventory and analysis of existing housing stock • Projections of housing needs • Provision of sufficient land to meet housing needs • Provisions for affordable housing • Goals and policies to ensure adequate and affordable housing

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
<p>Goal 5. Economic development</p> <p>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 & for disadvantaged persons, & encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, & public facilities.</p>	<p>Economic Development and Employment</p>	<p>In addition to the Economic Development Element, the Land Use and Community Character Elements also promote economic development.</p> <p>Goal LU I: Ensure that the land use pattern of the City encourages needed, diverse, and creative development, protects existing uses, safeguards the environment, promotes efficient use of land, encourages alternative modes of transportation, and helps maintain Edgewood's sense of community.</p> <p>Goal LU VI: Achieve a mix of commercial land uses that serve the City's residents, businesses, and visitors.</p> <p>GOAL LU VII: Encourage industrial development and redevelopment that strengthens the economy of Edgewood and the region. Require compatibility between industrial uses and surrounding residential uses and the environment.</p> <p>Goal ED I: Plan for sufficient economic growth and development to provide for an appropriate balance of land uses that will provide a sound financial future for the City.</p> <p>Goal ED II: Enhance the image of Edgewood as a good place in which to work, shop, and live.</p> <p>Goal ED IV: Plan for sufficient capital facilities to maintain existing economic activities and allow for the development of new businesses.</p> <p>Goal CC I: Promote commercial and residential development that is carefully considered, aesthetically pleasing, and functional.</p>

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
Goal 6. Property rights Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary & discriminatory actions.	No comparable policies contained in CWPPs.	Goal IS III: Provide for continuing evaluation and review of the Plan by Edgewood City Council, Planning Commission, residents, and property owners.
Goal 7. Permits Applications for both state & local government permits should be processed in a timely & fair manner to ensure predictability.	No comparable policies contained in CWPPs.	Goal IS III: Provide for continuing evaluation and review of the Plan by Edgewood City Council, Planning Commission, residents, and property owners.
Goal 8. Natural resource industries Maintain & enhance natural resource-based industries, including productive timber, agricultural, & fisheries industries. Encourage the conservation of productive forestlands & productive agricultural lands, & discourage incompatible uses.	Natural Resources, Open Space and Protection of Environmentally-Sensitive Lands Agricultural Lands	Policy LU16: Investigate a transfer of development rights system and other methods to retain open space and to provide for the continuation of agricultural uses on large lots and preservation of constrained areas. Policy LU23: Minimize potential conflicts between new residential land uses and existing agricultural uses.

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
<p>Goal 9. Open space & recreation</p> <p>Encourage the retention of open space & development of recreational opportunities, conserve fish & wildlife habitat, increase access to natural resource lands & water, & develop parks.</p>	<p>Natural Resources, Open Space and Protection of Environmentally-Sensitive Lands</p>	<p>Goal PR III: Provide a system of parks and recreational facilities that provides a variety of recreation opportunities.</p> <p>Goal PR IV: Provide a high quality park system that is safe, accessible and efficient to operate.</p> <p>Goal PR V: Preserve and manage critical natural open space areas; such as forested areas, floodplains, wetlands, view sheds and watersheds.</p> <p>Goal PR VI: Provide an inter-connected system of pathways and trails throughout the City and with regional connectivity.</p>
<p>Goal 10. Environment</p> <p>Protect the environment & enhance the state's high quality of life, including air & water quality, & the availability of water.</p>	<p>Natural Resources, Open Space and Protection of Environmentally-Sensitive Lands</p>	<p>Goal NE II: Protect the natural environment in the community.</p> <p>Goal NE IV: Encourage environmentally responsible land management practices that are compatible with other land uses.</p> <p>Goal NE V: Protect and improve local and regional air quality by reducing or eliminating sources of air pollution.</p> <p>Goal NE VI: Preserve and enhance water quality.</p> <p>Goal NE VII: Encourage measures that improve surface water management.</p> <p>Goal NE VIII: Provide for the protection of wetlands.</p>

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
Goal 11. Citizen Participation Encourage the involvement of citizens in the planning process & ensure coordination between communities & jurisdictions to resolve conflicts.	No comparable policies contained in CWPPs.	Goal CP I: Maintain and improve the quality of life in the community by creating a variety of opportunities for public involvement in community planning decisions. Goal IS II: Provide for increased community involvement & review in the provision of public & private services, facilities, & development. Goal IS III: Provide for continuing evaluation and review of the Plan by Edgewood City Council, Planning Commission, residents, and property owners. Goal IS V: Work jointly with other jurisdictions in the implementation of this plan. Goal CF V: Bring all parties together in the process of making decisions on capital projects within the community.
Goal 12. Public Facilities & Services Ensure that those public facilities & services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy & use without decreasing current service levels below locally established minimum standards.	Urban Growth Areas, Promotion of Contiguous & Orderly Development, & provision of urban services to such Development.	Goal CF1: Support the timely expansion, maintenance, and replacement of capital facilities and utilities infrastructure at designated service levels in order to meet expected demand for service. Ensures adequate public facilities that address past deficiencies and are concurrent with new development, based on the City's adopted LOS standards. Goal CF II: Minimize the demands of growth on public facilities. Goal CF III: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide. 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 volumes of traffic. Goal T VIII: Secure a reliable funding package to ensure a cost-effective LOS for the roadway network of the City of Edgewood. Goal PR III: Provide a system of parks and recreational facilities that provides a variety of recreation opportunities.

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
Siting of Essential Public Facilities (RCW 36.70A.200) Each Comprehensive Plan shall include a process for identifying & siting essential public facilities...No local comprehensive plan or development regulation may preclude the siting of essential public facilities.	Siting of Public Capital Facilities of a County-Wide or State-Wide Nature	The Essential Public Facilities Element contains a process for identifying and siting essential public facilities.
Capital Facilities Element Contents RCW 36.70A.070(1) <ul style="list-style-type: none"> • Inventory of existing capital facilities showing locations & capacities • Forecasts of future need • Location & capital of proposed new facilities • 6-year plan to finance needed facilities within projected funding capacities, including sources of funds • Requirement to reevaluate land use element if funding falls short of projections 	Urban Growth Areas, Promotion of Contiguous & Orderly Development, & provision of urban services to such Development.	The Utilities and Capital Facilities Element contains: <ul style="list-style-type: none"> • Inventory and analysis of existing utilities and capital facilities • Discussion of future needs • Maps showing utility and capital facility locations • Financial considerations • The Capital Facilities Funding Plan projecting needs and funding sources for six years and beyond Goal CF1: Support the timely expansion, maintenance, and replacement of capital facilities and utilities infrastructure at designated service levels in order to meet expected demand for service. Ensures adequate public facilities that address past deficiencies and are concurrent with new development, based on the City's adopted LOS standards. Goal CF II: Minimize the demands of growth on public facilities. Goal CF III: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.

GMA Goal/ Requirement	Pierce County County- Wide Planning Policies	City of Edgewood Comprehensive Plan Contents
Utilities Element Contents RCW 36.70A.070(3) General location & capacity of existing & proposed utilities	Urban Growth Areas, Promotion of Contiguous & Orderly Development, & provision of urban services to such Development.	The Utilities and Capital Facilities Element contains: <ul style="list-style-type: none"> • Inventory and analysis of existing utilities and capital facilities • Discussion of future needs • Maps showing utility and capital facility locations • Financial considerations • The Capital Facilities Funding Plan projecting needs and funding sources for six years and beyond Goal CF1: Support the timely expansion, maintenance, and replacement of capital facilities and utilities infrastructure at designated service levels in order to meet expected demand for service. Ensures adequate public facilities that address past deficiencies and are concurrent with new development, based on the City's adopted LOS standards. Goal CF II: Minimize the demands of growth on public facilities. Goal CF III: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.
Goal 13. Historic Preservation	Historic, Archaeological and Cultural Preservation	Goal LU III: Provide for residential development that reflects the character of the community and is integrated into its natural environment. Goal LU IV: Protect the character of existing single-family neighborhoods. Goal CC IV: Protect Edgewood's cultural, scenic, historical and natural attributes.

Historical Maps - Summary

The maps used for development and release of the City Council Draft Comprehensive Plan are located within this section and compiled chronologically based on the organization of the City Council Draft Comprehensive Plan. These maps are the historically correct versions as released in the January 23, 2001 Draft Comprehensive Plan.

Only two map figures are mentioned in the Comprehensive Plan (LU9-Future Land Use Recommended Alternative and NE-4 -- Residential Densities). LU9 was superseded through adoption of an amended Future Land Use map, now the Official City of Edgewood Land Use Map. Therefore, other map figures were considered historical in nature. Retention of the Comprehensive Plan development map figures were considered significant and are provided within this section as a readily available source of information.

Figure I-1 (Vicinity Map) and Figure I-2 (City Boundaries) were used as general reference within the Introductory Chapter of the Draft Comprehensive Plan.

Chapter three discusses the Natural Element aspects within and adjacent to the City of Edgewood. Reference maps used in development of this chapter were Figure NE-1 (Slope Classifications), Figure NE-2 (Hydrologic Constraints), NE-3 (Constrained Areas with Existing Housing), and Figure NE-4 (Residential Densities).

Chapter five contains the information regarding the Land Use Element of the Comprehensive Plan. This chapter contained various maps with numerous versions of future land use alternatives that led to the final land use map as amended, adopted by Ordinance, and now designated as the Official Land Use Map of Edgewood.

Several maps were used for development of the Utilities/Capital Facilities Element of Chapter ten such as Figure CF-1 (Water Service Areas), Figure CF-2 (Wastewater Facilities), Figure CF-3 (School Districts & School Facilities), and Figure CF-4 (Capital Facilities) for discussion of the City's capital facilities.

Chapter eleven, the Parks, Open Space and Recreation Element contained one reference map, Figure PR-1 (Parks/Open Space).

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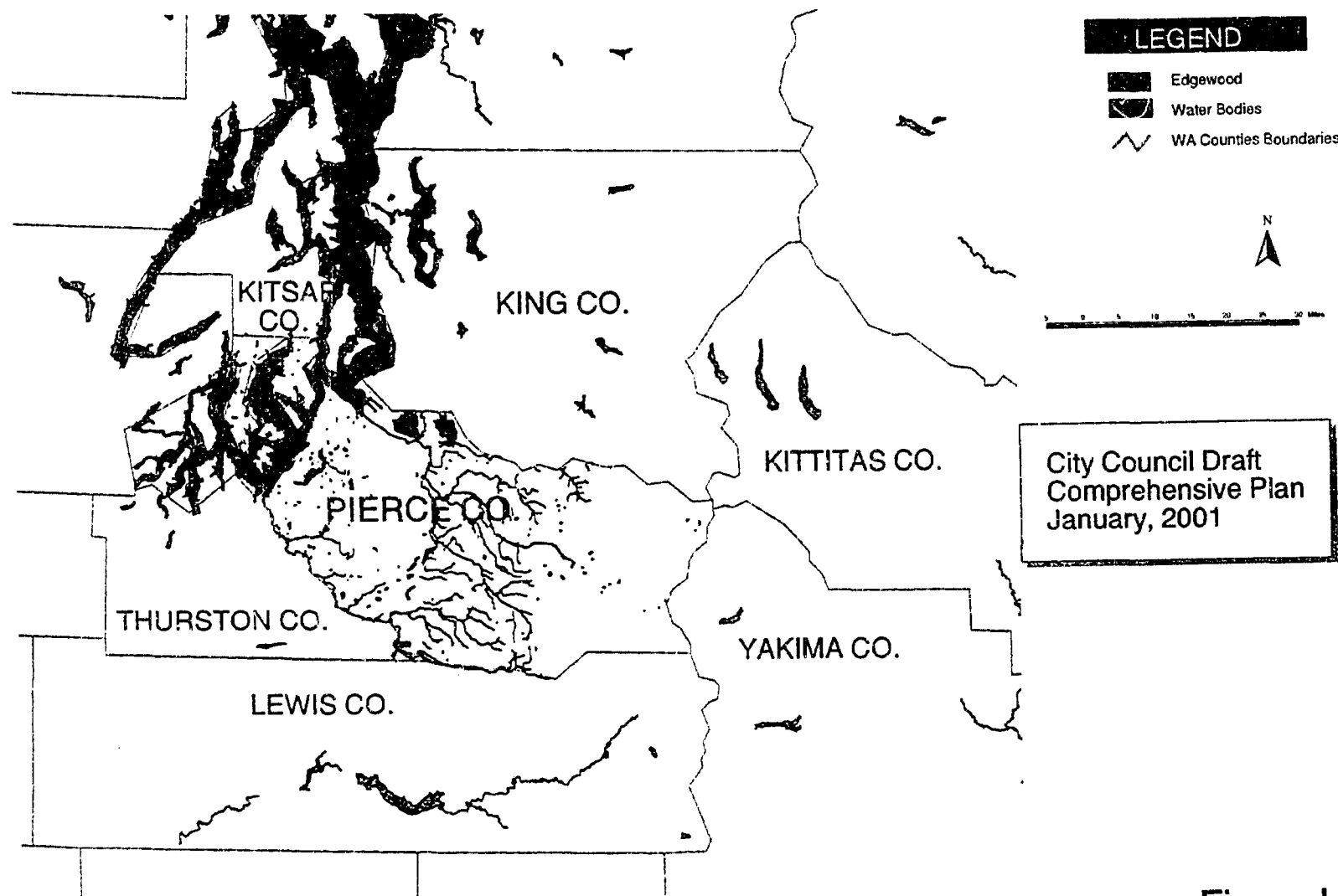
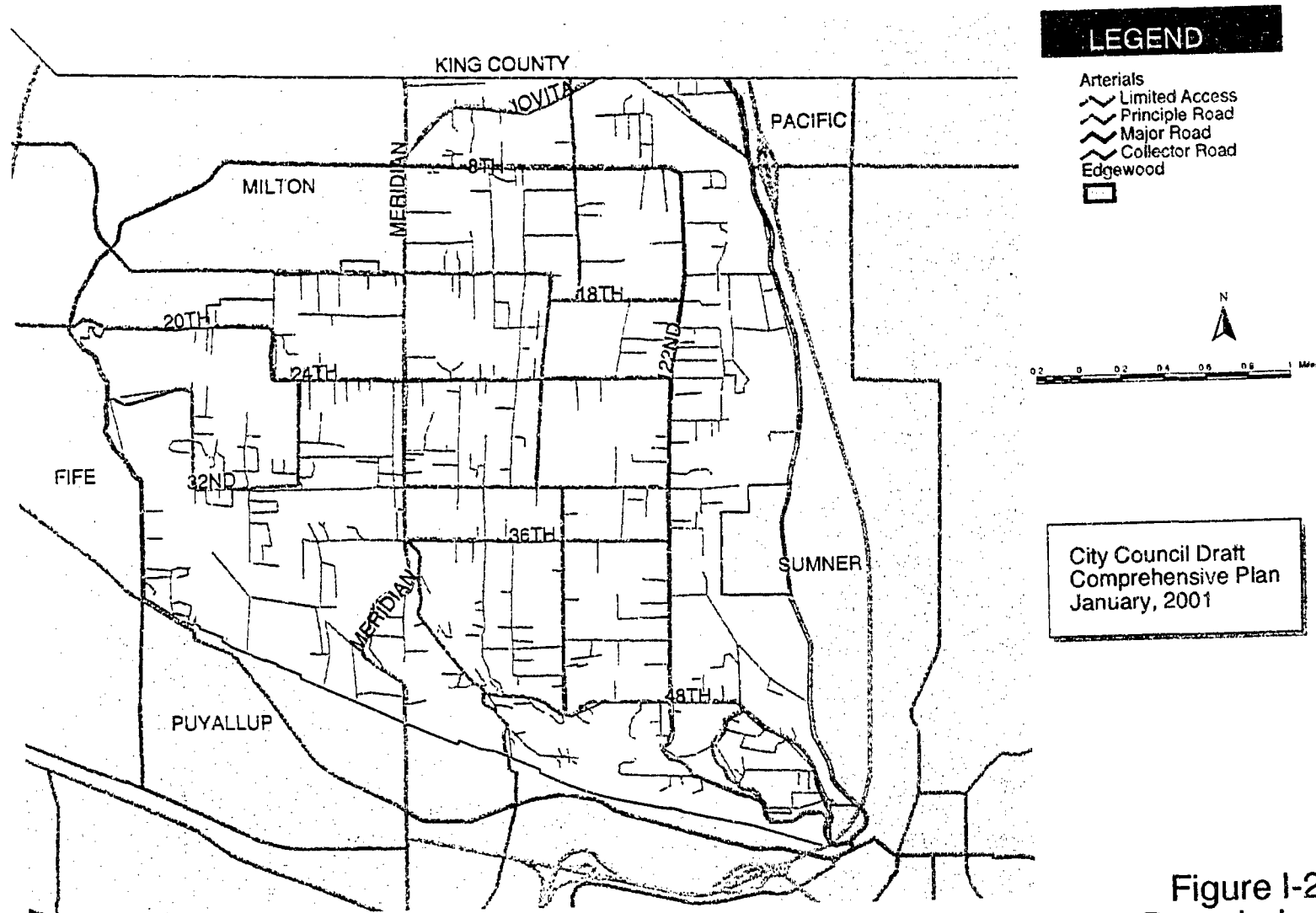


Figure I-1
Vicinity Map

Source: Pierce County County View Data: January, 2001
January, 2001

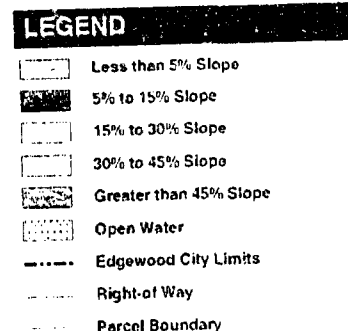
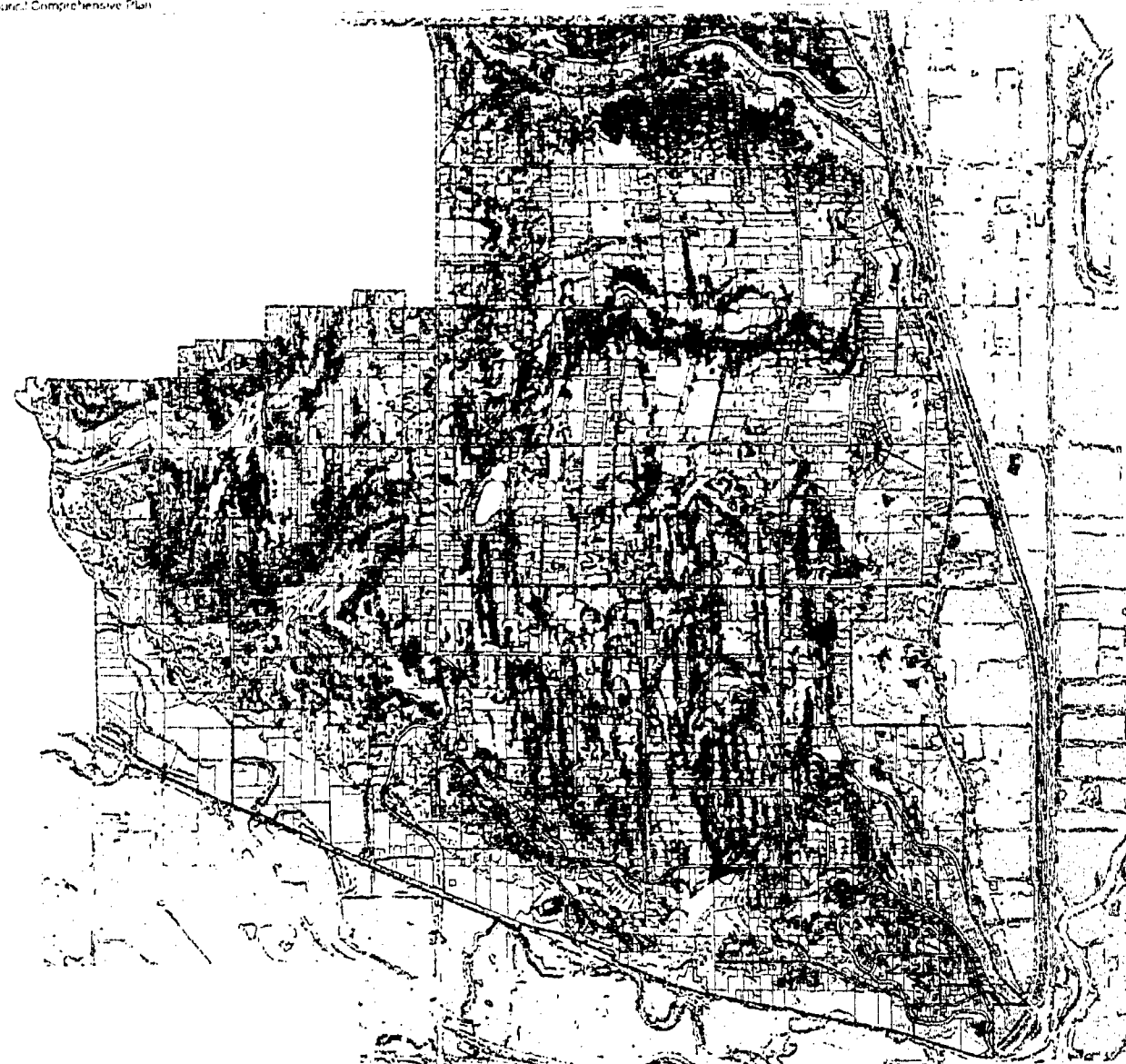


City Council Draft
Comprehensive Plan
January, 2001

Figure I-2
City Boundaries

Source: Pierce County Countyview, City of Edgewood, (home/city_edg/dcamr/projects.comp_plan.apr)

January, 2001

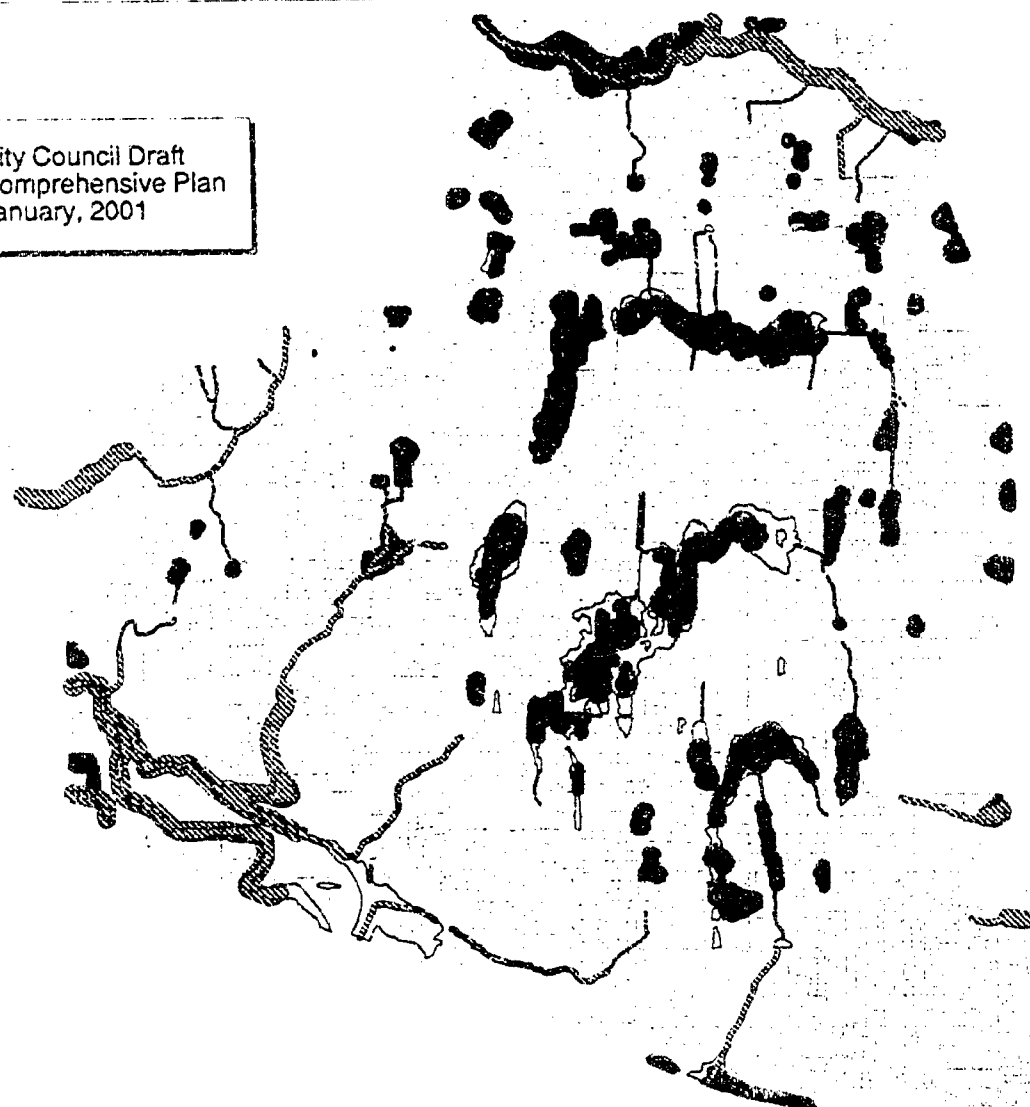


City Council Draft
Comprehensive Plan
January, 2001

Figure NE-1
Slope Classifications
Edgewood and Adjacent Area

Source: Pierce County GIS, Niles Mapping Group, Inc., City of Edgewood, EDNAW Inc., 1999. (http://city.edgewood.wa.gov/projects/constrain.asp)
January, 2001

City Council Draft
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January, 2001



LEGEND

- Stream Buffer
- Wetland and Wetland Buffer
- Flood Area and Flood Buffer
- Fish Bearing Stream
- Significant Perimeter Stream
- Minor Stream
- Potential Wetland
- Frequently Flooded Area
- Edgewood City Limits
- Right-of Way
- Parcel Boundary

BUFFER DISTANCES

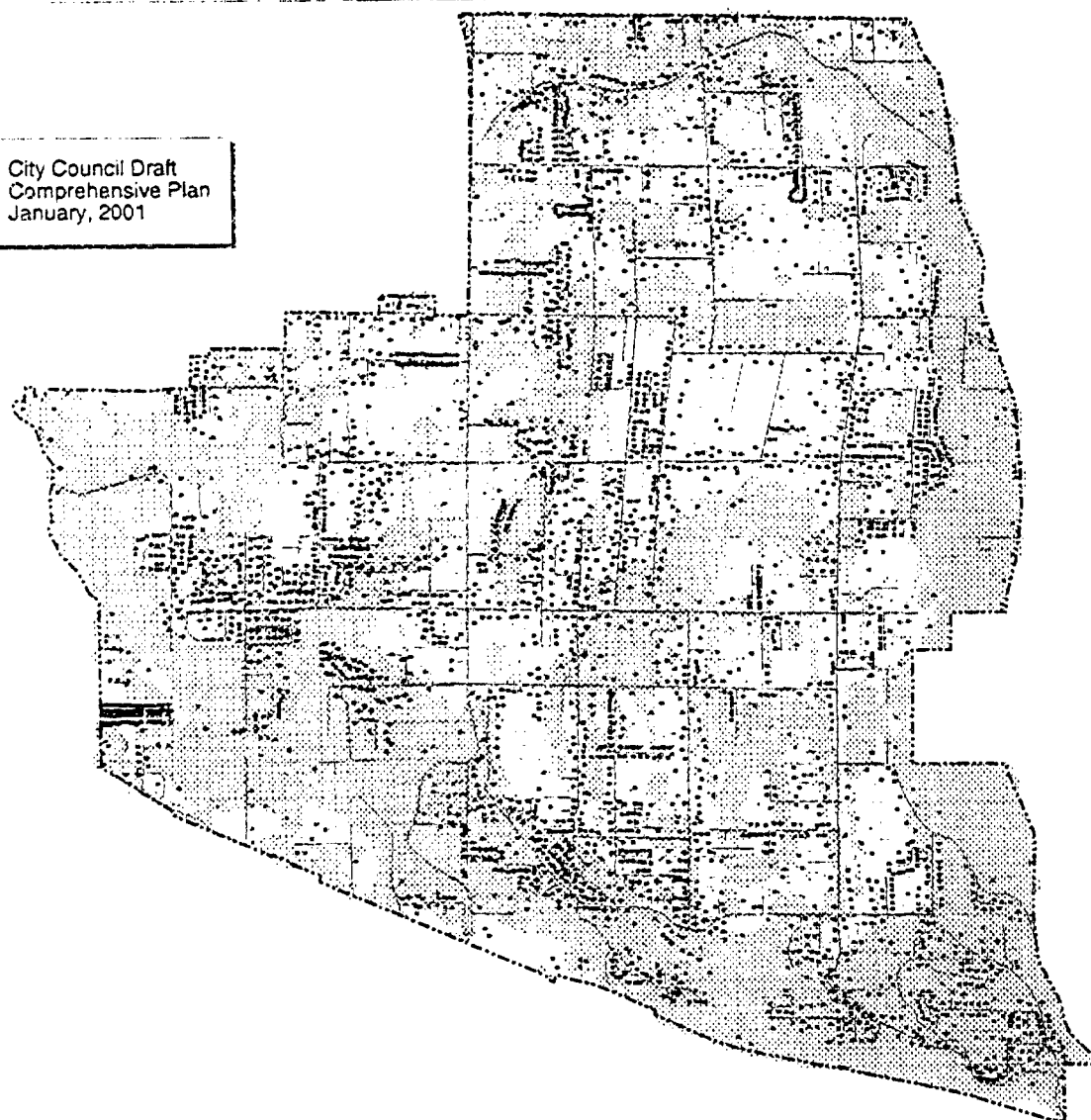
Wetlands and Potential Wetlands	100 feet
Frequently Flooded	100 feet
Fish Bearing Streams	150 feet
Perimeter Streams	50 feet
Interior Streams	25 feet








Figure NE-2
Hydrologic Constraints

Source: Pierre County GIS, City of Edgewood, EDAW Inc., 1999. [home/city_edg/dcairn/projects/comp_plan/constraints.apr
January, 2001]

City Council Draft
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LEGEND

-  Constrained Area
-  Existing Housing
-  Edgewood City Limits
-  Right-of Way
-  Parcel Boundary

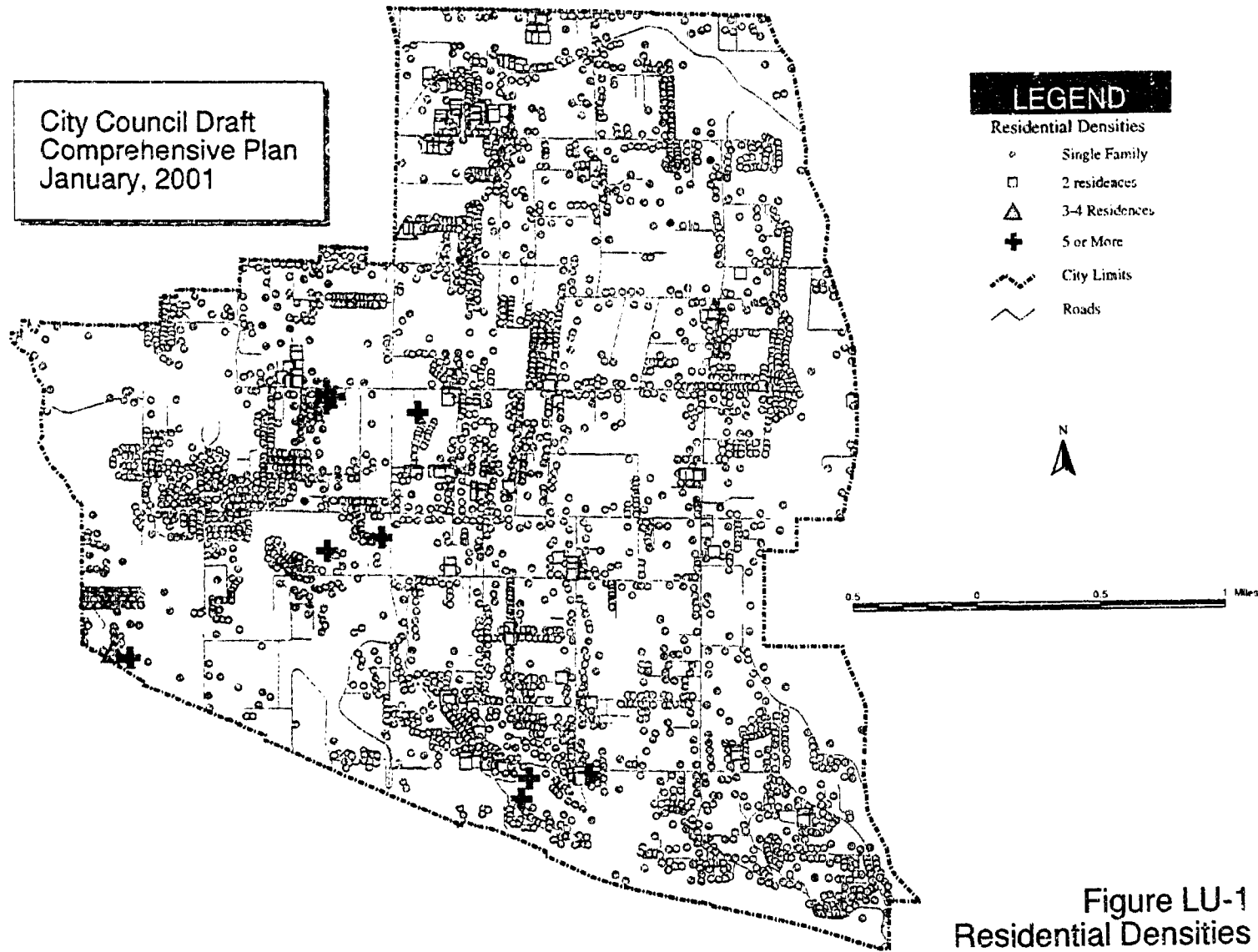
BUFFER DISTANCE

Wetlands and Potential Wetlands	100 feet
Frequently Flooded	100 feet
Fish Bearing Streams	150 feet
Perimeter Streams	50 feet
Interior Streams	25 feet
Slopes 15% to 30%	25 feet
Slopes 30% and Greater	75 feet



Figure NE-3
Constrained Areas
with Existing Housing

Source: Pierce County GIS, City of Edgewood, EDAW Inc., 1999 (home/city_edg/dcarn/v/projects/comp_plan/constraints.apr)
January, 2001



Source: Pierce County Countyview, City of Edgewood, (home/city.edg/dcamm/projects/comp_plan/density.apr)
January, 2001

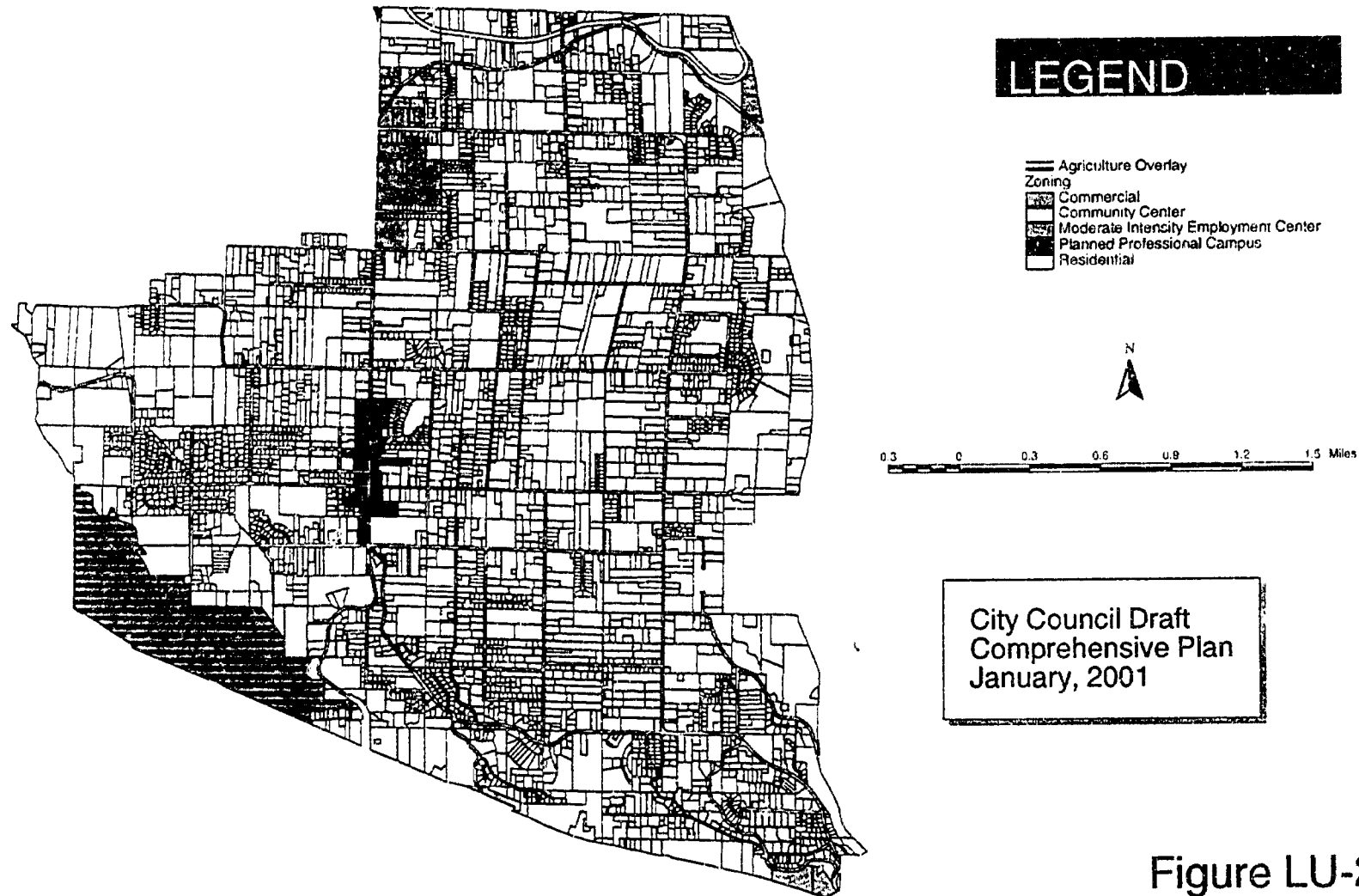
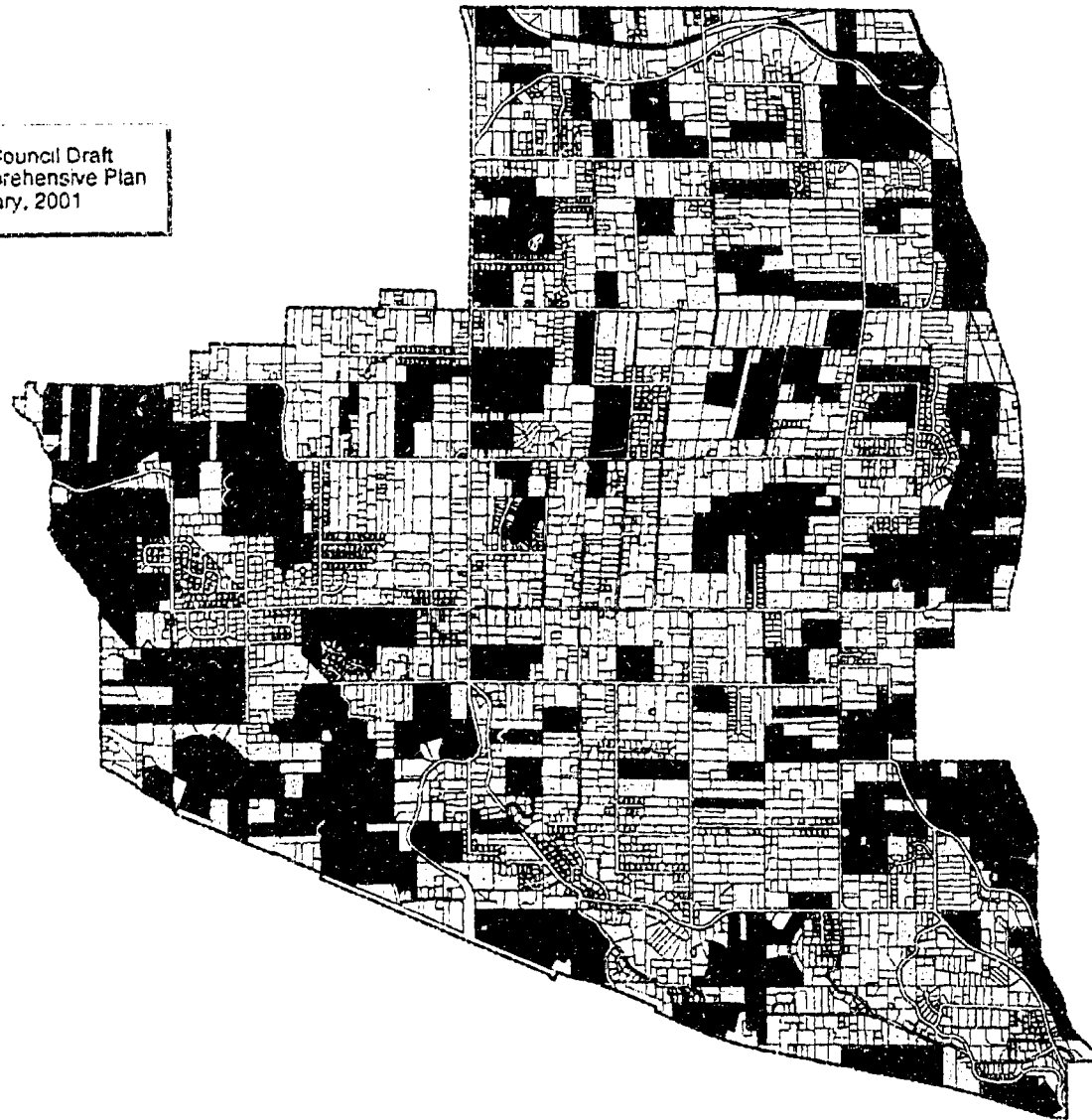


Figure LU-2
Existing Zoning

Source: Pierce County Countyview, City of Edgewood, (http://home/city_edg/dcarrn/projects/comp_plan/land_use.apr)

January, 2001

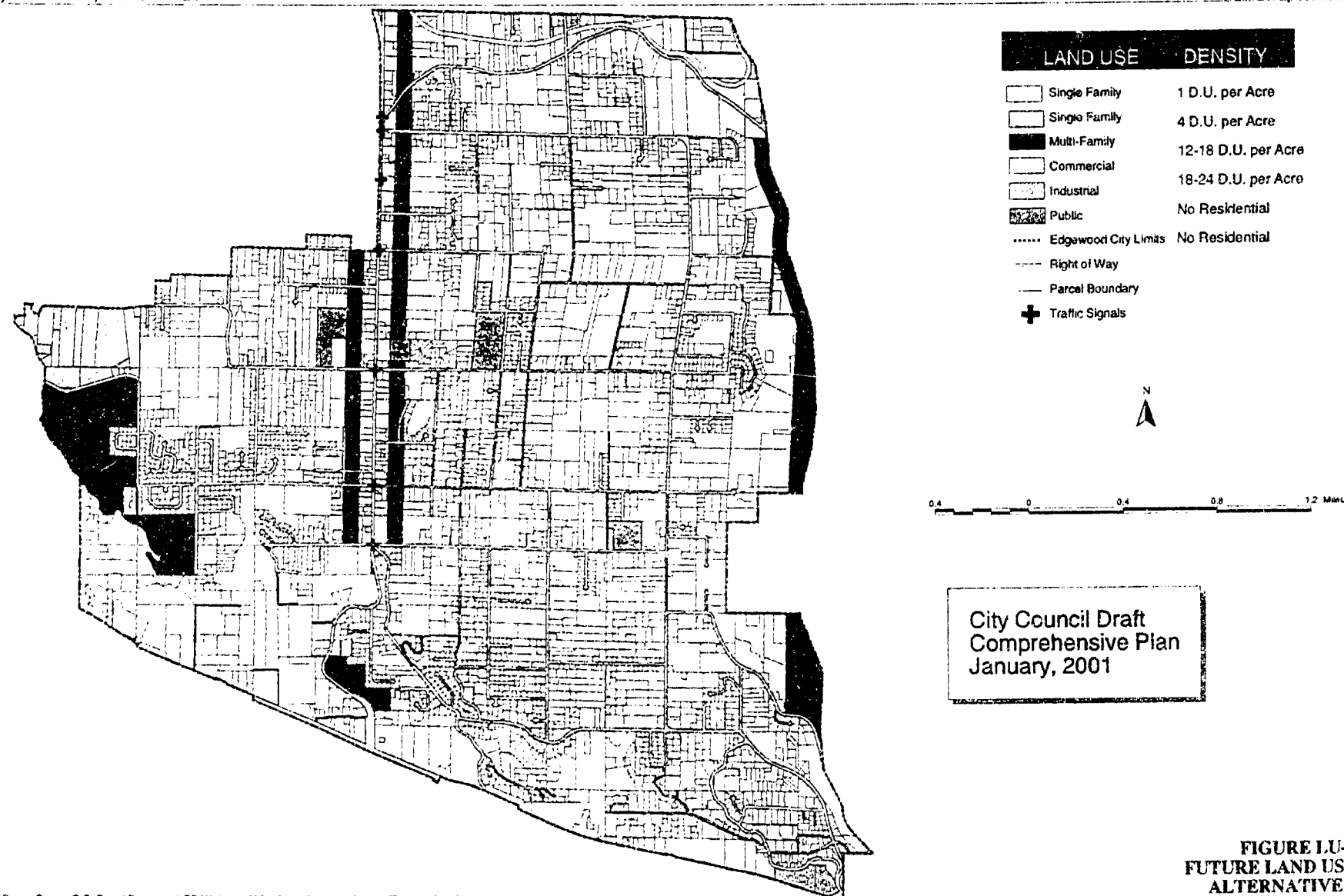
City Council Draft
Comprehensive Plan
January, 2001

**LEGEND**

- One-third acre or less
- 0.34 - 1 acre
- 1.01 - 2.5 acres
- 2.51 - 5.0 acres
- Greater than 5 acres
- Existing Residential Unit (s)
- Edgewood City Limits
- Right-of Way
- Parcel Boundary

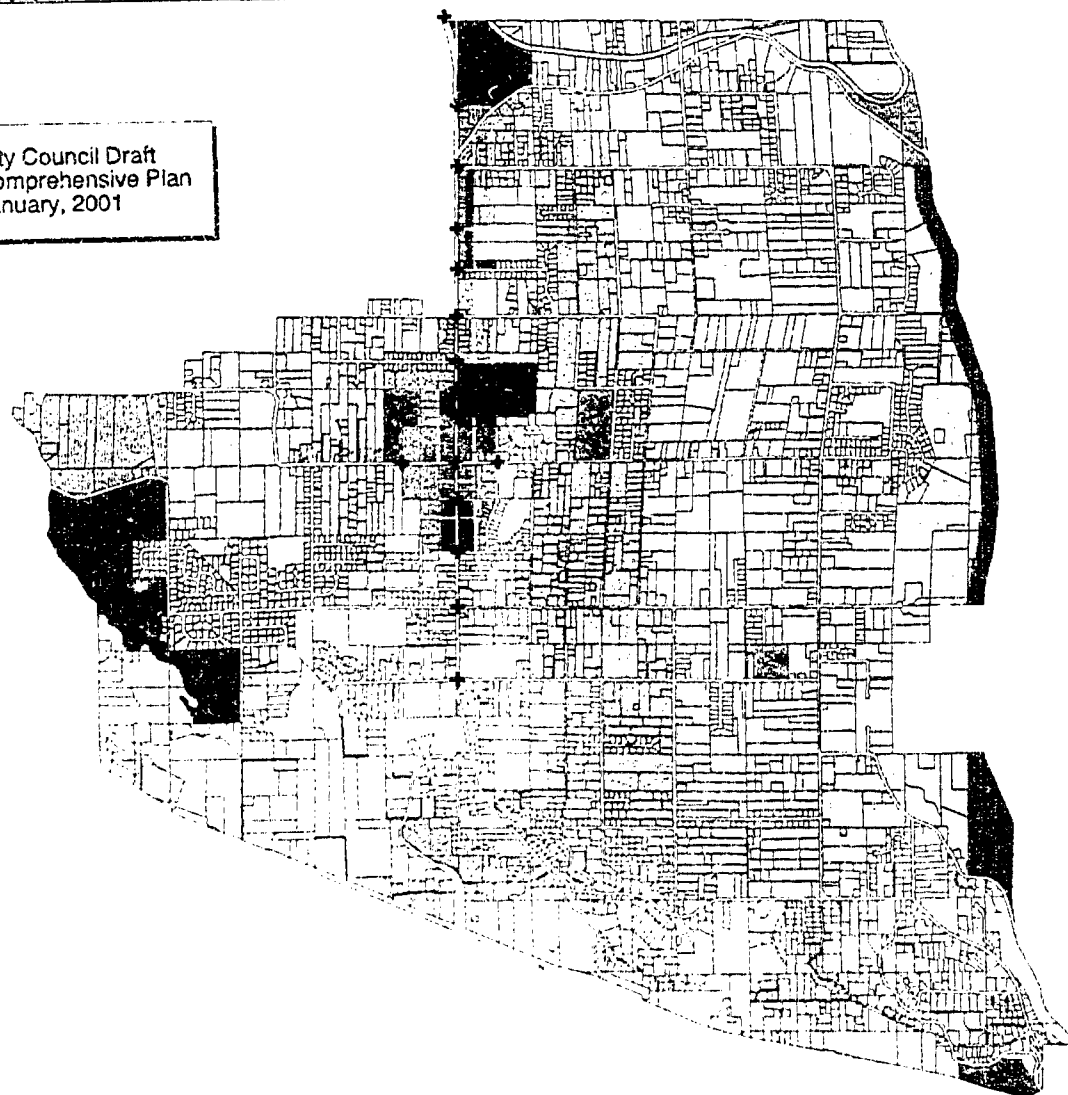
**Figure LU-3
Parcel Size Map**

Source: Pierce County GIS, City of Edgewood, EDAW Inc., 1999. (http://homecity.edgwa.com/projects/comp_plan/land_use.html)
January, 2001



Source: Pierce County GIS, City of Edgewood, EDAW Inc., 1999. http://www.city.edgewood.wa.gov/Projects/Alt_Maps.asp
December, 1999

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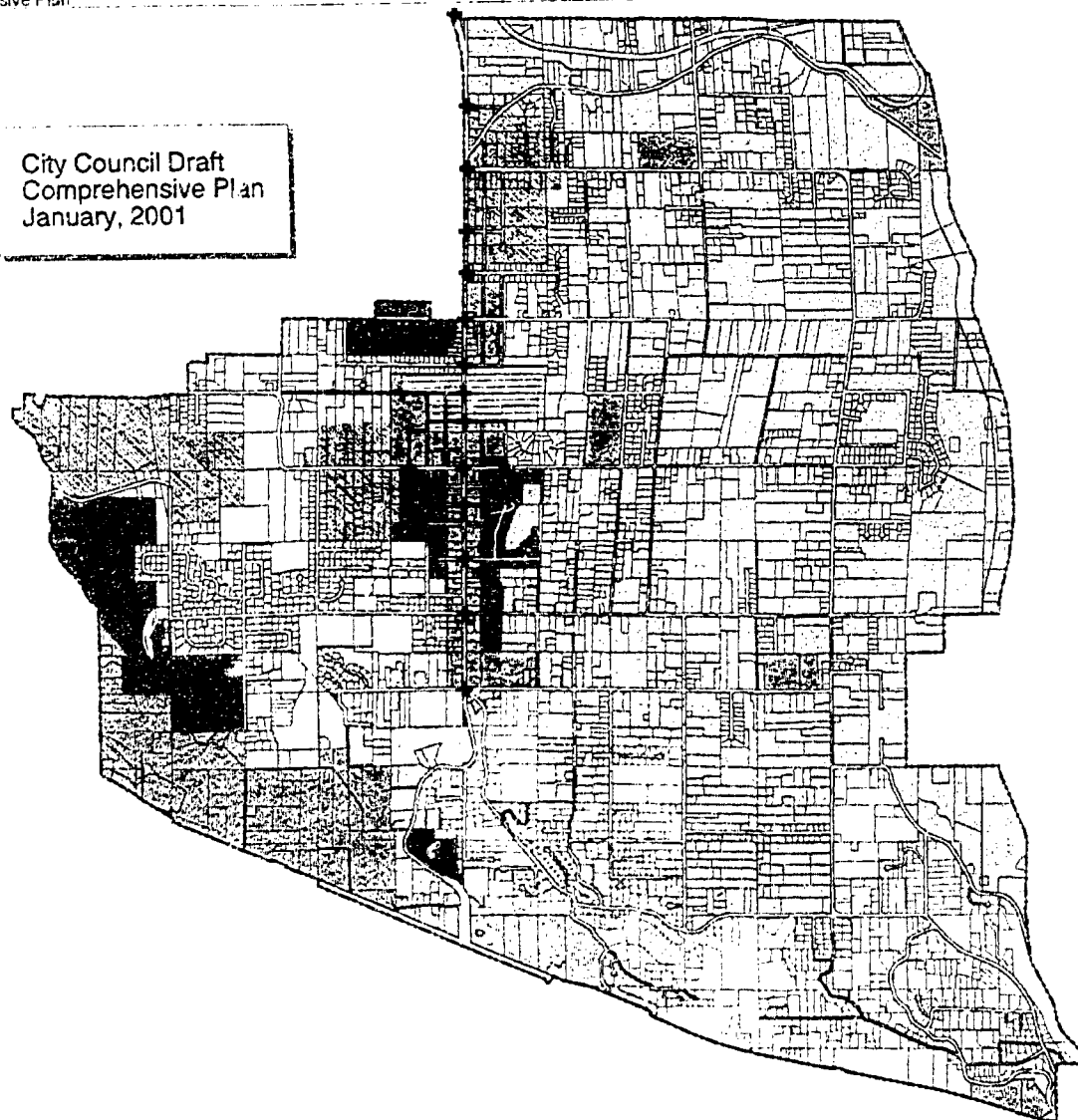
LAND USE DENSITY

Residential Estate 5	1 D.U. per 5 Acre
Residential Estate	1 D.U. per 2.5 Acre
Single Family	1 D.U. per Acre
Single Family	2 D.U. per Acre
Single Family	4 D.U. per Acre
Multi-Family	4-15 D.U. per Acre
Multi-Family	5-18 D.U. per Acre
Multi-Family	6-21 D.U. per Acre
Mixed Use/ Commercial	50% Res / 50% Com
Commercial 1	No Residential
Commercial 2	No Residential
Business Park	20% Residential
Industrial	No Residential
Public	
Proposed Right of Way	
Edgewood City Limits	
Right of Way	
Parcel Boundary	
Traffic Signal	

FIGURE LU-5
Future Land Use
Alternative 2

Source: Prime County Countyview, City of Edgewood, <http://www.cityofedgewood.com/plan/landuse.asp>
January, 2001

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LAND USE	DENSITY
Residential Estate	1 D.U. per Acre
Single Family R-2	2 D.U. per Acre
Single Family R-4	4 D.U. per Acre
Mixed Residential	4-8 D.U. per Acre
Multi-Family MF-1	4-8 D.U. per Acre
Multi-Family MF-2	5-10 D.U. per Acre
Multi-Family MF-3	6-12 D.U. per Acre
Mixed Use / Commercial	50% Residential 50% Commercial
Mixed Use / Agricultural	80% Residential 20% Commercial
Commercial 1	No Residential
Commercial 2	Senior Housing
Business Park	20% Residential
Industrial	No Residential
Public	
Proposed New Right of Way	
Edgewood City Limits	
Right of Way	
Parcel Boundary	
Traffic Signal	

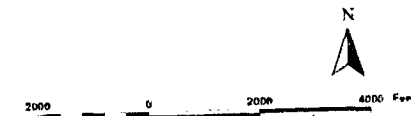
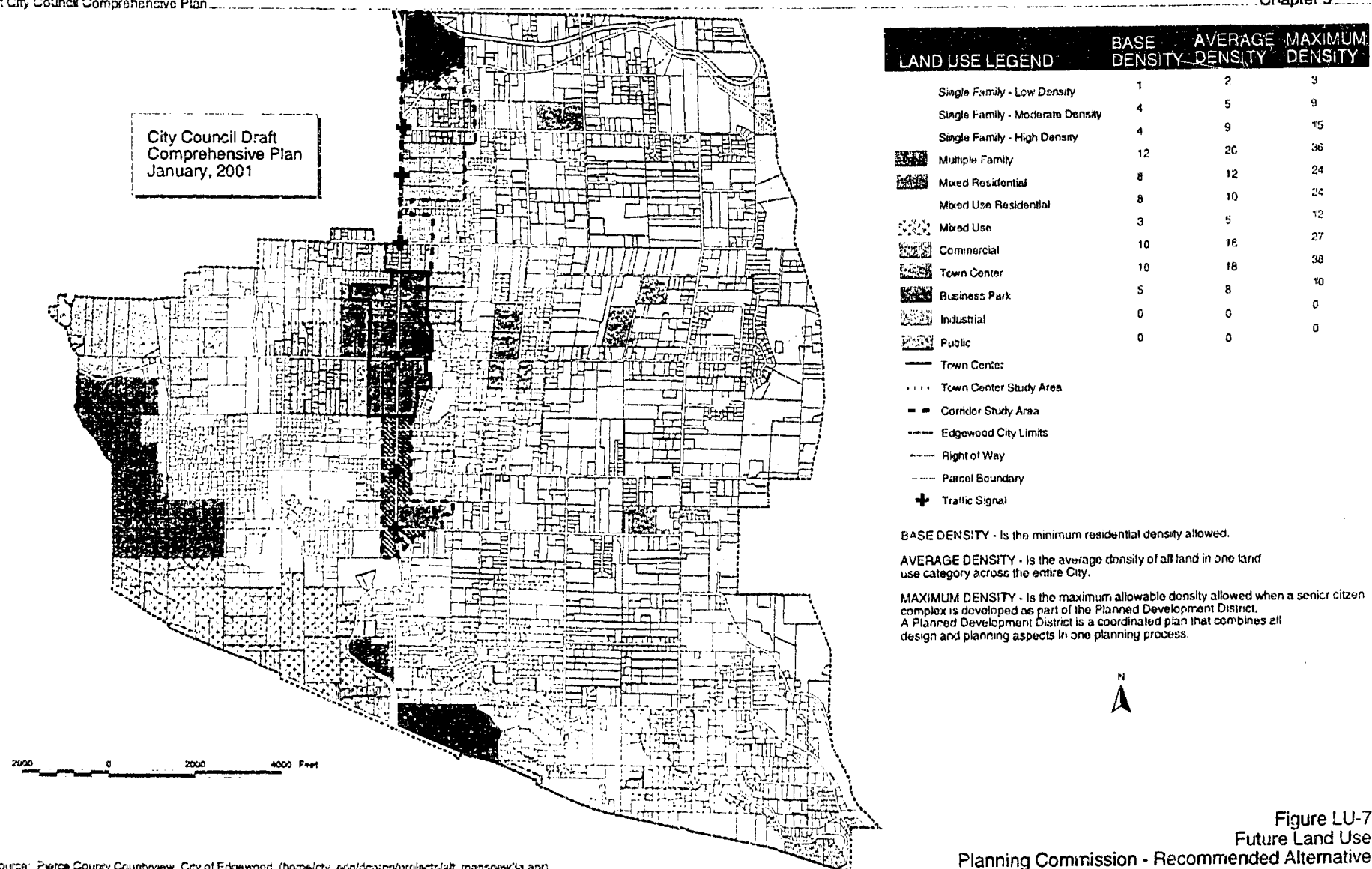


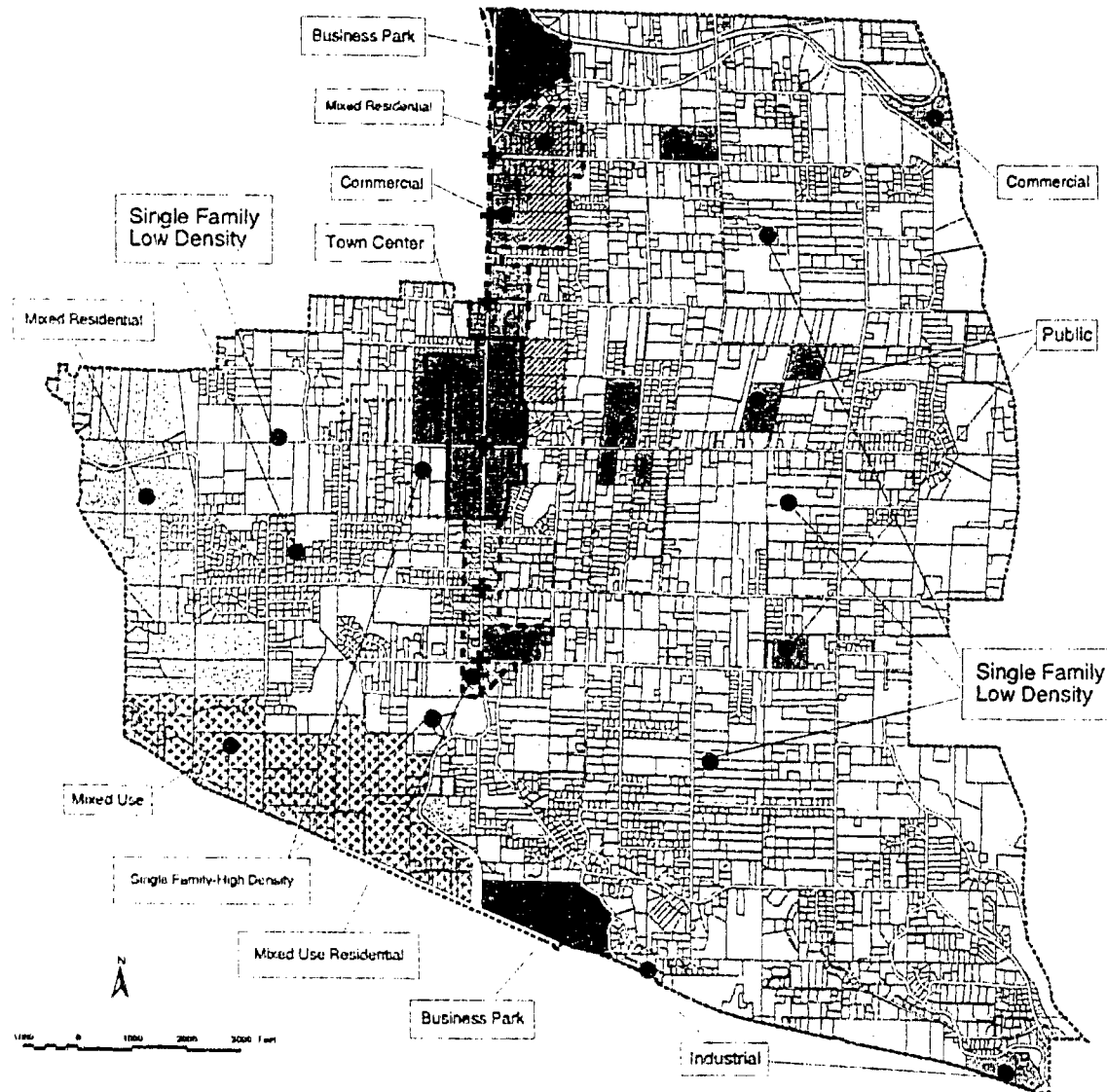
Figure LU-6
Future Land Use
Preferred Alternative

Source: Pierce County, Countywide, City of Edgewood, (home/city_edgdecann/projects/alt_mapshow3a.asp)
January, 2001



Source: Pierce County Countywide, City of Edgewood, (http://home/city-edg/dcarr/projects/alt_mapsnew3a.apr)
January, 2001

Figure LU-7
Future Land Use
Planning Commission - Recommended Alternative



Source: Pierce County Countyview, City of Edgewood, EDAA Inc., 1999, 2000. (Pierce County\home\city_edg\cam\val_map8.apr
January, 2001

RESIDENTIAL DENSITIES

LAND USE LEGEND		BASE DENSITY	MAX DENSITY
Single Family - Low Density	1	3.0	
Single Family - High Density	4	5	
Mixed Residential	5	10.5	
Mixed Use Residential	3	8	
Mixed Use	3	6	
Commercial	4	10	
Town Center	4	8	
Business Park	0	4	
Industrial	0	0	
Public	0	0	
City Hall	0	0	
Town Center			
Town Center Study Area			
Corridor Study Area			
Edgewood City Limits			
Right-of-way			
Parcel Boundary			
Traffic Signal			

BASE DENSITY - is the minimum residential density allowed.

MAXIMUM DENSITY - is the maximum allowable density.

SENIOR HOUSING - may be allowed up to 50% above the maximum density. See each land use category for specifics.

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Figure LU-8
Future Land Use
City Council Draft - Recommended Alternative

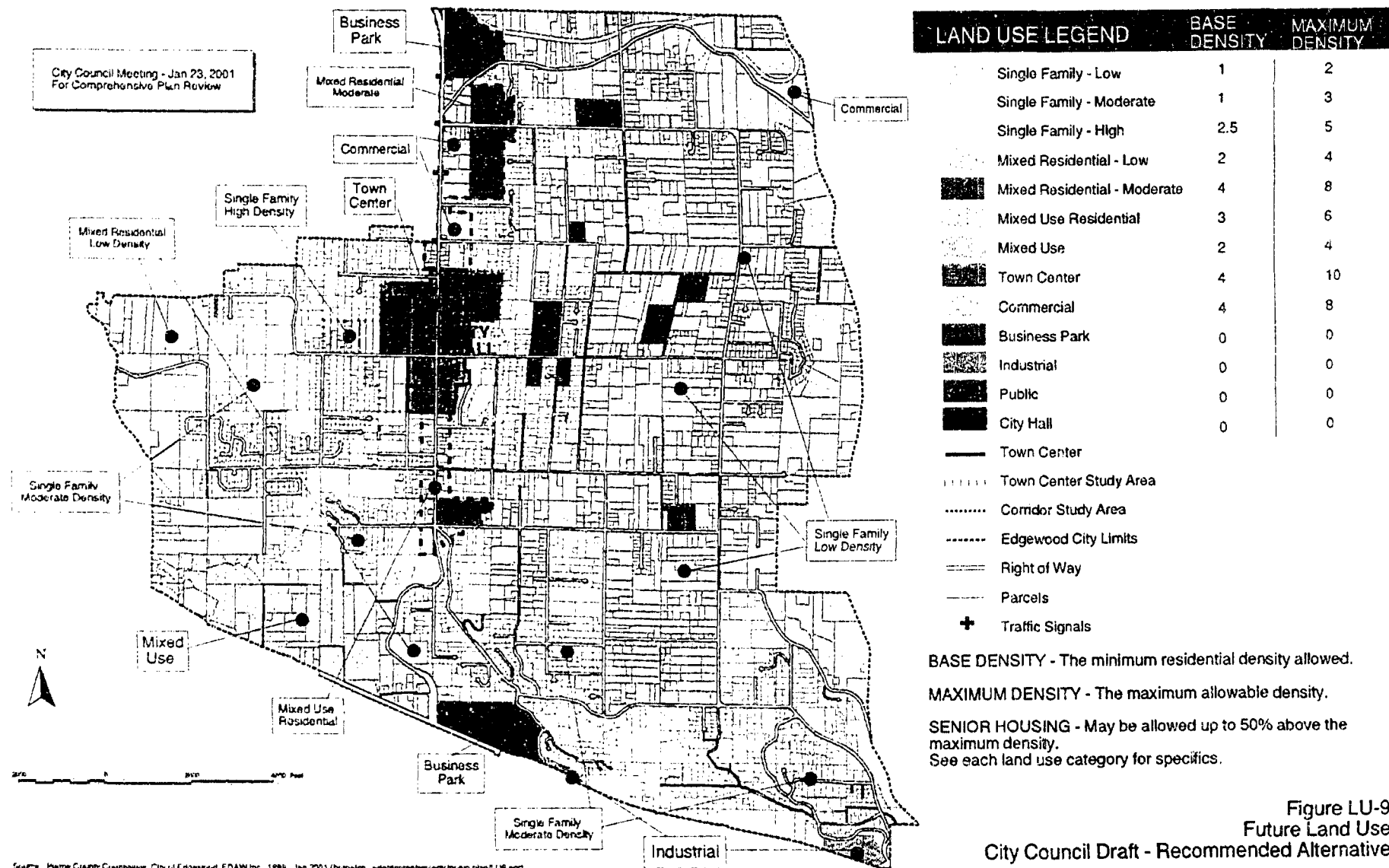
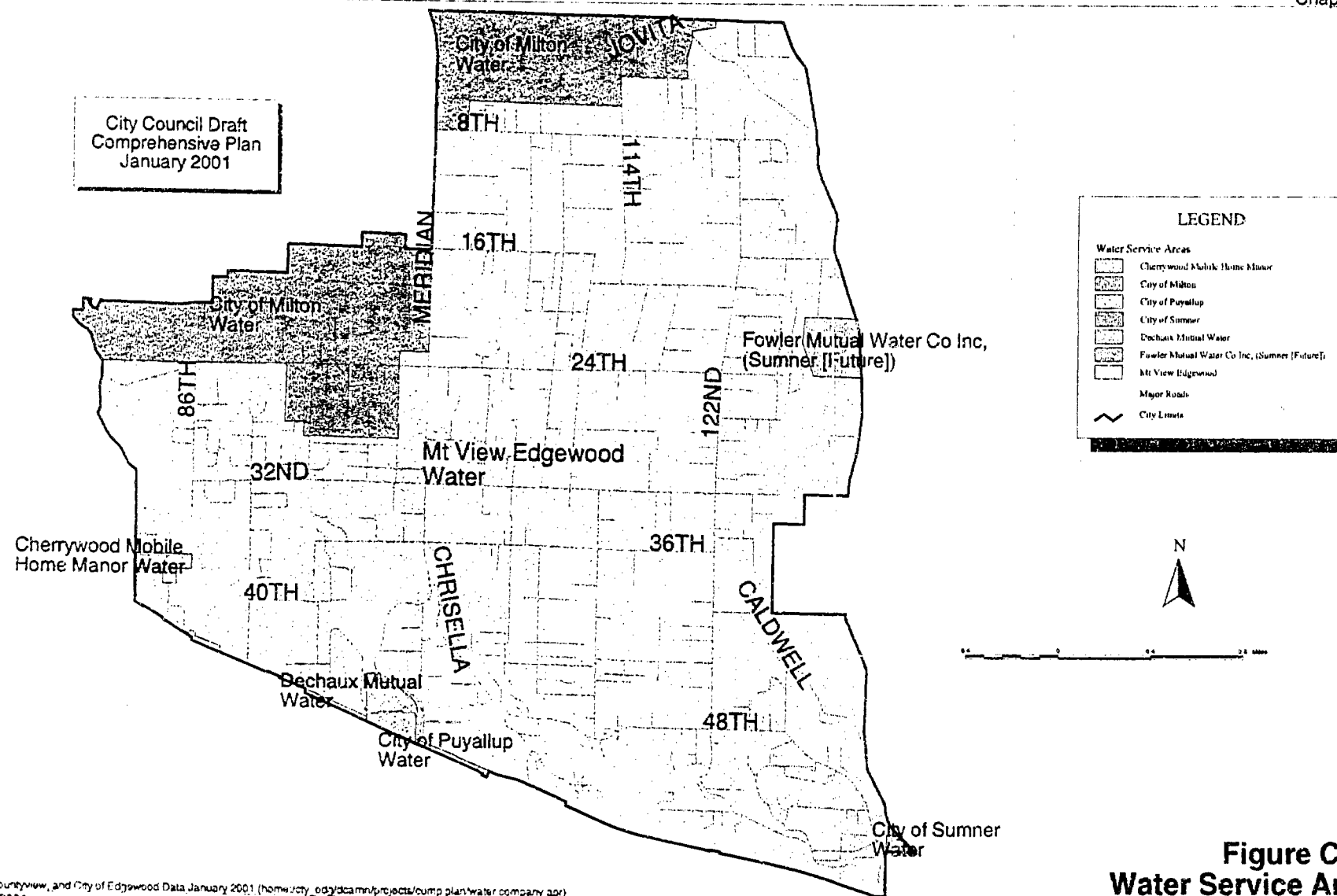


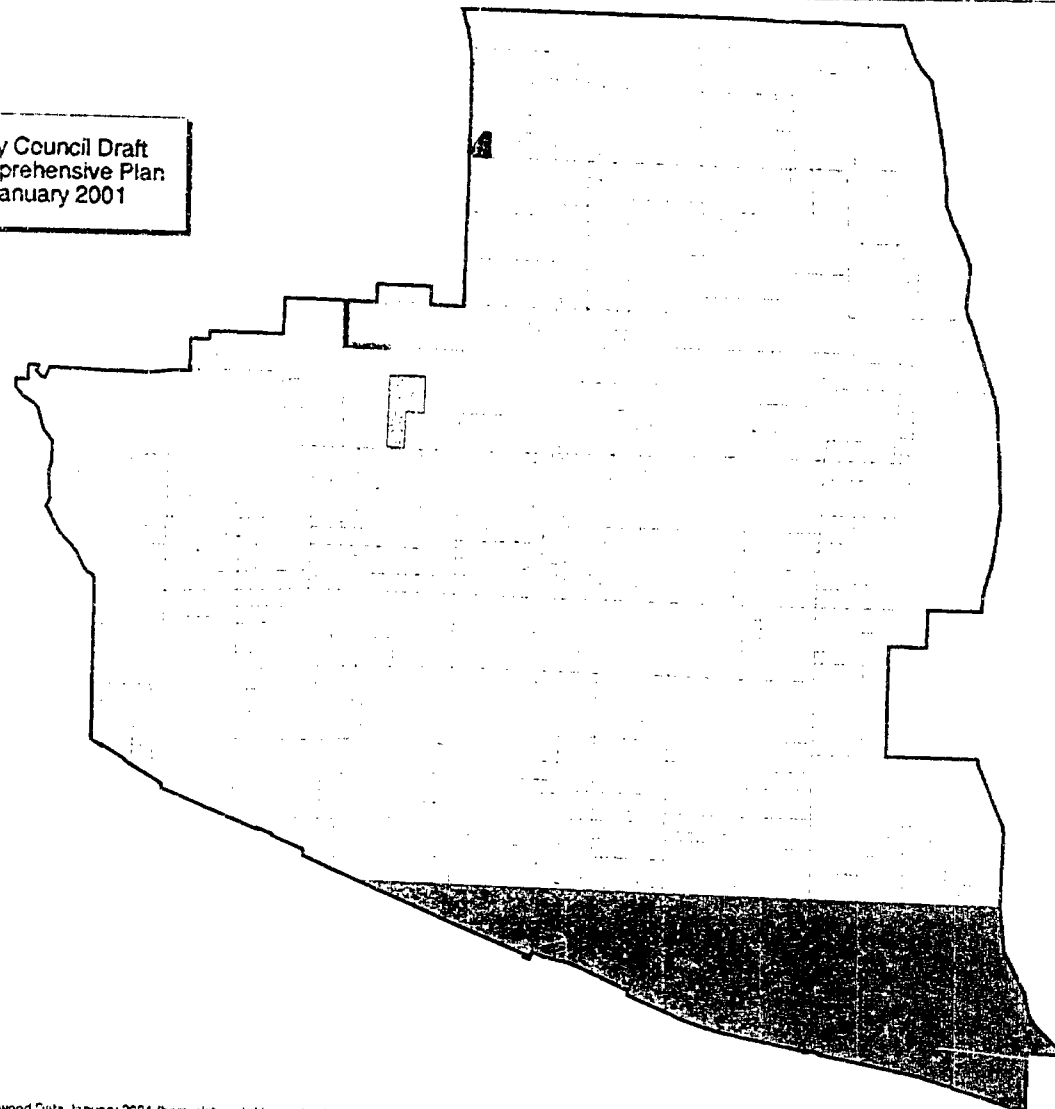
Figure LU-9
Future Land Use
City Council Draft - Recommended Alternative

Source: Hatter County Commission, City of Edgewood, EDAW Inc., 1999, Jan 2001 (hatter, edgewood, hatter commission plan LU-9, 2001)
January 2001








Source: Countyview, and City of Edgewood Data January 2001 (http://city.edg.wa.gov/projects/comp-plan/water-company.asp)
January 2001

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January 2001



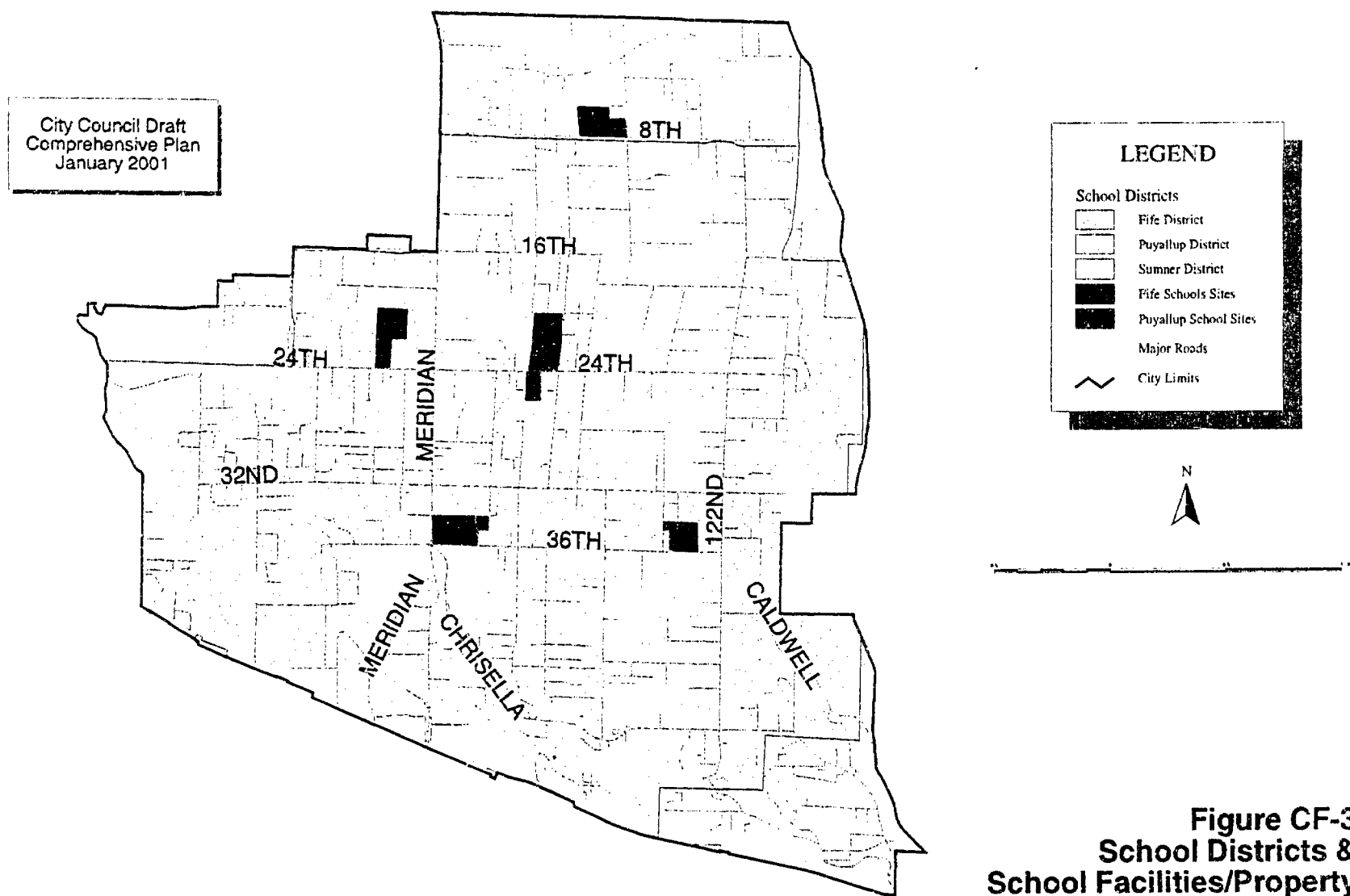
LEGEND

-  Puyallup Wastewater Area
- Waste Water Providers**
-  Pierce Co Central
-  Milton Sewers
-  Major Roads
-  City Limits

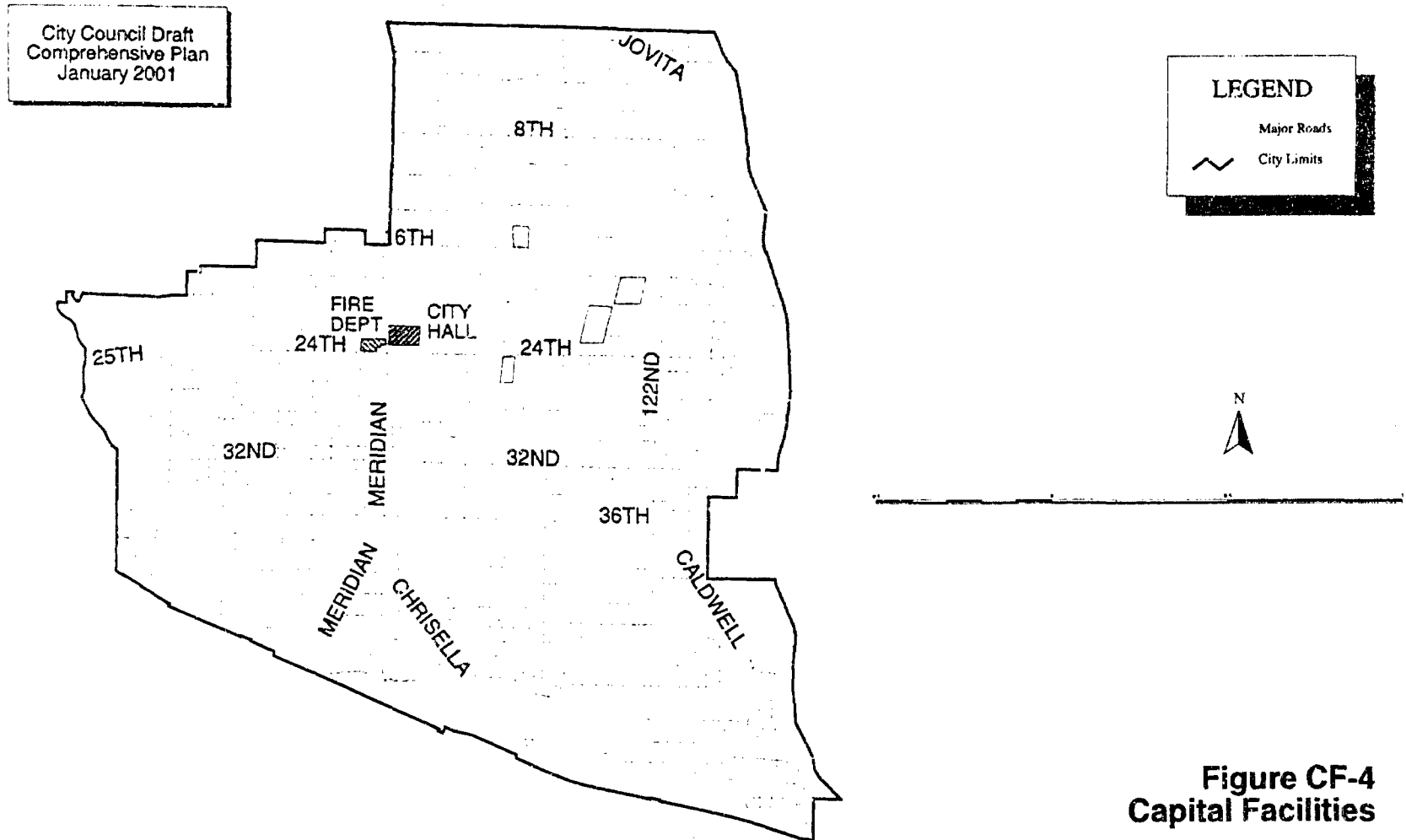


**Figure CF-2
Wastewater Facilities**

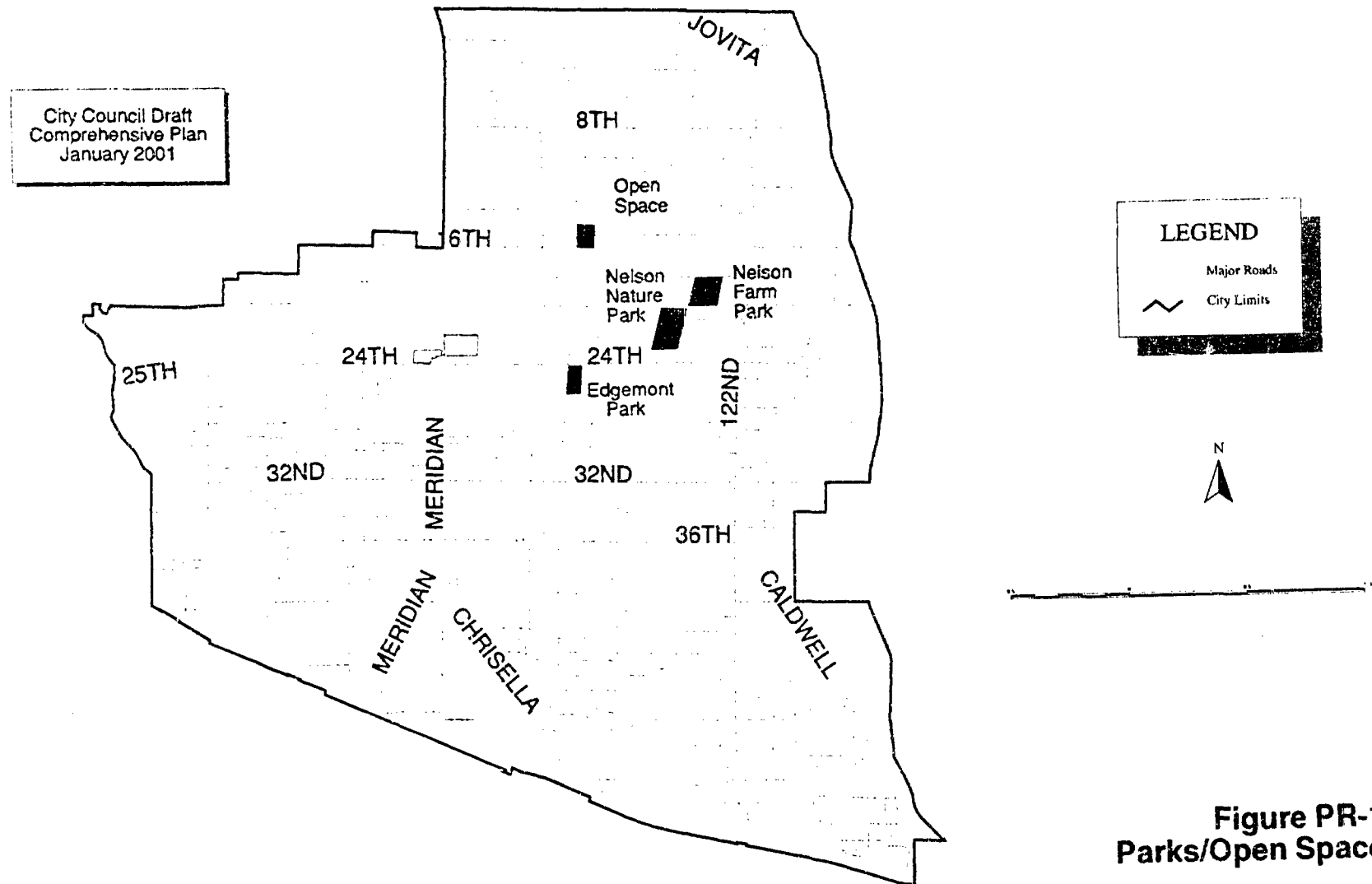
Source: Countryside, and City of Edgewood Data January 2001 (home/city_edg/dca/mn/projects/comp plan/water company.apn)
January 2001



Source: Countyview, and City of Edgewood Data January 2001 (home/city_edg/dca/mn/projects/comp plan/water company.apr)
January 2001



Source: Countyview, and City of Edgewood Data, January 2001 (home/city_edg/cammi/projects/comp plan/water company.apr)
January 2001



Source: Countyview, and City of Edgewood Data January 2001. (http://city.edg.tx/cdmn/projects/comp-plan/water-company.asp)
 January 2001