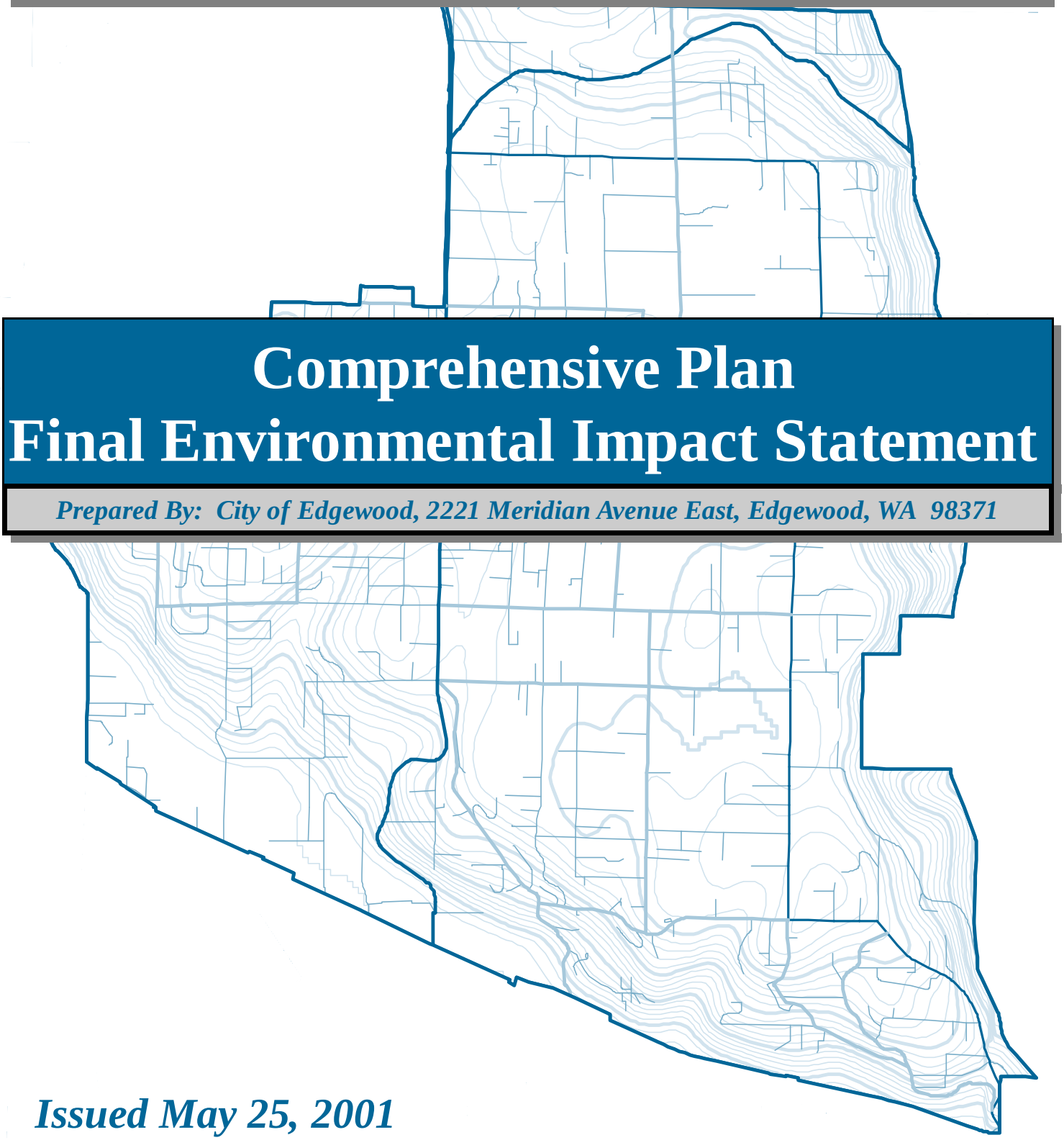
CITY OF EDGEWOOD



Comprehensive Plan
Final Environmental Impact Statement

Prepared By: City of Edgewood, 2221 Meridian Avenue East, Edgewood, WA 98371

Issued May 25, 2001

City of Edgewood

Comprehensive Plan

Final Environmental Impact Statement

May 25, 2001

FACT SHEET

Project Title

City of Edgewood Comprehensive Plan
Draft Environmental Impact Statement

The City of Edgewood Community Development Department prepared this Environmental Impact Statement (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).

Project Description and Alternatives

The Proposed Action analyzed in this 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.

Preferred Growth Alternative: The Preferred Growth Alternative is intended to curtail sprawl through more organized land use patterns and redevelopment while accommodating residential and employment growth with the least amount of adverse environmental impact. The principal strategy of the plan for guiding future growth is: (1) protecting established neighborhoods; (2) intensifying the City's central spine through planned redevelopment, which stretches north along Meridian Avenue East from the northern boundary to 36th Street East; and (3) increasing the employment base in the Meridian Corridor. The plan seeks to preserve the existing character of residential neighborhoods in Edgewood and to protect riparian habitat along the major creeks. This alternative provides development capacity for an estimated 6,907 new residents and 4,093 new jobs by the year 2017.

Low Growth Alternative: Potential impacts to land use are directly related to household and job growth. Under the interim Comprehensive Plan (North Hill Plan, 1990 adopted by the City of Edgewood, Ord 96-0027), no specific growth targets are assigned. The North Hill Plan was not

considered as an alternative for the City of Edgewood Comprehensive Plan. A Low Growth Alternative was considered in its place. Based on stringent environmental constraints, population growth would be limited under this alternative by the residential development capacity permitted under proposed land use regulations. Based on the theoretical existing capacity of undeveloped and underdeveloped land within Edgewood, there is sufficient capacity to create 1,917 new housing units. Edgewood's residential population could increase to a maximum of 16,011, representing a population increase of close to 51%. This maximum growth potential is not consistent with the projected 16,847 population allocated to Edgewood by the Pierce County Council. However, it exceeds the original 14,300 population projected in the 1990 North Hill Plan which used existing development patterns for residential construction based on lack of urban services.

The most recent employment estimate for Edgewood was 1,230 jobs in 1999 (North Hill Plan 1990). An analysis of potential employment growth was conducted based on the capacity of available land, based on regional average employment densities, and as regulated by existing land use controls to support employment growth. Based on this analysis, Edgewood could add up to 3,182 new jobs representing an increase of nearly 260% over the 1990 estimate.

High Growth Alternative: Under this alternative, population growth capacity would expand significantly. Potential redevelopment of Edgewood's 1,397 vacant or underutilized acres could provide housing for an additional 13,660 residents, which would represent an increase of over 40% above current estimates of the City's population by the year 2017, if the average household population of 2.5 remains unchanged. This alternative would accept considerably more residents than were initially allocated to Edgewood by the PSRC, but still less than the Low Growth Alternative would permit.

Increases to employment capacity would be even more dramatic under this alternative, which would potentially add 3,363 new jobs by 2017. This would represent an increase of 273% over the present job supply, and 4% less jobs than supported by the Low Growth Alternative.

Alternatives Considered, But Not Analyzed for SEPA Impacts: A range of three distinct development scenarios was developed for public consideration early in the planning process. These three development scenarios were refined to the three growth alternatives analyzed in this EIS: the Preferred Growth Alternative, Low Growth Alternative and the High Growth Alternative. The original development scenarios are not analyzed separately in this EIS.

Project Location

The Proposed Action affects the land contained within the existing Edgewood City limits. The City of Edgewood is located in northern Pierce County. 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.

Proponent

City of Edgewood

Date of Implementation

2000-2017

Lead Agency

City of Edgewood

Responsible Official

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Required Permits

N/A

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Date of DEIS Issue	March 30, 2001.
Date of Comments Due	Monday, April 30, 2001 - no later than 5 p.m.
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Prior Environmental Review	The Draft SEPA EIS was released for public review in March 2001.
Subsequent Environmental Review	No further environmental review is excepted for the Comprehensive Plan. Individual development projects within the City will be subject to review for Threshold determination and potentially additional SEPA review.
Location of Additional Copies	City of Edgewood Sumner Library Milton Library Puyallup Library
Availability of Copies	City of Edgewood $ 25.00 for Hard Copy $ 10.00 for Compact Disk of DEIS $ 15.00 for Compact Disk of Draft Comprehensive Plan and DEIS City of Edgewood – Web Page **www.ci.edgewood.wa.us**

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Acronyms and Abbreviations

avg	average
BMP	Best Management Practice
CATRAC	Capacity Analysis Technical Ad Hoc Committee
cfs	cubic feet per second
CIP	Capital Improvement Plan
CTR	Commute Trip Reduction
CWI	County Wetlands Inventory
DU	dwelling unit
EIS	Environmental Impact Statement
ESA	Endangered Species Act
FAZ	Forecast Analysis Zone
GIS	geographic information system
GMA	Growth Management Act
GMCC	Growth Management Coordinating Committee
gpm	gallons per minute
HCM	Highway Capacity Manual
HOV	high occupancy vehicle
HUD	Housing and Urban Development
I-5	Interstate 5
I-695	Initiative 695
LOS	level of service
mev	million entering vehicles
MG	million gallons
MGD	million gallons per day
mph	miles per hour
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NWI	National Wetlands Inventory
OFM	Office of Financial Management
PAC	Planning Advisory Commission
PCTP	Pierce County Transportation Plan
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
ROW	right-of-way
s.f.	square foot
SEPA	State Environmental Policy Act
SOV	single occupant vehicle
SR	State Route
SR-161	State Route 161 (Median Avenue East)
SR-167	State Route 167 (West Valley Highway)
TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TIA	Transportation Improvement Account
TIP	Transportation Improvement Program

TSM	Transportation Systems Management
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UNOS	Urban Natural Open Space
UST	underground storage tank
V/C	Volume/Capacity Ratio
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WRIA	Water Resource Inventory Area
WSDOT	Washington State Department of Transportation..

Chapter 1

INTRODUCTION

1.1 Policy Background and Process

Description of the Proposed Action and Alternatives

As a recently incorporated city in the State of Washington, Edgewood is in the process of adopting its first 20-year Comprehensive Plan. The Proposed Action requiring analysis under the State Environmental Policy Act (SEPA) is the adoption of a new Comprehensive Plan by the Edgewood City Council. This Environmental Impact Statement (EIS) analyzes the impacts of three growth alternatives. The three growth alternatives are the proposed Comprehensive Plan as endorsed by the City Council in its recent review as the Preferred Growth Alternative, Low Growth Alternative and High Growth Alternative. These alternatives are summarized and analyzed in this EIS.

Edgewood's Comprehensive Planning Process

The Edgewood Comprehensive Plan (City of Edgewood 2001) is intended to be a reflection of the community's values and an expression of its vision for the future. Community-wide visioning sessions were held early in the plan's development to allow citizens an opportunity to identify positive and negative characteristics about Edgewood. This vision has remained as a foundation for Comprehensive Plan development throughout the process. Development of the plan was a complex effort involving the contributions and reflections of members of the community, City staff, elected and appointed officials, and outside experts. The resulting Plan is a cohesive structure to guide the many land use and other public policy decisions facing this dynamic community as it grows and changes over the next two decades. Because all City regulations are legally required to be consistent with the adopted Comprehensive Plan, it enables City government in its entirety to share a common starting point for developing regulations, reviewing legislation and proposed projects, and making crucial spending decisions.

GMA/SEPA Requirements

The Comprehensive Plan alternatives were developed to guide Edgewood's growth for the next 20 years in compliance with the State of Washington's Growth Management Act (GMA, Chapter 36.70 of the Revised Code of Washington [RCW]). The overall intent of the GMA is to focus future growth in established urban areas and preserve rural areas, resource lands, and open

space. To accomplish this, GMA requires cities and counties to provide for projected growth of population and employment within designated urban areas as established by each county. Under the GMA, cities and counties are required to prepare 20-year comprehensive plans that demonstrate their ability to accommodate additional households and employment according to projections provided by the State Office of Financial Management (OFM) to each county. Counties are responsible for allocating growth to cities within their jurisdiction. GMA requires that Edgewood adopt a comprehensive plan containing elements that address Land Use, Transportation, Housing, Capital Facilities, and Utilities. Edgewood has voluntarily prepared additional elements addressing Natural Environment, Parks and Open Space, Essential Public Services, and Economic Development.

This EIS is required by the State Environmental Policy Act (SEPA) (RCW 43.21C.030 (2)(c)). The adoption of the Edgewood Comprehensive Plan by the Edgewood City Council constitutes the action requiring SEPA compliance.

EIS Preparation Process

Preparation of this EIS took place concurrently with development of the Comprehensive Plan, as is consistent with the purpose of SEPA/GMA integration[1]. This concurrent development is intended to ensure that environmental analyses under SEPA would be an integral part of the planning and decision-making process under GMA. As a result, numerous goals, policies, and other provisions in the plan are included in the Comprehensive Plan as an integral part of that plan.

One of the purposes of SEPA is to include public input into environmental review. This objective was accomplished through a public scoping period that took place in February and March 2001. The scoping allowed agencies, affected tribes, and members of the public to comment on the scope of analysis. Following the scoping period, this draft EIS was released for review and comment by agencies, affected tribes, and members of the public.

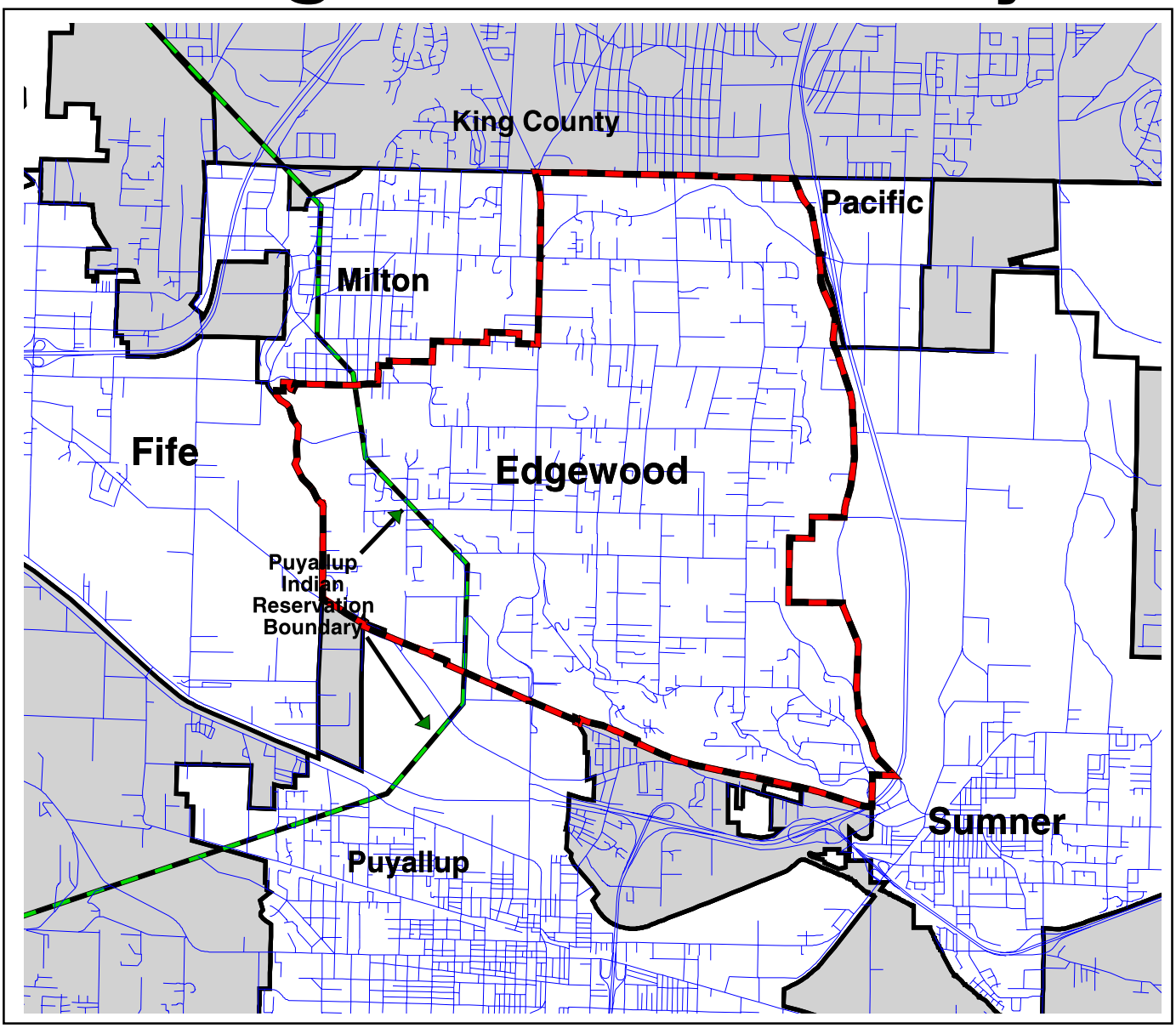
1.2 Location and Background

Project Setting

The City of Edgewood is located in northern Pierce County, just north of the City of Puyallup (see Figure 1.2-1). Edgewood 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

[1] Washington Administrative Code (WAC) 197-11-210 through 197-11-235

Edgewood & Vicinity



LEGEND

- City Limits
- Area Roads
- Puyallup Indian Reservation

City & County Jurisdictions

- King & Pierce Counties
- City Jurisdictions

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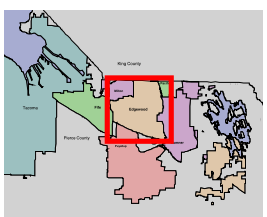

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Figure 1.2-1
Edgewood & Vicinity

Source: Pierce County data
May 2001 - /home/cty_edg/dcarnri/projects/feis1.apr

within the boundaries of the Puyallup Indian Reservation. More specifically, the City limits are bounded as follows:

- King County and the City of Pacific create the boundary for the City of Edgewood to the north. Edgewood is also bounded by the City of Milton, south of 20th Street East, and south of Taylor Street.

- To the east, the boundaries are as follows: west of West Valley Highway, exclusive of West Valley Highway, by the City of Sumner, City of Pacific, and west of West Valley Highway.

- On the southern side of the City, Edgewood's boundary is the City of Puyallup, Unincorporated Pierce County and the Union Pacific Railroad.

- The west boundary lies to the east of Freeman Road East, exclusive of Freeman Road East. Edgewood is also bounded by the City of Fife, and west of Meridian Avenue East and the City of Milton, inclusive of Meridian Avenue East.

The City of Edgewood encompasses approximately 8.49 square miles (5,346 acres). Of this total area, 2962 acres are constrained by steep slopes and wetlands and 441 acres are resource and mining. There are 406 acres of parks and open space. Industrial consumes 21 acres. Public and Semi-Public employs 158 acres with 528 acres contained with public rights-of-way (ROW). It is anticipated that the City of Edgewood will need an additional 223 acres for future ROW, leaving 610 total acres of net usable area.

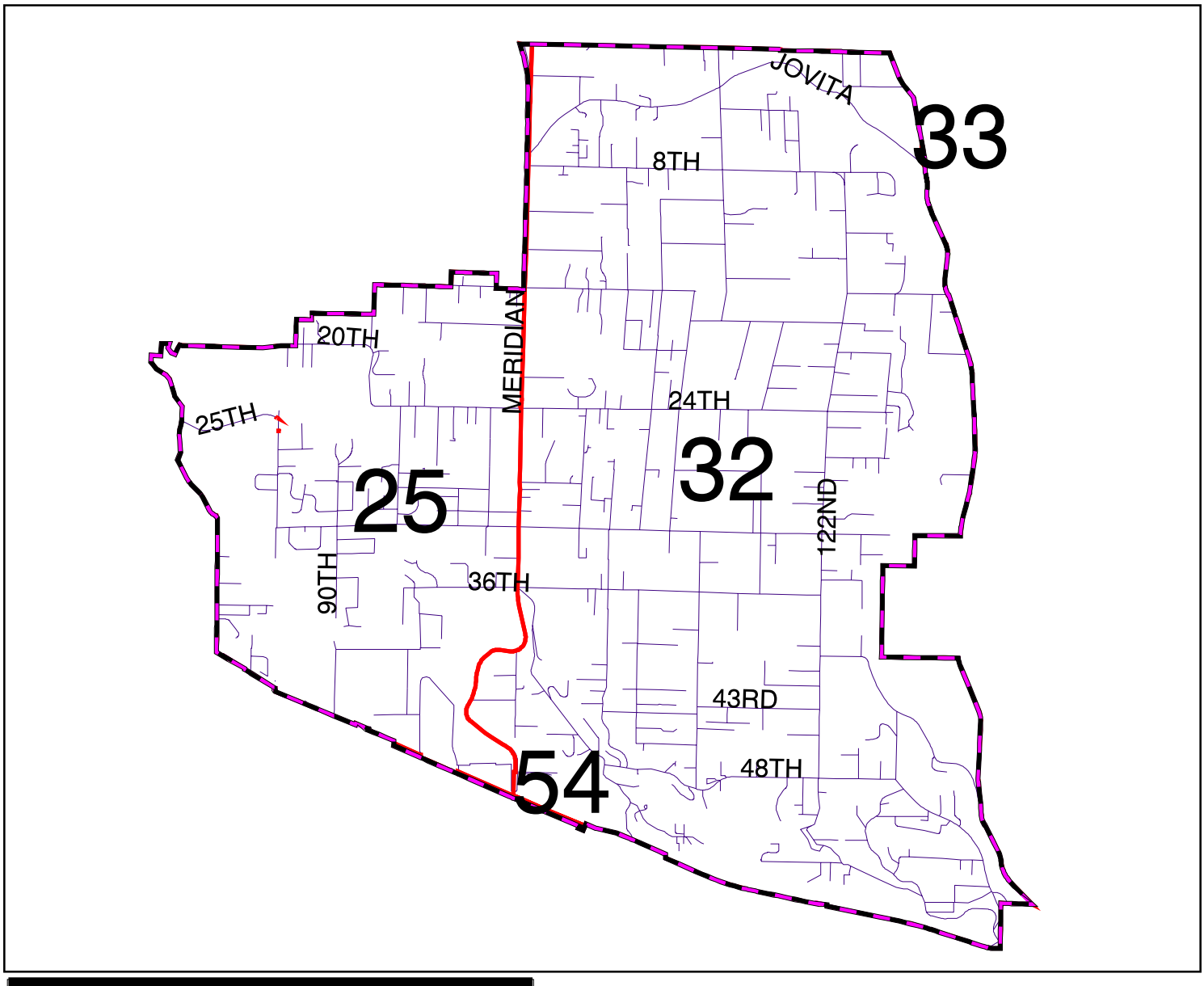
The topography within the City is characterized by rolling hills with slopes measuring between zero (0)- eight (8) percent with scattered depressions or potholes. A prominent slope that forms a portion of the Puyallup and White River Valley walls characterizes the southern and eastern edges of the City. Elevations within the City begin at 20 feet above sea level and rise to approximately 500 feet above mean sea level. The highest elevations are found in the southeast corner of the City.

Demographic Overview

In 1995, Pierce County estimated that the population of the City of Edgewood was 10,700 people (Washington State Office of Financial Management 1996), or 1.6% of Pierce County's population. By way of comparison, other cities in Pierce County are Tacoma (27.5%), Puyallup (4.4%), University Place (4.3%), Lakewood (9.2%), Bonney Lake (1.4%), and Sumner (1.2%). The State OFM found the population in 2000 to be 10,830, in a separate estimation.

Pierce County is 12% of the state's population and 21.7% of the region's. Census tract boundaries for the City, as used by the U.S. Census Bureau for the 1990 census, are shown in Figure 1.2-2. With some notable exceptions, Edgewood's

1990 Census Tracts



LEGEND

City Limits

Census Tracts

5000 0 5000 Feet

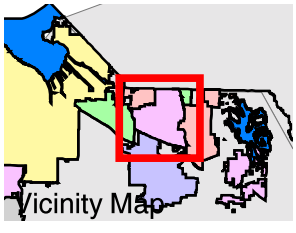


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Figure 1.2-2
Census Tract Boundary Map

Source: Pierce County GIS, and Edgewood data
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demographic profile is very similar to that of Pierce County and the State of Washington as a whole.

Community History

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.

The long history of Edgewood traces back to the Puyallup Indian tribe that lived along the Puyallup River and Vashon Island. The first non-Native American to come through the Puyallup Valley was William Tolmie enroute to Fort Nisqually in 1783. He was a member of the first immigrant train to pass over the Naches Pass trail through the Cascade Mountains toward Puget Sound country. There were 34 people from five different families who were so impressed with the fertility of the Valley, that they settled there the following Spring. A dozen donation land claims were taken up in the Valley and additional land that was available for settlement was purchased from the railroad. There were five people who filed land claims of 100 acres or more.

Washington's first telegraph line paralleled Military Road that ran through the heart of Edgewood. Evidence indicates that the first building on the North Hill (Surprise Lake) was a one-room log building formed as School District 27 in 1891. Mrs. Morris taught at the log school and is credited with naming the area Edgewood after her home town back east, located in Maryland.

In the early days, people came from Tacoma in interurban cars, got off at Jovita where they were met by horse and wagon, for the final leg of the trip to camp. Construction of a campground hotel began in 1927, and before completion a fire destroyed it in 1948.

Nyholm's store was established in 1912 by the Grange and was called the Grange Store. Peter Nyholm, a native of Denmark, bought 40 acres in Edgewood in 1881 and moved there in 1895. He later recalled that there were no roads to his heavily wooded tract when he first arrived. Nyholm's ranch became known as one of the finest in the area producing hay, vegetables, fruit and dairy products. The ranch was also the site of Edgewood's first landmark, the windmill, which was moved to its present location at 24th Street East and Meridian Avenue East in the 1970's. The windmill has become the formal symbol for Edgewood, having been incorporated into the City's logo.

The first formal, local government on the Hill was the Edgewood School District. Children were educated by the District in elementary school through junior high

school, and then had a choice of attending one of three high schools in three other School Districts - Fife, Puyallup or Sumner. In the early 1960's, the State Superintendent of Public Instruction's Office implemented a policy - the County School District Reorganization Plan - that would phase out the non-high school Districts. The citizens in the Edgewood School District conducted a lengthy, spirited debate on which of the three other Districts to join; the vote resulted in the community splitting between the three Districts. Today, there are currently three elementary schools and one junior high school in the community, all administered by the Puyallup School District; the Fife and Sumner School Districts have facilities that are located outside the community.

The second formal government formed on the Hill was Pierce County Fire District #8, a volunteer department created in 1945 which officially began serving the community in 1947. This group of volunteers became the focal point of the community, having a three-member elected board of directors and levying a local property tax to finance both the purchase of equipment and the District's daily operations. The Fire District now has eight full time staff, plus approximately 25 volunteers, serving the community.

In the late 1980's, the community was faced with land use issues as Pierce County and the Puget Sound region continued to grow. A community plan, the North Hill Plan, was formulated with the support of the Pierce County Council and County administration, together with the residents of the Edgewood community. In 1993, an incorporation effort was launched to provide the community residents with the authority of local control so they could determine their own destiny. The successful vote for incorporation was conducted in April, 1995. The land use patterns of the City of Edgewood have a major influence on transportation, energy consumption, property taxes, compatible or conflicting adjacent land uses, and possibilities for future growth. 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 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.

1.3 Relationship of EIS to Other Documents

Comprehensive Plan

This EIS is a companion document to the Comprehensive Plan (The City of Edgewood, 2000). The purpose of the EIS is: (1) to analyze environmental impacts associated with the alternatives, (2) to contribute to the final Plan by incorporating the findings of this analysis in the form of revisions to the Plan's goals and policies, and (3) as well as identify additional mitigation measures for adoption by the City. By design, the Comprehensive Plan is a focused document, comprised principally of the Future Land Use Plan, the land use designations, and the goals and policies, with a minimum of supporting discussion and documentation. Much of the work that contributed to the development of the Plan is documented by this EIS, including most of the underlying details.

6-Year Transportation Improvement Plan

Under the GMA, Edgewood is required to have a six (6) year Transportation Improvement Plan (TIP), detailing how it has budgeted funds for all major capital spending in support of the Comprehensive Plan. This is one mechanism for ensuring concurrency between growth and available infrastructure. The Comprehensive Plan identifies areas of growth, and the EIS identifies shortcomings of existing infrastructure, as well as current or future inability to provide services in support of that anticipated growth. The TIP identifies how the City intends to meet that shortfall.

1.4 Organization of this EIS

Following this Introduction (Chapter 1), this EIS contains:

- Chapter 2, which describes the three alternatives analyzed in detail in this EIS (the Preferred Growth Alternative, the Low Growth Alternative, and the High Growth Alternative).
- Chapter 3, which describes the affected environment, potential impacts, proposed mitigation measures, and any significant environmental impacts associated with implementation of the various growth alternatives.
- Chapter 4, which includes the references cited in this document.
- Appendix material, including the development capacity analysis and transportation data.

1.5 Public Comment on the Draft EIS

The City of Edgewood issued the Draft EIS on March 30, 2001, followed by a 30-day comment period that closed on April 30, 2001. Numerous comment letters were received. As many letters contained similar comments, individual letters were not responded to; instead, these comments were summarized and responded to by issue. All letters, summarized comments, and official responses are included in Appendix C.

Chapter 2

DESCRIPTION OF THE ALTERNATIVES AND SUMMARY OF IMPACTS

Each of the three Comprehensive Plan alternatives analyzed identifies a similar set of land use designations arranged geographically on the accompanying maps. Each Land Use Map controls the geographic distribution of growth and change within the City, identifying the size and location of residential areas, industrial and employment centers, commercial lands, and other uses through the land use designations. The land use designations control the relative densities and intensities of development as well as the permitted generalized land uses within these areas. Analyzed in conjunction with the existing baseline conditions, these alternatives represent Edgewood's approach to accommodating future growth as required by GMA.

2.1 Preferred Growth Alternative

Summary: Preferred Growth Alternative

The Preferred Growth Alternative is the City Council's adoption and implementation of a Comprehensive Plan (City of Edgewood 2001) that would focus growth in Town Center encompassing the Meridian Avenue East corridor, Edgewood's central spine. This would form the community's commercial, civic, and cultural nucleus. Substantial redevelopment of this area, including new streets, development of a new City Hall, commercial corridor and its immediate surroundings are part of the plan.

The Preferred Growth Alternative envisions a middle of the road pattern of balancing focused land uses along the Meridian Corridor, preserving existing residential neighborhoods, and protecting the environmentally constrained lands. It creates a Town Center that is pedestrian-friendly in an attempt to keep Edgewood uniquely Edgewood. The Preferred Growth Alternative is mapped on Figure 2.1-1.

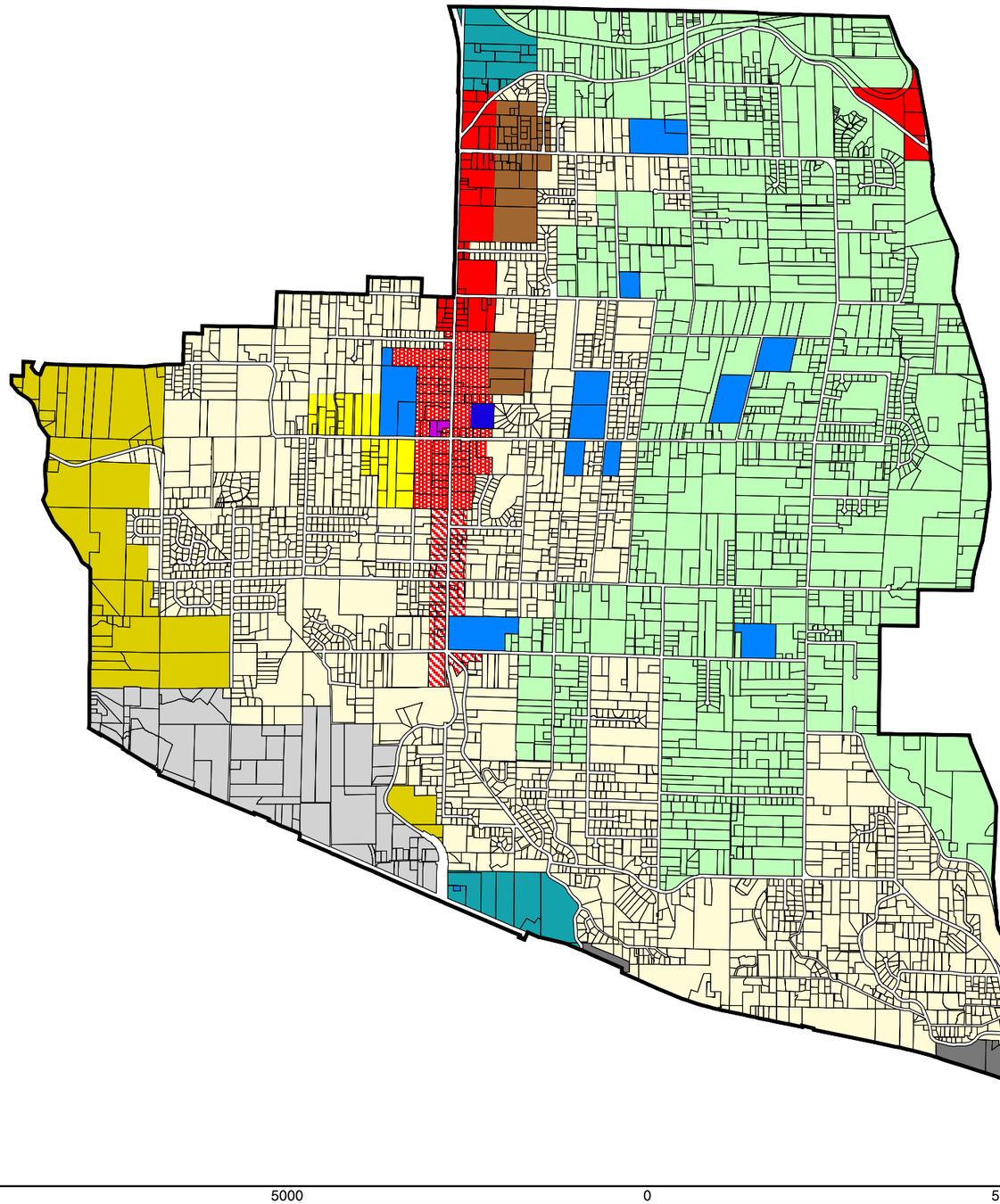
Special Features: Preferred Growth Alternative

A plan of this size and complexity, expected to guide growth over a 20-year period, obviously has considerable detail. Some of the special features of this alternative are identified below.

Environmental Protection

- Moderate environmental constraints considered with limited development capacity of 25% on steep slopes, and up to 50% on environmental buffers.

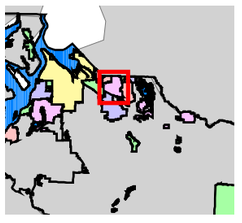
Preferred Growth Alternative



Legend

Preferred Alternative

- Single Family-Low Density
- Single Family-Moderate Density
- Single Family-High Density
- Mixed Residential-Low
- Mixed Residential-Moderate
- Mixed Use Residential
- Town Center
- Commercial
- Business Park
- Mixed Use
- Industrial
- City Hall
- FPD#8
- Public
- City Limits



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Source: Pierce County and City of Edgewood data

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Figure 2.1-1 Preferred Growth Alternative

Land Use

- Meridian corridor divided into segments including Town Center, Commercial, Business Park, and Mixed Use Residential. Densities ranging from Four (4) to ten (10) units per acre.
- Intensification of a more urban mix of uses around the Town Center, including a new City Hall, urban design improvements, and potentially the creation of new City ROWs.
- Middle and southern sections convert to predominantly residential with some retail/service/ offices uses mixed in with densities from 4 to 8 units per acre.
- Potential commercial area narrowed from existing depth of 1200 feet to 600 feet along Meridian Avenue East.
- Auto-oriented commercial in north end (not mixed use).
- Moderate residential growth, with a projected capacity for 6,907 new residents in 2017.
- Improved bicycle and pedestrian facilities on arterials and local streets.
- Mixed Residential densities highest in the middle of Meridian corridor to support the pedestrian development of the Town Center.
- Higher density residential growth focuses in the Meridian corridor.
- Single Family residential densities in east of Meridian range between 1 to 2 dwelling units per acre based on environmental constraints.
- Single Family residential densities west of Meridian Avenue East and in Sumner Heights range between 1 to 3 dwelling units per acre based on environmental constraints and availability of sanitary sewers.

Character

- Meridian Corridor infrastructure rebuilt with sidewalks, landscaping, and limited medians to support the safe movement of pedestrians and vehicles.
- An improved streetscape and urban design environment, with the focus of commercial development along Meridian Avenue East Corridor.
- The Preferred Growth Alternative creates three visually distinct areas with different buildings forms and functions.
- Improved streetscapes and gateways to the City.
- Undergrounding of electrical utilities along key arterials leading to the City center.

2.2 Low Growth Alternative

Summary: Low Growth Action Alternative

The City of Edgewood will adopt a new Comprehensive Plan. Like the interim Comprehensive Plan (City of Edgewood 1996) as adopted upon incorporation, the Low Growth Alternative does not meet certain aspects of GMA comprehensive plans such as growth targets, even though it meets the minimum density requirement of 4.0 dwelling units per net developable acre.

The Low Growth Alternative is the City staff's evaluation based on a low traffic growth scenarios consisting of population of 16,000 persons. This growth scenario is higher than the projected population of 14,300 proposed by the 1990 North Hill Plan, but lower than the Pierce County Population Allocation of 16,847.

While the Low Growth Alternative identifies organizational principles and a Future Land Use Map, corresponding goals and policies have not been developed, as is the case for the Preferred Growth Alternative. SEPA analysis is based on general land use patterns and densities identified by land use designations.

The Low Growth Alternative has a similar land use pattern to the Preferred Growth Alternative. However, it places more restrictions on the development in and near critical areas. Like the Preferred Growth Alternative, it proposes to focus growth in the Town Center encompassing the Meridian Avenue East corridor, Edgewood's central spine. This would form the Community's commercial, civic, and cultural nucleus. Substantial redevelopment of this area, including commercial corridor, new streets, development of a new City Hall, and its immediate surroundings are part of the plan.

The Low Growth Alternative envisions the minimum amount of residential growth, while focusing land uses along the Meridian Corridor. This alternative preserves existing residential neighborhoods, and provides the same high degree of environmental protection on environmentally constrained lands. This alternative creates a Town Center that is pedestrian friendly in an attempt to keep Edgewood uniquely Edgewood. The Low Growth Alternative Land Use Map, as shown in Figure 2.2-1.

Special Features: Low Growth Alternative

The Low Growth Alternative is similar to the Preferred Growth Alternative. Some of the distinctive features of the Low Growth Alternative are identified below.

Environmental Protection

- Stringent environmental constraints considered with eliminate development capacity on steep slopes, and limit development capacity to 10% on steep slope buffers.

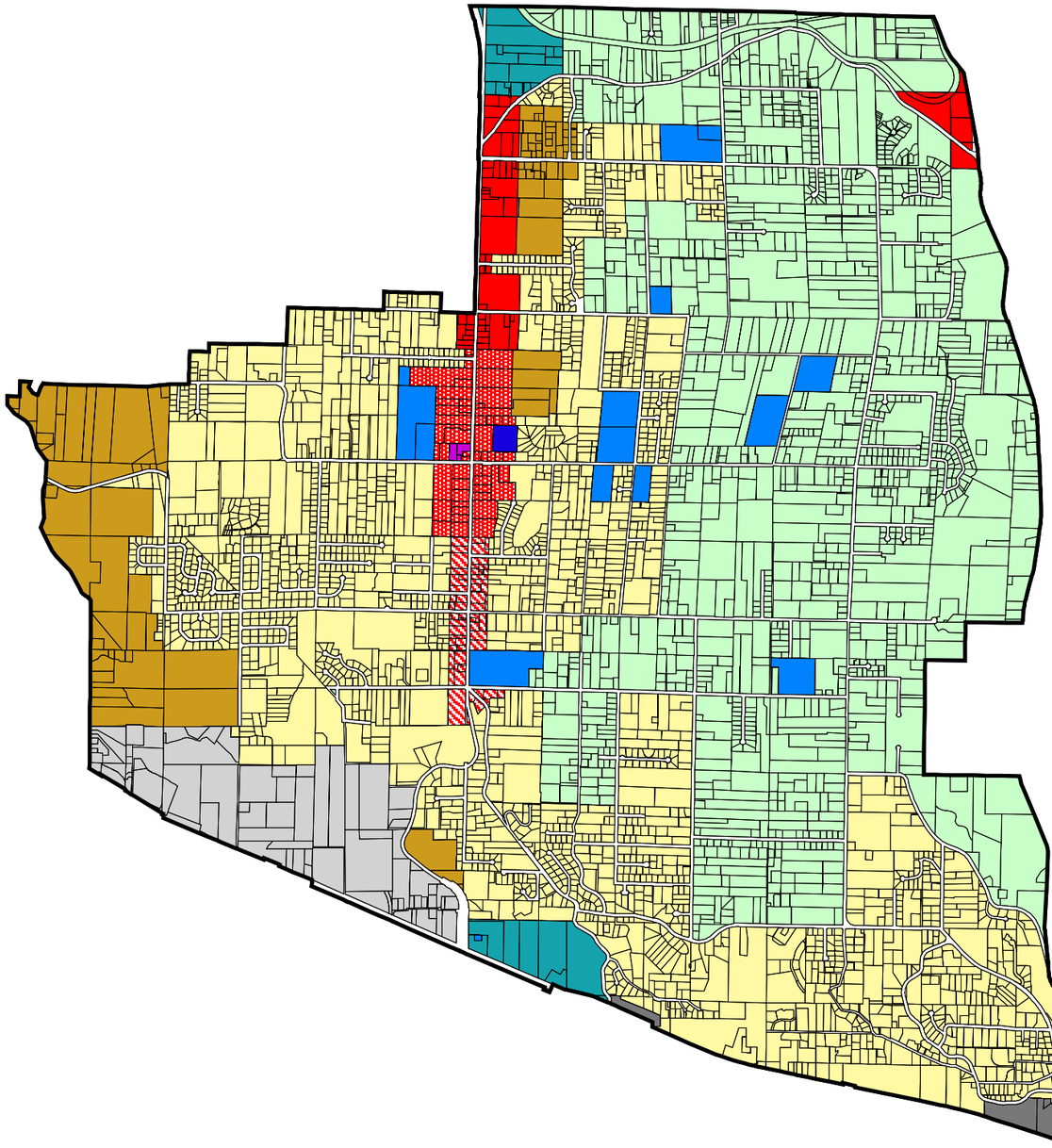
Land Use

- Middle and southern sections convert to predominantly residential with some retail/service/ offices uses mixed in with densities from 4 to 6 units per acre.
- Least residential growth, with a projected capacity for 5,906 new residents in 2017.

Character

- Meridian Avenue East infrastructure improved to minimum WSDOT standards (5-lane road section).
- An improved streetscape and urban design environment, with the focus of commercial development along Meridian Avenue East Corridor.

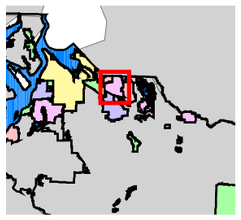
Low Growth Alternative



Legend

Low Growth Alternative

- Single Family-Low Density
- Single Family-Moderate Density
- Mixed Residential
- Mixed Use Residential
- Town Center
- Commercial
- Business Park
- Mixed Use
- Industrial
- City Hall
- FPD#8
- Public
- City Limits



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Source: Pierce County and City of Edgewood data

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Figure 2.2-1 Low Growth Alternative

2.3 High Growth Alternative

Summary: High Growth Alternative

The strategy and direction for the City's growth established by the High Growth Alternative would shift population growth from the western half of the City to the central commercial area and the eastern half of the City.

The blend of land use designations identified by this alternative is similar to those found in the Preferred Growth and Low Growth Alternative. The designations are basically the same and would allow for a mix of residential, commercial, and other uses to be developed side by side.

While the High Growth Alternative identifies organizational principles and a Future Land Use Map, corresponding goals and policies have not been developed, as is the case for the Preferred Growth Alternative. SEPA analysis is based on general land use patterns and densities identified by land use designations.

This alternative retains much of the land use patterns currently found in the Preferred Growth Alternative. Nevertheless, residential densities are expected to increase significantly under this alternative. Job growth would also increase in mixed-use areas. The High Growth Alternative is mapped on Figure 2.3-1.

Special Features: High Growth Alternative

The High Growth Alternative assimilates both the Preferred Growth and Low Growth Alternative. This alternative has higher densities than the Preferred Growth Alternative, but follows the same land use patterns. The use of stringent environmental constraints to eliminate development capacity on steep slopes in the High Growth Alternative is similar to the Low Growth Alternative. Special features of the High Growth Alternative are as follows:

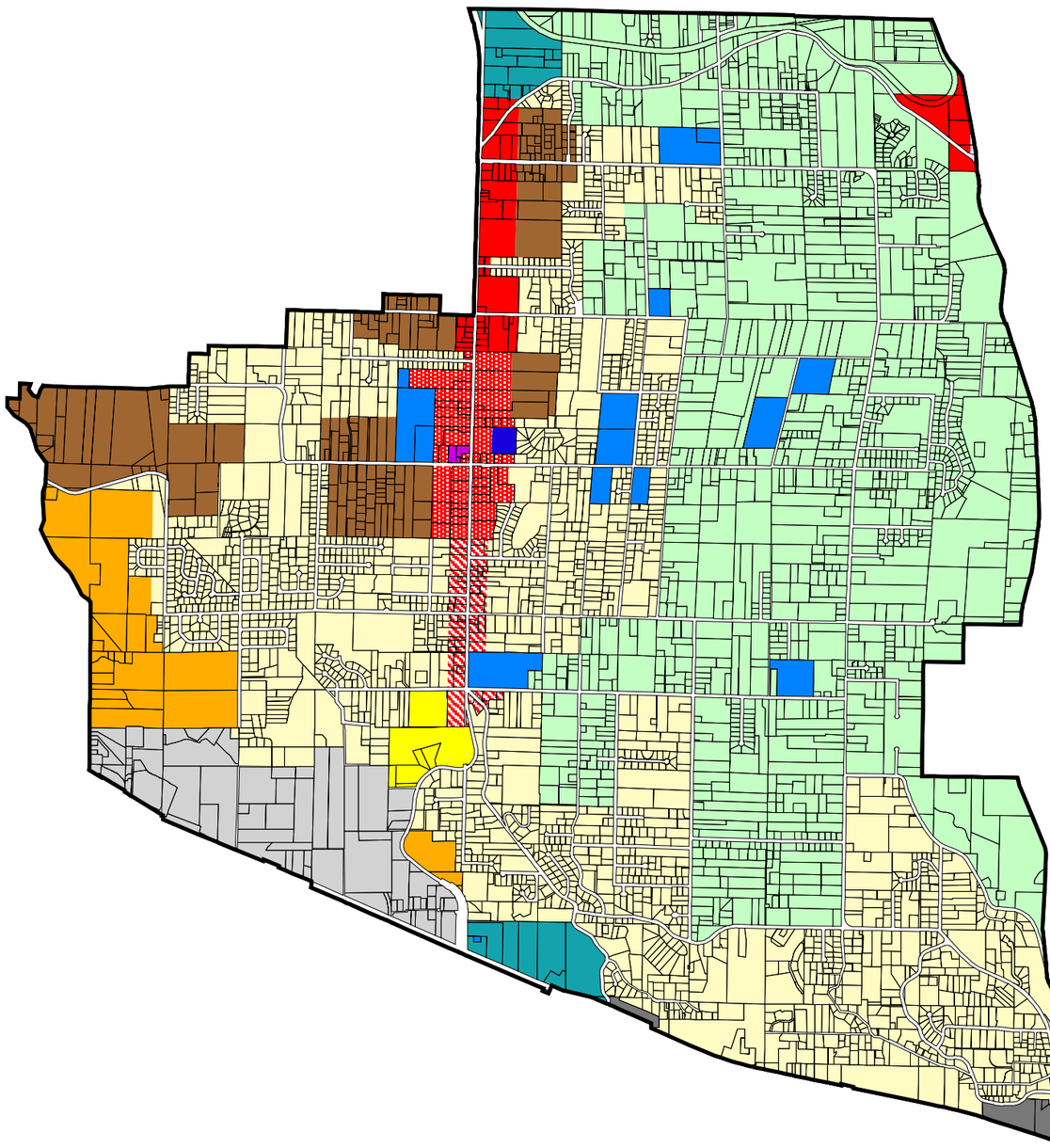
Environmental Protection

- Most restrictive environmental constraints considered with no development capacity allowed on steep slopes, and limited 10 to 25% development capacity allowed in environmental buffers.

Land Use

- All residential densities increased because potential growth is relocated from environmentally constrained lands. Densities ranging from 18 to 38 units per acre in the Meridian corridor.
- Increased residential growth, with a projected capacity for 13,660 new residents in 2017.
- Single Family residential densities west of Meridian and in Sumner Heights range between four (4) to nine (9) dwelling units per acre based on environmental constraints and availability of sanitary sewers.

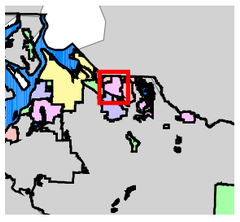
High Growth Alternative



Legend

High Growth Alternative

- Single Family-Low
- Single Family-Moderate
- Single Family-High
- Multi-Family
- Mixed Residential
- Mixed Use Residential
- Town Center
- Commercial
- Business Park
- Mixed Use
- Industrial
- City Hall
- FPD#8
- Public
- City Limits



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Source: Pierce County and City of Edgewood data

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Figure 2.3-1 High Growth Alternative

2.4 Summary Description of the Alternatives

A summary description identifying the principal features of each alternative is provided in Table 2.4-1. This table highlights similarities and differences among the alternatives.

Table 2.4-1: Summary Description of the Alternatives.

Defining Features	*"Preferred Alternative"* MODERATE GROWTH	LOW GROWTH	HIGH GROWTH
Projected Population Capacity	**17,737**	**16,011**	**24,490**
Projected Employment Capacity	**5,323**	**4,412**	**4,593**
GENERAL CONCEPTS	• Moderate Residential Growth increasing Residential Dwelling Units by 89.9% or 3,324 dwelling units.	• Minimum Residential Growth increasing Residential Dwelling Units by only 50.7% or 1,917 dwelling units. This does not meet the population allocation of 16,847 persons.	• Aggressive Residential Growth increasing Residential Dwelling Units by 149% or 5,635 dwelling units.
	• Directs half the residential growth to the Meridian Corridor.	• Directs most residential growth to the Meridian Corridor.	• Directs less than half the residential growth to the Meridian Corridor.
	• Directs the maximum residential growth to the East Planning Area.	• Only minor residential growth to the East Planning Area.	• Directs moderate residential growth to the East Planning Area.
	• Aggressive Employment Growth	• Least Aggressive Employment Growth	• Moderate Employment Growth
	• Parks goal of 34.7 acres per thousand people.	• Parks goal is similar to the Preferred Alternative.	• Parks goal of 20.0 acres per thousand people.
ENVIRONMENTAL CONSTRAINTS	• Moderate environmental constraints considered with limited development capacity of 25% on steep slopes, and limited 50 to 80% on environmental buffers.	• Most restrictive environmental constraints considered with no development capacity allowed on steep slopes, and limited 10 to 25% development capacity allowed in environmental buffers.	• Most restrictive environmental constraints considered with no development capacity allowed on steep slopes, and limited 10 to 25% development capacity allowed in environmental buffers.
LAND USE	• All residential densities are moderately increased because (1) potential growth is relocated from moderately environmental constrained lands and (2) the proposed economic growth is based on a strong local market population with a supporting regional market place.	• All residential densities increased to a minimum because (1) a large amount of potential growth is relocated from environmentally constrained lands and (2) the proposed economic growth is based on both a regional and local market place.	• All residential densities increased to a maximum because (1) a large amount of potential growth is relocated from environmentally constrained lands and (2) the proposed economic growth is based on a very strong local population and a weaker regional market place.
	• Meridian corridor divided into segments with densities ranging from four (4) to 10 units per acre.	• Meridian corridor divided into segments with densities ranging from four (4) to eight (8) units per acre.	• Meridian corridor divided into segments with densities ranging from 10 to 38 units per acre.
	• Town Center becomes the "heart" of the community with moderate residential densities and a pedestrian focus.	• Town Center is a low intensity - relaxed "heart" of the community with a pedestrian focus.	• Town Center is becomes a very active "heart" of the community with a pedestrian focus.
	• Middle and southern sections of the Meridian Corridor focus on primarily residential of four (4) to eight (8) units per acre mixed with retail/ service/ office uses.	• Similar to Preferred Alternative.	• Similar to Preferred Alternative with residential densities from eight (8) to 27 units per acre.
	• Single Family residential densities west of Meridian and in Sumner Heights range between one (1) to three (3) dwelling units per acre based on environmental constraints and availability of sanitary sewers.	• Single Family residential densities west of Meridian and in Sumner Heights range between one (1) to three (3) dwelling units per acre based on environmental constraints and availability of sanitary sewers.	• Single Family residential densities west of Meridian and in Sumner Heights range between four (4) to nine (9) dwelling units per acre based on environmental constraints and availability of sanitary sewers.

Table 2.4-1: Summary Description of the Alternatives.

Defining Features	*"Preferred Alternative"* MODERATE GROWTH	LOW GROWTH	HIGH GROWTH
CHARACTER	• Protection of the existing residential neighborhoods and limited protection of existing open space and critical areas.	• Similar to Preferred Alternative.	• Protection of the existing residential neighborhoods and existing open space and critical areas.
	• Create a balance between environmental protection, protecting existing residential neighborhoods, focusing commercial growth along the Meridian Corridor.	• Similar in nature to the "Preferred Alternative", but with more environmental protection and residential densities approximately 70 to 80% of the proposed in the "Preferred Alternative" along the Meridian Corridor.	• Similar in nature to the "Preferred Alternative", but with more environmental protection and increased residential densities of approximately three (3) to four (4) times intense as the proposed in the "Preferred Alternative" along the Meridian Corridor.
	• Meridian corridor infrastructure rebuilt with sidewalks, landscaping, limited medians, three (3) areas visually distinct, different buildings and form.	• Meridian infrastructure improved to minimum WSDOT standards (five (5) lane road section).	• Similar to Low Growth with major improvements to 8th, 24th and 32nd Streets.

2.5 Alternatives Considered but Eliminated Prior to Full SEPA Analysis

A range of distinct development scenarios was developed for public consideration early in the planning process. Each of the scenarios was presented for public input as part of the alternatives development process during two years of public involvement process. These eventually led to development of the "Town Center" concept with three different growth scenarios. The Planning Commission developed the High Growth Alternative, while the City Council, after a series of public hearings in 2000, developed the Preferred Growth Alternative. The Low Growth Alternative was developed by staff, as is base line for the traffic analysis to consider minimal population growth. The preliminary alternatives are not subject to SEPA analysis because the alternatives being analyzed encompass a sufficiently broad range to satisfy SEPA requirements.

A summary of these preliminary conceptual alternatives is provided here to illustrate the depth of exploration that went into development of the SEPA alternatives. Each preliminary alternative proposed differing amounts of change, but all supported utility improvements; protection of most existing single family neighborhoods; and intensification of land use along the Meridian corridor. The four preliminary alternatives are summarized below.

North Hill Plan

This preliminary alternative (the North Hill Plan) is the City of Edgewood current interim Comprehensive Plan and proposes a modest level of growth with maximum protection of the character of existing single family neighborhoods. Significant recommendations included reinforcement of neighborhood centers, distribution of capital improvements throughout Edgewood, and better linkages and streetscape improvements, particularly for pedestrians. The North Hill Plan predates the Growth Management Act and does not provide consistency between infrastructure and the land use plan.

Traditional Edgewood

This preliminary alternative most resembles the High Growth Alternative. This alternative emphasized the Town Center as the City center, incorporating housing, commercial development, and a new City Hall. Capital improvements would have been centered in the urban center area.

SR 161 Corridor Revitalization

This preliminary alternative promoted redevelopment of the SR 161 corridor by increasing the range of permitted uses, directing substantial auto oriented commercial development to the corridor. It created a distinct "suburban sprawl" development pattern and did not encourage a distinctive design identity and streetscape.

2.6 Summary of Impacts

Table 2.6-1 briefly summarizes the environmental impacts identified for each alternative, along with mitigation measures and significant unavoidable adverse impacts. Detailed analyses of impacts and related mitigation measures are provided in Chapter 3.

How to use Table 2.6-1

The summary of impacts associated with each of the land use alternatives are listed under (1) "Preferred Alternative" Moderate Growth, (2) Low Growth, or (3) High Growth. Mitigation measures that apply to all of the alternatives are stated in column (4). Unavoidable Adverse Impacts that can not be mitigated are listed in column (5)

(1)	(2)	(3)	(4)	(5)
Preferred Alternative **MODERATE GROWTH**	**LOW GROWTH**	**HIGH GROWTH**	**Mitigation Measures**	**Unavoidable Adverse Impacts**

Table 2.6-1: Summary of Impacts, Mitigation Measures, and Unavoidable Adverse Impacts

Preferred Alternative MODERATE GROWTH	LOW GROWTH	HIGH GROWTH	Mitigation Measures	Unavoidable Adverse Impacts
Resource Lands and Critical Areas				
• Increases density along the Meridian Corridor significantly. • Protects sensitive areas from future development. • Increases residential densities to allow for additional 3,374 new households. • Creates a more compact development pattern, resulting in the creation of less impervious surface, again protecting water quality. • Directs the highest density development away from flood-prone areas. • Facilitates greater site utilization and minimization of landslide and erosion risks through retention of natural features and vegetation. • Clusters urban growth in several target areas, limiting opportunities for non-point pollution.	• Increases density along the Meridian Corridor Moderately. • Protects environmentally sensitive areas from residential development. • Increases residential densities to allow for additional 1,917 new households. • Slows growth in the City of Edgewood. • Increases in impervious surface or additional pollutant sources in most areas. • Encourages moderate residential development. • Distributes urban growth throughout the City's critical area increasing opportunities for non-point pollution slowly, but evenly.	• Increases density along the Meridian Corridor intensely. • Protects environmentally sensitive areas from residential development. • Increases residential densities to allow for additional 5,635 new households, which is 3,718 new households greater than the Low Growth Alternative. • Continues sprawling growth. • Increases in impervious surfaces, decreased surface water flows during dry periods and increased flooding problems. • Clusters urban growth into several target areas, but would likely result in significant pavement, which would indirectly affect water quality. • Similar to the Low Growth Alternative because it prohibits development of steep slopes. • Produces significant adverse environmental impacts to the important riparian habitats. • Intensification of development would occur in areas that are largely developed, avoiding major loss of intact valuable habitat.	• Update the City's current Site Development Regulations and Zoning Code to mitigate some environmental impacts from development. • Extend sewers to parcels bordering Meridian Avenue East. • Monitor water quality for contaminants through an on-going water quality-monitoring program. • Develop more complete Critical Area Regulations to protect the full spectrum of environmentally sensitive resources. • Require natural buffer areas to protect documented wetlands and certain drainage courses from pollution and erosion. • Addresses impacts of anadromous fish in response to the recent listing of Puget Sound salmon species under the ESA. • Support and participate in WRIA-10 watershed planning efforts, and otherwise ensure it is in compliance with NMFS' ESA 4(d) rules. • Promulgate new regulations to be to protect aquifers consistent with the Mt. View-Edgewood Water System Plan. • Require storm drainage control systems intended to replicate the hydrologic performance of the site prior to development.	• Some wildlife and native vegetation would be lost as a result of population growth and development associated with all alternatives.

Table 2.6-1: Summary of Impacts, Mitigation Measures, and Unavoidable Adverse Impacts

Preferred Alternative MODERATE GROWTH	LOW GROWTH	HIGH GROWTH	Mitigation Measures	Unavoidable Adverse Impacts
Land Use				
• Projects a relatively moderate population growth of 6,907 residents. • Housed in high density neighborhoods. • Lowers density infill housing in west Edgewood. • Accommodates about 4,093 new private sector jobs over the next 20 years. • Curtails sprawl through more organized land use patterns and redevelopment. • Accommodates residential and employment growth with the least amount of adverse environmental impact. • Protects established neighborhoods. • Intensifies the City's central spine through planned redevelopment, which stretches north along Meridian Avenue East from the northern boundary to 36th Street East. • Increases the employment base in the Meridian Corridor. • Protects riparian habitat along the major creeks.	• Projects a population growth of 5,181 residents. • Accommodates about 3,182 new private sector jobs over the next 20 years. • Provides for a wide range of commercial uses that provide easy access for automobiles, but also provide pedestrian and bicycle access. • Envisions major redevelopment aimed at creating a City center providing a balance of jobs, housing, and services in an urban setting. • Intends to create a focus of service and retail jobs that are dependent upon automobiles.	• Projects a relatively high population growth of 13,660 residents. • Accommodates about 3,363 new private sector jobs over the next 20 years. • Promotes aggressive residential growth. • Focuses growth in the Meridian Corridor and urban neighborhoods in west. • Clusters mixed commercial/ residential uses. • Protects existing low density residential character. • Provides a distinct, compact, recognizable Town Center. • Promotes retail, restaurants, theaters, corporate and government offices, human services, medical and related services, and other employers that would generate up to 1,664 new jobs. • Provides housing through mixed-use and apartment/ condominium complexes for an additional 2,396 new residents.	• Prepare neighborhood or sub-area plans under each of the alternatives for the neighborhoods with the greatest capacity for growth, especially those slated for the highest density, more complex land uses, or greatest change. • Achieve the desired vision for the Preferred Growth Alternative's Edgewood Town Center by using a number of urban design solutions that are ultimately needed, including creation of more open space opportunities, and better pedestrian and vehicular connections. • Continue planning for the Town Center emphasizing the need to create a true mixed-use urban center that provides Edgewood a sense of identity as a City. • Focus economic development efforts to attract high quality development and tenants as well as residential uses to the downtown area. • Utilize creative funding mechanisms for urban design and open space improvements, such as grants, bond measures, creation of Local Improvement Districts, regional and state partnerships.	• All alternatives will accommodate substantial amounts of population growth.

Table 2.6-1: Summary of Impacts, Mitigation Measures, and Unavoidable Adverse Impacts

Plans and Policies				
Preferred Alternative **MODERATE GROWTH**	**LOW GROWTH**	**HIGH GROWTH**	**Mitigation Measures**	**Unavoidable Adverse Impacts**
• Implements goals and policies that adopt GMA (RCW 36.70A); Multi-County Planning policies; County-Wide Planning Policies; and objectives, principles, standards, and policies specific to Edgewood.	• Since the Low Growth Alternative is more of a generalized land use concept and did not meet the minimum population allocation from Pierce County, no distinctive goals and policies were developed.	• Since the High Growth Alternative is more of a generalized land use concept than a fully developed comprehensive plan, no distinct goals and policies were developed.	• Amend City zoning and development regulations to reflect the goals of the preferred Land Use Map and land use designations. • Identify adequate development standards to ensure that proper site and architectural design measures are implemented through private as well as public development. • Focus City economic development efforts to reinforce Comprehensive Planning goals and policies, and the envisioned future land use distribution.	
Housing				
• Provides for 3,324 new dwelling units projected. • Preserves existing single family neighborhoods and higher density housing in a limited number of neighborhoods. • Allows for construction of about 1,833 new single family homes. • Allows for construction of approximately 1,037 new units of multi-family housing in the Mixed Residential designation. • Increases density for senior housing adding a relatively modest number of additional housing units for seniors.	• Promotes a less aggressive growth target based on constrained land, 1,917 new units by 2017. • Concentrates Residential development in new designations that allow duplexes and some townhouses. • Distributes housing types varies by neighborhood. • Allows Accessory units within the single-family designation. • Locates housing near services leading to a better relationship between housing and other land uses.	• Promotes aggressive growth targets: 5,635 new units by the year 2017. • Develops Single Family High-Density housing near retail centers. • Concentrates Residential development in new designations that allow duplexes and some townhouses. • Distributes housing types varies by neighborhood. • Allow accessory units within the single-family designation.	• Provide a monitoring program to track housing availability and affordability, as called for in State and County-wide policies. • Produce housing policies for replacement of existing housing for low and moderate income households. • Create development of policies that encourage housing production if residential capacity does not meet the housing needs of future Edgewood residents. • Develop Land Use policies with provisions for annual reporting on affordable housing.	• All three alternatives will result in growth and provides a large capacity for new residential units.

Transportation				
Preferred Alternative **MODERATE GROWTH**	**LOW GROWTH**	**HIGH GROWTH**	**Mitigation Measures**	**Unavoidable Adverse Impacts**
• Increases traffic and congestion due to growth. • City arterials would continue to operate at LOS C or above. • Without the proposed SR 167 extension, five (5) intersections to operate at LOS E or F at p.m. peak hour in 2020; 5 intersection to operate at LOS D (V/C ratio 0.89) • With the proposed SR 167 extension, four (4) intersections to operate at LOS E or F at p.m. peak hour in 2020; five (5) intersection to operate at LOS D (V/C ratio 0.82). • Traffic delay for the City's street system would be about 12.3% less with the SR-167 extension project (V/C of 0.73) than without it (V/C of 0.82).	• Growth would continue to increase traffic and congestion. • Traffic congestion is likely to occur on three (3) arterials: Meridian Avenue East (SR-161), 8th Street East and 114th Avenue East. • Assuming the proposed expansion of Meridian Avenue to five (5) lanes, the existing LOS F would improve to LOS C in Year 2020 with the SR-167 freeway extension. • Without the proposed SR 167 extension, three (3) intersections to operate at LOS E or F at p.m. peak hour in 2020; one (1) intersection to operate at LOS D (V/C ratio 0.82). • With the proposed SR 167 extension, three (3) intersections to operate at LOS E or F at p.m. peak hour in 2020; 5 intersection to operate at LOS D (V/C ratio 0.82). • Traffic delay for the City of Edgewood's arterial street system would be about 14% less with the SR-167 extension project (V/C of 0.64) than without it (volume-capacity ratio of 0.73).	• Growth would continue to increase traffic and congestion. • Without the proposed SR 167 extension, seven (7) intersections to operate at LOS E or F at p.m. peak hour in 2020; 10 intersection to operate at LOS D (V/C ratio 0.76). • With the proposed SR 167 extension, 4 (4) intersections to operate at LOS E or F at p.m. peak hour in 2020; 6 intersection to operate at LOS D (V/C ratio 0.83). • Traffic delay's would be about 12% less with the SR-167 extension project (V/C of 0.83) than without it (V/C of 0.93).	• Improve mobility on Meridian by adding one general access lane for each direction between 36th Street East and Jovita Boulevard and a two-way left turn lane. • Arterial volumes should be closely monitored. • Environmental reviews should evaluate anticipated peak hour impacts to local arterials and intersections and prescribe transportation system improvements needed to maintain level of service standards. • Less capital-intensive improvements such as installing traffic signals and intersection channelization improvements should be considered initially. • Any signal, channelization or roadway widening improvements that may be proposed to improve capacity. • Construct sidewalks for pedestrian traffic and wide shoulders to accommodate bicycles.	• Traffic congestion on City arterials will increase by the year 2017 depending on which of the three alternatives (Low Growth, Preferred or High) is implemented.

Aesthetics				
Preferred Alternative **MODERATE GROWTH**	**LOW GROWTH**	**HIGH GROWTH**	**Mitigation Measures**	**Unavoidable Adverse Impacts**
• None of the three alternatives include measures to protect existing views of Mount Rainier. Without such protection, an important visual resource that adds character to the visual environment will be lost as development occurs.	• Same as Preferred Alternative.	• Same as Preferred Alternative.	• Prepare and adopt development standards tied to zoning to identify specific treatments for site development. • Prepare detailed design guidelines for certain high profile districts, such as the Town Center.	
Public Services, Utilities and Capital Facilities				
Preferred Alternative **MODERATE GROWTH**	**LOW GROWTH**	**HIGH GROWTH**	**Mitigation Measures**	**Unavoidable Adverse Impacts**
• Police - Increase the level of service to 1.2 officers per 1,000 residents, 16 new officers would have to be added with appropriate infrastructure.	• Police - Increase the level of service to 1.2 officers per 1,000 residents, 13 new officers would have to be added with appropriate infrastructure.	• Police - increase the level of service to 1.2 officers per 1,000 residents, 24 new officers would have to be added with appropriate infrastructure.	• Police - New construction, renovation, and higher standards of maintenance associated with the comprehensive plan's Crime Prevention through Environmental Design policies will further increase crime resistance. For example, security lighting, locks, clear access, etc.	• Growth-derived traffic congestion is expected to increase police and fire response times under any alternative.
• Fire – Adequate with mutual aid from other Fire Districts.	• Fire – Response time 4 to 5 minutes.	• Fire - Increase the number of Firefighters and create additional companies.	• New construction, renovation, and higher standards of maintenance associated with the Comprehensive Plan's growth.	
• Schools - At .5 children per household, the school population would be approximate 3,600 students. At 25 students per classroom, a total of 146 classrooms would be required.	• Schools - At .5 children per household, the school population would be approximate 3,000 students. At 25 students per classroom, a total of 118 classrooms would be required.	• Schools - At .5 children per household, the school population would be approximate 4,800 students. At 25 students per classroom, a total of 192 classrooms would be required.	• Schools - Create school impact fees for new development.	

Public Services, Utilities and Capital Facilities				
Preferred Alternative **MODERATE GROWTH**	**LOW GROWTH**	**HIGH GROWTH**	**Mitigation Measures**	**Unavoidable Adverse Impacts**
• Stormwater - primarily on site except in the Meridian Corridor where combined facilities may be considered.	• Stormwater - primarily on site except in the Meridian Corridor where combined facilities may be considered.	• Stormwater – More community storm drainage systems would be required in the high-density areas.		
• Sanitary Sewer - require sanitary sewer extension to commercial and 1,846 dwelling units in the Meridian Corridor.	• Sanitary Sewer - require sanitary sewer extension to commercial and 1,377 dwelling units in the Meridian Corridor.	• Sanitary Sewer - require sanitary sewer extension to commercial and 2.845 dwelling units in the Meridian Corridor.		
Domestic Water, Electricity, Natural Gas, Telecommunications, and Solid Waste • No Adverse impacts.	Domestic Water, Electricity, Natural Gas, Telecommunications, Solid Waste • No Adverse impacts	Electricity, Natural Gas, Telecommunications, Solid Waste • Domestic Water - Limited to a planned growth capacity of 20,000 people.		
Air Quality				
Preferred Alternative **MODERATE GROWTH**	**LOW GROWTH**	**HIGH GROWTH**	**Mitigation Measures**	**Unavoidable Adverse Impacts**
• Air quality could be affected by increases from wood stoves, space heating and increased traffic. • Construction-related sources (e.g., unpaved and paved roads, fuel-burning equipment, etc.); • Transportation-related sources (e.g., cars, trucks, buses, etc.); • Industrial air pollution sources; • Commercial air pollution sources (e.g., gas stations, dry cleaners, restaurants, etc.); and • Household-related sources (e.g., space heating, barbecues, lawn mowers, paints and solvents, etc.).	• Similar to Preferred Growth Alternative.	• Similar to Preferred Growth Alternative.	• Reduce automobile emissions by encouraging non- motorized transportation such as bicycling and walking. • Initiate an aggressive tree-planting program. • Promote clean light industry and manufacturing uses. • Implement the clearing, filling and grading ordinance along with best management practices of the stormwater management manual and critical areas ordinance. • The City shall continue to require the use of certified woodstoves.	• Most of the adverse impacts will result from increased transportation emissions, and increased industrial and residential emissions.

Chapter 3

ELEMENTS OF THE ENVIRONMENT

This section is comprised of descriptions and analyses of each applicable element of the environment. These include: resource lands and critical areas, land use, plans and policies, parks, recreation, and open space and critical areas. This document also contains housing, transportation, aesthetics, utilities, and air quality. Specific sections of this chapter address each of these elements. Each section contains a discussion of the affected environment, environmental impacts, proposed mitigating measures, and significant unavoidable adverse impacts (if any).

3.1 Resource Lands and Critical Areas

Affected Environment

Under the GMA, Edgewood is required to review its critical area regulations when adopting its Comprehensive Plan. The primary purpose of this subsection is to evaluate consistency between existing goals and objectives governing critical areas and each of the three alternatives under consideration. An additional function is to compare the impact of each alternative on the natural environment.

Critical areas in the City of Edgewood include wetlands, aquifer recharge areas, vegetation and wildlife habitat, flood-prone areas, geologically hazardous areas (i.e. steep slopes, seismic and volcanic mudslide areas), creeks, and streams. Each of these is described in the Comprehensive Plan and in the Critical Areas sections of the Edgewood Municipal Code (EMC). Wetlands, flood-prone areas, streams and slopes are shown graphically on Figure 3.1-1.

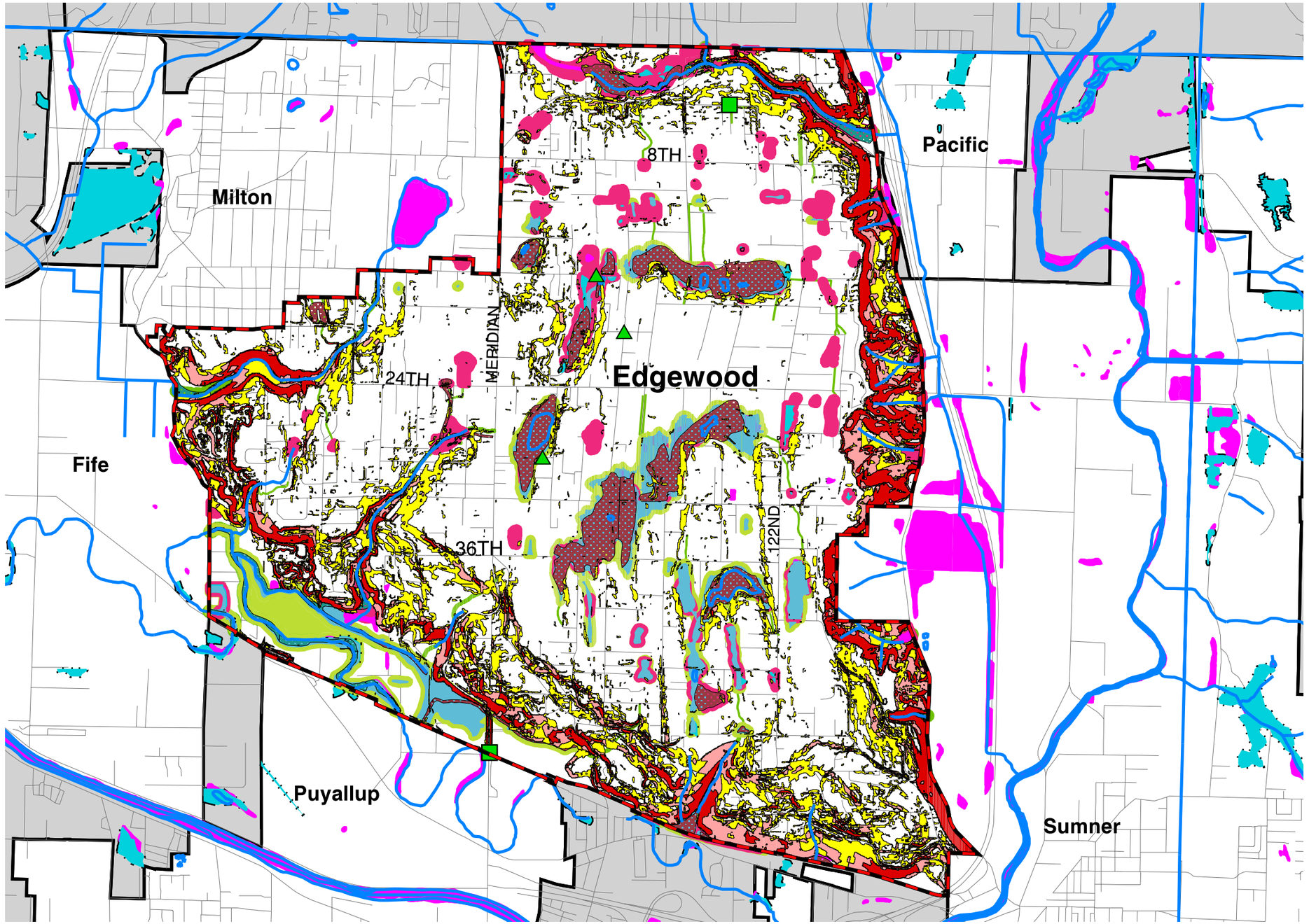
Resource Lands

There are functioning resource lands in the City of Edgewood. Pierce County's tax assessor database has identified 389 actual acres of land use classifications for mineral extraction and agriculture for the City of Edgewood. There are no commercial stands of timber in Edgewood. Pierce County's tax assessor database has identified 216 acres of forestlands for the City of Edgewood. Significant pockets of forestland are along the steep slopes throughout the City of Edgewood's boundaries. A concentration of forest cover is located in the residential areas west of 112th Avenue East and north of 32nd Street East, but these forestlands are potentially vulnerable to future development. Timber cover, mineral extraction and agricultural land is mapped are Figure 3.1-2.

Wetlands

The City of Edgewood has an estimated 229 acres of wetlands with 279 acres of wetland buffer and 230 acres of stream buffers (See Appendix A). The wetlands within the City of Edgewood are part of a Palustrine System and are scattered on both public

General Hydrology & Steep Slopes



Legend

- National Wetlands Inventory

CWI Wetlands
- Wetland

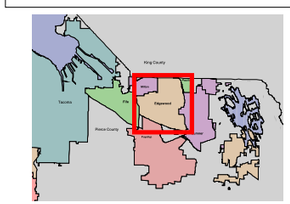
CWI Boundaries
- Unverified
- Verified
- Delineated
- Streams & Rivers
- Stream Buffer
- CATRAC Wetlands
- Wetland Buffer
- CATRAC Flood
- Flood Buffer

Flood Zones
- A
- X500

Flood Incidents
- Flooding on private property
- Flooding over roadway

Slopes
- 15 to 30%
- 30 to 45%
- Over 45%
- Area Roads
- King & Pierce County
- City Limits

N

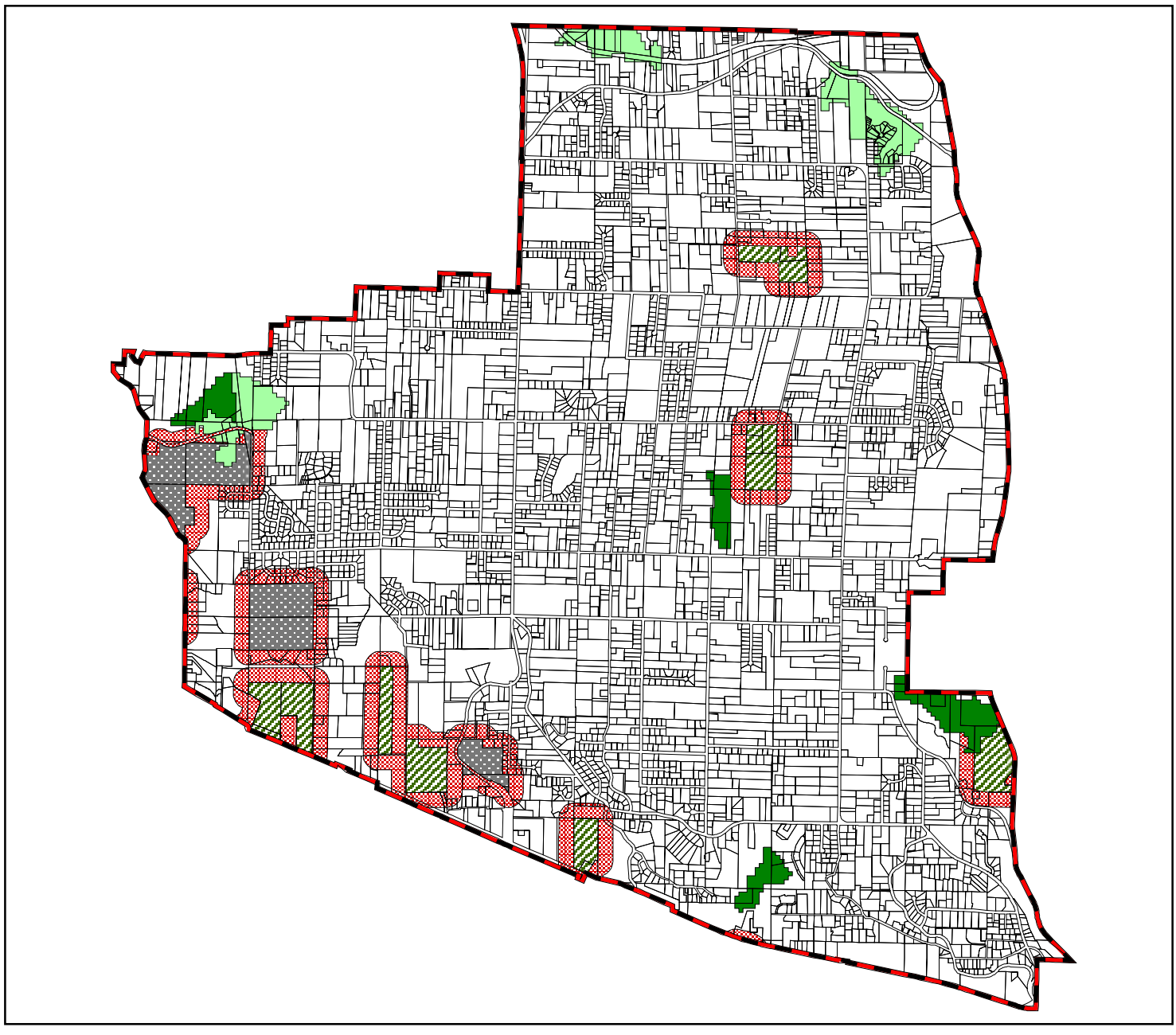


5000 0 5000 10000 Feet

Source: Pierce County, CATRAC, and City of Edgewood data
May 2001 - /home/cty_edg/dcarnri/projects/feis1.apr

Figure 3.1-1
General Hydrology & Steep Slopes

Forest Cover & Resource Lands



LEGEND

- City Limits
- Forests
  - Mid Seral
  - Early Seral
- Resource Land
  - Mineral Lands
  - Urban Agriculture
  - Adjacent Property

3000 0 3000 Feet

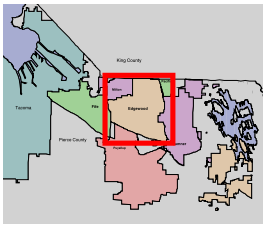


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Figure 3.1-2
Resource Lands

Source: Pierce County data

May 2001 - /home/cty_edg/dcarnri/projects/feis1.apr

and private property along stream corridors and in isolated depressional potholes throughout the City of Edgewood as identified and delineated on the Pierce County Wetland Inventory. This system includes all nontidal 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.

The City of Edgewood is host to many significant wetlands that have been identified by a County-wide inventory as being important to residents throughout the planning process (North Hill Plan, 1990). These wetlands vary in size from 9,300 square feet to nearly 30 acres. These wetlands include: the wetland at 18th Street East between 112th Avenue East and 118th Avenue East, 116th Avenue Court and 36th Street East, 108th Avenue East and 36th Street East, and the Jovita Creek area. The ecological functions of each of the wetlands in the City of Edgewood include providing flood control, water quality protection, groundwater recharge and contributions to wildlife and fisheries habitat.

Aquifer Recharge Areas

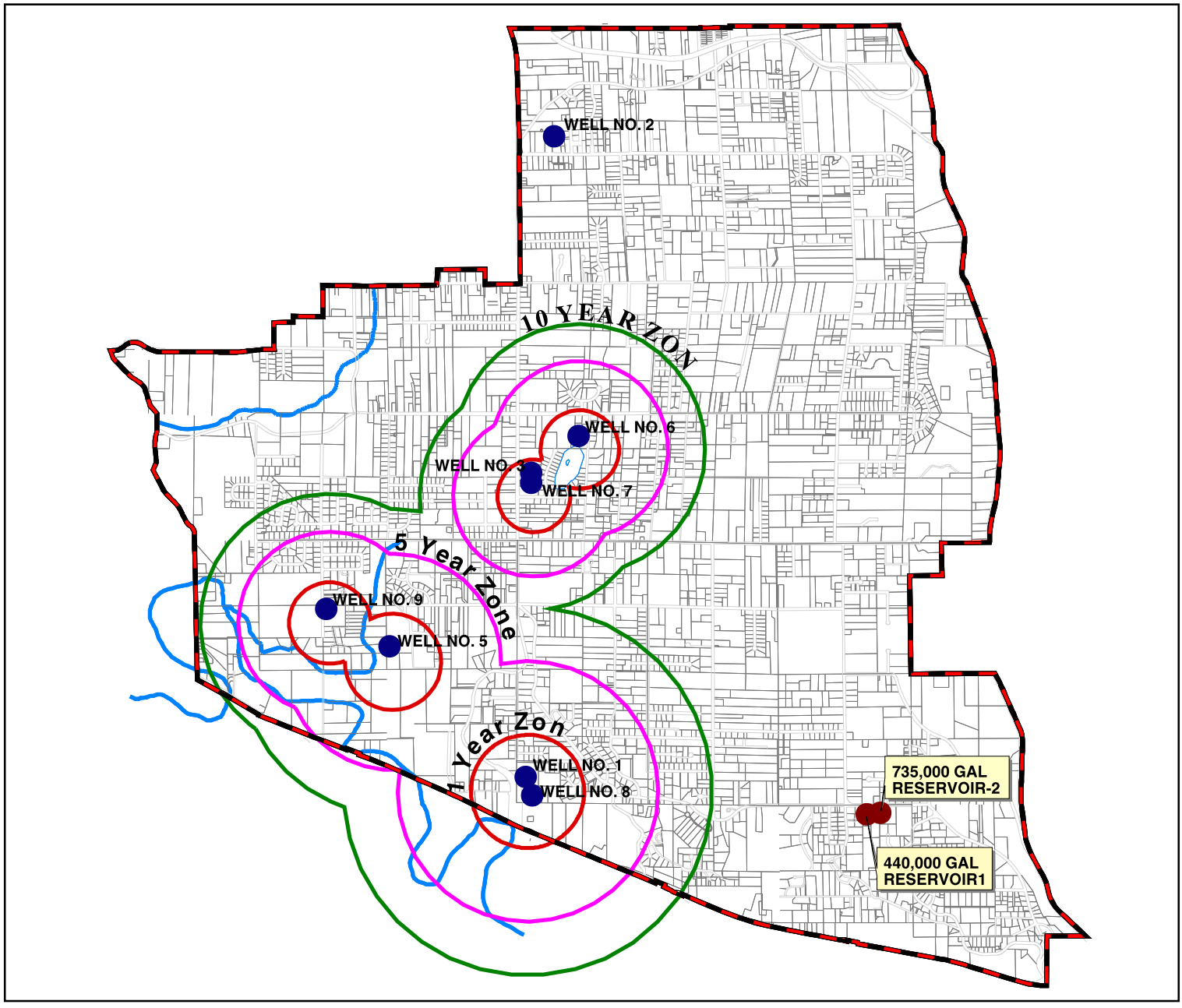
Water from underground aquifers, commonly referred to as groundwater, forms the primary source of drinking water for an estimated 65 percent of Washington State residents. The City of Edgewood relies on groundwater for its sole source of supply. Protection of these aquifers is the subject of a detailed Water System Plan prepared for the Mt. View-Edgewood Water Company in 1999. The Wellhead Protection Program delineated five (5) sets of Wellhead Protection Areas as shown on figure 3.1-3. These protection areas cover seven (7) individual production wells for possible protection (Gray and Osborne, Inc, 1999).

The Water Company's wells are located in the Puyallup-White River watershed. According to the Department of Ecology's *1995 Draft Initial Watershed Assessment, Water Resources Inventory Area (WRIA) 10, Puyallup-White River Watershed,* minimum instream flows established by Chapter 173-510 have not been met 10 percent of the time. This period of time coincides with the Pacific salmon species upstream migrations for spawning. Over the last 20 years there has been a trend of decreasing low flows in the Puyallup River. At the time of the Department of Ecology's report, water rights and claims represented approximately 44 percent of the minimum low flow during that year. However, actual water use is not known and therefore total water withdrawal can not be accurately assessed. The Department of Ecology is currently gathering information on actual water use to evaluate total withdrawal compared to minimum low flows (Gray and Osborne, Inc, 1999).

Fish and Wildlife Habitat

Edgewood lies within the natural vegetation zone known as the western hemlock forest zone (Franklin and Dyrness 1988). This zone extends south from British Columbia through the Olympic Peninsula, coastal ranges, Puget Sound low lands, and the Cascade Mountains. It is called the Western Hemlock Zone based on potential climax species, although forests of Douglas Firs dominate large areas. In undisturbed areas, typical vegetation is characterized by forests of western hemlock *(Tsuga heterophyll*a), Douglas fir *(Psuedotsuga menziesi*i), and western red cedar *(Thuja plicat*a). Disturbed

Wellhead Protection Zones



LEGEND

Wellhead Protection Zones
- 1 Year Zone
- 5 Year Zone
- 10 Year Zone

Other Features
- Streams
- Water Body
- Parcels
- City Limits

3000 0 3000 Feet

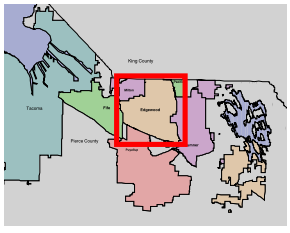


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Figure 3.1-3
Wellhead Protection Zones

Source: Gray & Osbourne, Inc, Oct 97, and City of Edgewood data
May 2001 - /home/cty_edg/dcarnri/projects/feis1.apr

areas, which include areas that have been logged or developed, as well as stream corridors, typically support a mix of deciduous trees including red alder and big leaf maple. A regional variant of the western hemlock zone, characterized by treeless prairie openings and extensive stands of Garry oaks *(Quercus garryana*) intermixed with the more typical regional forests, is commonly found in the south Puget Sound area on soils formed from glacial drift and outwash. The soils of the plateau area of Edgewood are in the Alderwood-Everett (A-E) association, and the soils of the floodplains and river valleys of the Puyallup and White Rivers are in the Puyallup-Sultan (P-S) association.

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. An excellent indicator of subsurface hydrological conditions, vegetation can alert property owners to potential constraints that they may face. 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. A well-balanced landscape provides aesthetic relief and contributes to the stability and preservation of the natural environment by stabilizing soils and slopes, noise buffering, air quality control, and water retention and drainage.

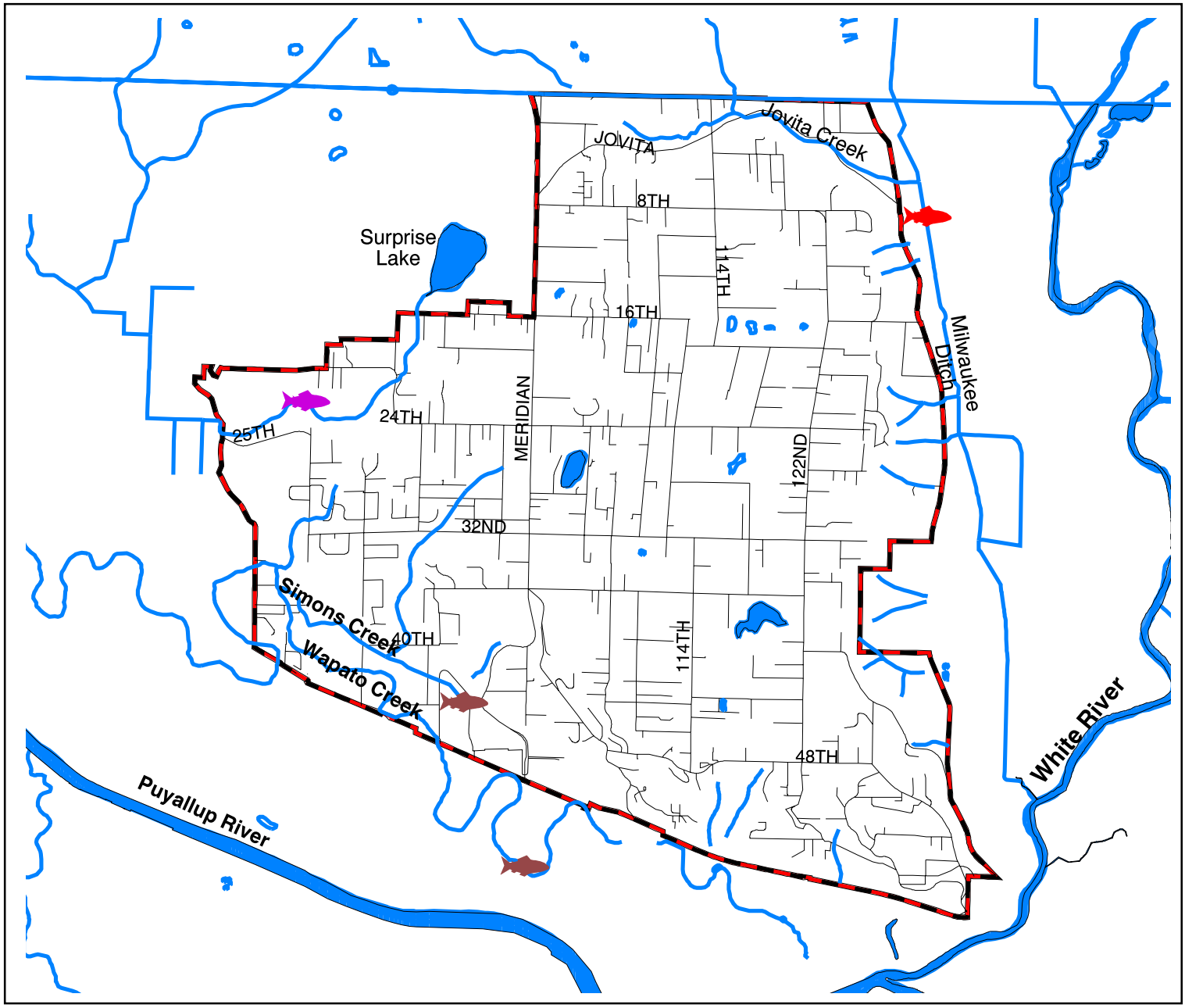
Wildlife habitat has been greatly reduced as a consequence of development, with little suitable habitat remaining for large mammals. Information provided by the Washington Department of Fish and Wildlife (WDFW) regarding lands that meet the criteria as priority wildlife habitats indicates a number of those habitats are present in the City, including wetlands, riparian zones, and urban natural open spaces. The remaining habitat can support a variety of smaller mammals, reptiles, amphibians, and birds.

Three anadromous fish species (figure 3.1-4) listed under the Endangered Species Act (ESA) are present in the area, including chum salmon (*Oncorhynchus keta*), Coho salmon *(Oncorhyncus kisutch*) and steelhead Trout *(Oncorhynchus mykiss*) (WDFW 1997). Because of the presence of endangered salmonids in the watershed, land use activity must conform to ESA regulations for the City of Edgewood to receive protection under Section 4(d) of the ESA. These are identified in the National Marine Fisheries Service 4(d) rules, which identify the elements that must be present in an approved stormwater management plan. The Puyallup-White River Watershed forms WRIA 10, as defined by the Washington Department of Ecology (figure 3.1-5). The Puyallup-White River Watershed Action Plan is the watershed-wide document under development to manage non-point source pollution within WRIA 10. This Action Plan contains a number of recommendations regarding habitat, water quality, and related issues of importance to salmon recovery efforts.

Flood-Prone Areas

Flooding is the most common natural disaster in Edgewood due to the area's hydrologic conditions, topography, and development patterns. The most recent significant floods occurred in 1996 and 1997, which inundated numerous isolated topographical

Salmon Locations & Migrations



LEGEND

Salmon Locations & Migration

- 1 Salmon Species
- 2 Salmon Species
- 3 Salmon Species

- Lakes
- Streams & Rivers
- Roads
- City Limits

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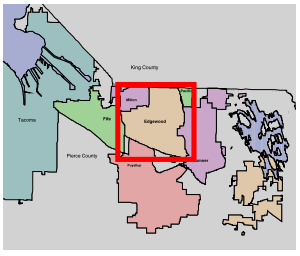

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Source: Pierce County data

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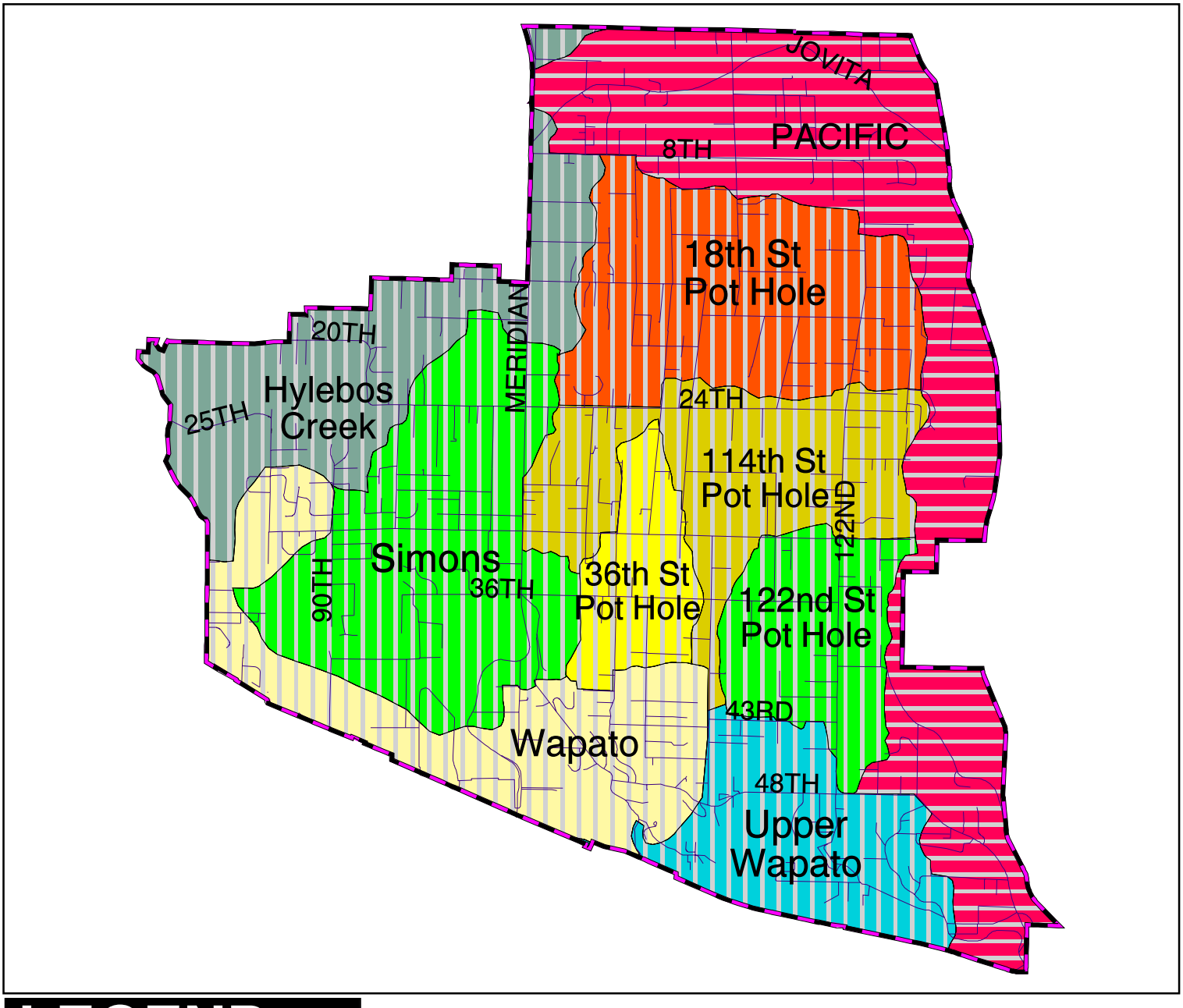
Figure 3.1-4
Salmon Locations

WRIA 10 - With Sub Basins



LEGEND

- City Limits
- WRIA 10 Basins
  - HYLEBOS
  - LOWER WHITE RIVER
- WRIA 10 Sub Basins
  - 18TH ST POT HOLE
  - 36TH ST POT HOLE
  - EDGEWOOD BOWL 114TH POT HOLE
  - EDGEWOOD BOWL-122ND POT HOLE
  - HYLEBOS CREEK
  - PACIFIC
  - SIMONS
  - UPPER WAPATO
  - WAPATO

5000 0 5000 Feet

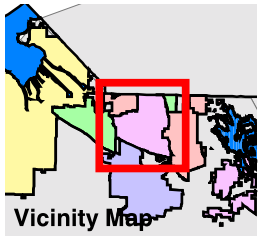


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Figure 3.1-5
WRIA Sub Basins

Source: Pierce County and City of Edgewood data
/home/cty_edg/dcarnri/projects/feis2.apr

depressions (potholes) around Edgewood. Other areas prone to flooding include wetlands and adjacent low-lying upland areas. Flooding threatens lives and damages property. The frequency and severity of flooding tends to increase as a result of development, specifically as permeable forest cover is replaced by impervious surfaces such as rooftops or concrete or even by semi-permeable ground covers such as lawns. The most effective way to limit increasing urbanization-related flood risk is to limit changes to natural hydrologic functions. Accordingly, natural drainage channels need to be preserved whenever possible and permeable surfaces should be protected. Changes to these system functions should be compensated by engineered systems such as retention/detention basins, swales, and other approaches designed to simulate natural flood control mechanisms by allowing stormwater to slowly seep into the ground or gradually drain downstream.

Geologically Hazardous Areas

Geologically hazardous areas typically include areas subject to structural failure, usually as a result of seismic incident. The City of 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 and highly erodable soils can have a negative impact on slope stability.

Most of Edgewood is located on gently rolling hills sloping eight (8) percent or less with scattered depressions or potholes. The northern boundary has slopes of eight (8) to fifteen (15) percent, with the Jovita Canyon having slopes of 30 percent or greater. The steepest slopes in the City can be found along the southern and eastern boundaries, which exceed 30 percent.

Creeks, Streams, and Lakes

The City of Edgewood has numerous small streams and creeks. Many of these streams have been culverted, channelized, or otherwise altered. Jovita Creek flows eastward into the White River. Surprise Lake Creek begins within the City limits of Milton from Surprise Lake, 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 Edgewood. 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.

Environmental Impacts

Some inevitable impacts to critical areas will result from each of the alternatives as a result of increasing urbanization. These may include: an increase in erosion and sedimentation, an increase in surface water runoff and storm discharge, a decrease in surface water quality, infiltration and contamination of groundwater, and reduction in fish and wildlife habitat. Specific impacts on resource lands and critical areas are discussed below for each of the alternatives under consideration.

Preferred Growth Alternative

Wetlands

National Wetlands Inventory (NWI) maps identify verified wetlands that may be directly affected by land use changes comprising this alternative. Wetland protection goals and policies in the Land Use chapter address mechanisms to protect wetland resources.

Aquifer Recharge Areas

The Preferred Growth Alternative designates the Meridian Corridor as Commercial and Mixed Use Residential with a Town Center. This designation would significantly increase density along the Meridian Corridor and protect future development in potentially sensitive residential areas. This alternative would also increase mixed use and business development on the City of Edgewood's southern boundary. This development would add septic systems within one-year's water travel time from three of the Mt. View-Edgewood Water Company wells.

Fish and Wildlife Habitat

This alternative would increase residential densities to allow for an additional 3,324 new households, which is 1,693 households greater than the Low Growth Alternative. Additionally, this alternative has identified adequate land uses to accommodate 4,093 new employees. With regard to industrial and commercial growth, this intensification of development would infill partially developed areas taking advantage of infrastructure and avoiding major loss of intact valuable habitat. This alternative will also create a more compact development pattern, resulting in the creation of less impervious surface, again protecting water quality. The Preferred Growth Alternative is therefore most beneficial of the three alternatives for salmonid species.

Substantial amounts of residential development are likely to occur, which would be distributed at varying densities throughout the city. Most of this development would occur in areas long designated for such uses at such intensities, with some impact on vegetation and habitat. In retaining these land uses, Edgewood is complying with the GMA goal of promoting growth within the UGA, reducing impacts to habitat outside of the UGA by accommodating growth within existing developed areas. This growth would result from redevelopment or infill within developed areas, not the development of rural or resource lands. Consequently, no significant adverse impacts to plants and animals from the overall residential growth are expected.

One goal of the Preferred Growth Alternative is to limit the sprawl of new commercial development in the City, and not expand outside of the existing commercial land use footprint. No habitat would be affected due to commercial development under this alternative. Mixed Use and Business Park lands have been expanded considerably with the designation of portions of the southern boundaries of the City for development. This would potentially affect some habitat, as many of the affected parcels are currently developed with low density housing or are undeveloped. Future development along the Meridian Corridor would require installation of new sewer systems, which would improve habitat conditions in the long term.

Flood-Prone Areas

The areas targeted for the highest density development do not coincide with flood-prone areas. Although most of the City of Edgewood is not shown on Pierce County Environmental Constraint maps as flood-prone, development could exacerbate flooding problems in flood-prone areas if impervious surfaces increase as a result of development in the southern portion of the City. In either case, storm drainage controls mandated by Edgewood Municipal Code (EMC) Section 13.05.030 of the City's Site Development Regulations dealing with stromwater drainage review should address this.

Geologically Hazardous Areas

The Comprehensive Plan would not impact the geologically hazardous areas present in the City. Any development in a geologically hazardous area could pose a hazard, increasing the risk to public health and safety and to public and private property. Removal of vegetation could cause soil instability. This alternative facilitates greater site utilization and minimization of landslide and erosion risks through retention of natural features and vegetation. No development would be permitted in or near the steep slopes surrounding the City as addressed in EMC Section 20.40.040 of the City's Critical Areas Regulation.

Creeks, Streams, and Lakes

This alternative would cluster urban growth in several target areas, limiting opportunities for non-point pollution. In addition, residential density would be limited along portions of lakes, potholes, and streams by the Single Family-Low designation. In addition, several goals and policies in the Utilities and Capital Facilities section of the Draft Comprehensive Plan address water quality protection.

Low Growth Alternative

Wetlands

Much of the area in the City of Edgewood is identified for single family residential uses under the Low Growth Alternative. This alternative would not result in any other specific impacts to wetlands other than non-point impacts from generally distributed growth, which would likely reduce natural areas including wetland buffers.

Aquifer Recharge Areas

Since this alternative would slow the growth rate in many parts of Edgewood, the aquifer recharge area is not likely to be significantly affected by slight increases in impervious surface or additional pollutant sources in most areas.

Fish and Wildlife Habitat

This alternative would increase residential densities to allow for additional 1,917 new households, which is 1,407 households less than the Preferred Growth Alternative. Additionally, the Low Growth Alternative is estimated to contain adequate land uses to accommodate 3,182 new employees. With regards to industrial and commercial growth, this alternative is the same as the Preferred Growth Alternative. With regards to residential development, 85 percent of the City is dedicated to moderate density single-family housing at a maximum density of 3 dwelling units (DUs) per acre.

Flood-Prone Areas

This alternative would not likely have a direct impact on flood-prone areas.

Geologically Hazardous Areas

The Low Growth Alternative would not appreciably increase landslide risk because no steep slopes are designated for developable uses.

Creeks, Streams, and Lakes

This alternative would slow but evenly distribute urban growth throughout the City, including areas adjacent to streams and their buffers, increasing opportunities for non-point pollution. The Draft Comprehensive Plan does contain a number of objectives and policies in the Utility and Capital Facilities Element that address water quality, including surface water and other natural drainage systems.

High Growth Alternative

Wetlands

Similar to the Preferred Growth Alternative, National Wetlands Inventory (NWI) maps identified verified wetlands that may be directly affected by this alternative. Wetland protection goals and policies in the Land Use chapter address mechanisms to protect wetland resources.

Aquifer Recharge Areas

This alternative would see continued sprawling growth with increased impervious surfaces, decreased surface water flows during dry periods and increased flooding problems. Regulatory protection of critical areas is diminished, potentially causing increased runoff and ultimately flooding. Flooding impacts would likely be greatest under this alternative.

Fish and Wildlife Habitat

The High Growth Alternative would increase residential densities to allow for an additional 5,635 new households, which is 3,718 new households greater than the Low Growth Alternative, but 2,311 new households greater than the Preferred Growth Alternative. Additionally, the High Growth Alternative has identified adequate land uses to accommodate 3,363 new employees. Unlike the other two alternatives, the High Growth Alternative designates substantially less land as open space. In general, intensification of development would occur in areas that are largely developed, avoiding major loss of intact valuable habitat. The High Growth Alternative may cause significant adverse environmental impacts to the important riparian habitats along Simon and Jovita Creeks, thus negatively affecting salmon recovery efforts.

Flood-Prone Areas

Impacts from this alternative would be similar to the Preferred Growth Alternative except along stream channels, which could be developed at a higher density.

Geologically Hazardous Areas

The impacts of this alternative would be comparable to those under the Low Growth Alternative.

Creeks, Streams, and Lakes

The High Growth Alternative would cluster urban growth into several target areas, but would likely result in significant pavement, which would indirectly affect water quality. This alternative would limit density along lakeshores to a moderate degree through required buffering measures.

Mitigation Measures

The City's current Site Development Regulations and Zoning Code mitigates some environmental impacts from development, although it is assumed both regulations would be updated in response to the new Comprehensive Plan. The City needs to develop more complete Critical Area Regulations to protect the full spectrum of environmentally sensitive resources. The City's current Critical Areas Ordinance, Chapter 20.05 of the Edgewood Municipal Code, is limited.

Wetlands

Natural buffer areas are required to protect documented wetlands and certain drainage courses from pollution and erosion. The wetland sections of the City's Critical Area regulation (Section 20.30 Edgewood Municipal Code) are not comprehensive enough to protect the full spectrum of environmentally sensitive resources.

Aquifer Recharge Areas

New regulations need to be promulgated to protect aquifers consistent with the Mt. View-Edgewood Water System Plan. Sewers should also be extended to parcels bordering

Meridian Avenue East, and water quality should be monitored for contaminants. An on-going water quality monitoring program should be implemented.

Fish and Wildlife Habitat

The City must expand its current Critical Areas Ordinance and develop its own Critical Areas maps for fish and wildlife resources, beyond what has been adopted from Pierce County. Further, the impacts of development to anadromous fish should be addressed in response to the recent listing of Puget Sound salmon species under the ESA. Edgewood will continue to support and participate in WRIA-10 watershed planning efforts, and otherwise ensure it is in compliance with NMFS's ESA 4(d) rules.

Flood-Prone Areas

The regulations include measures to ensure that the capacity of watercourses is maintained. In addition, the Flood Damage Prevention Regulation (EMC, Section 15.10) contains specific requirements applying to construction and renovation projects intended to minimize flood-related damage. The Preferred Growth Alternative would reduce single family density on parcels bordering stream channels, which would decrease the risk of flood damage.

Geologically Hazardous Areas

Development on steep slopes will be controlled by the City's Site Development Regulations and Critical Area Regulations. No additional mitigation measures are required.

Creeks, Streams, and Lakes

The principal mechanisms for protecting these resources and mitigating development impacts will be the Critical Area Regulations. Edgewood must promulgate and enforce provisions through the City's Development Regulations. In addition, the Comprehensive Plan contains goals and policies specifically addressing these resources.

The City's Site Development Regulations and the Zoning and Land Use Codes would mitigate some environmental impacts from development taking place under any of the alternatives. These regulations require storm drainage control systems intended to replicate the hydrologic performance of the site prior to development. Depending on the project, these regulations may require additional measures (such as oil-water separators) and conceptual drainage plans and offer protections to each category of critical area.

Unavoidable Adverse Impacts

Some wildlife and native vegetation would be lost as a result of population growth and development associated with all alternatives. The extent of habitat loss would be minimized under the Preferred Growth Alternative in comparison with the other two alternatives due to designated growth patterns.

3.2 Land Use

Affected Environment

The City of Edgewood contains a total of 5,346 acres. With an average population density of 2.0 persons per acre (1,297 residents per square mile), Edgewood's land use distribution is considerably (43%) lower than the regional average of 2,961 residents per mile and roughly comparable to the density of Bellevue and Spokane (PSRC, October 1998). Critical Areas (aquifer recharge, wetland/frequently flooded, fish and wildlife and geologically hazardous) comprise the largest land use category, consuming 2,900 acres of the City's land area. Public street right of ways (ROWs) comprise the third largest land use category after residential land use, consuming 522 acres of the City's land area. Many of these streets serve low density, single family neighborhoods. Other character-defining land uses include open space, parks, public/semi-public, industrial, commercial, resource and mining.

Land use patterns in Edgewood vary in different parts of the City. The City of Edgewood is predominantly residential, ranging from modest single family homes to spacious estates. The uses along the Meridian Corridor include primarily retail and other commercial development with an assortment of other uses serving the City. The geographic distribution of Edgewood's land uses are depicted graphically on the existing Land Use Map (Figure 3.2-1).

For analysis purposes, the City has been divided into three different planning areas (see Figure 3.2-2). By identifying these planning areas, the process of data gathering and analysis is simplified. The boundaries of the planning areas were based on existing zoning, current land use, census information, and jurisdictional boundaries.

Environmental Impacts

Environmental impacts related to land use for each of the alternatives are discussed below.

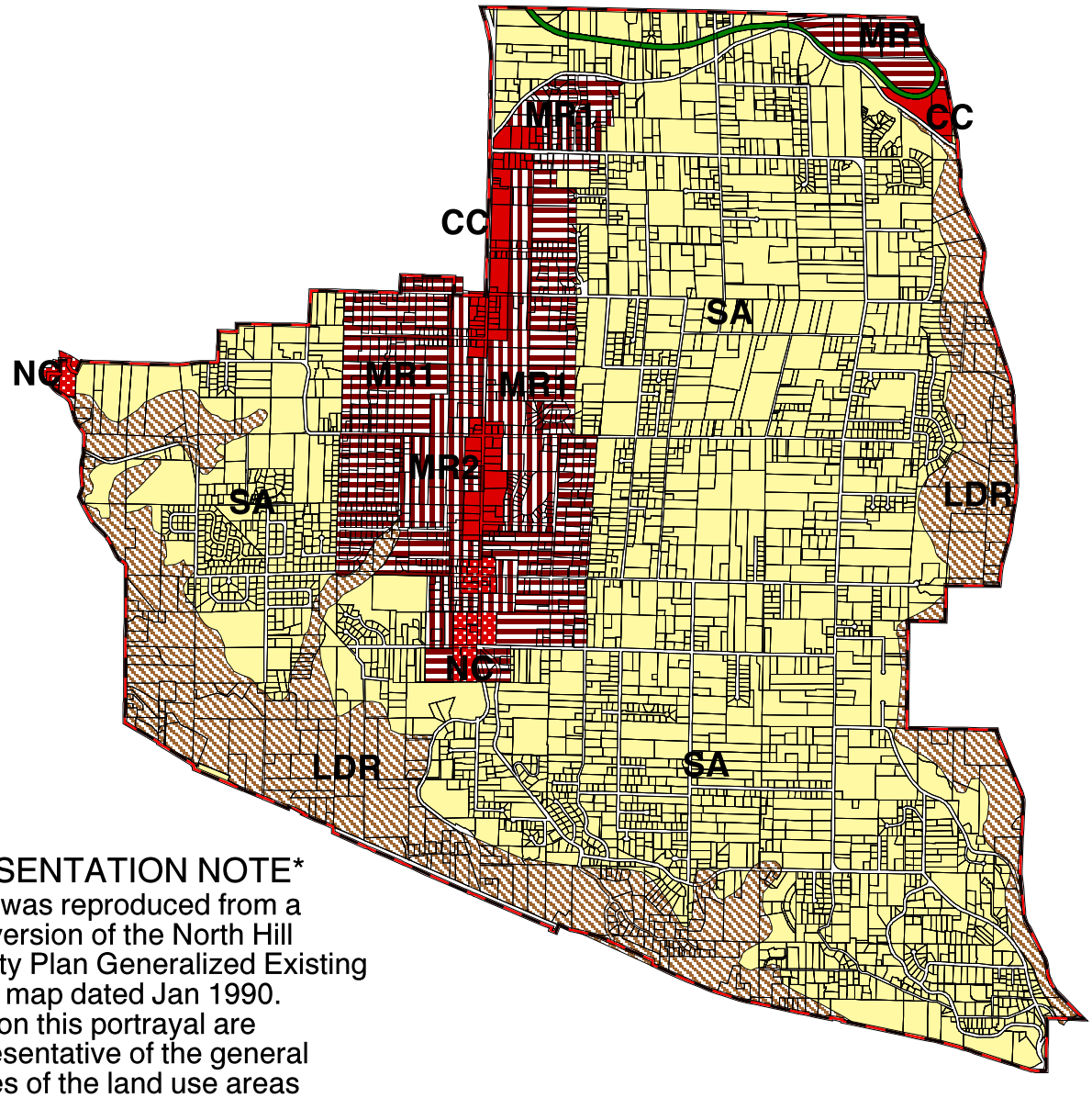
Preferred Growth Alternative

Growth Targets and Assumptions

GMA requires that all jurisdictions preparing Comprehensive Plans demonstrate that these plans are capable of meeting specific population growth allocations targets.

Edgewood's 20-year population growth target has evolved through the development of the Comprehensive Plan. The original number of 22,600 residents was derived from the population target assigned to Pierce County by the State's Office of Financial Management (OFM), and subsequently recommended to the City of Edgewood in the County by the Puget Sound Regional Council (PSRC) based on a County-wide distribution model. However, the County Council placed the population projection on hold until the City of Edgewood conducted a capacity analysis based on natural constraints and other factors.

North Hill Plan Land Uses



REPRESENTATION NOTE
This map was reproduced from a digitized version of the North Hill Community Plan Generalized Existing Land Use map dated Jan 1990. Features on this portrayal are only representative of the general boundaries of the land use areas based on the original map.

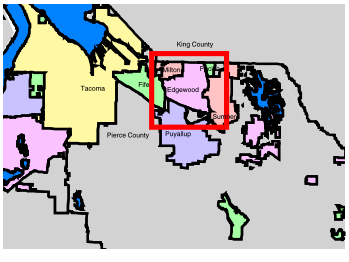
LEGEND

- City Limits

North Hill Planning Areas

- Low Den Res
- MR1
- MR2
- NC
- Community Commercial
- Open Space
- Suburban Agriculture
- Parcels

5000 0 5000 Feet

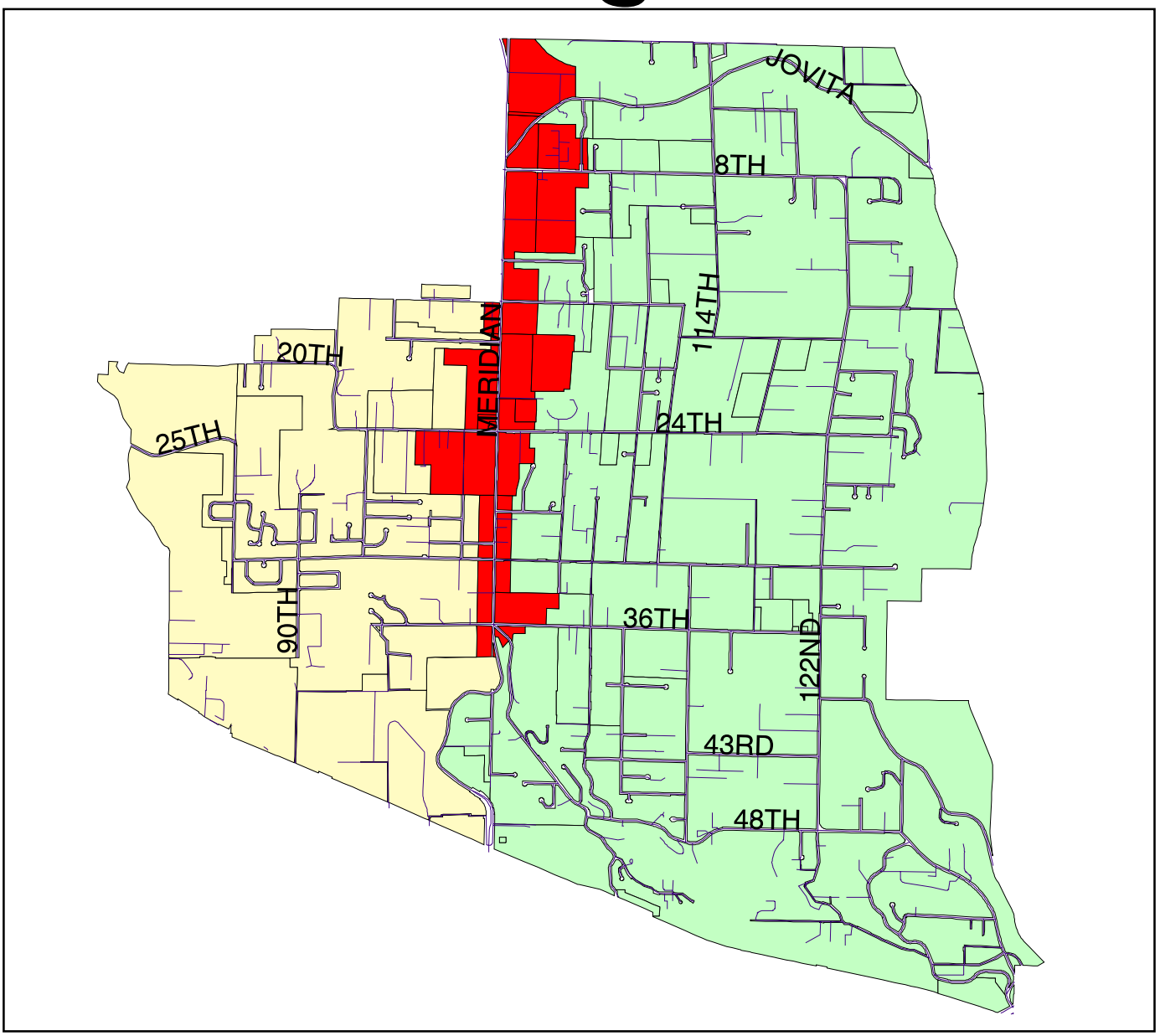


N

Figure 3.2-1
North Hill Plan

Source: Pierce County, Pierce County Dept of Planning & Natural Resources, and City of Edgewood data
May 2001 - /home/cty_edg/dcarnri/projects/feis4.apr

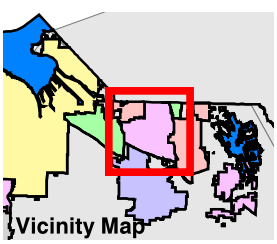
Planning Areas



LEGEND

Planning Areas
- Commercial Planning Area
- East Planning Area
- West Planning Area

5000 0 5000 Feet



N

Figure 3.2-2
Planning Areas

Source: Pierce County and City of Edgewood data
/home/cty_edg/dcarnri/projects/feis2.apr

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 better define developable lands within the City. CATRAC Committee members composed of a geologist, a wetlands biologist, and professional cartographer using the "Best Available Science", the Pierce County Assessor's Office parcel data records, and aerial photographs. CATRAC Committee member 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 ROWs, 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 7,300 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 development.

During the next six (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 promote increases in the annual growth rate. During the second six (6) year period, the growth rate is anticipated to increase by eight (8) percent per year over the previous year's growth rate. At the end of this anticipated six (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 seven (7) years the growth rate is projected to decrease to 3.24% in 2017. In 2017, the population would be 16,847, if the City has sufficient funds to construct infrastructure to support the growth.

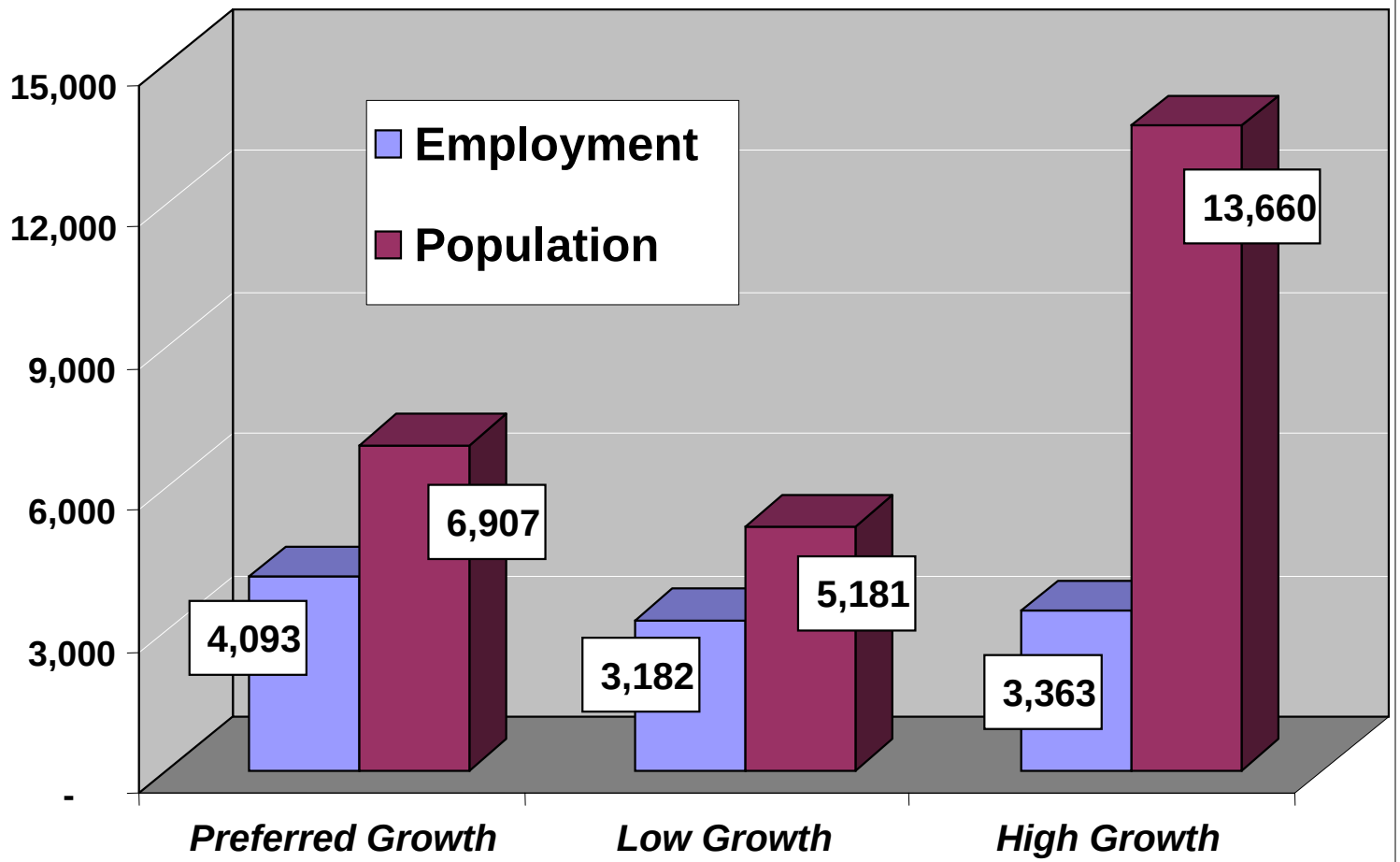
As a result, the Pierce County Growth Management Coordinating Council (GMCC) accepted a 20-year growth target for Edgewood of 16,847 in the winter of 2000. The Preferred Growth Alternative is projected to have a growth capacity at maximum build-out of approximately 6,907 new residents, resulting in a maximum residential population of approximately 17,737 for Edgewood, based on the 2000 population estimate of 10,830 provided by OFM.

This alternative also seeks to guide an increase in employment opportunities. Land use goals and policies specifically address the need to concentrate employment-generating commercial, office, and industrial activity in appropriate areas to provide the City with a healthy allotment of jobs, services, and a diversified tax base. Taken altogether, the different employment-generating land uses have the capacity to add approximately 4,093 new jobs by the year 2017.

Population and Employment Growth

This alternative provides for the relatively moderate population growth of 6,907 residents. Much of this population would be housed in high density neighborhoods, as well as lower density infill housing in west Edgewood's single family neighborhoods. This alternative has a development capacity of approximately 890 more residents than the number of residents as allocated to Edgewood by the PSRC in 2000.

Figure 3.2-3: Comparison of Population and Employment Changes



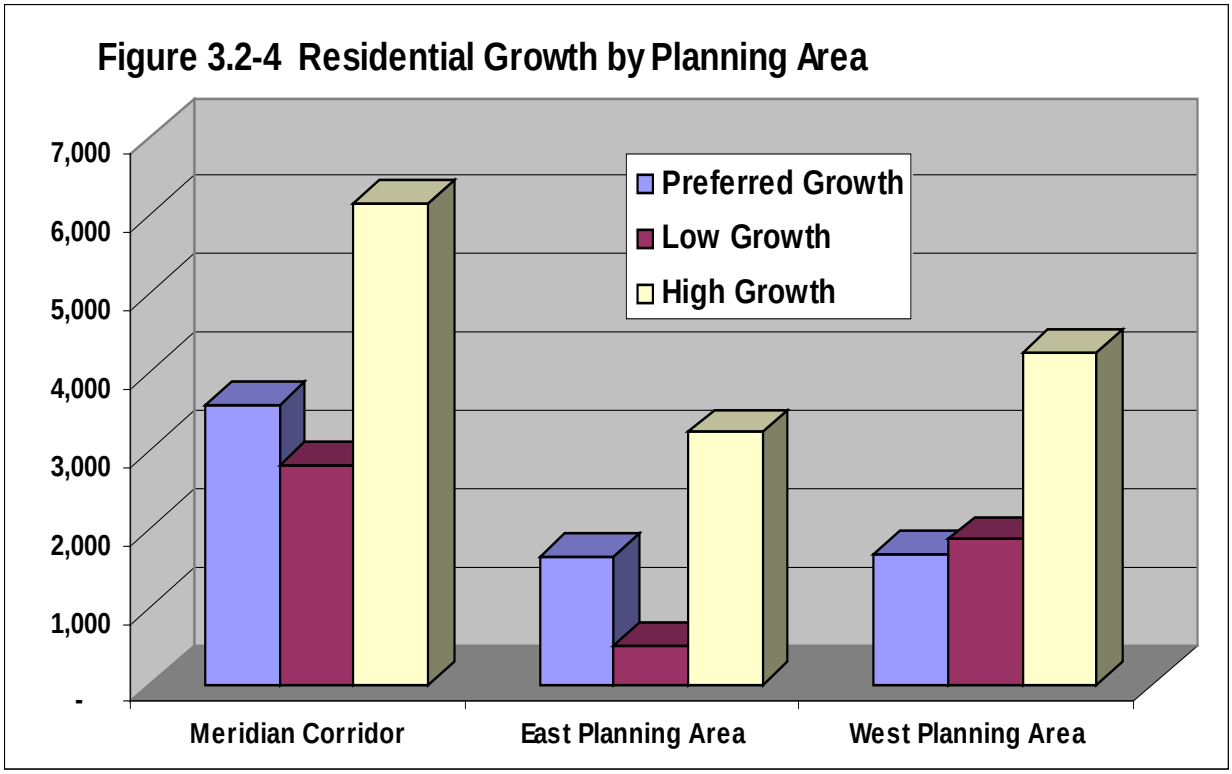


Figure 3.2-4 Residential Growth by Planning Area
7,000
6,000
5,000
4,000
3,000
2,000
1,000
-
Preferred Growth
Low Growth
High Growth
Meridian Corridor
East Planning Area
West Planning Area

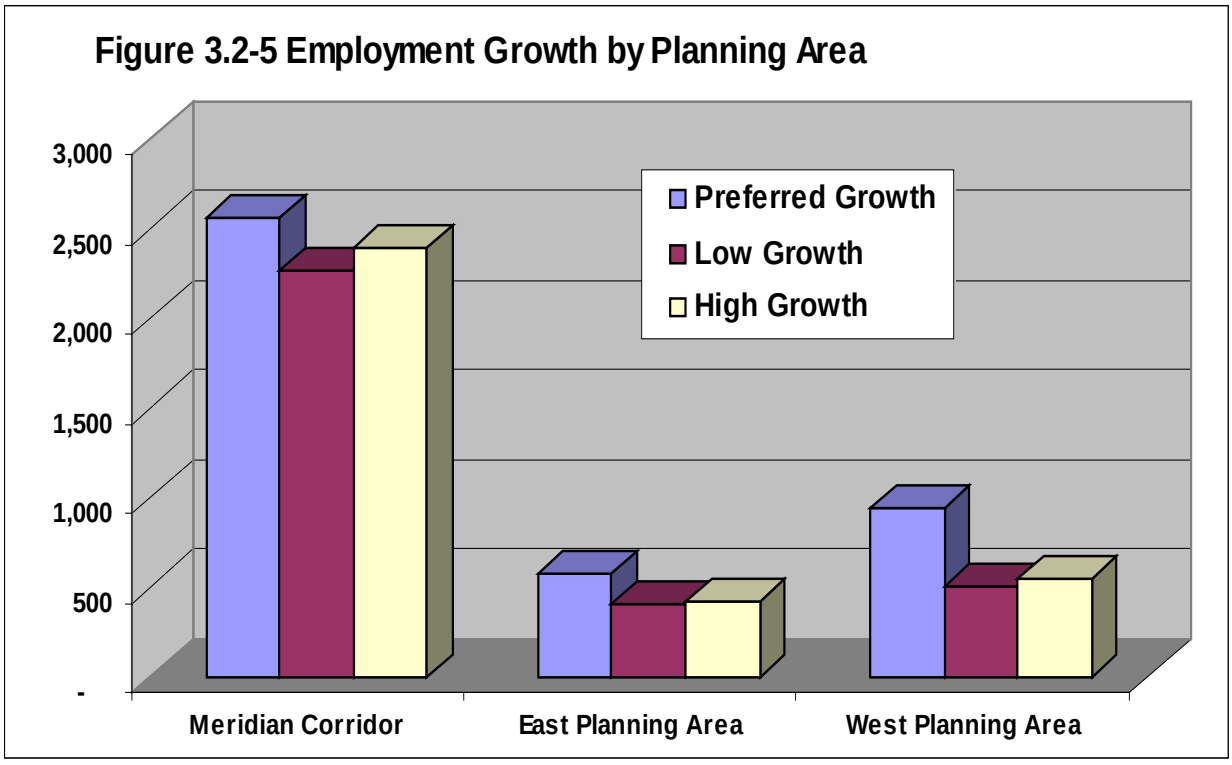


Figure 3.2-5 Employment Growth by Planning Area
3,000
2,500
2,000
1,500
1,000
500
-
Preferred Growth
Low Growth
High Growth
Meridian Corridor
East Planning Area
West Planning Area

This alternative would accommodate about 4,093 new private sector jobs over the next 20 years. The majority of these jobs would likely be retail/wholesale/service sector positions, with the balance comprised of industrial and office jobs.

Public sector and institutional employment growth would be very similar as other alternatives, creating approximately 400 new positions. Not surprisingly, most of these jobs would be located in existing employment areas within the central portions of the City. Future growth projected for each alternative is graphically illustrated on Figure 3.2-3. This chart compares additional residents and jobs generated by the three alternatives. Future residential growth projected by planning area is graphically illustrated on Figure 3.2-4. This chart also compares the relative population growth generated by all three alternatives. Future employment growth projected by the planning areas is graphically illustrated on Figure 3.2-5. This chart also compares the relative job growth generated by all three alternatives.

Changes to Land Use

The Preferred Growth Alternative is intended to curtail sprawl through more organized land use patterns and redevelopment while accommodating residential and employment growth with the least amount of adverse environmental impact. The principal strategy of the plan for guiding future growth is: (1) protect established neighborhoods; (2) intensify the City's central spine through planned redevelopment, which stretches north along Meridian Avenue East from the northern boundary to 36th Street East; and (3) Increase the employment base in the Meridian Corridor. The plan seeks to preserve the existing character of residential neighborhoods in Edgewood and to protect riparian habitat along the major creeks. The new land use designations are summarized in Table 3.2-1.

Future land use would be controlled by zoning regulations adopted to implement the new Comprehensive Plan. Many of the land use designation boundaries would be similar to those found in all alternatives, even though some of the designations themselves would be different as compared in Table 3.2-2.

Planning Areas

Corridor Planning Area: This planning area would be targeted for significant growth. Highest intensity development would be targeted in and around the Town Center, Mixed Residential, Mixed Use Residential and Commercial designation. 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. The Commercial land use designation provides for a wide range of commercial uses that provide easy access for automobiles, but also provides pedestrian and bicycle access. Other significant designations include Mixed Residential and Mixed-Use Residential. The plan envisions major redevelopment aimed at creating a City center providing a balance of jobs, housing, and services in an urban setting.

The Town Center designation is intended to attract significant numbers of additional specialty retail/commercial jobs. 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.

The Commercial land use designation encourages residential uses. 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) dwelling units per acre.

The complementary and interactive mixture of uses and urban design provides for Community intensity. The mixture of uses will be consistent with the local character. Local character is reflected in the design, people-orientation, and connectivity, which gives a sense of a community. This designation is intended to create a focus of service and retail jobs that are dependent upon automobiles.

Table 3.2-1: Land Use Designations Summary for Preferred Alternatives

Land Use Designations Comparable Designations	Density (DU/acres)	General Descriptions
Single Family Low Density	DU/acre: 1-2 Avg jobs/acre 0	Provides for single family lots in areas constrained by physical limitations such as high ground water and steep slopes.
Single Family Moderate Density	DU/acre: 1-3 Avg jobs/acre 0	Provides for single family homes in support of established residential neighborhoods.
Single Family High Density	DU/acre: 2-5 Avg jobs/acre 0	Allows for single family and duplex homes in support of a new Town Center.
Mixed Residential Low Density	DU/acre: 2-4 Avg jobs/acre 0	Promotes residential renewal by promoting small-lot, single family homes, townhouses, duplexes, and multiple family.
Mixed Residential Moderate Density	DU/acre: 4-8 Avg jobs/acre 0	Provides for a moderate increase in density using a variety of urban housing types and designs.
Mixed Use Residential	DU/acre: 4-6 Avg jobs/acre 15	Promotes the mixing of multiple family residential, single family, commercial, professional offices, and some limited light industrial uses.
Mixed Use	DU/acre: 2-4 Avg jobs/acre 15	Allows the mixing of agriculture, horticultural, hobby farms, open space, single family, multiple family residential, commercial, business park, professional office, recreational, and limited light industrial uses.
Commercial	DU/acre: 4-8 Avg jobs/acre 20	Creates market focus that would be reflected in development standards and other provisions to be addressed by the zoning code.
Town Center	DU/acre: 5-10 Avg jobs/acre 30	Encourages 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.
Public	DU/acre: 0 Avg jobs/acre 400 total	Allows major institutions including Hospitals, Educational Facilities and other concentrations of government and institution-owned land
Business Park	DU/acre: 0 Avg jobs/acre 15	Encourages small to moderate sized incubator businesses in research, manufacturing, warehousing, contracting, and supporting services in planned business parks.

Table 3.2-1: Land Use Designations Summary for Preferred Alternatives

Land Use Designations Comparable Designations	Density (DU/acres)		General Descriptions
Industrial	DU/acre: Avg jobs/acre	0 12	Provides for regional research, manufacturing, warehousing and other regional employment uses.

Table 3.2-2: Comparison of Land Use Designations for Preferred, Low , High Growth Alternatives

Preferred Growth Alternative Land Use Designations Comparable Designations	Density	Low Growth Alternative Land Use Designations	Density	High Growth Alternative Land Use Designations	Density
Single Family Low Density	DU/acre: 2	Single Family – Low Density	DU/acre: 2	Residential Estates	DU/acre: 2
Single Family Moderate Density	DU/acre: 3	Single Family Moderate Density	DU/acre: 3	Single Family – Low Density	DU/acre: 5
Single Family High Density	DU/acre: 5	N/A	N/A	Single Family Moderate Density	DU/acre: 9
Mixed Residential Low Density	DU/acre: 4	Mixed Residential	DU/acre: 7	Mixed Residential	DU/acre: 12
Mixed Residential Moderate Density	DU/acre: 8	N/A	N/A	Multi-Family	DU/acre: 20
Mixed Use Residential	DU/acre: 6	Mixed Use Residential	DU/acre: 6	High Density Multi-Family	DU/acre: 10
Mixed Use	DU/acre: 4	Mixed Use	DU/acre:	Mixed Use	DU/acre: 5
Commercial	DU/acre: 8	Commercial	DU/acre: 8	Commercial	DU/acre: 16
Town Center	DU/acre: 10	Town Center	DU/acre: 8	Town Center	DU/acre: 18
Public	DU/acre: 0	Public	DU/acre: 0	Public	DU/acre: 0
Business Park	DU/acre: 0	Business Park	DU/acre:	Business Park	DU/acre: 8
Industrial	DU/acre: 0	Industrial	DU/acre: 0	Industrial	DU/acre: 0

Source: City of Edgewood

East Planning Area: Residential land uses dominate much of this planning area. Single Family-Low designation provides for large single family lots in areas where an historic pattern of large agricultural residential lots and constrained physical limitations have discouraged higher densities. Although retaining these larger 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 allows for the preservation of significant tree stands, hobby farms, riparian environments within stream corridors, and open space. Preserving lower densities in certain areas will allow the City to focus higher density development into other areas where adequate services are economical.

West Planning Area: This alternative proposes a slightly dense mix of housing intensity along the City's western boundary and behind the Corridor Planning Area. A large amount of land would serve as Mixed Use along the City's southern border. Overall, this planning area can expect the second highest net residential density, after the Corridor Planning Area.

Land Uses

The following land uses comprise the Preferred Growth Alternative. The relative distribution by area and percentage is summarized in Table 3.2-4.

Table 3.2-3 Edgewood Preferred Alternative Land Use Distribution

Designation	Intended Use	DU/Acre	Jobs/acre	Net Acreage
Single Family Low Density	Large Lot Residential	2	0	905
Single Family Moderate Density	Single Family Homes	3	0	925
Single Family High Density	Single Family/Duplexes/Triplexes	5	0	48
Mixed Residential Low Density	Low density with Multi-unit housing	4	0	86
Mixed Residential Moderate Density	Moderate density with Multi-unit housing	8	0	40
Mixed Use Residential	Assorted uses w/Multi-unit housing	6	15	27
Mixed Use	Assorted uses	4	15	86
Commercial	Commercial development	8	20	35
Town Center	High density commercial and residential around City Hall	10	30	58
Public	Fire station, educational, and hospital	0	400 total jobs for government and schools.	

Table 3.2-3 Edgewood Preferred Alternative Land Use Distribution

Designation	Intended Use	DU/Acre	Jobs/acre	Net Acreage
Business Park	research, manufacturing, warehousing, contracting, and supporting services	0	15	44
Industrial	regional research, manufacturing, warehousing	0	12	7

Single Family – Low Density: This 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 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 allows for the preservation of significant tree stands, hobby farms, riparian environments within stream corridors, and open space. The density of individual lots will be based on the sustainability of lots to provide housing and still maintain the public health, safety, and welfare.

Single Family Moderate Density: This 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.

Single Family High Density: This designation allows for single family and duplex homes in support of a new Town Center.

Mixed Residential – Low Density: Supports a variety of urban housing types and designs creating low density mixed Residential. 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.

Mixed Residential – Moderate Density: 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.

Mixed Use Residential: Promotes 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.

Mixed Use: Allows the mixing of agriculture, horticultural, hobby farms, open space, single family, multiple family residential, commercial, business park, professional office, recreational, and limited light industrial uses. All non-residential uses would require approval through the planning standards review process.

Commercial: Provides for a wide range of commercial uses that allows easy access for automobiles, but also provides pedestrian and bicycle access. This designation would have a particular market focus that would be reflected in development standards and other provisions to be addressed by the zoning code.

Town Center: 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, an artist's colony, or other commercial or retail uses. 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.

Public: Supports all uses associated with public services whether they are provided by public or private entities. Under this land use 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.

Business Park: Designed to allow the mixing of light industrial, professional offices, supporting commercial, and supporting residential uses with high design and development standards. This land use designation encourages small to moderate sized incubator businesses in research, manufacturing, warehousing, contracting, and supporting services in planned business parks.

Industrial: Provides for regional research, manufacturing, warehousing and other regional employment uses. Industrial land use designation would be limited to areas where regional transportation access is available. Industrial uses are further encouraged and protected through appropriate economic development and land use policies. Industrial lands depend on excellent transportation and utility infrastructure and freedom from encroachment by incompatible land uses. Industrial uses have not traditionally been considered compatible with residential uses due to concerns by adjacent residents over noise, air quality, truck traffic, and other potential impacts. This land use designation would have a particular market focus that would be reflected in development standards and other provisions to be addressed by the zoning code.

Goals and Policies

The Comprehensive Plan contains goals and mandates adopted from GMA (RCW 36.70A), Multi-County Planning Policies, County-Wide Planning Policies. The Comprehensive Plan includes objectives, principles, standards, and policies specific to Edgewood. The Preferred Growth Alternative assumes these would be implemented.

Low Growth Alternative

Population and Employment Growth

Potential impacts to land use are directly related to household and job growth. Under the interim Comprehensive Plan (North Hill Plan, 1990 adopted by the City of Edgewood, Ord 96-0027), no specific growth targets are assigned. The North Hill Plan was not considered as an alternative for the City of Edgewood Comprehensive Plan. A Low Growth Alternative was considered in its place. Based on stringent environmental constraints, population growth would be limited under this alternative by the residential development capacity permitted under proposed land use regulations. Based on the existing capacity of vacant and under utilized land within Edgewood, there is sufficient capacity to create 1,917 new housing units. Edgewood's residential population could increase to a maximum of 16,011, representing a population increase of close to 51% (see Appendix A). This maximum growth potential is not consistent with the projected 16,847 population allocated to Edgewood by the Pierce County Comprehensive Planning process, however, it exceeds the original 14,300 population projected in the 1990 North Hill Plan which used existing development patterns for residential construction based on lack of urban services.

The most recent employment estimate for Edgewood was 1,230 jobs in 1999 (North Hill Plan 1990). An analysis of potential employment growth was conducted based on the capacity of available land based on regional average employment densities and as regulated by existing land use controls to support employment growth. Based on this analysis, Edgewood could add up to 3,182 new jobs representing an increase of nearly 260% over the 1990 estimate. Population and employment change is graphically illustrated in Figure 3.2-3.

Changes to Land Use

Land use under the interim Comprehensive Plan is controlled by zoning regulations that were adopted by the City of Edgewood (Ord 99-132). Since the interim Comprehensive Plan (North Hill Plan) is not consistent with County-Wide planning policies, the Low Growth Alternative is similar to the Preferred Growth Alternative. Many of the land use designation boundaries would be similar to those found in previous alternatives. The new land use designations are summarized in Table 3.2-4.

Table 3.2-4 Land Use designation for the Low Growth Alternative

Designation	Intended Use	DU/Acre	Jobs/Acre	Acreage
Single Family Low Density	Large Lot Residential	2	0	723
Single Family Moderate Density	Single Family Homes	3	0	668
Single Family High Density	Single Family/Duplexes/Triplexes	3	0	14
Mixed Residential	Low density with Multi-unit housing	7	0	26

Table 3.2-4 Land Use designation for the Low Growth Alternative

Designation	Intended Use	DU/Acre	Jobs/acre	Acreage
Mixed Use Residential	Assorted uses w/Multi-unit housing	6	15	26
Mixed Use	Assorted uses	6	15	57
Commercial	Commercial development	8	20	31
Town Center	High density commercial and residential around City Hall	8	30	53
Public	Fire station, educational, and hospital	0	400 total jobs for government and schools.	
Business Park	research, manufacturing, warehousing, contracting, and supporting services	0	15	34
Industrial	regional research, manufacturing, warehousing	0	12	4

Planning Areas

Corridor Planning Area: This planning area would be targeted for significant growth. Highest intensity development would be targeted in and around the Town Center, Mixed Residential, Mixed Use Residential and Commercial designation. 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. The Commercial land use designation provides for a wide range of commercial uses that provide easy access for automobiles, but also provides pedestrian and bicycle access. Other significant designations include Mixed Residential and Mixed-Use Residential. The plan envisions major redevelopment aimed at creating a City center and providing a balance of jobs, housing, and services in an urban setting.

The complementary and interactive mixture of uses and urban design provides for Community intensity. The mixture of uses will be consistent with the local character. Local character is reflected in the design, people-orientation, and connectivity, which gives a sense of a community. This designation is intended to create a focus of service and retail jobs that are dependent upon automobiles

East Planning Area: Residential land uses dominate much of this planning area. Single Family-Low designation provides for large single family lots in areas where constrained physical limitations (frequent flooding, depressional potholes, steep slopes, and infrastructure) and historic patterns of large agricultural residential lots have discouraged higher densities. Although retaining these larger 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 allows for the preservation of significant tree stands, hobby farms, riparian environments within stream corridors, and open space. Preserving lower densities in certain areas will allow the City to focus higher density development into other areas where adequate services are economical.

West Planning Area: This alternative proposes a slightly dense mix of housing intensity along the City's western boundary and behind the Corridor Planning Area. A large amount of land would serve as Mixed Use along the City's southern border.

Land Uses

The following land uses that comprise the Low Growth Alternative is the same as the Preferred Growth Alternative. The difference between the Low Growth and Preferred Growth Alternative is the DU/A based on environmental constraints as described in Chapter 2.

Single Family – Low Density: This 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 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 allows for the preservation of significant tree stands, hobby farms, riparian environments within stream corridors, and open space. The density of individual lots will be based on the sustainability of lots to provide housing and still maintain the public health, safety, and welfare.

Single Family Moderate Density: This alternative 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.

Single Family – High Density: This designation allows for single family and duplex homes in support of a new Town Center.

Mixed Residential – Low Density: Supports a variety of urban housing types and designs creating low density mixed residential. 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.

Mixed Residential – Moderate Density: 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.

Mixed Use Residential: Promotes 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.

Mixed Use: Allows the mixing of agriculture, horticultural, hobby farms, open space, single family, multiple family residential, commercial, business park, professional office,

recreational, and limited light industrial uses. All non-residential uses would require approval through the planning standards review process.

Commercial: Provides for a wide range of commercial uses that provide easy access for automobiles, but also provide pedestrian and bicycle access. This designation would have a particular market focus that would be reflected in development standards and other provisions to be addressed by the zoning code.

Town Center: 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, an artist's colony, or other commercial or retail uses. 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.

Public: Supports all uses associated with public services whether they are provided by public or private entities. Under this land use 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.

Business Park: Designed to allow the mixing of light industrial, professional offices, supporting commercial, and supporting residential uses with high design and development standards. This land use designation encourages small to moderate sized incubator businesses in research, manufacturing, warehousing, contracting, and supporting services in planned business parks.

Industrial: Provides for regional research, manufacturing, warehousing and other regional employment uses. Industrial land use designation would be limited to areas where regional transportation access is available. Industrial uses are further encouraged and protected through appropriate economic development and land use policies. Industrial lands depend on excellent transportation and utility infrastructure and freedom from encroachment by incompatible land uses. Industrial uses have not traditionally been considered compatible with residential uses due to concerns by adjacent residents over noise, air quality, truck traffic, and other potential impacts. This land use designation would have a particular market focus that would be reflected in development standards and other provisions to be addressed by the zoning code.

Goals and Policies

The interim Comprehensive Plan contains goals and mandates adopted from GMA (RCW 36.70A), Multi-County Planning Policies, County-Wide Planning Policies. The Plan includes objectives, principles, standards, and policies specific to Edgewood. The Low Growth Alternative assumes that the interim Comprehensive Plan will have to be amended to be consistent with County-Wide Planning Policies. Consistency between County-Wide Planning Policies and local regulations is required by GMA. Land use under this alternative would be controlled for the most part by the development of additional policies, regulations, and adjustments to land use control mechanisms. These

adjustments would be needed to ensure compliance on a long-term basis creating uniformity between Comprehensive Plan and development standards.

High Growth Alternative

Population and Employment Growth

Under this alternative, population growth capacity would expand significantly. Potential redevelopment of Edgewood's 1,691 vacant or underutilized acres could provide housing for an additional 13,660 residents, which would represent an increase of over 40% above current estimates of the City's population by the year 2017, if the average household population of 2.5 remains unchanged (see Appendix A). This alternative would accept considerably more residents than were initially allocated to Edgewood by the PSRC, but still less than the Low Growth Alternative would permit. The population change is compared graphically in Figure 3.2-3.

Increases to employment capacity would be less dramatic under this alternative, which would potentially add 3,363 new jobs by 2017. This would represent an increase of 270% over the present job supply, and 4% less jobs than supported by the Low Growth Alternative. The employment change is graphically illustrated in Figure 3.2-3.

Changes to Land Use

Overall, the three most distinguishing land use features of the High Growth Alternative are: 1) aggressive residential growth, 2) growth directed to the Meridian Corridor and urban neighborhoods in west Edgewood where public services can be extended, and 3) clusters of mixed commercial and residential uses. Changes to land use are summarized in Table 3.2-5.

Land use under this alternative would be classified by the land use designations comprising this alternative to be implemented by zoning regulations. The High Growth Alternative would protect existing low density residential character by restricting new development through the continuation of residential protections within the zoning code. Permitted use (single family residential) would remain unchanged, but limits on density would be established through development standards.

Table 3.2-5 Land Use Designation Summary for the High Growth Alternative

Designation	Intended Use	DU/Acre	Jobs/acre	Acreage
Single Family Low Density	Large Lot Residential	2	0	755
Single Family Moderate Density	Single Family Homes	3	0	699
Single Family High Density	Moderate density Single Family Homes	9	0	15
Mixed Residential	Low density with Multi-unit housing	12	0	160

Table 3.2-5 Land Use Designation Summary for the High Growth Alternative

Designation	Intended Use	DU/Acre	Jobs/acre	Acreage
Multi-Family	Moderate density Multi-Family housing	20	0	25
Mixed Use Residential	Assorted uses w/multi-unit housing	10	15	27
Mixed Use	Assorted uses	5	15	60
Commercial	Commercial development	16	20	32
Town Center	High density commercial and residential around City Hall	18	30	56
Public	Fire station, educational, and hospital	0	400 total jobs for government and schools.	
Business Park	research, manufacturing, warehousing, contracting, and supporting services	8	15	36
Industrial	regional research, manufacturing, warehousing	0	12	4

The most dramatic land use change under this alternative would be the designation of the Town Center. Under the High Growth Alternative, this would be the target for long range urban development, intended to be the site for the highest density of both employment and residential growth. An underdeveloped mix of older rental housing, vacant land, and auto-oriented types of businesses would become the site for a distinct, compact, recognizable Town Center. Retail, restaurants, theaters, corporate and government offices, human services, medical and related services, and other employers would generate up to 1,766 new jobs. Housing provided mostly through mixed-use and apartment/condominium complexes would house an additional 3,588 new residents. Other distinguishing land use features of this alternative are described for each of the planning areas and land use categories as follows:

Planning Areas

Corridor Planning Area: This planning area would be targeted for significant growth. Highest intensity development would be targeted in and around the Town Center, Mixed Residential, Mixed Use Residential and Commercial designation. The majority of the land specified as the Town Center and close to half the employment and housing growth within the Commercial Land Use designation would be located within this planning area. Since the land is currently underdeveloped, the proposed development intensity would dramatically alter the character of this corner of the City. Most other portions of this planning area would experience moderate employment and population growth.

East Planning Area: No substantive land use changes related to employment or residential growth are expected as a result of this alternative. This planning area will likely remain the least dense with only 2.0 DU/acre.

West Planning Area: This alternative proposes a slightly denser mix of housing intensity along the City's western boundary and behind the Corridor Planning Area. A large amount of land would serve as Mixed Use along the City's southern border. Overall, this

planning area can expect the second highest net residential density after the Corridor Planning Area.

Land Uses

The following land uses comprise the High Growth Alternative. The High Growth Alternative is similar to the previously discussed alternative.

Residential Estate: Provides for large single family lots in areas where an historic pattern of large agricultural residential lots and constrained physical limitations have discouraged higher densities. Although retaining these larger 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 allows for the preservation of significant tree stands, hobby farms, riparian environments within stream corridors, and open space. Preserving lower densities in certain areas will allow the City to focus higher density development into other areas where adequate services are economical.

Single Family – Low Density: This 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 allows for the preservation of significant tree stands, hobby farms, riparian environments within stream corridors, and open space. The density of individual lots will be based on the sustainability of lots to provide housing and still maintain the public health, safety, and welfare.

Single Family Moderate Density: This alternative provides for single family homes in support of established residential neighborhoods. This designation is focused west of Meridian Avenue East as a result of prior subdivision patterns and is actually an infill pattern of development. New residential development would tend to be in the form of an infill development instead of redevelopment of existing neighborhoods.

Mixed Residential: 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 small apartment buildings. 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.

Multi-Family: Provides for a variety of low-density, multi-unit housing types and designs. The Multi-Family land use designation incorporates a combination of urban design elements to enhance the living environment while integrating the housing into a neighborhood. Urban design elements such as private and public open space, pedestrian orientation and connections, and security are integrated into the housing to create a high standard of Community cohesion and character.

This designation provides for moderate-density housing types and designs that combine urban design elements to enhance the living environment with integration into the Community. Urban design elements stress pedestrian orientation and connections,

security, transportation, integration of the housing into the adjacent neighborhood, and support the “Town Center”.

High-Density Multifamily: Allows for moderate-density housing types and designs that combine urban design elements focusing on security, transportation, and creation of stand alone communities that are buffered from adjacent residential neighborhoods.

Mixed Use: Supports the mixing of commercial, professional offices, multiple family residential, and some limited light industrial uses. This land use designation allows for accessory dwelling units associated with commercial activities. 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.

Commercial: Provides for a wide range of commercial uses. This is the primary retail, office, and social center of the City. The size of the business can be limited by design regulations. No new residential activities are envisioned because nearby residential opportunities would be available. The complementary and interactive mixture of uses and urban design provides for a Community intensity and viability with the local rural character. Local character is reflected in the district’s design, people-orientation, and connectivity, which fosters a sense of a rural Community.

Town Center: 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, an artist’s colony, or other commercial or retail uses. 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.

Public: Supports all uses associated with public services whether they are provided by public or private entities. Under this land use 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.

Business Park: Designed to allow the mixing of light industrial, professional offices, supporting commercial, and supporting residential uses with high design and development standards. This land use designation encourages small to moderate sized incubator businesses such as research, manufacturing, warehousing, contracting, and supporting services in planned business parks.

Industrial: Provides for regional research, manufacturing, warehousing and other regional employment uses. Industrial land use designation would be limited to areas where regional transportation access is available. Industrial uses are further encouraged and protected through appropriate economic development and land use policies. Industrial lands depend on excellent transportation and utility infrastructure and freedom from encroachment by incompatible land uses. Industrial uses have not traditionally been considered compatible with residential uses due to concerns by

adjacent residents over noise, air quality, truck traffic, and other potential impacts. This land use designation would have a particular market focus that would be reflected in development standards and other provisions to be addressed by the zoning code.

Goals and Policies

Since the High Growth Alternative is more of a generalized land use concept than a fully developed Comprehensive Plan, no distinct goals and policies were developed.

Mitigation Measures

The following mitigation measures are primarily intended to address potential impacts associated with the Preferred Growth Alternative but would also apply to the other two alternatives.

- Prepare neighborhood or sub-area plans for each of the alternatives for the neighborhoods with the greatest capacity for growth, especially those slated for the highest density, more complex land uses, or greatest change.

- Create a vision for the Preferred Growth Alternative's Edgewood Town Center. A number of urban design solutions are ultimately needed, including creation of more open space opportunities, and better pedestrian and vehicular connections.

- Develop planning for the Town Center to create a true mixed-use urban center that provides Edgewood a sense of identity as a City. Economic development efforts are needed to attract high quality development and tenants as well as residential uses to the downtown area.

- Locate creative funding mechanisms for urban design and open space improvements, such as grants, bond measures, creation of Local Improvement Districts, regional and state partnerships, and others, to maintain and improve the quality-of-life as the City densifies.

- Amend City zoning and development regulations to reflect the goals of the Future Land Use Map and land use designations. Adequate development standards must be identified to ensure that proper site and architectural design measures are implemented through private as well as public development.

- Pursue City economic development efforts to reinforce comprehensive planning goals and policies, and the envisioned future land use distribution.

Unavoidable Adverse Impacts

Land use designations under all alternatives will accommodate substantial amounts of population growth. Given population growth pressures being experienced in the Puget Sound Region, it is expected that Edgewood will experience unavoidable impacts to the environment. Under the Preferred Growth Alternative, adverse development capacity is lower than the other alternatives and will likely produce fewer overall impacts (although this is not entirely certain, given that growth will depend, to a large extent, on

unpredictable market forces). Furthermore, the Preferred Growth Alternative proposes a more compact and well-defined development pattern than other alternatives that will minimize these impacts while still accepting a fair regional share of growth.

3.3 Plans and Policies

This section addresses conformance with County-Wide Planning Policies and GMA. In addition, this section evaluates possible conflicts with the plans and policies of adjacent municipalities.

Existing Policy Framework

Growth Management Act

The State of Washington adopted the Growth Management Act (RCW Chapter 36.70A) to address increasing problems stemming from uncoordinated growth in rapidly growing areas across the state. The GMA is based on the following 13 goals:

- *Urban growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

- *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

- *Efficient multi-modal transportatio*n. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with County and City Comprehensive Plans.

- *Increased availability of affordable 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.

- *Appropriate 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.

- *Protection of property rights.* Private property shall not be taken for public use without just compensation. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

- *Fair and timely permit processing.* Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

- *Maintenance and enhancement of natural resource industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and

fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

- *Support for open space and recreation.* Encourage the retention of open space and develop new recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop additional parks.

- *Environmental protection.* Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

- *Participation by citizens in the planning process.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

- *Provision of adequate 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.

- *Preservation of historic resources.* Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

The principal method to achieve these goals is through comprehensive planning by cities and counties. The GMA specifies that comprehensive plans for cities contain the following five mandatory elements: Land Use, Housing, Capital Facilities, Utilities, and Transportation. In addition, the GMA encourages the inclusion of other elements that are consistent with the Act's goals as well as specific subarea plans.

Two of the key requirements of the GMA are consistency and concurrency. Consistency requires that a comprehensive plan be consistent with the Act's goals; that plan elements are internally consistent; that each element is consistent with the Preferred Growth Alternative Land Use Map; that transportation and land use decisions are consistent; that the transportation element is consistent with the six (6) year Transportation Improvement Program (TIP); that there is consistency between each City's Comprehensive Plan and the County Comprehensive Plan; that there is consistency between the plans of neighboring jurisdictions; that there is consistency between development regulations and the comprehensive plan; that there is consistency between capital budget decisions and the comprehensive plan; and that there is consistency between the State's capital budgeting actions and local comprehensive plans.

Concurrency requires that public facilities be adequate and ready in time to serve development. For transportation, meeting the concurrency requirement means denying approval to developers if level of service would fall below standards established by the comprehensive plan.

Multi-County Planning Policies

State laws including the GMA, as well as federal laws, require the central Puget Sound Region to have a regional growth management and economic development transportation strategy and a regional transportation plan. The PSRC complied with these mandates with VISION 2020 (PSRC 1994), an eight-part strategy for managing the region's growth, last updated in 1995. These parts, consisting of urban growth areas, contiguous and orderly development, regional capital facilities, rural areas, open space, resource protection and critical areas, economics, and transportation, meet GMA's multi-county planning requirements for all central Puget Sound planning areas. As the long-range growth management strategy for the region, VISION 2020 establishes a policy framework articulating the vision of diverse, economically, and environmentally healthy communities framed by open space and connected by a quality multi-modal transportation system.

County-Wide Planning Policies

Pierce County adopted County-Wide Planning Policies in 1992 (Pierce County 1992a, most recently amended December 17, 1996) in response to GMA goals that the Comprehensive Plans of adjacent jurisdictions be consistent with one another. Issues addressed include: affordable housing, agricultural lands, economic development, education, fiscal impact, historic, archeological, and cultural preservation, natural resources, open space, and protection of environmentally sensitive lands, siting of regional public capital facilities, transportation, and urban growth areas. The Pierce County County-Wide Planning Policies generally reiterate GMA goals intended to guide the development of comprehensive plans prepared by each jurisdiction in the County. For the purpose of SEPA analysis, the most critical of these are the policies addressing affordable housing and urban development. Housing is discussed in Section 3.5 of this EIS.

Mt. View-Edgewood Water Company Wellhead Protection Program

In compliance with the Washington State Department of Health Guidelines, the Mt. View-Edgewood Water Company published a Water System Plan in 1999 (Gray and Osborne, Inc., 1999). The plan delineates Wellhead Protection Areas, inventories potential contaminant sources, assesses susceptibility to contamination, and includes a number of planning recommendations intended to protect groundwater resources. Since Edgewood is completely dependant on groundwater for domestic, industrial, and irrigation water uses, consistency with the Mt. View-Edgewood Water Company Wellhead Protection Program is critical.

Plans of Adjacent Jurisdictions

GMA requires that Comprehensive Plans be consistent between jurisdictions. Edgewood shares jurisdictional boundaries with the Milton, Fife, Pacific, Sumner and unincorporated areas of Pierce and King County. Compatibility issues related to adjoining land use on opposite sides of the corporate limits are also discussed below.

Relationship to Plans, Policies, and Ordinances

Preferred Growth Alternative

Growth Management Act

The GMA requires that the comprehensive plans of local jurisdictions contain five elements (Land Use, Housing, Capital Facilities, Utilities, and Transportation). The Edgewood Comprehensive Plan is organized by chapter rather than element. The document does not necessarily follow the order recommended by GMA; however, all GMA requirements have been addressed by the Preferred Growth Alternative. Each chapter generally contains goals and policies, accompanied by explanatory text. The following paragraphs explain where GMA-required information is located within the draft Edgewood Comprehensive Plan and its supporting documents.

Land Use Element (36.70A.070(1)): GMA land use requirements are addressed in several locations. The bulk of issues related to land use are addressed in Chapters 2 and 3 of the Comprehensive Plan. Chapter 2 discusses land use designations and locations, while Chapter 3 consists primarily of related goals and policies. The EIS natural environment chapter contains an Environmental Quality section that addresses GMA-required groundwater quality protection and drainage, flooding, and stormwater runoff issues.

In addition, some physical characteristics such as building intensities are addressed in greater detail in the Community Character chapter. Future population is estimated according to a development capacity model included in this EIS chapter, with greater detail presented in Appendix A.

Housing Element (36.70A.070(2)): Required housing issues are addressed in the Housing chapter and several other locations. Technical analysis of needs and capacity is contained in the background report and the EIS. The Comprehensive Plan land use designations and map identify areas of the City targeted for different housing types. The Housing chapter addresses goals and policies related to a variety of housing issues.

Capital Facilities Element (36.70A.070(3)): The GMA Capital Facilities requirements are addressed in Chapter 10 of the Comprehensive Plan and in the 2000-2006 Transportation Improvement Plan (TIP). Chapter 10 contains a typology of the different categories of service providers and goals and polices pertaining to each. Specific transportation improvement projects are listed as required in the Edgewood 2000-2006 TIP.

Utilities Element (36.70A.070(4)): The most detailed discussion of utility capacity, needs, and locational issues is contained in the Utilities section of the Comprehensive Plan. The Public Services, Utilities, and Capital Facilities section of this EIS also contains relevant information, especially pertaining to impacts and proposed mitigation associated with the Comprehensive Plan.

Transportation Element (36.70A.070(6)): The Transportation section of the Comprehensive Plan establishes the overall transportation framework for Edgewood's transportation planning through long-range goals and policies. This plan also designates

arterial street classifications, bicycle and pedestrian trails, and establishes level of service standards. Analysis of traffic, safety, and level of service impacts; road improvements proposed by the State and County; and funding options are contained in detail in the Transportation section of this EIS. Specific transportation projects led by the City are listed in the TIP.

Optional Elements (36.70A.080(1)): Edgewood opted to include chapters addressing natural environment, community character, economic development, parks and open space, and essential public facilities, along with the five required elements discussed above.

Multi-County Planning Policies

The Preferred Growth Alternative shares many of the VISION 2020 goals, especially expanding housing choice and increasing job opportunities for community residents. The proposed Edgewood Town Center, a new area of intensive commercial and residential development intended to be catalyzed by Edgewood City Hall, exemplifies the type of urban growth envisioned by VISION 2020. Numerous other features from improved pedestrian and bicycle networks to compact urban design types to balanced employment and housing exemplify this consistency.

County-Wide Planning Policies

The Preferred Growth Alternative is consistent with the County-Wide Planning Policies. The Edgewood Comprehensive Plan consists of goals and policies that reflect the emphasis of each of the major County-Wide Planning Policy issue areas, and the Preferred Growth Alternative Land Use map is based on the land use principles of GMA (and the County-Wide Planning Policies).

The Preferred Growth Alternative Land Use map in particular exemplifies compliance with the County-Wide Planning Policies. The map illustrates how Edgewood's land base is to be allocated through the completion of the Comprehensive Plan's 20-year life span. This Preferred Growth Alternative Land Use map has been developed in accordance with the County-Wide Planning Policies for Pierce County, and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The development of the Preferred Growth Alternative Land Use map has specifically considered the general distribution and location of land uses, the appropriate intensity and density of land uses given current development trends, the protection of the quality and quantity of public water supplies, the provision of public services, the control of stormwater runoff, and the costs and benefits of growth. The Land Use chapter includes corresponding goals and policies associated with the map.

One planning policy unique to Pierce County is the requirement of net density of four dwelling units per acre. Full build-out of the Preferred Growth Alternative is expected to yield a capacity of 3,324 potential dwelling units (DUs) on 1,691 net buildable acres. Net buildable acres is arrived at in this case by eliminating all land that is considered unbuildable due to the land use designation. This includes public rights-of-way, open water, open space, public and constrained lands. Edgewood's density under the Preferred Growth Alternative would be 4.5 DUs/acre, which exceeds the County-mandated minimum DUs/acre ratio requirement.

Under the GMA, each affected jurisdiction is expected to meet certain assigned growth targets assigned by the Office of Financial Management (OFM). Accordingly, in 1997 OFM assigned growth targets to each GMA County for use in each jurisdiction's comprehensive planning efforts. The growth estimates were developed using the cohort survival method and presented as ranges, consisting of low, medium, and high projections. Because the estimates were aggregated at the County-wide level, Pierce County worked with the PSRC to distribute the estimated growth by Forecast Analysis Zone (FAZ). This allowed the County to assemble growth estimates for each jurisdiction. As previously discussed, PSRC estimated Edgewood's 20-year growth using an econometric model to be 23,000 representing an addition of 12,100 residents above the 1996 population as estimated by OFM of 10,534. Pierce County subsequently assigned Edgewood a 2017 target of 16,847 residents at Edgewood's request. Subsequent comprehensive planning efforts developed alternative land use concepts, which were refined into land use alternatives for environmental review, including analysis of development capacity. The capacity analysis determined the current Preferred Growth Alternative (i.e., Recommended Preferred Growth Alternative Land Use map) to have a build-out capacity of 6,907new residents. In general, this lower number results from a reduction in residential density within the City of Edgewood constrained land combined with a more critical assessment of market-driven development patterns.

While falling short of earlier expectations as presented to Pierce County, Edgewood is still anticipating a substantial share of the region's growth above original PSRC targets. Since Edgewood will not achieve the current 2017 target of 23,000 residents as required under County-Wide Planning Policies, the growth targets will have to be adjusted to ensure consistency between the growth projected by the plan and the County-Wide Planning Policies and PSRC allocations. In addition to the more general growth management focus discussed above, the County-Wide Planning Policies also addressed the following specific subject areas:

Housing: County-Wide Planning Policies on housing identify a number of alternative strategies for housing all segments of the population projected during the planning period. The Preferred Growth Alternative addresses housing in the Housing chapter, which includes numerous policies aimed at accommodating the City's housing needs. The plan designates a variety of geographically distributed residential areas with different densities and housing types. Additional analysis of housing issues is included in this EIS.

Economic Development: The Preferred Growth Alternative complies with the County-Wide economic development policies in several ways. Chief among these is designating ample commercial land areas to provide a significant employment base. Attention was paid to the geographical relationship between residential and employment generating land uses, to transportation connections, and to ensuring viability of commercial areas.

Urban Growth Areas: The GMA requires the designation of urban growth areas (UGAs) within the County. Locational criteria states that an urban growth area needs to be of sufficient size to accommodate projected urban growth over a 20-year period. The County and municipalities must work together to manage this growth within the designated UGA to produce a fiscally sound growth pattern for all government bodies.

As a mechanism for managing this growth, the "principles of understanding between Pierce County and the municipalities in Pierce County," as outlined in the County-Wide Planning Policies, identify a number of categories of "centers," within which specific policies are adopted directing the type and nature of growth. These include metropolitan centers, urban centers, town centers, and manufacturing centers. These centers are priority locations for accommodating growth, each of a different type and size. The City of Edgewood has only one designated center. Edgewood's Town Center will be focused around the development of Edgewood's new City Hall.

Policy numbers 12 through 35 in the Principles of Understanding identify a series of criteria and treatments for urban centers. Among others, they are to be characterized by clearly defined geographic boundaries, high capacity transit and sufficient land intensity to support it, pedestrian-oriented land uses and amenities, and sufficient public open spaces and recreational opportunities. Specific design treatments are encouraged, including streetscape amenities, defined setbacks and building massing, and a rich mixture of land uses, including higher residential densities. Town Center must plan for and meet the following criteria:

- a minimum of 25 employees per gross acre of non-residential lands;
- a minimum of 10 households per gross acre;
- a minimum of 15,000 employees; and
- shall not exceed a maximum of 1½ square miles in size.

Mt. View-Edgewood Water Company Wellhead Protection Program

The Mt. View-Edgewood Water Company Wellhead Protection Program concentrates on three priorities: 1) enhancing and improving local aquifer and wellhead protection; 2) spill/incident response program; and 3) contingency planning. These objectives are reiterated in the plan's four (4) individual recommendations, which are generally directed at the Mt. View-Edgewood Water Company, the principal agencies responsible for wellhead protection within the City of Edgewood.

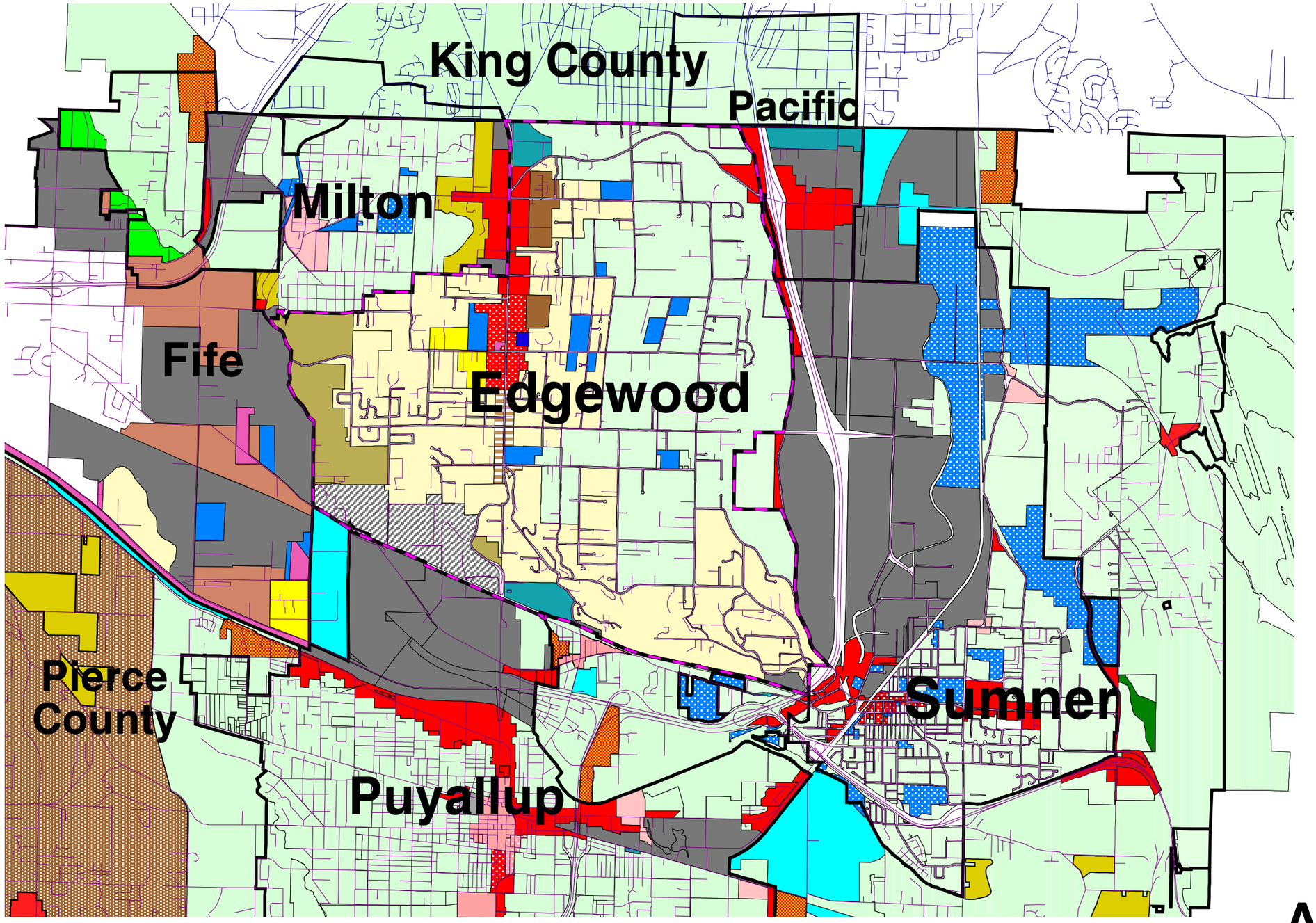
The Preferred Growth Alternative generally complies with the Wellhead Protection Plan. References to the Wellhead Protection Plan's recommendations (such as efforts to coordinate emergency response and land use planning efforts with the water district) are included in the natural environmental protection goals and policies and elsewhere.

Adjacent Jurisdictions (as depicted in Figure 3.3-1)

Town of Pacific: The Town of Pacific lies to the west of Edgewood. Designated land uses appear be inconsistent on both sides of the boundary with Pacific, but most of this is isolated geographically at the foot of steep slopes rising up from the City of Edgewood boundary.

City of Puyallup: Puyallup lies south of Edgewood on the opposite side of Union Pacific Railroad's right-of-way. Designated land uses appear be consistent on both sides of the boundary with Puyallup. Land at the top of the plateau and sloping down to the valley floor is zoned for Mixed Use on the Edgewood side and Light Manufacturing on the valley floor of the City of Puyallup side.

Edgewood Adjacent Land Uses



Edgewood City Limits
Area Roads

Edgewood Preferred Growth
- Single Family-Low
- Single Family-Moderate
- Single Family-High
- Mixed Residential-Low
- Mixed Residential-Moderate
- Mixed Use Residential
- Mixed Use
- Town Center
- Business Park
- Commercial
- Industrial
- City Hall
- FPD#8
- Public

Fife Zoning
- Single Family
- Small Lot Single Fam
- Moderate Den
- High Den Res
- Mixed Comm High Den Res
- Industrial
- Public
- Tribal Trust Lands

King County Land Use
- Single Family

-Milton Zoning
- Single Family
- Multi Family
- MU-TC
- Business (Commercial)
- Light Industry
- Public
- Public Facilities

-Pacific Zoning
- Single Family
- Commercial
- Light Industry
- Office Park

-Pierce County Zoning
- Single Family
- Employment Center
- Major Urban Center
- Activity Center
- Community Center
- Urban Neighborhood Center
- Mixed Use District
- Rural Activity Center
- Village Center
- Gateway Community
- Rural Neighborhood Center
- Master Planned Resort
- Tourist Center
- Village Residential
- Rural Separator
- Designated Forest Land
- Agriculture

-Puyallup Zoning
- Single Family
- Community Bus
- CBD
- Commercial General
- CG-DTN
- Commercial Limited
- CL-DTN
- FAIR
- Manufact Light
- ML-DTN
- MP
- Office Professional

-Sumner Zoning
- Single Family
- Neighborhood Commercial
- Central Business District
- General Commercial
- Manufacturing/Industry
- Urban Village
- Residential-Protection**
- Public/Private Utilities & Facilities

5000 0 5000 Feet

N

Figure 3.3-1
Adjacent Land Uses

SOURCE: King County 1999 Comprehensive Plan Map, Pierce County, and Cities of Fife, Milton, Pacific, Sumner, and Edgewood data
May 2001 - /home/cty_edg/dcarnri/projects/feis5.apr

City of Milton: The City of Milton is located northwest of Edgewood, with both jurisdictions sharing a significant boundary. Milton has designated land uses along its eastern boundary, which generally mimic those on the Edgewood side of the jurisdictional boundary. Most of the adjacent land on the Milton side is zoned Business, which is analogous to the Commercial designation on the Edgewood side.

City of Fife: The City of Fife is located southwest of Edgewood. Designated land uses appear be inconsistent on both sides of the boundary with Fife, but most of this is isolated geographically at the foot of steep slopes rising up from the City of Edgewood boundary. Land at the top of the plateau is zoned for Mixed Residential on the Edgewood side and Industrial on the valley floor of the City of Fife side.

King County: A small area of unincorporated King County is located north of Edgewood between Pacific and Milton. It is likely that this area will be annexed in the future by one of these jurisdictions.

Low Growth Alternative

Growth Management Act

The Low Growth Alternative consists of a land use and distribution concept with the goals and policies associated with the Preferred Growth Alternative previously discussed. Consistent with the vision of the GMA, VISION 2020, but inconsistent with County-Wide Planning Policies based on density, the Low Growth Alternative seeks to reduce sprawl by focusing growth in a Town Center and mixed residential lands

Mt. View-Edgewood Water Company Wellhead Protection Program

Since the Low Growth Alternative contains no goals and policies, no evaluation can be made of consistency with the Wellhead Protection Plan.

Adjacent Jurisdictions

The Low Growth Alternative would retain the existing residential uses bordering unincorporated King County, Fife, Puyallup, and Milton. The existing mix of uses would likely remain along the boundary with Pacific; thus, no land use inconsistencies with adjacent jurisdictions would result.

High Growth Alternative

The High Growth Alternative consists of a land use and distribution concept with the goals and policies associated with the other two alternatives previously discussed. Consistent with the vision of the GMA, VISION 2020, and County-Wide Planning Policies, the High Growth Alternative seeks to reduce sprawl by focusing growth in a high-density Town center and in moderate density mixed-use lands. Land uses would facilitate a variety of residential densities and improve the jobs/housing balance.

Edgewood Water Company Wellhead Protection Program

Since the High Growth Alternative contains no goals and policies, no evaluation can be made of consistency with the Wellhead Protection Plan.

Adjacent Jurisdictions

The High Growth Alternative would retain the existing residential uses bordering unincorporated King County, Fife Puyallup and Milton. The existing mix of uses would likely remain along the boundary with Pacific; thus, no land use inconsistencies with adjacent jurisdictions would result.

Mitigation Measures

Pierce County Resolution #97-59, adopted May 13, 1997, does not establish Edgewood's targeted population growth for 2017. That resolution was amended (R2000-173 adopted December 12, 2000) by the Growth Management Coordinating Committee (GMCC) to recognize a population increase number of 6,017 and set the 2017 population target at 16,847 for the City of Edgewood. In 1996, PSRC estimated Edgewood's 20-year growth to be 22,600, using an estimated population growth of 12,066 residents.

Unavoidable Adverse Impacts

In relation to other plans, policies, and ordinances, no unavoidable adverse impacts would result from any of the alternatives.

3.4 Parks, Recreation, and Open Space

This section discusses the affected environment, environmental impacts, mitigation measures, and unavoidable adverse impacts on parks, recreation, and open space associated with implementation of the alternatives considered in this EIS.

Affected Environment

Nearly 7% of Edgewood's land area is classified as Open Space/Recreation Area (CATRAC, 1999). Specifically, designated park and recreation resources in Edgewood currently total only 27 acres, or roughly less than 1% of the City's land area. Parks and recreation facilities in Edgewood are summarized in Table 3.4-1.

Table 3.4-1: Park and Recreation Facilities in Edgewood

Park Site	Total Acres	Number of Sites
City Owned Parks and Facilities	27	3
Edgemont Park	5	
Nelson Nature Park	11.5	
Nelson Farm Park	10.5	

City-Owned Parks and Facilities

The City of Edgewood has three parks (Edgemont Park, Nelson Nature Park and Nelson Farm Park). Edgemont Park is five acres in size. Nelson Nature Park is an 11.5 acre wooded area. Nelson Farm Park is a 10.5-acre farm.

With the exception of Edgemont Park, most parks and recreation facilities owned by the City of Edgewood are considerably underdeveloped. In addition, park facilities are not well distributed geographically, leaving many neighborhoods completely unserved by park resources (Friends of the Parks, 1999).

Public School Facilities

Local public schools maintain the majority of sports facilities such as sports fields, gymnasiums, and playgrounds. However, public access is only possible during non-school hours. Middle and high schools typically have a football stadium with a track, a gym, and several baseball/softball fields. Elementary schools are usually equipped with a soccer field, multi-use backstop, and a covered basketball court. In addition, several have gyms.

Environmental Impacts

Environmental impacts related to parks and recreation are discussed below for each of the alternatives under consideration.

Preferred Growth Alternative

The Preferred Growth Alternative includes goals and policies primarily pertaining to the Open Space and Recreation land use designation. These goals and policies also address trails as well as arts, culture, and history. The Preferred Growth Alternative would rely on the 2000-2006 Capital Improvement Plan as a strategic document that sets priorities for park and recreation resources. The Preferred Growth Alternative would also improve Edgewood's open space and recreation inventory to implement land use goals.

Low Growth Alternative

Parks and recreational facilities are classified by GMA as Public Facilities (RCW 36.70A.030). As such, these facilities can be addressed in the capital facilities element of a comprehensive plan, in a parks and recreation element of a comprehensive plan, or in a separate plan. As a newly incorporated City, Edgewood was not required to have a Capital Facilities Plan, and the Capital Facilities Element of the interim Comprehensive Plan does not address parks and recreation per se. This alternative assumes that park and recreation resources would remain as they are described in Table 3.4.1.

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 form a pattern of isolated patches, 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 and would likely remain extremely limited under this alternative.

High Growth Alternative

The High Growth Alternative would decrease the amount of open space and decrease recreation facilities. Given the relatively large population increases proposed under this

alternative, existing open space deficiencies would likely increase in several areas of the City.

Mitigation Measures

Until funding can be secured to support parks acquisition, existing deficiencies will remain.

Unavoidable Adverse Impacts

All three alternatives will result in growth, which will exacerbate existing open space and recreation deficiencies. These vary depending on neighborhood location and recreation need.

3.5 Housing

Affected Environment

Pierce County's fair share allocation of affordable housing (September 1993) sets targets for numbers of affordable units that cities and unincorporated areas should provide, although there are currently no adopted goals for Edgewood. These are based on current levels of moderate income households paying more than 30% of their income for housing and earning less than 95% of County median income ($28,891 in 1999). The targets are adjusted according to a formula relating to jobs. The County is planning to rework these formulae based on the 2000 census data.

Environmental Impacts

Under SEPA (Chapter 197-11 WAC), housing impacts are generally confined to issues of addition or removal of units and indication of whether these units serve low, moderate, or higher income households. Questions relating to the role of community and the effects of displacement on residents are considered socioeconomic and outside the scope of environmental review under SEPA.

Environmental impacts for the Housing Element of the Comprehensive Plan are discussed below for the Preferred Growth Alternative, the Low Growth Alternative, and the High Growth Alternative. Impacts to housing capacity and location under these three alternatives are described in the Land Use chapter of this EIS. That section analyzes the City's ability to meet a targeted range of new households over the 20-year planning period.

As shown in the Land Use Element, the Preferred Growth Alternative provides capacity for a net 3,530 new dwelling units. The Low Growth Alternative provides capacity for 1,837 new dwelling units, and the High Growth Alternative provides capacity for 5,841 new units.

Under all three alternatives, future population growth in the City of Edgewood is likely to increase demand for housing to serve a broad range of household incomes and needs. The ability of the market to provide housing to meet these needs adequately depends on

a number of factors. Factors in meeting population growth include the supply of developable land; availability of land zoned for higher densities; existence of incentives, such as density bonuses for the provision of affordable units; preservation of the existing stock of affordable units; and the ability of development regulations to facilitate development in a timely and cost effective manner (e.g., streamlined review, impact fee waivers).

Under the Low Growth and High Growth Alternatives, there is not likely to be difficulty meeting Pierce County's affordability goals that deal with a proportion of new housing being affordable to below-median income households. These goals have been accepted by the City of Edgewood. It may be difficult to significantly reduce the current affordable housing deficiency under the alternatives being considered by the City.

Preferred Growth Alternative

Changes in Housing

The Preferred Growth Alternative provides for a projected 3,324 new dwelling units. This alternative focuses on preservation of existing single family neighborhoods and the concentration of higher density housing in a limited number of neighborhoods. Based on the land use patterns established in the Preferred Growth Alternative Land Use Map, about 1,833 new single family homes would be built, mostly in the Single family designation. Approximately 1,037 new units of multi-family housing would be built in the Mixed Residential designation. In addition, the Comprehensive Plan permits increased density for senior housing adding 454 additional housing units for seniors.

Pierce County's fair share allocation of affordable housing (September 1993) sets targets for numbers of affordable units that cities and unincorporated areas should provide, although there are currently no adopted goals for Edgewood. These are based on current levels of moderate income households paying more than 30% of their income for housing and earning less than 95% of County median income ($28,891 in 1999). The targets are adjusted according to a formula relating to jobs. The County is planning to rework these formulae based on the 2000 census data.

It is advisable for the City of Edgewood to monitor housing production and costs on an on-going basis to ensure compliance with affordable housing goals as these are set by the County. County-wide policies currently require monitoring on a 5-year basis. While Edgewood housing prices and rents are currently affordable, house sales prices are rising. There are a number of means available to the City so that Edgewood can assist in continuing to meet goals in the future, such as development of policies encouraging accessory units.

Goals and Policies

The goals and policies of the Housing Element support many of the objectives of the GMA, which include preserving existing neighborhoods and providing a range of housing opportunities.

In addition, current and forecast housing demand and the need for affordable housing are identified in the draft Comprehensive Plan. This information provides the basis for

the draft Comprehensive Plan's policies, which meet Edgewood's particular needs and market conditions while fulfilling a number of GMA and County-Wide Planning Policies.

The Edgewood Comprehensive Plan must be accompanied by a monitoring program and implementation strategies to comply with GMA (WAC 365-195-310-2). These are discussed in some policies, but are not sufficiently spelled out or quantified in the Plan. Certain land use policies provide for annual reporting on affordable housing, but this is not an adequate monitoring program. These are not currently in the Plan. When developed, the Plan will provide all required sections of a housing element and can be evaluated in relation to adopted housing impacts. The proposed monitoring program and implementation strategies would mitigate some of the likely impacts on housing resulting from the Preferred Growth Alternative.

Low Growth Alternative

Changes in Housing

This alternative has a less aggressive growth target based on constrained land, with 1,917 new units by 2017. Additional residential development is concentrated in new designations that allow duplexes and some townhouses. The distribution of housing types varies by neighborhood. Accessory Dwelling Units are allowed within the single-family designation. The location of housing near services may lead to a better relationship between housing and other land uses.

Goals and Policies

Since the Low Growth Alternative is more of a generalized land use concept than a fully developed Comprehensive Plan, no distinct goals and policies were developed.

High Growth Alternative

Changes in Housing

This alternative has aggressive growth targets: approximately 5,635 new units by the year 2017. Single Family High-Density housing would develop near retail centers in a number of areas in the western half of the City. Additional residential development is concentrated in new designations that allow duplexes and some townhouses. The distribution of housing types varies by neighborhood. Accessory Dwelling Units are allowed within the single-family designation. The location of housing near services may lead to a better relationship between housing and other land uses.

Goals and Policies

Since the High growth alternative is more of a generalized land use concept than a fully developed Comprehensive Plan, no distinct goals and policies were developed.

Mitigation Measures

General

Provide a monitoring program to track housing availability and affordability, as called for in State and County-wide policies.

Preferred Growth Alternative

Housing policies should be expanded to include policies for replacement of existing housing for low and moderate income households. Additional policies to encourage housing production could be added if residential capacity does not meet the housing needs of future Edgewood residents as required under the GMA and found in Pierce County's population targets.

Low Growth Alternative

The Low Growth Alternative will require mitigation measures similar to the Preferred Growth Alternative.

High Growth Alternative

The High Growth Alternative will require mitigation measures similar to the Preferred Growth and Low Growth Alternative.

Unavoidable Adverse Impacts

All three alternatives will result in growth and provides a large capacity for new residential units. These alternative are unlikely to be a significant negative impact.

3.6 Transportation

Affected Environment

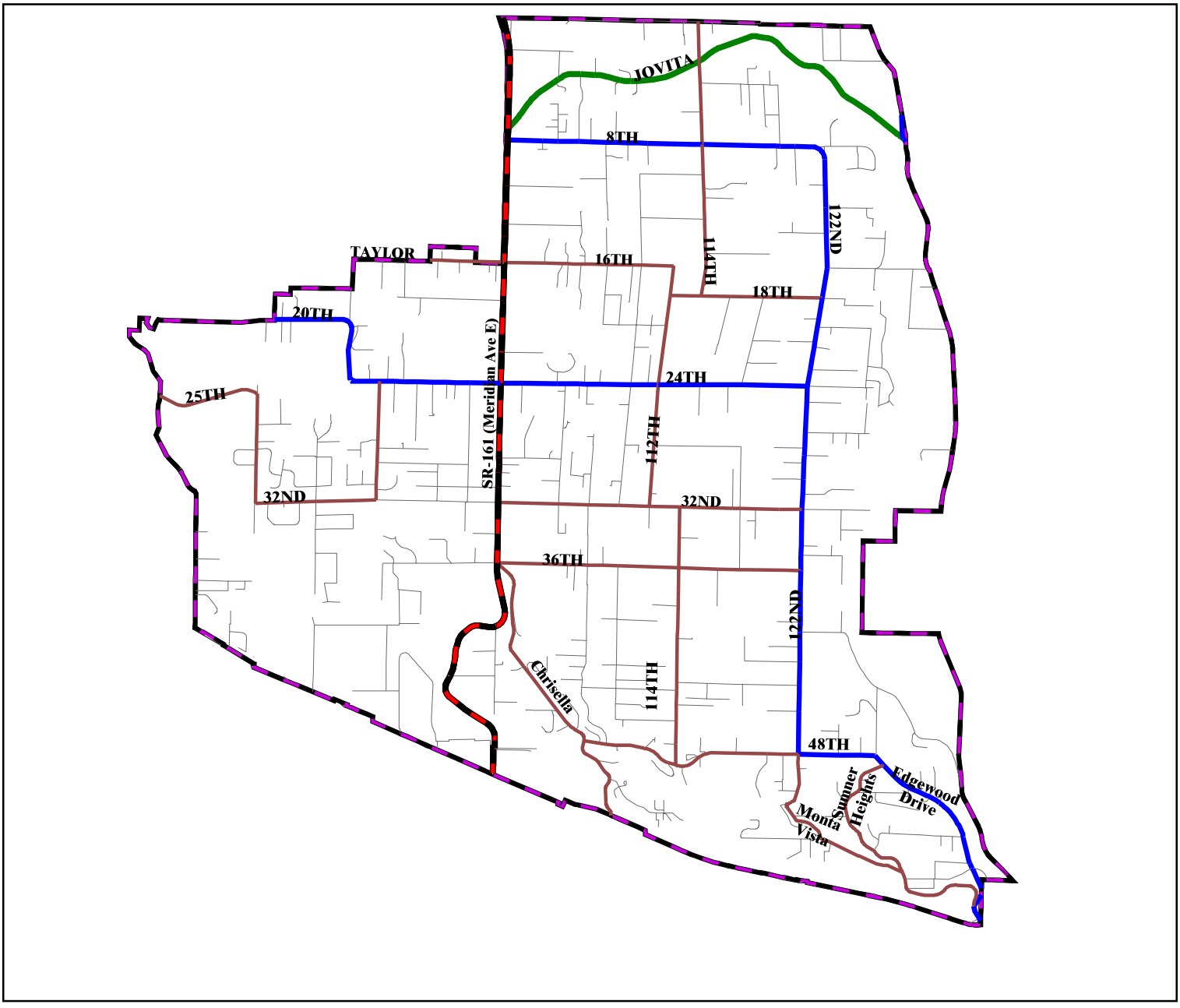
For this transportation analysis, elements of the affected environment include the existing roadway characteristics, traffic volumes, traffic operations (including level-of-service), accident history, transit service, pedestrian and bicycle facilities, transportation demand management, and transportation deficiencies.

Existing Roadway Characteristics

The City of Edgewood's arterial street classifications are shown in Figure 3.6-1. These roadway classifications identify roads according to their uses and serve as the basis for planning roadway improvements. The following definitions serve as a general guide for classifying streets:

- **Principal arterials** - are roadways that provide access to principal centers of activity. These roadways serve as corridors between principal suburban centers, larger communities, and between major trip generators inside and outside the plan area.

Arterial Street Classification



LEGEND

Arterials
- SR-161
- Principal Roads
- Major Roads
- Collector Roads
- Other Roads
- City Limits

4000 0 4000 Feet

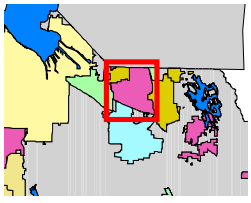


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Figure 3.6-1
Arterial Street Classification

Source: Pierce County data

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Service to abutting land is subordinate to travel service to major traffic movements. The principal transportation corridors within the City of Edgewood are principal arterials. These roadways typically have daily volumes of 15,000 vehicles or more.

- **Minor arterials** - are intra-community roadways connecting community centers with principal arterials. They provide service to medium-size trip generators, such as commercial developments, high schools and some junior high/grade schools, warehousing areas, active parks and ballfields, and other land uses with similar trip generation potential. These roadways place more emphasis on land access than do principal arterials and offer lower traffic mobility. In general, minor arterials serve trips of moderate length, and have volumes of 5,000 to 20,000 vehicles per day.

- **Collector arterials** – connect residential neighborhoods with smaller community centers and facilities as well as provide access to the minor and principal arterial system. These roadways provide both land access and traffic circulation within these neighborhoods and facilities. Collector arterials typically have volumes of 2,000 to 8,000 vehicles per day.

- **Local access roads** – include all non-arterial public City roads and private roads used for providing direct access to individual residential or commercial properties. Service to through traffic movement usually is deliberately discouraged.

Planning for the Comprehensive Plan transportation needs primarily focuses on the arterial street system within the City of Edgewood since local access streets typically do not have capacity deficiencies. As shown in Figure 3.6-2, street classifications in the City of Edgewood include:

Figure 3.6-2: Street Classifications

Classification	Description	Location
State Highways	Handle large regional traffic volumes passing through the City, traveling considerable distances or in excess of two miles within the City.	• SR-161
Major Arterial	Handle large traffic volumes passing through the City, traveling considerable distances or in excess of two miles within the City.	• Valley Avenue • Jovita Boulevard
Secondary Arterial	Handle moderate traffic volumes traveling over relatively short distances within the City or to major arterial streets as part of a longer trip.	• West Valley Highway • Edgewood Drive • 20th Street East. – West of 122nd Avenue East • 24th Street East– West of 122nd Avenue East • 122nd Avenue East

Figure 3.6-2: Street Classifications

Classification	Description	Location
Collector Arterials	Pick up traffic from within residential, commercial or industrial areas and feed it to the major and secondary arterial street system. Not to carry through traffic.	• 32nd Street East– East of Meridian Avenue East • Taylor Street – West of Meridian Avenue East • 48th Street East • 16th Street East • 18th Street East– West of 122nd East • 36th Street East – East of Meridian Avenue • Freeman Road • 94th Avenue East– South of 24th Street East • Chrisella Road – South of 36th Street East
Local Access	Provide convenient access to adjacent properties and to discourage through traffic movements.	• Remaining

Source: Parametrix, Inc

Existing intersection traffic control devices are shown on Figure 3.6-3. All major arterial street intersections are signalized. Figure 3.6-3 also depicts high-accident intersection locations.

Existing Traffic Volumes

Year 1995 daily and p.m. peak hour traffic volumes were obtained from the City of Edgewood and Pierce County Public Works Department for all principal and minor arterials within the City of Edgewood. The existing daily traffic volumes are shown in Figure 3.6-4. As shown, high daily traffic volumes are generally experienced along principal arterials, which carry volumes ranging from approximately 16,000 to 17,000 trips per day. Volumes are generally lower in the eastern and western areas of the City, where many residential neighborhoods currently exist.

Existing Traffic Operations

Level of service (LOS) is an estimate of the quality and performance of transportation facility operations in a community. The methodology outlined in the 1997 Highway Capacity Manual (HCM) (Transportation Research Board 1994) is commonly used for determining LOS. According to the HCM, a technical method of measuring level of service is described in the Highway Capacity Manual, which involves the calculation of the volume-to-capacity ratio (V/C) of a roadway or intersection. The V/C ratio ranges shown in Table 3.6-1 have been developed for determining planning level, mid-block levels of service on urban and rural roadways. These levels of service are based on the highest one-way directional volumes in the p.m. peak hours.

GMA requires the City of Edgewood to establish LOS standards. The choice of a particular LOS threshold can vary by planning subarea, roadway classification, or

specific corridor or street. LOS D is usually considered the minimum acceptable standard in urban areas. With this level of service, some delays are expected for certain traffic movements.

The following LOS categories provide general descriptions of the different levels of service defined in the HCM:

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. Minor average delays of 5 to 15 seconds per vehicle are experienced at signalized intersections.

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. Longer average delays of 15 to 25 seconds per vehicle are experienced at signalized intersections.

LOS D - approaches unstable flow. Travel speed and freedom to maneuver are somewhat restricted, with average delays of 25 to 40 seconds per vehicle at signalized Intersections. Small increases in traffic flow can cause operational difficulties at this level.

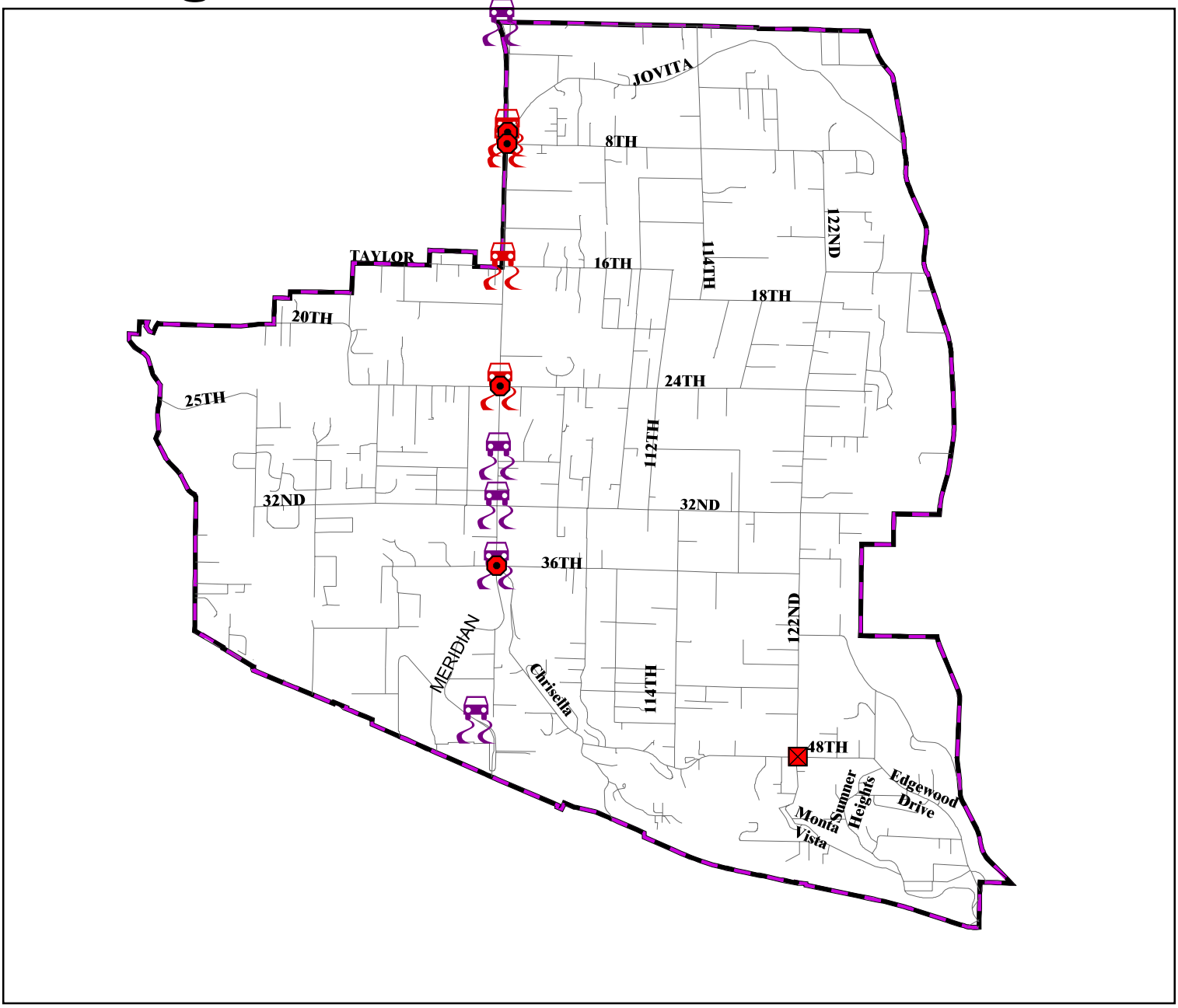
LOS E - represents operating conditions at or near the capacity of the roadway. Low speeds (approaching 50% of normal) and average intersection delays of 40 to 60 seconds per vehicle are common. Freedom to maneuver within the traffic stream is extremely difficult. Any incident can be expected to produce 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 Long average delays of more than 60 seconds per vehicle occur at signalized intersections.

Table 3.6-1: Level of Service Criteria for Urban and Rural Roadways.

LOS		Volume to Capacity (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

Signalization and Accident Sites



LEGEND

Signals
- Signalized
- 4-Way Stop

Accident Sites
- 1 Accident per Year Over Report Period
- 4 or More Accidents for at Least 2 Years
- City Limits

4000 0 4000 Feet

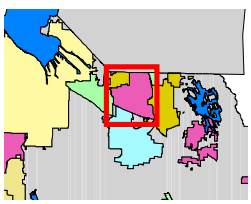


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Figure 3.6-3
Signalization & Accident Sites

Source: Pierce County data

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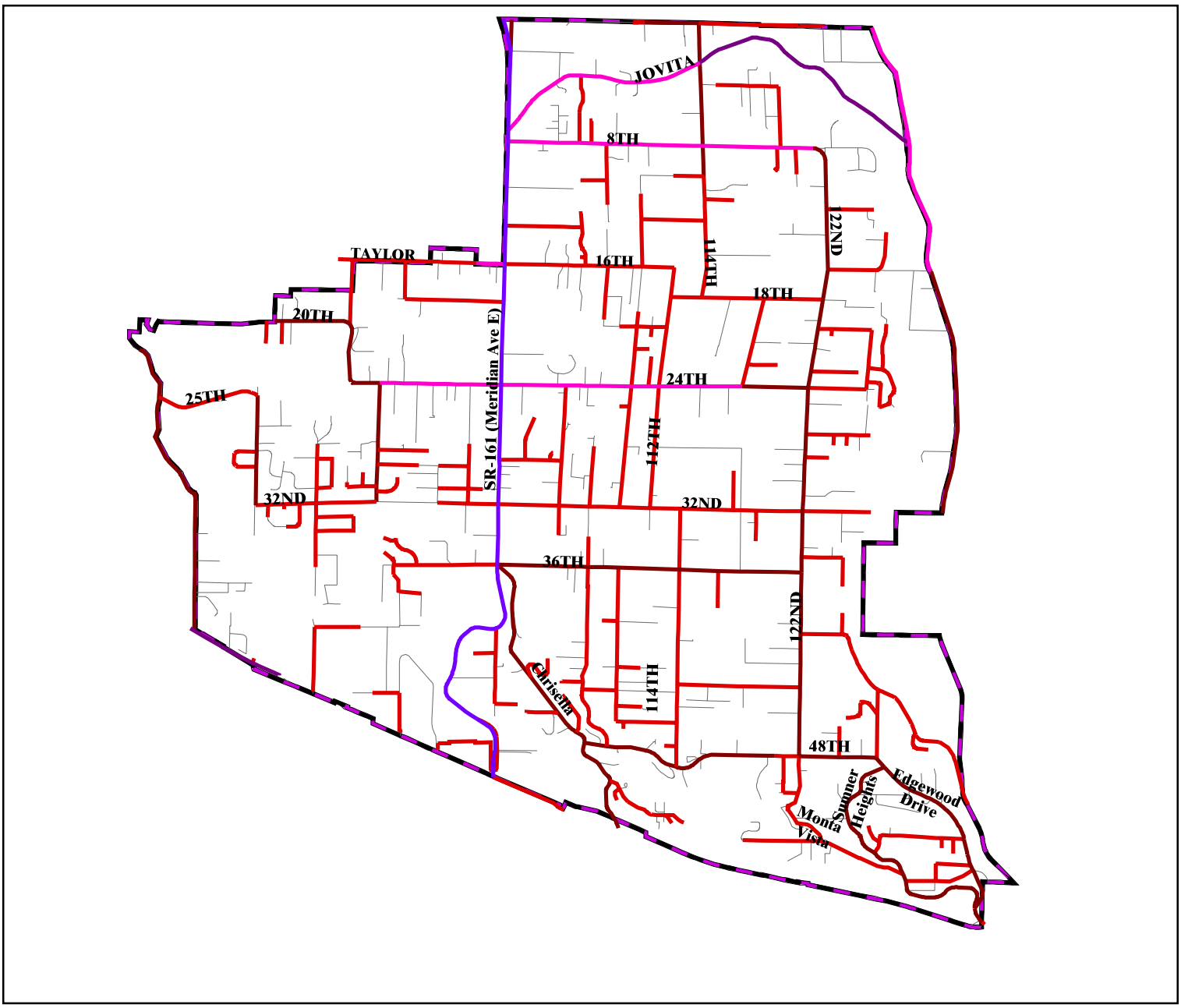
1996 Average Daily Traffic Count

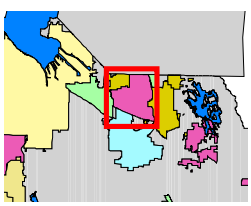


LEGEND

Average Daily Traffic

- 0 - 1303
- 1304 - 3312
- 3313 - 8708
- 8709 - 15300
- 15301 - 22337
- City Limits

4000 0 4000 Feet



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Source: Pierce County data

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Figure 3.6-4
1996 Average Daily Traffic Count

V/C ratios and LOS were calculated for mid-block arterial roadway sections throughout the City of Edgewood, based on current p.m. peak hour traffic volumes. The results are shown in Table 3.6-2.

Table 3.6-2: City of Edgewood Existing Level of Service

Street Name/Segment	2-Way PM Peak Hour Volumes	PM Peak Direction	One-Way Directional Capacity	One-Way PM Peak Volumes	PM Peak Volume-Capacity Ratio	PM Peak Hour LOS
Jovita Boulevard East						
east of Meridian Ave. E.	905	WB	1175	515	0.44	B
west of W. Valley Highway	1087	WB	1175	568	0.48	B
Meridian Avenue East						
between King Co. Line & 8th St. E.	2041	SB	1175	1290	1.10	F
between 8th St. E. & 16th St. E.	1928	SB	975	1110	1.14	F
between 16th St. E. & 24th St. E.	1780	SB	975	1136	1.16	F
bet. 24th St. E. & 32nd St. E.	1819	SB	975	1143	1.17	F
bet. 32nd St. E. & 36th St. E.	1751	SB	975	1108	1.14	F
bet. 36th St. E. & UPRR crossing	1767	SB	1175	1083	0.92	E
Edgewood Drive East						
north of Valley Avenue E.	334	SE	700	207	0.30	A
16th St. E (Taylor St. E.)						
bet. Meridian Ave. E. & 112th Ave. E.	169	WB	700	100	0.14	A
bet. Meridian Ave. E. & Porter Way	283	EB	700	169	0.24	A
8th Street East						
bet. Meridian Ave. E. & 122nd Ave. E.	488	EB	700	385	0.55	C
20th Street East						
bet. 92nd Ave. E. & 15th Ave. E.	404	EB	700	236	0.34	B
bet. 15th Ave. E. & Freeman Road	460	EB	700	255	0.36	B
24th Street East						
bet. Meridian Ave. E. & 122nd Ave. E.	398	EB	700	217	0.31	B
bet. Meridian Ave. E. & 92nd Ave. E.	355	EB	700	220	0.31	B
32nd Street East						
bet. Meridian Ave. E. & 122nd Ave. E.	180	EB	700	141	0.20	A
36th Street East						
bet. 114th Ave. E. & 122nd Ave. E.	183	EB	700	108	0.15	A
48th Street East						
east of 122nd Ave. E.	228	EB	700	138	0.20	A
114th Avenue East						
bet. Jovita Blvd. & 8th St. E.	418	SB	700	348	0.50	B
bet. 8th St. E. & 18th St. E.	119	SB	700	96	0.14	A
bet. 32nd St. E. & 36th St. E.	233	SB	700	192	0.27	A
122nd Avenue East						
bet. 8th St. E. & 24th St. E.	199	SB	700	165	0.24	A
bet. 24th St. E. & 36th St. E.	315	SB	700	222	0.32	B
bet. 36th St. E. & 48th St. E.	319	SB	700	216	0.31	B

1 The Highway Capacity Manual was used as a guideline for estimating one-way capacities for these roadways, based on facility type, number of lanes, traffic control, and channelization.

The City of Edgewood's arterials currently operate at LOS C or above during the p.m. peak hour, that with the exception of Meridian Avenue East (SR 161). Meridian Avenue East operates at LOS F north of 36th Street East and at LOS E south of 36th Street East. These high congestion levels are primarily the result of through traffic, estimated to be 75% of the total trips on Meridian Avenue East during the p.m. peak hour. This existing level of congestion is the primary impetus for a proposed widening from three lanes to five lanes between 8th Street East and 36th Street East.

Accident History

An important component in the evaluation of a transportation system is traffic safety. The goal of a transportation system is to move people and goods in both a safe and efficient manner. Within any area, certain locations will have a higher incidence of traffic accidents than others. Isolating those areas and evaluating the cause of accident is the first step towards addressing improvements.

Traffic accident data was provided by the Washington State Department of Transportation. Their data is a compilation of State police records, and covers the period from January 1992-December 1996. The accident information was coded to street segments. When comparing the collision rate to other similar highways routes, the rate along SR 161 is particularly high – at 4.8 collision per million vehicle miles in 1995 (Evans, 1997). This level of analysis does not provide detailed information concerning the type and cause of accidents at a specific location.

Traffic accidents often occur at intersections of street segments, usually as a result of conflicting turn movements or intersection control measures. Accident statistics were also analyzed to determine major accident intersections within the study area. A list of accidents, their locations, the date, and time, and the type of accident are located in the Appendix. Generally, further studies are appropriate when the number of accidents during a 12-month period exceeds four (4) at an intersection. This number is often modified based on the number of vehicles entering the intersection and the type of accidents reported. Additionally, there was one fatality reported between 1992 and 1996. Outlined below is a list of accident locations with at least four accidents over the reporting period (approximately one (1) accident per year). The intersections with four (4) or more accidents for at least two (2) of the years within the reporting period are indicated with an asterisk.

- Meridian Avenue East (SR-161)/Dechaux Road
- Meridian Avenue East (SR-161)/16th Street East (Taylor Street)*
- Meridian Avenue East (SR-161)/36th Street East
- Meridian Avenue East (SR-161)/8th Street East
- Meridian Avenue East (SR-161)/32nd Street East
- Meridian Avenue East (SR-161)/Jovita Boulevard
- Meridian Avenue East (SR-161)/28th Street East
- Meridian Avenue East (SR-161)/Military Road
- Meridian Avenue East (SR-161)/24th Street East

Transit Service

There is currently one public transit route (Route 402, provided by *Pierce Transit*) servicing the City of Edgewood via Meridian Avenue East.

Pierce Transit Route 402 originates and terminates in the City of Puyallup (14 miles to the west along SR-410) and services the cities of Edgewood, Puyallup, Sumner, and Milton between the hours of 7:00 a.m. - 6:00 p.m. with service approximately every hour and a one-way run time of approximately one hour.

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 will become more convenient with the introduction of a single fare medium, the Smart Card, scheduled to go on-line region-wide in the year 2000.

The bus stops located in Edgewood are:

- Meridian Avenue East (SR-161)/Jovita Boulevard
- Meridian Avenue East (SR-161)/8th Street East
- Meridian Avenue East (SR-161)/13th Street Court East
- Meridian Avenue East (SR-161)/16th Street East
- Meridian Avenue East (SR-161)/18th Street Court East
- Meridian Avenue East (SR-161)/24th Street East
- Meridian Avenue East (SR-161)/29th Street East
- Meridian Avenue East (SR-161)/32nd Street East
- Meridian Avenue East (SR-161)/36th Street East

Pierce Transit also provides door-to-door service for the mentally ill and physically impaired via the *Shuttl*e. This service is available through the Pierce Transit Dispatch Office. Rideshare and ridematch programs are also available for commuters who want to start or join a carpool or vanpool.

Pedestrian and Bicycle Facilities

There are no significant stretches of roadway in the City, which restrict pedestrian or bicycle usage. However, pathways and sidewalks are provided only at limited locations within City limits. Pedestrian/bicycle/equestrian routes primarily serve recreational uses where available. In recent years, the awareness of the potential and demand for non-motorized transportation routes has increased throughout the nation. This trend can be observed in Edgewood with the proposed trail system. The Parks Element of the Comprehensive Plan describes the existing and proposed trail system in more detail.

A good deal of recreational riding and hiking takes place throughout the City along road rights-of-way and in other areas where a trail is not guaranteed to the user. Designated trails are almost nonexistent with the exception of a few private routes and routes along existing roads that have not been designated by the City, but which have not been developed for safe utilization by bicycles, horses, or pedestrians.

Other Project-Related Issues

Other future issues that could have a significant impact on roadway capacity in different areas of the City include:

- Completion of SR-167 freeway between SR-161 and the newly constructed SR-509 freeway in Tacoma
- Implementation of SR-161 widening to five lanes between 8th Street East and 36th Street East.

Transportation Demand and Systems Management

Travel Demand Management (TDM) and Transportation Systems Management (TSM) strategies attempt to optimize the capacity of the existing transportation system through signalization and other traffic engineering mechanisms. TSM strategies focus on managing transportation facilities and the supply of transportation options. The goal of TSM is to maintain and enhance optimal system efficiency for moving people and goods. TDM strategies use the same concepts to affect travel behavior and the demand to use transportation facilities. The goal of TDM is to reduce, eliminate, or shorten trips, or shift trips to non-peak periods.

Washington State currently has its own TDM law in effect, the Commute Trip Reduction Act (CTR). This law requires companies with 100 or more full-time employees that begin work between 6:00 and 9:00 a.m. to establish and implement a TDM program. The law includes trip reduction goals for all qualifying businesses of 20% by 1997, 25% by 1999, and 35% by 2005. Washington State's CTR program is currently funded by the Clean Air Fund, which could be affected by the passage of I-695.

The Washington State Department of Transportation (WSDOT) recently published a summary of CTR effects on travel in the eight counties affected by the act, between 1993 and 1995. The report shows that the total number of single-occupant vehicle (SOV) trips decreased by 5.6% during this period. SOV trips in Pierce County areas that include CTR companies decreased by 5.4%. A total of 57 companies in the urbanized Tacoma/Fife area showed reductions of 5.9%, and 28 companies in rural Pierce County showed reductions of 4.6% in SOV trips.

Transportation Systems Management (TSM) refers to strategies that improve facility operations, traffic flow, or safety without construction of new or expanded road facilities. TSM strategies are generally less expensive than major capital improvements. Like TDM, they support the goal of preserving existing roadway capacity with minimal investment.

Environmental Impacts

Travel Demand Forecasting and Model Development

A City-wide transportation planning model was developed using the Pierce County EMME/2 computer software package. An important function of a model is its ability to analyze future development scenarios in terms of traffic impacts. This model calculates trip generation based on land use characteristics, allowing the impact of different land

use types and development intensities to be evaluated. To project future transportation demand, three alternative land use and development scenarios were assumed (the Preferred Growth Alternative, the Low Growth Alternative, and the High Growth Alternative). For all alternatives, the SR-167 interchange improvements were evaluated by incorporating a "with" and "without improvement" case into the analysis. For all alternatives, land use assumptions within Edgewood were modified to reflect changes in the type and intensity of future land use and development. (Refer to Section 3.2.2 for information on land use totals by planning area.)

Planned Transportation Improvements

City of Edgewood Six-Year Comprehensive Transportation Program (2000-2005).

The City of Edgewood Six-Year Comprehensive Transportation Improvement Program includes projects that would be constructed between the years 2001 and 2006, depending on when funding is provided. Anticipated annual transportation revenues and expenditures are displayed in the Transportation Improvement Program and Finance Plan shown in Figure 3.6-12 and Table 3.6-9.

The Transportation Improvement Program for transportation projects shown in Table 3.6-9, was developed to be consistent with and in support of goals identified in the Comprehensive Plan.

WSDOT's State Highway System Plan

The Washington Department of Transportation'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 Washington State Department of Transportation (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 at 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.

In addition, WSDOT is 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 City of Puyallup, which borders Edgewood to the south. 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 3.6-3 lists mobility strategies for these two state highways in and near the City of Edgewood.

Table 3.6-3: Highway improvements affecting traffic through and access to and from the City of Edgewood

Route	Vicinity	Strategy
Meridian Avenue East (SR 161)	36th St. East to Jovita Blvd.	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).

Pierce Transit Planned Service and Capital Improvements

Pierce Transit service and capital programs are implemented through their Service Plan, Capital Plan, Regional Coordination Initiatives, Marketing and Promotion Plan, and Financial Plan.

Level of Service Standards and Concurrency

GMA requires the adoption of 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 peak hour arterial link level of service. Level of service standards required by the GMA are closely related to the issue of concurrency. The GMA requires that transportation improvements be made concurrent with new development. Once a street exceeds its level of service standard, a street project must be funded within 6 years to improve level of service back to within the LOS standard. If funds to improve the street are not approved within the 6-year timeframe, new development that would add traffic to the street could not be permitted.

Level of service standards need to be carefully chosen for each city and for different arterials within a city. It is desirable that levels of service 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 Draft Comprehensive Plan proposes the following arterial level of service standards within the City of Edgewood:

- Maintain LOS F with a V/C 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 V/C ratio of 1.30 on Meridian Avenue East (SR-161) between 8th Street East and the King County Line;

- Maintain LOS D with a V/C of 0.90 on Meridian Avenue East (SR-161) between 8th Street East and 36th Street East;

- Maintain LOS D with a V/C of 0.90 on 8th Street East between Meridian Avenue East and 122nd Avenue East;

- Maintain LOS D with a V/C of 0.90 on 114th Avenue East between Jovita Boulevard and 8th Street East;

- Maintain LOS C with a V/C of 0.75 on all other City of Edgewood arterials.

Future Traffic Volumes and Levels of Service

The three growth alternatives were analyzed for the City of Edgewood. Each of these alternatives assumed that the planned SR-161 widening to five lanes between 8th Street East and 36th Street East would be implemented.

In addition, each growth alternative was analyzed for a "with" and "without" SR-167 freeway extension condition due to that project's anticipated reduction to through-town traffic via SR-161. That project would complete the SR-167 freeway between SR-161 and the newly constructed SR-509 freeway in Tacoma. It would include a major interchange with Interstate 5 with local access provided at Meridian Avenue North in Puyallup and at Valley Avenue East just west of Freeman Road.

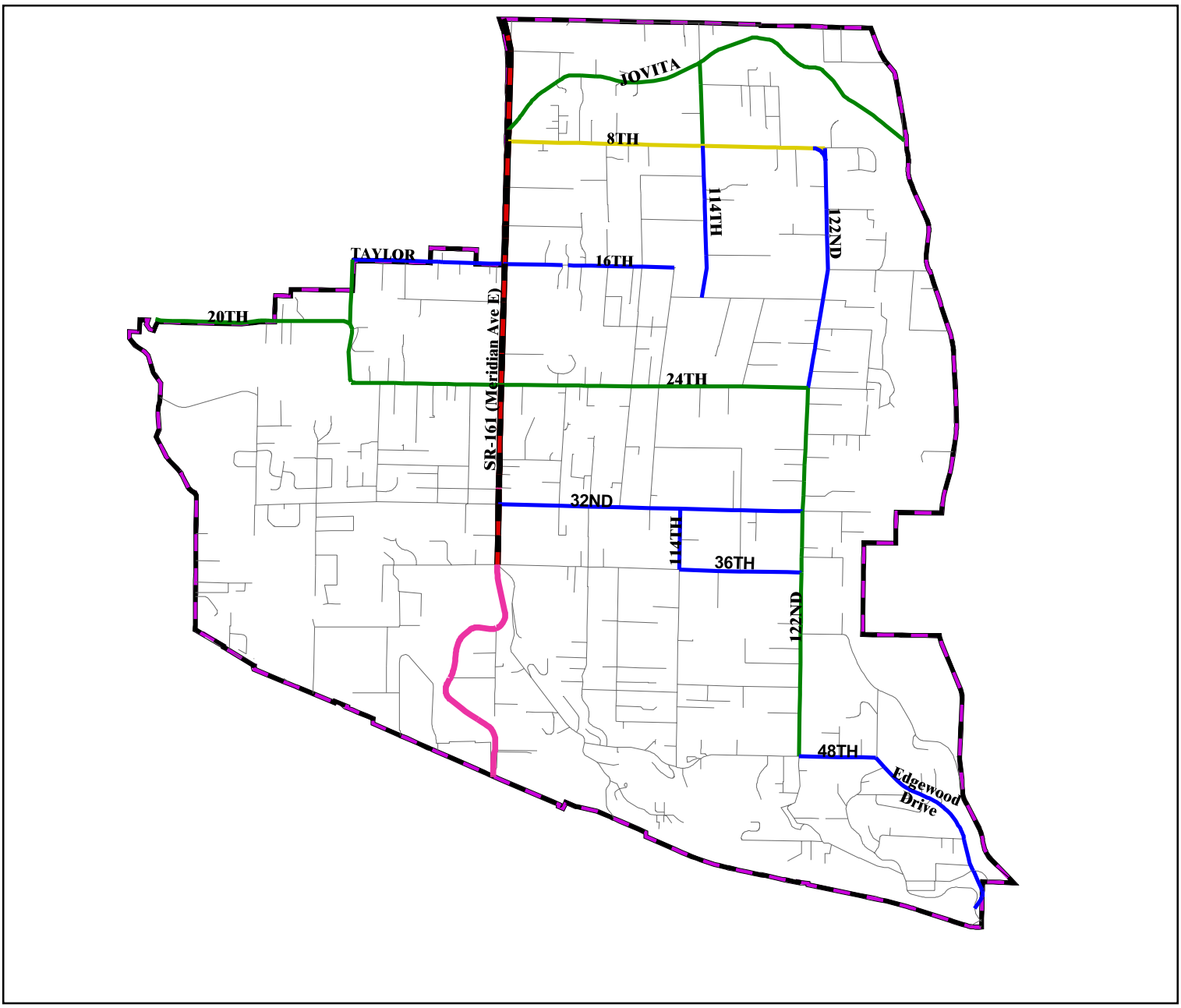
Future traffic projections were based on three factors including the projected growth in residents and employees, anticipated proportions of through traffic on Meridian Avenue and Jovita Boulevard, and projected differences in traffic distribution patterns with or without the SR-167 freeway extension. Assuming a constant ratio of persons per household, the average growth rates shown in Figure 3.6-4 were applied to Year 2000 traffic volumes to derive Year 2017 volumes for each development scenario

Table 3.6-4 City of Edgewood Traffic Volume Growth Rates

Population	Average Annual Growth
16,011	2.03%
17,737	3.15%
24,490	4.10%

These rates were based in part on Institute of Transportation Engineers (ITE) p.m. peak hour average trip rates for single and multi-family housing and commercial office uses. Adjustments were made to the base traffic volume projections derived using the growth rates from Figure 3.6-4, based on Pierce County's transportation model for the Year 2017. These volume adjustments were applied to all City of Edgewood arterials to reflect differences in trip distribution with or without the SR-167 freeway extension and to the Meridian Avenue East and Jovita Boulevard arterial links to reflect through-town trip percentages.

Existing Levels of Service



LEGEND

Existing Peak LOS

- A
- B
- C
- E
- F
- City Limits

4000 0 4000 Feet

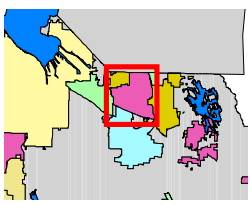


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Figure 3.6-5
Existing Levels of Service

Source: Pierce County data

May 2001 - d:\gis_files\projects\comp_plan\feis6.apr

These rates were based in part on Institute of Transportation Engineers (ITE) p.m. peak hour average trip rates for single and multi-family housing and commercial office uses. Adjustments were made to the base traffic volume projections derived using the growth rates from Figure 3.6-4, based on Pierce County's transportation model for the Year 2017. These volume adjustments were applied to all City of Edgewood arterials to reflect differences in trip distribution with or without the SR-167 freeway extension and to the Meridian Avenue East and Jovita Boulevard arterial links to reflect through-town trip percentages.

Preferred Growth Alternative

The Preferred Growth Alternative represents future conditions with some zoning changes to allow for increased development densities.

Table 3.6-5 Year 2017 Preferred Growth Alternative			**With SR-167 Extension**			**W/Out SR-167 Extension**		
Street Name/Segment	PM Peak Direction	1-Way Peak Hour Capacity	One-Way PM Peak Volumes	PM Peak Hour V/C	PM Peak Hour LOS	One-Way PM Peak Volumes	PM Peak Hour V/C	PM Peak Hour LOS
Jovita Boulevard East								
east of Meridian Ave. E.	WB	1175	772	0.66	C	884	0.75	C
west of W. Valley Highway	WB	1175	891	0.76	D	938	0.80	D
Meridian Avenue East								
between King Co. Line & 8th St. E.	SB	1175	1921	1.64	F	2121	1.81	F
between 8th St. E. & 16th St. E.	SB	2050	1634	0.80	D	1806	0.88	D
between 16th St. E. & 24th St. E.	SB	2050	1680	0.82	D	1822	0.89	D
bet. 24th St. E. & 32nd St. E.	SB	2050	1691	0.82	D	1833	0.89	D
bet. 32nd St. E. & 36th St. E.	SB	2050	1640	0.80	D	1828	0.89	D
bet. 36th St. E. & UPRR crossing	SB	1175	1602	1.36	F	1785	1.52	F
Edgewood Drive East								
north of Valley Avenue E.	SE	700	384	0.55	C	442	0.63	C
16th St. E (Taylor St. E)								
bet. Meridian Ave. E. & 112th Ave. E.	EB	700	199	0.28	A	263	0.38	A
bet. Meridian. Ave E. & Porter Way	EB	700	186	0.27	A	218	0.31	B
8th Street East								
bet. Meridian Ave. E. & 122nd Ave. E.	EB	700	716	1.02	F	812	1.16	F
20th Street East								
bet. 92nd Ave. E. & 15th Ave. E.	EB	700	438	0.63	C	515	0.74	C
bet. 15th Ave. E. & Freeman Road	WB	700	482	0.69	C	513	0.73	C
24th Street East								
Bet. Meridian Ave. E. & 122nd Ave. E.	EB	700	403	0.58	C	469	0.67	C
bet. Meridian Ave. E. & 92nd Ave. E.	EB	700	408	0.58	C	512	0.73	C
32nd Street East								
bet. Meridian Ave. E. & 122nd Ave. E.	EB	700	263	0.38	B	336	0.48	B

Table 3.6-5 Year 2017 Preferred Growth Alternative			With SR-167 Extension			W/Out SR-167 Extension		
Street Name/Segment	PM Peak Direction	1-Way Peak Hour Capacity	One-Way PM Peak Volumes	PM Peak Hour V/C	PM Peak Hour LOS	One-Way PM Peak Volumes	PM Peak Hour V/C	PM Peak Hour LOS
36th Street East								
bet. 114th Ave. E. & 122nd Ave. E.	EB	700	201	0.29	A	178	0.25	A
48th Street East								
east of 122nd Ave. E.	EB	700	257	0.37	B	303	0.43	B
114th Avenue East								
bet. Jovita Blvd. & 8th St. E.	SB	700	646	0.92	E	726	1.04	F
bet. 8th St. E. & 18th St. E.	SB	700	179	0.26	A	205	0.29	A
bet. 32nd St. E. & 36th St. E.	SB	700	358	0.51	C	485	0.69	C
122nd Avenue East								
bet. 8th St. E. & 24th St. E.	SB	700	308	0.44	B	393	0.56	C
bet. 24th St. E. & 36th St. E.	SB	700	413	0.59	C	502	0.72	C
bet. 36th St. E. & 48th St. E.	SB	700	402	0.57	C	487	0.70	C

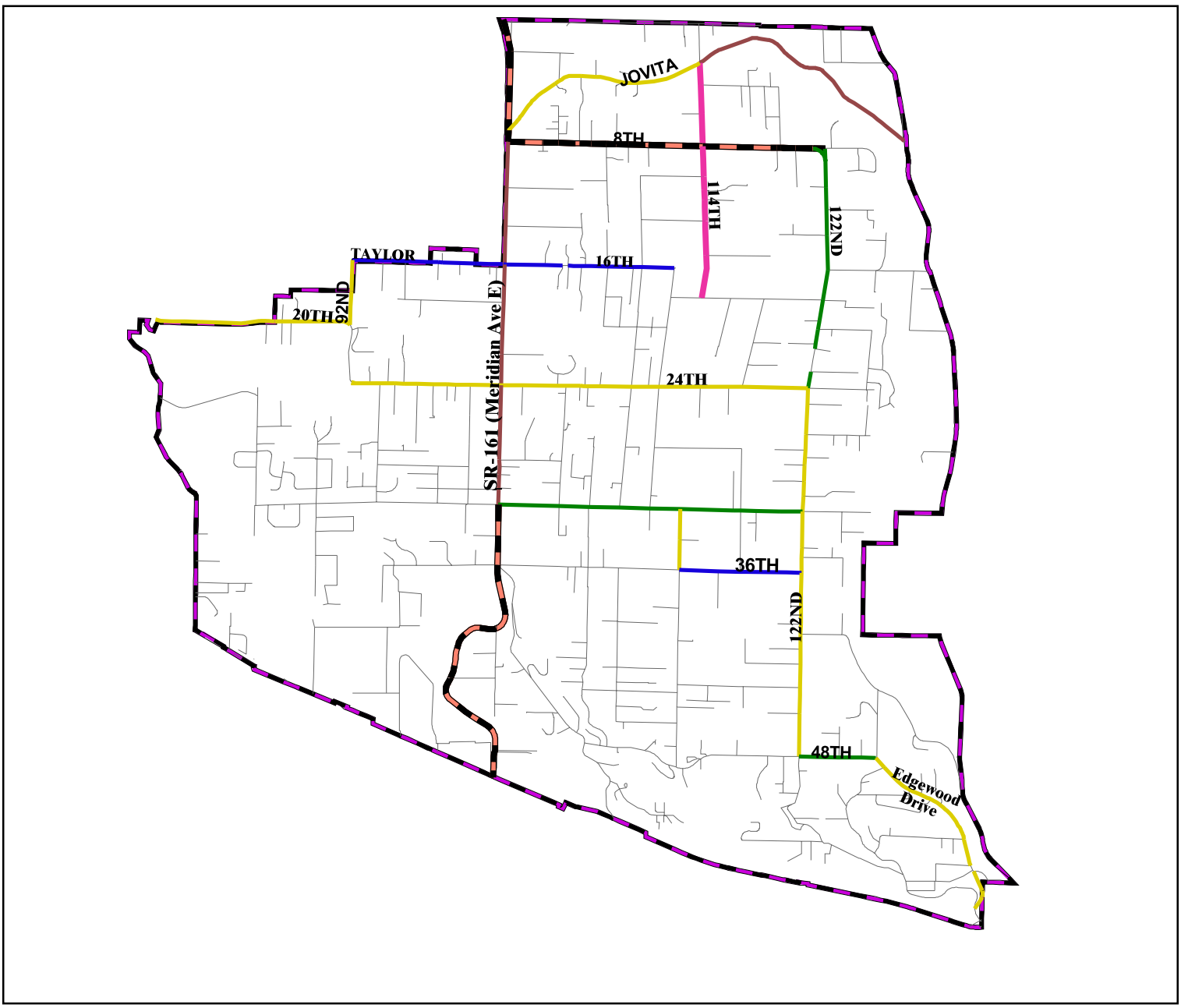
As shown in Figure 3.6-5, most of the City arterials would continue to operate at LOS C or above in the Year 2017 under the Preferred Growth Alternative. However, the following arterials would operate below LOS C under the Preferred Growth Alternative and the "with" SR-167 extension condition:

- Meridian Avenue East south of 36th Street East would operate at a degraded LOS F (V/C of 1.36);
- Meridian Avenue East between the King County line and 8th Street East would operate at a degraded LOS F (V/C of 1.64);
- Meridian Avenue between 8th Street East and 36th Street East deteriorates from LOS C under the 16,000 population scenario to LOS D;
- 8th Street East between Meridian Avenue East and 122nd Avenues would deteriorate from LOS D to LOS F;
- 114th Avenue East between Jovita Boulevard and 8th Street East would deteriorate from LOS C to LOS E; and
- Jovita Boulevard East between West Valley Highway and 114th Avenue would fall from LOS C to LOS D.

Major degradations in LOS "without" the SR-167 extension compared to "with" SR-167, would occur at:

- 114th Avenue East between Jovita Boulevard and 8th Street East where operations would fall to LOS F (V/C of 1.04);
- Meridian Avenue East south of 36th Street East (LOS F with V/C of 1.52); and
- Meridian Avenue East north of 8th Street East to the King County line (LOS F with V/C of 1.81).

Preferred Growth With SR-167 - LOS

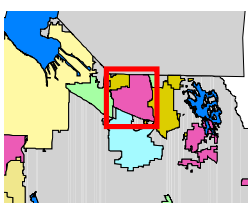


LEGEND

Preferred With SR167-LOS

- A
- B
- C
- D
- E
- F
- City Limits

4000 0 4000 Feet



N

Figure 3.6-6
Preferred Growth With SR-167 - LOS

Source: Pierce County data

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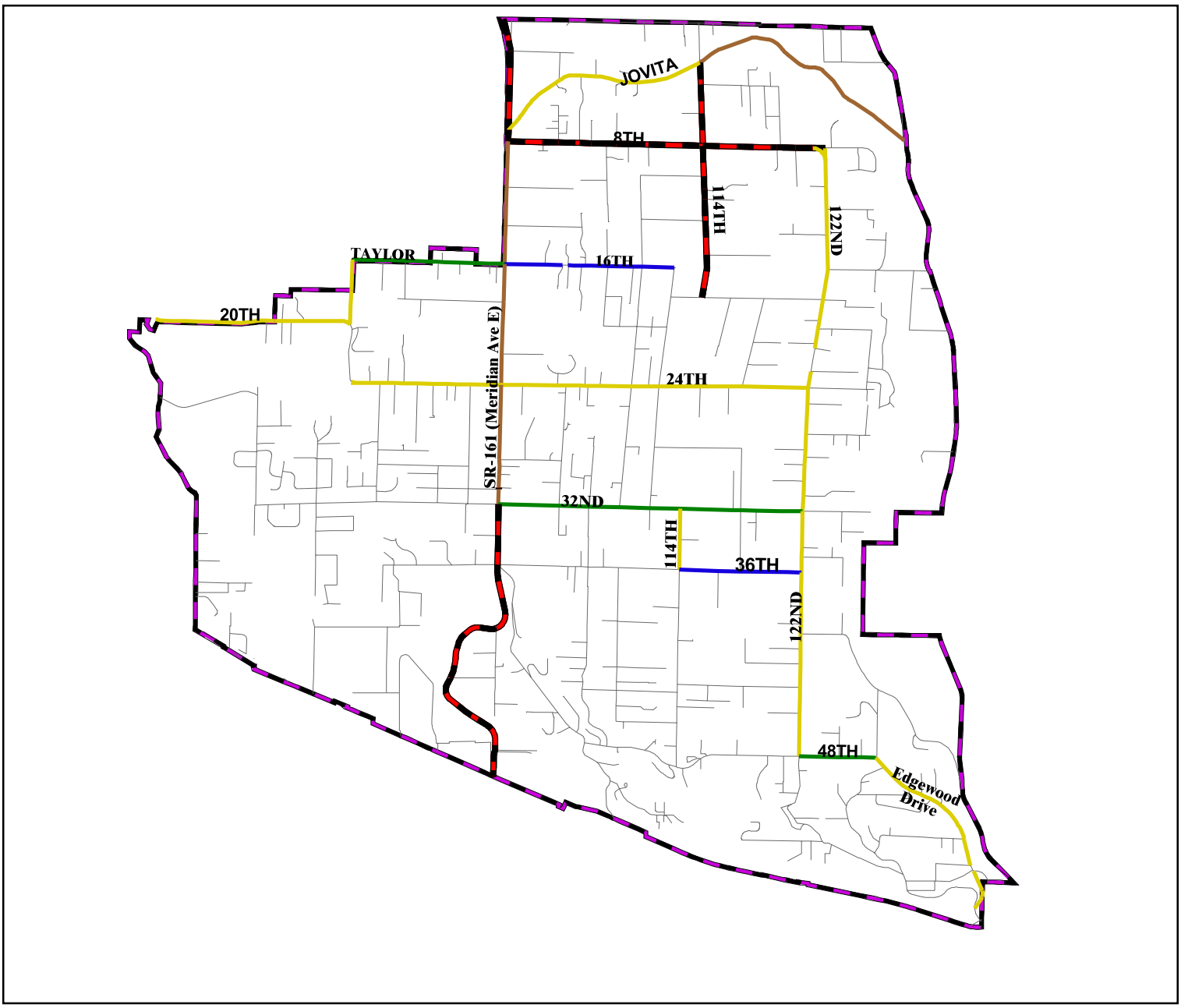
Preferred Growth Without SR-167 - LOS



LEGEND

Preferred Without SR167-LOS

- A
- B
- C
- D
- F
- City Limits

4000 0 4000 Feet

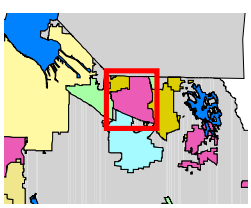


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Figure 3.6-7
Preferred Growth W/O SR-167 - LOS

Source: Pierce County data

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Overall traffic delay for the City of Edgewood's arterial street system under the Preferred Growth Alternative would be about 12.3% less with the SR-167 extension project (V/C of 0.73) than without it (V/C of 0.82).

Low Growth Alternative

The Low Growth Alternative represents a future development density that assumes no changes in the City of Edgewood's existing zoning.

Table 3.6-6 Year 2017.Low Growth Alternative			**With SR-167 Extension**			**Without SR-167 Extension**		
Street Name/Segment	PM Peak Direction	1-Way Peak Hour Capacity	One-Way PM Peak Volumes	PM Peak V/C	PM Peak LOS	PM Peak Direction Volume	PM Peak V/C	PM Peak LOS
Jovita Boulevard East								
east of Meridian Ave. E.	WB	1175	701	0.60	C	803	0.68	C
west of W. Valley Highway	WB	1175	809	0.69	C	852	0.72	C
Meridian Avenue East								
Between King Co. Line & 8th St. E.	SB	1175	1736	1.48	F	1984	1.69	F
between 8th St. E. & 16th St. E.	SB	2050	1487	0.73	C	1696	0.83	D
between 16th St. E. & 24th St. E.	SB	2050	1531	0.75	C	1710	0.83	D
bet. 24th St. E. & 32nd St. E.	SB	2050	1540	0.75	C	1720	0.84	D
bet. 32nd St. E. & 36th St. E.	SB	2050	1494	0.73	C	1718	0.84	D
bet. 36th St .E. & UPRR crossing	SB	1175	1459	1.24	F	1679	1.43	F
Edgewood Drive East								
north of Valley Avenue E.	SE	700	307	0.44	B	354	0.51	C
16th St. E (Taylor St. E)								
bet. Meridian Ave. E. & 112th Ave. E.	EB	700	159	0.23	A	211	0.30	A
bet. Meridian Ave. E. & Porter Way	EB	700	251	0.36	B	293	0.42	B
8th Street East								
bet. Meridian Ave. E. & 122nd Ave. E.	EB	700	573	0.82	D	650	0.93	E
20th Street East								
bet. 92nd Ave. E. & 15th Ave. E.	EB	700	351	0.50	B	413	0.59	C
bet. 15th Ave. E. & Freeman Road E.	WB	700	386	0.55	C	411	0.59	C
24th Street East								
bet. Meridian Ave. E. & 122nd Ave. E.	EB	700	323	0.46	B	375	0.54	C
bet. Meridian Ave. E. & 92nd Ave. E.	EB	700	327	0.47	B	410	0.59	C
32nd Street East								
bet. Meridian Ave. E. & 122nd Ave E.	EB	700	210	0.30	A	269	0.38	B
36th Street East								
bet. 114th Ave. E. & 122nd Ave. E.	EB	700	161	0.23	A	139	0.20	A
48th Street East								
east of 122nd Ave. E.	EB	700	206	0.29	A	242	0.35	B
114th Avenue East								
bet. Jovita Blvd. & 8th S. E.	SB	700	518	0.74	C	581	0.83	D
bet. 8th St. E. & 18th St. E.	SB	700	143	0.20	A	164	0.23	A
bet. 32nd St. E. & 36th St. E.	SB	700	286	0.41	B	388	0.55	C

Table 3.6-6 Year 2017.Low Growth Alternative			With SR-167 Extension			Without SR-167 Extension		
Street Name/Segment	PM Peak Direction	1-Way Peak Hour Capacity	One-Way PM Peak Volumes	PM Peak V/C	PM Peak LOS	PM Peak Direction Volume	PM Peak V/C	PM Peak LOS
122nd Avenue East								
bet. 8th St. E. & 24th St. E.	SB	700	246	0.35	B	314	0.45	B
bet. 24th St. E. & 36th St. E.	SB	700	331	0.47	B	402	0.57	C
bet. 36th St. E. & 48th St. E.	SB	700	322	0.46	B	390	0.56	C

As shown in Figure 3.6-6, most City of Edgewood arterials are projected to continue operating efficiently at LOS C or better. However, traffic congestion is likely to occur on three arterials: Meridian Avenue East (SR-161), 8th Street East and 114th Avenue East. Assuming the proposed expansion of Meridian Avenue to five lanes, the existing LOS F would improve to LOS C in Year 2017 under the Low Growth Alternative with the SR-167 freeway extension. For the unimproved section of SR-161 south of 36th Street East, the level of service would deteriorate from LOS E in 2000 to LOS F (V/C of 1.24) in Year 2017. The remaining unimproved section of SR-161 from 8th Street East north to the King County line would remain at LOS F under this scenario. It would become the most congested street segment within the City of Edgewood with the SR-167 extension (V/C of 1.48) or without (V/C of 1.69).

The LOS on 8th Street East between Meridian Avenue East and 122nd Avenue East would worsen to LOS D with the SR-167 freeway extension and to LOS E without the SR-167 extension. Level of service on 114th Avenue East between Jovita Boulevard and 8th Street East would worsen to LOS D if the SR-167 extension is not constructed. Overall traffic delay for the City of Edgewood's arterial street system under the Low Growth Alternative would be about 14% less with the SR-167 extension project (V/C of 0.64) than without it (volume-capacity ratio of 0.73).

High Growth Alternative

The High Growth Alternative represents a future condition with significant modifications to Edgewood's zoning code, and is the highest density alternative from a development perspective.

As shown in Table 3.6-7, the following arterials would operate below LOS C under the High Growth Alternative and the "with" SR-167 freeway extension condition:

- Meridian Avenue East south of 36th Street East would operate at a degraded LOS F (V/C of 1.49);
- Meridian Avenue East from 8th Street East north to the King County line would operate at a degraded LOS F (V/C of 1.79);
- Meridian Avenue East between 8th Street East and 36th Street East would continue to operate at LOS D;

TABLE 3.6-7. Year 2017 High Growth Alternative			With SR-167 Extension			W/Out SR-167 Extension		
Street Name/Segment	PM Peak Direction	1-Way Peak Hour Capacity	One-Way PM Peak Volumes	PM Peak Hour V/C	PM Peak Hour LOS	One-Way PM Peak Volumes	PM Peak Hour V/C	PM Peak Hour LOS
Jovita Boulevard East								
east of Meridian Ave. E	WB	1175	842	0.72	C	965	0.82	D
west of W. Valley Highway	WB	1175	973	0.83	D	1024	0.87	D
Meridian Avenue East								
between King Co. Line & 8th St. E.	SB	1175	2108	1.79	F	2260	1.92	F
between 8th St. E. & 16th St. E.	SB	2050	1782	0.87	D	1916	0.93	E
between 16th St. E. & 24th St. E.	SB	2050	1832	0.89	D	1937	0.94	E
bet. 24th St. E. & 32nd St. E.	SB	2050	1843	0.90	D	1998	0.97	E
bet. 32nd St. E. & 36th St. E.	SB	2050	1788	0.87	D	1971	0.96	E
bet. 36th St. E. & UPRR crossing	SB	1175	1746	1.49	F	1963	1.67	F
Edgewood Drive East								
north of Valley Avenue E.	SE	700	461	0.66	C	531	0.76	D
16th St. E (Taylor St. E)								
bet. Meridian Ave. E. & 112th Ave. E.	EB	700	239	0.34	B	316	0.45	B
bet. Meridian Ave. E. & Porter Way	EB	700	377	0.54	C	440	0.63	C
8th Street East								
bet. Meridian Ave. E. & 122nd Ave. E.	EB	700	860	1.23	F	976	1.39	F
20th Street East								
bet. 92nd Ave. E. & 15th Ave. E.	EB	700	526	0.75	C	619	0.88	D
bet. 15th Ave. E. & Freeman Road	WB	700	578	0.83	D	616	0.88	D
24th Street East								
bet. Meridian Ave. E. & 122nd Ave. E.	EB	700	484	0.69	C	563	0.80	D
bet. Meridian Ave. E. & 92nd Ave. E.	EB	700	491	0.70	C	615	0.88	D
32nd Street East								
bet. Meridian Ave. E. & 122nd Ave. E.	EB	700	315	0.45	B	404	0.58	C
36th Street East								
bet. 114th Ave. E. & 122nd Ave. E.	EB	700	242	0.35	B	209	0.30	A
48th Street East								
east of 122nd Ave. E.	EB	700	309	0.44	B	364	0.52	C
114th Avenue East								
bet. Jovita Blvd. & 8th St. E.	SB	700	777	1.11	F	872	1.25	F
bet. 8th St. E. & 18th St. E.	SB	700	215	0.31	B	246	0.35	B
bet. 32nd St. E. & 36th St. E.	SB	700	429	0.61	C	583	0.83	D
122nd Avenue East								
bet. 8th St. E. & 24th St. E.	SB	700	370	0.53	C	471	0.67	C
bet. 24th St. E. & 36th St. E.	SB	700	497	0.71	C	602	0.86	D
bet. 36th St E & 48th St. E	SB	700	483	0.69	C	585	0.84	D

- Jovita Boulevard between West Valley Highway and 114th Avenue East would continue to operate at LOS D;

- 8th Street East between Meridian Avenue East and 122nd Avenue East would continue to operate at LOS F, but at a higher congestion level (V/C of 1.23);

- 20th Street East between 15th Avenue East and Freeman Road would deteriorate from LOS C under the Preferred Growth Alternative to LOS D; and

- 114th Avenue East between Jovita Boulevard and 8th Street East would deteriorate from LOS E under the Preferred Growth Alternative to LOS F.

Under the "without" SR-167 extension condition, the following arterial sections would experience degraded LOS compared to the "with" SR-167 condition.

- Meridian Avenue East (SR-161) between 8th Street East and 36th Street East would deteriorate from LOS D to LOS E;

- Meridian Avenue East south of 36th Street East would operate at a degraded LOS F (V/C of 1.67);

- Meridian Avenue East from 8th Street East to the King County line would operate at a degraded LOS F (V/C of 1.92);

- Jovita Boulevard East between Meridian Avenue East and 114th Avenue East would worsen from LOS C to LOS D;

- Edgewood Drive East north of Valley Avenue East would worsen from LOS C to LOS D;

- 20th Street East between 92nd Avenue East and 15th Avenue East would deteriorate from LOS C to LOS D;

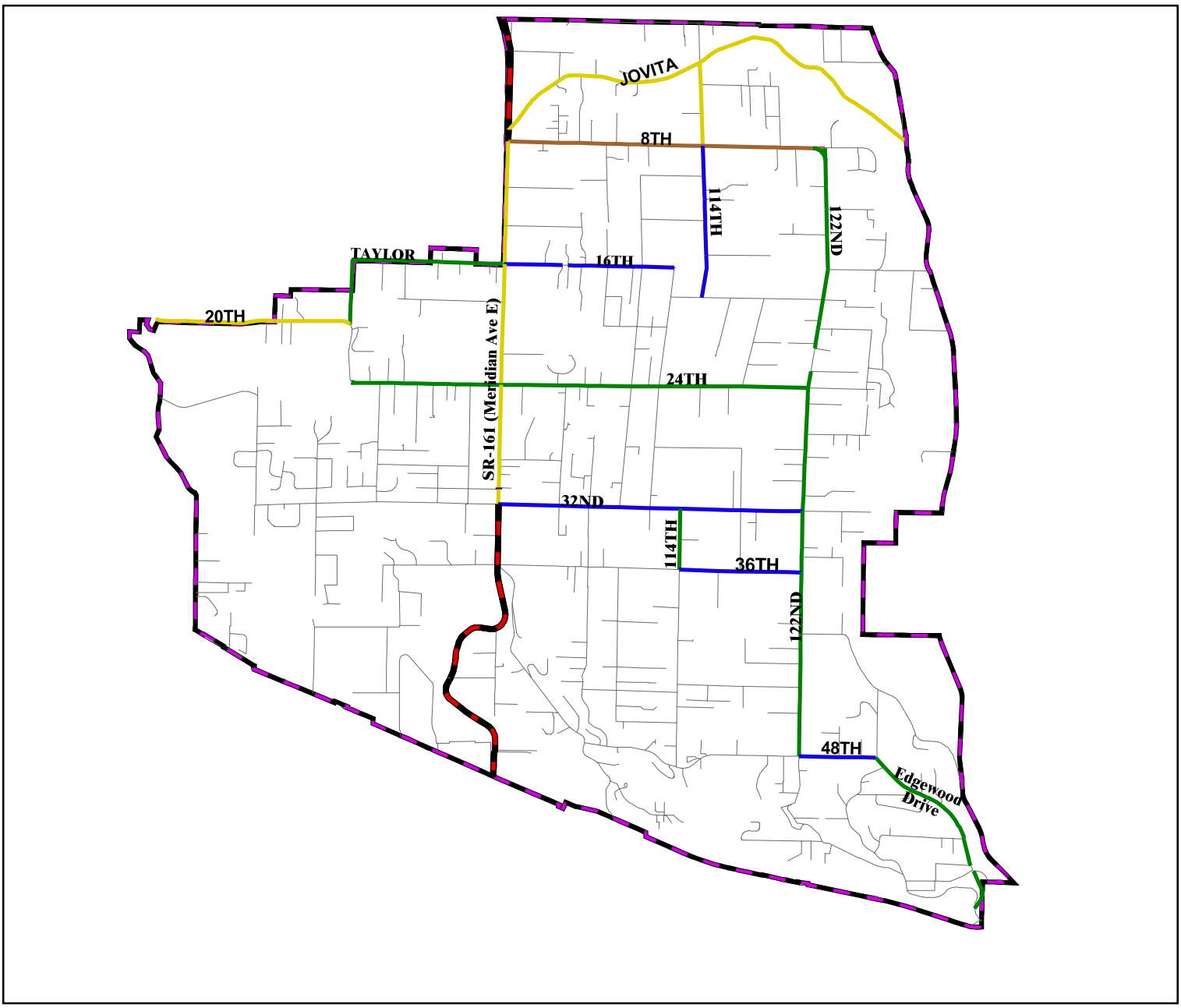
- 24th Street East between Meridian Avenue East and 122nd Avenue East would worsen from LOS C to LOS D;

- 24th Street East between Meridian Avenue East and 92nd Avenue East would worsen from LOS C to LOS D;

- 114th Avenue East between 32nd Street and 36th Street East would deteriorate from LOS C to LOS D;

- 122nd Avenue East between 24th Street East and 36th Street East would deteriorate from LOS C to LOS D; and

Low Growth With SR-167 - LOS



LEGEND

Low Growth With SR167-LOS

- A
- B
- C
- D
- F
- City Limits

4000 0 4000 Feet

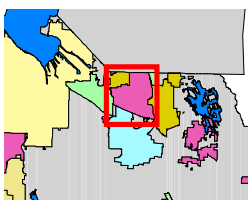


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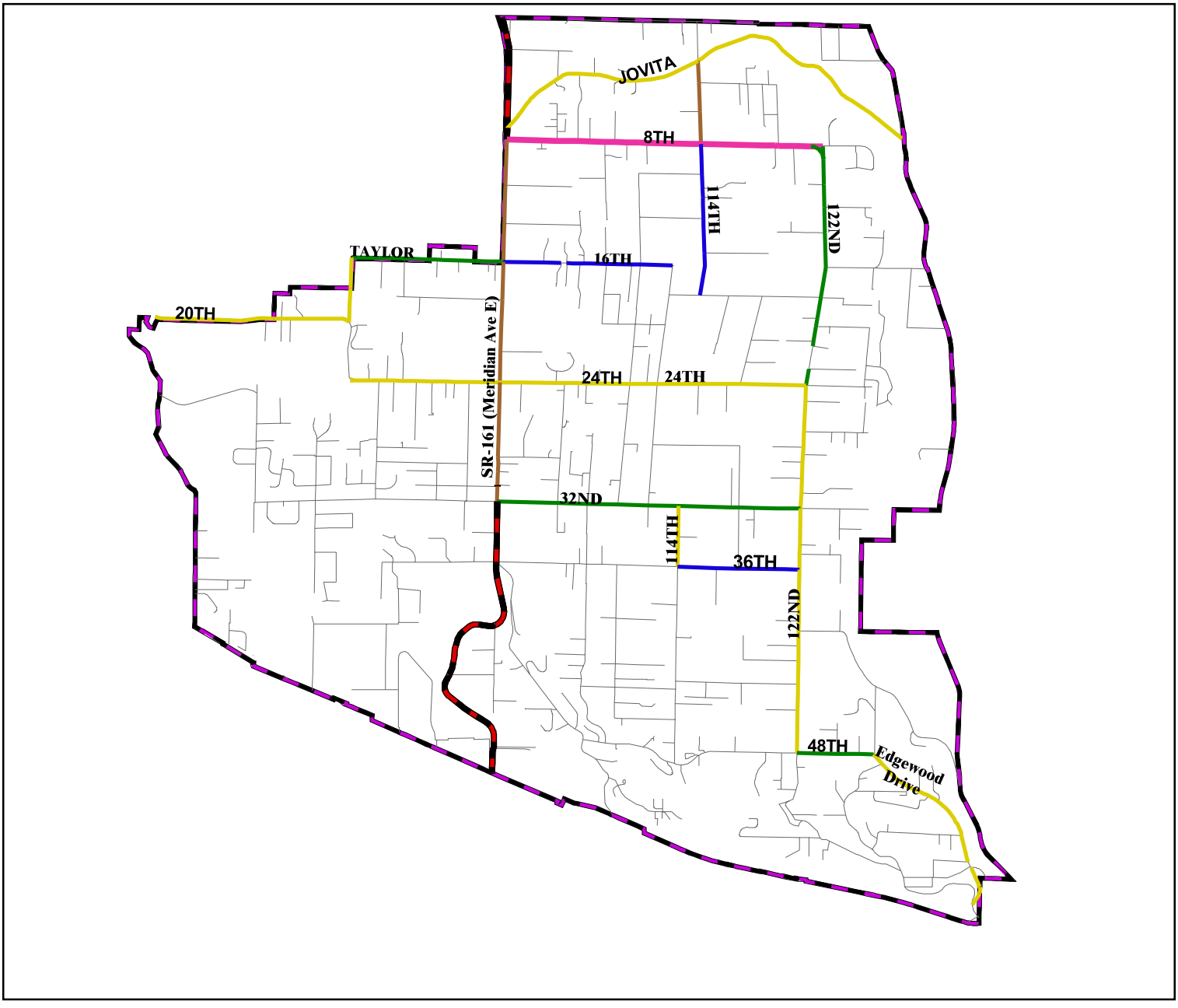
Figure 3.6-8
Low Growth With SR-167 - LOS

Source: Pierce County data

May 2001 - d:\gis_files\projects\comp_plan\feis6.apr

Low Growth Without SR-167 - LOS



LEGEND

Low Growth Without SR167-LOS

- A
- B
- C
- D
- E
- F
- City Limits

4000 0 4000 Feet

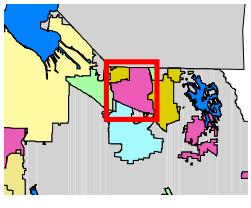


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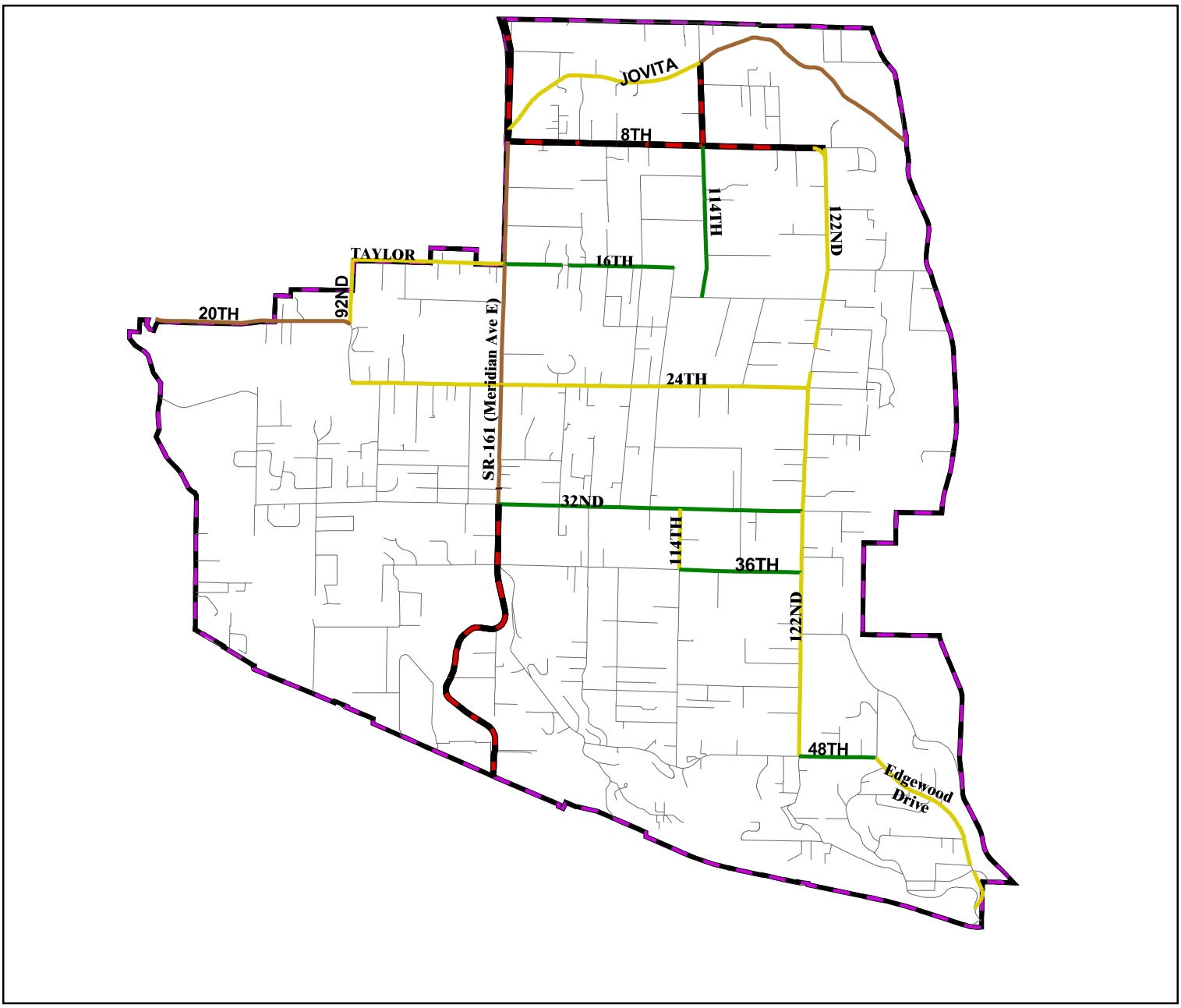
Figure 3.6-9
Low Growth W/O SR-167 - LOS

Source: Pierce County data

May 2001 - d:\gis_files\projects\comp_plan\feis6.apr

High Growth With SR-167 - LOS



LEGEND

High Growth With SR167-LOS

- B
- C
- D
- F
- City Limits

4000 0 4000 Feet

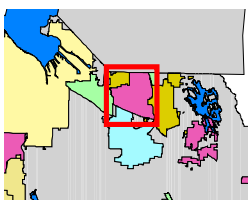


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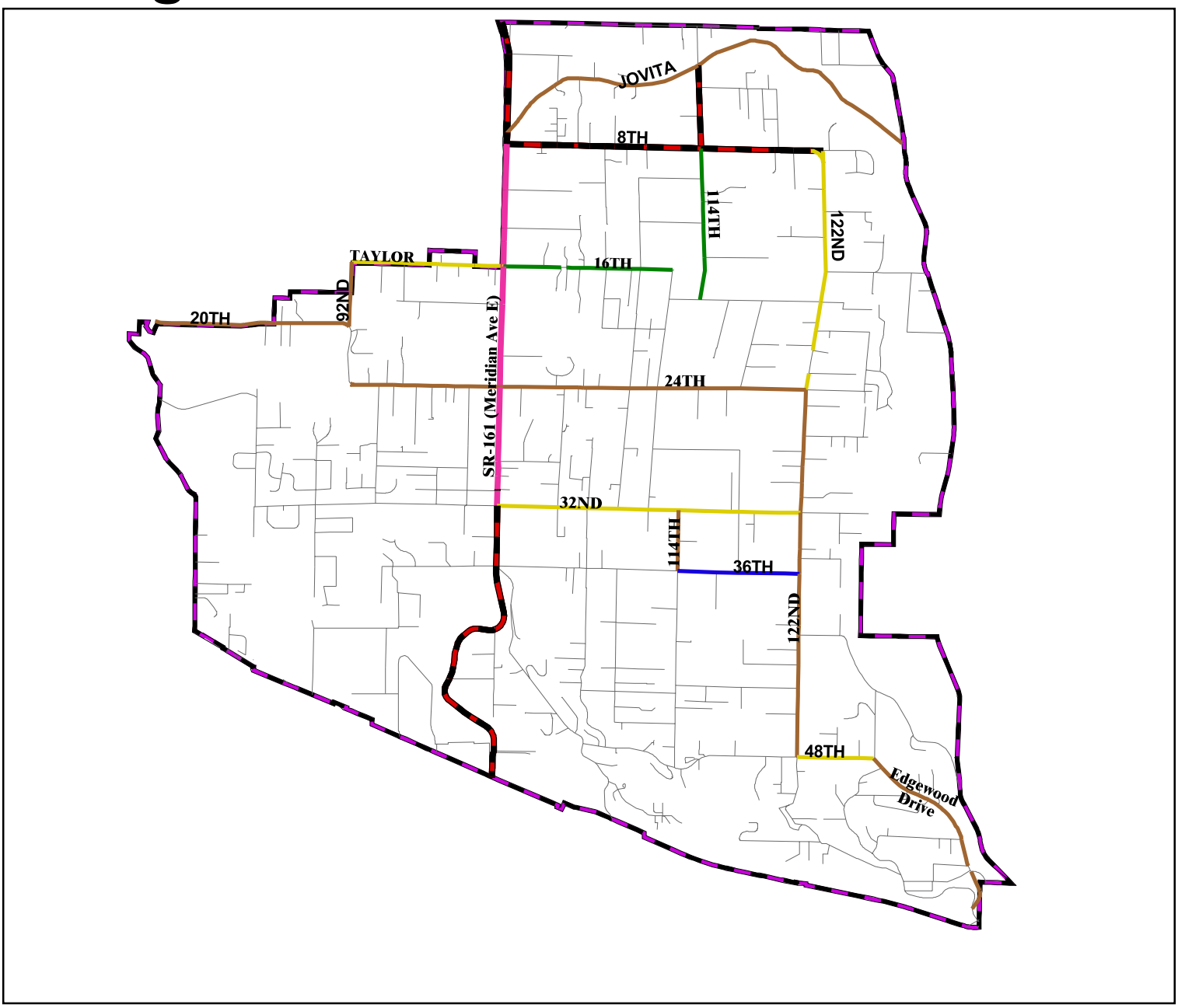
Figure 3.6-10
High Growth With SR-167 - LOS

Source: Pierce County data

May 2001 - d:\gis_files\projects\comp_plan\feis6.apr

High Growth Without SR-167 - LOS



LEGEND

High Growth Without SR167-LOS

- A
- B
- C
- D
- E
- F
- City Limits

4000 0 4000 Feet

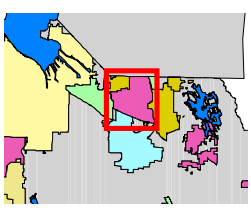


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Figure 3.6-11
High Growth W/O SR-167 - LOS

Source: Pierce County data

May 2001 - d:\gis_files\projects\comp_plan\feis6.apr

- 114th Avenue East between 32nd Street and 36th Street East would deteriorate from LOS C to LOS D;

- 122nd Avenue East between 24th Street East and 36th Street East would deteriorate from LOS C to LOS D; and

- 122nd Avenue East between 36th Street East and 48th Street East would worsen from LOS C to LOS D.

Overall traffic delay for the City of Edgewood's arterial street system under the High Growth Alternative would be about 12% less with the SR-167 extension project (V/C of 0.83) than without it (V/C of 0.93).

TABLE 3.6-8. Future Scenario LOS Comparison	**Number of Arterial Segments Operating at:**			**Average**	
Development Scenario:	LOS D	LOS E	LOS F	V/C Ratio	LOS
Existing Conditions (Year 2000)	0	1	5	0.55	C
Year 2017 Low Growth Alternative with SR-167 extension	1	0	2	0.64	C
Year 2017 Low Growth Alternative without SR-167 extension)	5	1	2	0.73	C
Year 2017 Preferred Growth Alternative with SR-167 extension	5	1	3	0.73	C
Year 2017 Preferred Growth Alternative without SR-167 extension	5	0	4	0.82	D
Year 2017 High Growth Alternative with SR-167 extension	6	0	4	0.83	D
Year 2017 High Growth Alternative without SR-167 extension	10	4	4	0.93	E

Mitigation Measures

In order to maintain the LOS standards adopted as part of the Comprehensive Plan, arterial volumes should be closely monitored about every three to five years. If a LOS standard were to be exceeded as a result of a specific development, the City may respond by 1) requiring specific transportation improvements to mitigate traffic impacts from the project, or 2) lowering the LOS standard through an amendment to the Comprehensive Plan.

Project-specific environmental reviews should evaluate anticipated peak hour impacts to local arterials and intersections and prescribe transportation system improvements needed to maintain level of service standards. The recommended transportation improvements for the City of Edgewood would mitigate some of the congestion along major and minor arterials, particularly through proposed channelization and road widening improvements.

Roadway Improvements

Future capacity improvements such as road widening on local arterials and collector streets could be constrained by the absence of a surface water drainage system and existing wetlands on 40% of the land within the City of Edgewood. Less capital-intensive improvements such as installing traffic signals and intersection channelization improvements should be considered initially. Several arterial sections and intersections are projected to experience high congestion levels. Further study would be required to determine appropriate mitigation improvements.

The following arterial street segments are listed in approximate order of importance based on when improvements would be needed:

1. Meridian Avenue East north of 8th Street East to King County line (V/C of 1.48 under Low Growth Alternative with SR-167);

2. Intersections of Meridian Avenue East /8th Street East and Meridian Avenue East/ Jovita Boulevard;

3. Meridian Avenue East south of 36th Street East to intersection with Valley Avenue in Puyallup (V/C of 1.24 north of UP rail corridor under Low Growth Alternative with SR-167)

4. 8th Street East between Meridian Avenue East and 122nd Avenue East (V/C of 1.16 under Preferred Growth Alternative without SR-167);

5. 114th Avenue East between Jovita Boulevard and 8th Street East (V/C of 1.11 under High Growth Alternative with SR-167);

6. Intersections of Meridian Avenue East at 16th Street East, 24th Street and 32nd Street East (these sections of Meridian Avenue East are projected to operate at LOS E under the High Growth Alternative without the SR-167 extension).

The study of the north-end Meridian Avenue East corridor should include an analysis of east-west traffic patterns in general and possible improved connections between Jovita Boulevard and Milton Way in particular. Each of the studies should examine low-cost as well as high-cost capital improvements.

In addition to any signal, channelization or roadway widening improvements that may be proposed to improve capacity, a more general program of transportation demand management strategies should be implemented to achieve the highest level of transportation system efficiency possible.

Transit Service and Facility Improvements

The Washington Department of Transportation'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. Using these criteria, staff planners have listed state highway improvements affecting Edgewood in Figure 1.

The Washington State Department of Transportation (WSDOT) plans to improve mobility on Meridian 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.

In addition, WSDOT is 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 City of Puyallup, which borders Edgewood to the south. 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 3.6-9 lists mobility strategies for these two state highways in and near the City of Edgewood.

Figure 3.6-9: Highway improvements affecting traffic through and access to and from the City of Edgewood.

Route	Vicinity	Strategy
Meridian (SR 161)	36th St. East to Jovita Blvd.	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 a four lane freeway.
SR 167	I-5 to Meridian/ 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).

Pedestrian and Bicycle Improvements

In recent years, the awareness of the potential and demand for non-motorized transportation routes has increased throughout the nation. There are no significant stretches of roadway in the City of Edgewood that restrict pedestrian or bicycle usage. However, pathways and sidewalks are provided only at limited locations within City limits.

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.

A good deal of recreational riding and hiking takes place throughout the City along road rights-of-way and in other areas where a trail is not guaranteed to the user. Designated trails are almost nonexistent with the exception of a few private routes and routes along existing roads that have not been designated by the City, but which have not been developed for safe utilization by bicycles, horses, or pedestrians. One of these routes is the Sumner/Pacific Trail located along the White River with connections to the City of Edgewood.

Transportation Demand Management (TDM) Strategies

Transportation demand management (TDM) strategies have received increasing attention because of dwindling local funds available for major transportation capital improvements. TDM strategies are designed to reduce the demand for vehicle travel on roadways and to preserve existing roadway system capacity. This can be accomplished in three ways:

1. Shifting single-occupant vehicle (SOV) trips to carpools, transit, or non-motorized travel modes.

2. Eliminating trips entirely through programs like telecommuting or home shopping.

3. Shortening trip lengths and “trip-chaining” (i.e., improving efficiency and reducing vehicle miles traveled by combining a series of multi-purpose trips into a chain of shorter trips).

Traditionally, TDM strategies have focused solely on commute trips; more recently, however, TDM has been broadened to cover all trip types since commute trips only account for 20 to 30 percent of all regional trips on a daily basis.

Most TDM programs need to be initiated at the state or regional level since most trips pass through several jurisdictions. However, the City can actively support and promote these programs. In addition, the City should consider working closely with Pierce Transit and/or the WSDOT to:

- Encourage large employers to institute flex-hour and staggered hour scheduling to reduce localized congestion during peak commute times.

- Implement a local public awareness and education program designed to promote the environmental and social benefits of TDM strategies.

- Work with local high schools to educate students about the social benefits of carpooling and riding transit to school.

- Encourage smaller employers (less than 100 employees) not covered under the state's CTR law to voluntarily implement TDM programs for their employees and assist these employers in tapping in to larger employers' ridematching/ridesharing and other transit incentive programs.

Please see the Transportation Issues and Goals and Policies Sections of this Element for more detail.

Transportation Systems Management Strategies

Transportation Systems Management (TSM) refers to strategies that improve facility operations, traffic flow, or safety without construction of new or expanded road facilities. TSM strategies are generally less expensive than major capital improvements. Like TDM, they support the goal of preserving existing roadway capacity with minimal investment.

As the City of Edgewood begins to develop toward buildout of its Comprehensive Plan and commercial activity begins to increase, the City may consider the following TSM actions:

- Explore interconnecting traffic signals to provide green light progressions through high-volume corridors to maximize traffic flows during peak commute periods;

- Work with Pierce Transit to implement transit signal-priority systems to enhance the reliability of transit as an alternative transportation mode; and/or

- Plan and implement an arterial HOV lane system to connect high-density employment centers with bus transit centers and commuter rail stations.

Concurrency Management and Implementation

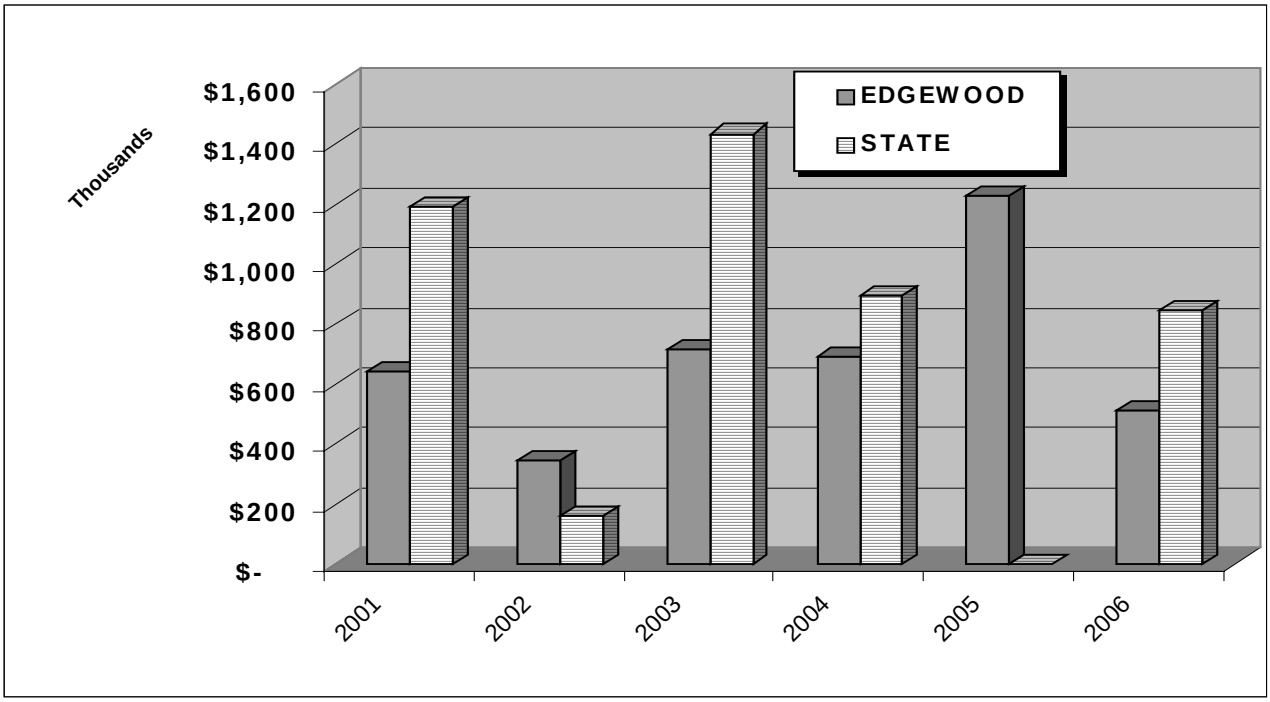
Under the GMA, all Washington municipal Comprehensive Plans are required to show a fiscal comparison of estimated transportation improvement costs against the potential revenue generated from existing and future sources. A key requirement of the GMA is that the estimated transportation revenues must be sufficient to fund the improvements identified in the plan. If revenues fall short of anticipated costs, the City must identify additional funding sources. If additional funding sources cannot be identified, or are not desired, the level of service threshold or land use assumptions contained in the plan must be adjusted to maintain a balance of costs and revenues.

With the passing of Initiative 695 (I-695) in 1999, the City of Edgewood annual revenue loss was about $1million from sale tax equalization, funded by the motor vehicle excise taxes (MVET). In 2000, I-695 was found unconstitutional. The State Legislature however, chose not to reenact the MVET. The legislature did approve an 18-month

funding supplement to cities and counties affected by the revenue loss by distributing a new one time revenue source titled Local Government Assistance.

As a result of I-695, the City has discontinued supplementing its street fund with General Funds. This is reflected in the 2000-2006 Transportation Improvement Program and Finance Plan (see Figure 3.6-12 and Table 3.6-9). As required by the GMA, estimated revenues must be sufficient to cover anticipated expenditures. Table 3.6-11 summarizes the estimated transportation revenues and expenditures for the first six years of the plan.

Figure 3.6-12 Transportation Improvement-State/Local Funding



Source: City of Edgewood Transportation Improvement Plan

Table: 3.6-10. Cost / Revenues for City Streets													
(All Amounts Are in Times $ 1,000/ Projects are prioritized)													
					2001	**2002**	**2003**	**2004**	**2005**	**2006**	**TOTAL**		
COSTS													
Priority	**PROJECT**												
1- Jovita Blvd./ 114th Ave.					$	1,300	$ -	$ -	$ -	$ -	$ -	$	1,300
2- 24TH St. Walkway (East)					$	235	$ -	$ -	$ -	$ -	$ -	$	235
3 - Edgewood Drive Safety Imp.					$	-	$ -	$ 100	$ 520	$ -	$ -	$	620
4 - 24TH St. Walkway (West)					$	-	$ -	$ 39	$ 150	$ -	$ -	$	189
5- Sumner Heights Dr Safety Imp					$	-	$ -	$ -	$ -	$ 875	$ -	$	875
6 - Jovita Blvd. / Meridian Relocation					$	-	$ 200	$ 700	$ 600	$ -	$ -	$	1,500
7 - 48th Street Safety Imp.					$	-	$ -	$ -	$ -	$ 30	$ 1,030	$	1,060
8 - Annual Seal Coat Program					$	300	$ 306	$ 312	$ 318	$ 324	$ 331	$	1,891

Table: 3.6-10. Cost / Revenues for City Streets											
(All Amounts Are in Times $ 1,000/ Projects are prioritized)											
					2001	2002	2003	2004	2005	2006	TOTAL
9 - 24TH/Meridian-Intersection					$ -	$ -	$ 900	$ -	$ -	$ -	$ 900
10 - 16TH/Meridian-					$ -	$ -	$ 100	$ -	$ -	$ -	$ 100
			TOTALS		$1,835	$ 506	$2,151	$1,588	$1,229	$ 1,361	$ 8,670
REVENUES											
	1	Jovita Blvd./ 114th Ave.									
		Local			$ 260						$ 260
		State	UATA		$ 1,040						$ 1,040
				TOTAL	$ 1,300	$ -	$ -	$ -	$ -	$ -	$ 1,300
	2	24TH St. Walkway (Meridian - Edgemont)									
		Local			$ 85						$ 85
		State	PFP		$ 150						$ 150
				TOTAL	$ 235	$ -	$ -	$ -	$ -	$ -	$ 235
	3	Edgewood Drive Safety Improvements									
		Local					$ 20	$ 104			$ 124
		State	UATA				$ 80	$ 416			$ 496
				TOTAL	$ -	$ -	$ 100	$ 520	$ -	$ -	$ 620
	4	24TH St. Walkway (Meridian - Northwood Elementary)									
		Local					$ 39	$ 150			$ 189
		State	PFP								$ -
				TOTAL	$ -	$ -	$ 39	$ 150	$ -	$ -	$ 189
	5	Sumner Heights Drive Safety Improvements									
		Local							$ 875		$ 875
		State	UATA								$ -
				TOTAL	$ -	$ -	$ -	$ -	$ 875	$ -	$ 875
	6	Jovita Boulevard / Meridian Relocation									
		Local				$ 40	$ 140	$ 120			$ 300
		State	TIA			$ 160	$ 560	$ 480			$ 1,200
				TOTAL	$ -	$ 200	$ 700	$ 600	$ -	$ -	$ 1,500
	7	48th Street East Safety Improvements									
		Local							$ 30	$ 182	$ 212
		State	UATA							$ 848	$ 848
				TOTAL	$ -	$ -	$ -	$ -	$ 30	$ 1,030	$ 1,060
	8	Annual Seal Coat Program (Maintenance)									
		Local			300	$ 306	$ 312	$ 318	$ 324	$ 331	$ 1,891
		State									
				TOTAL	$ 300	$ 306	$ 312	$ 318	$ 324	$ 331	$ 1,891
	9	24TH Street East/ Meridian - Intersection Improvements									
		Local					$ 180				$ 180
		State	Funding				$ 720				
				TOTAL	$ -	$ -	$ 900	$ -	$ -	$ -	$ 180
	10	16TH Street East / Meridian Avenue East - Traffic Signal									

Table: 3.6-10. Cost / Revenues for City Streets												
(All Amounts Are in Times $ 1,000/ Projects are prioritized)												
					2001	2002	2003	2004	2005	2006	TOTAL	
		Local					$ 25				$ 25	
		State	Funding				$ 75					
				TOTAL	$ -	$ -	$ 100	$ -	$ -	$ -	$ 25	
	TOTAL FUNDING				2001	2002	2003	2004	2005	2006	TOTAL	
		EDGEWOOD			$ 645	$ 346	$ 716	$ 692	$ 1,229	$ 513	$ 4,141	
		STATE			$ 1,190	$ 160	$ 1,435	$ 896	$ -	$ 848	$ 4,529	
				TOTAL	$1,835	$ 506	$2,151	$1,588	$1,229	$ 1,361	$ 8,670	

Source: City of Edgewood Transportation Plan

Table 3.6-11: City of Edgewood Six-Year Transportation Funding (In $1,000s)											
				2001	2002	2003	2004	2005	2006	TOTAL	
COSTS											
Inflation	6%	* Maintenance		$ 530	$ 562	$ 596	$ 631	$ 669	$ 709	$ 3,697	
		Construction		$ 1,535	$ 200	$ 839	$ 1,270	$ 905	$ 1,030	$ 5,779	
			TOTAL	$2,065	$ 762	$1,435	$1,901	$1,574	$1,739	$ 9,476	
REVENUES											
2.1%		State Funds		$ 317	$ 324	$ 330	$ 337	$ 344	$ 352	$ 2,005	
4.0%		*Interest on Reserves		$ 54	$ 34	$ 24				$ 111	
		Grants		$ 1,190	$ 160	$ 1,435	$ 896	$ -	$ 848	$ 4,529	
			TOTAL	$1,561	$ 517	$1,789	$1,233	$ 344	$1,200	$ 6,645	

Assumptions:

- **Maintenance & Operations** includes seal coating of streets, traffic control, engineering, and office support.
- **The Capital Reserves will be depleted in 5 years** and the utility may be forced to increase income to address street issues beyond the year 2004.
- **Grants** have been anticipated to represent **47.8%** of the total capital budget. Inability to obtain these grants will result in major delays to development.

As shown in Table 3.6-11, anticipated revenues are not adequate to finance the improvements contained in the Transportation Improvement Program. Over the longer term, the GMA requires that the level of transportation investment must keep pace with growth in traffic volumes so that the level of service thresholds established in the Comprehensive Plan are maintained. The following corridor level of service thresholds are proposed in the Comprehensive Plan Transportation Element:

- Maintain LOS F with a V/C 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 V/C ratio of 1.30 on Meridian Avenue East (SR-161) between 8th Street East and the King County Line;

- Maintain LOS D with a V/C of 0.90 on Meridian Avenue East (SR-161) between 8th Street East and 36th Street East;

Reassessment Strategy

The arterial level of service thresholds (excluding SR 161) established above will be monitored over time. For locations that may exceed the level of service threshold in the future, a different threshold would need to be established or a specific facility improvement would need to be identified and programmed for funding within six years.

While the future of transportation financing from state and federal sources is uncertain over the long term, there are mechanisms available to municipalities to generate revenue for, or otherwise encourage private investment in, transportation facilities. If the above proactive policies fail to maintain future levels of service within the established LOS thresholds, the City of Edgewood will resort to some combination of the following TDM/TSM strategies to bring any LOS deficiencies back into compliance under GMA concurrency requirements:

- Coordinate timing of new development in LOS-deficient areas with fully funded improvements identified in the required six (6) year transportation improvement plan;

- Provide for routing traffic to other roads with under-used capacity to relieve LOS standard deficiencies, as long as the impact of additional traffic on the safety and comfort of existing neighborhoods does not worsen;

- Aggressively pursue federal and state grants for specific transportation improvements on LOS-deficient roadway segments;

In addition, through its authority to establish and modify land use policy, the City of Edgewood can have a significant effect on personal travel behavior, particularly in how it chooses to manage the overall supply of parking. After major improvements to transit have been fully implemented and ridesharing programs are fully established as viable transportation alternatives, the City of Edgewood should aggressively pursue one or more of the following:

- Install parking meters on streets within and adjacent to commercial centers;

- Develop public parking facilities and use cost pricing to discourage SOV commuting;

- Set maximum parking space development standards and reduce over time to further constrain parking supply;

- Make development density bonuses available to developers who provide additional transit, bicycle, and pedestrian-friendly amenities beyond the minimum requirements;

- Reassess commercial and residential development targets by planning area and make adjustments to channel development away from LOS-deficient corridors;

- Effectively target population and employment growth in mixed-use centers to reduce overall travel demand;

These parking management strategies should be implemented in conjunction with the TDM/TSM measures listed above that would reduce parking demand by enhancing the attractiveness of alternative transportation modes. If these mitigation measures prove to be infeasible, or fail to bring LOS-deficient corridors back into compliance with GMA concurrency, then the City of Edgewood may choose to adjust LOS thresholds to accept higher levels of traffic congestion.

Unavoidable Adverse Impacts

There will be more traffic on City of Edgewood arterials in the year 2017 compared to existing conditions as a result of anticipated growth and development. Traffic congestion on City arterials will increase by the year 2017 depending on which of the three alternatives (Low Growth, Preferred or High) is implemented.

3.7 Aesthetics and Views

This section discusses the impacts on the visual environment of Edgewood associated with the alternatives discussed in this EIS.

Affected Environment

The visual environment in Edgewood is characteristic of its Northwest heritage. There are throughout Edgewood, special locations and travel routes that offer outstanding aesthetic opportunities. These areas principally include the Public Park, natural or near natural water bodies, or structures of notable architectural quality. Some roads within the City pass through areas of the Community with noteworthy scenic values. Most prominent of these is Mount Rainer, seen to the southeast and framed by the Cascade Mountain Range. Equally valuable, the Olympic Mountains are visible to the Northwest. They are particularly apparent from late fall through early spring when the high country snows highlights the range.

Environmental Impacts

None of the three alternatives include measures to protect existing views of Mount Rainier. Without such protection, an important visual resource that adds character to the visual environment will be lost as development occurs.

Mitigation Measures

Regardless of the alternative selected, the City should identify sensitive views, view corridors, and/or visual resources, as well as develop a program to protect these resources. The City should prepare and adopt development standards tied to zoning to identify specific treatments for site development. These standards may or may not address such areas as site planning, landscaping, lighting, signage, architecture, and other site characteristics, as necessary. This could potentially be extended to detailed design guidelines in certain high profile districts, such as the Town Center targeted for maximum growth at some point in the future, depending on City resources.

3.8 Public Services and Utilities

Affected Environment

Public services analyzed in this EIS include police, fire, and public schools. Utilities analyzed in this EIS include stormwater, sewer, water, electricity, telecommunications, solid waste, and natural gas. The City of Edgewood provides stormwater management. All other utility services are provided by other purveyors.

Environmental Impacts

Police

Law enforcement in Edgewood is provided by the Edgewood Police Department through contract with the Pierce County Sheriff's Department. The Police facilities in Edgewood are located in Edgewood City Hall at 2221 Meridian Avenue East, near the northeast corner of 24th Street East and Meridian Avenue East. Currently, the Edgewood Police Department employs approximately 6 officers, one officer for every 1,805 residents, one detective, a command/liaison officer (Chief). The City contracts with Pierce County for the following services: investigative services dispatch and record services, municipal jail cells, temporary holding cells and court.

Land use and policy changes associated with the Preferred Growth Alternative are expected to affect public safety in areas of the City where change is greatest. Redevelopment efforts proposed by the Plan in these areas should improve the present socioeconomic and physical conditions that contribute to criminal behavior in these areas. New construction, renovation, and higher standards of maintenance associated with the Comprehensive Plan's Crime Prevention through Environmental Design policies will further increase crime resistance.

None of the alternatives will have a significant negative impact.

Fire Prevention and Response

Fire prevention and response in Edgewood are the responsibility of the Edgewood Fire District #8. Pierce County Fire District #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. District staff is dispatched through a dispatching user group called Fire Comm., located at the headquarters fire station of Pierce County Fire District #2 in Lakewood. As is typical for fire service, Pierce County Fire District #8 cooperates with other fire districts for mutual aid in the event of a fire. Pierce County Fire District #8 endeavors to maintain a 5-minute response time for all calls. The Fire District is able to meet this goal due to its resident program and central location within Edgewood.

None of the alternatives will have a significant negative impact.

Public Schools

Three public school districts serve 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 at 5802 - 20th Street East, on the Fife High School Campus.

The District's facilities include four schools, which are listed in Table 3.8-1. In addition to permanent structures, the School District uses nine portables.

Table 3.8-1 FIFE SCHOOL DISTRICT
Facilities serving residents of the City of Edgewood.

FACILITY	CAPACITY	LOCATION
Elementary Schools		
▪ Discovery Primary (K-2, pre-school)	550	1205 –19th Avenue Milton, WA 98354
▪ Endeavor Intermediate (grades 3-5)	600	1304 - 17th Avenue Milton, WA 98354
Elementary Total	1,150	
Middle Schools		
▪ Surprise Lake Middle School	600	2001 Milton Way Milton, WA 98354
High Schools		
▪ Fife High School (the District's only high school)	800	5616 20 Street East Tacoma, WA 98424

Puyallup School District, No 3:

Existing School Facilities

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 3.8-2. PUYALLUP SCHOOL DISTRICT
Facilities serving residents of the City of Edgewood.

FACILITY	CAPACITY	LOCATION
Elementary Schools		
▪ Hilltop Elementary	357	2110 - 110th Avenue East, Edgewood, WA 98372
▪ Mountain View Elementary	338	3411 - 119th Avenue Court East Edgewood, WA 98372
▪ Northwood Elementary	336	9805 - 24th Street East Edgewood, WA 98372
Middle Schools		
▪ Edgemont Junior High	502	10909 - 24th Street East Edgewood, WA 98372
High Schools		
▪ Puyallup High School	1,751	105 - 7th Street Southwest Puyallup, WA 98371
▪ Quest (Gifted program)	51	428 – 11th Street SW Puyallup, WA 98371
▪ Walker High School	96	5715 Milwaukee Avenue East Puyallup, WA 98371

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).

Table 3.8-3 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

None of the alternatives will have a significant negative impact.

Stormwater

In November of 1997, the City Council adopted the City of Edgewood Surface Water Management Plan. The purpose of the Surface Water Management Plan (SWMP) is to provide guidance to the City for the development of policy related to four aspects of urban stormwater management: 1) regulation of development, 2) operation and maintenance, 3) capital facility needs, and 4) funding. The objectives of the SWMP are

to bring the City of Edgewood into compliance with the minimum standards for surface water management set by the Department of Ecology, to identify drainage related problems within the City, to develop a plan of action to deal with the problems in a manner acceptable to the citizens of the City, and to position the City to efficiently complete its Comprehensive Plan.

During the course of the study leading to the SWMP, recommendations were made to affect better control the impacts of new development. These recommendations were embodied in Ordinance 97-0078, adopted in July, 1997. The SWMP also recommends policies regarding the location of septic waste treatment systems in relation to areas subject to ponding. Another important recommendation is for the hiring of 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. The SWMP recommends a continuation of contract maintenance, but with an increased emphasis on preventative maintenance rather than reactive maintenance.

The SWMP analyzed facility needs in each of the City's 14 drainage basins. Despite the concerns raised by recent winter flooding, the SWMP suggests that the problems are not the City's responsibility, but that of the affected property owners. The only projects recommended for City action were the Jovita Boulevard reconstruction, with a high flow by-pass of Jovita Creek, and an annual program to address small local problems associated with the public streets and public drainage systems. Such a program can avert future damage at a relatively low cost. The SWMP recommended a continuing dialog with the public to determine whether or not the other projects identified in the SWMP are to be undertaken as publicly or privately funded projects.

Since a major capital program is not recommended in the SWMP, the City's current stormwater revenues are sufficient to fund stormwater management and the small projects program. The SWMP recommends keeping the current stormwater urban rates and extending them to all properties in the City.

None of the alternatives will have a significant negative impact.

Sanitary Sewer

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 comes off Taylor Way and goes 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 Cherrywood Manor, City residents and businesses utilize individual septic systems to handle wastewater.

None of the alternatives will have a significant negative impact.

Water

Water service within the City of Edgewood is provided by several entities. The largest provider is the Mt. View Edgewood Water Company. The City of Milton provides water service to the northwestern portion of the City of Edgewood. Several smaller, private Class A water systems serve the remainder of the City.

Mt. View-Edgewood Water Company

The Mt. View-Edgewood Water Company service area is completely enclosed by other water supply agencies. The neighboring utilities include King County Water District No. 124 and the cities of Milton, Fife, Puyallup and Sumner. Consequently, all future growth of the Mt. View-Edgewood Water Company will involve new construction and infilling within the present Mt. View-Edgewood Water Company service area.

Mt. View-Edgewood Water Company's service area has ground elevations which vary from a high elevation of 500 feet at the storage tank site in the southeast corner of the service area 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 Avenue at the base of the North Hill service area.

Two high steel storage tanks located in the southeast corner of the Mt. View service area provide the total storage capacity presently available to the water system. The two storage standpipes at elevation 500 feet are both 50 feet high and provide gravity supply pressures throughout the Mt. View-Edgewood Water Company 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.

Today Mt. View-Edgewood Water Company has a total of six separate sources of water supply in operation with a combined supply capacity of 2,405 gpm if the 400 gpm Barth well is used for standby supply only. The existing "active" sources without the Barth well together with the existing 1.175 gallons of storage provide sufficient supply capacity for a total of 3,329 Equivalent Residential Units (ERU's) of water.

Milton Municipal Water Utility

Milton Municipal Water Utility provides water to properties in the northwest portion of the City. Milton derives its water from several underground aquifers located in the area. The land elevation within the water service area varies between approximately 20 and 400 feet above sea level. To balance water pressures in the distribution system, four distinct water pressure zones are maintained. The system includes three storage reservoirs, three booster pump stations, two pressure reducing valve (PRV) stations, and nearly 200,000 feet of transmission and distribution pipelines that range in size from 2 to 12 inches in diameter.

The City of Milton operates a Group A Community water system that is presently supplied by four wells. A fifth well is no longer in use, due to excessive drawdown. Water from two of the wells is treated before entering the system to provide corrosion control. Three of the City's four wells are located in the lowland western portion of the service area. These and other wells in this "Valley Peripheral" hydrogeologic area, with

depths of less than 100 feet, penetrate geologic units that extend beneath the adjacent uplands, rather than the younger valley fill. Two of the wells are situated together in a well field located immediately northeast of the intersection of Porter Way and Kent Way. The third valley well is located just west of Fife Way, approximately 1500 feet south of the intersection of Porter Way and Kent Way. The fourth well is located in the upland central portion of the service area, between 19th and 20th Avenue, approximately 500 feet south of Emerald Street. Wells in this "Edgewood Upland" hydrogeologic area penetrate a complex sequence of glacial deposits.

The City of Milton's water system includes three reservoirs that provide a total storage capacity of 1.45 million gallons. There is no reservoir in the two higher zones, despite the concentration of commercial land use in this area.

Actual total continuous production capacity of the active wells is assumed to be 1,225 gpm (1.76 MGD). In 1990, the maximum daily production was 1.56 million gallons per day (MGD), whereas the average daily production was 0.79 MGD. It is expected that Milton's water system will be adequate to meet the needs of future growth in its service area. However, over time Milton will need to develop additional sources of water to access the most reliable and cost-effective source of water.

All alternatives will not have a significant negative impact.

Electricity

Puget Sound Energy (PSE) supplies electric service within the entire City limits of the City of Edgewood. The quality of service within Edgewood is dependent on the local delivery system operated by PSE, the bulk transmission system operated by Bonneville Power Administration (BPA) and power generation by a number of agencies including PSE.

Transmission Lines (115 kV). Electricity is transmitted from the generation source to customers through a grid which provides a link between BPA's Bulk Transmission System and the local distribution system which connects with customers. The Bulk Transmission System is operated by the Bonneville Power Administration who operates a regionwide, interconnecting, transmission system that supplies electric power to utilities from Federal hydroelectric projects east and west of the Cascades. The primary service BPA provides to PSE is transmitting energy around the region. All the transmission lines supplying Edgewood are energized at 115kV. These lines supply power into the Edgewood distribution system and provide connections to Tacoma City Light, King and Pierce County. Power is transferred from the transmission system to Edgewood's local distribution system at two distribution substations, their capacities and loading levels are shown in Table 3.8-4. Power also comes into the City from substations located in Pierce County and unincorporated King County.

Transmission Switching Stations. Switching stations are used to control and monitor power flow on 115kV lines in order to increase system reliability. Currently, there are no switching stations located in the City of Edgewood.

Distribution Substations. Distribution substations transform voltages of 115kV or greater to lower voltages of 12 or 34 kV. The following substations are located in Edgewood (Exhibit 3.8-4).

Exhibit 3.8-4 **Substation Loads and Capacity**	
Distribution Substations	*Rating (MVA)*
Cedarhurst	22.0 MVA
Edgewood	19.3 MVA

Future Facility Construction. Proposed transmission lines and substations necessary to increase service reliability and/or capacity in the Edgewood area to meet projected load growth over the next 30 years includes:

- Killarney
- Shalet
- Levee
- Freeman Switching Station

PSE forecasts that these improvements, along with others elsewhere in the subarea, will produce a system that will be operating at 72.5% of capacity by the year 2017. In order to serve additional planned growth across the subarea, several transmission projects are planned. A new 115 kV transmission switching station (Freeman) is proposed southwest of Milton. This new switching station would allow 115 kV lines to be connected with Starwood, White River and the proposed Alderton station.

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.

None of the alternatives will have a significant negative impact.

Telecommunications

Telecommunication needs for the City of Edgewood are currently being provided by Qwest. By state law, Qwest has an "obligation to serve." This requires that the company provide service to every customer requesting telephone service. Therefore, it is anticipated that insufficient telecommunication capacity will not be an issue under this alternative or any of the alternatives presented in this EIS. For planning purposes, it should be noted that Qwest typically forecasts their projections for six years. With the constantly changing telecommunications technology, this short projection period allows them to balance capital need with capital requirements.

All alternatives will not have a significant negative impact.

Solid Waste

The management of solid waste in Pierce County is governed by the Tacoma-Pierce County Solid Waste Management Plan. The City of Edgewood contracts with Murrey's Disposal Company to handle solid waste 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 same 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 multi-family residences and commercial businesses, including the development of a yard-waste collection program. In addition to the curbside program, there are a number of drop-off collection sites located in the City for those who do not have garbage pickup service and who choose to recycle.

All alternatives will not have a significant negative impact.

Natural Gas

Puget Sound Energy supplies natural gas service within the entire City limits of the City of Edgewood. Natural gas is supplied to the entire region through pipelines owned and operated by Williams Northwest Pipeline Systems of Salt Lake City, Utah. The "gate station" off the pipeline that provides most of the natural gas supply to Edgewood is located in the north Tacoma area.

Puget Sound Energy provides natural gas to the City and surrounding communities through a network of interconnecting supply and distribution mains. According to PSE's Rate Department, the average house (using natural gas for both heat and hot water) consumes about 1,000 therms per year. Ten therms equal approximately one "mcf" (one thousand cubic feet) of gas so 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, are using 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.

Currently, PSE has 375 gas customers in the City as of December 1997. Based on growth, PSE anticipates 750 customers in the City by 2007. The existing system is capable of supplying approximately 3,000 customers in the Edgewood

All alternatives will not have a significant negative impact.

Mitigation Measures

The following mitigation measures are proposed to address public service and water quality impacts potentially resulting from existing development of any of the alternatives:

Police

Increasing the strength of the police force to maintain effective citizen to police ratios.

Stormwater

Development and implementation of a state-approved Comprehensive Storm Water Management Program.

Unavoidable Adverse Impacts

Unavoidable adverse impacts pertaining to public services and utilities are expected to be minimal in the Edgewood area. Growth-derived traffic congestion is expected to increase police and fire response times under any alternative. Although BMPs will be applied during the implementation of stormwater enhancement projects, there is a slight chance that pollutants such as metals and oils will evade these projects and would continue toward neighboring surface waters. Continuing education involving the latest science pertaining to stormwater improvements will minimize these adverse impacts.
All alternatives will not have a significant negative impact.

3.9 Air Quality

Affected Environment

Air quality is largely a regional issue, which can be affected by the cumulative actions of individuals and cities. Air quality is generally assessed in terms of whether concentrations of air pollutants either exceed or comply with ambient air quality standards set to protect human health and welfare. Based on monitoring information collected over a period of years, agencies responsible for air quality at the local (Puget Sound Clean Air Agency), state (Washington Department of Ecology) and federal (U.S. Environmental Protection Agency) levels work cooperatively to classify regions as “attainment” or “nonattainment” areas for particular air pollutants. Attainment status is therefore a measure of whether air quality in an area complies with the National Ambient Air Quality Standards (NAAQs). Once an area that has been classified as nonattainment achieves compliance with the standard(s), the area is considered an air quality "maintenance" area until the standard has been attained for 10 years. The City of Edgewood is included in air quality maintenance areas for both carbon monoxide and ozone. The City is adjacent to the City of Fife, which is a particulate matter non-attainment area for air pollutants.

During most periods of the year, air quality in the area is generally good to excellent. During prolonged periods of stagnant meteorological conditions, however, it is possible that emissions from the many sources in the area could elevate some pollutant concentrations beyond established health standards.

Typical existing sources of air pollution in the study area include ground transportation vehicles, residential and commercial space heating, construction activities, and a variety of commercial sources. According to the Department of Ecology, the largest single air pollution source in the City of Edgewood is motor vehicles (Ecology 1999).

Environmental Impacts

Any of the future alternatives being considered (including Low Growth) would cause some degree of impact to air quality in the study area because any alternative would increase potential emissions from a variety of pollution sources. Existing pollution sources that could increase with any future alternative include the following:

- construction-related sources (e.g., unpaved and paved roads, fuel-burning equipment, etc.);

- transportation-related sources (e.g., cars, trucks, buses, etc.);
- industrial air pollution sources;
- commercial air pollution sources (e.g., gas stations, dry cleaners, restaurants, etc.); and
- household-related sources (e.g., space heating, barbecues, lawn mowers, paints and solvents, etc.).

Auto Emissions

As population in the region continues to grow, so too will the number of automobiles on the area's streets and highways, resulting in greater automobile-caused air pollutants. Air pollutants caused by automobiles include carbon monoxide emissions and particulate matter from stirred up dust and exhaust emissions. In the Puget Sound region, annual vehicle miles traveled have grown at a faster rate than population and employment. The City of Edgewood, because of its geographical location, has become a “bedroom community” for many of the surrounding jurisdictions. All of the proposed alternative would be affected by the additional transit trips from this higher density, more transit-supportive environment, recognizing that about 80% of auto work-trip pollutants are generated during the initial vehicle warm-up period. Further congestion in the future will increase this problem.

Residential Sources

Under any of the alternatives proposed, residential wood burning can represent about 20% of the non-vehicular source of particulate matter (PM10). Wood burning stoves installed after 1988 must be "clean burning". Therefore, as new residential development occurs in Edgewood, the amount of PM10 released from residential wood burning stoves should not increase significantly. Older homes with stoves installed before 1988 will continue to present an air pollution problem.

Industrial/Commercial sites

Industrial sources under any alternative can increase carbon monoxide, nitrogen oxide, sulfur dioxide, particulate matter, toxic air contaminants and volatile organic compounds into the air. Edgewood has many smaller air pollution contributors in its industrialized areas. As these activities in Edgewood increase in the future, the amount of air pollutants generated by industrial sources may also increase.

Construction sites

If not properly mitigated, construction activities under any alternative, could temporarily generate dust and contribute carbon monoxide and other emissions to the air. Fugitive dust escapes from construction sites and from soil blown from uncovered trucks carrying material to and from sites. This particulate matter would be carried by the wind to nearby residences and businesses. Vehicles leaving construction sites would deposit mud on public streets, which would become a source of dust after it dried.

Building and road construction would have the greatest potential for emitting dust. Dust emissions would be associated with land clearing, ground excavations, cut and fill

operations and construction activities. Construction-related PM10 emissions would be greatest during the excavation phase because most emissions would be associated with removal of dirt from sites. PM10 emissions would vary from day to day, depending on the level of activity, specific operations, and weather conditions. PM10 emissions would also depend on soil moisture, silt content of soil, wind speed and amount of equipment operating at construction sites. Larger dust particles would settle out near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction impacts would be similar under each alternative because a similar amount of growth would occur under all three options. Temporary increases in emissions of PM10 from construction activities would be noticeable to nearby residences and businesses if uncontrolled. PM10 emissions under any of the alternatives likely would be temporary in duration and small in quantity when compared with other sources in the project area.

Air Quality Conformity

The City of Edgewood is committed to meeting federal and state air quality requirements. The City will work with state, regional, and local agencies and jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements. Any such programs will be developed after further analyses of the potential impacts to and from the transportation system allow consideration of means to ameliorate any identified localized hot spots as well as any identified impacts from regional emissions levels.

Mitigation Measures

Mitigation measures adequately provided by policies in the proposed plan or by existing City regulations include the following:

- Shall reduce automobile emissions by encouraging non-motorized transportation such as bicycling and walking. Non-motorized transportation can be encouraged by increasing and expanding pedestrian sidewalks and bike paths; connecting residential and commercial land uses with trail systems and street sidewalk systems, making streets "bicycle friendly" through street improvements, and by installing bike racks and bus shelters throughout the City at key locations.

- Should initiate an aggressive tree planting program. Trees produce oxygen, break down some pollutants (including carbon monoxides) and reduce dust.

- Shall promote clean light industry and manufacturing uses through land use planning policies and regulations.

- Shall continue to implement the clearing, filling and grading ordinance along with best management practices of the stormwater management manual and critical areas ordinance. This includes requiring preparation of and compliance with an erosion and sedimentation plan, reseeding of disturbed areas, and cleaning of streets around construction sites.

- Shall continue to require the use of certified woodstoves.

Unavoidable Adverse Impacts

If Edgewood is to continue to enjoy growth in population and employment, increased impacts upon air quality are inevitable and largely unavoidable. Most of the adverse impacts will result from increased transportation emissions, and increased industrial and residential emissions. Some negative impacts can be avoided by implementing existing state and federal air quality regulations, and by following the above mitigation measures.

Chapter 4

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APPENDIX A:
EDGEWOOD DEVELOPMENT CAPACITY ANALYSIS

Future development capacity was estimated for each of these Comprehensive Plan growth alternatives, based on geographical information systems (GIS) parcel data for approximately 4,000 different parcels. The GIS analysis allowed a comparison of the lots with environmental constraints, existing use, and current development for all parcels within each planning area. These raw numbers were balanced with dwelling unit counts from the Office of Financial Management. Then GIS was used to build separate databases for each of the three growth alternatives. The databases calculated the number of potential residents and employment generated by each growth alternative at maximum build out.

In general terms, this analysis was based on probable density, i.e. number of dwelling units and jobs per net developable acre. The primary limiting factor was the environmental limitation of the parcel. Other factors included the maximum density, as determined by land use designation and the community goal, for providing parks and recreation facilities.

Information on existing land use was provided by the City of Edgewood based on field surveys performed in 1996/1997 by citizens of Edgewood using the Pierce County Assessor's Office parcel data records, and aerial photographs. The official incorporation population and dwelling unit count by the Office of Financial Management, along with the annual updates, was used as the starting point. As of April 2000, Edgewood's population of 10,830 persons and dwelling unit count of 3,989 was used in the comparison for the land use capacity analysis.

Residential Development Capacity

The County-Wide Planning Policies for Pierce County requires a minimum net density of four dwelling units per acre for all cities and towns in the county. This requirement allows cities and towns to subtract areas that are constrained and unbuildable from the total acreage. This requirement also allows distribution the total net density of cities and towns within their boundaries.

Edgewood has many geographic, environmental, and cultural features. The City Council Land Use Committee appointed a volunteer group of Edgewood citizens, the Capacity Analysis Technical Review Adhoc Committee (CATRAC), to conduct a land use capacity analysis to define buildable lands within the City. CATRAC was composed of local citizens including a geologist, a wetlands biologist, and professional cartographer, using the "Best Available Science" All mapping was conducted from preexisting public access records and aerial photographs. CATRAC Committee members conducted the primary data research and field confirmation that was used for the mapping of streams, possible wetlands, and frequently flooded areas during the winter months. The City used the professional planning firm of EDAW, Inc. to create the initial GIS coverage and integrate the new two-foot contour

maps obtained from Neis Mapping Group, Inc. The GIS comparative analysis calculated the 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.

Using this information, City Staff calculated residential development capacity, based on the County-Wide requirement of four dwelling units per acre for net buildable lands.

The Best Available Science was used in the creation of the following policy assumptions concerning environmentally constrained lands. The associated development potentials were used in the Preferred Growth Alternatives, while the Low Growth and High Growth Alternatives used slight different values.

CONSTRAINED LANDS

Assumption # 1: *Bodies of water and streams have no development capacity.*

Discussion: Bodies of water and streams are areas covered by water. Neither the State of Washington nor the City of Edgewood allow the construction of over-water buildings or structures to be used for residences. Also the bodies and streams are not of sufficient size to allow houseboats, if they were allowed by City codes.

Assumption # 2: *Wetlands have no development capacity.*

Discussion: Normally development is not allowed in delineated wetlands. Approximately 4.3 % (229 acres) of the City of Edgewood has been delineated as wetlands. Even though Reasonable Use Exceptions on a case by case review are allowed under Section 18E.20.040 of the Pierce County Code, the City of Edgewood believes that this measurement is insignificant in the calculation of the land use capacity analysis for the Comprehensive Plan.

Assumption # 3: *Buffers for wetlands, bodies of water, and streams, have no development capacity.*

Discussion: The buffers established around wetlands bodies of water, and streams are setback requirements that direct the placement of buildings onto specific portions of the lot. Wetland buffers are generally areas that are already saturated with ground water part of the year, but do not show either hydric soils or types of wetland vegetation. A total of 276 acres or 5.2% of the City has been

designated as part of the buffers necessary to protect wetlands. The infiltration of additional stormwater or septic tank effluent cannot generally be accommodated into these buffer areas without significantly impacting the wetland or stream. Therefore, these areas cannot be used for either building construction or for location of stormwater infiltration systems.

Biologically these areas are of importance to support the function of the associated wetlands. Even though Reasonable Use Exceptions are allowed under Sections 18E.20 and 18E.30 of the Pierce County Code, which the City of Edgewood has adopted, the City of Edgewood believes that this measurement is insignificant in the calculation of the land use capacity analysis for the Comprehensive Plan.

SIGNIFICANTLY CONSTRAINED LANDS

Federal, State, County, and City regulations limit the development capacity of critical areas such as wetlands, floodplains, frequently flooded areas, steep slopes, and buffers.

Assumption # 4: *Steep Slopes over 30% have 25% development capacity.*

Discussion: Edgewood has historically experienced a high volume of landslides. Development on slopes is constrained by:

- The building which code calls for the completion of geotechnical studies for any structure on a slope greater than 20%. The development of property over 30% can be allowed if adequate mitigating measures can be identified.

- The King County Stormwater Manual which the City of Edgewood has adopted prohibits the infiltration of stormwater in slopes over 25%.

- Tacoma Pierce County Health Department regulations prohibiting septic tank drainfields on slopes over 30%.

- The stability of steep slopes is compounded by the geology, the natural vegetation, impervious surfaces, and the amount of water that is infiltrated or stored on the site. Without large-scale community stormwater systems that remove the water from the soils development cannot be allowed. As the City matures and infrastructure is developed over the next 50 to 100 years, this assumption will change.

Assumption # 5: *Frequently Flooded Areas are significantly limited and have 25% development capacity.*

Discussion: Frequently Flooded Areas include both the 100-and 500-year floodplains and the flood fringe. The flood fringe or frequently flooded areas are included because both the 100-and 500-year floodplains are constantly changing as a result of urban development. Again, Reasonable Use Exceptions are allowed under Sections 18E.20 and 18E.30 of the Pierce County Code, which the City of Edgewood has adopted. Variances would be limited and are estimated to occur in not more than 25% of all parcels that are within the 100-and 500-year frequently flooded areas, if they can be flood proofed.

MODERATELY CONSTRAINED LANDS

Assumption # 6: *Steep Slope (30+ %) Buffers are partially constrained and have 50% development capacity.*

Discussion: The development of the 75-foot buffers analyzed by CATRAC adjacent to steep slopes over 30% is also susceptible to the underlying geology and the amount of water infiltrated or water stored on the site. The 75-foot buffer was used as an average based upon the buffering and setback requirements of PCC 18E20.040 Diagram I, which requires a setback of 1/3 of the height of the slope at the top of the slope and 1/2 of the height of the slope at the toe of the slope. Approximately, 13.9% of land area of Edgewood is included in this moderately constrained category.

Edgewood has historically experienced a high volume of landslides. Adding water through either infiltration or septic tank drainfield could endanger the public's safety. Without large-scale community stormwater systems, only lower intensity development can be allowed. As the City infrastructure is developed, this assumption could change.

Assumption # 7: *Moderate Slopes (15-30 %) are partially constrained and have 50% development capacity.*

Discussion: The development of property with slopes between 15 and 30% is allowed, but limited based on the ability of the site to handle the on-site infiltration impacts to adjoining steep slopes.

Edgewood has historically experienced a high volume of landslides. Development on slopes is constrained by:

- The building code which calls for the completion of geotechnical studies for any structure on a slope greater than 20%. The development of property with slopes over 20% can be allowed if adequate mitigating measures can be implemented.

- The King County Stormwater Manual which the City of Edgewood has adopted prohibits the infiltration of stormwater on property with slopes over 25%.

- Both emergency and vehicular access are limited when the slopes exceed 15%; special design considerations must be applied that use more land for access.

The stability of steep slopes is compounded by the geology. Edgewood is a community of shallow soils (3 to 15 feet) overlaying glacial till and clays, which are generally impermeable. The slow water infiltration rate of 1 gallon per square foot per day often results in a perched water table which saturates the underlying soils and adds to the geologically instability of the site and constrains development. The natural vegetation, impervious surfaces, and the amount of water that infiltrates or is stored on a site also contributes to the instability of moderate slopes and the adjoining steeper slopes.

Development can impact the adjacent properties without large-scale community stormwater systems. Community stormwater systems would require large acreages of land just for storage. Our land capacity analysis indicates that by using on-site stormwater infiltration, the development capacity of land is constrained. As the City infrastructure is developed, this assumption will change.

POSSIBLY CONSTRAINED LANDS

Assumption # 8: *Moderate Slope (15-30 %) Buffers are constrained and have 75% development capacity.*

Discussion: The development of a 25-foot buffer adjacent to property with slopes between 15 and 30% is allowed, but some concern is warranted because of the interdependent nature of the underlying geology. Approximately 146 acres or 2.7% of the City falls within these buffers where development should be moderately limited based on the ability of the site to handle the on-site infiltration of surface water and the contributing interrelationship to the adjoining steep slopes.

Edgewood has historically experienced a high volume of landslides. Development on slopes is constrained by:

- The building code which calls for the completion of geotechnical studies for any structure on a slope greater than 20%. The development of property over 20% can be allowed if adequate mitigating measures can be implemented.

- The King County Stormwater Manual which the City of Edgewood has adopted prohibits the infiltration of stormwater in slopes over 25%.

- Both emergency and vehicular access are limited when the slopes exceed 15%, special design considerations must be applied that often use more land for access.

In addition, the stability of steep slopes is compounded. Edgewood's geology consists of shallow soils (3 to 15 feet) which overlay generally impermeable glacial till and clays. The slow water infiltration rate of 1 gallon per square foot per day often results in a perched water table which saturates the underlying soils and adds to the geological instability of the site and constrains development. The natural vegetation, impervious surfaces, and the amount of water that infiltrates or is stored on the site also contributes to the instability of moderate slopes and the adjoining steeper slopes.

Development can impact the adjacent properties without large-scale community stormwater systems. Community stormwater systems would require large acreages of land just for storage. Our land capacity analysis indicates by using on-site stormwater infiltration, the development capacity of land is constrained. As the City infrastructure is developed, this assumption will change.

Assumption # 9: ***Frequently Flooded Buffers are not traditionally limited, but are areas of engineering concern. Development is allowed at 80%, but engineering may be needed to assure that development does not impact adjacent frequently flooded areas or flood fringes.***

Discussion: Buffers of Frequently Flooded Areas are similar to the buffers for wetlands, except these areas do not have the supporting biological functions. A total of 96 acres (1.8%) of the City has been identified in this category of Frequently Flooded Buffers that are not included in Wetland Buffers. Detailed engineering may be necessary to assure that the adjacent frequently flooded areas and wetland areas are not negatively impacted.

Each of the Growth Alternatives considered different levels of policy implementation for environmentally constrained lands. The following table shows the difference between the levels of constraint and the Growth Alternatives.

Table A-1: Environmental Constrained Lands Potential Development Assumptions Based on Land Use Alternatives

Development Potential of Environmentally Constrained Lands			
	Preferred Growth Alternative	***Low Growth Alternative***	***High Growth Alternative***
	Based on Moderate Environmental Constraints	**Based on the Most Stringent Environmental Constraints**	**Based on the Most Stringent Environmental Constraints**
Water	**0.0%**	**0.0%**	**0.0%**
Wetlands	**0.0%**	**0.0%**	**0.0%**
Wetland Buffers	**0.0%**	**0.0%**	**0.0%**
30+ % Slopes	**25.0%**	**0.0%**	**0.0%**
Frequently Flooded	**25.0%**	**2.5%**	**2.5%**
Steep Slope Buffers	**50.0%**	**10.0%**	**10.0%**
Moderate Slopes	**50.0%**	**50.0%**	**50.0%**
Moderate Slope Buffers	**75.0%**	**50.0%**	**50.0%**
Frequently Flooded Buffers	**80.0%**	**10.0%**	**10.0%**

PARKS

In an effort to maintain a “high quality of life”, the Friends of the Parks recommended a standard of 34.7 acres of parks per 1,000 people. Only two of the growth alternatives used this standard. The Planning Commission’s recommendation for a High Growth Alternative was 20.0 acres of parks per 1,000 people. Table A-2 analysis shows the park goal and the resulting need for both passive and active parks for each alternative.

Table A-2: Park Goals - Based on Land Use Alternatives

	Preferred Alternative	***Low Growth***	***High Growth***
Parks Per 1,000 people	34.7	34.7	20.0
TOTAL PARK LANDS	624	555	380
Passive	468	416	285
Active	156	139	95

Table A-3: Environmental Constrained Lands Potential Development Assumptions Based on Land Use Alternatives

10,830	*2000 - OFM Population*	***Preferred Alternative*** ***Based on Maximum Density***	***Low Growth*** ***Based on Maximum Density***	***High Growth*** ***Based on Average Density***
Area of City in acres		**5,346**	**5,346**	**5,346**
Existing Roads		**522**	**522**	**522**
New Roads		**441**	**441**	**439**
Net Buildable Lands		**1,691**	**1,199**	**1,397**
Population		**17,737**	**16,011**	**24,490**
Percent Increase in Population		63.8%	47.8%	126.1%
Family Size		**Growth Trend**	**OFM Standard**	**Averaged**
Single Family		2.50	2.87	2.70
Mulitple Family		2.50	2.20	2.10
Senior Housing		1.30	2.05	
Dwelling Units				
GMA Goal		**6,764**	**4,796**	**5,586**
Estimated by Plan		**7,313**	**5,906**	**9,624**
Difference		**+549**	**+1110**	**+4,038**
Units per Acre		4.06	4.88	6.89
With Senior Housing		4.32	4.93	N/A
Type of Dwelling Unit		*20% Senior Bonus*	*2.5 % Senior Bonus*	
Single Family		5,402	4,529	7,133
Multiple Family		1,457	1,317	2,491
Senior Housing		454	60	
Senior Bonus		20.0%	2.5%	
Net Increase in Dwelling Units		**3,324**	**1,917**	**5,635**
% Increase		87.9%	50.7%	149.0%

COMPARISION OF LAND USE ALTERNATIVE

Population and Employment Development Capacity Analysis
Explanation and Assumptions

The three growth alternatives are varying scenarios of similar land use pattern that is a result of constrained environmentally sensitive lands and limited access to the City. The capacity analysis methodology for these alternatives is explained in the following table:

A comparative capacity analysis of the three growth alternatives, Preferred Growth, Low Growth, and High Growth, were calculated to determine the relative capacity for jobs and residents of each alternative.

Approximately 50% of the residential growth and over 60% of the anticipated commercial growth was directed to the Meridian Corridor in each alternative. Since all properties in the Corridor are either vacant or underutilized, the capacity analysis did not focus on vacant land and considered all lands except environmentally constrained lands as buildable.

Table A-4 summarizes the outcome of the development capacity analysis for all three alternatives.

A step-by-step explanation of assumptions used in the development capacity analysis follows:

Table A-4: Projected Total Population and New Employment By Land Use Category

Population & Jobs Comparison of Old and New	***Preferred Alternative***		***Low Growth***		***High Growth***	
	Total Population	***New Jobs***	***Total Population***	***New Jobs***	***Total Population***	***New Jobs***
Town Center	1,594	1,732	1,090	1,592	2,396	1,664
Commercial	835	757	637	616	1,243	644
Business Park		654		515	689	538
Mixed Use	953	1,297	890	860	719	899
Mixed Use Residential	442	401	397	384	642	402
Multiple Family	43		632		1,041	
Mixed Residential	1,746		2,337		3,887	
Single Family - High Density	655		126		367	
Single Family - Moderate Density	6,943		5,751		9,426	
Single Family - Low Density	4,526		4,149		4,080	
Industrial		82		44		46
Public		400		400		400
ESTIMATED	**17,737**	**5,323**	**16,011**	**4,412**	**24,490**	**4,593**
Existing	**10,830**	**1,230**	**10,830**	**1,230**	**10,830**	**1,230**
NEW	**6,907**	**4,093**	**5,181**	**3,182**	**13,660**	**3,363**

Table A-5: Capacity Analysis – Based on Planning Areas Showing Net Buildable Area, Development Potential of Constrained Lands, Family Size, Dwelling Units, Zoning Density, Total Population Based on Planning Area for Each Land Use Alternative

Meridian Corridor	Preferred Alternative	Low Growth	High Growth
Town Center			
Buildable Acres	57.74	53.06	55.46
Dwellings per Acre	10	8	18
Total Dwelling Units	693	435	998
Single Family		212	499
Mulitple Family	577	212	499
Seniors	115	11	N/A
Household Size			
Single Family	2.50	2.87	2.7
Mulitple Family	2.50	2.20	2.1
Seniors	1.30	1.30	N/A
Estimated Population	1,594	1,090	2,396
Single Family	N/A	609	1,348
Mulitple Family	1,444	467	1,048
Seniors	150	14	N/A
Commercial			
Buildable Acres	34.48	29.57	30.91
Dwellings per Acre	8	8	16
Total Dwelling Units	331	242	495
Single Family	N/A	118	247
Multiple Family	276	118	247
Seniors	55	6	N/A
Household Size			
Single Family	2.50	2.87	2.7
Multiple Family	2.50	2.20	2.1
Seniors	1.30	2.05	N/A
Estimated Population	761	612	1,187
Single Family	N/A	339	668
Multiple Family	690	260	519
Seniors	72	12	N/A
Business Park			
Buildable Acres	19.57	16.30	17.04
Dwellings per Acre	N/A	N/A	8
Total Dwelling Units	N/A	N/A	136
Single Family	N/A	N/A	68
Multiple Family	N/A	N/A	68
Seniors	N/A	N/A	N/A
Household Size			
Single Family	2.50	2.87	2.7
Multiple Family	2.50	2.20	2.1
Seniors	1.30	2.05	N/A
Estimated Population	N/A	N/A	327
Single Family	N/A	N/A	184
Multiple Family	N/A	N/A	143
Seniors	N/A	N/A	N/A

Meridian Corridor - *Cont'd*	Preferred Alternative	Low Growth	High Growth
Mixed Use Residential			
Buildable Acres	26.71	25.61	26.77
Dwellings per Acre	6	6	10
Total Dwelling Units	192	157	268
Single Family	80	77	134
Multiple Family	80	77	134
Seniors	32	4	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	442	397	642
Single Family	200	220	361
Multiple Family	200	169	281
Seniors	42	8	N/A
Mixed Residential			
Buildable Acres	35.94	75.56	78.98
Dwellings per Acre	8	7	12
Total Dwelling Units	345	542	948
Single Family	144	264	474
Multiple Family	144	264	474
Seniors	58	13	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	794	1,368	2,275
Single Family	359	759	1,279
Multiple Family	359	582	995
Seniors	75	27	N/A
Single Family - High Density			
Buildable Acres	47.50	N/A	N/A
Dwellings per Acre	5	N/A	N/A
Total Dwelling Units	285	N/A	N/A
Single Family	237	N/A	N/A
Multiple Family	N/A	N/A	N/A
Seniors	47	N/A	N/A
Household Size			
Single Family	2.50	2.87	2.7
Multiple Family	2.50	2.20	2.1
Seniors	1.30	2.05	
Estimated Population	655	N/A	N/A
Single Family	594	N/A	N/A
Multiple Family	N/A	N/A	N/A
Seniors	N/A	N/A	N/A

Meridian Corridor- *Cont'd*	Preferred Alternative	Low Growth	High Growth
TOTAL			
Buildable Acres	221.94	200.10	209.17
Total Dwelling Units	1,846	1,377	2,845
Single Family	461	672	1,422
Multiple Family	1,077	672	1,422
Seniors	308	34	N/A
Estimated Population	4,246	3,467	6,827
Single Family	1,153	1,928	3,840
Multiple Family	2,693	1,478	2,987
Seniors	400	61	N/A

East Side	Preferred Alternative	Low Growth	High Growth
Business Park			
Buildable Acres	24.05	3.66	18.86
Dwellings per Acre	N/A	N/A	8
Total Dwelling Units	N/A	N/A	151
Single Family	N/A	N/A	75
Multiple Family	N/A	N/A	75
Seniors	N/A	N/A	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.1
Seniors	1.30	2.05	N/A
Estimated Population	N/A	N/A	362
Single Family	N/A	N/A	204
Multiple Family	N/A	N/A	158
Seniors	N/A	N/A	N/A
Commercial			
Buildable Acres	3.36	1.24	1.30
Dwellings per Acre	8	8	18
Total Dwelling Units	32	10	23
Single Family	N/A	5	12
Multiple Family	27	5	12
Seniors	5	0	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	74	26	56
Single Family	N/A	14	31
Multiple Family	67	11	24
Seniors	7	1	N/A

East Side - *Cont'd*	Preferred Alternative	Low Growth	High Growth
Multiple Family - Mixed Residential			
Buildable Acres	3.87	0.72	0.76
Dwellings per Acre	4	7	20
Total Dwelling Units	19	5	15
Single Family	8	N/A	N/A
Multiple Family	8	5	15
Seniors	3	0	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	43	11	32
Single Family	19	N/A	N/A
Multiple Family	19	11	32
Seniors	4	0	N/A
Single Family - Low Density			
Buildable Acres	905.22	722.79	755.55
Dwellings per Acre	2	2	2
Total Dwelling Units	1,810	1,445	1,511
Single Family	1,810	1,446	1,511
Multiple Family	N/A	N/A	N/A
Seniors	N/A	N/A	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	4,526	4,149	4,080
Single Family	4,526	4,149	4,080
Multiple Family	N/A	N/A	N/A
Seniors	N/A	N/A	N/A
Single Family - Moderate Density			
Buildable Acres	584.30	431.79	451.36
Dwellings per Acre	3	3	N/A
Total Dwelling Units	1,753	1,295	2,257
Single Family	1,753	1,295	2,257
Multiple Family	N/A	N/A	N/A
Seniors	N/A	N/A	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	4,382	3,718	6,093
Single Family	4,382	3,718	6,093
Multiple Family	N/A	N/A	N/A
Seniors	N/A	N/A	N/A

East Side - Cont'd	Preferred Alternative	Low Growth	High Growth
TOTAL			
Buildable Acres	1,521	1,160	1,228
Total Dwelling Units	3,614	2,756	3,957
Single Family	3,571	2,746	3,855
Multiple Family	35	10	102
Seniors	8	0	N/A
Estimated Population	9,025	7,904	10,623
Single Family	8,928	7,881	10,408
Multiple Family	87	22	215
Seniors	11	1	N/A

West Side	Preferred Alternative	Low Growth	High Growth
Mixed Use			
Buildable Acres	86.30	57.36	59.96
Dwellings per Acre	4	6	5
Total Dwelling Units	414	353	300
Single Family	173	172	150
Multiple Family	173	172	150
Seniors	69	9	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	953	890	719
Single Family	431	494	405
Multiple Family	431	379	315
Seniors	90	18	N/A
Multiple Family			
Buildable Acres	N/A	22.98	24.02
Dwellings per Acre	N/A	12	20
Total Dwelling Units	N/A	283	480
Single Family	N/A	N/A	N/A
Multiple Family	N/A	276	480
Seniors	N/A	7	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	N/A	621	1,009
Single Family	N/A	N/A	N/A
Multiple Family	N/A	607	1,009
Seniors	N/A	14	N/A

West Side - *Cont'd*	Preferred Alternative	Low Growth	High Growth
Mixed Residential			
Buildable Acres	86.30	53.55	55.97
Dwellings per Acre	4	7	12
Total Dwelling Units	345	384	672
Single Family	173	187	336
Multiple Family	173	187	336
Seniors	69	9	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	953	969	1,612
Single Family	431	538	907
Multiple Family	431	412	705
Seniors	90	19	N/A
Single Family - High Density			
Buildable Acres	N/A	14.43	15.09
Dwellings per Acre	N/A	3	9
Total Dwelling Units	N/A	44	136
Single Family	N/A	43	136
Multiple Family	N/A	N/A	N/A
Seniors	N/A	1	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	N/A	126	367
Single Family	N/A	124	367
Multiple Family	N/A	N/A	N/A
Seniors	N/A	2	N/A
Single Family - Moderate Density			
Buildable Acres	341.38	236.15	246.86
Dwellings per Acre	3	3	3
Total Dwelling Units	1,024	708	1,234
Single Family	1,024	708	1,234
Multiple Family	N/A	N/A	N/A
Seniors	N/A	N/A	N/A
Household Size			
Single Family	2.50	2.87	2.70
Multiple Family	2.50	2.20	2.10
Seniors	1.30	2.05	N/A
Estimated Population	2,560	2,033	3,333
Single Family	2,560	2,033	3,333
Multiple Family	N/A	N/A	N/A
Seniors	N/A	N/A	N/A

West Side - *Cont'd*	Preferred Alternative	Low Growth	High Growth
TOTAL			
Buildable Acres	513.98	384.48	401.90
Total Dwelling Units	1,784	1,772	2,822
Single Family	1,369	1,111	1,856
Multiple Family	345	635	966
Seniors	138	26	N/A
Estimated Population	4,466	4,640	7,040
Single Family	3,423	3,189	5,011
Multiple Family	863	1,398	2,029
Seniors	179	53	N/A

GRAND TOTAL	Preferred Alternative	Low Growth	High Growth
Buildable Acres	2,256.71	1,744.78	1,838.89
Existing Roads	522.00	522.00	522.00
Net Buildable	1,734.71	1,222.78	1,316.89
Total Dwelling Units	7,313	5,906	9,624
Single Family	5,402	4,529	7,133
Multiple Family	1,457	1,317	2,491
Seniors	454	60	N/A
Estimated Population	17,737	16,011	24,490
Single Family	13,504	12,998	19,260
Multiple Family	3,642	2,898	5,231
Seniors	591	115	N/A

POPULATION	Preferred Alternative	Low Growth	High Growth
Meridian Corridor	4,246	3,467	6,827
Single Family	1,153	1,928	3,840
Mixed Residential	2,693	1,478	2,987
Seniors	0	61	N/A
Eastside	9,025	7,904	10,623
Single Family	8,928	7,881	10,408
Mixed Residential	87	22	215
Seniors	11	1	N/A
Westside	4,466	4,640	7,040
Single Family	3,423	3,189	5,011
Mixed Residential	863	1,398	2,029
Seniors	179	53	N/A
TOTAL POPULATION	17,737	16,011	24,490
Single Family	13,504	12,998	19,260
Mixed Residential	3,642	2,898	5,231
Seniors	591	115	N/A

DWELLING UNITS	Preferred Alternative	Low Growth	High Growth
Meridian Corridor	1,846	1,377	2,845
Single Family	461	672	1,422
Mixed Residential	1,077	672	1,422
Seniors	308	34	N/A
Density - Net Acres	202	220	230
- Units Per Acre	9.12	6.24	12.33
Eastside	3,614	2,756	3,957
Single Family	3,571	2,746	3,855
Mixed Residential	35	10	102
Seniors	8	0	N/A
Density - Net Acres	1,496	1,231	1,286
- Units Per Acre	2.41	2.24	3.08
Westside	1,784	1,772	2,822
Single Family	1,369	1,111	1,856
Mixed Residential	345	635	966
Seniors	138	26	N/A
Density - Net Acres	514	384	401
- Units Per Acre	3.47	4.61	7.02
Dwelling Units By Category			
Single Family	5,402	4,529	7,133
Mixed Residential	1,457	1,317	2,491
Seniors	454	60	N/A
Total	**7,313**	**5,906**	**9,624**
Existing Dwelling Units			
Single Family	3,569	3,569	3,569
Mixed Residential	420	420	420
Seniors	N/A	N/A	N/A
Total	**3,989**	**3,989**	**3,989**
New Dwelling Units			
Single Family	1,833	960	3,564
Mixed Residential	1,037	897	2,071
Seniors	454	60	N/A
Total	**3,324**	**1,917**	**5,635**
Increase in Dwelling Units			
Single Family	91.2%	53.7%	157.9%
Mixed Residential	436.4%	228.6%	848.6%
Seniors	454	60	N/A
% Seniors	14.0%	3.1%	N/A
Total	**81.6%**	**48.1%**	**141.3%**

PREFERRED ALTERNATIVE		*Existing*	*Proposed*	*New*
Change - by Area	**Meridian**	243	1,846	1,603
	East	2,722	3,614	892
	West	1,024	1,784	760
TOTAL		**3,989**	**7,313**	**3,324**

LOW GROWTH		*Existing*	*Proposed*	*New*
Change - by Area	**Meridian**	243	1,377	1,135
	East	2,722	2,756	34
	West	1,024	1,772	748
TOTAL		**3,989**	**5,906**	**1,917**

HIGH GROWTH		*Existing*	*Proposed*	*New*
Change - by Area	Meridian		2,844	2,602
	East		3,957	1,235
	West		2,823	1,797
TOTAL			**9,624**	**5,634**

TOTAL BY PLANNING AREA

	Preferred Alternative	Low Growth	High Growth
Meridian	49.3%	59.2%	46.2%
East	27.4%	1.8%	21.9%
West	23.3%	39.0%	31.9%

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	29.26	9/11/93	0:10	VEH HIT FIX OBJ			SR	MP	Date	Time
161	29.26	9/25/93	11:50	REAREND SD 1 STP	2		161	29.49	5/12/96	19:10
161	29.28	9/22/94	2:15	HIT PARKED CAR	1		161	29.50	12/12/96	13:40
161	29.29	10/5/93	8:30	REAREND SD 1 STP			161	30.07	9/18/96	16:45
161	29.29	3/4/95	6:50	OD ALL OTHER			161	30.35	8/7/96	16:10
161	29.29	4/24/96	15:50	SDSWIPE OD BM	3		161	30.41	1/22/96	14:45
161	29.48	9/28/92	20:10	VEH HIT FIX OBJ			161	30.45	10/28/95	23:25
161	29.48	12/6/93	17:00	REAREND SD 1 STP	2		161	30.59	12/22/95	18:00
161	29.49	5/22/92	12:10	RT TURN SD 1 STP			161	30.78	6/22/95	17:45
161	29.49	8/16/92	2:50	OVERTURN			161	31.08	12/18/96	9:44
161	29.49	9/26/92	11:50	REAREND SD 1 STP			161	31.18	4/18/96	16:55
161	29.49	9/26/92	11.51	REAREND SD 1 STP			161	31.58	10/18/96	13:58
161	29.49	4/3/93	8:35	SDSWIPE OD BM			161	32.07	9/28/96	12:10
161	29.49	4/29/94	17:10	REAREND SD 1 STP			161	32.09	12/18/96	17:05
161	29.49	6/11/95	17:45	REAREND SD 1 STP			161	32.13	11/22/96	18:10
161	29.49	5/12/96	19:10	OD ALL OTHER	8		161	32.17	3/26/96	17:19
161	29.50	6/22/92	15:00	REAREND SD 1 STP			161	32.19	7/16/96	17:20
161	29.50	9/3/94	11:00	DRIVEWAY ENTERING			161	32.48	8/26/96	14:39
161	29.50	9/22/95	14:30	REAREND SD 1 STP						
161	29.50	5/17/96	15:20	REAREND SD 1 STP						
161	29.50	12/12/96	13:40	REAREND SD BM	5		4 or more accidents/year			
161	29.51	7/30/95	0:10	COW HORSE	1		161	29.49	5/22/92	Dechaux Road NE
161	29.52	12/26/96	13:40	HEADON OD BM	1		161	30.35	8/18/92	36th Street East
161	29.55	9/13/96	23:29	SDSWIPE OD BM			161	30.35	1/8/94	36th Street East
161	29.55	11/3/96	18:21	SDSWIPE OD BM	2		161	30.41	4/26/92	Midblock
161	29.56	11/7/96	15:06	VEH HIT BICYCLE	1		161	30.59	3/1/94	32nd Street East
161	29.57	3/8/96	17:00	SDSWIPE OD BM	1		161	31.08	1/30/92	24th Street East
161	29.58	10/18/92	13:59	VEH HIT FIX OBJ	1		161	31.08	1/20/93	24th Street East
161	29.70	1/31/95	15:00	VEH HIT FIX OBJ	1		161	31.08	1/4/94	24th Street East
161	29.71	6/5/94	18:02	VEH HIT FIX OBJ	1		161	31.08	1/3/95	24th Street East
161	29.77	3/16/94	16:13	REAREND SD 1 STP			161	31.08	5/15/96	24th Street East
161	29.77	8/20/96	15:33	DRIVEWAY LEAVING	2		161	31.58	4/23/92	16th Street/Taylor Street
161	29.78	1/11/92	1:55	OD ALL OTHER	1		161	31.58	1/10/94	16th Street/Taylor Street

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	29.80	6/1/95	17:40	VEH HIT FIX OBJ			161	32.09	2/8/92	8th Street/Military Way
161	29.80	6/1/95	17:41	OD ALL OTHER	2		161	32.09	1/15/93	8th Street/Military Way
161	29.85	6/23/94	7:20	VEH HIT FIX OBJ	1		161	32.09	2/19/94	8th Street/Military Way
161	29.92	2/27/94	17:02	VEH HIT FIX OBJ	1		161	32.09	2/12/95	8th Street/Military Way
161	29.93	1/31/96	14:30	REAREND SD BM	1		161	32.09	3/11/96	8th Street/Military Way
161	29.95	2/22/95	14:25	SDSWIPE OD BM	1		161	32.13	1/26/93	Jovita Boulevard
161	29.96	4/22/93	9:40	SDSWIPE OD BM	1		161	32.13	3/16/94	Jovita Boulevard
161	29.97	12/25/92	14:25	VEH HIT FIX OBJ	1		161	32.13	2/16/95	Jovita Boulevard
161	30.00	12/31/96	15:35	VEH HIT FIX OBJ	1		161	32.13	2/13/96	Jovita Boulevard
161	30.01	10/14/94	15:50	VEH HIT FIX OBJ	1		161	32.48	3/10/94	Military Road
161	30.03	3/23/92	19:00	OVERTURN						
161	30.03	4/1/93	17:18	HEADON OD BM						
161	30.03	2/7/96	20:00	VEH HIT FIX OBJ	3					
161	30.04	7/29/94	21:35	VEH HIT FIX OBJ						
161	30.04	1/31/96	14:35	REAREND SD BM	2					
161	30.05	11/23/93	13:40	REAREND SD BM						
161	30.05	6/11/94	7:50	VEH HIT FIX OBJ						
161	30.05	1/20/96	19:35	SDSWIPE OD BM	3					
161	30.06	2/22/92	20:00	VEH HIT FIX OBJ	1					
161	30.07	4/6/92	13:45	PARKING LEAVE						
161	30.07	9/9/92	18:25	REAREND SD 1 STP						
161	30.07	8/1/93	11:48	REAREND SD 1 STP						
161	30.07	9/28/93	2:00	VEH HIT FIX OBJ						
161	30.07	10/4/93	6:40	REAREND SD 1 STP						
161	30.07	11/5/94	14:30	REAREND SD 1 STP						
161	30.07	5/21/96	18:00	REAREND SD 1 STP						
161	30.07	9/18/96	16:45	VEH HIT FIX OBJ	8					
161	30.08	4/13/93	17:00	SDSWIPE OD BM						
161	30.08	1/29/95	14:50	VEH HIT FIX OBJ						
161	30.08	12/10/95	17:30	REAREND SD BM	3					
161	30.10	3/22/94	20:45	SDSWIPE OD BM						
161	30.10	4/15/96	15:10	REAREND SD 1 STP	2					
161	30.11	7/28/94	23:25	VEH HIT FIX OBJ						
161	30.11	6/22/95	17:00	OD ALL OTHER	2					
161	30.14	1/9/92	6:50	REAREND SD 1 STP	1					
161	30.15	7/30/94	0:25	OVERTURN	1					
161	30.17	2/22/92	1:40	HEADON OD BM	1					

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	30.25	6/5/96	12:45	SDSWIPE SD BM	1					
161	30.26	3/29/96	7:00	VEH HIT FIX OBJ	1					
161	30.29	1/30/96	14:20	OD ALL OTHER	1					
161	30.35	7/20/92	10:40	LT TURN OD 1 STR						
161	30.35	8/18/92	11:06	REAREND SD 1 STP						
161	30.35	11/9/92	13:45	REAREND SD BM						
161	30.35	12/18/92	10:40	REAREND SD BM						
161	30.35	1/7/93	19:40	LT TRN OD 1 STR						
161	30.35	1/8/94	18:40	LT TRN OD 1 STR						
161	30.35	3/19/94	1:00	REAREND SD 1 STP						
161	30.35	8/18/94	22:35	REAREND SD 1 STP						
161	30.35	11/16/94	9:40	ENTER AT ANGLE						
161	30.35	3/11/96	9:08	LT TRN OD 1 STR						
161	30.35	8/1/96	13:25	REAREND SD 1 STP						
161	30.35	8/7/96	16:10	RE SD BM B RT	12					
161	30.37	12/30/93	20:00	SDSWIPE SD BM						
161	30.37	4/26/94	8:30	REAREND SD 1 STP	2					
161	30.40	12/22/96	18:00	VEH HIT FIX OBJ	1					
161	30.41	4/26/92	17:38	DRIVEWAY LEAVING						
161	30.41	9/4/92	15:30	DRIVEWAY LEAVING						
161	30.41	11/11/92	17:31	DRIVEWAY LEAVING						
161	30.41	11/24/92	16:25	REAREND SD BM						
161	30.41	6/15/94	16:30	REAREND SD 1 STP						
161	30.41	1/22/96	14:45	DRIVEWAY LEAVING	6					
161	30.45	2/16/92	13:49	DRIVEWAY LEAVING						
161	30.45	8/1/92	9:50	DRIVEWAY LEAVING						
161	30.45	9/23/92	7:30	REAREND SD BM						
161	30.45	10/28/95	23:25	VEH HIT FIX OBJ	4					
161	30.54	4/26/94	7:45	VEH HIT FIX OBJ	1					
161	30.56	2/25/92	15:40	REAREND SD 1 STP	1					
161	30.59	5/26/92	6:50	ENTER AT ANGLE						
161	30.59	10/20/92	22:25	ENTER AT ANGLE						
161	30.59	12/3/92	8:55	RT TURN SD 1 STR						
161	30.59	4/16/93	9:10	ENTER AT ANGLE						
161	30.59	3/1/94	16:00	ENTER AT ANGLE						
161	30.59	5/23/94	15:00	ENTER AT ANGLE						
161	30.59	5/26/94	17:20	ENTER AT ANGLE						
161	30.59	7/27/94	19:50	RT TURN SD 1 STR						
161	30.59	11/9/94	18:00	ENTER AT ANGLE						
161	30.59	11/27/94	13:35	REAREND SD BM						
161	30.59	6/17/95	17:20	ENTER AT ANGLE						
161	30.59	11/15/95	14:45	REAREND SD 1 STP						
161	30.59	12/22/95	18:00	ENTER AT ANGLE	13					
161	30.60	5/9/96	15:00	REAREND SD BM	1					
161	30.61	6/10/95	10:00	VEH HIT FIX OBJ	1					
161	30.66	11/6/95	14:55	REAREND SD BM						
161	30.66	3/25/96	11:00	DRIVEWAY ENTERING	2					

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	30.68	2/4/92	16:20	DRIVEWAY ENTERING						
161	30.68	5/1/96	15:45	REAREND SD 1 STP	2					
161	30.77	12/10/96	14:40	REAREND SD 1 STP	1					
161	30.78	12/16/92	1:30	SD ALL OTHER						
161	30.78	11/25/94	9:55	REAREND SD BM						
161	30.78	4/10/95	15:40	REAREND SD 1 STP						
161	30.78	6/22/95	17:45	REAREND SD BM	4					
161	30.84	10/9/95	15:50	REAREND SD 1 STP	1					
161	30.88	10/7/93	13:00	REAREND SD 1 STP	1					
161	30.94	3/17/92	18:56	OCC OUT OF VEH	1					
161	30.99	1/6/96	14:45	VEH HIT FIX OBJ	1					
161	31.00	12/20/95	15:40	REAREND SD 1 STP	1					
161	31.06	3/22/93	14:00	REAREND SD 1 STP						
161	31.06	11/28/93	18:10	REAREND SD 1 STP						
161	31.06	5/13/94	9:50	REAREND SD BM	3					
161	31.07	4/22/93	6:55	REAREND SD 1 STP						
161	31.07	9/24/94	17:10	REAREND SD 1 STP	2					
161	31.08	1/30/92	17:10	ENTER AT ANGLE						
161	31.08	2/14/92	13.42	LT TRN OD 1 STR						
161	31.08	2/21/92	9:15	LT TRN OD 1 STR						
161	31.08	3/10/92	21:30	LT TRN OD 1 STR						
161	31.08	3/23/92	20:50	ENTER AT ANGLE						
161	31.08	5/20/92	18:35	LT TRN OD 1 STR						
161	31.08	8/18/92	11:30	LT TRN OD 1 STR						
161	31.08	8/18/92	19:10	ENTER AT ANGLE						
161	31.08	8/31/92	16:45	LT TRN OD 1 STR						
161	31.08	10/3/92	16:25	ENTER AT ANGLE						
161	31.08	12/5/92	9:25	REAREND SD 1 STP						
161	31.08	1/20/93	9:05	ENTER AT ANGLE						
161	31.08	2/15/93	16:10	LT TRN OD 1 STR						
161	31.08	3/17/93	21:00	ENTER AT ANGLE						
161	31.08	4/7/93	15:00	SD ALL OTHER						
161	31.08	4/11/93	12:20	ENTER AT ANGLE						
161	31.08	6/13/93	18:00	REAREND SD 1 STP						
161	31.08	6/17/93	15:40	LT TRN OD 1 STR						
161	31.08	7/24/93	23:30	LT TRN OD 1 STR						
161	31.08	9/25/93	0:40	ENTER AT ANGLE						
161	31.08	10/15/93	18:35	LT TRN OD 1 STR						
161	31.08	12/24/93	11:00	ENTER AT ANGLE						
161	31.08	12/25/93	6:30	OD ALL OTHER						
161	31.08	1/4/94	9:40	LT TRN OD 1 STR						
161	31.08	2/5/94	18:20	REAREND SD 1 STP						
161	31.08	2/24/94	14:00	ENTER AT ANGLE						
161	31.08	6/6/94	15:05	LT TURN OD 1 STR						
161	31.08	6/12/94	18:20	SDSWIPE SD BM						
161	31.08	10/5/94	17:30	REAREND SD 1 STP						
161	31.08	10/6/94	20:05	ENTER AT ANGLE						

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	31.08	10/26/94	19:35	LT TURN OD RT						
161	31.08	12/4/94	13:00	REAREND SD BM						
161	31.08	1/3/95	15:00	ENTER AT ANGLE						
161	31.08	2/15/95	7:20	LT TRN OD 1 STR						
161	31.08	4/20/95	7:40	REAREND SD 1 STP						
161	31.08	6/7/95	8:40	LT TRN OD 1 STR						
161	31.08	9/7/95	17:10	LT TRN OD 1 STR						
161	31.08	9/26/95	15:20	REAREND SD BM						
161	31.08	10/24/95	17:12	SDSWIPE SD BM						
161	31.08	12/25/95	17:30	REAREND SD 1 STP						
161	31.08	5/15/96	15:05	ENTER AT ANGLE						
161	31.08	9/28/96	17:41	SDSWIPE SD BM						
161	31.08	9/28/96	17:45	VEH HIT FIX OBJ						
161	31.08	12/18/96	9:44	RT TURN SD 1 STR	44					
161	31.09	11/8/96	14:43	REAREND SD BM	1					
161	31.10	10/3/93	13:15	REAREND SD 1 STP						
161	31.10	4/11/94	16:00	REAREND SD BM						
161	31.10	6/9/95	22:30	DRIVEWAY ENTERING	3					
161	31.12	11/13/92	18:05	DRIVEWAY LEAVING						
161	31.12	12/19/96	18:21	REAREND SD 1 STP	2					
161	31.13	2/11/93	12:45	REAREND SD 1 STP	1					
161	31.17	9/4/96	16:45	REAREND SD BM	1					
161	31.18	4/19/93	17:05	SD ALL OTHER						
161	31.18	3/29/95	16.35	REAREND SD 1 STP						
161	31.18	4/17/95	12:10	REAREND SD 1 STP						
161	31.18	9/28/95	19:30	VEH HIT FIX OBJ						
161	31.18	2/19/96	17:30	REAREND SD 1 STP						
161	31.18	4/18/96	16:55	REAREND SD 1 STP	6					
161	31.20	8/5/92	13:45	REAREND SD 1 STP	1					
161	31.22	1/5/93	15:45	REAREND SD 1 STP	1					
161	31.28	2/14/92	9:15	REAREND SD BM						
161	31.28	9/6/95	15:50	REAREND SD 1 STP						
161	31.28	9/6/95	16:20	REAREND SD BM	3					
161	31.29	9/20/93	16:15	SDSWIPE SD 1 STP						
161	31.29	8/28/95	13:20	DRIVEWAY ENTERING	2					
161	31.38	9/11/95	17:30	REAREND SD 1 STP	1					
161	31.40	9/25/93	12:15	REAREND SD 1 STP	1					
161	31.41	11/11/95	13:50	REAREND SD 1 STP	1					
161	31.42	2/11/92	15:40	VEH HIT FIX OBJ						
161	31.42	2/12/95	10:40	OD ALL OTHER	2					
161	31.46	4/18/95	16:40	REAREND SD BM	1					
161	31.48	2/5/94	5:25	VEH HIT FIX OBJ	1					
161	31.53	9/19/96	8:30	REAREND SD 1 STP	1					
161	31.55	10/27/95	21:15	DRIVEWAY ENTERING	1					
161	31.58	4/23/92	11:30	REAREND SD BM						
161	31.58	5/18/92	15:05	VEH TRN RT HIT PED						
161	31.58	9/2/92	9:25	ENTER AT ANGLE						

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	31.58	9/8/92	1:40	VEH HIT FIX OBJ						
161	31.58	9/26/92	11:40	ENTER AT ANGLE						
161	31.58	11/5/92	18:00	ENTER AT ANGLE						
161	31.58	11/12/92	7:35	ENTER AT ANGLE						
161	31.58	7/30/93	14:20	VEH HIT FIX OBJ						
161	31.58	12/5/93	8:45	ENTER AT ANGLE						
161	31.58	12/11/93	14:30	ENTER AT ANGLE						
161	31.58	1/10/94	15:55	VEH HIT FIX OBJ						
161	31.58	2/13/94	15:30	ENTER AT ANGLE						
161	31.58	5/13/94	9:30	ENTER AT ANGLE						
161	31.58	6/23/94	10:40	ENTER AT ANGLE						
161	31.58	1/28/95	14:13	ENTER AT ANGLE						
161	31.58	9/6/95	18:55	ENTER AT ANGLE						
161	31.58	2/28/96	21:40	LT TRN OD 1 STR						
161	31.58	10/18/96	13:58	ENTER AT ANGLE	18					
161	31.73	10/19/92	8:00	REAREND SD 1 STP	1					
161	31.74	6/12/92	12:55	DRIVEWAY ENTERING						
161	31.74	12/15/93	8:15	DRIVEWAY LEAVING						
161	31.74	7/30/96	13:15	DRIVEWAY ENTERING	3					
161	31.75	7/26/94	10:45	VEH HIT OTHR OBJ	1					
161	31.76	3/19/93	8:40	DRIVEWAY ENTERING	1					
161	31.79	10/6/94	8:15	REAREND SD 1 STP	1					
161	31.80	9/2/92	12:10	REAREND SD 1 STP	1					
161	31.83	11/11/95	14:10	REAREND SD 1 STP	1					
161	31.84	4/27/92	7:50	SD ALL OTHER	1					
161	31.87	1/31/95	12:30	DRIVEWAY LEAVING	1					
161	31.88	3/15/92	16:00	DRIVEWAY LEAVING						
161	31.88	10/25/92	14:45	VEH HIT BICYCLE						
161	31.88	12/16/95	12:10	REAREND SD 1 STP	3					
161	31.89	2/13/96	6:30	REAREND SD BM	1					
161	31.91	3/16/92	17:00	REAREND SD 1 STP						
161	31.91	11/5/94	13:00	REAREND SD 1 STP	2					
161	31.92	10/26/92	14:08	DRIVEWAY LEAVING	1					
161	31.94	10/22/92	21:13	DRIVEWAY LEAVING	1					
161	31.99	4/10/92	13:00	DRIVEWAY ENTERING						
161	31.99	1/24/95	21:15	REAREND SD 1 STP	2					
161	32.00	3/28/92	11:40	REAREND SD 1 STP						
161	32.00	6/4/92	21:00	DRIVEWAY LEAVING	2					
161	32.03	6/18/93	12:15	REAREND SD 1 STP						
161	32.03	12/11/96	13:33	REAREND SD 1 STP	2					
161	32.04	10/31/96	6:00	REAREND SD 1 STP	1					
161	32.05	11/20/95	16:05	REAREND SD 1 STP	1					
161	32.06	9/12/94	16:45	REAREND SD 1 STP						
161	32.06	12/2/95	15:40	REAREND SD 1 STP						
161	32.06	9/1/96	13:35	REAREND SD 1 STP	3					
161	32.07	1/13/92	8:00	DRIVEWAY LEAVING						

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	32.07	6/29/93	11:05	REAREND SD 1 STP						
161	32.07	9/20/94	21:15	DRIVEWAY LEAVING						
161	32.07	11/21/95	16:40	REAREND SD 1 STP						
161	32.07	9/12/96	15:03	REAREND SD 1 STP						
161	32.07	9/28/96	12:10	REAREND SD 1 STP	6					
161	32.08	11/27/93	16:00	REAREND SD 1 STP	1					
161	32.09	2/8/92	12:15	REAREND SD 1 STP						
161	32.09	2/15/92	11:55	REAREND SD 1 STP						
161	32.09	2/28/92	22:05	ENTER AT ANGLE						
161	32.09	3/5/92	7:34	REAREND SD 1 STP						
161	32.09	3/28/92	14:10	REAREND SD 1 STP						
161	32.09	3/31/92	13:00	REAREND SD 1 STP						
161	32.09	6/6/92	14:15	REAREND SD 1 STP						
161	32.09	8/5/92	9:50	REAREND SD 1 STP						
161	32.09	9/7/92	12:20	REAREND SD 1 STP						
161	32.09	9/30/92	12:40	DRIVEWAY LEAVING						
161	32.09	10/11/92	15:00	REAREND SD 1 STP						
161	32.09	10/20/92	14:25	ENTER AT ANGLE						
161	32.09	11/7/92	13:30	REAREND SD 1 STP						
161	32.09	12/7/92	12:15	REAREND SD 1 STP						
161	32.09	12/30/92	17:05	REAREND SD 1 STP						
161	32.09	1/15/93	12:15	REAREND SD 1 STP						
161	32.09	2/12/93	22:06	DRIVEWAY ENTERING						
161	32.09	3/13/93	11:45	REAREND SD 1 STP						
161	32.09	6/9/93	8:30	REAREND SD 1 STP						
161	32.09	7/11/93	13:45	REAREND SD 1 STP						
161	32.09	8/12/93	14:40	REAREND SD 1 STP						
161	32.09	9/28/93	16:00	REAREND SD 1 STP						
161	32.09	10/30/93	12:40	REAREND SD 1 STP						
161	32.09	11/4/93	17:06	DRIVEWAY LEAVING						
161	32.09	11/11/93	12:15	REAREND SD 1 STP						
161	32.09	12/10/93	6:45	REAREND SD 1 STP						
161	32.09	12/20/93	17:15	REAREND SD 1 STP						
161	32.09	12/27/93	12:15	ENTER AT ANGLE						
161	32.09	2/19/94	11:03	REAREND SD 1 STP						
161	32.09	2/19/94	15:20	REAREND SD 1 STP						
161	32.09	3/15/94	18:25	REAREND SD 1 STP						
161	32.09	4/8/94	13:15	REAREND SD 1 STP						
161	32.09	4/8/94	19:00	ENTER AT ANGLE						
161	32.09	4/17/94	13:00	REAREND SD 1 STP						
161	32.09	5/6/94	7:50	REAREND SD 1 STP						
161	32.09	5/16/94	9:45	REAREND SD 1 STP						
161	32.09	5/19/94	20:45	REAREND SD 1 STP						
161	32.09	7/26/94	8:00	ENTER AT ANGLE						
161	32.09	8/8/94	17:00	SDSWIPE SD BM						
161	32.09	9/4/94	22:00	ENTER AT ANGLE						
161	32.09	9/17/94	14:55	REAREND SD 1 STP						

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	32.09	11/7/94	9:15	REAREND SD 1 STP						
161	32.09	12/2/94	6:55	REAREND SD 1 STP						
161	32.09	12/24/94	12:30	REAREND SD 1 STP						
161	32.09	12/30/94	19:00	REAREND SD 1 STP						
161	32.09	12/30/94	19:00	REAREND SD 1 STP						
161	32.09	12/31/94	16:15	REAREND SD 1 STP						
161	32.09	2/12/95	9:10	REAREND SD 1 STP						
161	32.09	3/11/95	19:20	REAREND SD 1 STP						
161	32.09	4/2/95	15:30	REAREND SD 1 STP						
161	32.09	4/5/95	18:15	REAREND SD 1 STP						
161	32.09	4/8/95	12:40	REAREND SD 1 STP						
161	32.09	5/19/95	12:30	REAREND SD 1 STP						
161	32.09	6/5/95	18:00	REAREND SD BM						
161	32.09	8/18/95	16:05	REAREND SD 1 STP						
161	32.09	8/18/95	18:45	REAREND SD 1 STP						
161	32.09	10/4/95	13:30	REAREND SD BM						
161	32.09	10/17/95	16:10	REAREND SD 1 STP						
161	32.09	11/19/95	15:10	REAREND SD 1 STP						
161	32.09	12/31/95	12:05	REAREND SD BM						
161	32.09	3/11/96	6:05	REAREND SD 1 STP						
161	32.09	3/21/96	18:00	REAREND SD 1 STP						
161	32.09	4/3/96	10:48	REAREND SD 1 STP						
161	32.09	4/7/96	14:55	REAREND SD 1 STP						
161	32.09	4/18/96	16:10	REAREND SD BM						
161	32.09	5/13/96	7:58	RT TURN SD 1 STR						
161	32.09	5/19/96	14:50	REAREND SD 1 STP						
161	32.09	6/26/96	5:35	REAREND SD 1 STP						
161	32.09	9/3/96	12:20	REAREND SD 1 STP						
161	32.09	9/3/96	18:35	REAREND SD BM						
161	32.09	9/5/96	16:57	REAREND SD 1 STP						
161	32.09	10/8/96	17:00	REAREND SD 1 STP						
161	32.09	10/30/96	21:18	SD ALL OTHER						
161	32.09	11/14/96	11:45	SDSWIPE SD BM						
161	32.09	12/18/96	17:05	DRIVEWAY LEAVING	76					
161	32.10	4/12/93	17:00	SDSWIPE SD BM						
161	32.10	4/22/93	12:15	REAREND SD 1 STP						
161	32.10	9/29/93	18:40	REAREND SD 1 STP	3					
161	32.11	4/5/94	16:30	REAREND SD BM						
161	32.11	12/23/94	11:30	DRIVEWAY ENTERING						
161	32.11	3/31/95	17:30	REAREND SD BM						
161	32.11	7/13/95	13:05	DRIVEWAY LEAVING	4					
161	32.12	3/31/94	6:40	SDSWIPE SD BM						
161	32.12	11/15/94	13:00	REAREND SD 1 STP						
161	32.12	6/8/96	16:50	DRIVEWAY LEAVING	3					
161	32.13	1/29/92	16:15	DRIVEWAY LEAVING						
161	32.13	2/3/92	8:30	VEH HIT FIX OBJ						
161	32.13	4/4/92	13:45	REAREND SD 1 STP						

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	32.13	4/13/92	15:00	DRIVEWAY LEAVING						
161	32.13	5/17/92	20:00	ENTER AT ANGLE						
161	32.13	11/9/92	15:50	REAREND SD 1 STP						
161	32.13	1/1/93	20:05	ENTER AT ANGLE						
161	32.13	1/26/93	16:50	REAREND SD 1 STP						
161	32.13	2/27/93	19:15	ENTER AT ANGLE						
161	32.13	4/20/93	15:30	REAREND SD 1 STP						
161	32.13	5/18/93	11:45	REAREND SD 1 STP						
161	32.13	10/23/93	13:00	REAREND SD 1 STP						
161	32.13	10/23/93	13:15	REAREND SD 1 STP						
161	32.13	11/19/93	18:40	REAREND SD 1 STP						
161	32.13	2/16/94	6:00	REAREND SD 1 STP						
161	32.13	3/16/94	7:20	REAREND SD 1 STP						
161	32.13	4/1/94	16:15	DRIVEWAY ENTERING						
161	32.13	5/3/94	15:00	DRIVEWAY LEAVING						
161	32.13	5/5/94	9:10	ENTER AT ANGLE						
161	32.13	6/6/94	18:55	LT TURN OD 1 STR						
161	32.13	6/10/94	16:15	REAREND SD 1 STP						
161	32.13	9/12/94	12:45	REAREND SD BM						
161	32.13	11/5/94	13:30	REAREND SD BM						
161	32.13	2/16/95	14:15	LT TRN OD 1 STR						
161	32.13	3/10/95	16:00	REAREND SD 1 STP						
161	32.13	4/22/95	15:05	REAREND SD 1 STP						
161	32.13	5/10/95	12:00	REAREND SD BM						
161	32.13	6/9/95	16:45	ENTER AT ANGLE						
161	32.13	8/6/95	14:00	REAREND SD BM						
161	32.13	2/13/96	15:45	REAREND SD 1 STP						
161	32.13	3/4/96	13:50	SDSWIPE SD BM						
161	32.13	8/8/96	16:25	SDSWIPE SD BM						
161	32.13	10/22/96	18:00	REAREND SD 1 STP						
161	32.13	11/22/96	18:10	REAREND SD BM	35					
161	32.14	3/19/92	17:00	DRIVEWAY ENTERING						
161	32.14	3/4/93	15:15	REAREND SD 1 STP						
161	32.14	12/27/94	17:39	DRIVEWAY LEAVING						
161	32.14	4/7/95	19:10	REAREND SD 1 STP						
161	32.14	11/4/96	8:25	REAREND SD 1 STP	5					
161	32.15	3/21/92	22:45	VEH HIT PED						
161	32.15	7/12/95	16:00	REAREND SD 1 STP	2					
161	32.17	9/18/92	13:00	DRIVEWAY ENTERING						
161	32.17	10/18/94	16:30	DRIVEWAY LEAVING						
161	32.17	11/25/94	15:55	DRIVEWAY LEAVING						
161	32.17	4/19/95	17:10	REAREND SD 1 STP						
161	32.17	3/26/96	17:19	REAREND SD BM	5					
161	32.18	9/25/96	17:45	REAREND SD 1 STP	1					
161	32.19	9/27/92	17:20	REAREND SD 1 STP						
161	32.19	10/13/92	16:00	DRIVEWAY ENTERING						
161	32.19	9/23/94	11:50	DRIVEWAY ENTERING						

Table B-1 1992-1996 SR 161 Total Annual Accidents-Signalized Intersection

SR	MP	Date	Time	Collision Type			Most frequent accident Locations			
161	32.19	9/23/94	16:20	DRIVEWAY ENTERING						
161	32.19	5/16/95	16:50	DRIVEWAY ENTERING						
161	32.19	7/5/95	17:15	REAREND SD 1 STP						
161	32.19	12/21/95	12:40	DRIVEWAY ENTERING						
161	32.19	7/16/96	17:20	DRIVEWAY ENTERING	8					
161	32.20	2/11/93	17:40	DRIVEWAY ENTERING						
161	32.20	3/11/94	15:45	REAREND SD BM						
161	32.20	12/4/95	16:55	REAREND SD 1 STP	3					
161	32.22	3/3/94	18:15	SDSWIPE SD BM						
161	32.22	5/17/95	16:35	DRIVEWAY ENTERING	2					
161	32.23	9/29/93	16:30	DRIVEWAY ENTERING						
161	32.23	9/17/94	15:00	REAREND SD BM						
161	32.23	4/30/96	17:20	DRIVEWAY LEAVING	3					
161	32.24	9/21/92	11:55	DRIVEWAY ENTERING						
161	32.24	9/22/92	12:50	REAREND SD 1 STP	2					
161	32.25	2/23/95	17:23	DRIVEWAY LEAVING						
161	32.25	6/28/96	16:00	DRIVEWAY ENTERING	2					
161	32.26	8/8/96	18:20	REAREND SD 1 STP	1					
161	32.30	3/4/95	11:50	REAREND SD BM	1					
161	32.32	10/11/96	18:08	DRIVEWAY ENTERING	1					
161	32.33	1/31/94	9:51	REAREND SD BM						
161	32.33	3/23/95	17:35	REAREND SD 1 STP	2					
161	32.34	11/15/96	17:52	REAREND SD 1 STP	1					
161	32.38	6/11/92	16:25	DRIVEWAY LEAVING						
161	32.38	2/5/94	6:00	VEH HIT FIX OBJ	2					
161	32.40	11/27/94	17:20	REAREND SD BM	1					
161	32.43	4/29/95	17:20	VEH HIT FIX OBJ	1					
161	32.46	12/16/94	18:00	DRIVEWAY ENTERING	1					
161	32.48	2/4/92	17:50	ENTER AT ANGLE						
161	32.48	5/15/92	12:30	ENTER AT ANGLE						
161	32.48	4/22/93	13:30	REAREND SD 1 STP						
161	32.48	10/26/93	21:00	REAREND SD 1 STP						
161	32.48	11/11/93	17:15	ENTER AT ANGLE						
161	32.48	3/10/94	22:45	ENTER AT ANGLE						
161	32.48	5/27/94	13:20	DRIVEWAY LEAVING						
161	32.48	8/4/94	21:45	ENTER AT ANGLE						
161	32.48	11/9/94	18:40	ENTER AT ANGLE						
161	32.48	11/22/94	0:40	VEH HIT FIX OBJ						
161	32.48	8/31/95	2:35	VEH HIT FIX OBJ						
161	32.48	12/18/95	15:20	ENTER AT ANGLE						
161	32.48	8/26/96	14:39	REAREND SD 1 STP	14					
161	32.52	4/21/93	18:05	DRIVEWAY ENTERING	1					

Appendix C
Comments and RESPONSE - DEIS.
Appendix C – Comments & RESPONSE on the Draft EIS

Introduction

In compliance with SEPA regulations (WAC 197-11-455), the City of Edgewood made the Draft EIS, issued on March 30, 2001, available for public review and comment. During the 30-day comment period, 21 individuals/organizations submitted comments on the contents of the draft document.

Commentors included representatives of state organizations, regional organizations, interest groups, and residents of Edgewood. Comments addressing the draft Comprehensive Plan were also received but these are not responded to in this appendix because they were submitted after the deadline. Letters received on the Draft EIS are listed below in Table C-1. To conserve disc space, the actual text of the comment letters summarized in Table C-1 are not available in electronic format. The actual comment letters are available for public review at Edgewood City Hall.

Table C-1: List of Letters Received on the Draft EIS

Number	Date Received	Communicator	Affiliation
1	April 25, 2001	Chris R. Picard, System Planning Manager Office of Urban Mobility	Washington State Department of Transportation
2	April 27, 2001	Janine Robinson, Planner II	Pierce Transit
3	April 30, 2001	T. Hollingsworth	Resident of Edgewood
4	April 30, 2001	David and Laura Yadon	Resident of Edgewood
5	April 30, 2001	Judith Royne Theresa Walker Sharon Drahos Mike Drahos	Residents of DeChaux Road in Edgewood
6	April 30, 2001	Mrs. Bob Heinemann	Resident of Edgewood
7	April 30, 2001	Tracy Engels, Conservation Assistant	Friends of the Hylebos Wetlands
8	April 30, 2001	Ray and Lois Mohler	Residents of Edgewood
9	April 30, 2001	Anne Mantel	Resident of Edgewood
10	April 30, 2001	Bill Evans	Resident of Edgewood

Number	Date Received	Communicator	Affiliation
11	April 30, 2001	Colleen Wise	Resident of Edgewood
12	April 30, 2001	Nita Huber	Resident of Edgewood
13	April 30, 2001	Rick Drahos Charles Bloch Peter Flink Andre Hogenson Andrew T. Hogenson Gregory L. Tichy Marlyn Gay Tichy	Residents of DeChaux Road in Edgewood
14	April 30, 2001	Gale V. Bloch Laurie Main Patricia A. Bullion Jami L. Nabozny Jane E. Drahos Paul C. Vertrees	Residents of DeChaux Road in Edgewood
15	April 30, 2001	Jana Lancaster - White	Resident of Edgewood
16	April 30, 2001	Elaine Lewis	Resident of Edgewood
17	April 30, 2001	Clark Hunter and Colleen Wise, Co-Chairs	Edgewood Neighborhood Association
18	April 30, 2001	Leonard E. Sanderson	Resident of Milton
19	April 30, 2001	Sue & Jerry Miller	Residents of Edgewood
20	April 30, 2001	Sue & Jerry Miller	Residents of Edgewood
21	April 30, 2001	Mary J. Urback	Resident of Edgewood

Comments received on the Draft EIS were carefully reviewed and considered when revising the document (with this Final EIS representing the revised version). While SEPA does not require the City of Edgewood to respond directly to each comment received, it does require that the City address comments received on the Draft EIS when preparing the Final EIS. To accomplish this goal, the City reviewed the letters received, grouped comments into similar categories excerpted in writing the comments received (by category), and prepared detailed **RESPONSES** summarizing specific issues. In some cases, one **RESPONSE** was adequate to address a similar comment raised by more than one commentator. Where appropriate, the EIS text, tables, and figures were modified to reflect new information.

This Appendix documents the results of the comment and **RESPONSE** process. Following this introduction, Table C-2 presents the City's summary of comments received, as well as the **RESPONSE** to these comments. This table represents the City's official **RESPONSE** to all commentors. Following the summary of comments and **RESPONSES**, all letters received on the Draft EIS prior to the 30-day comment deadline are reproduced in their entirety.

Summary of Comments and RESPONSES on the Draft EIS

Table C-2: Summary of Comments and RESPONSES.

	Summary of Comments	Summary of RESPONSE
WSDOT (Washington State Department of Transportation)		
1-1	**General – Growth Alternatives.** The DEIS is difficult to interpret. It is based on Growth Scenarios and not Land Use Alternatives that they (WSDOT) have normally seen.	**RESPONSE** This approach is unique, but allowed under GMA. The City approach was based upon the large amount of constrained lands and not infrastructure. Alternative Growth Scenarios were considered instead of significantly different Alternatives based on land use patterns.
1-2	**General – Growth Alternatives.** This preferred growth alternative is presented in the Draft Comprehensive Plan.	**RESPONSE** The Growth Management Act requires that you designate a preferred growth alternative in the draft environmental impact statement.
1-3	**Transportation.** All Growth Alternatives assume the completion of WSDOT widening of SR-161.	**RESPONSE** The City analyses assumed that the traffic **capacity** of SR-161 would be increased. The analyses do not endorse a specific plan such as widening the roadway. The analyses assume that there may be alternatives to widening that will increase capacity. (e.g., intersection improvements)
1-4	**Transportation.** WSDOT construction of the capacity improvements to SR-161 is not funded at this time.	**COMMENT NOTED** City may require state to participate in Impact Fees for regional traffic impacts of 1.2% per year as noted.
1-5	**Transportation.** Local access is not the primary function of SR-161. Local access needs to be consolidated.	**COMMENT NOTED**
1-6	**Transportation.** Mixed Use development should be encouraged so that some limited services in strategic areas are available off of the state highway.	**RESPONSE** All of the Growth Scenarios are based on encouraging strong mixed-use land uses along the Meridian Corridor (SR-161) to encourage pedestrian access.
1-7	**Transportation.** The 6-Year Transportation Plan is not included in either the Comprehensive Plan or EIS.	**RESPONSE** The 6-Year Transportation Plan **IS INCLUDED** in both the Comprehensive Plan (Tables CF-8, CF-9, and CF-10) and in the DEIS (Table 3.6-10, Chapter 3, pages 82 and 83).

1-8	**Transportation.** The City of Edgewood should consider north-south arterials to give people an alternative to SR-161.	**COMMENT NOTED** The "Town Center" and "Meridian Corridor" plans would consider alternative parallel accesses, but not bypasses.
1-9	**Transportation.** The City adequately provided the inventory of state highways within the jurisdiction.	**COMMENT NOTED**
1-10	**Transit.** Transit Services are not addressed in the Mitigation Measures Section, Chapter 3, Page 79.	**COMMENT NOTED**
1-11	**Traffic – Level of Service.** LOS standards for the City's locally owned street system should be included in the Comprehensive Plan.	**COMMENT NOTED**
PIERCE TRANSIT		
2-1	**Transit.** Concentrate services and residential units in nodes along the Meridian Corridor.	**RESPONSE** Both residential and commercial uses are focused along the Meridian Corridor where there are existing transit services.
2-2	**Transit.** Pedestrian corridors should be provided within ½ mile of the Meridian Avenue East to support transit service.	**COMMENT NOTED** The three land use alternatives focus growth within 1400 feet or ¼ mile of Meridian Avenue East.
T. Hollingsworth		
3-1	**General.** The City Newsletter did not state that comments would only be taken until April 30, 2001. There should be a public hearing on the environmental issues.	**RESPONSE** The City Newsletter was mailed on or about March 12, 2001. On that date the DEIS was still being drafted. The DEIS was not issued until March 30, 2001, which triggered a legal 30-day review period, creating an April 30, 2001 deadline for comments.
3-2	**Constrained Lands.** Why is the net buildable lands higher in the Preferred Growth Alternative than the Low and High Growth Alternatives. (Appendix A-8)	**RESPONSE** The number changes because of the Land Use Policies relating to (1) acres of parks per 1,000 people, and (2) allowable development capacity of constrained lands. Tables A-1 and A-2 (Appendix Page 7) present the differences in policies that impact the ultimate buildable lands. The High Growth provides only 60% of the park lands that the Preferred Growth Alternative proposes.
3-3	**Constrained Lands.** Why are the "adverse impacts" on the Preferred Alternative lower than the Low and High Growth Alternatives? (Chapter 3, Page 35)	**RESPONSE** The High Growth Alternative creates higher impacts on Parks and lower impacts on critical areas, while the Low Growth Alternative spreads out development which is more dependent on the automobile.

3-4	**Domestic Water.** Since the Preferred Alternative directs some of the growth directly over the well heads, how will the Mt. View /Edgewood Water Company wells be protected?	**RESPONSE** In higher density areas, the removal of septic effluent to an off-hill treatment plant will reduce the potential for contamination of the water supply. The State and Federal Governments control all hazardous commercial material.
3-5	**Domestic Water.** More people means more demand on water supply?	**RESPONSE** The Mt. View – Edgewood Water Company's approved Master Plan can provide both the supply and water rights for a population of 20,000 people.
3-6	**Aquifer Recharge.** Chapter 3 page 10 Aquifer Recharge Areas. What does the last sentence mean? "*This development would add septic systems within the one-year's water travel time from three of the Mt. View-Edgewood Water Company wells."*	**RESPONSE** Each of the Growth Alternatives will add new septic systems within the one-year travel area that surrounds each well unless sanitary sewers are provided to that area for wellhead protection.
3-7	**Storm Water.** Chapter 3 page 11. Creeks Streams & Lakes. How do we handle the increased runoff due to buildings and roads?	**COMMENT NOTED** The City has adopted surface water standards that require on-site infiltration.
3-8	**Storm Water.** Appendix A-5, page 5. How will future development impact storm water? Storm sewers would remove water and impact the aquifer.	**RESPONSE** The analysis notes that current City storm water codes create a natural constraint on the development capacity of land due to the land area required for infiltration, while recognizing that if community-based stormwater infrastructure is built, the land capacity assumptions will change.
3-9	**Constrained Lands.** What is the difference between "Protects sensitive areas from future development " and "Protects sensitive areas from residential development"?	**RESPONSE** There is no difference.
3-10	**Constrained Lands.** Chapter 3, page 49. The Low Growth Alternative has less growth based on constrained lands. Does that mean the Preferred Growth Alternative will build on more constrained lands?	**RESPONSE** Not Necessarily. Higher clustered densities would be allowed on that portion of the parcel of land that was not constrained, while some development could occur on slopes over 20% with geo-technical approval.
3-11	**Constrained Lands.** Chapter 2, page 8. Why are the constraints in the High Growth and Low Growth more restrictive than the Preferred Growth?	**RESPONSE** The basic assumptions were different for each alternative. The Preferred Growth looked at 50% bonus that would be implement only by 20% of the new dwellings (some people would choose not to build senior housing). The Low Growth Alternative only considered 2.5% to create the population model of 16,000 that was considered in the traffic analysis. Basically, the Land Use Capacity Analysis was created to mirror the low estimate of the transportation analysis that was completed in 1999. The High Growth did not consider the senior bonus because the Land Capacity Analysis was based on the average number of dwelling units not the low or high estimates of residential densities.

3-12	**Constrained Lands.** Does that mean more building in constrained lands?	**RESPONSE** No. It gives density that could be transferred to the unconstrained portion of the site.
3-13	**Constrained Lands.** Chapter 2, page 9. Community Character – why is the High and Low Growth provide more environmental protection than the Preferred Growth?	**RESPONSE** Each alternative provides the same amount of environmental protection based on Comprehensive Plan Policies. Development Regulations have not been created. The Land Use Capacity Analysis is a planning tool that establishes a theoretical model and it does not mean that building will occur on constrained lands. Case-by-case environmental analysis will be required.
3-14	**Constrained Lands.** Appendix A, page 7. Why is there a higher percentage of building on constrained lands in the Preferred Alternative than the Low and High Growth Alternatives?	**RESPONSE** This Table is used to analyze land capacity of policies noted in Questions 3-11 and 3-12 above. Density calculation is not the same as building on constrained lands, but assigning value and then letting the property owner cluster the density. Any development on constrained lands will be governed, on a case-by-case, by the City's critical area regulations, and the SEPA process.
3-15	**Parks.** Chapter 3, Page 45. The 4 acres of wetlands purchased by the City should be added to the inventory of parks.	**RESPONSE** The wetlands are not generally considered parks, but passive open space. In this case it can be considered a natural park.
3-16	**Storm Water.** Attached were the following documents: • Letter of June 13, 2000 to City Council concerning flooding and landslides. • Pierce County Herald Newspaper article, dated February 11, 1997 concerning flooding in Edgewood. • Letter of February 18, 1996 from FEMA stating that her home can be occupied. • Letter received January 24, 2000 concerning comments to the Comprehensive Plan.	**RESPONSE** Flooding and landslide issues were addressed in the goals and policies as part of the Comprehensive Planning Process in 2000. The City's 1997 Storm Water Management Plan has been used as one of the key environmental documents in both the Comprehensive Plan and the Draft Environmental Impact Statement.
David and Laura Yadon		
4-1	**General - Low Growth Alternative.** Stresses the fact that the community wants to see the Low Growth Alternative and not change the "rural character" of Edgewood.	**RESPONSE** The City Council in the Preferred Alternative has attempted to balance the retaining of the rural character by protecting the existing residential neighborhoods and creating a compact community focus in a "town center" with the GMA legal requirement of providing a density of 4 dwelling units per net developable acre.

DeChaux Road Community		
5-1	**General - Low Growth Alternative.** Stresses the fact that the community wants to see the Low Growth and the request to consider the lowest possible impacts. • The environmental issues that affect our streams, slopes and wetlands are too high a risk in the Preferred Plan. • Table A-1 (Appendix Page A-7) shows that 75% of the slopes and 80% of the frequently flooded areas can be built on.	**RESPONSE - Clarification.** The development capacity of 75% for Moderate Slope **Buffers** which accounts for approximately 146 acres out of 5,346 acres in the City and the Frequently Flooded **Buffers** which accounts for approximately 96 acres, does not mean that they can be built on. It is a **density calculation** that would allow you to transfer the capacity to another portion of a lot that is limited by environmental constraints. Issuance of a building permit would depend on the implementing regulations and the building code, which may require further study from geotechnical, wetland, and/or other relevant experts. State or Federal regulations may also impact the issuance of a building permit.
Mrs. Bob Heinemann		
6-1	**Business Park.** Objects to Business Park proposed for east of Meridian Avenue East and north of Union Pacific Railroad on the southern boundary of the City. • New buildings could require land to be raised and increase flooding. • Filling could cause flooding of their private road, 48th Street, and the home located at 10301 48th Street East. • Development would block their view of Mt. Rainier and the present farmlands. • Several wells belonging to the Mt. View Edgewood Water Company would be compromised.	**RESPONSE** The Business Park designation was based on close location to the fiber optics line and the fact that it would create a land use buffer between the industrial and commercial development in Puyallup. However, any filling and storm water infiltration-retention would have to be considered in specific development proposals.
FRIENDS OF THE HYLEBOS WETLANDS		
7-1	**Critical Areas.** They agree with the DEIS, Chapter 3, page 13 that states that the present Critical Areas Ordinance does not adequately protect the natural buffer areas.	**RESPONSE** The City intends to rewrite the Critical Areas Ordinance.
7-2	**Wetlands.** Wetland buffers should be up to 200 feet in width where significant wildlife functions are noted.	**COMMENT NOTED**
7-3	**Hylebos Creek** (DEIS – Surprise Lake Creek) has been recently documented with the return of Chinook Salmon. Recent scientific research suggests that a 250-foot buffer is the minimum necessary for protecting salmonid stream quality.	**RESPONSE** The issue will be considered in the new Critical Areas Ordinance.

7-4	**Hylebos Creek.** Figure 3.1-1, General Hydrology and Steep Slopes, does not show buffers along 4/5th of the upper portions of Hylebos Creek.	**COMMENT NOTED** The map is a generalized map. Buffer areas may have to be increased.
Ray and Lois Mohler		
8-1	**Traffic – Level of Service.** Chapter 3, Page 62. Why would the lowering of the LOS, in any areas, be an option, after the LOS has dropped to that allowed in the Comprehensive Plan ?	**RESPONSE** This is a policy decision in the Comprehensive Plan. SR-161 (Meridian Avenue East) is not under the control of the City of Edgewood and does not have to meet City LOS standards. City streets will eventually be impacted by the continued traffic growth on SR-161.
8-2	**Traffic Existing LOS.** Chapter 3, Page 57 and Map 3, Page 64. This information is not dated.	**RESPONSE** This information was based on using the 1995 traffic counts, then projected using a 1.2% annual growth factor for the year 2000.
8-3	**Traffic Funding.** Chapter 3, Page 77. Why were impact fees not included as a must under funding?	**COMMENT NOTED** The Responsible Official has included impact fees for impacts related to 5 intersections on the Meridian Corridor and the realignment of Jovita Boulevard.
8-4	**Schools.** Chapter 2, Page 15 – The DEIS states that new classrooms will be needed for the anticipated growth, while the Puyallup School District has stated that no new schools will be needed until 2013.	**COMMENT NOTED** The City's analysis was based on a lower classroom size of 25 students and a growth scenario based on recent single-family construction activity. The Puyallup School District is estimating a smaller family size and growth rate.
8-5	**Wellhead Protection.** Why is there not a well head protection area around the Mt. View – Edgewood Well Site #2?	**RESPONSE** No well head protection zones were included in the Mt. View- Edgewood Master Plan for Well #2.
8-6	**Wellhead Protection.** Why are there no well head protection areas around the Fowler Mutual and DeChaux Mutual wells?	**RESPONSE** Information was not available.
8-7	**Wellhead Protection.** Why is there not wellhead protection area around the Lakehaven Water District's well site on County Line Road?	**RESPONSE** The Lakehaven Utility District 1998 Water Master Plan does not contain any designated wellhead protection areas. They are presently in the process of developing a wellhead protection plan (Lakehaven Water Master Plan (Page 7-7)).
8-8	**Storm Water and Flood Prone Areas.** We are disappointed that the Plan does not call for retaining storm water locally for aquifer recharge and to protect the wetlands/environment as the recommended direction from Mike Krautkramer and the Mountain View-Edgewood Water Company	**COMMENT NOTED** All of the alternatives focus on infiltrating storm water on site based upon the City's 1997 Surface Water Master Plan. Protection of the aquifer is critical especially by encouraging infiltration of clean water and containment or elimination of any pollution sources related to urban development.

8-9	**Storm Water and Flood Prone Areas.** Storm water should be the responsibility of property owner not the City. There is no cost analysis for purchasing the potholes for natural parks/storm water retention.	**COMMENT NOTED** There was not a cost analysis for community/ public storm water systems since property owners are required by City ordinances to provide on-site infiltration for surface water.
8-10	**Land Use - City Hall.** All of the City Hall site on Meridian should be noted as public.	**COMMENT NOTED**
8-11	**Land Use - Gravel Mining.** Should be noted as industrial zoning.	**COMMENT NOTED** Two of the three gravel operations are in the reclamation stages and will be ready for development within 5 to 10 years.
8-12	**General - Low Growth Alternative.** From Citizen Participation the community wants to see the Low Growth Alternative and the lowest possible impacts to satisfy the numbers (GMA law).	**COMMENT NOTED** The lowest possible numbers are based upon the mandate to provide four (4) dwelling units per net developable acre.
Anne Mantel		
9-1	**General - Low Growth Alternative.** Surprised at the City Council not taking the most stringent protection of the environmentally constrained lands in the Low Growth Alternative instead of the Preferred Alternative.	**COMMENT NOTED**
9-2	**Population.** The "low growth alternative" would have been in accordance with the County's planning number of 16,847.	**RESPONSE** Incorrect. The low growth alternative was based on a low traffic growth scenario. It did not meet the Pierce County population allocation of 16,847 (See DEIS Chapter 2, Page 4)
9-3	**Land Use Capacity** – Why do the numbers per household vary between the Low, Moderate and High Growth Alternative? Are you playing with numbers?	**RESPONSE** The numbers do vary. The Planning Commission used 2.7 persons/household for the High Growth Alternative based on 1990 census average household size, while the City Council used the 2.5 based on **more recent** information from the school districts. The staff used the higher household sizes based on individual categories from the Office of Financial Management to specifically create a number as close to 16,000 persons for the Low Growth Alternative **to match** the transportation modeling that was done for populations of 16000, 20000, and 24000.

Bill Evans		
10-1	**Land Use Capacity Analysis – Constrained Lands** - How can the Preferred Growth Alternative (PGA) have the "least amount of adverse environmental impact?	**RESPONSE** Total environmental impacts were evaluated including traffic, density, parks and commercial uses. The Preferred Growth Alternative focuses more growth along the Meridian Corridor where urban services can be provided without impacting the significantly constrained lands on either the east or west sides of the City.
10-2	**Land Use Capacity Analysis – Constrained Lands** How can the Preferred Growth Alternative allow the greatest intrusion into sensitive areas and yet be the most protective?	**RESPONSE** The Land Use Capacity Analysis does not suggest intrusion into sensitive areas in any of the three alternatives. Comprehensive Plan Policies in both the Natural Environment and Land Use Chapter provide for analysis and proper development of constrained lands, particularly LU5, LU14, LU15. Development regulations have not yet been written that control development in the constrained lands. The Land Use Capacity Analysis only establishes the carrying capacity of the land. Development regulations consistent with the Comprehensive Plan still need to be drafted.
10-3	**Land Use Capacity Analysis – Constrained Lands** Why does Chapter 2 state that the Preferred Growth Alternative will allow development up to 50% within environmental buffers when Table A-1 shows up to 80% development?	**COMMENT NOTED** The Table in Chapter 2 will be corrected.
10-4	**Land Use Capacity Analysis – Constrained Lands** How can the Low Growth Alternative and High Growth Alternative both have the same environmental constraints when one allows significantly more growth than the other?	**RESPONSE** The difference is the parks objective. The High Growth Alternative provides for 20 acres per thousand people, while the Low Growth Alternative provides for 34.7 acres per thousand people.
10-5	**Land Use Capacity Analysis – Constrained Lands** Why doesn't Table A-1 contain development potential along streams and stream buffers?	**RESPONSE** The recent federal standards require protection of streams and stream buffers. The intent was to be conservative and protect the environmental quality and the salmonid fish habitat of the streams and stream buffers.
10-6	**Land Use Capacity Analysis – Constrained Lands** Lastly, how can the Fish and Wildlife section in Chapter 3 state the Preferred Growth Alternative will be the most beneficial to salmonid species when the Preferred Growth Alternative appears to allow the greatest intrusions into sensitive areas?	**RESPONSE** The development regulations have not been written that would require the clustering of residential uses to protect critical areas. The Preferred Growth Alternative also allows the focusing of development in the Meridian Corridor without creating significant impacts that could not be reasonably mitigated. This would mean increased pollutants in the air and on the roadways which would impact the quality of storm water runoff.

10-7	**Land Use Capacity Analysis – Constrained Lands** Why is the 500-year level addressed in the DEIS when it is clear the Draft Comprehensive Plan does not intend to regulate to the 500-year level?	**RESPONSE** The 500-year level is included in both the DEIS and the mapping used in the Draft Comprehensive Plan.
10-8	**Land Use Capacity Analysis – Constrained Lands** Is the 25% Preferred Growth Alternative development capacity shown on Table A-1 for the 100-year flood, or some other level?	**RESPONSE** The 25% capacity is used as an average that would cover both the 100-year and 500-year levels. Regulations will be more stringent in the 100-year level than the 500-year level.
10-9	**Land Use Capacity Analysis – Constrained Lands** Similarly, is the 80% capacity for frequently flooded areas buffers shown on Table A-1 referring to the 100-year flood, or some other level?	**RESPONSE** You are correct. The frequently flooded buffers refer to both the 100-year and 500-year levels. That was the reasoning to increase the development capacity, but still be concerned with the environmental consequences.
10-10	**Land Use Capacity Analysis – Constrained Lands** Lastly, why doesn't the DEIS describe likely impacts and mitigation measures required as a result of only regulating to the 100-year level (e.g. permitting development in areas know to flood, potential buy-backs, costly storm sewer improvements, etc.)?	**COMMENT NOTED .** The DEIS is a programmatic EIS. Specifically it would not address the details that would have to be considered by each proposed development or by storm water utility. On-site infiltration is required by City ordinances. The City has developed a Surface Water Master Plan in 1997, but it does not create a community storm water system.
10-11	**Land Use Capacity Analysis – Constrained Lands** How can Preferred Growth Alternative residential densities be achieved in areas proposed for the zoning at 3 or more units per acre without addition of storm and sanitary sewers?	**COMMENT NOTED .** Detailed case-by-case site analysis (e.g., geology, soils, water table, vegetation, etc.) will have to be completed which may require either on-site or community systems. In addition, much of the west side of the City has been already developed at 3 plus dwellings per acre. State law does not force the use of sanitary sewers until the residential density approaches approximately 3.5 dwelling units per acre.
10-12	**Land Use – Capital Facilities** Why doesn't the Draft Comprehensive Plan or Draft Environmental Impact Statement includes a map showing areas planned for sanitary/ storm sewers?	**RESPONSE** The Growth Management Planning process is a constantly evolving self-correcting mechanism. Both a Storm Water Master Plan and a Sanitary Sewer Master Plan are detailed capital facilities plans that are not applicable at this level of comprehensive planning. Storm water is to be infiltrated on site, while sanitary sewers will be focused on areas over 3 dwelling units per acre along the Meridian Corridor. State law does not force the use of sanitary sewers until the residential density approaches approximately 3.5 dwelling units per acre.
10-13	**Land Use – Capital Facilities** When storm and sanitary sewers are installed, especially in aquifer recharge areas, how will surface and groundwater quantity and quality be impacted? Will such potential impacts be studied prior to the installation of systems?	**COMMENT NOTED** More technical reviews will be conducted on each development proposal. Plus the Sanitary Sewer Master Plan will have to address this issue.

10-14	**General** Can unit densities be added to Figures 2.1-1, 2.2-1 and 2.3-1?	**RESPONSE** The unit densities are in the Comprehensive Plan and in the Land Use Capacity Analysis in Appendix A.
10-15	**General** Can the errors in Tables 2.4-1 and 2.6-1 be corrected?	**RESPONSE** Yes.
10-16	**General** Is "CTRC" on Figure 3.1-2 supposed to be referring to CATRAC?	**RESPONSE** Yes.
10-17	**General** Can Figure 3.1-2 be updated to accurately reflect Timber Cover and Urban Agricultural areas?	**RESPONSE** Figure 3.1-2 reflects designated lands by Pierce County, not actual vegetation cover.
10-18	**Steep Slopes.** Why does the Geological Hazardous Areas section in Chapter 3 state that there will be no development on or near steep slopes, when the Preferred Growth Alternative allows 25% development on steep slopes?	**RESPONSE** The 25% development **capacity** does not mean that actual development will occur on steep slopes. Development will be regulated by geo-technical review on a site-specific basis.
10-19	**Wellhead Protection.** How will industrial activity is close proximity to City wells be controlled to prevent contamination of the wells?	**RESPONSE** New development will comply with State, Federal, and Local regulations relating to storm water and industrial materials handling.
10-20	**Draft Comprehensive Plan (DCP)** The streams and lakes are not shown as wildlife habitat.	**RESPONSE** In the DEIS Figure 3.1-4 Salmon Locations, Chapter 3, page 7 addresses this issue.
10-21	**Draft Comprehensive Plan (DCP)** Correct Figure 2-1 to correctly show boundaries and Puyallup Indian Reservation Boundary.	**COMMENT NOTED** Figure 2-1 has been corrected to show the Puyallup Indian Reservation Boundary. Land uses of adjacent Cities are shown in Figure 3.3-1, DEIS, page 3-43.
10-22	**Draft Comprehensive Plan (DCP)** The map and the work that was completed by the Capacity Analysis Technical Review Committee (CATRAC) are used but no credit is given.	**RESPONSE** CATRAC is noted as a Principal Contributor on the acknowledgement page of the Draft Environmental Impact Statement.
10-23	**Draft Comprehensive Plan (DCP)** See 10-21 above.	
10-24	**Draft Comprehensive Plan (DCP)** The geologic conditions included are subject to erosion and seismic hazards. This section should be expanded.	**COMMENT NOTED** Specific site analysis will be conducted on each development.
10-25	**Draft Comprehensive Plan (DCP)** The City's 1997 Surface Water Management Plan (SWMP) uses outdated County maps compiled prior to 1990 and should be updated with the new CATRAC information for "best available science".	**COMMENT NOTED**
10-26	**Draft Comprehensive Plan (DCP)** All the valley bottom is subject to volcanic hazards and should be noted.	**COMMENT NOTED**

10-27	**Draft Comprehensive Plan (DCP)** Figure NE-2 is based on relatively current local knowledge, but it does mention the City's 1997 SWMP.	**RESPONSE** The City's 1997 Storm Water Management Plan is referenced in the Draft EIS.
10-28	**Draft Comprehensive Plan (DCP) Flooding.** Chapter 3, Page 8, creates confusion as to what the City is using to determine frequently flooded areas. The City should be conservative and use the 500-flood hazard areas instead of the 100-flood hazard areas.	**RESPONSE** The City Council is proposing to use the 100-year flood hazard area as the frequently flooded area. Figure NE-2 in the Draft Comprehensive Plan is based on the CATRAC information, which was the basic inventory for the underlying Capacity Analysis, peer review was conducted by the City's consultant, EDAW, Inc., which included biologists, geologists, and other technical experts to apply the "best available science" . The Critical Areas Ordinance will have to be updated as part of the development regulations.
10-29	**Draft Comprehensive Plan (DCP) Wetlands.** The City should be using the best available science, whether from the County, CATRAC or its own files.	**RESPONSE** The City is using the "best available science" in the form of local information in Figure NE-2 and requiring both wetland delineation and wetland analysis if the property is suspect to contain any wetlands.
10-30	**Draft Comprehensive Plan (DCP) Drinking Water.** Consideration should be given to protection Edgewood's drinking water.	**RESPONSE** Chapter 3, Page 5 of the DEIS address the location of wells and well head protection in Figure 3.1-3.
10-31	**Draft Comprehensive Plan (DCP) Streams.** Chapter 3, Page 10. Streams in Edgewood are known to be fish bearing. They should be noted.	**RESPONSE** Chapter 3, Page 7 of the DEIS address the location of salmon in Figure 3.1-4.
10-32	**Draft Comprehensive Plan (DCP)** NE-7 in Chapter 3, Page 11 should include seismic, volcanic, erosion and aquifer recharge areas, "creeks" and "significant trees".	**COMMENT NOTED**
10-33	**Draft Comprehensive Plan (DCP) Slopes.** Chapter 3, Page 12, NE15. Why is the City proposing to only regulate such activities on slopes that exceed 30% when 86% of the citizen's surveyed favor limiting the removal of vegetation on slopes over 15%?	**RESPONSE** Development is regulated by present city ordinances including: • The building which code calls for the completion of geotechnical studies for any structure on a slope greater than 20%. The development of property over 30% can be allowed if adequate mitigating measures can be identified. • The King County Stormwater Manual which the City of Edgewood has adopted prohibits the infiltration of stormwater in slopes over 25%. • Tacoma Pierce County Health Department regulations prohibiting septic tank drainfields on slopes over 30%.

10-34	**Draft Comprehensive Plan (DCP) Steep Slopes.** Chapter 3, Page 12, NE 16. The term "steep slopes" is referred to several times in the Plan, but not defined.	**COMMENT NOTED**
10-35	**Draft Comprehensive Plan (DCP) Flood Hazard Regulations.** Chapter 3, Page 13, Policy NE20. Allows regulations to be written to allow development in the 100-year, 500-year, and associated buffers.	**COMMENT NOTED**
10-36	**Draft Comprehensive Plan (DCP) Potholes.** Chapter 3, Page 17, Policy NE48. To be complete the potholes should be included along with the pothole buffers.	**COMMENT NOTED**
10-37	**Draft Comprehensive Plan (DCP) CATRAC.** Chapter 3, Figure NE-2. The primary authors of Figure NE-2 should be given credit.	**RESPONSE** The Draft Environmental Impact Statement (DEIS) acknowledges CATRAC as a primary contributor.
10-38	**Draft Comprehensive Plan (DCP) Residential Development.** Chapter 4, Page 2. The is a difference in the potential residential development.	**RESPONSE** The DEIS refines these numbers and the Environmental Summary will be re-written.
10-39	**Draft Comprehensive Plan (DCP) Land Use Map.** Chapter 5, Page 7, Figure LU-9 is based on the ultimate land capacity and not the 20-year planning allocation.	**RESPONSE** The Plan must include both a 20-year population allocation and a land use capacity analysis that provides a minimum of 4 dwelling units per net buildable acre. **Both** goals **must** be met.
10-40	**Draft Comprehensive Plan (DCP) Stormwater.** Chapter 10, Page 15, Bullet #4 appears to be an attempt by the City Council to avoid dealing with the "frequently flooded areas" issues. The SWMP recommends using the 500-year flood hazard area.	**COMMENT NOTED**
10-41	**Draft Comprehensive Plan (DCP) Fiber Optics.** Chapter 10. The City should address its goal of getting as much underground conduit installed for its new fiber optics system.	**COMMENT NOTED**
10-42	**Draft Comprehensive Plan (DCP) Sewers.** Chapter 10, Page 30, Policy CF36. The City should maintain control over the environmental review process when contracting for outside authorities to provide sewer service.	**COMMENT NOTED**
10-43	**Draft Comprehensive Plan (DCP) Implementing Policies.** Chapter 13, Page 4, Policy IS1. The policy is too liberal, suggesting "fair and effective". The wording of this policy should be changed to state that codes and regulations <u>will</u> be strictly enforced.	**COMMENT NOTED**

10-44	**Draft Comprehensive Plan (DCP) Consistency.** Chapter 14, Page 1, Goal 1. It is not clear that why the Land Use Map accommodates full buildout rather than the 20-year planning period required by GMA.	**RESPONSE** The Plan must included both a 20-year population allocation and a land use capacity analysis that provides a minimum of 4 dwelling units per net buildable acre. Both goals must be met.
10-45	**Draft Comprehensive Plan (DCP) Consistency.** Chapter 14, Page 3, Goal 3. It is not clear why the goal refers to Figure LU-8.	**RESPONSE** The Comprehensive Plan will be corrected to refer to LU-9 prior to Council adoption.
Colleen Wise		
11-1	**General.** The citizens have stated over and over that they prefer to keep as much of our pastorial look as possible.	**RESPONSE** The City Council in the Preferred Alternative has attempted to balance the retaining of the rural character by protecting the existing residential neighborhoods and creating a compact community focus in a "town center" with the GMA legal requirement of providing a density of 4 dwelling units per net developable acre.
11-2	**General.** When was there a hearing on the scoping for the DEIS ?	**RESPONSE** A formal hearing was not held. A scoping notice was published on March 8, 2001 with comments due by March 23, 2001.
11-3	**General.** Chapter 1, Page 4. (the acres 5,436) does not match the chart on Appendix A-7 for the Preferred and Low Growth, looks like it should be 5,346.	**COMMENT NOTED** Chapter 1, Page 4 will be corrected.
11-4	**Environmental Protection. Chapter 2, Page 4.** Stringent environmental constraints considered (with) should be (will?) eliminate development capacity on steep slopes? The percentages do not match in Appendix A-7.	**RESPONSE** The Low Growth and High Growth Alternatives have similar capacity goals for constrained lands.
11-5	**Preferred Alternative – Population.** The increased population of 6,017 in Chapter 3, Page 18, Paragraph 4 does not match the population increase of 6,907 in Appendix A-8. Why is not the 16,847 number used.	**COMMENT NOTED** Chapter 3 needs to be corrected. The 16,847 a population allocation is not the maximum land use capacity that is presented in Appendix A-8.
11-6	**Appendix A-13.** Can you explain how the dwelling units per acre in the Mixed Residential is only 4 dwellings units per acre in the Preferred Alternative than the 7 dwelling units per acre in the Low Growth Alternative?	**COMMENT NOTED** The Preferred Growth Alternative created two categories of Mixed Residential at 4 and 8 dwelling units per acre.
11-7	**Stormwater.** The EIS does not have any discussion regarding Private or Public Storm Water Runoff.	**RESPONSE** All new storm water run-off is to be infiltrated on-site or not released at any greater rate than presently occurring.

11-8	**CATRAC** The CATRAC report is still not a part of this document but is heavily used as reference material and best available science for the maps that are used, it would be prudent to have it in the appendix.	**COMMENT NOTED**
11-9	**General** In conclusion, I would like to see the plan worked more in favor of the environmental restrictions that the Low Growth Plan would adopt, to better protect our citizens and our city.	**COMMENT NOTED**
Nita Huber		
12-1	**General** In hearings most citizens preferred to keep to our small town feeling. In that light, I would say the Low Growth Plan best represents the desires of the citizens. So much wetlands and steep slopes, I would discourage the preferred plan.	**COMMENT NOTED**
12-2	**Transportation.** The Preferred Plan would most certainly cause great strain on all transportation in our city. In Chapter Three, page fifty, how can you say it is unlikely to have "negative" impact. The LOS is already at F, so how could it be rated higher in any plan? The State has not yet committed to upgrade Meridian, so no plan should be based on any upgrade for impact statement.	**COMMENT NOTED** The Comprehensive Plan analyzes a 20-year planning period. The comment in Chapter 3, page 50, includes the word "significant" before negative impact. With planned transportation improvements paid for by developer impact fees, grants, and gasoline taxes, Levels of Service should stay in the "F" range. Also the construction of SR-167 would reduce traffic demand by approximately 14%.
12-3	**Habitat.** In Chapter Three, page fourteen, how could habitat loss be less under the Preferred Plan when the plan calls for much more impact on the very areas where habitat could survive? I have already noted a loss of frogs every Spring from development we already have experienced.	**COMMENT NOTED** Increasing the land use capacity does not mean that habitat will be lost. New development may be clustered (Comprehensive Plan Policies LU15, LU14, and LU5). These policies along with other policies in the Natural Environment will guide the specifics in the development regulations. The change in the frog population may not be from development. It may be as simple as an increase in the cat, hawk, or possum populations.
12-4	**General.** I would support a Public Hearing on the Draft Environmental Impact Statement.	**COMMENT NOTED**

DeChaux Road Community		
13-1	**General - Low Growth Alternative.** Stresses the fact that the community wants to see the Low Growth and the request to consider the lowest possible impacts. • The environmental issues that affect our streams, slopes and wetlands are too high a risk in the Preferred Plan. • Table A-1 (Appendix Page A-7) shows that 75% of the slopes and 80% of the frequently flooded areas can be built on.	**Comment Noted - Clarification.** The development capacity of 75% for Moderate Slope **Buffers** which accounts for approximately 146 acres out of 5,346 acres in the City and the Frequently Flooded **Buffers** which accounts for approximately 96 acres, does not mean that they can be built on. It is a density calculation that may allow you to transfer the capacity to another portion of a lot that is limited by environmental constraints. Issuance of a building permit would depend on the implementing regulations and the building code, which may require further study from geotechnical, wetlands, or other experts. State or Federal regulations may also impact the issuance of a building permit.
DeChaux Road Community		
14-1	**General - Low Growth Alternative.** Stresses the fact that the community wants to see the Low Growth and the request to consider the lowest possible impacts. • The environmental issues that affect our streams, slopes and wetlands are too high a risk in the Preferred Plan. • Table A-1 (Appendix Page A-7) shows that 75% of the slopes and 80% of the frequently flooded areas can be built on.	**Comment Noted - Clarification.** The development capacity of 75% for Moderate Slope Buffers which accounts for approximately 146 acres out of 5,346 acres in the City and the Frequently Flooded Buffers which accounts for approximately 96 acres, does not mean that they can be built on. It is a density calculation that would allow you to transfer the capacity to another portion of a lot that is limited by environmental constraints. Issuance of a building permit would depend on the implementing regulations and the building code, which may require further study from geotechnical, wetlands, or other experts. State or Federal regulations may also impact the issuance of a building permit.
Jana Lancaster-White		
15-1	**General.** I would like to see Edgewood remain as much as it is today yet I know that cannot be. We must grow and we have a population number to meet – 16,847. The Comprehensive Plan provides more than the population allocation and does little to protect our sensitive environment, such as our wet areas and hillsides. Edgewood needs to grow as little as possible to protect the environment to the highest extent possible.	**COMMENT NOTED** The law sets two goals. One is the population allocation by Pierce County of 16,847 and the other is 4 dwelling units per net buildable acre. The Low Growth Alternative in the DEIS meets the 4 dwelling units per acre, but **not** the population allocation of 16,847.

Elaine Lewis		
16-1	**DEIS Scoping.** Was there a scoping period that the public was invited to participate in? How was the public notified? How were other governmental agencies notified?	**RESPONSE** A formal hearing was not held. A scoping notice was published on March 8, 2001 with comments due by March 23, 2001.
16-2	**Net Useable Acres.** Number of net usable acres is 610; doesn't match pg. App. A-8, lists 1,691, 1,199 and 1,397.	**COMMENT NOTED** You are correct. The net usable acres on page 4 of Chapter one refers to the area found by CATRAC after subtracting existing residential, while in Appendix A, page 8, the number includes the existing residential. In addition, the growth has been focused in the Meridian Corridor where over 50% of the new growth will occur. Page 17 of Appendix A shows that the density of the Meridian Corridor will be 9.42 dwelling units per acre, the density of the Eastside will be 2.41dwelling units per acre, and the Westside will be 3.47 dwelling units per acre.
16-3	**Land Use Pattern. Figure 2.1-1.** All three alternatives are very similar in land use patterns. Many of the features of the different growth scenarios can be interchanged as they are not tied to population issues, but are simply community values, standards, and preferences.	**COMMENT NOTED**
16-4	**Low Growth.** The low growth alternative meets 4.0 units an acre but does not meet growth targets. Which growth targets does it not meet?	**RESPONSE** It does not meet the Pierce County Population Allocation of 16,847.
16-5	**Land Use – Commercial.** Is the planned commercial strip also the town center?	**RESPONSE** No. The commercial/ residential corridor along Meridian Avenue East is larger than the "Town Center" that would be focused at the intersection of Meridian Avenue East and 24th Street East, comprising some 60 acres.
16-6	**Capacity Analysis - New Dwelling Units.** "Moderate Residential Growth increasing … 3,342 dwelling units" contradicts Ch. 7, pg 8 of the comp plan which states, "6,600 dwelling units**,** and 450% increase in multi-family housing.	**RESPONSE - Clarification.** The statements are not inconsistent. The Comprehensive Plan refers to total units, while the DEIS refers to **new** dwelling units.
16-7	**Environmental Protection.** Chapter 2, page 9, bullet #1. The low growth alternative is not similar to preferred alternative in that the preferred plan only offers limited protection of existing open space and critical areas, and the low growth alternative offers more environmental protection.	**RESPONSE - Clarification.** Most of the DEIS comments have made the assumption that the land use capacity means that critical areas will be intruded into by development. The capacity analysis establishes the opportunity, not the ability. Detailed geo-technical, wetlands, and engineering studies would be required. The density allowed may be transferred to other portions of the lot, if possible.

16-8	**Capacity Analysis – Low Growth Density.** Chapter 2, Table 2.6-1 – Bullet #6 states that the Low Growth Alternative does not meet the minimum density of 4.0 dwelling units per acre.	**COMMENT NOTED** Table 2.6-1 has been corrected.
16-9	**Water Quantity.** Chapter 3, Table 2.6-1. No reference to protecting water quantity is made in the DEIS.	**RESPONSE** Water quantity is based not only on surface water in Edgewood, but also the deeper aquifer that extends south from Federal Way. Through continued on-site storm water infiltration requirements, quantity should be maintained. The Edgewood Water Company has determined, through its Master Plan, that they have enough supply for a population of 20,000 people.
16-10	**Transportation – Peak Hour.** Chapter 2, page 14. When referring to peak hours, it should be noted that peak hours are approximately two hours in the morning and three hours in the afternoon.	**COMMENT NOTED**
16-11	**Storm Water.** Chapter 3, page 9, paragraph 1. Engineering systems for retaining storm water are promoted. However, the vision statement of community, which is posted on the city web site, says "A community that lives within the capacity of its natural systems (septic, storm water, etc.), promotes a clean and green environment and protects environmentally sensitive areas." Retaining natural systems should be emphasized more as it contributes greatly to the character of the city.	**COMMENT NOTED**
16-12	**Natural Environment –** Chapter 3, page 10, last paragraph. "No significant adverse impacts to plants and animals from the overall residential growth are expected". This statement does not realistically reflect the major changes that will take place to the community with the addition of the preferred growth alternative of 3,324 new units.	**COMMENT NOTED** None of the plans propose any greater intrusion into the critical areas than any other.
16-13	**Sewers** – Chapter 3, page 11, paragraph 1. How will sewers improve habitat conditions?	**RESPONSE** Where appropriate, it will lessen the possibility of surface water contamination.
16-14	**Public Safety.** Chapter 3, page 11, paragraph 3. The preferred alternative creates public health and safety issues that the low growth plan does not, as it relates to building on steep slopes. Lack of concern for public safety and health in favor of development opportunities is apparent though out this DEIS.	**RESPONSE** The land use capacity does not mean that steep slopes can be built on. Detailed geo-technical studies would be needed on a case by case basis.
16-15	**Wetlands.** Chapter 3, page 11, last paragraph. Less growth with more stringent environmental regulations would promote retention of wetland buffers.	**RESPONSE** Less growth does not guarantee the protection of wetland buffers. The key with be the strength of the environmental regulations governing critical areas. The critical areas ordinance will have to be rewritten from the Pierce County regulations that the City presently uses.

16-16	**Fish and Wildlife Habitat. Chapter 3, Page 12, Paragraph 2.** This section does not match the heading.	**RESPONSE** The paragraph is correctly placed. It shows that 85 % of the City is dedicated to moderate residential growth, while over 50% of the new dwelling would be directed to 15% of the City. On page 13 of Chapter 3, mitigation measures are discussed.
16-17	**Housing Density.** Chapter 3, page 12, paragraph 2. Housing density contradiction to earlier information cited. Is the 4 dwelling units per acre state or county compliance issue.	**RESPONSE - Clarification.** The statement referenced states that 85% of the land area of the city will have residential densities of less than 3 dwelling units per acre, while 15% of the city will have much higher residential densities. The 4 dwelling units per acre is a minimum for Urban Growth Areas established by decisions of the State of Washington Growth Hearings Board.
16-18	**Census.** The discussion about population and assigned growth should be re-evaluated after the new City Census.	**RESPONSE** The City Census confirmed the household size at 2.55 person per household including senior citizen households. Thus the decrease in the number of dwelling units was balanced by the senior citizen household size.
16-19	**Wellhead Protection.** Chapter 3, page 42, paragraph 5. The low growth alternative is just as likely to comply with wellhead protection as the other alternatives, as all three land use patters are similar.	**COMMENT NOTED**
16-20	**Housing – Median Income.** Chapter 3, page 48, paragraph 4. Why is Edgewood using Pierce County's median income of $28,891 in setting affordable housing targets ? Chapter 7, page 5, paragraph 1 of the Comprehensive Plan sets Edgewood's household income at $53,992.	**RESPONSE** The City used Pierce County's Median Income as part of the fair housing allocation from the County. This is based on median income of the overall County. Edgewood can use its unique median income in working with Pierce County is determining its fair housing allocation.
16-21	**Transportation.** Chapter 3, page 57, paragraph 4. Meridian operates at Level of Service F. It seems that the level of service will be elevated to a D after (1) road upgrade, and (2) several thousand new units with substantial amount of daily trips added to the mix.	**COMMENT NOTED**
16-22	**Transportation – Mitigation.** Mitigation should include prohibiting further development until concurrency is met by having the infrastructure in place to support development.	**RESPONSE** Transportation concurrency is based on a 6-year cycle by state law.

16-23	**Appendix A – Land Use Capacity Analysis.** Are the old Pierce County maps that were generated from the National Wetlands Inventory maps being used?	**RESPONSE** NO. The Comprehensive Plan maps that were used are a refinement of the CATRAC maps by the City's consulting firm of EDAW, Inc.
16-24	**General.** From this Table A-1 it appears that the preferred growth plan does not adequately protect the sensitive areas and environment to the degree that the community has asked for in the survey results	**RESPONSE** The Land Use Capacity Analysis does not suggest intrusion into sensitive areas in any of the three alternatives. Comprehensive Plan Policies in both the Natural Environment and Land Use Chapter provide for analysis and proper development of constrained lands, particularly LU5, LU14, LU15. Development regulations have not been written that control development in the constrained lands. The Land Use Capacity Analysis only establishes the carrying capacity of the land. It is not inconsistent with community opinion.
16-25	**Land Use Capacity – Table A-3**. It is obvious that the high growth scenario is actually what is called the preferred growth alternative, because the goals and policies for development regulations do not delineate higher buildings in the high growth alternative.	**RESPONSE** Higher building heights are not necessary in the High Growth Alternative. A building height of 35 feet could allow the construction of up to 30 dwelling units per acre based on architectural design.
16-26	**Land Use Capacity – Table A-3.** If the same 50% bonus for senior housing was used in the low growth alternative and a 5% factor was used for accessory dwelling units, then the population allocation of 16,847 person could be achieved.	**RESPONSE** Yes, if the assumptions were changed then the low growth alternative would be reached. The low growth alternative was created by staff to match the low traffic estimates of 16,000 persons from the transportation modeling prepared by the City's consultant during the period when the Planning Commission was developing their draft recommendations. As long as the Final Comprehensive Plan population number is between 16,000 and 20,000, then the traffic impacts can be mitigated per the traffic modeling.
16-27	**Family Size. Appendix A.** The family size should be 2.773425 from the Office of Financial Management's Official 2000 report.	**RESPONSE** The recent City Census validates the City Council's intuition to use the 2.5 persons per household size.
16-28	**Capital Facilities.** I find that the DEIS does not adequately address the costs of major infrastructure improvements such as sewers and storm water systems.	**RESPONSE** Separate facilities master plans will have to be developed for infrastructure. These are in the planning process over the next year. Amendments to the Comprehensive Plan are made annually.

EDGEWOOD NEIGHBORHOOD ASSOCIATION		
17-1	**Aquifer Recharge Areas.** Chapter 3, Page 10. Both the Preferred Growth Alternative and the Low Growth Alternative directs most of the residential growth to the Meridian Corridor, where infrastructure (storm and sanitary sewers) should be in place to serve the new development. If higher growth is being planned for outside the corridor, this DEIS does not address costs of storm and sanitary sewers, which may be required to be paid for by current residents.	**RESPONSE** The growth anticipated outside of the Meridian Corridor is based upon the capacity of the land to handle both on-site sewage disposal and on-site storm water infiltration. Thus unless there is failure of on-site septic drainfields. State law does not force the use of sanitary sewers until the residential density approaches approximately 3.5 dwelling units per acre.
17-2	**Housing.** Chapter 3, Page 48. The numbers show 1,833 single family and 1,037 multiple family and this does not account for 454 other dwelling units. These numbers would not work out to equal the 16,847 population that has been allocated.	**RESPONSE** The 454 dwelling units are allocated to senior housing; please see Appendix A – page 8.
17-3	**Unavoidable Adverse Impacts.** Chapter 3, Page 50. The findings for the Preferred and High Growth Alternatives both show negative impacts on the environment with higher population number and densities than the Low Growth Alternative. The Low Growth Alternative has more stringent rules with regards to the environment than either the Preferred or High Growth Alternatives; therefore there is less negative impacts on the environment. A plan that calls for 40% more housing would create 40% more impervious surfaces and impacts.	**RESPONSE** The assumption that the High Growth Alternative would create 40% impervious surface is erroneous. Over 50% of the new growth would be directed to the Meridian Corridor in all cases. The regulations for environmental protection would be almost identical in all the alternatives. The change would be in the massing of buildings in the Meridian Corridor. Architecturally, the 35-foot height limit theoretically could allow densities up to 30 units per acre, if allowed Thus the character of the Meridian Corridor would change.
17-4	**Transportation – Levels of Service.** Chapter 3, Page 62. Levels of Service and Concurrency. It appears that the widening of Meridian is used for analyzing future growth and development, which would bring it up to a D. The road needs to be upgraded before development occurs.	**RESPONSE** The City traffic analysis assumed that the traffic **capacity** of SR-161 would be increased. The traffic analysis does not endorse a specific plan, The City is planning to initiate a corridor study, in cooperation with the Washington State Department of Transportation and other jurisdictions. Transportation concurrency is based on a 6-year cycle by state law, such as the widening. It is assumed that improvements, other than widening, may be available to increase capacity.
17-5	**Transportation - Traffic Volumes.** Chapter 3, Page 62. Each unit may generate approximately 10 trips a day, which could add 15,000 to 20,000 additional trips a day above the current 20,000 trips per day.	**RESPONSE** The daily traffic generated by a dwelling unit varies based upon type of dwelling. The typical 4-person family generates about 10 trips per day, while the multiple family generates less than 6 trips per day. Senior citizens generate even less around 4 trips per day. Also placing the bulk of the new residential with 1200 feet of a transit line will decrease vehicle trips.

17-6	**Public Notice.** The notice of the DEIS was in the "Public Meetings" not under the "Legal Notices". Public participation in the comprehensive planning process is extremely important. There was nothing in the last newsletter that addressed the timeline for the comments to the DEIS.	**RESPONSE** The Draft Environmental Impact Statement is a separate process from the Growth Management Act. Notice requirements are different. The Washington Administrative Code, WAC 197-11-50requires publishing notice in a newspaper of general circulation. It does not require the notice to published in a specific location in the newspaper. Although the staff requested that it be published in the "legal notices" section, staff does not have control over publishing errors created by the newspaper. We agree that public participation process is important. Major efforts have been made over the last 3 years to encourage participation, is clearly a full pullout section in the March 2001 Newsletter. At that time (March 15) the DEIS was not yet available and subsequently issued on March 30, 2001.
17-7	**Blending of Alternatives.** The Edgewood Neighborhood Association supports a blending of the three alternatives that protects the environmental sensitive areas.	**RESPONSE** The DEIS is a decision making tool to disclose probable impacts. It establishes "bookends" for a high and a low alternatives. The City Council can make a decision that is within that range. If they make a decision that goes outside of that range a supplemental impact statement would have to be prepared.
Leonard E. Sanderson		
18-1	**Area of City.** Chapter 1, Page 4, Paragraph 6. The area of the City should be corrected to 5,346.	**COMMENT NOTED**
18-2	**Right-of-Way.** Chapter 1, Page 4, Paragraph 6. Is the new right-of-way 441 acres and is the widening of Meridian included?	**RESPONSE** Yes, the needed right-of-way should be 441 acres. The additional right-of-way for Meridian was not included. The City does not support the widening, but does support system capacity improvements.
18-3	**Land Use Pattern.** Narrowing the commercial land use pattern along Meridian would seem to be in conflict with the goal of pedestrian orientation.	**RESPONSE** Creation of a compact higher density residential area adjacent to the corridor would encourage pedestrian movement. The creation of a deeper commercial area along Meridian Avenue East would create intrusions into existing single family residential neighborhoods that are approximately 1300 feet back from Meridian. This land use pattern of commercial then higher density residential allows for a transition of uses.

18-4	**Housing.** Chapter 2, Page 13, Paragraph 2. The Housing Section fails to address the GMA requirement to provide housing for all classes of income, specifically, there is no recognition of the requirement to provide low and moderate-income housing.	**RESPONSE** You are correct. The Housing Policies in the Comprehensive Plan address these issues. The City is encouraging both Senior Housing and a 436% increase in Mixed Residential Housing.
18-5	**Transportation.** Chapter 2, Page 14, Paragraph 2. The Transportation Section fails to address SR-161 current deficiency and expansion of capacity by the addition of two lanes and a center two-way lane. SR-161 has a significantly greater impact than SR-167 and would be accomplished at least 10 years prior to SR-167. No mitigation is identified for the impacts of projected growth on Yuma Street in Milton or Freeman Road in Fife.	**RESPONSE** The City traffic analysis assumed that the traffic capacity of SR-161 would be increased. The traffic analysis does not endorse a specific plan, such as the widening. It is assumed that improvements, other than widening, may be available to increase capacity.. The City is planning to initiate a corridor study, in cooperation with the Washington State Department of Transportation and the City of Milton. Transportation concurrency is based on a 6-year cycle by state law. The City agrees that capacity improvements would be completed on SR-161 before improvements to SR-167. No comments were received from either the Cities of Milton or Fife.
18-6	**Park Mitigation.** No mitigation measures are shown to implement the City's goal of 34.7 acres of parks per 1,000 population.	**RESPONSE** SEPA mitigation is not the same as Impact Fees allowed under RCW 82.020. The Comprehensive Plan sets the bases for establishing Impact Fees not Mitigation Measures.
18-7	**Puyallup River – Low Flows.** Chapter 3, Page 4, Paragraph 4, Line 6 reads "Over the last 20 years there has been a trend of decreasing low flows in the Puyallup River." I am sure you mean the low flows are becoming more critical, less critical.	**COMMENT NOTED**
18-8	**Domestic Water Quality.** Chapter 3, Page 14, Paragraph 1. Water purveyors are required to conduct periodic tests for both organic and inorganic chemicals in the water they provide.	**COMMENT NOTED**
18-9	**Population.** Chapter 3, Page 15, Paragraph 6. The Office of Finance Management did not assign the population number for Edgewood.	**COMMENT NOTED**
18-10	**Transportation – Meridian.** Chapter 3, Page 66, Table 3.6-5. Why do the segments of Meridian Avenue East north of 8th Street East and south of 36th Street East continue to deteriorate while the segment between 8th Street East and 36th Street East improve to a level of service D?	**RESPONSE** The segment north of 8th Street East is still impacted by the convoluted intersection of Jovita Boulevard and 8th Street East, while the segment south of 36th Street East is not scheduled for any improvement.
18-11	**Fife Schools.** Chapter 3, Page 88. The new Fife Elementary school is not included in the discussion of existing facilities.	**RESPONSE** The Alice B. Heddon Elementary School is not an existing school, therefore it was not included in the Existing Facilities discussion.

18-12	**Water District #124.** Chapter 3, Page 91, Paragraph 2. The King County Water District No. 124 no longer exists, service is now provided by the Lakehaven Utility District.	**COMMENT NOTED**
18-13	**City of Milton – Domestic Water.** Chapter 3, Page 92, Paragraph 2. The City of Milton has a total storage capacity of 3,350,000 gallons.	**COMMENT NOTED**
18-14	**500-Year Floodplain.** Appendix A, Page 3, Paragraph 8. The 500-year floodplain has little if any relevance to the small seasonal detention ponds and wetlands. It is only relevant to large drainage basins where the outflow is concentrated in a stream that could experience a high flood level.	**COMMENT NOTED**
18-15	**Landslides.** Appendix A, Page 4, Paragraph 2. There is no definition of what constitutes a "high volume of landslides." There have only been a few slides associated with Jovita Blvd over the years and very few slides in other areas.	**RESPONSE** Public testimony and records of slides along West Valley Highway and the southern face of Edgewood contradict the statement.
18-16	**Net Buildable Area.** Appendix A, Page 8, Paragraph 1. The Net Buildable Lands figure of 1,691 acres is significantly different than the 610 acres of net useable area shown in Chapter 1, Page 4, Paragraph 6.	**RESPONSE** You are correct. The net usable acres on page 4 of Chapter one refers to the area found by CATRAC after subtracting existing residential, while in Appendix A, page 8, the number includes the existing residential. In addition, the growth has been focused in the Meridian Corridor where over 50% of the new growth will occur. Page 17 of Appendix A shows that the density of the Meridian Corridor will be 9.42 dwelling units per acre, the density of the Eastside will be 2.41dwelling units per acre, and the Westside will be 3.47 dwelling units per acre.
18-17	**Capacity Analysis.** The Capacity Analysis pages by zoning designation for all three areas indicates that the Buildable Acres is multiplied by the Dwellings per Acre to determine the Total Dwelling Units. The Total Dwelling Units is then multiplied by the Household Size to determine the Estimated Population figures.	**RESPONSE** Yes, that is correct.
18-18	**Buildable Area.** Appendix A, Page 16, Paragraph 1. The Buildable Acres for all zones and areas does not total 2,256.71 buildable acres. If existing roads are subtracted then the buildable acres would reduce to 1,734 acres, This reduces the Buildable Acres by 23% and if the Preferred Growth Alternative population goals are to be achieved, the densities shown must be increased by 23%.	**RESPONSE** The original land parcels used in the Geographic Information System analysis excluded existing right-of-way.

18-19	**General.** This DEIS is deficient in addressing the providing of low and moderate housing, required transportation improvements to avoid degrading of the LOS below the adopted levels. The approach of removing a majority of the land from development appears to be based on overly restrictive buffers and setbacks. The restriction of a sewer system may eventually lead to ground water contamination. The failure to plan for storm water system will prevent the development of property in some areas.	**COMMENTS NOTED**
Sue and Jerry Miller - April 28, 2001		
19-1	**Public Hearing.** Urges the holding of a public hearing on the Draft Environmental Impact Statement.	**COMMENT NOTED**
19-2	**Environment.** Protecting our environment is a paramount duty of government. Free and open discussion is vital for any democratic government to prevail.	**RESPONSE** The concerns of citizens, agencies, and neighboring cities have been included in the 3 year planning process, which provided for a multitude of Town Hall meetings, workshops, public hearings, newsletters, and newspaper articles. Further input was recently sought through the March 2001 City Newsletter that went to every postal stop within the City. The newsletter included a draft plan pullout section. The Council will also hold public hearings in connection with the adoption of the plan.
Sue and Jerry Miller - April 29, 2001		
20-1	**Infrastructure.** There is no mention of infrastructure needed to support moderate, low or high growth alternatives. What sewers, drainage systems, and road improvements are necessary under each?	**RESPONSE** Chapter 3, Pages 45 through 94 discusses infrastructure. Also Chapter 9 – Transportation and Chapter 10 Utilities and Capital Facilities in the Draft Comprehensive Plan discuss infrastructure. The next step in the Growth Management Planning process is to update and add capital facilities plans. The Sewer Feasibility Study is already underway.
20-2	**Population.** Since the real population for the City is in dispute will not all three plans become obsolete and need to be totally redone to reflect that true figure?	**RESPONSE** No. All the plans are based on providing a minimum of 4 dwelling units per net developable acre. This goal would not change. The starting point might, which would affect the length of time to total buildout. The population allocation figures might be readjusted over the next few years with new information, but the land use capacity analysis would not.

20-3	**Population.** Under the Preferred Plan of moderate growth, where did the 17,737 come from?	**RESPONSE** It is an estimate based on total potential number of dwelling units, family size, and allowable density. The City must reach a minimum of 16,847 by 2017, but it must also plan for build out which may occur beyond 2017.
20-4	**Population.** If the final census number is 2000 less than projected, wouldn't the case for low growth be strong and the Growth Management Act be satisfied?	**RESPONSE** No. The City would still have to meet 4 dwelling units per net acre.
20-5	**Frequently Flooded Impact.** How much would that impact the 20% development in the frequently flood areas? Any? Or not at all? An even more basic question is why would any development be allowed in a "frequently flooded area." Is the City planning on being bonded against lawsuits if they allow development ? Isn't the same true of allowing development on steep slopes?	**RESPONSE** The Land Use Capacity Analysis does not suggest intrusion into either frequently flooded areas or steep slopes in any of the three alternatives. There will be separate development regulations drafted to implement the plan. Comprehensive Plan Policies in both the Natural Environment and Land Use Chapter provide for analysis and proper development of constrained lands, particularly LU5, LU14, LU15, Development regulations have not yet been written that control development in the constrained lands.
20-6	**Senior Housing.** Table A-3, how is it possible to have a senior housing number at 454 under the moderate growth alternative, 60 at low growth and 0 at the high growth alternative?	**RESPONSE** The basic assumptions were different for each alternative. The Preferred Growth looked at 50% bonus that would be implement only by 20% of the new dwellings (some people would choose not to build senior housing). The Low Growth Alternative only considered 2.5% to create the population model of 16,000 that was considered in the traffic analysis. Basically, the Land Use Capacity Analysis was created to mirror the low estimate of the transportation analysis that was completed in 1999. The High Growth did not consider the senior bonus because the Land Capacity Analysis was based on the average number of dwelling units not the low or high estimates of residential densities.
20-7	**Employment.** Table A-4, Why are there glaring differences in jobs between the three different growth alternatives?	**RESPONSE** Jobs are not related to population. Almost all of the people in Edgewood presently work outside the City. The objective in all alternatives was to build a healthy economic base to support public services. Please see Chapter 3, pages 18 through 36 of the DEIS.

Mary J. Urback		
21-1	**Land Use Capacity Analysis Assumptions.** Appendix-A, Pages 2 through 6. The Assumptions, which are effectively conclusions, make the claim that they are supported by "best available science". Even assuming for the moment that the Land Capacity Analysis is based on "best available science" (which I question as noted below), if the conclusions were not made part of the Land Capacity Analysis how can the claim be made that the "assumptions" are based upon "best available science."	**RESPONSE - COMMENT NOTED** The Land Use Capacity Analysis is a planning tool required under the Growth Management Act. It sets the basic goals and direction to meet the mandated targets for density in urban areas. The CATRAC report was based on field observations and other information. Assumptions were made in order to develop a capacity analysis model. The Planning Commission refined the assumptions, which were peer-reviewed by the City's contract consulting firm of professionals, EDAW, Inc. The peer-reviewed assumptions were then further reviewed and adopted by the Planning Commission. Further refinement of the Planning Commission recommendations was made by the City Council based on additional input.
21-2	**Characterization of Critical Areas – "Buildable" vs. "Nonbuildable".** There is a disagreement between the CATRAC members as to the purpose of critical areas. The running theme of the Land Use Capacity Analysis is buildable vs. nonbuildable. The stated purpose "to determine nonbuildable areas" is not the mandate of the Growth Management Act.	**RESPONSE - COMMENT NOTED** The argument concerning the use of the terms "Buildable" vs. "Nonbuildable" seems irrelevant. The work undertaken by the CATRAC group was simply an inventory of lands as one tool used in the City's Land Use Capacity Analysis under the GMA to satisfy the legal mandate to manage natural resource lands and critical areas. Development regulations, yet to be written, will serve to protect critical areas that are required to be designated under RCW 36.40A.170. Through development regulations, the City will determine the amount of development permitted on environmentally sensitive lands by the nature of the area sought to be protected, on a case-by-case basis, in conjunction with SEPA regulations.
21-3	**Best Available Science.** There is a significant question whether "best available science" was utilized as a basis to determine all of the critical areas merely by reviewing the "draft" CATRAC report.	**RESPONSE - COMMENT NOTED** The CATRAC work was a land inventory, used as a tool to develop the City's Land Use Capacity Analysis. Through development regulations, the City will determine the amount of development permitted on environmentally sensitive lands by the nature of the area sought to be protected, on a case-by-case basis, in conjunction with SEPA regulations. The work was peer-reviewed by EDAW, Inc., including biologists, geologists, and other technical experts. The Planning Commission then considered all of this information and made a recommendation to the City Council. The City Council considered other professional testimony to reach a series of modified assumptions to protect environmentally sensitive lands, as required by both GMA and the Countywide Planning Policies.