



# EDGEWOOD

*comprehensive plan*

Adopted by City Council June 9, 2015



# ACKNOWLEDGMENTS

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# » CONTENTS: VOL. I

## GOALS & POLICIES

INTRODUCTION	3
Overview	3
What's a Comprehensive Plan?	3
What's Inside the Plan?	3
A Snapshot of Edgewood	6
Vision and Planning Framework	6
Citizen Participation	9
Framework for Citizen Participation	11
Amending the Comprehensive Plan	12
<b>01 NATURAL ENVIRONMENT</b>	<b>15</b>
Introduction	15
Goals and Policies	16
<b>02 LAND USE</b>	<b>21</b>
Introduction	21
Goals and Policies	22
<b>03 COMMUNITY CHARACTER</b>	<b>29</b>
Introduction	29
Goals and Policies	30
<b>04 HOUSING</b>	<b>35</b>
Introduction	35
Goals and Policies	35



o5	TRANSPORTATION	41
	Introduction	41
	Goals and Policies	43
o6	PARKS, RECREATION AND OPEN SPACE	53
	Introduction	53
	Goals and Policies	53
o7	UTILITIES	61
	Introduction	61
	Goals and Policies	61
o8	ENERGY	65
	Introduction	65
	Goals and Policies	66
o9	CAPITAL FACILITIES	69
	Introduction	69
	Goals and Policies	69



# » CONTENTS: VOL. II

## BACKGROUND INFORMATION

o1	NATURAL ENVIRONMENT	77
	Background Information	77
o2	LAND USE	87
	Background Information	87
	Appendix IA: 2015 Update—Land Capacity Review	93
	Appendix IB: Land Capacity Review	95
o3	COMMUNITY CHARACTER	101
	Background Information	101
o4	HOUSING	103
	Background Information	103
o5	TRANSPORTATION	111
	Background Information	111
o6	PARKS, RECREATION AND OPEN SPACE	143
	Background Information	143



o7 UTILITIES	147
Background Information	147
o8 ENERGY	153
Background Information	153
o9 CAPITAL FACILITIES	157
Background Information	157







# VOLUME I

## GOALS & POLICIES

INTRODUCTION . . . . .	3	05 TRANSPORTATION . . . . .	41
01 NATURAL ENVIRONMENT . . . . .	15	06 PARKS, RECREATION AND OPEN SPACE . . . . .	53
02 LAND USE . . . . .	21	07 UTILITIES . . . . .	61
03 COMMUNITY CHARACTER . . . . .	29	08 ENERGY . . . . .	65
04 HOUSING . . . . .	35	09 CAPITAL FACILITIES . . . . .	69





# » INTRODUCTION

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## OVERVIEW

---

3

The Edgewood Comprehensive Plan looks forward to 2035, provides a vision for the future, identifies goals and policies to achieve that vision, creates a basis for the City's regulations and guides future decision-making.

This plan builds on the City's existing Comprehensive Plan, responds to community needs and fulfills the Washington Growth Management (GMA) requirements for periodic review. It also conforms to Pierce County's Countywide Planning Policies and guidance from the Puget Sound Regional Council Vision 2040.

## WHAT'S A COMPREHENSIVE PLAN?

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A comprehensive plan is a broad statement of the community's values and vision for its future. It is a policy road map that directs the orderly and coordinated physical development of the City for the next 20 years. It anticipates change and provides guidance for action to address and manage that change. The Edgewood Comprehensive Plan is specifically intended to sustain the small town character, ambiance and charm that Edgewood has maintained throughout its history.

The Plan encompasses topics that address the physical, social and economic health of the City. A comprehensive plan takes a long-range perspective. For this reason, guidance is intentionally general, providing broad direction, but not prescribing specific implementation measures or regulatory actions. A plan is also a living document, adaptable to evolving conditions and offering a framework for the consideration of policy changes.

## WHAT'S INSIDE THE PLAN?

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



4

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

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

Table 1 Plan Contents

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

### ECONOMIC DEVELOPMENT

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



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



**Figure 1** Edgewood Vicinity Map



**City of Edgewood  
VICINITY MAP**

-  City of Edgewood
-  County Boundary

Map created by 3 Square Blocks, City Consultant

February 2015

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



Volume I

Introduction ◀

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities



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

6

## A SNAPSHOT OF EDGEWOOD

The City of Edgewood is located in northern Pierce County, just north of the City of Puyallup. It borders the cities of Sumner and Pacific to the east, the City of Puyallup and unincorporated Pierce County to the south, the cities of Milton and Fife to the west and unincorporated King County to the north. Eighty percent of the City is located on North Hill and twenty percent in the Puyallup valley. In addition, parts of Edgewood are within the boundaries of the Puyallup Indian Reservation (Figure 1).

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

## VISION AND PLANNING FRAMEWORK

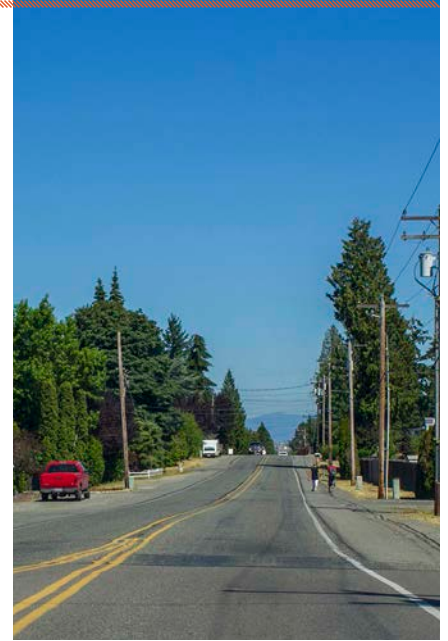
This section contains the City of Edgewood Comprehensive Plan Vision Statement and frameworks for planning for healthy communities, citizen participation and amending and implementing the Comprehensive Plan.

### EDGEWOOD VISION

A vision statement is an aspirational description of the future that the City is trying to achieve through its plans and actions. For this Comprehensive Plan, the vision statement uses words to paint a picture of the City of Edgewood in 2035.



Pictures of Edgewood



## ***Vision Statement***

*In 2035, we have preserved our rural small town character, family-friendly neighborhoods and our trees and open spaces. Town Center is our commercial hub and home to a vibrant local economy. Pedestrian and bike paths connect people and places throughout our community. We are fiscally sustainable, providing high quality public services within our financial capacity.*

*Similarly, we strive to be environmentally sustainable, living within the capacity of our natural systems. We are a community of active citizens who are engaged in the decisions that shape our future and make Edgewood a unique and special place.*

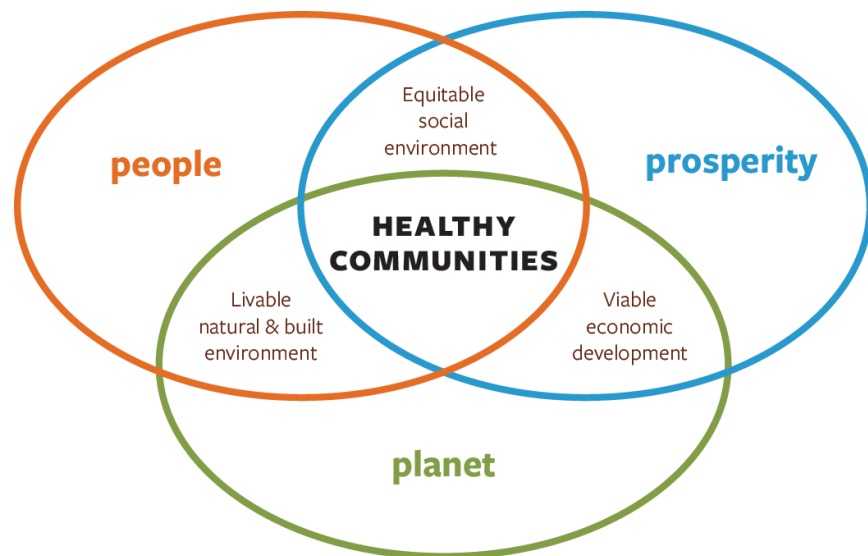


## COMMUNITY HEALTH

Healthy communities are built on a foundation that considers the needs of the community with respect to environmental quality, economic vitality and social equity. As shown in Figure 2 these characteristics are also referred to as people, prosperity and planet. Healthy and sustainable communities are in balance with respect to people, prosperity and planet. Although health has not traditionally been a component of comprehensive planning processes, new state, regional and county policy guidance recognizes the link between health and the built environment. This guidance supports cities in assessing how they can improve the physical, social and mental wellbeing of community members.

The City of Edgewood has considered health as an integral part of the plan update and policies that promote healthy living are included throughout the Plan. For example, Land Use Element Goals IX and X contain policies that promote healthy living by supporting land use patterns that provide opportunities for people in Edgewood to be physically active and to eat healthy food.

**Figure 2** Healthy Communities Diagram



## REGIONAL PLANNING AND VISION 2040

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





Edgewood's comprehensive plan advances a sustainable approach to growth and future development. The plan considers sustainability holistically, with policies that support environmental, fiscal and social sustainability. Collectively, these provisions ensure a healthy environment as a legacy for future generations.

The comprehensive plan has been updated based on residential and employment targets that recognize VISION 2040. Through the targeting process the plan has identified the number of housing units in the city for the year 2035 and establishes a realistic approach to providing affordable housing in our community.

The comprehensive plan addresses each of the policy areas in VISION 2040. Comprehensive plan policies address habitat protection, water conservation, air quality, and climate change. Environmentally friendly development techniques, such as low-impact development and stormwater management techniques are supported. The plan calls for compact urban development focused in the Town Center and supports the City's design guidelines for mixed use development. The housing element commits to expanding housing production at all income levels to meet the diverse needs of both current and future residents. Economic development policies are integrated throughout the entire plan and support a distinctive built and natural character and high quality of life as key economic development drivers. Transportation policies advance cleaner and more energy efficient mobility, with strategies that advance alternatives to driving alone. Transportation planning is coordinated with the state and neighboring jurisdictions, including level-of-service standards and concurrency provisions. Public service policies emphasize sustainability and conservation. The comprehensive plan also addresses local implementation actions in VISION 2040, such as co-location of public facilities and housing targets.

## CITIZEN PARTICIPATION

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

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



10

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

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

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

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

Comprehensive Plan Open House & Sign Advertising Parks Plan Public Meeting



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

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

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

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

**Planning Commission meetings:** Between mid-2014 and adoption of the Comprehensive Plan and the PROS Plan in 2015, the Planning Commission met approximately 20 times to review information, discuss policy issues and make recommendations on policy direction. All meetings were open to the public and public comment was invited. Planning Commission meeting information was also posted on the City’s website.



Comprehensive Plan Open House

## FRAMEWORK FOR CITIZEN PARTICIPATION

Going forward, active citizen participation remains a vital component of the City’s planning process. The framework for citizen participation is as follows:

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



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

## AMENDING THE COMPREHENSIVE PLAN

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

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

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

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

## FRAMEWORK FOR IMPLEMENTING AND AMENDING THE COMPREHENSIVE PLAN

- » Consistent with GMA requirements, develop and document a strategy for implementation of the Comprehensive Plan, including a proposed schedule and priorities.
- » Maintain the Comprehensive Plan to ensure that changing conditions, including changes in the community and changes to regional, state and federal policies and regulation, are reflected in the Plan.



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



**Volume I**

**Introduction** ◀

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities



# 01 » NATURAL ENVIRONMENT

## INTRODUCTION

Edgewood's environment is comprised of both natural and built features. Scenic views, mature trees, rugged slopes, plentiful groundwater reserves, natural vegetation, streams, wetlands and depressional potholes are just some of the aspects of the natural environment that Edgewood citizens value. The relationships between the City's natural environment and development have profound impacts on the quality of life in Edgewood. Edgewood's very name reflects the importance of the natural environment to community identity.

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

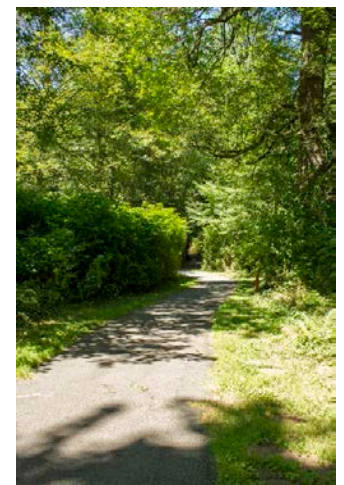
The Natural Environment Element guides City efforts to protect and enhance the natural environment for present and future residents, and provides a framework for achieving land use and development practices that are compatible with the natural environment. It is intended to meet the objectives of the State Growth Management Act (GMA), Endangered Species Act (ESA), State Environmental Policy Act (SEPA), County-Wide Planning Policies for Pierce County and other applicable federal, state and county policies.

The Natural Environment Element also provides guidance for reducing the risks to people, property and the environment posed by geological and flood hazard areas. The City's Hazard Mitigation Plan provides additional mitigation strategies and background information about natural hazards.

15



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



Nelson Nature Park



# GOALS AND POLICIES



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

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

Wetland and mature tree stand in Edgewood.

In addition to their intrinsic value, healthy natural systems provide multiple benefits to Edgewood. These include raw materials and rural scenery that support the City’s economy, healthy living conditions for residents and ecosystem services such as stormwater control.





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

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

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

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

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



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

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

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

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

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

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

NA.III.d *Promote energy efficiency and the use of renewable and alternative energy sources that help to improve air quality and reduce greenhouse gases (see Energy Element).*

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

NA.III.f *Support transportation system design that reduces idling and enables efficient movement of cars through the City, such as optimized signal timing (see Transportation Element and Energy Element).*

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

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

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

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

NA.IV.a *Plan for and preserve habitat areas, including wildlife corridors and areas with healthy native ecosystems, through development regulations and as part of the Parks, Open Space and Recreation Plan.*

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



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

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

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

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

NA.V.b *Regulate development in hazard areas to ensure that it does not cause safety risks, and that appropriate building standards and mitigation measures are used to address site conditions.*

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

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

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



**Volume I**

Introduction

**Natural Environment** ◀

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities



# 02 » LAND USE

## INTRODUCTION

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The Land Use Element guides future use of land in Edgewood and describes development patterns that support the City’s vision for the future. The element includes policies that promote community character, preserve and strengthen residential neighborhoods, foster the Town Center and the Meridian Corridor as vibrant and mixed use community places, describe land use designations, respect and protect the natural environment and promote healthy living.

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

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

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

21



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



**Volume I**

Introduction

Natural Environment

**Land Use** ◀

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

# GOALS AND POLICIES

See the Vision Statement on page 7.

**Goal LU.I** Establish a future land use pattern that is consistent with the City’s vision.

LU.I.a Ensure that land use policies and regulations support the City’s vision.

**22**



LU.I.b Create a “first-mover” advantage for developers that wish to build quality projects that respect the City’s vision.

LU.I.c Continue to use the Future Land Use Map that is adopted as part of this plan to guide land use and development regulations, and update it as needed (Figure 3).



LU.I.d Study the potential for new land use designations within the City on an as-needed basis, in response to changing community conditions or regulatory requirements. Consider the following as part of the study:

- » Potential for a master plan or small area plan
- » Potential for economic development, including recruitment of businesses that provide family-wage jobs and support for locally-owned businesses
- » Transportation access
- » Availability of public facilities and services
- » Environmental constraints
- » Compatibility with surrounding development
- » Community input
- » Property owner interests
- » Consistency with City plans and policies
- » Open space preservation, where appropriate

The City is planning to study the feasibility of changing land use designations in the Special Land Use Study Overlay shown on the Future Land Use Map (Figure 3). A number of factors have led to interest in possible redesignation of land uses in the overlay area, including industrial development in the surrounding area, support for local job creation, and changes in the economics of the small-scale farming activities that are currently practiced in the area.

Zoning regulations for allowable density and intensity are set forth in Edgewood’s Municipal Code. These regulations support the land use pattern called for in the Comprehensive Plan.

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

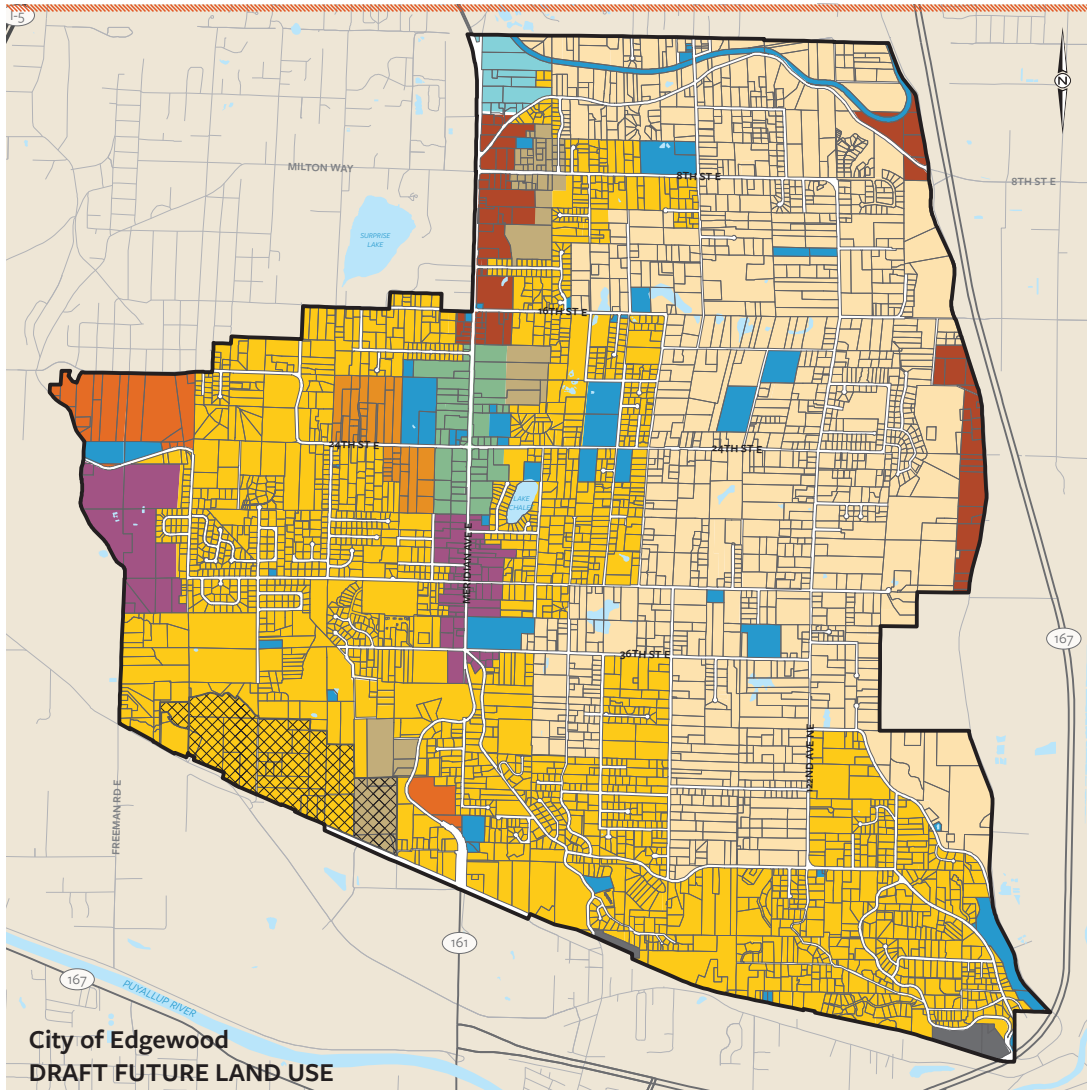
## SINGLE FAMILY RESIDENTIAL

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

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



**Figure 3** Future Land Use Map



**City of Edgewood  
 DRAFT FUTURE LAND USE**

Min. Density*	Max Density**	Max Density***	
1****	2****	n/a	Single Family Low
1****	3****	n/a	Single Family Moderate
2.5****	5****	n/a	Single Family High
12	n/a	48	Commercial
n/a	4****	n/a	Mixed Residential Low
n/a	8****	n/a	Mixed Residential Moderate
10	24	48	Mixed Use Residential
16	48	unlimited	Town Center
n/a	n/a	n/a	Business Park
n/a	n/a	n/a	Industrial
n/a	n/a	n/a	Public

Special Land Use Study Overlay  
 City Limits

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

Map created by 3 Square Blocks, City Consultant

Map effective MONTH \_\_, 2015

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Volume I

Introduction

Natural Environment

Land Use ◀

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

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

» *The maximum number of allowable dwelling units in the Single Family Moderate designation is three dua.*

» *The maximum number of allowable dwelling units in the Single Family High designation is five dua*

MIXED RESIDENTIAL

*LU.I.h The Mixed Residential Low and Mixed Residential Moderate designations are intended to provide for a variety of urban housing types. Allowable uses include a range of housing types such as small-lot detached dwellings, duplexes and townhouses, multi-family dwellings and senior housing facilities. Compatible uses are also allowed.*

» *The maximum number of allowable dwelling units in the Mixed Residential Low designation is four dua.*

» *The maximum number of allowable dwelling units in the Mixed Residential Moderate designation is eight dua.*

MIXED USE RESIDENTIAL

*LU.I.i The Mixed Use Residential designation is intended to accommodate a range of medium density residential housing types and to provide a visual and functional transition between residential neighborhoods and areas of more intensive development. A mix of land uses is allowed, including commercial, professional and other uses that are compatible with neighborhood character.*



TOWN CENTER

*LU.I.j The Town Center designation is intended to support a well-designed, pedestrian-friendly community center that reflects Edgewood’s unique local character and rural roots. It allows for a range of uses including a variety of vertical and horizontal mixed use development, pedestrian-oriented retail, multifamily residential, senior housing and civic uses. Compatible uses are also allowed.*



Existing Development in the Town Center

COMMERCIAL

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





**BUSINESS PARK**

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

**INDUSTRIAL**

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

**PUBLIC**

*LU.I.n The Public designation is intended for moderate-scale and large-scale activities relating to the purpose of state and local governmental entities and semi-public institutions providing necessary public services. Allowable uses include civic, utility and recreation uses. Compatible uses are also allowed.*

**Goal LU.II Promote a land use pattern that strengthens Edgewood’s identity and sense of place.**



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

*LU.II.b Promote community character and identity, including consideration of the following:*

- » *Compatibility with natural site characteristics*
- » *Development at a scale and character appropriate to the site and surrounding vicinity*
- » *Design that reflects the community’s current and historic character*
- » *Landscaping to enhance building and site appearance*

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

*LU.III.a Provide design flexibility to encourage the preservation and integration of existing natural site features in new development, including clusters of trees, watercourses, slopes and open spaces.*

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

Additional policy guidance for promoting and protecting the natural environment is included in the Natural Environment Element. Open space corridors are also addressed in the Parks, Recreation and Open Space Element on page 53.



Volume I

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities



LU.III.c

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



LU.III.d

Identify and preserve scenic vistas.

LU.III.e

Support low impact development measures.

LU.III.f

Protect the quality and quantity of water resources.

26

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

LU.IV.a

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

LU.IV.b

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

LU.IV.c

Encourage infill development that is compatible with surrounding development.

LU.IV.d

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



LU.IV.e

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



LU.IV.f

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



**Goal LU.V**

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

LU.V.a

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

LU.V.b

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

LU.V.c

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

LU.V.d

Support the development of distinctive landmarks within Town Center.

Low-impact development (LID) is a stormwater and land use strategy that strives to mimic pre-disturbance hydrologic processes. LID measures emphasize conservation, use of on-site natural features, site planning, and integration of stormwater management practices into project design.

In 2012, 25,000 people lived within a five minute drive of Town Center.

Co-working spaces are working environments shared by individuals who do not work for the same organization. Typically, co-working spaces are attractive to sole proprietors, independent contractors or other small businesses.



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



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

- LU.VI.a *Ensure City land use policies and regulations enable and support commercial development that captures the spending power of residents, regional commuters and of those seeking alternative retail experiences.*
- LU.VI.b *Encourage diversification of the City’s commercial offerings.*
- LU.VI.c *Support the long-term economic vitality of commercial development.*
- LU.VI.d *Establish standards to ensure long-term compatibility of commercial development with surrounding areas.*
- LU.VI.e *Promote easy access to commercial corridors and centers for pedestrians, bicyclists and transit users.*
- LU.VI.f *Encourage ground floor commercial uses in mixed use development.*
- LU.VI.g *Allow small-scale home occupations in residential areas.*



Existing Commercial on Meridian Ave E





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

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

*LU.VII.b Expand the number and type of industrial uses in the City through more intensive use of existing industrial lands and expansion of industrial uses in appropriate locations*



**Goal LU.VIII Ensure that public uses support and strengthen community character.**

*LU.VIII.a Create community landmarks and promote identity through public development and public-private partnerships.*

*LU.VIII.b Support convenience and vitality of public amenities through joint siting and use of public facilities.*

*LU.VIII.c Update streetscape standards as needed to support the community vision, including design guidelines for signage, lighting, landscaping and hardscaping.*

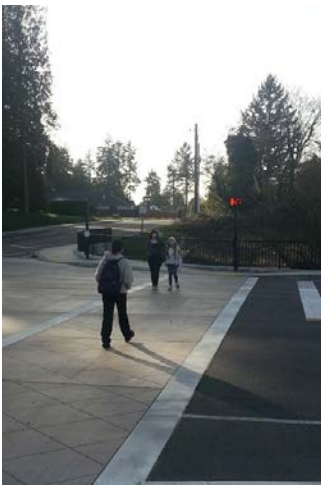
**Goal LU.IX Establish a land use pattern that supports physical activity, including biking and walking.**

*LU.IX.a Promote neighborhood connectivity through improvements to the existing and planned trail system.*

*LU.IX.b Encourage pedestrian scale improvements such as plantings, lighting, street furniture and signage.*

*LU.IX.c Support safe routes to schools.*

*LU.IX.d Within commercial centers, provide attractive street fronts and connecting walkways to accommodate pedestrians as the priority.*



*Pedestrian Scale Improvements*

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

*LU.X.a Protect continued agricultural uses in the City.*

*LU.X.b Promote community gardens, farmers’ markets and other activities that provide access to healthy foods.*



# 03 » COMMUNITY CHARACTER

## INTRODUCTION

The Community Character Element is intended to ensure that new development maintains and enhances Edgewood’s community character. Edgewood’s community character is shaped by its rich history, small town amenities, pastoral and natural areas, residential neighborhoods and its growing mixed use corridor along Meridian Ave E. The intent of the goals and policies in this element is to guide public and private development, protect the community’s positive attributes and foster community design that is people-oriented, diverse and aesthetically appealing.

29



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

*Places and Spaces in Edgewood that Support Community Character*



# GOALS AND POLICIES



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

30



~~~~~  
New Development

## SITE & BUILDING DESIGN

CC.I.a *Encourage designs of major private and public buildings to create distinctive reference points in the community.*

CC.I.b *Adopt design standards for new development that assures that new projects contribute to the community and complement adjacent use.*

CC.I.c *Ensure that development relates, connects and continues the design quality and site functions from site to site in multi-family, public facility and commercial areas.*

» *Encourage small blocks between 660 feet and 330 feet parallel to the Meridian corridor to promote a variety of development types and encourage pedestrian connectivity.*

CC.I.d *Encourage developments surrounding public places to use enhanced architectural elements and building materials.*

CC.I.e *Use building and site design, landscaping and shielded lighting to buffer the visual impact of development on areas adjacent uses.*

CC.I.f *Incorporate pedestrian amenities into the design of public and commercial areas.*

## SIGNS

CC.I.g *Encourage sign design and placement that complements building architecture.*

CC.I.h *Discourage the use of large signs and off-site signs.*

CC.I.i *Encourage consolidation of signs on a single structure where a commercial development contains multiple businesses.*

## VEGETATION & LANDSCAPING

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



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

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

OPEN SPACE

CC.I.m *Preserve and encourage open space as a dominant element of the community’s character through parks, trails, water features, cemeteries and other significant properties that provide public benefit.*



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

PUBLIC PLACES

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

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

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

PEDESTRIAN LINKAGES

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

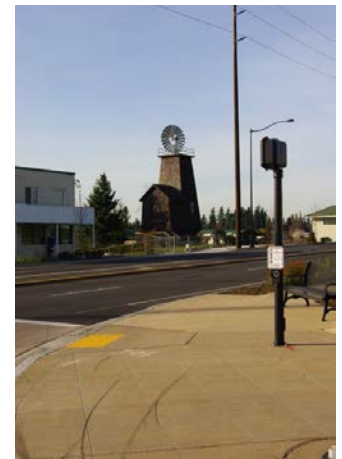
STREET CORRIDORS

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

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

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

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



Improved Pedestrian Accessibility and Safety



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

TRANSIT FACILITIES

CC.II.j *Encourage site planning and building designs that support and connect with existing and planned transit facilities in the City.*

CC.II.k *Design and locate bike racks, benches, shelters and pedestrian amenities, so that they accessible and coordinated with transit facilities.*



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

NEIGHBORHOOD COMMERCIAL

CC.III.a *Encourage commercial development to achieve a level of architectural quality and site planning that enhances the visual image and identity of Edgewood.*

CC.III.b *Incorporate architectural character, landscaping, lighting and signs into commercial areas to create a balance between appearance and functions.*

CC.III.c *Ensure that perimeters of commercial areas use appropriate planting, lighting and signs consistent with surrounding commercial developments and to buffer adjacent residential neighborhoods.*

CC.III.d *Encourage buildings on adjacent properties to have common walls and to utilize “zero lot line” provisions.*

CC.III.e *Encourage small-scale commercial and mixed use development with unobtrusive parking areas, pedestrian connectivity and ample landscaping.*

RESIDENTIAL

CC.III.f *Encourage improvements that enhance neighborhood appearance and pedestrian and vehicular safety.*

CC.III.g *Allow farm animals on large parcels, compatible with Edgewood’s desire to maintain open space in the community.*







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

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

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

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

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



**Volume I**

Introduction

Natural Environment

Land Use

**Community Character** ◀

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities



# 04 » HOUSING

## INTRODUCTION

The Housing Element identifies sufficient land and strategies to accommodate existing and projected housing needs for all segments of the community over the next 20 years. It seeks to preserve neighborhood character, support the maintenance and improvement of existing housing stock and guide the development of new housing stock to accommodate a range of income levels, ages and special needs.

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

35



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

## GOALS AND POLICIES

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

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



Single Family Residence



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

**Housing** ◀

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

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

H.I.f *Support a long-term strategy to convert existing development from septic systems to sanitary sewer, recognizing that alternative technologies may be appropriate in certain situations if they can be shown to produce treatment at acceptable standards and where a long-term maintenance plan is in place.*



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

H.II.a *Encourage high quality construction that is safe, durable and sustainable.*

H.II.b *Encourage universal design to maximize building lifecycle and accessibility.*

H.II.c *Promote building design characteristics that are consistent with surrounding uses and with Edgewood’s heritage as a rural community.*

H.II.d *Promote site planning techniques that create quality outdoor spaces and are in harmony with neighboring properties.*

H.II.e *Encourage cluster residential developments in areas designated for higher-density housing, in order to preserve open spaces and contribute to City’s legacy of having large natural areas.*

H.II.f *Provide guidelines for transitions and buffers around different types of residential uses, in order to mitigate any negative impacts associated with higher intensity uses and foster quality living environments for all community members.*

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



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

H.III.a *Preserve and maintain the City’s existing structurally sound housing stock.*

H.III.b *Consider providing a housing rehabilitation program to provide information and financial incentives to help homeowners maintain or repair their homes.*



Edgewood Housing Stock



- H.III.c *Encourage residential infill development on vacant or underutilized sites in areas with appropriate land use designations.*
- H.III.d *Increase the diversity of the City’s housing stock by encouraging construction of moderate- and higher-density housing, such as apartment buildings, mixed use developments, townhomes, cottage housing and garden apartments, in appropriate land use designations.*
- H.III.e *Encourage a range of unit sizes to accommodate different household types, including single person households, two-person households, households with children, households with seniors and group households with unrelated people living together.*
- H.III.f *Encourage a supply of rental units in the City to provide housing choice for community members who are not home buyers.*



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

**Housing** ◀

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

H.III.g *Expand options within the City Code to allow accessory dwelling units in single family residential areas, in order to meet a variety of housing needs.*

H.III.h *Promote construction of housing types to accommodate the growing senior population, such as senior group housing facilities and individual residences designed for people who would like to “age in place.”*

**38**

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

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

H.IV.a *Work with public and private sector partners to provide a supply of housing that is affordable for low income and moderate income households in Edgewood.*

H.IV.b *Consider ways to incentivize private developers to build affordable housing, such as density bonuses, height increases, tax incentives and reduced design requirements.*

H.IV.c *Coordinate with the Pierce County Housing Authority and non-profit groups to explore opportunities for acquiring funding to address affordable housing needs in Edgewood, including private foundations and federal, state and local programs.*

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

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

H.IV.f *Encourage the location of new affordable housing units near community amenities and services, in order to provide low transportation costs for future residents.*

H.IV.g *Encourage energy efficient design features in new affordable housing units, in order to provide low utility costs for future residents.*

H.IV.h *Expand opportunities for affordable housing by ensuring that manufactured housing and modular housing is allowed in all single-family zones, and is not regulated differently than site-built housing.*



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

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

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

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

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



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

**Housing** ◀

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities





# 05 » TRANSPORTATION

## INTRODUCTION

The intent of the Transportation Element is to guide the development of a transportation system that improves mobility and offers mobility choices for all City citizens. This Transportation Element identifies the pedestrian, bicycle, automobile, public transit and freight systems that are envisioned by the City. Transportation projects and programs are outlined that meet City goals and policies. The Element also recognizes the regional nature of the transportation system and the need for continuing interagency coordination.

## GROWTH MANAGEMENT ACT AND VISION 2040

Under the Growth Management Act (RCW 36.70A.070), the Transportation Element is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The plan must contain:

- » An inventory of existing facilities;
- » An assessment of future facility needs to meet current and future demands;
- » A multi-year plan for financing proposed transportation improvements;
- » Forecasts of traffic for at least 10 years based on adopted land use plan;
- » Level of service (LOS) standards for arterials and public transportation, including actions to bring deficient facilities into compliance;
- » Transportation Demand Management (TDM) strategies; and
- » Identification of intergovernmental coordination efforts.

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

41



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



Freight and Rail Transportation



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

**Transportation** ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

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

## CONTEXT

Edgewood is primarily a residential community with ready-access to employment and shopping within and outside the City limits. Edgewood’s existing street system was originally developed to serve the basic needs of a rural agricultural community. While most of the roads of Edgewood currently have adequate vehicle capacity, much of the current system lacks urban pedestrian and bicycle facilities and is not constructed to current roadway standards. The future multimodal transportation system will feature a balance of rural and urban transportation facilities to meet the needs of a growing community.

*Transportation Infrastructure in Edgewood*



# GOALS AND POLICIES

## MOBILITY AND CAPACITY



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

*T.I.a*      *The efficient movement of traffic should be accomplished through advanced traffic control measures, intelligent transportation system (ITS) technologies, speed management, access management, channelization improvements and multimodal design features.*

*T.I.b*      *Restrict roadway access points and locate driveways on Meridian Avenue E to improve safety, maintain optimal capacity and provide for the efficient movement of automobiles, bicycles, pedestrians and transit. Access management measures may include:*

- » *Providing internal access between off-street parking in commercial areas through reciprocal agreements;*
- » *Using intersecting streets as access points;*
- » *Designing subdivisions for efficient internal circulation; and/or*
- » *Completion of the collector arterial system*

*T.I.c*      *Require dedication of roadway rights-of-way as part of new development consistent with the appropriate functional classification, adopted road standards and Comprehensive Plan.*

*T.I.d*      *Coordinate with the Washington State Department of Transportation (WSDOT) and City of Milton to address traffic congestion and circulation issues on Meridian Avenue E and surrounding roadways.*

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



~~~~~  
 Pedestrian Scaled Landscaping



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 Farm Equipment Shares  
 Local Roads



Volume I

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

44



Residential Sidewalk

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



Goal T.II

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



Delivery and Transport of Goods and Service

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



## MULTIMODAL TRANSPORTATION

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

- T.III.a *Provide a system of trails for pedestrians and bicyclists, consistent with the Parks Plan.*
- T.III.b *Develop a non-motorized transportation system that promotes connectivity between residential developments via pathways, trails and street extensions.*
- T.III.c *As general guidelines, give priority to walkway and trail system improvements that:*
  - » *Increase public safety;*
  - » *Construct missing links in the existing bicycle and pedestrian system;*
  - » *Make upgrades to existing walkways and trails;*
  - » *Are along arterial streets; and*
  - » *Connect to key destinations.*
- T.III.d *Install mid-block pedestrian crossings with appropriate safety measures when conditions warrant.*
- T.III.e *Develop a program to install or upgrade curb ramps at all curbed intersections to meet the Americans with Disabilities Act (ADA) requirements.*
- T.III.f *Work with neighboring jurisdictions and other agencies to ensure that Edgewood’s bicycle routes/corridors and designs are compatible and interconnect.*
- T.III.g *Plan for the expansion of appropriate road shoulders to maintain safe areas for walking, jogging and biking while implementing appropriate design features to discourage increased vehicle speeds.*
- T.III.h *Accommodate the needs of bicyclists and pedestrians in the design and construction of all future transportation improvements.*
- T.III.i *Require the installation of sidewalks on both sides of Meridian Avenue E.*



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



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

**Transportation** ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities



Local Transit

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

T.IV.a *Plan to maintain and improve transit coverage and encourage implementation of high-capacity transit options.*

T.IV.b *Enhance bus service connections across county lines and to popular destinations.*

T.IV.c *Consider transit facilities as mitigation for new developments that have probable significant impacts to the transportation system.*

T.IV.d *Support and promote public involvement in Pierce Transit, King County Metro and Regional Transit Authority decision-making.*

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

T.V.a *Work with Pierce Transit to make transit use more attractive to potential and existing customers.*

T.V.b *Encourage Pierce Transit to partner with private land owners to provide for additional parking spaces for transit users in the area.*

T.V.c *Work with Pierce Transit and businesses to evaluate and improve transit service and facilities that serve employment sites and promote Commute Trip Reduction (CTR) program components.*

T.V.d *Support public and private Travel Demand Management (TDM) programs to promote alternatives to driving alone.*

T.V.e *Encourage new commercial and office developments to provide physical features supportive of carpooling, transit and non-motorized modes of travel.*

**SAFETY**



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

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



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

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

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

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

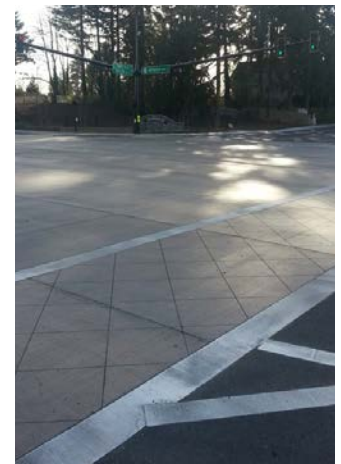
T.VII.b *Maintain and enhance the safety of roads in the City of Edgewood.*

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

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

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

T.VII.f *Where needed, provide access control to improve the safety of roadways, install improved lighting or intersection control, provide adequate facilities for pedestrians (especially around schools) and provide safe areas at bus stops for transit patrons.*



Intersection Pavement Treatment at Meridian Ave E and Taylor St

**FINANCING**

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

T.VIII.a *Regularly review and update the Transportation Impact Fee (TIF) schedule and ordinance to provide more consistency with existing zoning designations and standards from the Institute of Transportation Engineers (ITE) to ensure the equitable assessment of impact fees.*

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



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

**Transportation** ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

- T.VIII.c Develop multimodal level of service (LOS) standards to align with the multi-county planning policies which require standards based upon the movement of people and goods, not vehicles, and encourage development that can be supported by transit.*
- T.VIII.d In the event the City is unable to fund the transportation capital improvements needed to maintain adopted transportation LOS standards, pursue one or more of the following actions:*
- » Phase development that is consistent with the Land Use Element until adequate resources can be identified to provide necessary improvements;*
  - » Revise the Land Use Element to reduce traffic impacts to the degree necessary to meet adopted transportation service standards;*
  - » Reevaluate the City’s adopted transportation LOS standards and concurrency program to reflect levels that can be maintained, given known financial resources;*
  - » Require new and existing development to implement measures to decrease congestion and enhance mobility;*
  - » Place a moratorium on development in affected areas;*
  - » Update the LOS standards to focus on the movement of people and goods instead of only the movement of vehicles; and/or*
  - » Encourage the mitigation of transportation-related concurrency problems through the use of transit, walking, biking, system efficiencies and transportation system management.*
- T.VIII.e Allocate resources in the City’s TIP and Capital Facilities Funding Plan according to the prioritization guidelines listed in the Capital Facilities Element.*
- T.VIII.f Establish LOS C or better for all minor arterials and collector streets within the City based on a volume-to-capacity (V/C) ratio of 0.80 or less during the weekday PM peak hour.*
- T.VIII.g Establish LOS D or better for intersections in the City, except for along Meridian Avenue E (SR 161) which shall be LOS E/mitigated. The LOS E/mitigated standard is consistent with adopted regional standards which allow congestion during the peak hour to be mitigated along key regional arterials through investments to transit or alternative modes.*
- T.VIII.h Balance financing of transportation improvements between existing and future users based on the principle of proportional benefit.*





- T.VIII.i *Continue to implement the Transportation Impact Fee (TIF) program and annually monitor the program to illustrate how it is being used to support growth.*
- T.VIII.j *Require that all transportation projects be adequately funded to address all required public safety and design standards.*
- T.VIII.k *Identify and pursue long-term strategies to obtain grant funding.*
- T.VIII.l *Support efforts at the state and federal levels to increase funding for transportation systems.*
- T.VIII.m *Aggressively pursue improvements to the state highways through or near Edgewood. The improvements can include:*
- » *Traffic management systems with queue spillback detection;*
  - » *A communications backbone on Meridian Avenue E that can support the installation of ITS devices such as CCTV cameras, video detection, signal interconnect, speed detection and dynamic message signs;*
  - » *Transit signal priority to improve bus service and reliability;*
  - » *Capacity increases;*
  - » *Access control;*
  - » *High-occupancy vehicle (HOV) lanes or transit enhancements;*
  - » *Improved pedestrian facilities, such as sidewalks, pedestrian crossings and bus zone improvements;*
  - » *Advanced traffic signal system that is traffic responsive; and*
  - » *Street lighting.*
- T.VIII.n *Develop interlocal agreements with neighboring jurisdictions and other agencies to develop funding sources for transportation improvements.*
- T.VIII.o *Support the continuous, cooperative and comprehensive transportation planning process conducted by the Puget Sound Regional Council (PSRC) pursuant to its designation as the region’s Metropolitan Planning Organization.*
- T.VIII.p *Participate in public/private partnerships to finance transportation facilities.*



Rail



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

**Transportation** ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

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

*T.IX.a Inventory and inspect the transportation infrastructure annually.*

*T.IX.b Maintain a pavement management system and identify a sustainable funding source to improve the life-cycle costs of City roadways.*

*T.IX.c Develop a regular maintenance schedule for all components of the transportation infrastructure.*

*T.IX.d Encourage the maintenance and improvement of the street system when addressing the transportation and circulation concerns of the community.*

*T.IX.e Develop strategies necessary to improve public streets to meet applicable road standards.*

**LAND USE AND TRANSPORTATION**



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

*T.X.a Develop a comprehensive Meridian Avenue E corridor study and plan for the segment south of 24th Street E.*

*T.X.b Work to create an interconnected transportation system by requiring new roadway connections consistent with the Comprehensive Plan.*

*T.X.c Increase the visual ambiance along the Meridian Avenue E corridor south of 24th Street E and integrate provisions of complete street policies when possible.*

*T.X.d Support the Regional Growth Strategy provisions when addressing development, including prioritizing investment in mixed use developments along the Meridian Avenue E corridor.*

*T.X.e Encourage parking behind residential and commercial facilities along Meridian Avenue E and landscaping in the front.*

*T.X.f Promulgate programs, such as an adopt-a-road program, to assist in keeping roadsides and trails free of litter.*



Meridian Ave E south of 24th St E



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

*T.XI.a Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.*

*T.XI.b Support the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking from major parking generators.*

*T.XI.c Work with residents to encourage the preservation of neighborhood character and safety on residential streets.*

**ENVIRONMENT**

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

*T.XII.a Consider the impacts of climate change in the operations of the transportation system and construction of capital projects.*

*T.XII.b Coordinate with county, regional, state and federal agencies air quality standards to ensure the City's transportation projects and programs conform to state and federal law.*

*T.XII.c Support the development and implementation of a transportation system that is energy efficient and improves system performance.*



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

**Transportation** ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities



## INTRODUCTION

The Parks, Recreation and Open Space Element guides expansion of Edgewood’s park system over the coming years. It reflects the community’s vision for the park system and supports opportunities for healthy and active living. It also supports other plan elements, such as the Environment Element (through discussion of conservation of natural areas) and the Land Use and Transportation Elements (through discussion of paths and trails).

The element draws its goals and policies from the City of Edgewood’s Parks, Recreation and Open Space Plan (PROS Plan). The plan was developed simultaneously with the Comprehensive Plan update and meets the requirements of the Washington State Recreation and Conservation Office (RCO). The plan offers a comprehensive look at the park system, including existing facilities, community interests, demand and need for services, funding implications for improvements and ongoing maintenance. It provides a solid basis of information for prioritization and decision-making on parks and recreation facilities and services. Inventory information from the PROS Plan is included in the background information for this Element in Volume II.

## GOALS AND POLICIES

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

*PR.I.a Identify and pursue funding to improve the function and value of parks for City residents, when feasible and within the context of available City resources. Address gaps in the level of service standards outlined in Policy PR.III.a as a high priority.*

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

53



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



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

**Parks, Recreation & Open Space** ◀

Utilities

Energy

Capital Facilities

**54**

Public-private partnerships are arrangements between a public agency and a private entity to jointly deliver a service or facility for the use of the public.

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

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

PR.I.c

Emphasize low maintenance and operation requirements as a high priority in the design of new park facilities.

- » Design and develop park and recreational facilities to be of low-maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs.
- » Design and develop park and recreational facilities to be of low-maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs.
- » Where appropriate, use low-maintenance materials, settings or other value-engineering considerations that reduce care and security.

PR.I.d

Continue to involve community organizations in parks improvement.

PR.I.e

Encourage citizen engagement and ownership of parks.

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

PR.I.f

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

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

PR.II.a

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



*PR.II.b Periodically review park and recreation preferences, needs and trends through household surveys, public meetings and other public input sources.*

*PR.II.c Utilize the Parks and Recreation Advisory Board (PRAB) and other citizen advisory committees as forums for public discussion of parks and recreation issues.*

*PR.II.d Provide public information regarding parks planning processes through a variety of means (e.g. public notices, bulletins, websites, social media), in order to reach all community members.*

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

*Edgewood Parkland*



Volume I

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space ◀

Utilities

Energy

Capital Facilities

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

ACRES PER 1,000 PEOPLE	
Active Parks	5.8
Passive Open Space	4.1



Athletic Field at Edgemont Junior High School



Mortenson Farm

PR.III.a

Over the next five to 10 years, improve the park system to meet the following level of service standards:

- » For all parks, consider the following measures:
  - » Provide parks that meet the interests and needs of the City’s citizens, based on public input and survey findings.
  - » Prioritize development of existing undeveloped parkland over acquisition of new parkland.
  - » Prioritize development of non-motorized connections to parks.
- » For active parks:
  - » Provide 5.8 acres per 1,000 people.
  - » Strive to provide parks within a 10-minute walk of all City residents.
- » For passive open space:
  - » Provide 4.1 acres per 1,000 people.
  - » Consider providing more than 4.1 acres per 1,000 people, if opportunities arise to acquire properties that meet the City’s environmental objectives, taking into account other parks priorities.

PR.III.b

Pursue the following short term priorities for system development:

- » Develop existing parkland in order to increase the number of active parks and facilities.
- » Acquire new parkland that helps to meet level of service standards and that is affordable to purchase and maintain. This could include parcels in areas west of Meridian Ave E and in Sumner Heights for a neighborhood-scale park (3-15 acres in size).
- » Create a signature community park within a ten minute drive of all Edgewood citizens to serve as a community gathering space and celebrate the City’s unique rural character.
- » Build on existing trails, pathways and sidewalks to increase non-motorized connections between parks, schools and other community facilities. Ensure that the character of trails, pathways and sidewalks is appropriate for Edgewood.
- » Complete the proposed short term park and trail projects listed in the Capital Improvement Program for the City’s Parks, Recreation and Open Space Plan.

PR.III.c

Plan for the following long term priorities:





- » Review and update level of service standards to recognize the evolving park system, development patterns and revenues for new facilities.
- » As the level of service is adjusted, review and update plans to meet new level of service standards.
- » Create a park maintenance and renovation plan that prioritizes and directs resources to higher-use parks and facilities first.

*PR.III.d Explore opportunities to collaborate with public, private and non-profit partners to meet the level of service standards and short term priorities for the City of Edgewood’s park system. Examples include jointly acquiring or developing parkland and making public facility improvements on school properties.*

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

- » The land is linked to a trail system or otherwise easily accessible to the public.
- » The land will create or expand a green belt.
- » The acquisition will help the City to meet the level of service standards outlined in Policy PR.III.a.
- » The cost of developing and maintaining the land is feasible.
- » There is a public benefit that justifies City ownership.
- » The land contains a high value natural area.

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

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

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

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



Basketball Court at Edgemont Park

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



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

**Parks, Recreation & Open Space** ◀

Utilities

Energy

Capital Facilities

**58**

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

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

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

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

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



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

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



*PR.V.f Collaborate with regional partners to identify open space systems in Edgewood that have ecological, economic and recreational value, and develop strategies for conservation and enhancement.*

*PR.V.g Evaluate and make recommendations for the acquisition or protection of ecologically valuable properties within the City. Such properties could include:*

» *Critical fish and wildlife habitat such as nesting sites, foraging areas and wildlife mitigation corridors.*

» *Environmentally sensitive areas such as wetlands, open spaces, woodlands and other features that support wildlife and reflect Edgewood's natural heritage.*

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

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

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



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



Trail Access to Nelson Nature Park from Local Neighborhood

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

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



PR.VII.b *As a long term priority, develop an approach for future recreational and cultural programming in Edgewood that serves community members and also supports the City’s economic development strategy to promote Edgewood’s rural assets and heritage as a destination for intra-regional tourism.*

- » *Explore opportunities to offer programming in conjunction with volunteer organizations, school districts, the private sector and adjoining communities.*
- » *Evaluate the programming needs of different age groups, cultural groups and income groups.*
- » *Consider how rooms at the Civic Center could be used to support programming.*
- » *Consider ways to highlight the history and character of Edgewood in programming.*



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

**Parks, Recreation & Open Space** ◀

Utilities

Energy

Capital Facilities

**Goal PR.VIII Pursue opportunities to collaborate with other jurisdictions, public agencies, the private sector and community groups in order to leverage resources and achieve the goals and policies of the Parks, Recreation and Open Space Element.**

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

List of policies:

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



# 07 » UTILITIES

## INTRODUCTION

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The Utilities Element addresses electrical, natural gas, telecommunications, sewer, solid waste disposal, stormwater and water service within Edgewood. In general, the goals and policies promote the provision of services that meet the needs of community members and that are reliable, efficient and financially and environmentally sustainable. Volume II of this Plan contains background information on service providers and the location and capacity of existing and proposed utilities.

61



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

## GOALS AND POLICIES

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

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

*U.I.b    Encourage the design, siting, construction, operation and relocation or closure of utilities in a manner that:*

- » *Mitigates negative impacts to adjacent land uses*
- » *Mitigates negative aesthetic impacts to the community*
- » *Is environmentally sensitive*
- » *Provides opportunities for public participation*

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

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



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

**Utilities** ◀

Energy

Capital Facilities

*U.I.e Encourage the joint use of utility corridors and facilities; such as transportation right-of-ways, trenches, conduits and poles; by utility service providers in order to promote cost-effective operations and to minimize disruptions to the public during expansion, maintenance, undergrounding and upgrading of facilities.*

*U.I.f Provide timely and effective notification for utilities about City construction activities that impact utility corridors and facilities, such as road construction.*

*U.I.g Work with providers to communicate information to the public about utility system improvements that may impact their properties.*

*U.I.h Encourage the use of utility corridors for recreation, where appropriate.*



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

*U.II.a Work with providers to ensure that utility services meet State standards and the level of service standards outlined in the Capital Facilities Element.*

*U.II.b Work with providers to ensure that utility services are provided at reasonable rates.*

*U.II.c Support the timely expansion, maintenance and replacements of utility facilities.*

*U.II.d Encourage the use of new technologies that will enhance the quality of utility services, and that are financially feasible and consistent with community needs.*

*U.II.e Support improvements in utility services that support local businesses and economic development.*

*U.II.f Encourage public education that reduces demand for utility services.*

*U.II.g Ensure development standards support energy-efficient building practices.*

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



**ELECTRIC**

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

**WATER**

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

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

**STORMWATER**

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

**SANITARY SEWER**

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

**SOLID WASTE**

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

**TELECOMMUNICATIONS**

*U.II.n Work with utility providers to develop a full range of telecommunication services for residents and businesses, including those that support telecommuting and distance learning.*

**NATURAL GAS**

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

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

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

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



Stormwater management on Meridian Ave E



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities ◀

Energy

Capital Facilities





# 08 » ENERGY

## INTRODUCTION

---

65

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

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

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



# GOALS AND POLICIES

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

*E.I.a When developing long-range plans, consider the energy consequences of the resulting land development patterns.*

*E.I.b Allow flexibility in development regulations that promote energy efficiency and conservation.*

*E.I.c Promote energy conservation through economic development.*

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

*E.II.a Promote an efficient transportation system through a compact development pattern.*

*E.II.b Reduce energy use through street and transportation system design.*

*E.II.c Set parking standards and design parking areas to promote energy efficiency.*

*E.II.d Provide viable options to the single occupant vehicle as a means to reducing energy consumption.*

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

*E.III.a Develop a program to maximize energy efficiency in city buildings, facilities and operations.*

*E.III.b Coordinate with federal, state and regional agencies to promote energy conservation.*

Energy efficient transportation system design can include street standards that are sized for the primary intended use of the street, development of a connected street system, discouragement of cul-de-sac streets, optimized signal timing and convenient pedestrian access to the street network.



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

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

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

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

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

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



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

**Energy** ◀

Capital Facilities



# 09 » CAPITAL FACILITIES

## INTRODUCTION

69

The Growth Management Act (GMA) requires that communities plan for capital facilities to ensure there is an adequate level of facilities and services in place to support development at time of occupancy or use, that new development does not decrease level of service below locally established standards and that the City has the ability to pay for needed facilities.

GMA requires that the Capital Facilities Plan Element include an inventory of existing publicly owned capital facilities, a forecast of the future needs for new or expanded facilities and a six-year capital facilities plan that identifies financing sources for the identified future facilities.

## GOALS AND POLICIES

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

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

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

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

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



Edgewood City Hall



Edgewood Fire Department



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities ◀

70

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

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

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

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

CF.II.a *Establish the following levels of service for City-provided facilities and services. The levels of service are the minimum thresholds necessary to adequately serve future development, as well as the minimum thresholds to which the City will strive to provide for existing development.*

- » *Parks and Recreation: As established in the Parks, Open Space and Recreation Element.*
- » *Police: Capital facilities to support 0.50 officers per 1,000 residents and a response time of 5 minutes or less to all high priority calls and within 30 minutes to all calls.*
- » *Surface Water: Consistent with the requirements of the current Surface Water Design Manual and Surface Water Management Plan adopted by the City.*
- » *Transportation:*
  - » *As established by the Transportation Element of the Comprehensive Plan for local streets.*
  - » *Accepting the level of service as established for SR-161 and working with the Washington State Department of Transportation and Puget Sound Regional Council to develop partnerships.*
- » *Wastewater: Consistent with the requirements of the General Sewer Plan adopted by the City.*



*CF.II.b Establish the following levels of service for capital facilities and services provided by other agencies. The standards are to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services.*

- » *Fire and Rescue: Capital facilities to support and respond to 90% or more of all emergencies within 5 minutes.*
- » *Schools: As established by individual school district capital facilities plans.*
- » *Wastewater: Collection of peak wastewater discharge plus infiltration and inflow resulting in zero overflow events per year due to capacity and maintenance inadequacies (or consistent with current health standards) not to be less than an average rate of 100 gallons per capita per day.*
- » *Water: Consistent with fire flow rates stated in the International Fire Code (based upon land use type) not to be less than an overall average utilization rate of 270 gallons per capita per day.*



Edgemont Junior High School

*CF.II.c Coordinate with other agencies to ensure that the levels of service for fire and rescue, schools, wastewater and water are consistent between the providers' plans and this Capital Facilities Element (CFE), and that the providers can continue to achieve their level of service over the 20-year time frame of the Comprehensive Plan.*



Hedden Elementary School

*CF.II.d Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies.*

*CF.II.e Identify needs for additional capital facilities based on adopted levels of service and forecasted growth, and determine the means and timing for providing needed additional facilities.*

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

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

*CF.III.a Identify specific sources and realistic projected amounts of public money that will provide full funding for the capital improvement projects needed for existing and future development.*



Volume I

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



Local Transit Station by Nyholm Windmill

CF.III.b *Identify the process and actions needed to develop and implement new or increased sources of revenue that are needed to make the CFE financially feasible.*

CF.III.c *Charge impact fees when the City Council determines that new development should pay its proportionate share of the capital facilities that it needs.*

CF.III.d *Use local funding to leverage other resources, such as grants, public/private partnerships and investments by businesses locating in Edgewood.*

CF.III.e *Use debt when the City Council determines that it is appropriate to enable early completion of priority capital improvements and to amortize the cost over the life of the public facility.*

CF.III.f *If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, adjust the level of service, the planned growth and/or the sources of revenue to maintain a balance between available revenue and needed capital facilities.*

CF.III.g *Use the City’s CIP and TIP as the short-term processes for implementing the long-term CFE.*

CF.III.h *Work with providers of water, sewer, fire protection, schools, library and transit to ensure that their individual plans are financially feasible.*

CF.III.i *Capital improvements that are needed to correct existing deficiencies or maintain existing levels of service should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.*

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

CF.IV.a *Design natural infrastructure into projects whenever feasible to mimic ecological processes and minimize the need for built infrastructure.*

CF.IV.b *Incorporate consideration of physical health and well-being into decisions regarding the location, design and operation of capital facilities.*





- CF.IV.c *Provide capital facilities that support and implement sustainability, reduction of greenhouse gas emissions and environmental stewardship.*
- CF.IV.d *Reduce energy use and consumption of potable water by city buildings and operations, and promote the use of renewable energy sources.*
- CF.IV.e *Use environmentally sensitive building techniques and low impact surface water methods.*
- CF.IV.f *Design capital facilities that are oriented towards and accessible by transit and non-motorized modes of travel.*
- CF.IV.g *Design capital facilities that are adaptable, with flexibility to expand as the City grows.*
- CF.IV.h *Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, reduce travel demand and minimize disruption to the community.*
- CF.IV.i *Promote water reuse and water conservation opportunities that diminish impacts on water, wastewater and surface water systems.*
- CF.IV.j *Work with providers of fire and rescue, schools, wastewater and water to ensure that their facilities support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness and sustainability.*

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

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



**Volume I**

Introduction

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities ◀





# VOLUME II

## BACKGROUND INFORMATION

|    |                               |     |    |                                          |     |
|----|-------------------------------|-----|----|------------------------------------------|-----|
| 01 | NATURAL ENVIRONMENT . . . . . | 77  | 06 | PARKS, RECREATION AND OPEN SPACE . . . . | 143 |
| 02 | LAND USE . . . . .            | 87  | 07 | UTILITIES . . . . .                      | 147 |
| 03 | COMMUNITY CHARACTER . . . . . | 101 | 08 | ENERGY . . . . .                         | 153 |
| 04 | HOUSING . . . . .             | 103 | 09 | CAPITAL FACILITIES . . . . .             | 157 |
| 05 | TRANSPORTATION . . . . .      | 111 |    |                                          |     |



# 01 » NATURAL ENVIRONMENT

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## BACKGROUND INFORMATION

---

77

### OVERVIEW

Historically, Edgewood was primarily an agricultural and wooded area. Since incorporation, the City has been becoming increasingly urban. Most of the city area is located on an upland plateau bordered by the steep walls of the Puyallup River valley to the west and south and of the White River valley to the east and south. The southernmost portion of the City is in the Puyallup River valley. Elevations within the City begin at 20 feet above sea level and rise to approximately 500 feet. The highest elevations are found in the southeast corner of the City. There are several topographic depressions throughout the City, locally known as “potholes”. Natural areas within the City include the potholes, steep slopes, ravines, natural reserves, wetlands, streams, native growth easements and stands of mature trees. These areas are found on both private and public property.

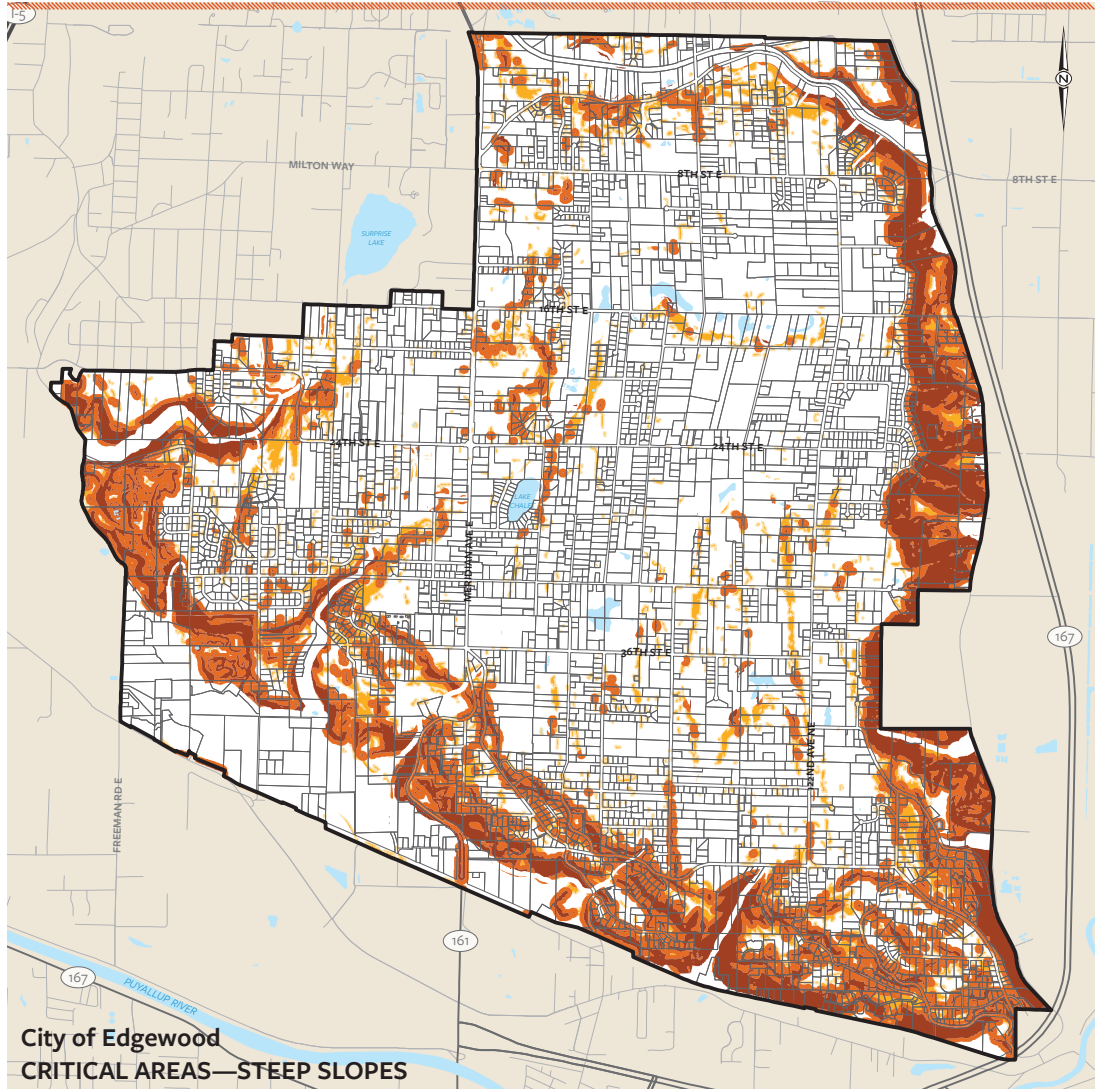
The City experiences a typical maritime climate of mild, wet winters and relatively cool, dry summers. The average precipitation rate for the area is 38.3 inches per year, with the average annual temperature for the area being 50.8 degrees Fahrenheit. The annual precipitation occurs primarily in an eight-month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

### CRITICAL AREAS

The GMA requires cities to develop policies and development regulations to protect critical areas, using best available science. Critical areas include wetlands, areas with a critical recharging effect on aquifers used for drinking water, frequently flooded areas, geologically hazardous areas and fish and wildlife habitat conservation areas. The City has identified and mapped many critical areas, shown in Figure 4, Figure 5 and Figure 6. Identification of additional critical areas is an ongoing process.



Figure 4 Critical Areas—Steep Slopes



City of Edgewood  
CRITICAL AREAS—STEEP SLOPES

- Steep Slope
- Steep Slope Buffer
- Moderate Slope
- Moderate Slope Buffer
- City Limits

Map created by 3 Square Blocks, City Consultant

March 2015

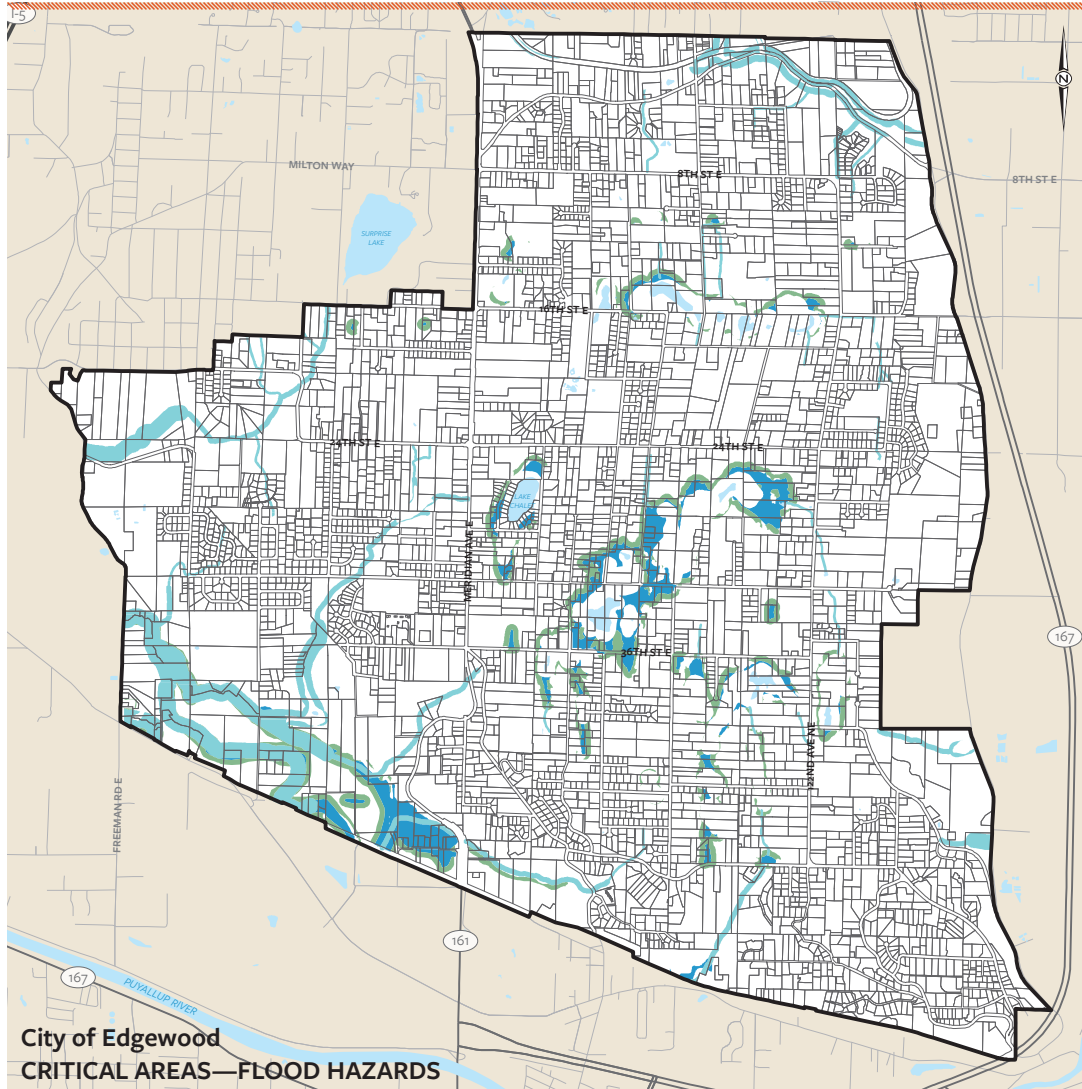
*DISCLAIMER: The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.*



0 0.25 0.5 miles



**Figure 5** Critical Areas—Flood Hazards



**City of Edgewood**  
**CRITICAL AREAS—FLOOD HAZARDS**

- Stream Buffer
- Frequently Flooded
- Flood Buffer
- City Limits

Map created by 3 Square Blocks, City Consultant

March 2015

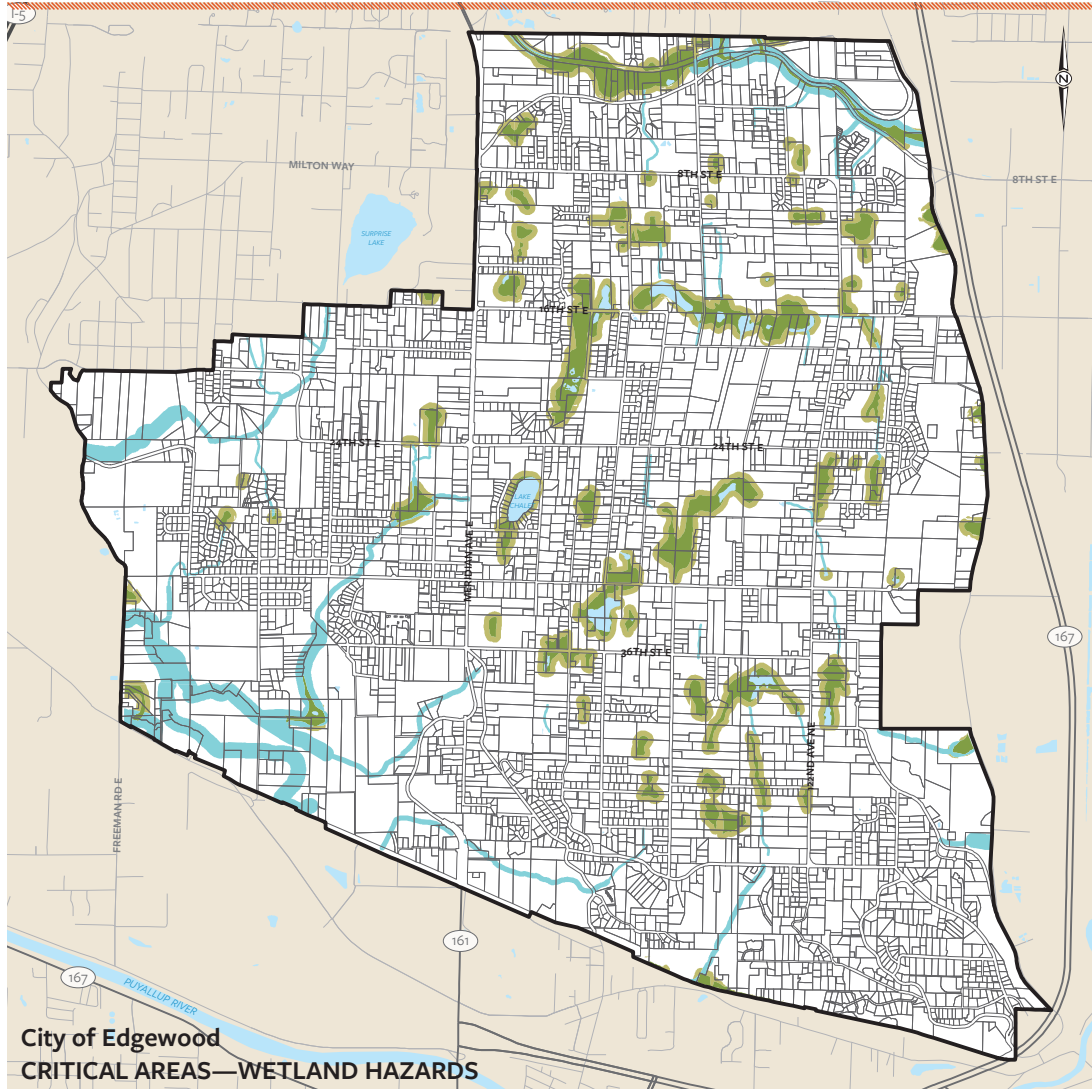
*DISCLAIMER: The City of Edgewood makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of information herein.*



0 0.25 0.5 miles



Figure 6 Critical Areas—Wetland Hazards



City of Edgewood  
CRITICAL AREAS—WETLAND HAZARDS

- Stream Buffer
- Wetland
- Wetland Buffer
- City Limits

Map created by 3 Square Blocks, City Consultant

March 2015

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



0 0.25 0.5 miles





## EARTH RESOURCES

### *Soils*

The soils of Edgewood are in the Alderwood-Everett association on the plateau and the Puyallup-Sultan association in the Puyallup and White River valleys in the eastern and southern portions of the City. On the plateau, the predominant soil is Alderwood, with large areas of Kapowsin. The plateau soils also contain large pockets of Everett, Indianola and Neilton soils. The valley areas in the southern and eastern portions of the City contain primarily Snohomish, Briscot, Puyallup, Shalcar and Sultan soils.

Near surface soil within Edgewood has varying runoff potential and infiltration rates and thus varying degrees of suitability for development. The higher the runoff potential and the lower the infiltration rate, the less suitable an area may be for development. Everett, Indianola and Neilton soils have low runoff potential and high infiltration rates. Puyallup soil has moderately low runoff potential and moderate infiltration rates. Alderwood and Sultan soils have moderately high runoff potential and low infiltration rates. Briscot, Kapowsin, Shalcar and Snohomish soils have high runoff potential and low infiltration rates. Many exceptions to these classifications exist.

### *Erosion*

Erosion is a natural process where rain, running water and wind loosen and transport soil from one location to another. Of these natural forces, erosion by rain and running water is by far the most common within the Puget Sound region. The susceptibility of any soil type to erosion depends upon the physical and chemical characteristics of the soil, its protective vegetative cover, slope length and gradient, intensity of rainfall and the velocity of water runoff. The City contains areas that are prone to erosion activity. Steep slope areas and areas cleared of vegetation are the most susceptible to erosion.

### *Steep Slopes and Landslide Hazards*

The steepest slopes in the City are generally found along the southern, eastern and western hillsides, and particularly Jovita Canyon near the Edgewood City Limits, exceeding 30 percent in places. Potentially unstable slopes are a major hazard to people, structures and other land uses and infrastructure. Landslide and steep slope hazards were evaluated in the City of Edgewood Surface Water Management Plan (SWMP, January 1997). The SWMP documented the observed presence of landslide features, soil conditions that are conducive to landslides and slope inclination.



### *Seismic and Volcanic Mudslide Hazards*

Seismic hazard areas are those areas subject to severe risk of earthquake damage as a result of settlement, lateral spreading, slope failure or soil liquefaction. These conditions occur in areas underlain by soils with low cohesion and density, usually in association with a shallow groundwater table. When shaken by an earthquake, certain soils lose their ability to support a load. Some soils will actually flow like a fluid; this process is called liquefaction. Loss of soil strength can also result in failure of the ground surface and damage to structures supported in or on the soil. Loose, water-saturated materials are the most susceptible to ground failure due to earthquakes. The primary areas of seismic hazards within the City of Edgewood are those along steep slopes, within valley bottoms, atop alluvial fans (for example, the mouth of Jovita canyon) and some areas of filled/graded land.

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

## VEGETATION AND WILDLIFE HABITAT

Forested open space, wetlands and native vegetation found on steep slopes and larger lots are important resources that should be preserved. Trees help stabilize soil on steep slopes and act as barriers to wind and sound. Plants replenish the soil with nutrients and generate oxygen and clean pollutants from the air. The native vegetation found near creeks, lakes, wetlands and depressional potholes offer habitats for a wide variety of migrant and resident wildlife. Less-developed wooded areas associated with stream courses and steep slopes also provide habitats for many birds and mammals. In addition, wetlands, depressional potholes and riparian vegetation provide surface water storage and help clean surface water of pollutants and sediment and provide habitat for salmon species regulated under the Endangered Species Act. Forest cover also protects riparian habitat by allowing water temperatures to stay cool.

Aerial photos show that the Community is a mosaic of various types of vegetation. The largest, most contiguous areas of native vegetation in Edgewood are primarily found on the southern, western and eastern hillsides. These areas, together with wetlands and depressional areas, provide the highest quality wildlife habitat found in the City. However, areas of less intensive development also contain mature trees and other native vegetation, which provide secondary wildlife habitat and substantially contribute to the quality of life in our City.

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



health of fish and wildlife species. The City has development regulations in place to protect and limit impacts to habitat during development. This includes critical fish and wildlife habitat areas, which provide habitat for species designated by state or federal agencies as endangered, threatened, sensitive, candidate or priority species.

## AIR QUALITY

One of the basic characteristics of a livable city is clean air. Numerous federal, state, regional and local agencies enact and enforce legislation to protect air quality. Good air quality in Edgewood, and in the region, requires controlling emissions from all sources, including: internal combustion engines, industrial operations, indoor and outdoor burning and wind-borne particles from land clearing and development. In the Puget Sound region, vehicle emissions are the primary source of air pollution. Local and regional components must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions and demand management strategies.

Air quality is measured by the concentration of chemical compounds and particulate matter in the air outside of buildings. Air that contains carbon monoxide, ozone and particulate matter can degrade the health of humans, animals and plants. Human health risks from poor air quality range in severity from headaches and dizziness to cancer, respiratory disease and other serious illnesses, to premature death. Potential ecological impacts include damage to trees and other types of vegetation. Quality of life concerns include degradation of visibility and deposit of soot and other particulate matter on homes and other property.

The City seeks long-term strategies to address air quality problems, not only on the local level, but also in the context of the entire Puget Sound Basin with coordination and major direction from the Puget Sound Air Pollution Control Agency.

## WATER

### *Drainage Systems and Flood Hazards*

Edgewood is part of the Puyallup River and White River watersheds. Drainage basins in the City include closed depressions, creeks, steep slope ravines and year round water bodies. Some of the closed depressions, locally known as potholes, are identified in the City of Edgewood Surface Water Management Plan. These include the Edgewood Bowl, the 108th Avenue pothole, the 114th Avenue pothole, the 122nd Avenue pothole, the Surprise Lake pothole and many smaller potholes. Creeks within the City include Jovita, Simons, Wapato East, Wapato West and Surprise Lake Creek. Year round water bodies consist of Lake Chalet and the creeks. Nearby Surprise



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

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

As development continues in Edgewood, it will affect stormwater quality and quantity. New development can cause or aggravate drainage problems by increasing impervious area, reducing vegetative cover, changing runoff routes, accelerating runoff rate and in other ways. By increasing stormwater quantity and velocity, development can diminish water quality. Improvements and mitigation measures are needed to reduce the risk of erosion, landslides and flooding, and secondary impacts such as property damage, road closures, degradation of fish and wildlife habitat and inundation of septic systems.

### *Streams and Creeks*

Numerous small streams and creeks are found within or adjacent to the City of Edgewood. Many of these streams have been placed in culverts, channels or otherwise altered. Jovita Creek flows eastward into the White River. Surprise Lake Creek begins within the City limits of Milton, flows through Edgewood, then out through Edgewood's western boundary. Wapato Creek flows through the southwestern corner of Edgewood, then westward into the City of Fife. Before leaving Edgewood, Wapato Creek is joined by Simons Creek. Coho salmon, steelhead and cutthroat are present in Jovita Creek, Simons Creek and Wapato Creek. Coho and steelhead spawn in Simons Creek and Jovita Creek.

Some portions of the watersheds drained by creeks in the City have been paved or otherwise developed. This development dramatically increases the volume of water in the creeks during storm surges and reduces in-stream flows during drier periods of the year. This combination of more intense storm surges and overall lower flows causes numerous environmental problems, including: increased stream bank erosion, scouring and deepening of the stream channel, reduced water quality, sedimentation of gravel, damage to stream-side vegetation and reduction or elimination of habitat for wildlife, fish and the insects on which fish feed. Creeks can be damaged as a result of large quantities of storm water as well as by pollutants they may contain. The City has adopted regulations to address these issues.



## *Wetlands*

Wetlands within the City are part of a Palustrine System. Palustrine systems include all non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens. When planning for the future of the community, it is important to consider the specialized functions that wetlands perform as part of the natural ecosystem. To maintain water quality, support groundwater, vegetation and wildlife, it is imperative that wetlands be preserved to the extent possible. Clearing of vegetation, grading, filling and draining and other activities associated with land development, may decrease the ability of wetland areas to provide drainage, stabilize stream banks, provide wildlife habitat and filter pollutants from the water.

Wetlands also play a significant role in flood control. During flooding, streams overflow their banks and spread out across the floodplain. Wetlands attenuate the peak flows from storm events by storing water during wet periods and discharging the stored water during dryer periods. Some of the wetlands within the City of Edgewood have been identified and mapped. Other wetlands have not been identified and will be identified during development review. Several wetland areas exist in the depressional potholes. Stream corridors in Edgewood are generally too steep to contain continuous wetlands, but wetlands can develop in these areas.

## *Groundwater and Aquifer Recharge Areas*

When precipitation occurs, rainwater infiltrates the soil and percolates to the water table. This action recharges the groundwater system. Groundwater moves down a hydraulic gradient to where the water table either coincides with or lies above the land surface—this is the discharge area. Areas of permeable soil and areas where surface water accumulates are likely to be aquifer recharge areas.

The state of aquifer recharge areas affects the quantity and quality of groundwater. For instance, polluted areas and areas with a high amount of impervious surfaces can have a negative impact on groundwater supplies. Pollution contaminates water, whereas impervious surfaces reduce the amount of water returning to groundwater storage systems. Land uses directly impact the state of aquifer recharge areas.

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



**Volume II**

**Natural Environment** ◀

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

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



# 02 » LAND USE

## BACKGROUND INFORMATION

87

The Growth Management Act (GMA) requires that cities provide a comprehensive plan with a Land Use Element to designate the proposed categories and intensities of uses of land. The GMA further specifies that the Land Use Element be the foundation of a comprehensive plan. This process of designating future land uses must account for future population growth and must be supported by adequate levels of public facilities and services. Consistent with this legislative intent, the Washington Administrative Code (WAC) identifies features of a land use element as listed below. These features may be located in the land use element or other elements of a comprehensive plan.

- » Designation of the proposed general distribution, location and extent of land for all projected uses.
- » Population densities, building intensities and estimates of future population growth.
- » Provisions for protection of the quality and quantity of ground water used for public water supplies.
- » Consideration of urban planning approaches to promote physical activity.
- » Review of drainage, flooding and stormwater runoff and guidance for discharges that pollute waters of the state.

To ensure consistency with regional goals and objectives, the Puget Sound Regional Council Vision 2040 and Pierce County Countywide Planning Policies (CPPs) were consulted as part of the Land Use Element update. Feedback provided at community meetings also provided key direction for updating the Land Use Element and helped to inform the update of the City's Official Future Land Use Map.

## EXISTING CONDITIONS

### *Natural Environment*

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



Lake Chalet is located in west-central Edgewood. Four perennial creeks flow through the City: Jovita Creek, Surprise Lake Creek, Simons Creek and Wapato Creek. Wetlands are found adjacent to these creeks and throughout the City. While there are no rivers in Edgewood, the City’s southern and eastern boundaries are defined by the steep valley walls of the Puyallup River and the White River.

The topography and hydrology of the City of Edgewood influence land use. For instance, steep slopes, streams and critical areas limit development potential. The City may also choose to preserve natural areas to meet community objectives.

### *Existing Land Use*

The City of Edgewood is 8.41 square miles or 5,382 acres. Residential land uses make up the majority of the City. Single-family residences are the primary residential use, but there are also multi-family developments and duplexes located throughout the City. The City is also encouraging mixed use development through its zoning designations in specific locations along Meridian Avenue and Freeman Road.

Commercial land uses are located primarily along the Meridian corridor and include services, office space and retail sales. Additionally, many residential uses include home occupations. Industrial lands are limited in Edgewood, with most of the regional focus in the adjoining communities of Fife, Pacific, Puyallup and Sumner.

Public land uses such as schools, parks, utilities and roads are distributed throughout the City. There are a number of undeveloped open spaces in private ownership, many of which are on steep slopes or around streams and wetlands.

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

### *Growth Targets*

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





**Table 3** Existing Land Use

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

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

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

*Land Use Capacity*

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

**Table 4** City of Edgewood Growth Targets

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



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

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

| ZONING DESIGNATION          | NET DEVELOPABLE ACREAGE |
|-----------------------------|-------------------------|
| Single Family 2 (SF-2)      | 665                     |
| Single Family 3 (SF-3)      | 472                     |
| Single Family 5 (SF-5)      | 25                      |
| Mixed Residential 1 (MR-1)  | 43                      |
| Mixed Residential 2 (MR-2)  | 24                      |
| Town Center (TC + TCDO)     | 38                      |
| Commercial (C)              | 403                     |
| Mixed Use Residential (MUR) | 75                      |
| Business Park (BP)          | 20                      |
| Industrial (I)              | 7                       |

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

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

*Land Use Map*

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



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

### Current Zoning

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

**Table 7** Acreage in Current Zoning Designations

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

#### Single Family

The City has three single family zoning designations. SF-3 and SF-5 are the primary residential zoning designations. SF-2 is intended to preserve the identity of areas with patterns of large residential lots, preserve tree stands and reduce traffic volumes in east-west arterial corridors. Permitted uses in single family zoning designations include: residential uses (e.g. single family detached dwellings, modular homes, group homes, manufactured homes), civic uses (e.g. daycare, open space, religious assembly), utility uses, as well as some minor commercial uses such as lodging and funeral services.

#### Mixed Residential

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



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

### Mixed Use

There are four mixed use zoning designations. The Town Center (TC) zoning designation is intended to reflect a unique local character and rural roots. It accommodates a range of compatible uses emphasizing a variety of vertical and horizontal mixed use development, pedestrian-oriented retail, multifamily residential, senior housing and civic uses. The Commercial (C) zoning designation provides a visual and functional transition between the town center and adjacent zoning designations. While commercial development is emphasized, this zoning designation also allows light industrial and multifamily housing. The Mixed Use Residential (MUR) zoning designation accommodates a range of medium density residential housing types as well as some commercial uses and professional office uses. The Business Park (BP) zoning designation accommodates a wide range of employment and commercial uses, including professional office, senior housing and apartments, light industrial and retail uses.

### Industrial

The City has an Industrial (I) zoning designation that provides for regional research, light manufacturing, warehousing and other major regional employment uses. Industrial lands are limited to areas where regional transportation access is available.

### Public

The City has a Public (P) zoning designation that provides for moderate-scale and large-scale activities relating to the purpose of state and local governmental entities and semi-public institutions providing necessary public services. Permitted uses in the public zoning designation include: civic uses (e.g. schools, parks, open space, safety services, public services), utility uses, office uses and recreation uses.

### *Joint Base Lewis McChord*

Joint Base Lewis McChord (JBLM) is located southwest of Edgewood and is a major regional center that impacts economics, transportation and community character in the South Sound. In 2015, JBLM worked in collaboration with jurisdictions surrounding the Base to conduct a Joint Land Use Study (JLUS), which is a strategic plan that provides specific implementation actions to ensure compatible civilian growth and development in the vicinity of JBLM. The South Sound Military & Communities Partnership found that Edgewood's land uses are compatible with JBLM uses in accordance with federal guidance regarding joint land use planning.



# APPENDIX IA: 2015 UPDATE— LAND CAPACITY REVIEW

## INTRODUCTION

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

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

A memo summarizing the methodology used for the 2011 Land Capacity Review and the findings of that review follows in Appendix 1b.

## 2035 COMPREHENSIVE PLAN UPDATE

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

In order to assess the impact of the area-wide rezones on the City’s land capacity, gross acreage of the vacant or under-developed properties within the affected area was estimated using the methodology described in Appendix 1b and data from the City’s Geographic Information System (GIS). Based on this review, the total net change to land in the affected zones is summarized in Table 8.

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

| ZONING CATEGORY                    | NET CHANGE (ACRES) | ZONING CATEGORY               | NET CHANGE (ACRES) |
|------------------------------------|--------------------|-------------------------------|--------------------|
| <b>Commercial (C)</b>              | +8.26              | <b>Business Park (BP)</b>     | +1.36              |
| <b>Mixed Use Residential (MUR)</b> | +21.97             | <b>Single Family 5 (SF-5)</b> | +17.04             |
| <b>Mixed Residential 2</b>         | -8.26              | <b>Single Family 3 (SF-3)</b> | -40.37             |

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

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

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



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

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

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

| ZONING CATEGORIES                 | GROSS DEVELOPABLE ACRES | TOTAL CONSTRAINED ACRES | NET ACRES | UNAVAILABLE FOR DEVELOPMENT | ADJUSTED NET ACRES | DWELLING UNITS |
|-----------------------------------|-------------------------|-------------------------|-----------|-----------------------------|--------------------|----------------|
| SF 2                              | 1566.53                 | 632.64                  | 933.89    | 268.49                      | 665.40             | 1,331          |
| SF 3                              | 1111.69                 | 448.95                  | 662.74    | 190.54                      | 472.20             | 1,416          |
| SF 5                              | 58.61                   | 16.64                   | 34.94     | 10.04                       | 24.90              | 125            |
| MR 1                              | 100.47                  | 40.57                   | 59.90     | 17.22                       | 42.68              | 171            |
| MR 2                              | 55.38                   | 25.70                   | 33.01     | 9.49                        | 23.52              | 188            |
| MUR                               | 83.08                   | 28.23                   | 49.53     | 12.38                       | 37.15              | 892            |
| C                                 | 26.63                   | 9.42                    | 15.88     | 3.96                        | 11.91              | 571            |
| TC                                | 48.97                   | 19.78                   | 29.19     | 7.30                        | 21.90              | 1051           |
| <b>Total Residential Capacity</b> |                         |                         |           |                             |                    | <b>5,744</b>   |

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

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

| ZONING CATEGORIES                | GROSS DEVELOPABLE ACRES | FUTURE CAPITAL FACILITIES | UNAVAILABLE FOR DEVELOPMENT | ADJUSTED GROSS ACRES | EMPLOYMENT   |
|----------------------------------|-------------------------|---------------------------|-----------------------------|----------------------|--------------|
| MUR                              | 55.39                   | 1.05                      | 9.36                        | 44.98                | 871          |
| C                                | 39.95                   | 0.76                      | 7.09                        | 32.50                | 630          |
| TC                               | 20.98                   | 0.40                      | 4.35                        | 16.52                | 320          |
| BP                               | 23.70                   | 0.45                      | 2.37                        | 21.33                | 413          |
| I                                | 13.94                   |                           | 6.97                        | 6.97                 | 74           |
| <b>Total Employment Capacity</b> |                         |                           |                             |                      | <b>2,308</b> |

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



# APPENDIX IB: LAND CAPACITY REVIEW

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

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

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

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

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

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

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

Source: Pierce County Buildable Lands Report, 2007. City of Edgewood, 2011.  
 1. Washington Office of Financial Management. 2010 official estimate. <http://www.ofm.wa.gov/pop/april1/hseries/default.asp>.  
 2. Pierce County Buildable Lands Report, 2007



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

## METHODOLOGY OVERVIEW

96

### *Residential Capacity*

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

### *Employment Capacity*

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

## LAND CAPACITY: 2007 PIERCE COUNTY DEVELOPABLE LAND INVENTORY

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

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





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

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

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

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

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



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

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

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

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



# LAND CAPACITY: ADJUSTED DEVELOPABLE LAND CAPACITY INVENTORY

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

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

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

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

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

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



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

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

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

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



# 03 » COMMUNITY CHARACTER

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## BACKGROUND INFORMATION

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101

Community character can be supported and enhanced through quality community design. Community design combines aspects of architecture, landscape, public works facilities, public art and transportation systems. High quality community design does not have to be extravagant, it can simply be a thoughtful approach to the look of new development. Design quality refers to development's overall contribution to the appearance and function of the community. For example, within new developments, retention of existing vegetation and integration of appropriate landscaping contributes to Edgewood's rural image and ensures that trees will continue to provide benefits to the community for years to come. Design also has to do with the way development is related to surrounding properties. When development integrates attributes of adjacent sites, the overall function and appeal of the area is improved. Examples include shared driveways, similar landscaping, pedestrian connections and consistent building form.

Quality community design is essential in Edgewood to ensure that the growth anticipated in the next 20 years will maintain and enhance community character. New commercial, industrial and multi-family development is anticipated during this time in areas near existing single family residential neighborhoods. For this development to be compatible with existing neighborhoods, it is necessary to have appropriate transitions and mitigate for potential negative impacts. If designed thoughtfully, new development can have positive impacts such as increased access to local services and improved pedestrian connectivity.

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



**Volume II**

Natural Environment

Land Use

**Community Character** ◀

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities



## BACKGROUND INFORMATION

### HOUSING GROWTH TARGETS

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

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

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



## EXISTING HOUSING INVENTORY & DEMAND

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

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

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

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

Source: 2008-2012 ACS 5-Year Estimates

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

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





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

- H.III.d Increase the diversity of the City’s housing stock by encouraging construction of moderate- and higher-density housing, such as apartment buildings, mixed use developments, townhomes, cottage housing and garden apartments, in appropriate land use designations.
- H.III.f Encourage a supply of rental units in the City to provide housing choice for community members who are not home buyers.
- H.III.g Expand options within the City Code to allow accessory dwelling units in single family residential areas, in order to meet a variety of housing needs.

### *Special Needs Housing*

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

## FUTURE HOUSING DEMAND

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

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

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



**Volume II**

Natural Environment

Land Use

Community Character

**Housing** ◀

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

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

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

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

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

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

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

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

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

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



## Demand for Affordable Housing

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

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

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

Source: 2008-2012 ACS 5-Year Estimates

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

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

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

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

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

Source: 2008-2012 ACS 5-Year Estimates

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



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

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

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

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

Source: 2008-2012 ACS 5-Year Estimates

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

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

Source: 2008-2012 ACS 5-Year Estimates

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

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



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

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

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

- H.III.d Increase the diversity of the City’s housing stock by encouraging construction of moderate- and higher-density housing, such as apartment buildings, mixed use developments, townhomes, cottage housing and garden apartments, in appropriate land use designations.
- H.III.f Encourage a supply of rental units in the City to provide housing choice for community members who are not home buyers.
- H.III.g Expand options within the City Code to allow accessory dwelling units in single family residential areas, in order to meet a variety of housing needs.
- H.IV.a Work with public and private sector partners to provide a supply of housing that is affordable for low income and moderate income households in Edgewood.
- H.IV.b Consider ways to incentivize private developers to build affordable housing, such as density bonuses, height increases, tax incentives and reduced design requirements.
- H.IV.c Coordinate with the Pierce County Housing Authority and non-profit groups to explore opportunities for acquiring funding to



**Volume II**

Natural Environment

Land Use

Community Character

**Housing** ◀

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

address affordable housing needs in Edgewood, including private foundations and federal, state and local programs.

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

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

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



# 05 » TRANSPORTATION

## BACKGROUND INFORMATION

111

### INVENTORY OF EXISTING TRANSPORTATION FACILITIES AND CONDITIONS

Travel needs within the City of Edgewood are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Edgewood with the rest of the region. The City's existing transportation system is comprised of a state highway, arterials, collectors and local roads as well as facilities for pedestrians, bicycles and transit. The following summarizes key elements of the existing transportation system serving the City. The inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs.

#### *Street and Highway System*

The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and users. Roadways are classified by their intended function and desired service. The City's roadway functional classification is identified in the Transportation Systems Plan Section and is based on existing and future transportation needs.

To provide background for identifying the transportation improvement projects and programs, a summary of existing conditions of the City roadway system is presented. This includes the number of lanes and existing traffic controls, traffic volumes and operations, transportation safety conditions and the freight system. Non-motorized and transit facilities and services, which use the roadway system, are described in the subsections that follow.

#### Street Network

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



**Volume II**

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

**112**

**Figure 7** Existing Street Network



**City of Edgewood  
EXISTING STREET NETWORK**

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

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

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



0 0.25 0.5 miles





Meridian Avenue E (SR 161) is classified as a Highway of Regional Significance (HRS) by the Puget Sound Regional Council (PSRC). Meridian Avenue E is a key vehicular, transit and truck corridor, as well as the commercial backbone of the City supporting a significant through-traffic function. This roadway is generally 5 lanes wide north of 24th Street E and 3 lanes to the south. This roadway connects to I-5 and Federal Way to the north, and SR 167 and SR 512 to the south in Puyallup. Posted speeds on Meridian Avenue E are typically 35 miles per hour (mph) within the City, increasing to 45 mph near the City limits.

Jovita Boulevard E is a major east-west route in the northern part of the City. It provides access to SR 167 and regional points east of the City. The roadway is 2 lanes wide with posted speeds of 35 mph. Recent improvements on the western terminus of Jovita Boulevard E have moved major vehicle access to SR 161 further north, reducing traffic conflicts with the Meridian Avenue E / 8th Street E (Milton Way) intersection.

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

Edgewood Drive E, 122nd Avenue E, 24th Street E and 8th Street E are major routes in the eastern half of the City. Each is 2 lanes wide with posted speed limits of 35 mph and used more by local traffic to access residential areas within the City.

The remainder of the City network is intended for local neighborhood circulation and access to adjacent properties. These local roadways are generally 2 lanes wide with posted speeds between 25 and 35 mph.

### Existing Traffic Volumes

Recent traffic counts were assembled from a variety of sources to determine current vehicle demands on City roadways. Daily vehicle volumes were assembled from WSDOT records for Meridian Avenue E (SR 161). Weekday PM peak hour volumes were also assembled for major intersections throughout the City. The weekday PM peak hour is typically the period when traffic volumes are the highest within the City.

The average annual daily traffic (AADT) volumes along Meridian Avenue E ranged from approximately 25,000 north of 8th Street E to 17,000 north of 36th Street E (WSDOT, 2013). The major intersections with the most traffic in the PM peak hour are Meridian Avenue E / 8th Street E and Meridian Avenue E / Emerald Street E which process 2,750 and 2,970 vehicle trips during the PM peak hour, respectively. The remaining Meridian Avenue E intersections process about 2,000 trips in the PM peak hour. The Jovita Boulevard E / 114th Avenue E intersection processes about



Volume II

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

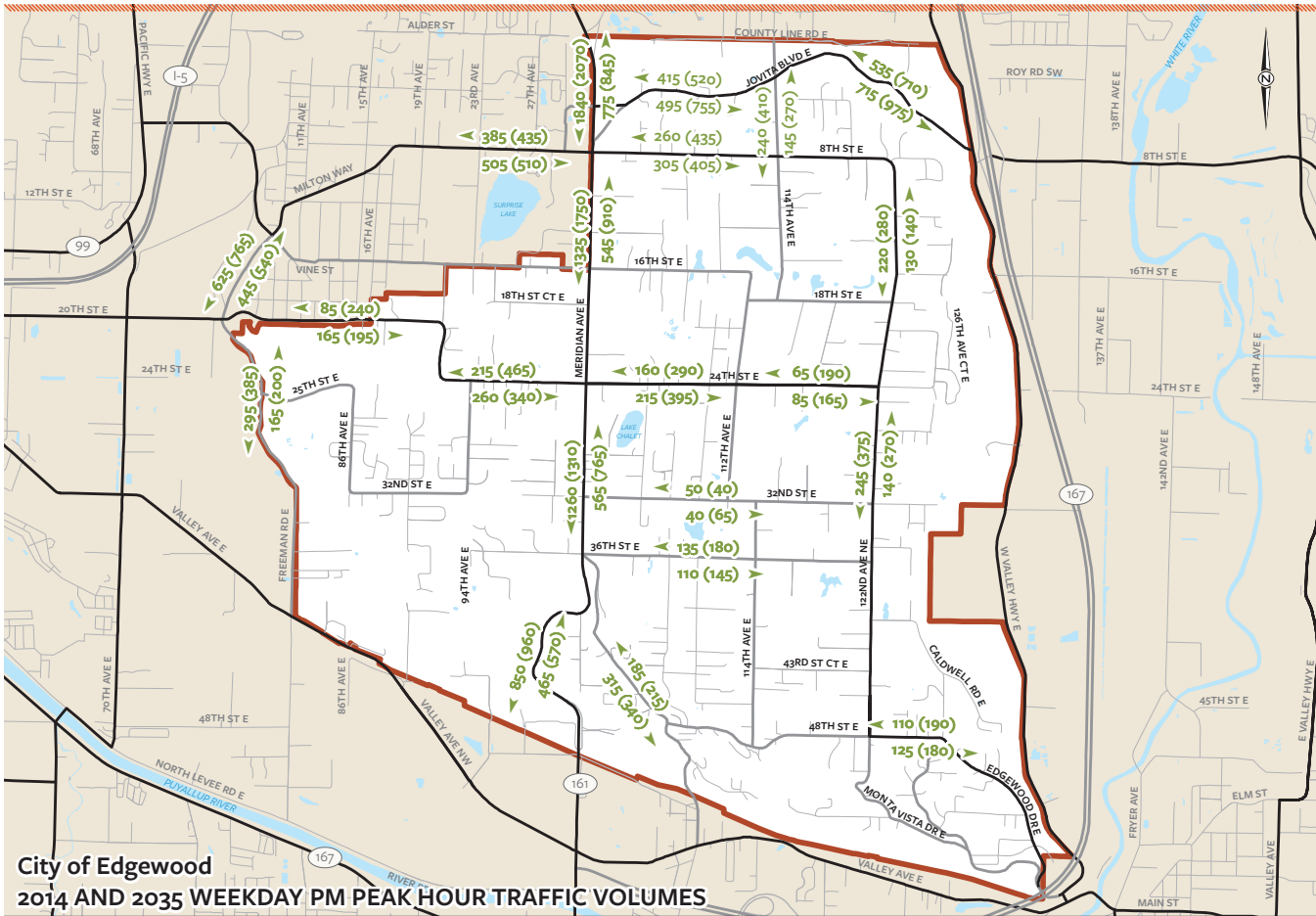
Utilities

Energy

Capital Facilities

114

Figure 8 2014 and 2035 Weekday PM Peak Hour Traffic Volumes



XX 2014 Volumes  
(XX) 2035 Volumes

— City Limits

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



0 0.25 0.5  
miles



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

### Traffic Operations

Traffic volumes were used to evaluate existing traffic operations in Edgewood through the evaluation of levels of service (LOS) as defined in Section 4.0 Travel Forecasts and Needs Evaluation.

Major intersections along the City’s two principal arterials, Meridian Avenue E and Jovita Boulevard E, were evaluated based on the latest level of service methodology defined in the Highway Capacity Manual (HCM), 2010. The City’s LOS standard is LOS E or better for the Meridian Avenue E corridor consistent with PSRC’s adopted standard for HRSs. For intersections off the state highway, LOS D or better is the standard. Table 24 summarizes the level of service at each of the major intersections.

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

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

Source: Transpo Group, 2015

Notes:

1. Intersection control; TWSC is two-way, stop control
2. Level of Service (A to F)
3. Average delay per vehicle in seconds
4. For TWSC, delay represents the worst movement which is westbound at this intersection

As shown in Table 24, all signalized study intersections operate at LOS C or better. The results reflect recent corridor improvements to Meridian Avenue E between Emerald Street E and 24th Avenue E. Due to higher volumes of traffic along Meridian Avenue E, minor-street movements at unsignalized intersections will experience higher levels of delay similar to what is shown at the Meridian Avenue E / 32nd Street



E intersection which is operating at LOS F with average delays of more than two minutes for the westbound approach.

The City also monitors roadway segment LOS along its minor arterials and collector streets as shown in Table 25, The City’s LOS standard is LOS C or better for roadway segments, which is based on a volume-to-capacity (V/C) ratio of 0.80 or less.

**Table 25** Existing (2014) Weekday PM Peak Hour Roadway Segment Level of Service

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

Source: Transpo Group, 2015

Notes:

1. Intersection control; TWSC is two-way, stop control
2. Level of Service (A to F)
3. Average delay per vehicle in seconds
4. For TWSC, delay represents the worst movement which is westbound at this intersection

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

Traffic Safety

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



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

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

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

**Table 26** Collision History Summary

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

Source: WSDOT and Transpo Group, 2015

Notes:

1. Annual Average
2. Collisions per one million entering vehicles (MEV)



**Volume II**

Natural Environment

Land Use

Community Character

Housing

**Transportation** ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

**118**

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

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

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

*Freight System*

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads and city streets according to average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management and other state investment decisions.

The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. Within the City of Edgewood, Jovita Boulevard E has the highest classification at T-2, which reflects how this roadway is the only major east-west connection within the six miles between SR 18 and SR 167 (near Puyallup). Meridian Avenue E is classified as T-3 throughout the City. Milton Way, within the City of Milton, is classified as a T-3 or T-4 corridor, depending on location.



## *Non-Motorized Travel System*

Pedestrian and bicycle facilities play a vital role in the City's transportation environment. The non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces travel demand on City roadways and enhances safety within a livable community. Pedestrian and bicycle facilities also provide access to/from transit stops. Good transit access can increase the use of non-automobile travel modes.

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

In the northeastern section of the City is the Interurban Trail, which runs roughly parallel to Jovita Boulevard E following Jovita Creek. Near 114th Avenue E, the City has established a trailhead park. The City's section of the Interurban Trail does not currently connect to other portions of the Interurban Trail but there are regional plans for future connections.

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

There are existing Rural Bike and Pedestrian Routes in short sections in the eastern areas of the City, with plans to expand to most arterials and collector streets. These routes are envisioned to include wider shoulders for bicyclists and an adjoining paved pathway along one side to provide safe travel for all road users.

## *Transit System*

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



**Volume II**

Natural Environment

Land Use

Community Character

Housing

**Transportation** ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

rail services (operated by Sound Transit) through local bus connections or park-and-ride facilities developed by Sound Transit in Sumner, Puyallup, Auburn, Tacoma and Federal Way.

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

**120**

*City Transportation Programs*

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

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

**TRAVEL FORECASTS AND NEEDS EVALUATION**

In addition to addressing existing transportation system issues, the City must develop its transportation system to accommodate forecast growth. The Growth Management Act (GMA) requires that the transportation planning horizon be at least ten years in the future. The City has adopted 2035 as the forecast year for the Transportation Element, consistent with the Land Use Element.

The City’s travel demand model was updated to support the evaluation of future transportation system needs. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment identified in the Land Use Element. The model is also useful in evaluating transportation system alternatives. However, it must be noted that the specific land use forecasts included in the model are intended for planning purposes only and in no way are intended to restrict or require specific land use actions. The land use forecasts are consistent and supportive with the City’s growth targets.





## *Land Use Forecasts*

Travel forecasts are largely derived based on changes in residential dwelling units and employment within the City and surrounding communities. Travel forecasts must incorporate growth in travel demand entering and exiting the greater Edgewood area, which reflect changes in regional growth forecasts. The regional changes in travel demand are based on data from the Puget Sound Regional Council (PSRC) model.

### Dwelling Unit Growth

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

Approximately 70 percent of the dwelling unit growth is expected to be located near the Meridian Avenue E corridor. These dwelling units will mostly be higher density residential units, rather than traditional single-family suburban homes. Approximately 20 percent of the growth will be in the western areas of the City and 10 percent in the east, comprised mostly of traditional single-family housing.

### Employment Growth

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

Approximately 65 percent of the employment growth is expected to be located near the Meridian Avenue E corridor. The employment is expected to comprise of service, retail and small office type of uses. Approximately 30 percent of the growth will be in the southwestern areas of the City near the railroad corridor and reflect manufacturing and industrial/warehousing types. The remaining 5 percent will be in the eastern areas of the City.

## *Planned Improvements*

Adapted from the existing street network, the future street network includes various planned transportation improvements. For traffic analysis purposes, only projects associated with vehicle operations and roadway capacity have been analyzed in the City's travel demand model.



**Volume II**

Natural Environment

Land Use

Community Character

Housing

**Transportation** ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities

**122**

The future 2035 Baseline scenario includes only the projects that have been recently completed or will be completed in the near future. This scenario provides a baseline for identifying future traffic operational deficiencies, which are used to establish a framework for developing the Transportation Systems Plan. The 2035 Baseline scenario includes the following planned improvements (or improvements occurring after the 2012 model development).

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

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

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

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

*Level of Service Standards*

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



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

### Level of Service Definitions

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Level of service uses an “A” to “F” scale to define the operation of roadways and intersections as follows:

- » LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at signalized intersections are minimal.
- » LOS B: Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and control delays at signalized intersections are not significant.
- » LOS C: Stable traffic flow operations. However, the ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues, adverse signal coordination or both may contribute to lower than average travel speeds.
- » LOS D: Small increases in traffic flow may cause substantial increases in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, poor signal timing, high volumes or some combination of these factors.
- » LOS E: Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections and poor signal timing.
- » LOS F: Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized intersections, with high delays, high volumes and extensive vehicle queuing.

If expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet the adopted LOS standard, then the City may pursue one or more of the following options:

- » Lower the LOS standard for the system or for portions of the system that cannot be improved without a significant expenditure;
- » Revise the City’s current land use element to reduce density or intensity of development so that the LOS standard can be met; and/or,
- » Phase or restrict development to allow more time for the necessary transportation improvements to be completed.



## State Highway Level of Service Standards

The City of Edgewood is served by SR 161 which is classified as a Tier 1 Highway of Regional Significance (HRS). The LOS standard for regionally significant state highways in the central Puget Sound region is set by PSRC in consultation with WSDOT and the region’s cities and counties. The LOS standard for Tier 1 highways is “LOS E-Mitigated” meaning that mitigation must be provided if the level of service falls below LOS E. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to HRSs.

WSDOT applies these standards to highway segments, intersections and freeway interchange ramp intersections. When a proposed development affects a segment or intersection where the level of service is already below the region’s adopted standard, then the pre-development level of service is used as the standard. When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the SEPA process to identify reasonable and proportional mitigation to offset the impacts. Mitigation could include access constraints, constructing improvements, right-of-way dedication or contribution of funding to needed improvements.

### City of Edgewood Level of Service Standards

The City has adopted LOS standards for transportation facilities under its jurisdiction as required under the GMA. The City has established both an intersection methodology and roadway methodology in monitoring levels of service.

#### Intersection

The City has established an LOS E or better standard for intersections along Meridian Avenue E (SR 161) and LOS D or better for all other intersections in the City. Setting different LOS standards for specific areas is a common practice that accounts for the function and use of the roadways into the acceptable operating conditions. The City applies the intersection LOS standards to the weekday PM peak hour and to other time periods as appropriate based on the type and location of development. Intersection level of service shall be calculated based on Highway Capacity Manual 2010 (Transportation Research Board, 2010) or HCM 2010.

The City also recognizes how intersection control (e.g., traffic signals, roundabouts and stop signs) defines level of service. For two-way and one-way stop-controlled intersections, the LOS is defined by the amount of time vehicles are waiting at the stop sign. Although a substantial volume of traffic can proceed through the



intersection without any delays, a small volume at the stop sign can incur delays that would exceed LOS D. To avoid mitigation that would only serve a small volume of traffic, the City may allow two-way and one-way stop-controlled intersections to operate worse than the LOS standards. However, the City requires that these instances be thoroughly analyzed from an operational and safety perspective.

As appropriate, mitigation will be identified and required to address potential impacts to safety or operations. Potential installation of traffic signals or other traffic control devices at these locations shall be based on the Manual on Uniform Traffic Control Devices (MUTCD), the Transportation Element and sound engineering practices. This allowance within the LOS standards is needed because the installation of a traffic signal or other traffic control device may not be warranted per the MUTCD or desirable based on the proximity of other current or planned traffic controls as identified in the Transportation Element.

**Roadway**

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

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

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

*2035 Baseline and Plan Evaluation*

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

The results of the 2035 Baseline and 2035 Plan scenario operations analyses have been summarized in Table 28 and Table 29. Both the future intersection and roadway segment LOS results are compared with the existing conditions results to understand potential deficiencies in the transportation system, and whether the identified long-term transportation improvements address the baseline deficiencies.



Volume II

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

126

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

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

Source: Transpo Group, 2015

Notes:

1. Intersection control; TWSC is two-way, stop control
2. Level of Service (A to F)
3. Average delay per vehicle in seconds
4. For TWSC, delay represents worst movement which is westbound at this intersection
5. RAB is Roundabout

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

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

Source: Transpo Group, 2015

Notes:

1. Direction of travel; southbound traffic volumes or westbound traffic volumes
2. Direction of travel; northbound traffic volumes or eastbound traffic volumes
3. Volume-to-Capacity ratio
4. Level of Service (A to F), based on volume-to-capacity ratio. V/C less than 0.3 is A, less than 0.5 is B, less than 0.8 is C, less than 0.9 is D, less than 1.0 is E and greater than 1.0 is F.



As shown in 2035 Baseline conditions in Table 28, the major intersections along Meridian Avenue E continue to see added delay as traffic volumes grow. Each of the signalized intersections are forecast to operate at LOS E or better, which meets the regional LOS E or better standard for the corridor. However, the intersection at Meridian Avenue E / 32nd Street E would continue to operate at LOS F without any additional improvements.

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

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

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

#### Other Issues

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

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



## TRANSPORTATION SYSTEMS PLAN

The transportation system improvement recommendations provide a long-range strategy for the City of Edgewood to address current and forecast transportation issues and needs. Transportation system improvements are required to safely and more efficiently accommodate the projected growth in population and employment within the City. The recommended improvements are based upon analyses of the existing transportation system, forecasts of future travel demands, anticipated availability of funding resources and the desire of the community to create an efficient transportation system that puts a priority on community livability.

### *Street and Highway System*

Streets and state highways are the core of the transportation system serving the City of Edgewood and surrounding communities. These facilities provide for the overall movement of people and goods through a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools and bicycle/pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system of the City.

### Roadway Functional Classification

A roadway functional classification system allows the City to group highways, roads and streets that comprise the transportation system into a hierarchy. The functional classification of a roadway is typically based on the types of trips that occur on it, the basic purpose for which it was designed and the amount of traffic it carries. Higher classifications (e.g., freeways, principal arterials) provide a high degree of mobility with higher traffic volumes, generally at higher speeds, and should have limited access to adjacent land uses. Lower classifications (e.g., local access streets) provide greater access to adjacent land and are not intended to serve through traffic, carrying lower volumes at lower speeds. Collectors balance the function between mobility and access.

Based on state law, cities are required to adopt a roadway functional classification system that is consistent with state and federal guidelines. In Washington, these requirements are codified in RCW 35.78.010 and RCW 47.26.090. Each local jurisdiction is responsible for defining its transportation system into at a minimum, three functional classifications: principal arterial, minor arterial and collector. All other roadways are assumed to be local streets. Edgewood's roadway functional classification system has four categories, as presented in Table 30. Figure 9 shows the functional classification for streets within the City.





**Table 30** Roadway Functional Classification Descriptions

| CLASSIFICATION            | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Principal Arterial</b> | Principal arterials are roadways that connect major community centers and facilities, and are often constructed with limited direct access to abutting land uses. Principal arterials carry the highest traffic volumes and provide the greatest mobility in the roadway network by limiting access, providing traffic control devices and posting higher speed limits. Transit routes are generally located on principal arterials, as are transfer centers and park-and-ride lots. Principal arterials may service any level of traffic volume, up to full utilization of the road capacity.                                                                                                                                                                                                                                      |
| <b>Minor Arterial</b>     | Minor arterials are roadways that connect with and augment principal arterials. Minor arterials provide densely populated areas easy access to principal arterials and provide a greater level of access to abutting properties. Minor arterials connect with other arterial and collector roads extending into the urban area, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. Minor arterials serve as boundaries to neighborhoods and collect traffic from collector streets. Minor arterials also carry transit traffic. Minor arterials may serve any level of traffic volume, but should not utilize quite the total capacity of the roadway.                                                                                                                        |
| <b>Collectors</b>         | Collectors are roadways that provide easy movement within neighborhoods, and they connect two or more neighborhoods or commercial areas while also providing a high degree of property access within a localized area. These roadways “collect” traffic from local neighborhoods and distribute it to higher classification roadways. Additionally, collectors provide direct services to residential areas, local parks, churches and areas with similar land uses. Collectors provide the link between local access streets and larger arterials.                                                                                                                                                                                                                                                                                 |
| <b>Local Streets</b>      | Local access streets are intended for use within commercial, single-family and multi-family subdivisions to provide direct access to abutting lots and to collect traffic from cul-de-sacs. Restrictions may be placed on entry and exit locations for traffic safety relative to intersections. Traffic volumes are typically very low for compatibility with abutting land uses, to accommodate turning movements and significant amounts of pedestrian activity, while providing minimal disturbance to the tranquility of the residential environment. Local streets are not designed to accommodate transit service. All roadways that have not been designated as an arterial or collector roadway are considered to be local access streets. Local access streets comprise the largest portion of roadway miles in Edgewood. |

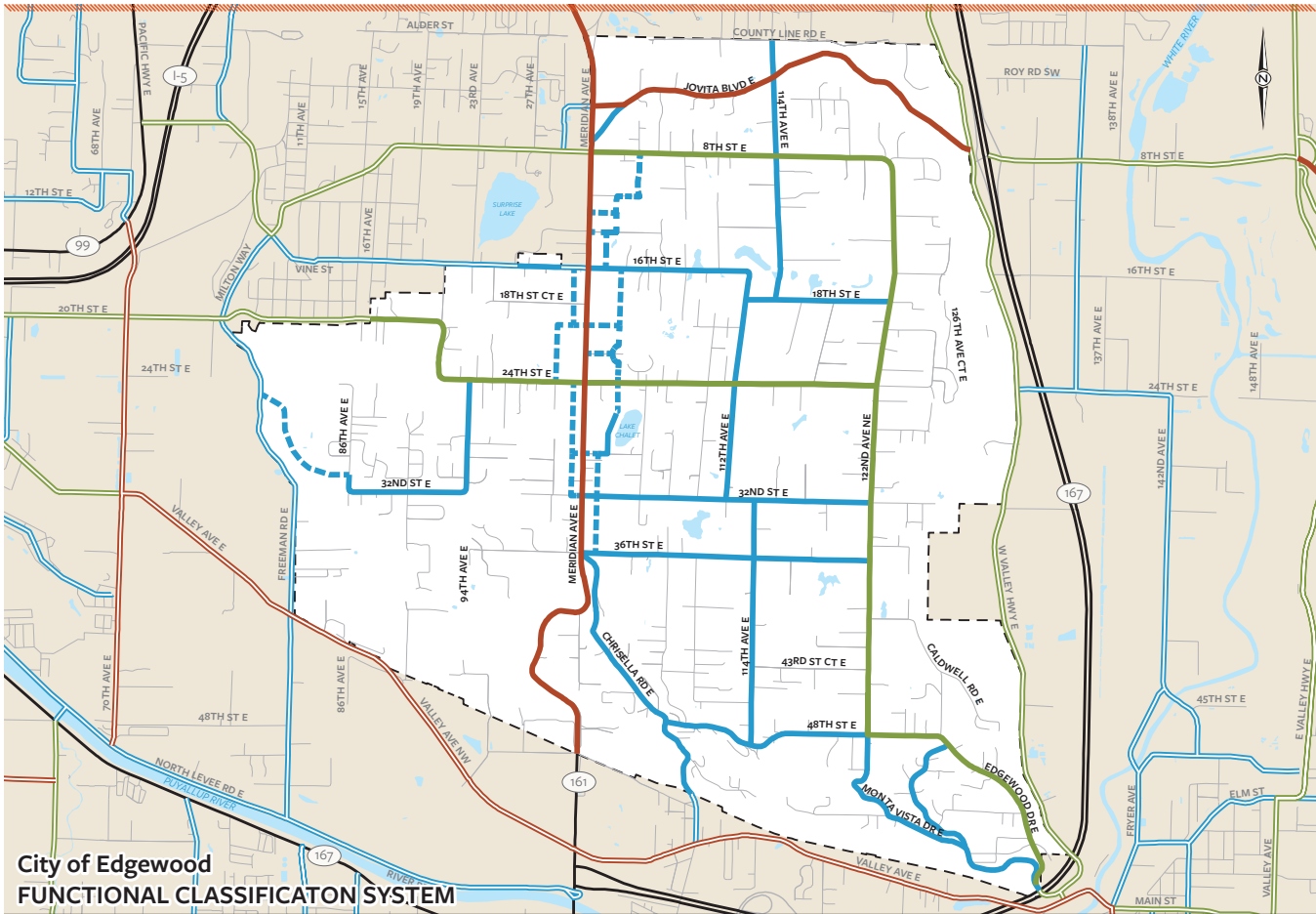


**Volume II**

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

**130**

**Figure 9** Functional Classification System



**City of Edgewood  
FUNCTIONAL CLASSIFICATION SYSTEM**

- |                       |                               |                 |
|-----------------------|-------------------------------|-----------------|
| <b>City Arterials</b> | <b>Other Agency Arterials</b> | --- City Limits |
| Principal Arterial    | Principal Arterial            |                 |
| Minor Arterial        | Minor Arterial                |                 |
| Collector             | Collector                     |                 |
| Planned Collector     |                               |                 |

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

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



0 0.25 0.5  
miles



The adopted Preferred Alternative Road Network Plan for the Meridian Avenue E/SR 161 Corridor (parallel road plan) further defines future roadway functional classifications within the designated Meridian Avenue E Corridor/Town Center area. The collector street classifications are defined and illustrated in Figure 10 and included as future roadways on the functional classification map.

### Roadways Standards

The City has sought to encourage standardization of road design elements for consistency and to assure that motoring, bicycling and pedestrian public safety needs are met. Considerations include safety, convenience, aesthetics, proper drainage and economical maintenance. The standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities and roadway and intersection radii.

The standards are intended to support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community, as well as complying with storm water management, sensitive areas and other regulations. The standards are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City. See City of Edgewood Street Standards (Transportation Manual) for more details.

### Transportation Improvement Projects

Based on an evaluation of existing and forecast traffic volumes, traffic operations, safety and circulation needs, a recommended list of transportation improvement projects and programs were defined. The project list is organized into the following categories:

- » Roadway and Traffic Projects—upgrading roadways and intersections through safety, capacity or operational improvements
- » Meridian Corridor Projects—build a network of local roadways along the Meridian Avenue E corridor to help facilitate access and circulation along the corridor, which in turn improves mobility and safety.
- » Annual Programs—includes annual citywide programs to maintain the existing system and adequately respond to citizen requests.
- » Studies—includes studies to better define improvements to competitively compete for grant revenues.
- » Non-Motorized Projects—includes non-motorized projects primarily focused on completing a system of walkways, including the Multimodal Loop, which adjoin the local street system.

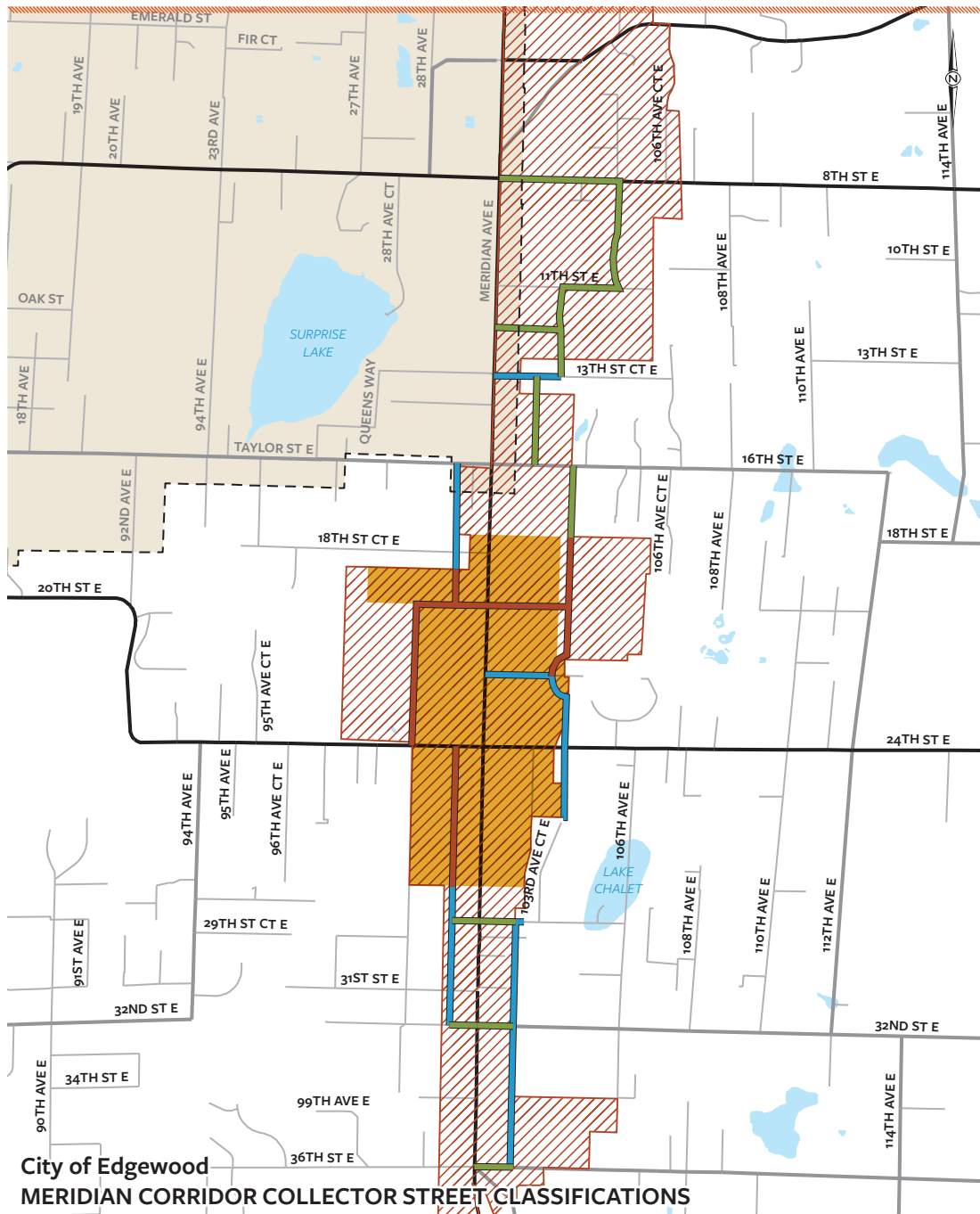


**Volume II**







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

132

**Figure 10** Meridian Corridor Collector Street Classifications



**City of Edgewood  
MERIDIAN CORRIDOR COLLECTOR STREET CLASSIFICATIONS**

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

Map created by 3 Square Blocks and Transpo, City Consultants

February 2015

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



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

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

**Figure 11** Long-Term Transportation Projects

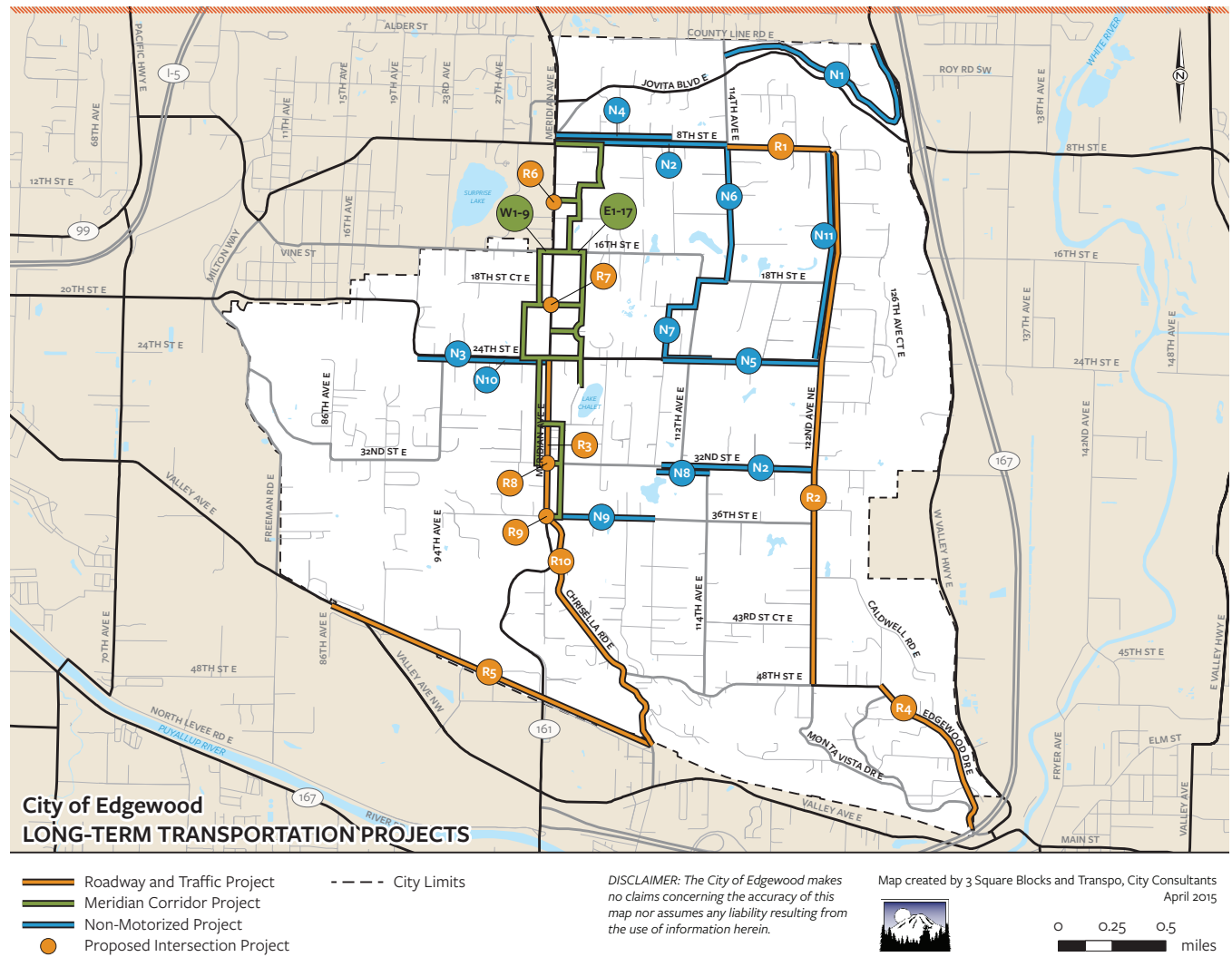
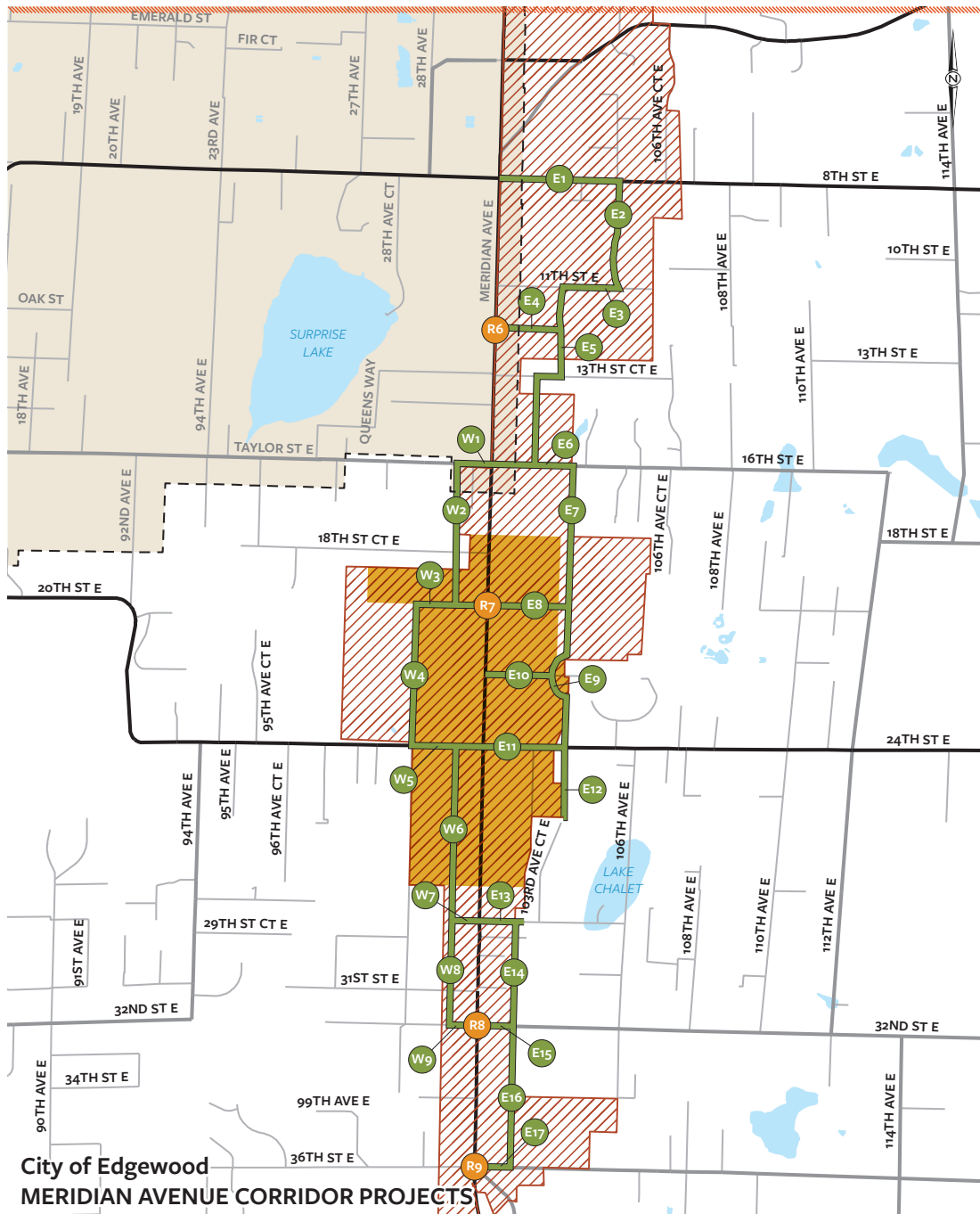







Figure 12 Meridian Corridor Projects



City of Edgewood  
MERIDIAN AVENUE CORRIDOR PROJECTS

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

Map created by 3 Square Blocks and Transpo, City Consultants

April 2015

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



0 0.25 0.5 miles



**Table 31** Transportation Projects and Programs

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



Continued from previous page

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

**Annual Programs**

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





Continued from previous page

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

Notes:

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



## Transportation Programs

The City of Edgewood has three annual programs to maintain or improve the transportation system. The Transportation Engineering/Planning Support Program is used to maintain or update the pavement management system, road standards and the City’s traffic model. The Chip Seal Program provides ongoing roadway maintenance through asphalt overlays, asphalt sealing and surface chip seals. The Pedestrian Safety Program is used to perform safety assessments, install signage, crosswalks, lighting and pavement markings to improve non-motorized safety based on input from citizens, schools or other local organizations.

### *Freight and Mobility System*

Trucks deliver goods to retail establishments and construction materials to construction sites. By increasing the time cost and other costs of moving freight, traffic congestion increases the price of goods. The City must ensure that trucks have the ability to move to and through Edgewood.

Although freight mobility is important to the economy, cut-through traffic from trucks causes negative impacts to residential areas and increased road maintenance costs to the City. To minimize the negative impacts of trucks, the City has established truck regulations. These regulations restrict the movement of trucks over a certain weight on all roads in the City other than Meridian Avenue E for purposes other than delivery (Edgewood Municipal Code Section 10.05).

### *Non-Motorized Travel System*

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

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

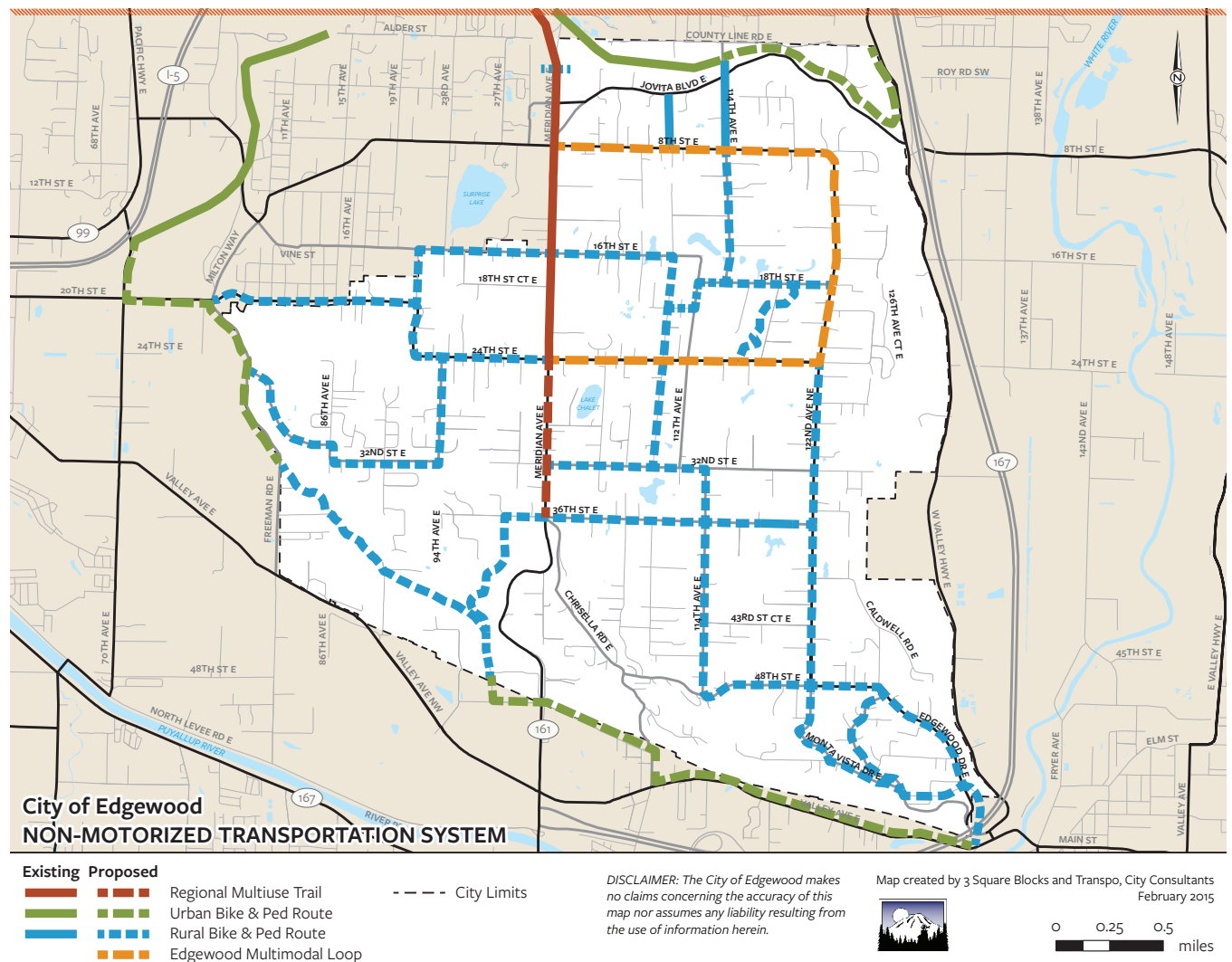
As shown in Figure 13, the Meridian Avenue E corridor is planned to be the non-motorized system spine of the City of Edgewood. Pedestrian facilities along the northern part of the corridor include 10-foot wide sidewalks along with signalized



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

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

**Figure 13** Non-Motorized Transportation Projects



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

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

### *Public Transit System*

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

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

### *Transportation Demand Management*

To minimize increases in the impacts of vehicles on the transportation system and the environment, alternatives to the single-occupancy vehicle will become more necessary. These alternatives include carpooling, walking, bicycling, transit, telecommuting and flexible hours at work sites.

Transportation demand management (TDM) is the term used when communities, employers, schools or households develop techniques to influence mode choice, the time of a trip and the frequency of trips made. TDM is a major policy thrust in the Puget Sound Regional Council’s MTP and is also required under the Growth Management Act (GMA). Examples of TDM include:



- » Charging for parking at worksites to increase the cost of driving alone, relative to carpooling;
- » Providing free or low cost bus passes to employees as part of an employee benefit package to encourage use of transit or vanpools;
- » Providing incentives to employees who carpool, walk or bicycle to work;
- » Allowing flexible hours at work sites so employees can shift their commute trip to non-peak periods;
- » Developing telecommuting programs so that employees do not need to commute into the office every work day;
- » Providing guaranteed ride home programs to employees who bus, carpool or vanpool; and
- » Providing worksite amenities, such as cash machines, food services, daycare, breakrooms, showers and clothes lockers to reduce the need for non-work trips.

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

Washington's Commute Trip Reduction (CTR) Act sets goals for reducing the number of single-occupancy vehicle trips at worksites that employ over 100 regular, full-time employees. While there are currently no employers in the City that currently fall under these requirements, the City will continue to coordinate with employers and transportation service providers (such as Pierce Transit, King County Metro and Sound Transit) as appropriate, to coordinate policies and services to CTR affected sites.

### *Air, Rail and Water Transportation Facilities*

Regional, national and international air travel for Edgewood is provided via Seattle-Tacoma International Airport, located approximately 15 miles north of the City. The airport can be accessed via SR 161 to I-5.

The Union Pacific railroad tracks border the southern edge of the City limits. No rail passenger service is offered along the rail line. The nearest passenger rail service is located south in Puyallup along the BNSF mainline.

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



**Volume II**

Natural Environment

Land Use

Community Character

Housing

**Transportation** ◀

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities



## BACKGROUND INFORMATION

---

143

### PARKS INVENTORY

Edgewood has 112 acres of parkland. The City classifies parkland as active parks or passive open space. Active parks are parks intended to meet community needs for a wide range of recreational activities, such as playing team sports, practicing individual physical activities such as running or bicycling, playing on play equipment, having a picnic and hosting events and classes. Active parks should be developed to include facilities that support these types of uses.

Passive open space includes lands that are intended to be left primarily in their natural state with little or no facility improvements. These lands may contain distinctive natural features, have historic cultural or scenic value, or provide important ecological functions such as habitat for native plants and wildlife. Open spaces can be enjoyed by the public through passive recreational use in a natural setting.

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

#### *Developed City Facilities*

The parks that receive the highest use by community members are Edgemont Park, Nelson Nature Park, Nelson Farm Park and Jovita Crossroads Park and the Interurban Trail. Of these, the most popular park is Edgemont Park. It is the only fully developed active park in the City and is well-loved. Its picnic shelter and restroom were recently renovated, but the other park facilities, including play equipment, need to be upgraded.

The Nelson Farm Park is also home to Edgewood's popular community garden that is used year round. There are no restrooms at Nelson Farm Park (except for a portable restroom), which limits the use of this site. There is also a farmhouse at this site that could be used to provide meeting and class space for local programs and community groups, but the building requires structural and ADA improvements



**Table 32** Active Park Inventory

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

**Table 33** Open Space Inventory

| FACILITY                   | ACRES | DEVELOPED (Y/N) | FACILITIES & NATURAL FEATURES                                     | CONDITION AND CAPACITY                                                                                                                                                                                                                                                                    |
|----------------------------|-------|-----------------|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Nelson Nature Park</b>  | 13    | Y               | Nature trail, covered picnic shelter, benches, small parking area | Condition of facilities is good. Capacity is sufficient to meet demand. The addition of a restroom would allow this park to better serve community members.                                                                                                                               |
| <b>Mortenson Farm Park</b> | 12    | N               | Open space, unmaintained old farm buildings                       | The open space is in good condition. The farm buildings are not planned for public use. If developed, this park help meet community demand for more trails, provide low impact stormwater detention and provide opportunities for interpretive education about native plants and animals. |
| <b>Walker Pond</b>         | 4     | N               | Wetlands, open water pond                                         | This site is in good condition. There are currently no plans to develop the site.                                                                                                                                                                                                         |
| <b>Crawford Woods</b>      | 5     | N               | Mature forest and habitat, memorial bench across the street       | This site is in good condition. If developed, this park could accommodate a small interpretive loop trail.                                                                                                                                                                                |
| <b>Kempf Open Space</b>    | 13    | N               | Undeveloped steep wooded site                                     | This site is in good condition. If developed, this park could accommodate a trail.                                                                                                                                                                                                        |





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

The City's newest and smallest park is Jovita Crossroads Park. It serves as the trailhead for the Edgewood portion of the Interurban Trail and has picnic tables and restrooms. From the park, community members can walk or bike along a two-mile trail segment that parallels Jovita Creek, Jovita Canyon and Stewarts Point Bluff. The trail does not currently connect to other portions of the Interurban Trail but there are regional plans for future connections.

Edgewood's Civic Center is another new park site. It has open fields, a loop trail, restrooms (located in City Hall), an amphitheater plaza and City Hall. Currently the loop trail is the most-used portion of the property outside of the City Hall Function. City Hall rooms are available for recreation and cultural programming, but there is currently a low utilization rate. This site is not fully developed and future plans could include additional facilities and programs.

### *Undeveloped City Facilities*

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

### *Additional Information*

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



Volume II

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

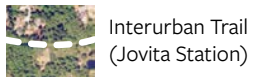
Energy

Capital Facilities

Figure 14 Developed and Undeveloped Parkland in Edgewood

146

Legend



Edgewood Boundary

DEVELOPED PARK

UNDEVELOPED PARK



# 07 » UTILITIES

## BACKGROUND INFORMATION

147

### SERVICE PROVIDERS

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

**Table 34** Utility Service Providers in Edgewood

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

#### *Electric*

Puget Sound Energy (PSE) provides electrical service to Edgewood. PSE is an investor-owned utility providing electrical service to approximately 1,100,000 residential, commercial and industrial customers in an eight county service territory



**Volume II**

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

in western and parts of central Washington. To provide reliable service, PSE builds, operates and maintains an extensive electrical system consisting of generating plants, transmission lines, substations and distribution systems. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and is obligated to serve its customers subject to WUTC rates and tariffs.

The existing electrical system serving Edgewood includes the Edgewood Substation (located near the intersection of 16th St E and Meridian Ave E) and 115kV and 55kV transmission lines. The 115kV lines are located along the northern border of the City, along 24th St, along a portion of Meridian Ave E between 24th St and 16th St and along 94th Ave and 96th Ave between 24th St and the City’s southern border. The 55kV lines run along 20th St and 92nd Ave to 24th St and along the southern border of the City.

The electrical system can be expanded as the area load develops. One future improvement proposed by PSE is to extend a 115 kV transmission line north from the Edgewood Substation to an existing transmission line at Enchanted Parkway and Military Road. This would provide capacity for new substations in the Federal Way/ Edgewood areas and would improve reliability to the Edgewood substation which is on a radial tap.

*Natural Gas*

PSE also provides natural gas service to Edgewood. PSE operates the state’s largest natural gas distribution system serving more than 770,000 gas customers in six counties. PSE manages a strategically diversified gas supply portfolio. About half the gas is obtained from producers and marketers in British Columbia and Alberta and the rest comes from Rocky Mountains states. All the gas PSE acquires is transported into its service area through large interstate pipelines owned and operated by another company. Once PSE takes possession of the gas, it is distributed to customers through more than 21,000 miles of PSE-owned gas mains and service lines.

PSE does not have any major projects planned in Edgewood at this time, but new projects can be developed in the future at any time due to increased demand, facility maintenance needs and replacement or relocation of facilities due to municipal and state projects.

*Telecommunications*

Telecommunications is a broad term encompassing television, Internet, telephone, mobile telephone and radio service. Telecommunication providers in Edgewood include CenturyLink, AT&T, Comcast and other private companies. These companies



analyze market trends and expand services in response to increased demand. Telecommunications facilities serving Edgewood are located both inside and outside of City boundaries. The City has franchise agreements with two telecommunication companies that have installed fiber optic cables along portions of 8th Street East and Meridian Avenue East.

### *Sewer*

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

Outside of the LID boundary, the majority of sanitary sewage within the City is treated by septic tanks and drain fields. Private sewer disposal systems are required to be designed in accordance with Tacoma-Pierce County Health Department (TPCHD) standards. Approval by TPCHD is required prior to connecting new or existing buildings to a private sewer disposal system.

### *Solid Waste Disposal*

Murrey's Disposal Company provides weekly solid waste disposal services to residential and commercial customers in Edgewood. The company provides collections, transfer and recycling services throughout the Puget Sound area and is franchised under the authority of the Washington Utilities and Transportation Commission (WUTC). In cooperation with the City of Edgewood, the company provides single-family customers with curbside recycling service. Edgewood's Solid Waste Plan calls for the development of additional recycling collection programs for multifamily residences and commercial businesses, including the development of a yard waste collection program.

### *Stormwater*

Edgewood's Public Works Department operates a Small Municipal Separate Storm Sewer System and manages stormwater runoff within the City limits. City-owned stormwater facilities are located throughout the City and include conveyance



**Volume II**

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

**Utilities** ◀

Energy

Capital Facilities

pipes, swales and ditches along roads, over 500 catch basins, over 50 dry wells, two concrete vaults and over 50 other types of control structures such as rip rap and quarry spalls. The City has identified a number of improvements needed to the system; these are outlined in the Surface Water Management Program and the Capital Improvement Program.

There are also privately-owned and maintained drainage systems in the City, most of which are associated with newer residential development. These include catch basins, dry wells and detention ponds.

*Water*

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

*Mountain View-Edgewood Water Company*

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



### Milton Water Utility

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

### Lakehaven Utility District

The Lakehaven Utility District provides water and sewer services to the Cities of Federal Way, Edgewood, Des Moines, Auburn, Pacific and Milton. It serves a small area in Edgewood north of Jovita Blvd E. The District's source of supply comes from its groundwater wells and its Second Supply Project. Its facilities include 24 wells, 12 storage tanks, three booster pump stations and a transmission and distribution system. The District anticipates increasing supply and managing demand to meet the needs of future customers.

### Sumner Water Utility

The City of Sumner, as a result of obtaining the Fowler Mutual Water system, services a small area along the eastern edge of the city, approximately 30 acres, with direct access to the West Valley Highway. This service currently provides for about a half dozen residential water connections.



**Volume II**

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

**Utilities** ◀

Energy

Capital Facilities





## BACKGROUND INFORMATION

153

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

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

### BUILDING ENERGY

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



Volume II

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy ◀

Capital Facilities

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

## LAND USE AND URBAN DESIGN

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

## TRANSPORTATION

It is estimated that over 87 percent of the trips taken in the United States are made in personal vehicles. With approximate costs of 50 cents per mile to operate a vehicle (EPA), a person can see immediate costs savings by walking, biking or taking transit. Transportation options also can have an immediate effect on public health by reducing pollution. Transportation choices can reduce the number of vehicle miles traveled, congestion and fuel demand. Local governments can incentivize or mandate transportation patterns and systems to maximize non-motorized travel, public transportation, ride sharing, clean energy vehicles and overall accessibility to services, amenities and jobs.

## RESOURCE USE (WATER AND WASTE)

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



Edgewood has already initiated important steps to advance energy efficiency. The City successfully secured a competitive Energy Efficiency and Conservation Block Grant (EECBG) to integrate energy efficiency and conservation into local planning and to develop energy efficiency services for the business community. The City has aggressively promoted low impact development through rain gardens and pervious pavements. In addition, a core value of Edgewood is the protection and promotion of trees and open space, an important factor in designing for energy efficiency. Edgewood is also planning for a more compact, pedestrian-oriented and mixed use downtown to foster greater connectivity and transportation options.

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

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



**Volume II**

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

**Energy** ◀

Capital Facilities



# 09 » CAPITAL FACILITIES

## BACKGROUND INFORMATION

---

157

### PUBLIC FACILITY PROVIDERS

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

### CITY HALL

#### *Inventory of Existing Facilities*

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

The City of Edgewood offices provide a wide variety of services and functions, including law enforcement, land use and building permitting, community development services, parks and recreation, budgeting and surface water and transportation management. In addition, the City maintains a number of general administration functions, such as finance, record keeping and human resources, as well as the office of the City Clerk.

#### *Forecast of Future Needs*

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



**Volume II**

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

**Table 35** City-Provided Facilities

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

**Table 36** Facilities Provided by Other Entities

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



### *Capital Projects & Funding*

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

## PARKS

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

### *Inventory of Existing Facilities*

The City contains parks for both active and passive recreation. Active parks total 65.46 acres and include Edgemont Park, 36th/Meridian Community Park, Civic Center, Interurban Trail, Jovita Crossroads and Nelson Farm Park,. The City's passive (open space) park inventory totals 45.95 acres and include Nelson Nature Park, Mortenson Farm Park, Walker Pond, Crawford Woods and Kempf Open Space. Together these parks total 111.41 acres.

### *Forecast of Future Needs*

Edgewood's Parks Plan, prepared in 2014, uses level of service criteria and standards, public input and other methods to determine the need for parks and improvements. The list of Short Term Projects are used as the basis for the Capital Improvement Program.

### *Capital Projects & Funding*

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

## POLICE

### *Inventory of Existing Facilities*

The Edgewood Police Station is located at City Hall which is described above. Police services are provided to the City of Edgewood through a contract with the Pierce County Sheriff's Department. The City does not contain any municipal jail cells or courts. It contracts with Pierce County for these services. Edgewood's police facilities include two temporary holding cells located in the police department wing of City Hall.



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

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

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

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

*Forecast of Future Needs*

There are no capital projects for police facilities. The City will continue to evaluate its contract with the Pierce County Sheriff and the services contracted for based on





community satisfaction with the level of service provided in planning and budgeting for future services and law enforcement supporting facilities.

### *Capital Projects & Funding*

No major capital facilities are planned within the City of Edgewood within the next six years. As such, there are no funding projections.

## SURFACE WATER

### *Inventory of Existing Facilities*

The City manages a surface water system associated with City-owned facilities and the road network. The current road drainage system predominantly consists of swales and ditches within the paved or gravel-lined road shoulder to collect the runoff.

The City owns and maintains four (4) small detention/retention ponds, which are located at 16th Street East and 106th Avenue East, 32nd Street East, 16th Street East and 109th Avenue Court East and Caldwell Road East. A small number of detention/retention ponds are privately owned and maintained, many of them are associated with newer residential developments.

### *Forecast of Future Needs*

Prior to City incorporation, several catch basin dry well systems were installed under contract with Pierce County to alleviate local flooding problems. As the systems fail with age, they will need to be upgraded to the new standards.

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

### *Capital Projects & Funding*

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

## TRANSPORTATION

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



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

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

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

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

*Inventory of Existing Facilities*

The City’s transportation system consists of 48 miles of streets and roads and provides access primarily to residential areas. Meridian Avenue East (State Route 161) includes 3.34 miles of state highway in Edgewood. Please refer to the Transportation Element for further information.

*Forecast of Future Needs*

Edgewood’s needs for transportation improvements are described in the Transportation Element of this plan.

*Capital Projects & Funding*

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



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

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

Continued on next page



Continued from previous page

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

## WASTEWATER

### *Inventory of Existing Facilities*

Wastewater facilities serving Edgewood are provided mostly through septic systems. Other wastewater services are provided by the City of Edgewood, Lakehaven Utility District, Cherrywood Manor Mobile Home Park, the City of Fife and Pierce County.



**Table 42** Transportation Capital Improvement Funding: 2015-2035

| SOURCE                          | AMOUNT            |
|---------------------------------|-------------------|
| Grants                          | \$18,478,799      |
| Traffic Impact Fee              | 13,935,196        |
| Surface Water Fees              | 2,713,390         |
| Real Estate Excise Tax          | 870,000           |
| Developer Contribution          | 9,406,360         |
| Street Fund                     | 820,610           |
| Transportation Benefit District | 4,000,000         |
| Balance                         | 658,000           |
| <b>Total</b>                    | <b>50,882,355</b> |

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

Outside of the LID boundary, the majority of sanitary sewage within the City is treated by septic tanks and drain fields. Private sewer disposal systems are required to be designed in accordance with Tacoma-Pierce County Health Department (TPCHD) standards. Approval by TPCHD is required prior to connecting new or existing buildings to a private sewer disposal system.

*Forecast of Future Needs*

The City recently completed a major project to install sewer infrastructure in the Phase 1 area. The City does not anticipate a need for another major expansion of sewer infrastructure until all connections in the Phase 1 area are made, which is estimated to take 20 years. In the short term, there is a need to update the General Sewer Plan and to complete some additional small projects outlined in Table 43.



### Capital Projects & Funding

The City’s wastewater Capital Improvement Program (CIP) and projected funding sources are shown in Table 43 and Table 44.

**Table 43** Wastewater Capital Improvement Projects: 2015-2020

| PROJECT                                        | COST           |
|------------------------------------------------|----------------|
| General Sewer Plan Update                      | \$75,000       |
| Lift Station 1—Security Fencing                | 15,000         |
| Wetland Mitigation/Northwood School Mitigation | 90,000         |
| <b>Total</b>                                   | <b>180,000</b> |

**Table 44** Wastewater Capital Improvement Funding: 2015-2020

| SOURCE        | AMOUNT         |
|---------------|----------------|
| Grant Revenue | \$75,000       |
| Sewer Fees    | 105,000        |
| <b>Total</b>  | <b>180,000</b> |

## FIRE AND EMERGENCY MEDICAL RESPONSE SERVICES

East Pierce Fire & Rescue provides fire protection and emergency medical services, both basic life support (BLS) and advanced life support (ALS), within the city of Edgewood.

### Inventory of Existing Facilities

Response to incidents occurring within the city of Edgewood comes from the Edgewood fire station (Station 18) which is located at 10105 24th Street E in Edgewood. Secondary response is provided out of the Milton fire station (Station 114) which is located at 1000 Laurel Street, as well as the Sumner fire station which is located at 800 Harrison Street.

### Forecast of Future Needs

Station 18 (Edgewood) was originally built in 1948 with several additions having occurred over time. The most recent remodel of the station occurred in 1988. The



station is approximately 8,175 square feet on one story and contains three, double-stack apparatus bays, office space, a training/meeting room and living quarters for response personnel. The station has one advanced life support (ALS) medic unit, one reserve advanced life support (ALS) paramedic unit, one fire engine with a rated pump capacity of 1,500 gallons per minute and one reserve fire engine with a rated pump capacity of 1,500 gallons per minute.

A 2011 architectural, mechanical, structural and electrical engineering evaluation of the station concluded that the existing facility and building systems are near the end of their lifespan. The current apparatus bay is too small in terms of height and depth to accommodate the latest fire apparatus. It is anticipated that staffing at the station will grow from the current four personnel to nine personnel over the next 20 years. Given the current station has a significant number of operational deficiencies; it is recommended that a new station be built on the existing site.

East Pierce Fire & Rescue has identified a potential need for a ladder truck to serve anticipated growth in the Edgewood and Milton Communities. The addition of a ladder truck at Station 18 (Edgewood) would provide the capability for suppressing fires in structures over three stories in height. Existing equipment has limited potential for accessing and extinguishing such fires.

### *Capital Projects & Funding*

The estimated cost of replacing station 18 is approximately \$11,073,438. Replacement of the station would likely be financed through the issuance of General Obligation Bonds by the fire district

## SCHOOLS

The City of Edgewood is served by the Fife School District #417, the Puyallup School District #3 and the Sumner School District #320 for public elementary, junior and high school education.

Summaries of the Capital Facility Plans of each school district are presented below. The complete Capital Facility Plans of the three school districts are adopted by reference in this Capital Facilities Plan Element of the City of Edgewood. Each district's complete CFP contains detailed information regarding school facilities in each district.

The City of Edgewood adopted its school impact fees beginning in 2002 to fund capital facilities within these school districts.



*Fife School District*

Inventory of Existing Facilities

The District has the capacity to house 3,335 students in permanent facilities and 594 students in portables.

Forecast of Future Needs

168

**Discovery Primary School**—Beginning with the 2014-15 school year, the district will no longer be providing part time kindergarten to students and will be moving to a full time instructional model. To address the additional classroom needs as a result of this model, as well as enrollment projections, the district plans to add 5 additional classrooms to the existing school within the next six years. This would provide capacity for an additional 85-95 students.

**Surprise Lake Middle School**—The district plans to add 12 new classrooms to the schools within the next six years. This would provide capacity for an additional 240 students. By expanding Surprise Lake Middle School, the district would then address grade level reconfiguration across the district to balance capacity at all of the schools.

**Table 45** Fife School District Capital Improvement Projects: 2014-2020

| PROJECT                                     | COST              |
|---------------------------------------------|-------------------|
| <b>Discovery Primary Addition</b>           | \$2,605,350       |
| <b>Surprise Lake Middle School Addition</b> | 6,326,987         |
| <b>Non-Capacity Projects</b>                | 1,890,756         |
| <b>Total</b>                                | <b>10,823,093</b> |

Source: Fife School District Capital Facilities Plan, June 30, 2014

**Table 46** Fife School District Capital Improvement Projects: 2014-2020

| SOURCE                  | AMOUNT            |
|-------------------------|-------------------|
| <b>Existing Revenue</b> | \$403,253         |
| <b>Bonds</b>            | 10,000,000        |
| <b>Impact Fees</b>      | 419,840           |
| <b>Total</b>            | <b>10,823,093</b> |

Source: Fife School District Capital Facilities Plan, June 30, 2014





## Capital Projects & Funding

The Fife School District's Capital Improvement Program (CIP) and projected funding sources are shown in Table 45 and Table 46.

### *Puyallup School District*

#### Inventory of Existing Facilities

The district's current level of service capacity is 19,928. Elementary school capacity is 9,972, junior high capacity is 5,210 and senior high capacity is 4,746. Student headcount enrollment as of 2013-2014 was 20,584.

#### Forecast of Future Needs

Over the next six (6) school years, the District's projected elementary school enrollment capacity begins with 798 students over capacity in the 2014-2015 school year and increases steadily to 1,625 students over capacity in the 2019-2020 school year.

Over the next six (6) school years, the District's projected junior high school enrollment capacity begins with 167 students under capacity in the 2014-2015 school year and ends with 311 students over capacity in the 2019-2020 school year.

Over the next six (6) school years, the District projected senior high school enrollment begins with 260 students over capacity in the 2014-2015 school year and adjusts to 206 students over capacity in the 2019-2020 school year.

## Capital Projects & Funding

The Puyallup School District's Capital Improvement Program (CIP) and projected funding sources are shown in Table 47 and Table 48.

### *Sumner School District*

#### Inventory of Existing Facilities

The district's current capacity is 8,566. Elementary school capacity is 3,618, junior high capacity is 2,112 and senior high capacity is 2,835. Student headcount enrollment as of 2013-2014 was 8,568.



**Table 47** Puyallup School District Capital Improvement Projects: 2014-2020

| PROJECT                                      | COST               |
|----------------------------------------------|--------------------|
| <b>Firgrove Elementary Replacement</b>       | \$37,700,000       |
| <b>Puyallup High School Phase II</b>         | 31,300,000         |
| <b>Emerald Ridge High School Phase I</b>     | 19,100,000         |
| <b>Sunrise Elementary Replacement</b>        | 39,800,000         |
| <b>Rogers High School Phase I</b>            | 32,000,000         |
| <b>Pope Elementary Remodel</b>               | 27,400,000         |
| <b>Elementary #25 Construction</b>           | 36,100,000         |
| <b>Portables</b>                             | 2,000,000          |
| <b>Elementary #25 Property Purchase</b>      | 600,000            |
| <b>Glacier View Junior High Construction</b> | 500,000            |
| <b>Puyallup High School Phase 1</b>          | 600,000            |
| <b>Total</b>                                 | <b>227,100,000</b> |

Source: Puyallup School District Long-Range Capital Facilities Plan, September 2, 2014

**Table 48** Puyallup School District Capital Improvement Funding: 2014-2020

| SOURCE             | AMOUNT             |
|--------------------|--------------------|
| <b>Bonds</b>       | \$190,800,000      |
| <b>State Match</b> | 29,100,000         |
| <b>Impact Fees</b> | 7,200,000          |
| <b>Total</b>       | <b>227,100,000</b> |

Source: Puyallup School District Long-Range Capital Facilities Plan, September 2, 2014

Forecast of Future Needs

Enrollment is projected to increase by 700 students at the elementary school level and by 218 students at the middle school level and by 75 students at the high school level between 2013 and the 2020 school year.

Capital Projects & Funding

The Sumner School District’s Capital Improvement Program (CIP) and projected funding sources are shown in Table 49 and Table 50.



**Table 49** Sumner School District Capital Improvement Projects: 2014-2020

| PROJECT                                   | COST              |
|-------------------------------------------|-------------------|
| <b>Construction for Enrollment Growth</b> | \$28,500,000      |
| <b>Site Acquisition</b>                   | 5,250,000         |
| <b>Portables</b>                          | 1,350,000         |
| <b>Total</b>                              | <b>35,100,000</b> |

Source: Sumner School District Capital Facilities Plan 2014-2020

**Table 50** Sumner School District Capital Improvement Funding: 2014-2020

| SOURCE               | AMOUNT            |
|----------------------|-------------------|
| <b>Funds Balance</b> | \$15,437,411      |
| <b>Impact Fees</b>   | 9,726,000         |
| <b>TBD</b>           | 9,936,589         |
| <b>Total</b>         | <b>35,100,000</b> |

Source: Sumner School District Capital Facilities Plan 2014-2020

## WATER

Four public water utilities serve the City of Edgewood: the Mountain View-Edgewood Water Company, the Milton Water Utility, Lakehaven Utility District and the Sumner Water Utility. Private water systems and wells are also used to provide water in areas along the perimeter of the City. Private water systems include the DeChaux Water Company and the water system for Cherrywood Mobile Home Park.

Despite the array of water providers serving the City, most Edgewood residents are served by the Mountain View-Edgewood Water Company. The Water Company provides service to an area comprising approximately 80 percent of land within the Edgewood city limits. Additionally, according to the Water Company’s 2011 Water System Plan it may increase its service area in the future to include areas currently served by private water systems in Edgewood. The Milton Water Utility serves most of the remainder of the City; its service area is in northwest Edgewood. The Lakehaven Utility District, Sumner Water Utility, private water systems and wells serve small areas along the perimeter of the City. The capital facility plans of the Water Company and the Milton Water Utility are described below.



## *Mountain View-Edgewood Water Company*

### Inventory of Existing Facilities

The Water Company’s existing facilities are described in its 2011 Water System Plan. They include nine groundwater wells, three above-ground reservoirs, eight booster pumps and a distribution system of pipes. As with most water systems, the Water Company’s distribution system has developed over the past several decades. The system is composed primarily of cast iron and ductile iron pipe ranging in size from four to twelve inches in diameter. The Water Company has an emergency intertie with the Milton Water Utility. The Water Company has plans to complete another intertie with the Sumner Water Utility in the future.

### Forecast of Future Needs

The Water Company’s 2011 Water System Plan projects a maximum daily water demand of 4,964 Equivalent Residential Units (ERU) in 2031. The Water Company has sufficient water rights and system capacity to provide approximately 6,240 ERUs, assuming no seasonal interties are being supplied. Based on the projected demand and available capacity, it is anticipated that the Water Company has capacity to meet future demand through 2035.

The Water Company anticipates the need to maintain and upgrade its existing infrastructure over the coming years. As mentioned earlier, the Water Company may also work with the Sumner Water Utility to establish an emergency intertie. Sumner would be the primary beneficiary of the intertie and would cover the majority of associated costs.

### Capital Projects & Funding

The Water Company’s Capital Improvement Program (CIP) and projected funding sources are shown in Table 51.

The Water Company plans to fund capital projects with a combination of reserves and revenue obtained from new service connections and rates.

## *Milton Water Utility*

### Inventory of Existing Facilities

The Milton Water Utility’s existing facilities are described in its 2010 Water System Plan. They include seven groundwater wells, a water treatment plant, three



**Table 51** Mountain View–Edgewood Water Company Capital Improvement Projects: 2014–2020

| PROJECT                                                                           | COST             |
|-----------------------------------------------------------------------------------|------------------|
| Distribution System Improvements along 122nd Ave E                                | \$568,869        |
| Distribution System Improvements along 24th St E & 125th Ave Ct E                 | 399,253          |
| Distribution System Improvements along 22nd St Ct E & 23 St E                     | 399,135          |
| Distribution System Improvements for Priority Items on the Ugly List <sup>1</sup> | 400,000          |
| <b>Total</b>                                                                      | <b>1,767,257</b> |

Source: Sumner School District Capital Facilities Plan 2014–2020

1 The Water Company maintains an “Ugly List” of small projects needed to increase system reliability

reservoirs, three pumping stations and a distribution system. The distribution system was developed over the years using materials current with water industry technology at the time of construction, including cast iron, asbestos cement, polyvinyl chloride and steel. The Milton Water Utility now uses ductile iron pipe for repairs and improvements. The Milton Water Utility currently has interties with the Lakehaven Utility District and the Mt. View-Edgewood Water Company.

#### Forecast of Future Needs

According to the City of Milton’s 2010 Water System Plan, the Milton Water Utility has sufficient water rights available to provide the necessary amount of water to its current customers and future projected population. However, the Milton Water Utility is not able to fully utilize these rights due to aquifer constraints. Combined current output of the Milton Water Utility’s wells is 2,020 gpm. Wells are operated at or near production limits based on aquifer capacity. Maximum day demands are projected to exceed well and aquifer capacity in 2022. The Milton Water Utility will need to develop additional source capacity before this time. The Milton Water Utility has emergency interties with adjacent providers to augment system flows if necessary. Other future needs include maintenance and upkeep of existing facilities.

#### Capital Projects & Funding

The City of Milton is currently in the process of updating the Capital Improvement Plan (CIP) for its water utility. Projects being considered for inclusion in the CIP include test well drilling, well upgrades, watermain improvements and asset replacement. The primary funding source being considered is rate revenue.



**Volume II**

Natural Environment

Land Use

Community Character

Housing

Transportation

Parks, Recreation & Open Space

Utilities

Energy

Capital Facilities ◀

