

# City of Edgewood

Town Center and Meridian Avenue Corridor Master Plans

Autumn 2004







# Table of Contents

## Part I: Introduction – 1

### Chapter 1: Introduction – 2

### Chapter 2: Summary of Determining Factors – 4

- + Rural Community to New City: Needs and Aspirations – 4
- + A Town Center for Edgewood: Public and Private Roles – 4
- + Physical and Jurisdictional Conditions and Opportunities – 6
- + Determinants for Change: Sewer and Traffic Issues – 10

## Part II: City of Edgewood Town Center Master Plan – 13

### Chapter 3: Overall Design Intent: – 14

- + Overall Design Intent: Town Center Master Plan – 14
- + Overall Town Center and Neighborhood Development Pattern – 14
- + Design Principles – 14
- + Land Use and Density. – 16
- + Local Street Network – 16
- + Open Space “Heart” and Connecting Networks. – 16
- + City Hall/Civic Center Site – 22
- + Green Design Considerations – 22

## Part III: City of Edgewood Meridian Avenue Corridor Master Plan – 35

### Chapter 4: City of Edgewood Meridian Avenue Corridor Master Plan – 36

- + Overall Design Intent: Key Physical Elements of the Meridian Corridor – 36
- + North Gateway Neighborhood Design Intent – 37
- + Town Center Neighborhood Design Intent – 40
- + South Gateway Neighborhood Design Intent – 42
- + A Meridian Greenway – 44
- + Gateways of Edgewood – 44
- + Edgewood Local Street Network – 46

### Chapter 5: City of Edgewood Town Center and Meridian Corridor Building and Development Typologies – 54

- + Typologies: Building Blocks of Community Form – 54
- + Why are Typologies Important to Edgewood? – 54
- + Building Typologies: Building Character with Architecture – 56
- + Building Typologies and Combinations. – 58

## **PART IV:** **Implementation and Phasing – 61**

### **Chapter 6: Town Center Implementation Actions – 62**

- + Introduction – 62
- + Private Domain Town Center: Southwest Quadrant of 24<sup>th</sup>  
Street East and Meridian Highway – 62
- + Public Domain Town and Civic Center: City Hall Site and  
Designated Vicinity – 65
- + City Council Actions

## **Apendeces – 73**

### **Appendix A: Town Center Trends – 74**

### **Appendix B: Community Interviews 75**

### **Appendix C: Emerging Program for the City of Edgewood Town Center – 78**



# Acknowledgements

**Mayor Bill Evans**  
**Deputy Mayor Sue Miller**

**Council Members**  
**Michael Deckert**  
**Rose Hill**  
**John Powers (former Mayor)**  
**Colleen Wise**  
**Terry Faherty**

**City Staff**  
**Henry Lawrence, City Manager**  
**John Adamson, Community Development Director**  
**Dave Lorenzen, PE, Public Works Director**  
**Roger Toles, Chief of Police**  
**Terri Berry, City Clerk**  
**Gayle Butcher, City Recorder**  
**Bonnie Valens, Human Resources Manager**  
**Kevin Stender, Associate Planner**

**Consultants**  
**Kasprisin Pettinari Design AIA**  
**Architects and Urban Planners**  
**Ron Kaspersin, Principal in Charge**  
**James Pettinari**  
**Michael Kimelberg, Associate**

**Dennis Tate, Tate & Associates**  
**Laura Block, LB Productions**  
**Paul Chasan, Graphic Design**





# Part I Introduction



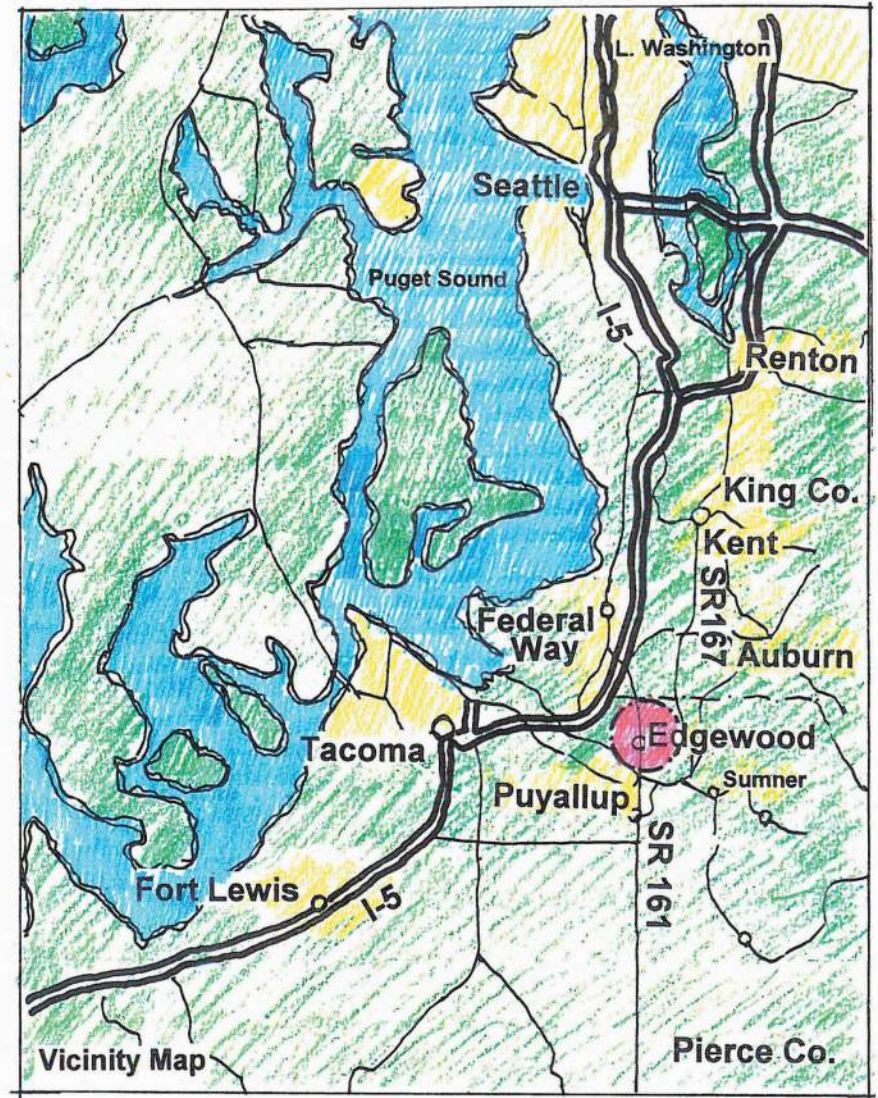
## Chapter One: Introduction

The City of Edgewood is a newly formed municipality with an established semi-rural community base. The City aspires to forge a physical community “heart” within a designated Town and City Hall/Civic Center area along the Meridian Avenue East. This report outlines and specifies a set of recommendations for the planning, design, and implementation of new development within the Meridian Avenue Corridor and the Town Center area.

The City of Edgewood is located in northern Pierce County, along the border with King County. Edgewood is bordered by the cities of Milton and Fife (Pierce County) on the west, Federal Way (King County) on the north, unincorporated King County and Pacific (King County) on the east, and Puyallup (Pierce County) on the south. With few exceptions, these are suburban type communities.

The City of Edgewood along with the communities of Pacific and Sumner to the east, form the edge of the suburban and semi-rural/rural edge of the Seattle-Tacoma metropolitan area. This represents an opportune break or point of departure for conventional development patterns.

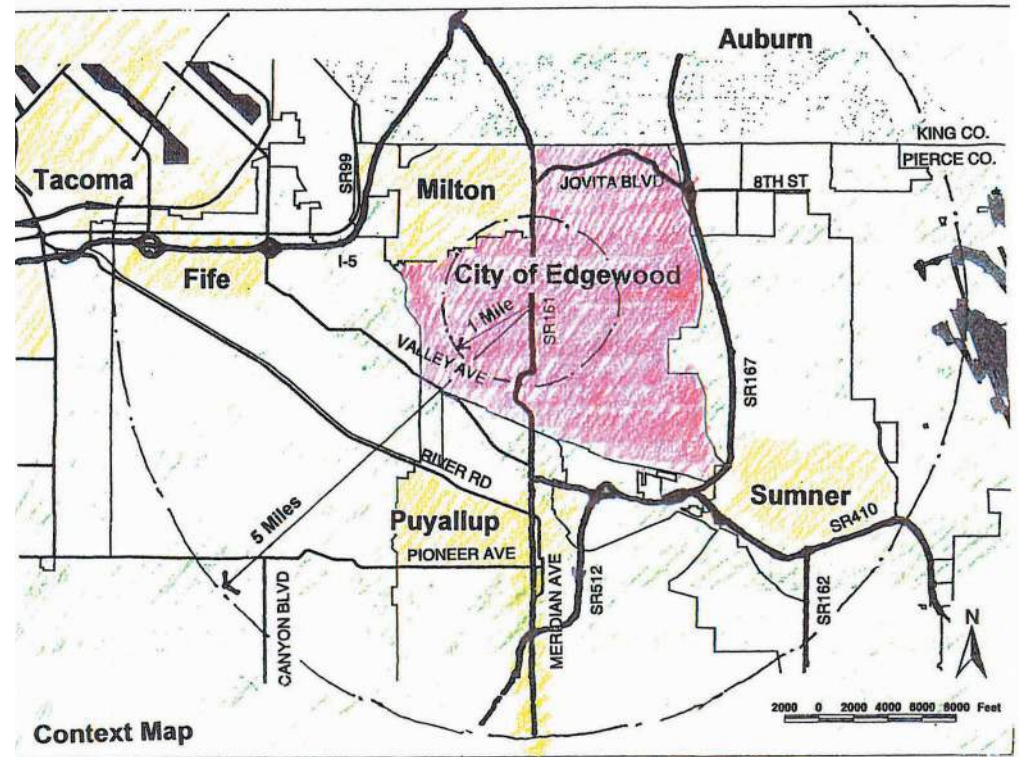
The City of Edgewood occupies a plateau of land overlooking the Green River and Puyallup River valleys, former rich agricultural lands now extensively suburbanized. The plateau is above and east of Interstate 5; and above and west of State Highway 167, gaining some protection for the community from highway interchange related development pressures. State Highway 161, Meridian Avenue East, is aligned through the community in a north to south direction.



The general population within a two mile radius from 24th Street East and Meridian Highway, including Edgewood and parts of Milton, encompasses approximately 17,000 people (2000 Census). The City's population has risen gradually since 1970, from 9,440 persons in 2004 to a projected 13,700 persons by 2030. Growth rates are reasonable ranging from 2.3% (2000-2010) to 1.3% (2020-2030).

Based upon this gradual and consistent slower growth pattern, the citizens of Edgewood have the capability and potential of controlling the community's growth in a quality manner. In order to accomplish this quality, the recommendations in this plan focus on the following principles:

1. Reasonable residential density is located within the Meridian Avenue (SR 161) corridor, per the City's Comprehensive Plan and Growth Management Area
2. Small scale mixed use developments of commercial and residential uses make up the composition of the Town Center.
3. The Town Center is essentially a private sector development effort augmented and coordinated with the Civic and Cultural Center, a public sector development.
4. An increase in the quality of developments can be managed through density by design, a process compacts more residential units in a smaller area using innovative architectural and site design techniques, all attached to a larger design vision.
5. The community's affirmation to reduce the costs of sprawl through quality compact development and green infrastructure, where appropriate, within the Meridian Avenue Highway corridor and Town Center.



# Chapter Two:

## Rural Community to New City: Needs and Aspirations

The Edgewood community incorporated in 1996. The community's rationale for this incorporation, based on interviews and workshop discussions, is diverse. People's desire to control growth also vary, with some wanting to restrict all but necessary small scale development; and others wanting enough development to generate a solid tax base. Many property owners along the Meridian Corridor prefer a more ambitious and less restrictive approach to development once sewers are installed. Within this varied rationale there are important points of consensus upon which the Town Center and Meridian Corridor Development Plans are based:

- 1 The community of Edgewood needs a center or "heart" for social, civic, and personal services.
- 2 Residential and commercial development can occur along the Meridian Corridor if completed at a reasonable scale and intensity, befitting a "small town".
- 3 Citizens identify themselves as living in a rural community, amidst suburbanizing neighboring communities such as Milton to the west, Federal Way to the north and Puyallup to the south; Edgewood residents do not want suburban-type built form, particularly along the Edgewood portion of the Meridian Avenue (SR 161) Corridor.
- 4 Citizens and most property owners along Meridian support a local street network with controlled intersections along Meridian; to provide safe and effective local traffic circulation and serve new development.
- 5 Edgewood residents desire a living environment that is green, with ample open space based on its history in agriculture, nurseries, and animal husbandry.

**A Rural Community.** During the many workshops and meetings conducted during the development plan process, citizens asked how they can retain their rural character and way of life with

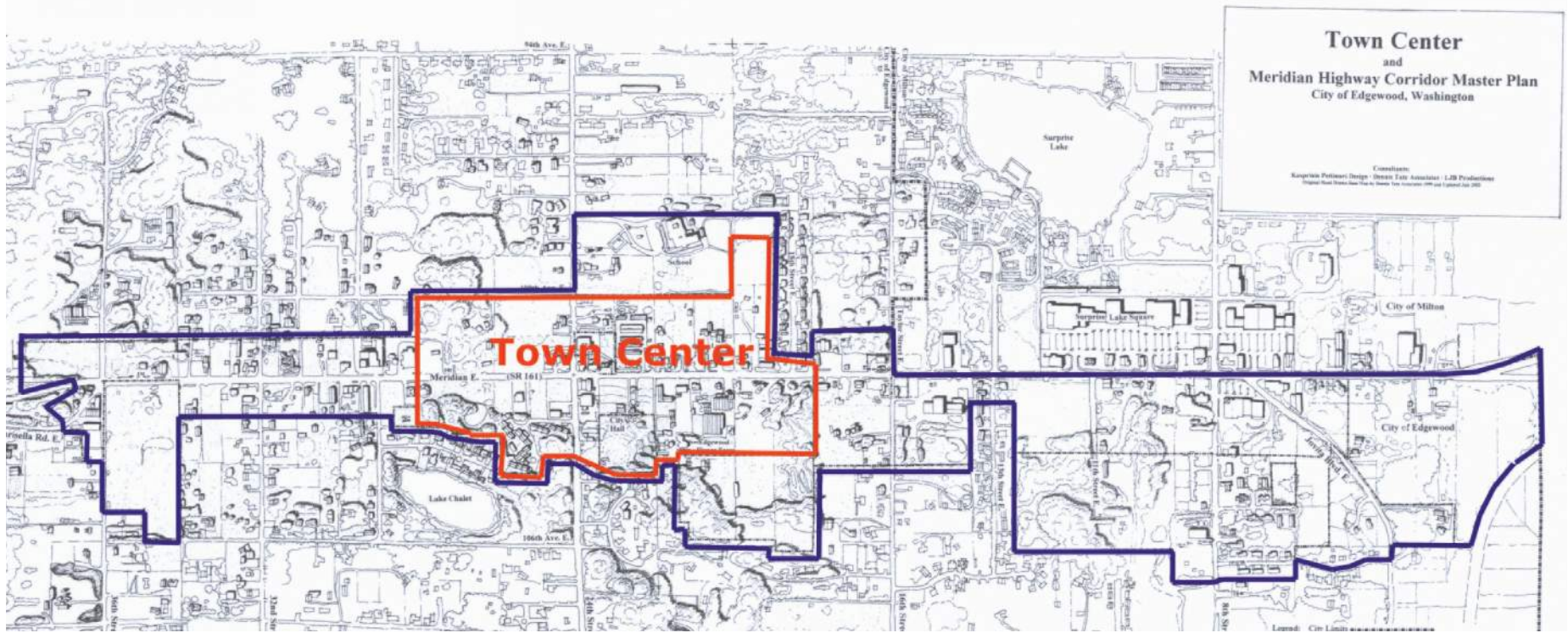
the increasing pressures of sub urbanization? The process coined the phrase rural as a way to distinguish this aspiration of being rural in an urbanizing world. Essentially, the term defines a new community form which uses rural and semi-rural building and development typologies with added density in addition to other small scale existing typologies. The term also requires the application of planning principles which respect the emerging smaller scale of "edge" communities like Edgewood; and do not apply suburban development standards to a semi-rural community.

### A Town Center for Edgewood: Public and Private Roles

The people of Edgewood desire a "heart" or center for their emerging City. These development plans outline and specify a Town Center that has two major components: one private and one public. In order for the Town Center concept to be realized, both components require a collaborative effort.

**Town Center as Public Domain.** The City of Edgewood owns eight acres of land on the east side of Meridian Avenue immediately north of 24th Street East. This is part of the public's domain and a direct public benefit property. The plan outlines a civic, cultural and open space complex which over the years will serve the public interest. It is the "public heart" of the Town Center, owned by and accessible to the public for public events and services.

**Town Center as Private Domain.** A new shopping center typology has emerged over the last decade in the United States and Canada, referred to as a "Town Center". Examples abound in the region with successful centers in Redmond, Issaquah, Mukilteo and elsewhere (see Appendix A). These centers are direct results of competition within the private sector shopping center industry. There are many reasons for the emergence of this new typology, from a reaction



**Meridian Highway Corridor & Town Center Project Area**

**North** →

**Legend**

- Town Center
- Neighborhood Boundary
- Meridian Avenue Corridor

against the big box typologies to an emerging acceptance of mixed use and mixed density projects attractive to consumers. They are often referred to as “lifestyle centers”.

As private developments, like shopping centers with pedestrian concourses or malls, access is permitted during certain hours and with certain controls and regulations above and beyond those for public benefit spaces. They can be attractive and enjoyable leisure centers for the public as consumer. They are not public benefit domains. And they can work in consort with the public domain Town Center to form a diverse, attractive, effective community heart.

Understanding that there are two different roles and jurisdictions for the larger Town Center is an important starting point for the planning and development process. The two domains need to work together to form the larger quality whole.

## Physical and Jurisdictional Conditions and Opportunities

This section summarizes key physical conditions which act as constraints and opportunities for quality development along the Meridian Avenue (SR 161) Corridor and the Town Center. Key physical factors include:

- 1 Environmental Constraints and Opportunities
- 2 Land features
- 3 Land use patterns
- 4 Built form: roads, buildings, infrastructure
- 5 Jurisdictions

***Environmental Constraints and Opportunities.*** The Meridian Corridor and Town Center area encompass a stretch of land along the Meridian Avenue (SR 161) ranging from six hundred (600) feet in depth to over two thousand (2,000) feet. Within this area are a number of physical conditions which pose problems and offer opportunities for permitted development following the installation of sewers. These conditions include:

- 1 Flooding potential

- 2 Streams
- 3 Wetlands
- 4 Moderate and Steep slopes

The City of Edgewood Comprehensive Plan, Edgewood Corridor Constraints Map, outlines and generally locates these physical conditions throughout the corridor. As development processes mature in conjunction with sewer installation, detailed site surveys are required to specifically locate and assess each site specific condition.

These physical conditions are often referred to as “constraints” to development. They need not be and offer opportunities which can benefit both the underlying property owner/developer and the City of Edgewood. Specifically, flood prone areas and their buffer zones as well as wetlands, moderate and steep slopes and their buffer areas actually preserve and protect a key component of rural character: open space. Wetlands in particular offer the capability of surface water retention in existing natural settings. Protecting and preserving these areas benefits the community and the goals of the City to transform the new City into a semi-rural small town.

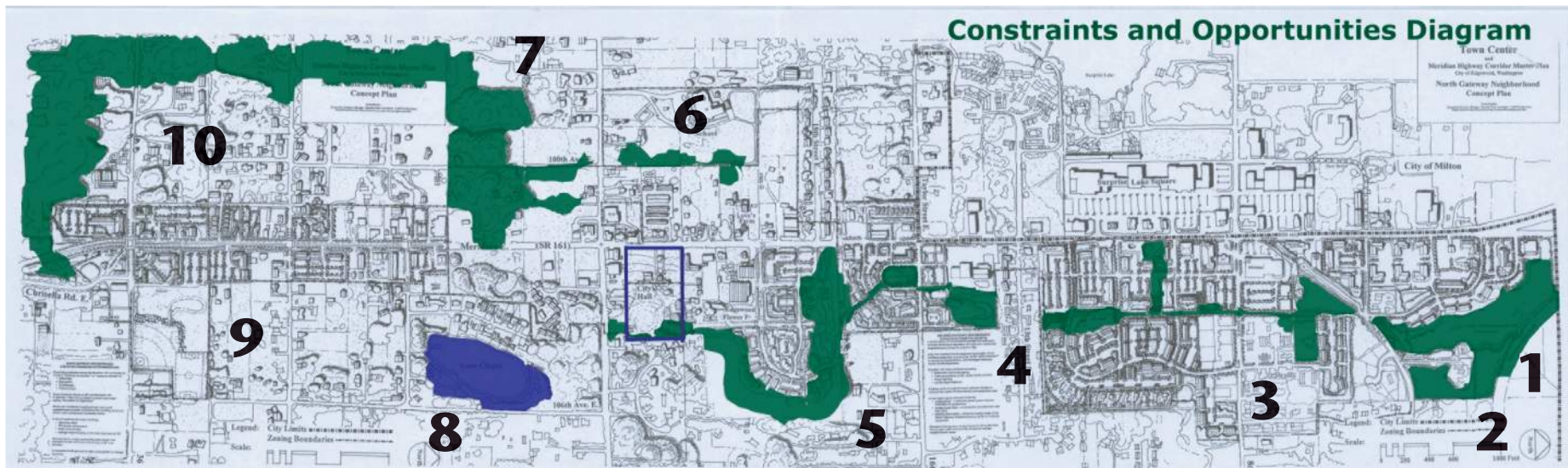
Benefits to underlying property owners/developers can manifest themselves in cost savings with more efficient and effective development through the use of compact building typologies, reduced paved areas, and greater marketability of residential units and/or commercial square footage with attractive open space areas as development amenities. In other words, encouraging the private sector to use compact building and site development typologies benefits both private and public sectors. Compact development allows developers to achieve the underlying density or square footage designated for the entire property while enabling them to retain valuable open space for the everyone’s benefit, at least a visual benefit. These issues are addressed in the City of Edgewood Town Center and Meridian Avenue Corridor Design Guidelines, under separate cover.

In summary, there are a number of **constraints which can become opportunities** within the corridor, as indicated on the *Constraints and Opportunities Diagram* below.

**From North to South:**

- 1 The Jovita Creek Wetland and stream;
- 2 The “Jovita” slope area north of Jovita Boulevard;
- 3 The 104th Street/Jovita Boulevard wetland area;
- 4 The wetland “necklace”, a clear and obvious constraint as opportunity when taken as a network of wetlands: from Meridian and 10th Street East, east to approximately 104th Street, south through 11th and 12th Streets East, and south again to approximately 16th Street East and the steep slope between 16th and 18th Streets East;

- 5 A “slope network” from 16th/18th Streets East east to about 105th/106th Streets and south to 24th Street East, including the Edgewood Knoll on the City Hall site north of 24th Street;
- 6 A wetland north and along 24th Street East, west of Meridian Highway;
- 7 Connecting to active stream areas south of 24th Street East, west of Meridian Highway becoming a part of the Edgewood Canyon steep slope and wetland opportunity;
- 8 Flood prone acres east of the corridor along 103rd Street;
- 9 A wetland on the open space in the northeast; quadrant of 36th Street East and Meridian Highway
- 10 And, the steep slope south of 36th Street East and the terminus of the Meridian Avenue/Town Center Corridor.



North →

**Land Features.** To summarize, there are special land features which provide Edgewood with a distinct rural and natural signature. They are listed here and provide the basis for the Edgewood Greenway, an open space network for the corridor, described in this Development Plan:

- 1 Jovita Creek and Ravine
- 2 Edgewood Wetland Necklace
- 3 Edgewood Knoll (City Hall site)
- 4 Edgewood Meadows (a series of open space segments)
- 5 Edgewood Canyon (southwest of 24<sup>th</sup> Street East and Meridian Highway).

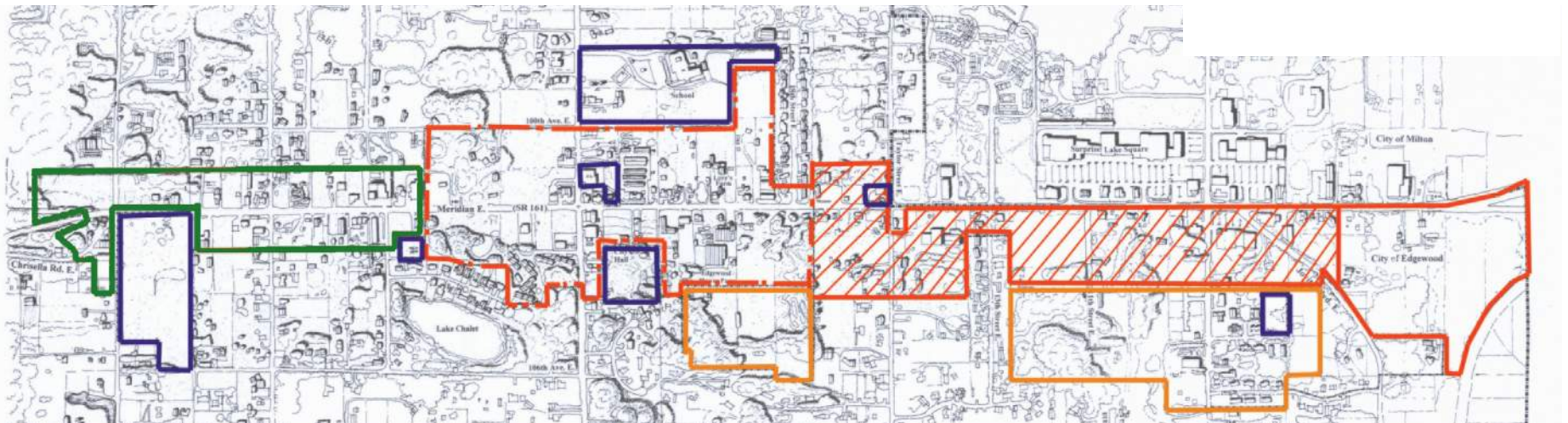
**Land Use Patterns.** Development within the Meridian Avenue Corridor is low intensity in nature due to the soils conditions and lack of sewers. Many of these uses most likely will change in

intensity and use as sewers progress along Meridian Avenue.

*Adopted Land Use Map* below, summarizes the land use plan as adopted in the Edgewood Comprehensive Plan.

**Built Form, Roads and Infrastructure.** The Meridian Avenue Corridor is a north south State highway. Small scale low intensity one story commercial and residential buildings are the common typology and dispersed throughout the project area. The only concentration of any degree exists near the northern entrance to the Edgewood commercial district at Jovita Boulevard and 8th Street East. See *Built Form Diagram* page 17.

Structures of interest along the Corridor include the Grange building near 16th Street East, scattered farm-era residential buildings along Meridian, the nursery and market sites and buildings.



**Adopted Land Use Map**

**Legend**

-  Public
-  Town Center
-  Business Park
-  Commercial
-  Housing
-  Mixed Use

**North** →

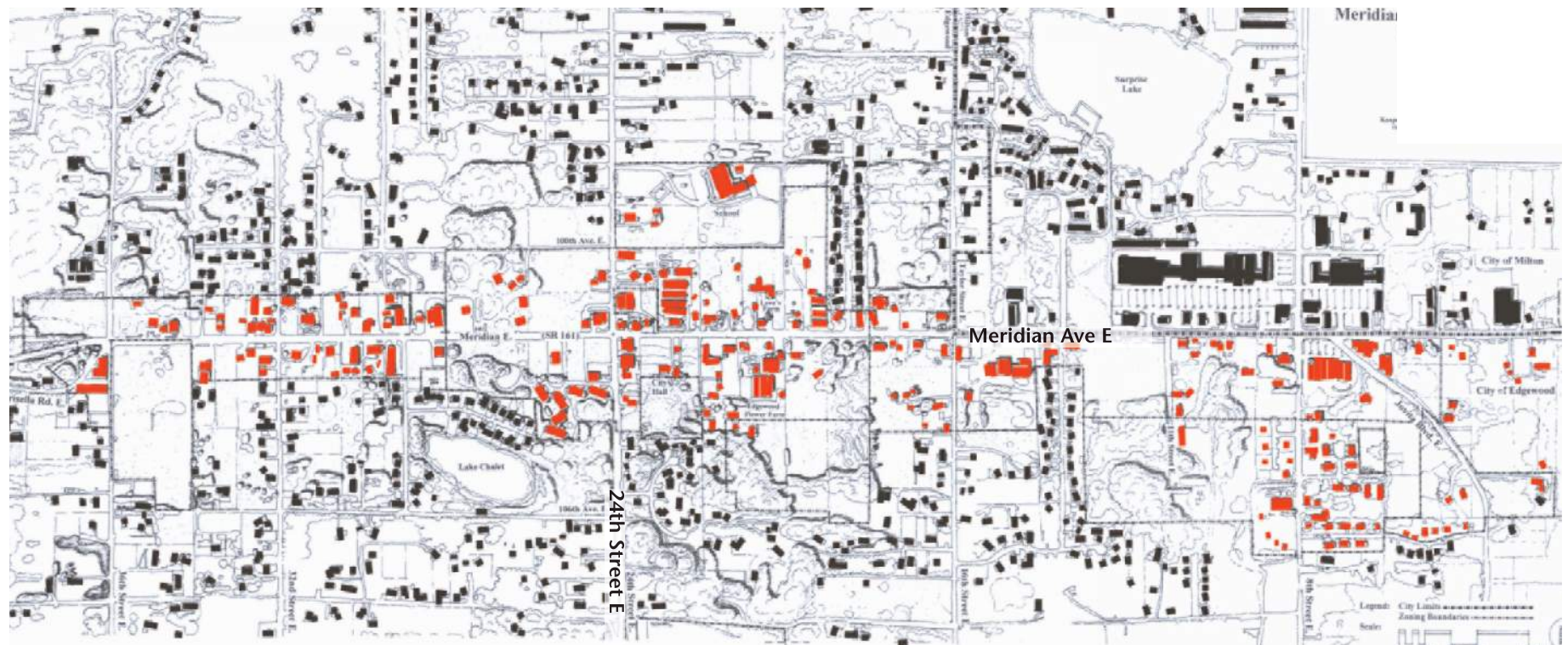


**Nursery.** A *private nursery operation* is located along the east side and fronting on Meridian Avenue north of the City Hall site. The property contains a Queen Anne/Victorian house, a barn, greenhouses and outdoor planting areas. The property, its structures and their arrangement represent semi-rural physical characteristics. The complex is a significant landmark for the community of Edgewood.

**Smaller Nursery and Roadside Market.** In the same vicinity and on the west side of Meridian Avenue is a smaller nursery and roadside market with attendant residential and outlying buildings. It also contributes to a semi-rural signature, and along with the nursery, serves as the main attractors for Edgewood along Meridian Avenue.

Roads connecting east and west neighborhoods to the Meridian Highway are limited in number and create hazards and inconveniences for residents during commuting hours. Most of the intersections with Meridian are uncontrolled and generate dangerous and time-delay turning movements. Presently, the linear nature of the Meridian Highway, with its many driveway access points and uncontrolled and limited street intersections dominates and directs the built form pattern of Edgewood, reinforcing a strip highway commercial typology.

**City Hall Site.** The City of Edgewood owns eight acres of land on the east side of Meridian Avenue north of 24th Street East. The site contains a one story brick house, wood barn, mature trees around



**Built Form Diagram**

**Legend**

Town Center & Corridor Properties



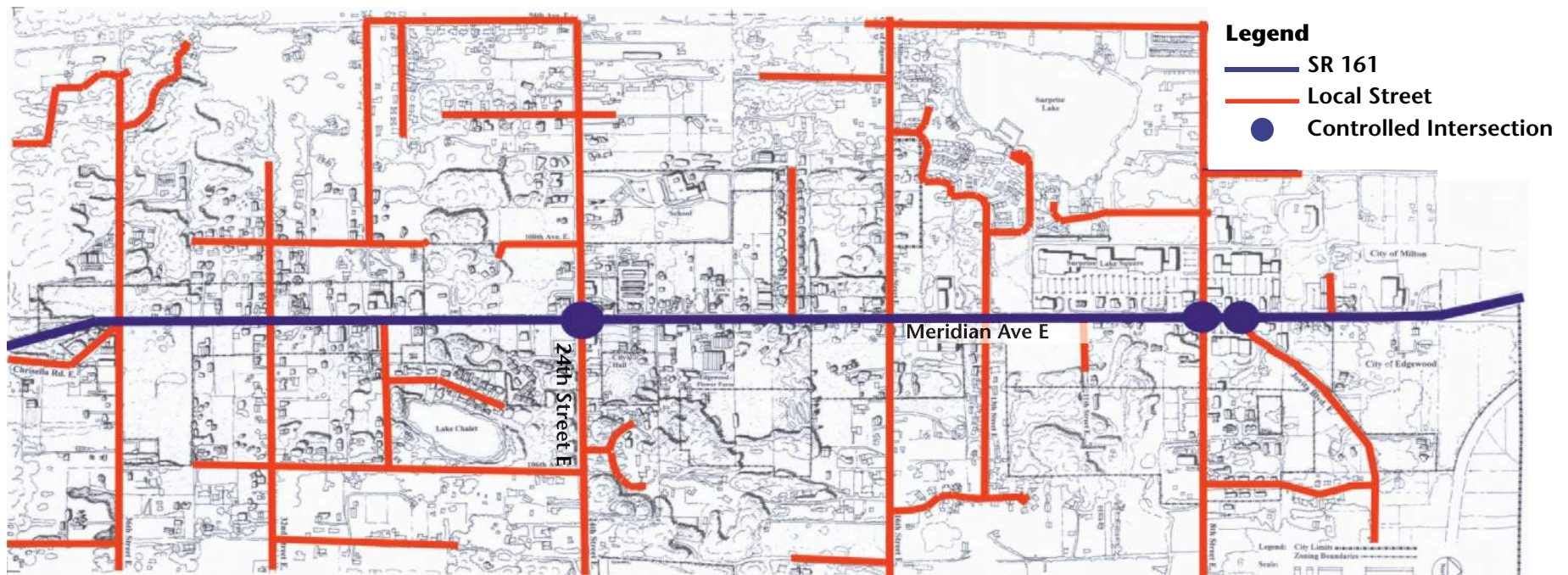
the barn site, and a manufactured building which serves as the City Hall. The site has a knoll on its eastern portion, which affords views of the surrounding terrain and Mt. Rainier. The City Hall site's grassy knoll is a significant landscape feature of the community, visible from Meridian Avenue.

### Determinants for Change: Sewer and Traffic Issues

The installation of sewers along the Meridian Avenue corridor will provide a catalyst for change, enabling more intense development. Construction is anticipated for 2005 with sewer service projected for fall 2005. Refer to the Implementation Chapter for more information on phasing.

The Washington State Department of Transportation WSDOT and the City of Edgewood conducted detailed traffic analyses of the Meridian Avenue (SR 161) corridor in 2003-2004. A number of critical issues abound concerning the number of lanes, and locations of controlled intersections with local streets. (Refer to the City of Edgewood Meridian Avenue Corridor Traffic Study (2004) under separate cover for more details.

Of prime importance to the City of Edgewood development process is the location of full and partially controlled intersections along Meridian Highway. These intersections reduce the local traffic on the Meridian Highway and enable adjacent and adjoining neighborhoods and new development to access the highway in a



**Existing Street Network and Controlled Intersections**



safe and reasonable manner. This plan details the location of these intersections and their relationship to the local street network and new Meridian Corridor Neighborhoods: North Gateway, Town Center, and South Gateway Neighborhoods.

*Existing Street Network* and *Controlled Intersections Diagram* summarizes the existing street and intersection network for Edgewood.



**Part II:**  
City of Edgewood Town Center Master Plan



## Chapter 3: Overall Design Intent: Town Center Master Plan

### Overall Town Center and Neighborhood Development Pattern

The Town Center is defined as a neighborhood, containing civic, cultural, commercial/business, and residential uses. It is bounded on the north by 18th Street East, on the east by a line 600 feet east of Meridian, extending south along various property lines to and west of and not including the Lake Chalet housing development, on the south by 28th Street East, and on the west by 100th Avenue East.

The Town Center neighborhood is divided into three distinct sub districts:

- + **The Town Center “heart”, Edgewood Village**, a more intensive concentration of commercial and housing uses than surrounding areas; and, includes the City Hall/Civic Complex
- + **The Town Center City Hall/Civic Complex**, the 8 acre existing City Hall site
- + **The Town Center Neighborhood**, a support area for the “heart” of Edgewood

The land use and density designations in the Comprehensive Plan apply as approved for the overall Town Center Neighborhood, with an increase in residential density within the Town Center Heart, as specified in the following section.

See *Town Center Districts Diagram* on page 23.

### Design Principles

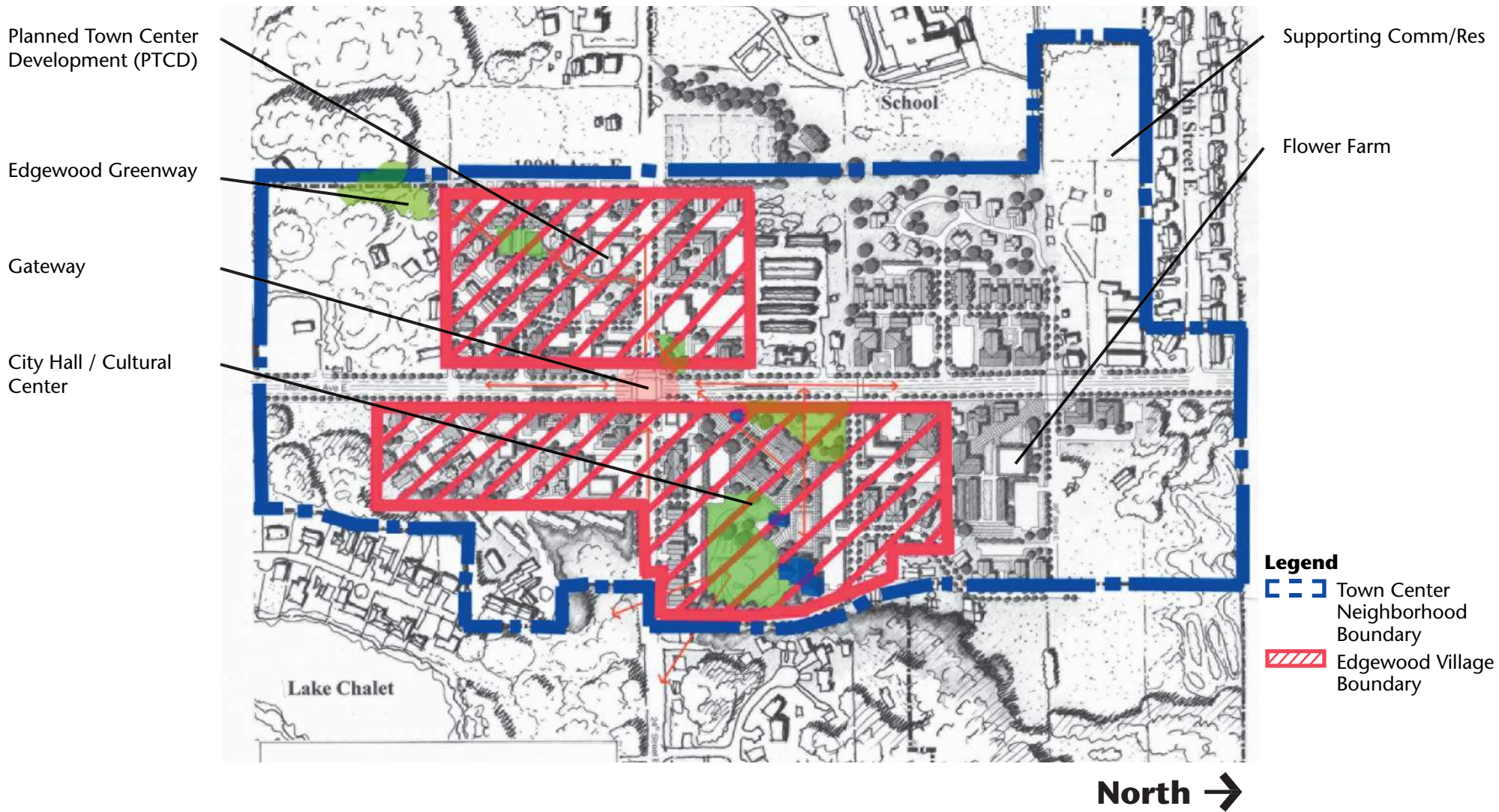
The Town Center is the physical active center or “heart” of the City of Edgewood.

The Town Center provides the following community support activities:

- + Civic and cultural activities
- + Community-oriented public open space with connecting pedestrian walkways and trails
- + Supporting small scale commercial, business, and residential activities
- + Complementary private sector open space and walkways as a part of new development and connecting to the public open space network
- + A local street system, which connects the Town Center activities and facilities to the Meridian Highway Corridor and the North Gateway and South Gateway neighborhoods
- + Multiple intersections of the local street system adjoining the Meridian Avenue Corridor, including full and partial intersection configurations where appropriate

The Town Center is organized and structured around Edgewood Meadows, a series of open spaces unique to the City of Edgewood, consisting of the following design relationships:

- + The City Hall hill or knoll, in the northeast quadrant of the Town Center on the City Hall site (referred to here as Edgewood Knoll) is visually and physically connected to Edgewood Canyon, which is a ravine in the southwest quadrant of the Town Center. This open space connection incorporates public open space on the City Hall site resembling rural meadows. It is composed of land surrounding the intersection of 24th Street East and Meridian which consists of remnants from any land acquisitions related to the Meridian Avenue improvements, and private open spaces incorporated into new commercial, business, and residential developments in the southwest quadrant.



- + Vehicular access is managed by fully controlled or limited intersections connecting the local street system to Meridian Avenue.
- + Major parking areas for new development are oriented to the local street system rather than the Meridian Corridor.
- + Private commercial, business and residential developments are small scale, using building typologies which reflect semi-rural or suburban characteristics including the use of clustering and compact design principles.

### Land Use and Density.

*“The Town Center designation is intended to attract significant numbers of additional specialty retail/commercial jobs. This designation will encourage planned multiple family and senior housing that supports the surrounding commercial uses in the Town Center. Residential dwelling units can be allowed above commercial activities and in separate stand-alone buildings.”* (City of Edgewood FEIS, Chapter 3, Page 22)

*See Town Center Land Use Diagram which follows.*

The Town Center Land Use designation in the Comprehensive Plan provides for 5-10 dwelling units per acre in comparison to the Commercial designation, which permits 4-8 dwelling units per acre.

To augment and support the Civic/Cultural Complex with additional residential dwelling units, the following areas within the Town Center Heart have densities greater than permitted in the Comprehensive Plan:

- + Properties immediately north of the City Hall site and south of the Flower Farm, east of Meridian Highway;
- + Properties immediately south of the City hall site south to 24th Street East, east of Meridian Avenue;
- + Properties immediately south of 24th Street East to approximate location of 26th Street East (600 feet south of 24th Street East), east and west of Meridian Avenue;
- + Properties north of the existing fire station, west of Meridian

Highway, and south of the Love's Farm extending west to the eastern school site boundary.

### Local Street Network

The Town Center Neighborhood is served by a local slow-moving street system with periodic full and partially controlled intersections to the Meridian Avenue. The design principles are twofold:

1. To provide a continuous slow-moving system of streets from approximately 26th Street East north to at least 16th Street East, particularly on the east side of Meridian Highway where the majority of development occurs; and,
2. to channel residential traffic to intersections of the local street system to Meridian Highway.

Fully controlled intersections with the local street system are located along Meridian Highway as follows, from north to south in the Town Center Neighborhood:

- + At 16th Street East, an existing east-west street; **Note:** *topography south of 16th Street East along the east side of Meridian Highway contains both low areas with some water retention issues and steeper slopes in the approximate vicinity of 18th Street East. Special engineering is required to determine the future feasibility of a local street system connection from 18th Street to 16th Street.*

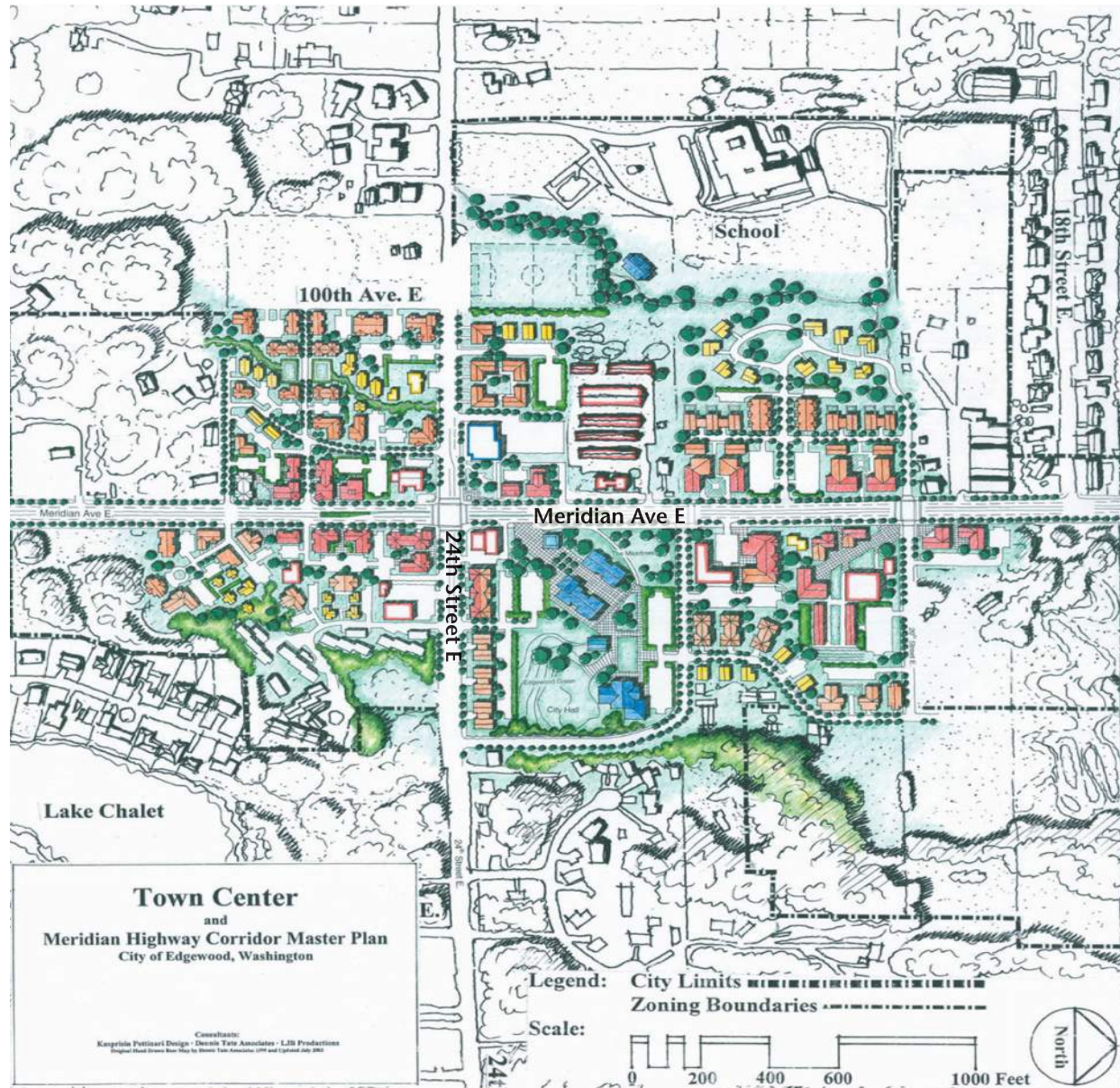
Partially controlled intersections with limited turning movements at

- + 20th Street East
- + 22nd Street East
- + 26th Street East

### Open Space “Heart” and Connecting Networks.

**Design Intent.** The open space “heart” of Edgewood extends from the Civic Center’s Edgewood Knoll southwest to and encompassing the Meridian Highway and 24th Street East intersection via Edgewood Meadows; and extends further southwest to and integrated with future private commercial and residential development in the southwest quadrant of the Meridian and 24th Street East intersection

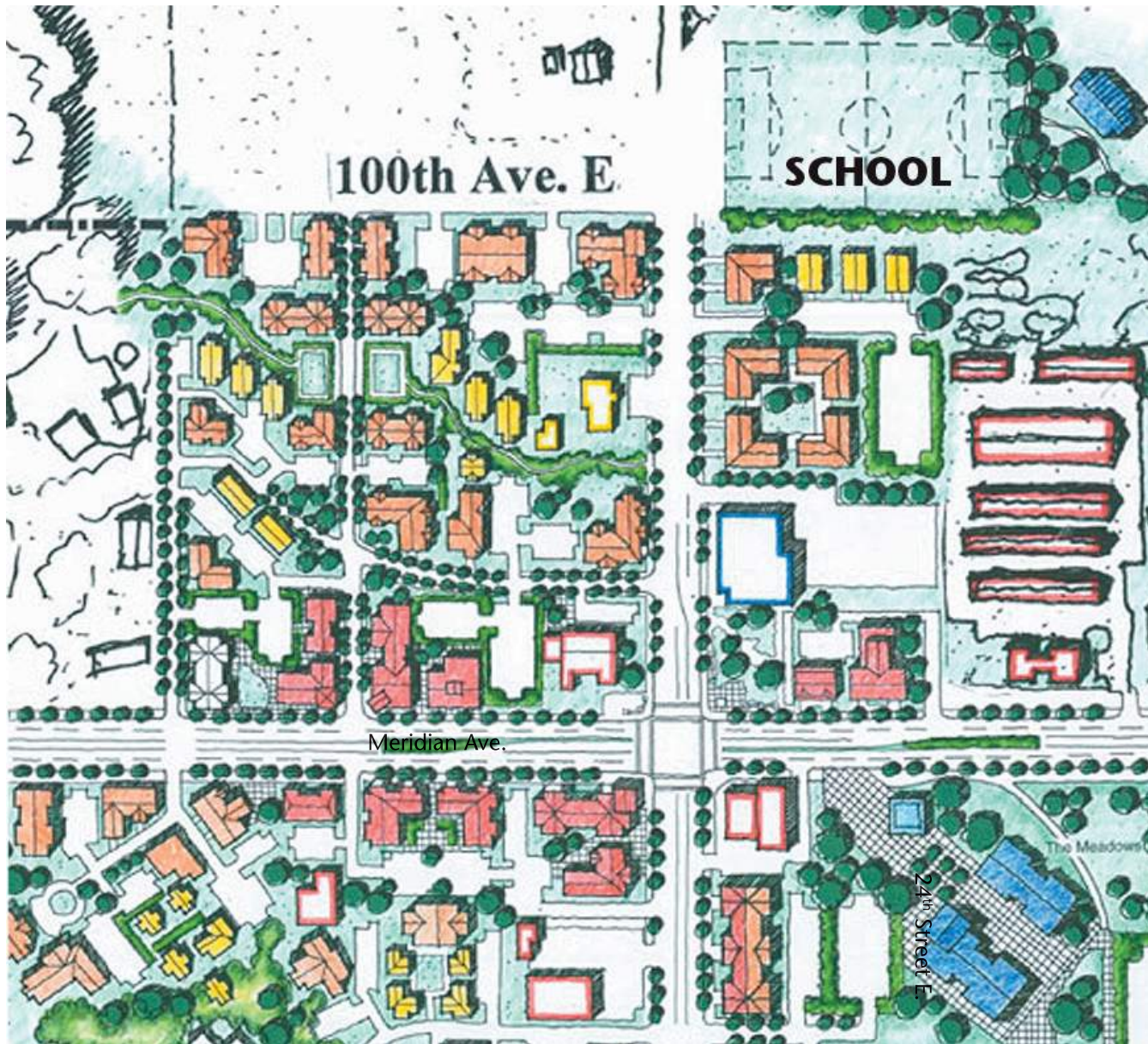




**Edgewood Town Center Proposed Land Use Diagram**

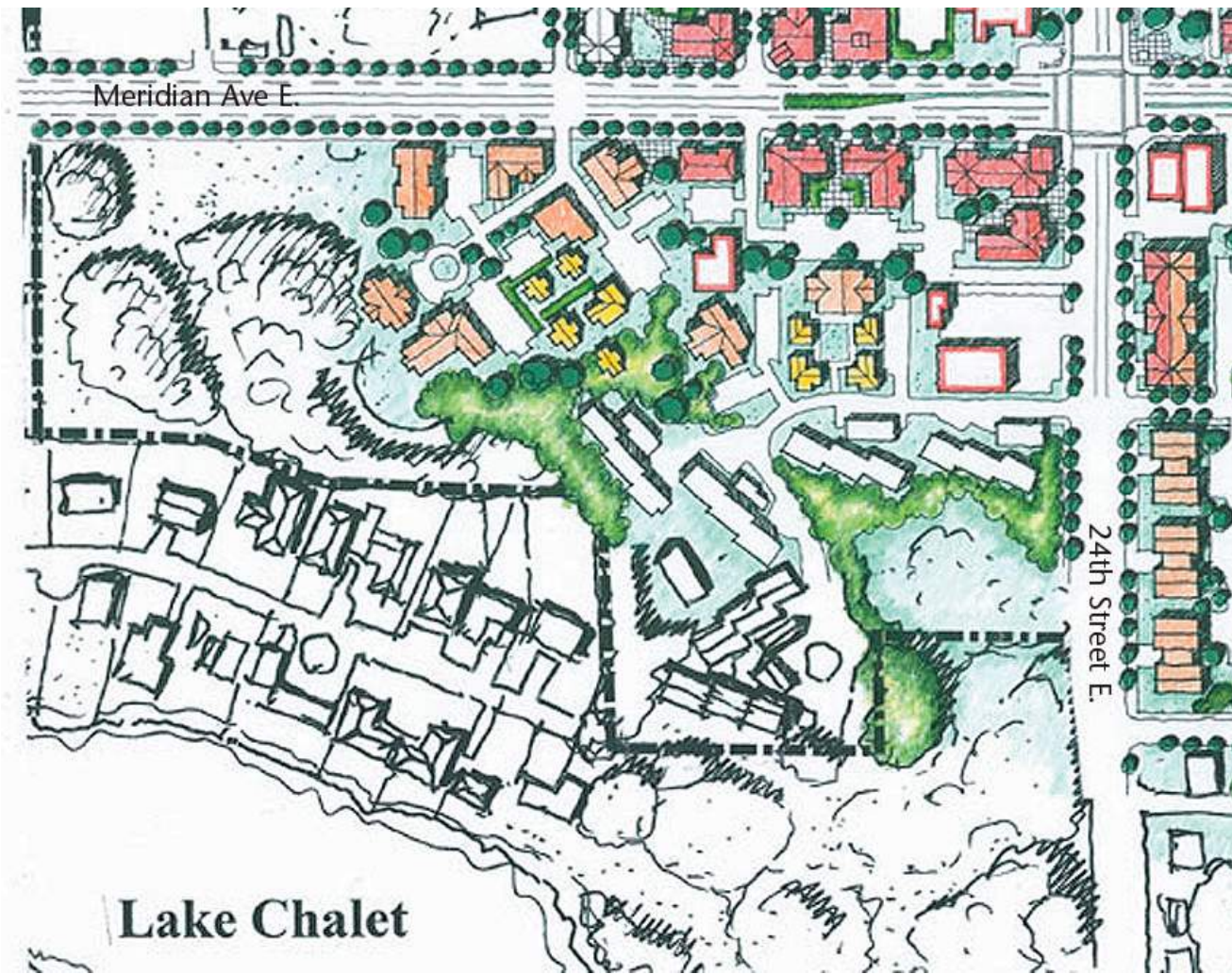


**Enlargement of Northeast quadrant**



- Legend**
- Commercial
  - Civic
  - Residential – High Density
  - Residential – Medium/Low Density

**Enlargement of Southwest quadrant**



**Enlargement of Southeast quadrant**

**Legend**

- Commercial
- Civic
- Residential – High Density
- Residential – Medium/Low Density

through a series of private courtyards, plazas, and vegetated open spaces incorporated into the development plan; connecting further to the Edgewood Canyons and eventually extending down to the Puyallup River valley.

There are two components of the Town Center open space “heart”: one public and the second private, accompanying new development. Both comprise the larger open space network for the City of Edgewood, referred to as Edgewood Knoll, Edgewood Meadows, and Edgewood Canyon.

### ***Public Sector Open Space “Heart” for Edgewood***

The Civic Center site along Meridian immediately north of 24th Street East, encompassing 8.5 acres, is a key public sector open space. The site consists of the Edgewood Knoll, a grassy elevated knoll to the east of the Civic Center site; and, the public sector of Edgewood Meadows connecting the center of the Civic Center site and the Knoll to the southwest along the Meridian Highway frontage. The private sector of Edgewood Meadows is discussed under “Private Sector Open Space Open Space “Heart” for Edgewood.

Edgewood Meadows continues around the intersection of Meridian Highway and 24th Street East in the northwest quadrant, if and when land becomes available as a result of the widening of State Route 161. This land, currently occupied by the Windmill tavern, combined with the Edgewood Fire Station building and land along 24th Street East, constitute a significant public sector open space opportunity. These parcels also comprise a critical component of the Edgewood Town Center Gateway.

Lastly, landscaped portions of the State Route 161 right of way improvements constitute another component of the public sector Edgewood Meadows. Landscaping and pedestrian walkways require coordination and design consistency as a part of the larger “heart” of Edgewood.

### ***Private Sector Open Space “Heart” for Edgewood***

The private sector commercial and residential development area

in the southwest quadrant of the Meridian Avenue and 24th Street East intersection can connect to and be an integral part of the “heart” of Edgewood. As a part of all phased development within the quadrant, pedestrian oriented open spaces can be provided in the form of courtyards, plazas, grassy meadows, and pedestrian walkways, integrating commercial and residential buildings to the Meridian Avenue Corridor, 24th Street East, and the Town Center Civic Center site.

There are many design variations possible for this private open space component, with a final determination of design composition and detail made as sewer and development plans are realized. The following open space diagram is an example of the type, configuration, and connections of open space preferred by the City of Edgewood for the southwest quadrant, serving as a guideline for private development.

Key characteristics:

- + A pedestrian meadow and walkways connecting the center of new development within the quadrant to the intersection of Meridian Avenue and 24th Street East, and the public sector open space “heart”
- + A continuous and contiguous open space network from the intersection southwest through new commercial and residential developments and connecting to Edgewood Canyon
- + This continuous open space network can consist of meadows with grass, trees, and other landscaping; landscaped courtyards which form the smaller centers of commercial and residential complexes; larger plazas for larger event activities related to commercial uses; and well defined pedestrian walkways and trails connecting all open space types.

## City Hall/Civic Center Site.

**Design Intent.** The City of Edgewood prefers that the City Hall site, 8 acres, be used exclusively for public governmental, cultural, and community service activities. To that end, the City will conduct a design intensive charrette for development of the site. The following design concepts, presented as a part of the Town Center Master Plan provide guidelines for more detailed design processes.

### Key Characteristics:

- + Interior vehicular circulation has three major components:
  - Access via a limited intersection with Meridian Highway at 22<sup>nd</sup> Street East
  - Access via a local street network extending from at least 16<sup>th</sup> Street East from south, connecting to the northeast sector of the site
  - Access via 24<sup>th</sup> Street East utilizing an access road traversing along the eastern boundary of the City Hall Civic Center site
  - And, an interior drop-off and pick-up vehicle turnaround in the central portion of the site
- + + Open space components including the Edgewood Knoll, Edgewood Meadows and connecting walkways and trails to the larger off-site open space and pedestrian network
- + Retention of the existing barn, not necessarily in its present location
- + Accommodation for a new City Hall building including police headquarters, a community center/senior center, and other meeting, resource and cultural arts facilities as deemed appropriate by the community
- + A significant visual open space presence on and along the Meridian Avenue frontage, in the form of meadows, landscaped surface water retention areas, trees and appropriate signage
- + The historic Edgewood Well structure and other artifacts can be incorporated into the site design.

## Green Design Considerations.

Green design refers to alternative means and methods of providing infrastructure and development which has a lesser physical impact on the natural systems of the Edgewood terrain; and, which can have an economic benefit with reduced construction and maintenance costs. It is with this perspective that the following “green” components are recommended as a part of the overall Town Center and Corridor Master Plans.

**Green Parking Lots.** Green parking lots for the City Hall Civic Center site consist of compact gravel driving lanes and grassed parking stall areas. This design significantly reduces impervious surface areas; reduces or eliminates oil and other toxic vehicle by-product runoff into streams and aquifers as toxins are naturally absorbed through gravel and grassy bioswales; and, adds significant green space to conventional “asphalt fields”. Maintenance costs can be significantly reduced using green parking lots. Green parking lots also contribute to a small town or semi-rural appearance by increasing the amount of vegetation in otherwise impervious surface areas.

**Curb-less Local Street Network.** Curbs in local street networks are designed to contain and funnel water and associated roadway contaminants quickly to storm drains. The water does not have an opportunity to be cleansed through a filtering system and carries both volume of water and contaminants to the sewer system and/or local natural drainage areas. Construction of the local street network with a curb-less roadway construction accompanied by bio-swales can significantly reduce construction and maintenance costs; and, reduce contaminated storm runoff into sewers and natural drainage areas.

The curb-less roadway consists of a crowned road or cart way with a flat concrete edge (optional but adds stability to road edge). A shallow bio-swale is located along each side of the road. Water from the road is gathered in the bio-swale and slowly absorbed into a rock and gravel catchments area under the road.



**Building Character with Architecture:** Commercial buildings grouped around a public plaza off Meridian Ave E. are moderate in scale and are designed to support pedestrian activity.



**Building Character with Architecture:** Medium-density housing in the form of townhouses presents a friendly, human-scale street front along a residential street.

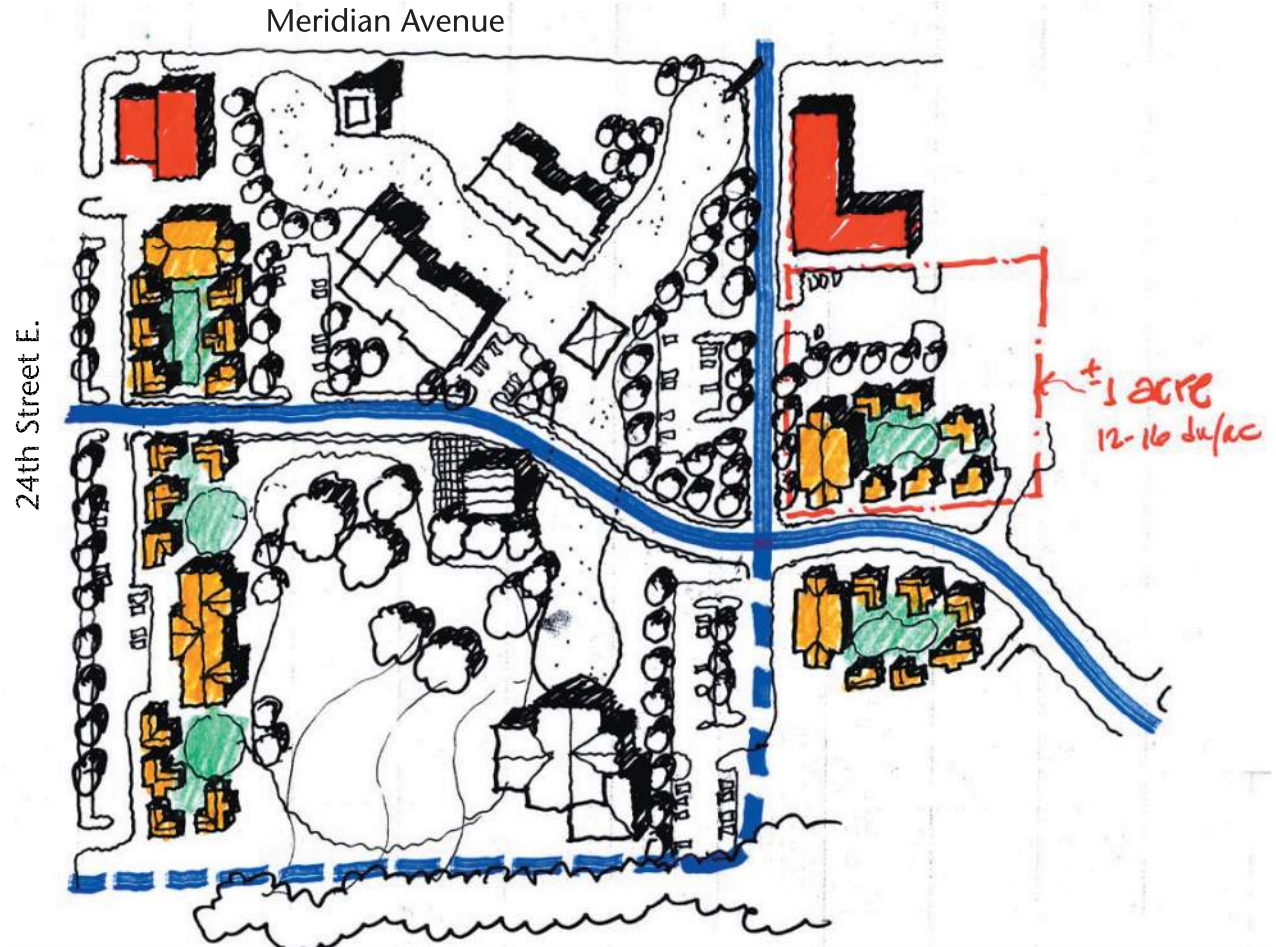
## Civic Cultural Center Options

**An alternative for the local street network** which serves the Civic/Cultural Center consists of an access location onto 24th Street East Approximately three hundred feet east of the Meridian Avenue Highway.

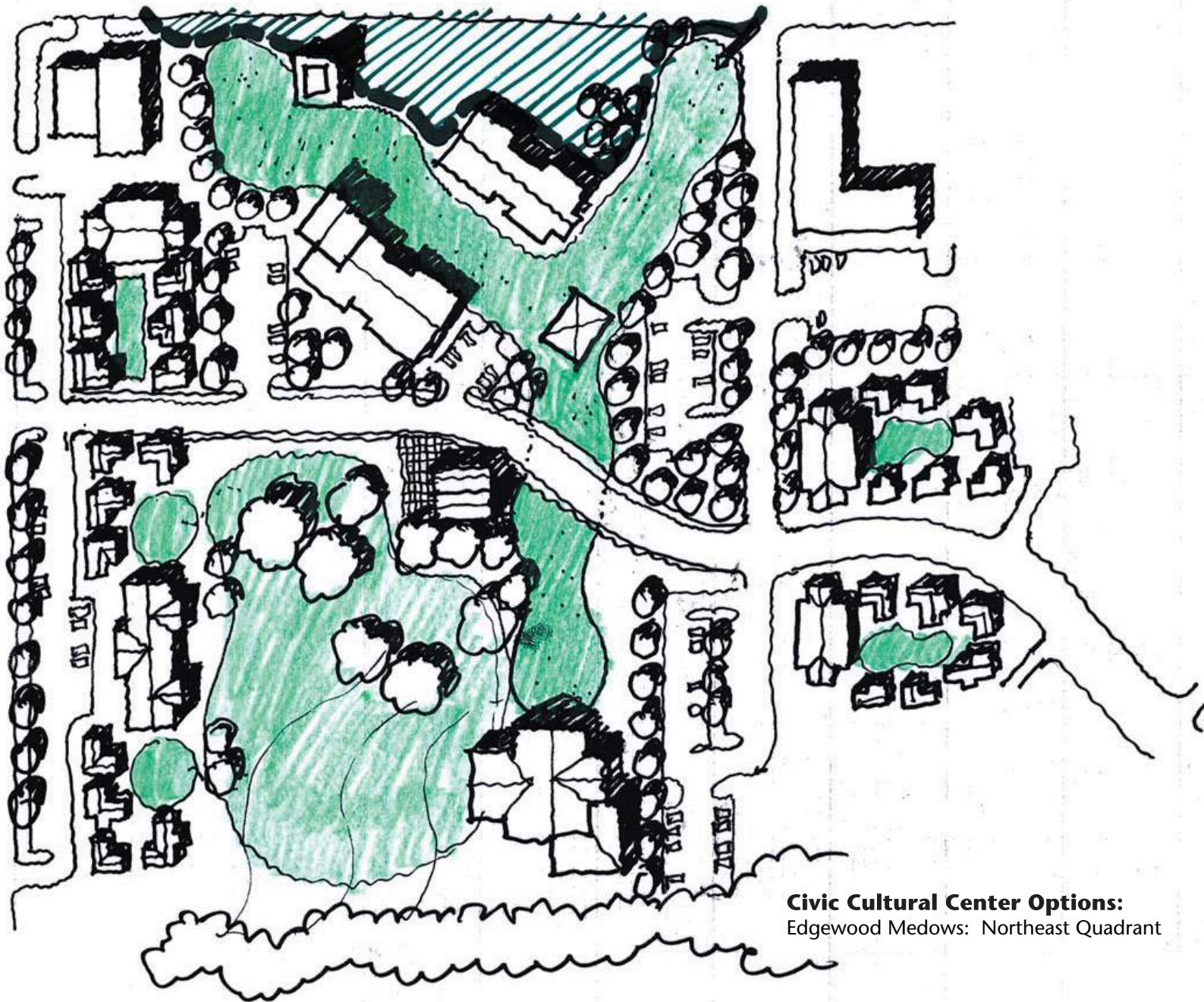
**The Edgewood Meadows** open space concept is illustrated in the diagram as a series of grassed and paved meadows which organize and structure the location of buildings and parking. In this diagram, these meadows connect City Hall with other civic buildings, the Meridian Avenue Highway, 24th Street East and to the north, the entrance to the center from Meridian Avenue.

A larger meadow surrounds and serves as a foreground to Edgewood Knoll, the location for City Hall.

**Housing type options** are also illustrated in the diagram with a mixed density multiplex home and cottage /courtyard housing combination located to surround and relate to the meadows and other open spaces of the Civic/Cultural Center rather than 24th Street East. The multiplex housing type can have from three to five residential units in a single entry two-story building. The family detached units compactly arranged around a common courtyard. Parking is aggregated into peripheral lots.







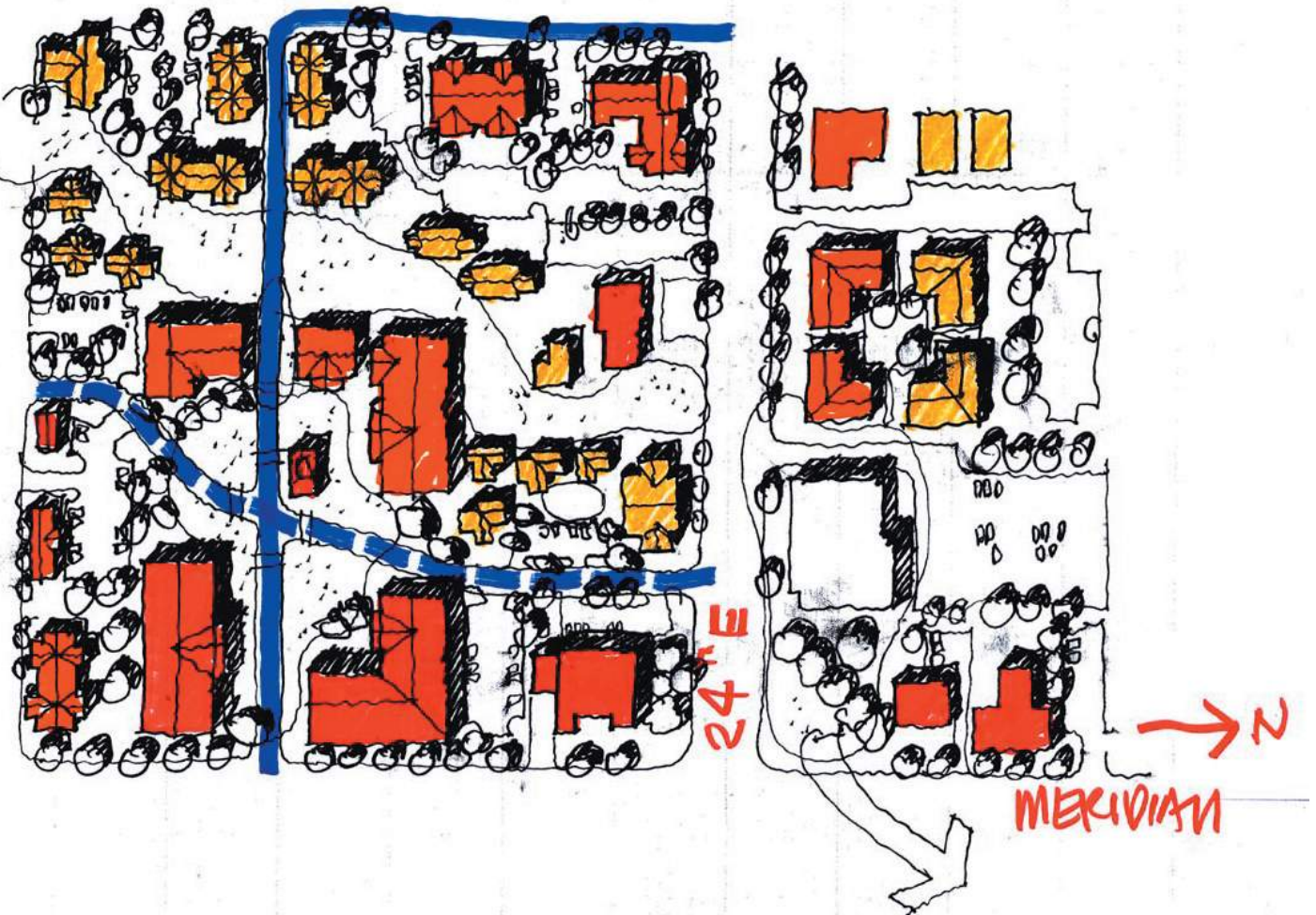
**Civic Cultural Center Options:**  
Edgewood Meadows: Northeast Quadrant

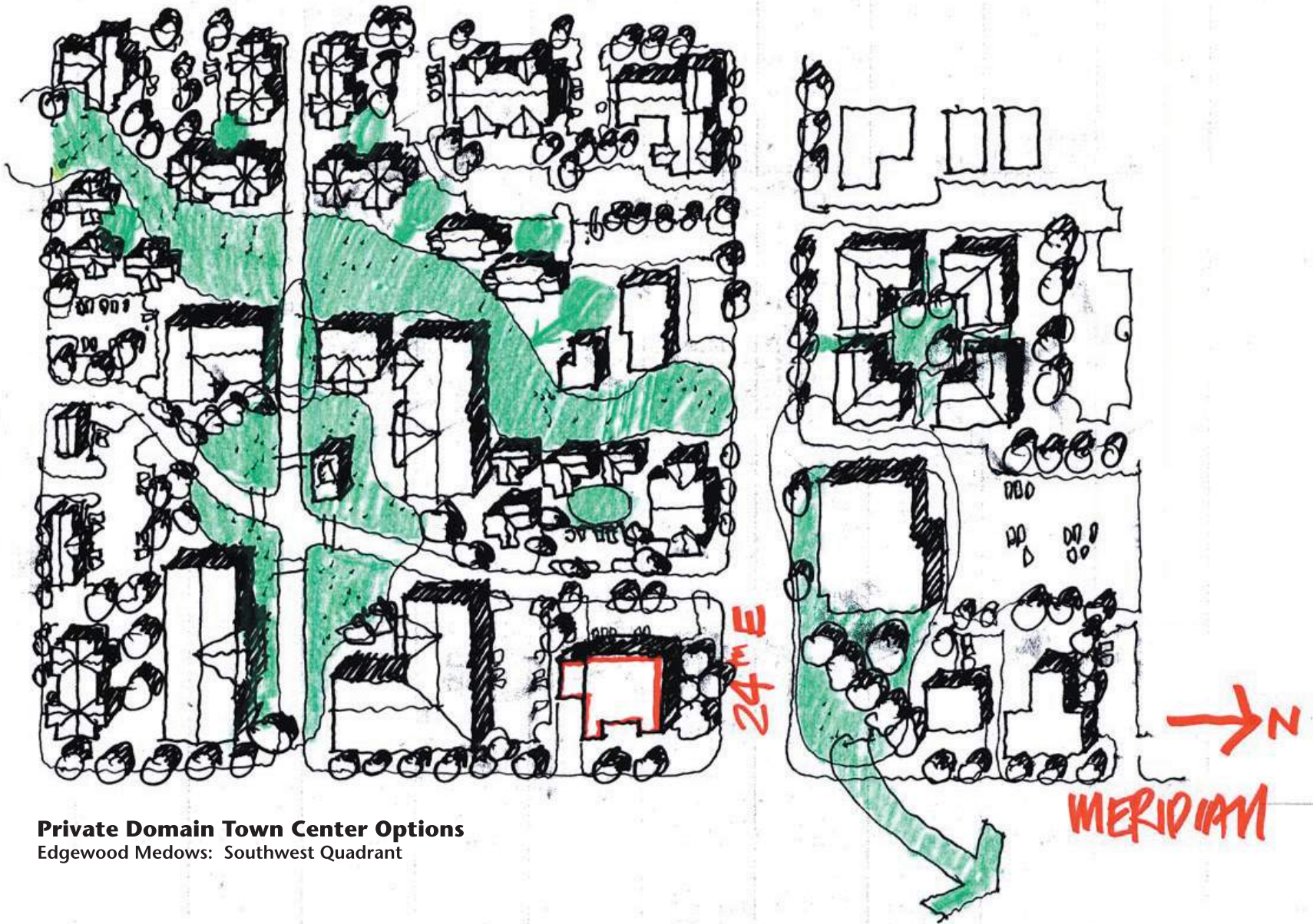
## Private Domain Town Center Options

The private domain town center area, in the southwest quadrant of 24th Street East and Meridian Avenue Highway, is proposed as a complex of commercial, office and residential uses organized around an extension of the Edgewood Meadows concept.

The Private Domain Town Center Options diagram illustrates a more formalized arrangement of mixed-use commercial and residential buildings around an interior courtyard as an extension of the larger meadow network. This meadow network connects the Civic/Cultural Center with Edgewood Canyon to the southwest. The meadow arrangement can vary in width, location and overall area and is a continuous open space network.

In this diagram, the *Edgewood Fire Station* is envisioned as a part of the Civic/Cultural Center for use as a *youth center of other equivalent use*, once new fire station headquarters are constructed. The building provides a physical public domain connection between the Civic/Cultural Center northeast of the 24th Street East and Meridian Avenue Highway intersection and the private domain Edgewood Meadows network.





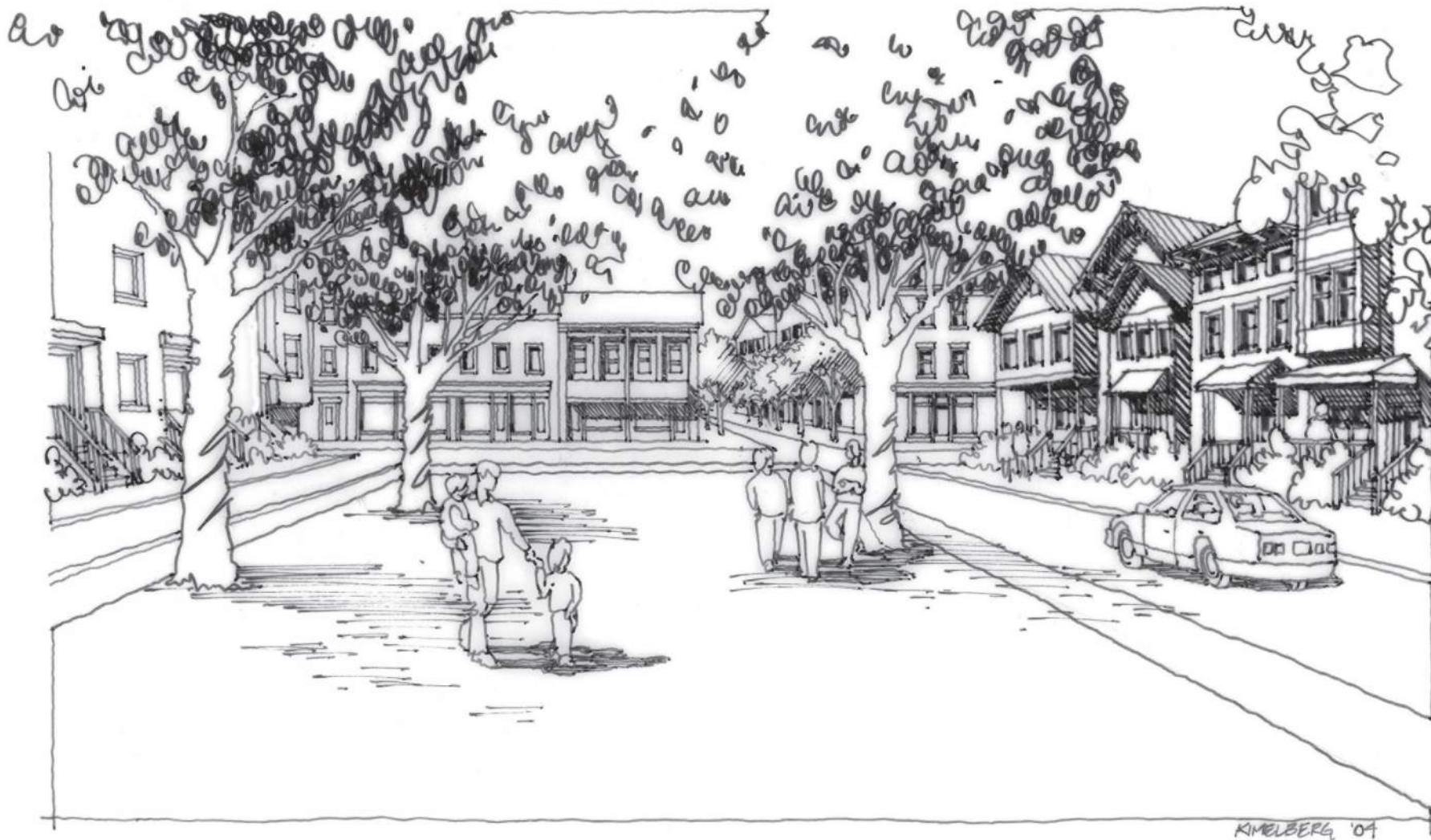
**Private Domain Town Center Options**  
Edgewood Meadows: Southwest Quadrant



**Edgewood Town Center and Edgewood Meadows: The Heart of Edgewood**

Over the next decade, the Town Center and Civic/Cultural Center of Edgewood will develop in increments, based on sewer availability, market factors, and other developments conditions. The open space and local street patterns can greatly influence the manner and quality of public and private development within the overall Town Center. The Town Center Axonometric Diagram illustrates a version of Edgewood Meadows, as a continuous open space network connecting organization and arrangement of this incremental development. Each portion of the meadows can be implemented by phased development projects, each contributing to the continuous open space.

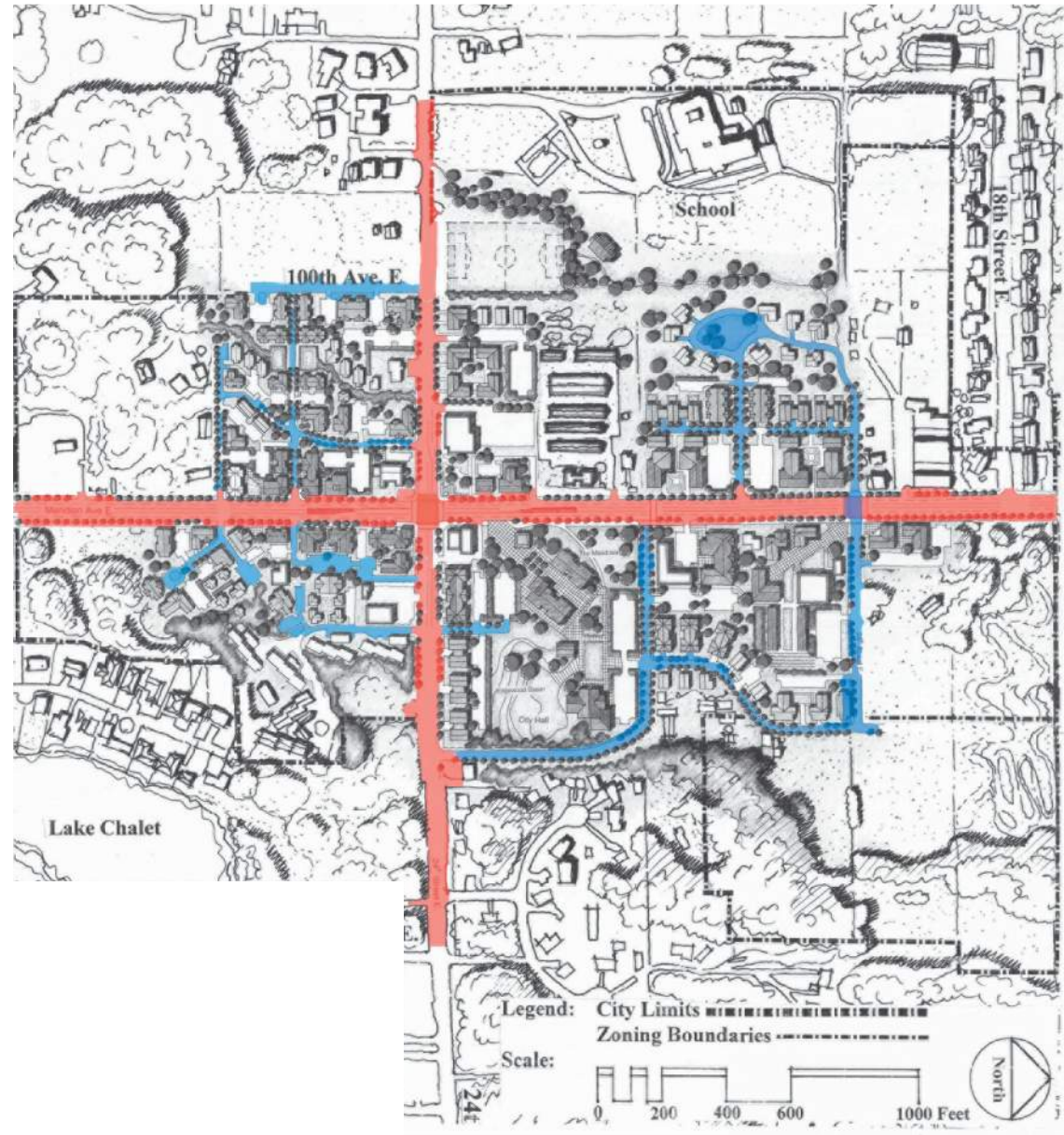
Walkways, trails and bike paths are all included within the Edgewood Meadows Network, where feasible. The meadows eventually connects to Edgewood Canyon, a visual amenity with restricted public access where feasible.



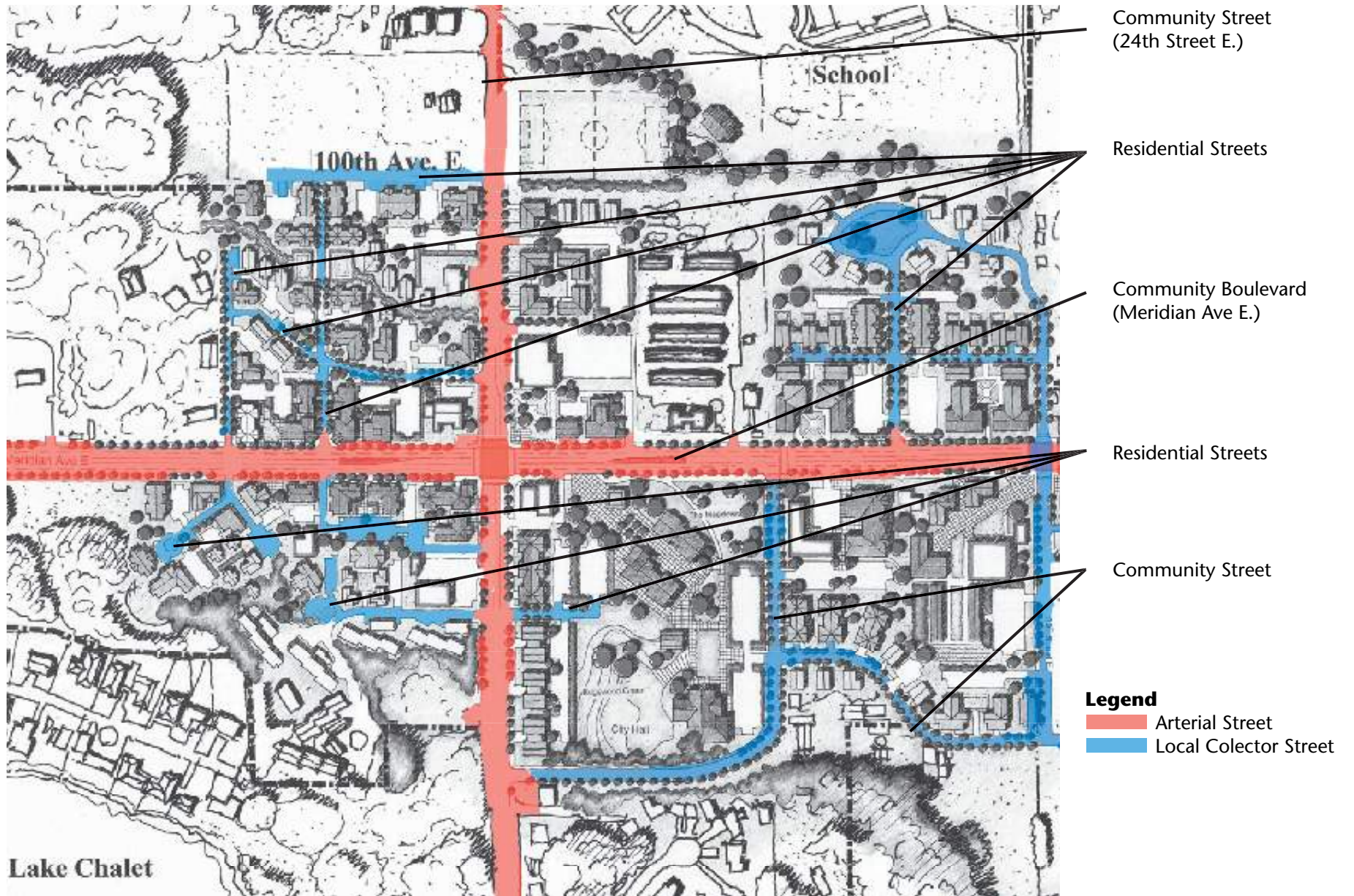
**Building Character with Architecture:** An example of buildings, open space, street circulation and design arranged in a compatible composition to create a desired human scale and community design character.

### Transportation & Infrastructure

The map represents the backbone of the transportation system for Edgewood Town Center. Existing arterial roads remain and collector roads are added to disperse traffic volumes. Important neighborhood streets are well organized for connectivity and even traffic distribution. All types of service infrastructure will be needed in this area, and the alignments of utility mains would closely correspond to the transportation system layout. The branch and feeder systems will be developed with improvements built in the various phases of construction.



**Edgewood Town Center Transportation Diagram**





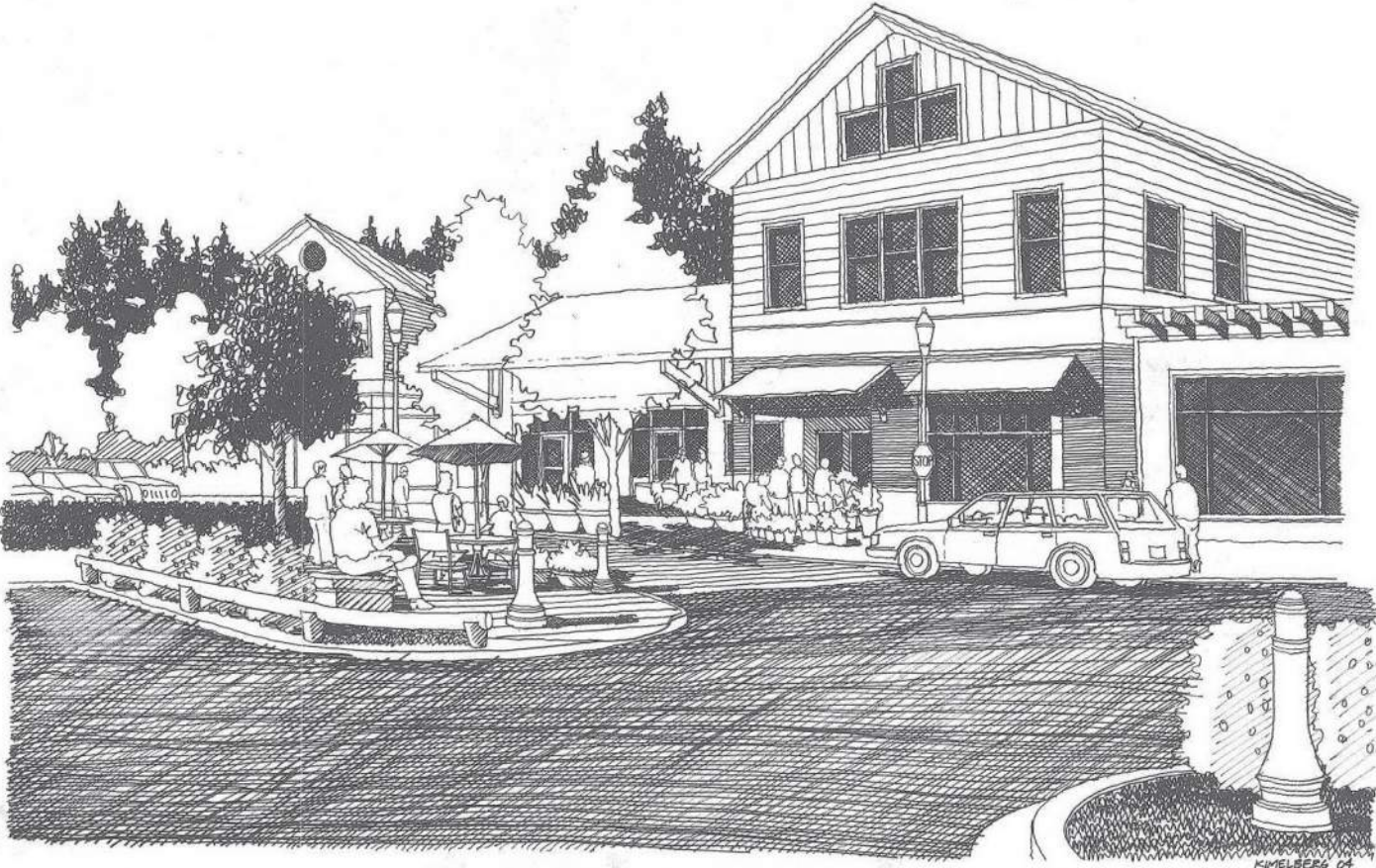
**Building Character with Architecture:** Architecture helps transition from a commercial district to lower density residential areas. The commercial building at the left employs a roofline, materials and details similar to adjacent residential structures.







**PART III**  
CITY OF EDGEWOOD MERIDIAN AVENUE  
CORRIDOR MASTER PLAN



# Chapter Four

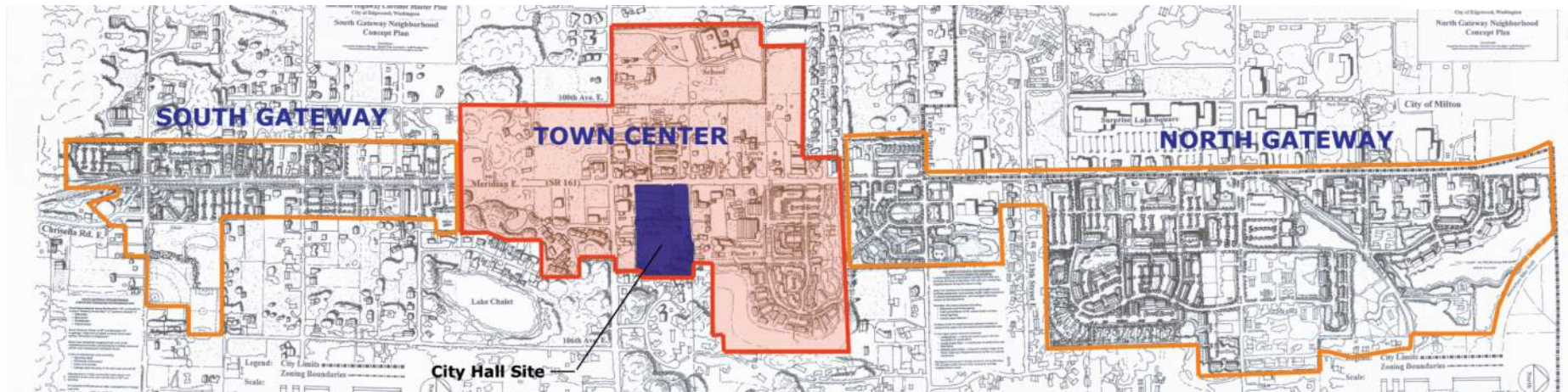
## CITY OF EDGEWOOD MERIDIAN AVENUE CORRIDOR MASTER PLAN

### Overall Design Intent: Key Physical Elements of the Meridian Corridor

The Meridian Corridor Master Plan is based on a strategy of identifying and composing or arranging key physical elements within the corridor to accomplish to main growth management tasks: one, to form the foundation for a development process that may span two decades, protecting and building upon key physical elements that are a part of the physical signature for the City of Edgewood; and, two, to guide the changing nature of private sector development of housing and commercial uses in a manner which

strengthens and supports the underlying foundation and its design intent. These key physical elements include:

- 1 New neighborhoods within the Meridian Corridor
- 2 A Meridian Greenway
- 3 Gateways of Edgewood
- 4 A Town Center with Civic/Cultural Complex
- 5 A Local Street Network
- 6 Green Infrastructure



### New Meridian Corridor Neighborhoods Diagram

The future corridor development pattern is envisioned as a series of three new neighborhoods, connected to one another via the Meridian Highway and a local street network; and, connected to the existing neighborhoods to the east and west via the local street network and controlled intersections at key arterials:

- + North Gateway Neighborhood
- + Town Center Neighborhood, and
- + South Gateway Neighborhood.

### Legend

- Town Center Neighborhood
- South and North Gateway Neighborhoods
- City Hall Site

### ***New Neighborhoods within the Meridian Corridor.***

The Meridian Avenue Corridor, State Route 161, is a north-south highway that divides the City of Edgewood, east to west, in the central and southern portions of the corridor; and, acts as a boundary between the cities of Edgewood and Milton to the west. Conventional suburban linear development patterns currently exist along the Milton side of the highway, with the same linear highway oriented pattern possible on the Edgewood side to the east.

As a means of diminishing the hard, noisy highway commercial nature of Meridian, the City of Edgewood desires the development within the Meridian Corridor, albeit more dense, to be a part of a neighborhood environment with more housing, open space, and pedestrian amenities than are conventional in highway commercial zones. The design intent is to create neighborhoods of residential, commercial, office, and other businesses along the corridor, reinforced with attractive open spaces, that relate and are connected visually and functionally to other Edgewood neighborhoods, as opposed to an auto-dominated north-south barrier of asphalt. Incorporating commercial and business activities into a neighborhood concept further strengthens a small town, rural atmosphere and character.

- + North Gateway Neighborhood
- + Town Center Neighborhood, and
- + South Gateway Neighborhood.

### **North Gateway Neighborhood Design Intent**

***Boundaries.*** The North Gateway Neighborhood is generally defined by the northern City limits east of Meridian and Military Road, by easterly dividing line between the corridor land use designations (Business Park BP, Commercial C, and Mixed Residential MR-1) and easterly single family residential zones (SF-2, SF-3), the Meridian Highway on the west, and the Town Center Neighborhood boundary, immediately north of 18<sup>th</sup> Street East, on the south.

***Land Use.*** As specified in the City of Edgewood Comprehensive Plan (2000), three land use activities comprise the North Gateway

Neighborhood:

- 1 ***Business Park:*** from the realigned Jovita Boulevard north to the City limits and east of Meridian/Military Road
- 2 ***from south of the realigned Jovita Boulevard to the northern boundary of the Town Center Neighborhood at approximately 18th Street East (with a small portion located on the west side of Meridian Highway south of Taylor Street)***
- 3 ***Mixed Residential-2:*** located to the east of the Commercial zone, east of Meridian Highway, and extending approximately 600 feet to the east, with variable boundaries

***Design Intent.*** The North Gateway Neighborhood is primarily a commercial zone with ancillary and adjacent residential uses. In order to reduce or eliminate a linear auto-oriented highway commercial development pattern, characterized by multiple driveways and large expanses of parking lots along the Meridian Highway frontage, a set of neighborhood design principles guide the development patterns. These principles can provide a small town physical character to the North Gateway Neighborhood; and, connect the new neighborhood to residential neighborhoods to the east.

### ***Design Principles for a Commercial/Residential Neighborhood***

Small scale building typologies, compact development configurations, an interconnected open space hierarchy, a mixed density approach to housing typologies for variety, and a local street network all contribute to the establishment of a quality neighborhood.

- 1 Neighborhood uses are served by a local street network with partially and fully controlled intersections with Meridian Highway, reducing access drives to all uses directly from Meridian Highway
- 2 Commercial, business and residential uses are arranged around a series of open spaces, varying in type from private courtyards to public parks, for use by residents, employees, and customers; connected by a network of pedestrian walkways, trails, etc.
- 3 Commercial uses along the Meridian Avenue contribute to the

Meridian Greenway with larger landscaped setbacks, reduced front yard parking, and continuous pedestrian walkways along Meridian and from Meridian to building frontages

- 4 Surface water retention ponds are incorporated into larger open space parks, where feasible
- 5 Parking areas are arranged in clusters of smaller lots, divided by landscaping islands and edges
- 6 Housing typologies contribute to small scale compact development configurations, oriented to both internal open space areas such as courts, courtyards, and commons and landscaped pedestrian-friendly access streets

Housing typologies contribute to small scale physical character, represented by townhouses, row houses, courtyard housing, cottage style housing, single entry multiplex housing and mixed density/mixed typology housing units in compact developments

**Special North Gateway Neighborhood Features.**

1 *Edgewood Green Belt:* north of realigned Jovita Boulevard

and east of the Edgewood Business Park (BP), protected and replanted with conifer trees

- 2 *Jovita Creek Trail:* connecting Meridian Highway, the North Gateway at Meridian and new Jovita, northeast along the former Jovita Boulevard right of way, in tandem with an access drive for existing uses, to and incorporated into the Edgewood Green Belt; and connecting to the Interurban/Jovita Creek Trail Corridor along the northern edge of the City
- 3 *Jovita Gateway,* using remnants of the vacated Jovita Boulevard right of way
- 4 *Edgewood Wetland/Scenic Park Necklace*
  - An intra-neighborhood scenic park/water retention open space incorporated into the Edgewood Business Park, used as a focal point or point of interest for new development; incorporating trees, peripheral walkways and wetlands, with pedestrian walkway connection(s) to Jovita Creek Trail
  - An intra-neighborhood scenic park utilizing the City of Edgewood water storage facility in the area of 4<sup>th</sup>, 5<sup>th</sup> and 104<sup>th</sup> Streets, adding additional tree cover and visually

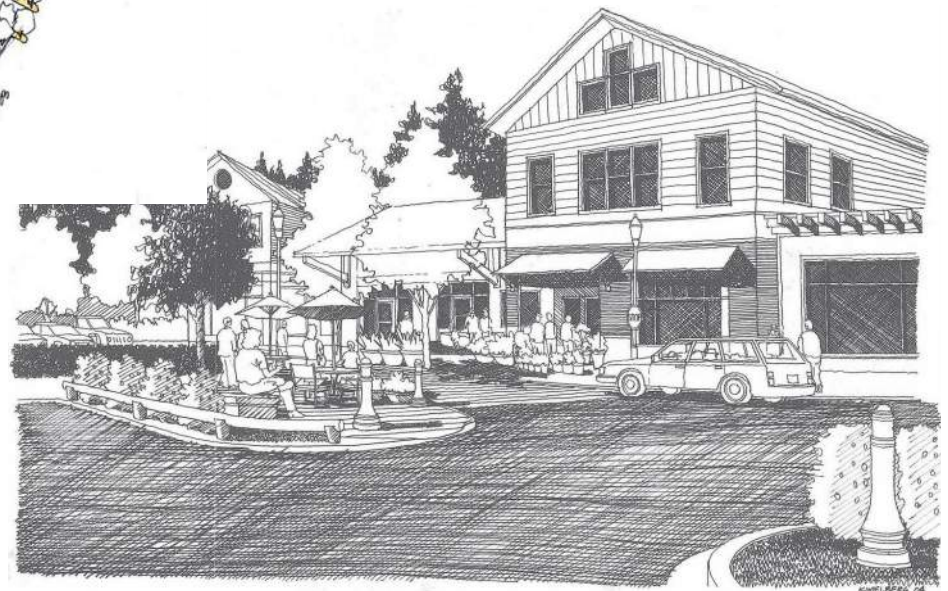


North →

**North Gateway Neighborhood Special Features Diagram**

Gateway

Community Resources Center



**An illustration of a new Community Resource Center and public open space in the North Gateway Neighborhood**

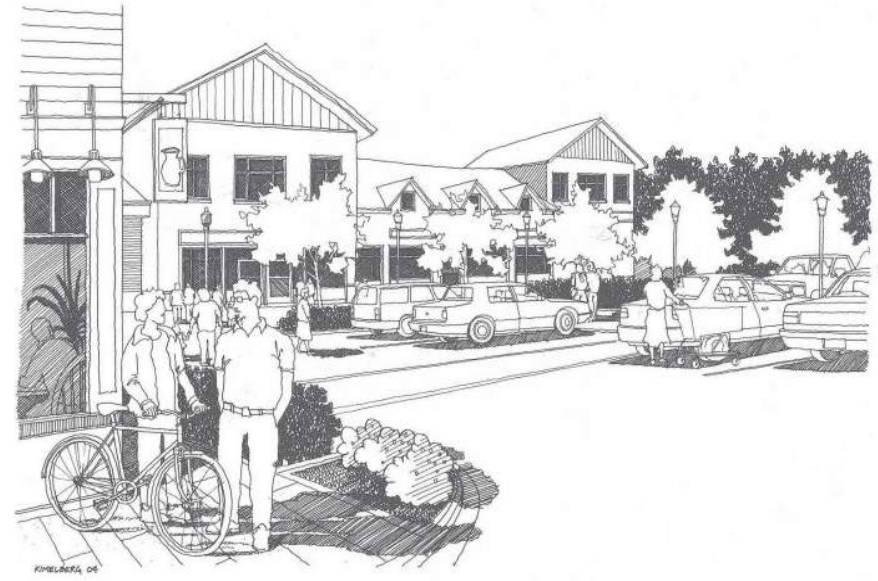
- connecting the site to the Jovita Trail corridor
  - An intra-neighborhood scenic park/water retention open space incorporated into new housing and commercial development in the vicinity of 11<sup>th</sup> and 12<sup>th</sup> Streets East and 104<sup>th</sup> Street; adding additional tree cover, peripheral walkways and wetlands or ponds
  - And, additional scenic parks/water retention open space where feasible and appropriate throughout the residential portions of the North Gateway Neighborhood, all connected to the pedestrian sidewalk network with appropriate walkways; for example, within private developments north and south of Taylor Street, east of Meridian Avenue
- 5 A *civic facility*, either a library and/or community center-resource center located along Meridian Avenue; or, on the edge between the commercial and residential uses east of the Meridian as a major focal point for the neighborhood; a community center-resource center can be a smaller facility for meetings, classes, and a computer resource facility for public use, supported by a passive landscaped area for community use

**Local Street Network.** See *Local Street Network Diagram* at the end of the New Neighborhoods section.

### Town Center Neighborhood Design Intent

**Boundaries:** The boundaries of the Town Center Neighborhood coincide with the original Town Center comprehensive plan designation: extending along both sides of Meridian Avenue for approximately 600 feet on each side beginning on the north in the vicinity of 18<sup>th</sup> Street East and extending southward to the vicinity of 28<sup>th</sup> Street East.

**Land Use.** The Town Center Neighborhood consists of a mixture of uses supporting the Town Center including commercial, business, and residential units with a maximum density of ten units per acre in accordance with the Comprehensive Plan. The Town Center and the City Hall/Civic Complex both are located within the



**Building Character with Architecture:**

**Meridian Ave E:** Two-story gabled structures bring a small town feel. Trees, sidewalks, and street level spaces such as coffee shops that open up to the sidewalk reinforce this atmosphere.



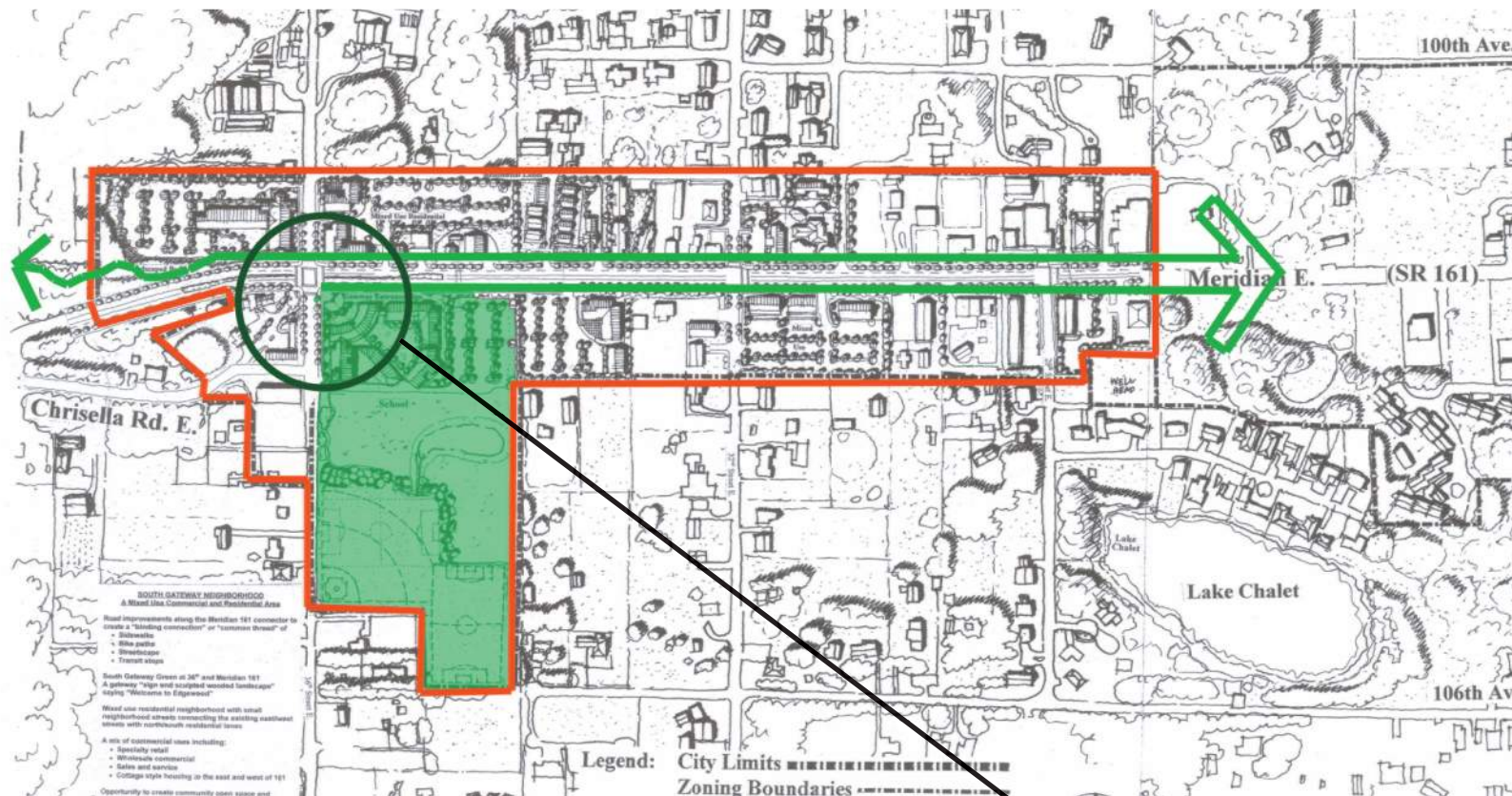
neighborhood, in the vicinity of the Meridian Avenue and 24<sup>th</sup> Street East intersection. Residential densities within the Town Center are increased to 16 units pre acre. The City Hall/Civic Complex, 8 acres, is dedicated to City Hall, community center, Police Headquarters, and other related community benefit uses, described in Part II: Town Center Master Plan.

**Design Intent.** The Town Center Neighborhood is intended to support the Town Center and City Hall/Civic Complex with commercial and housing activities. The neighborhood has the highest densities within the City of Edgewood, from 10 to 16 units per acre. The neighborhood is the heart of Edgewood, with a unique

open space system, referred to as Edgewood Greenway, consisting of Edgewood Knoll, Edgewood Meadows, and Edgewood Canyon.

**Special Town Center Neighborhood Design Features.**

- 1 A private sector Town Center, a mixed use commercial and residential development
- 2 The City Hall/Civic Complex, on 8 acres, dedicated to civic and cultural activities
- 3 Edgewood Greenway, an open space network within the neighborhood
- 4 Town Center Gateway
- 5 The Flower Farm and related activities



**South Gateway Neighborhood: Special Features Diagram**

**North** →

→ **South Gateway**

6 Supporting residential and small scale commercial/residential development

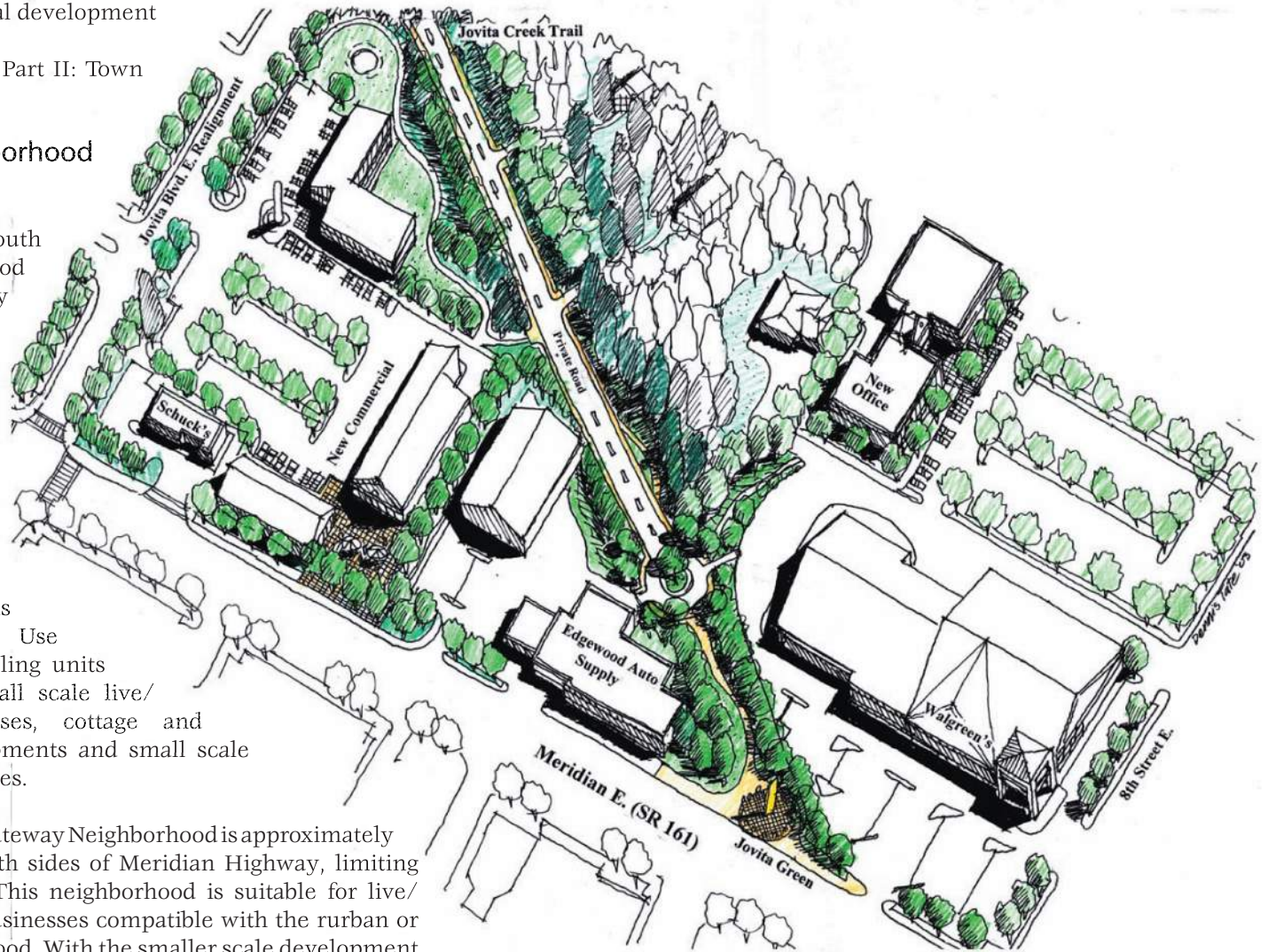
**Local Street Network.** See Part II: Town Center Master Plan.

### South Gateway Neighborhood Design Intent

**Boundaries.** The South Gateway Neighborhood extends approximately 300 feet in width along both sides of Meridian Highway, from 28th Street East on the north to and including parcels around the intersection of Meridian Avenue, 36th Street East, and Chrisella Road on the south.

**Land Use.** Land use activities in this neighborhood are Mixed Use Residential (MUR), 6 dwelling units per acre, encouraging small scale live/work, incubator businesses, cottage and courtyard housing developments and small scale general commercial activities.

**Design Intent.** The South Gateway Neighborhood is approximately 200 feet in depth along both sides of Meridian Highway, limiting large scale development. This neighborhood is suitable for live/work, start-up and small businesses compatible with the rural or semi-rural nature of Edgewood. With the smaller scale development pattern, multiple access drives onto Meridian may cause hazardous situations with regards to turning movements. Shared driveways and limited frontage roads where feasible can reduce those hazards



An illustration of the "Jovita Green", Jovita Creek Trail and Green Gateway feature on Meridian Avenue Highway as part of the Edgewood Greenway Network

- + Wide sidewalks

Options for the widths of a Community Boulevard are:

- + Eighty (80) feet with a ten feet (10) wide median and twelve (12) feet wide sidewalks
- + Seventy (70) feet with a four to six feet (4-6) wide median and ten feet (10) wide sidewalks
- + Sixty-three (63) feet with sidewalks reduced to six and one-half feet (6.5) in width

### Community Street

A community street is a minor arterial without a landscaped median, and features two (2) travel lanes, on-street parking, bicycle lanes, and sidewalks.

Priorities for community streets are:

- + Pedestrian sidewalks with transit access
- + Bicycle lanes
- + On-street parking

Options for the width of a community street are:

- + Seventy-six (76) feet with eleven (11) feet wide travel lanes, five (5) feet wide bicycle lanes and fifteen (15) feet wide sidewalks, plus on-street parking
- + Seventy (70) feet with twelve (12) feet wide sidewalks, including all other elements
- + Sixty-six (66) feet with ten (10) feet wide sidewalks
- + Fifty-eight (58) feet with six (6) feet wide sidewalks and street trees planted within the on-street parking lanes

### Residential Street

A residential street supports locally generated traffic including some traffic destined to the major street network. The street includes a travel lane, parking on one or both sides, planting strip(s) and sidewalks. Options include:

- + A sixty (60) foot right of way with two ten (10) foot wide travel

lanes, seven (7) foot wide parking lane on both sides, a seven (7) foot wide planting strip on both sides and six (6) foot wide sidewalks.

- + A fifty-five (55) foot right of way with two (10) foot wide travel lanes with parking on one side and eight (8) feet wide planting strips; or, a fourteen feet wide travel lane and seven and one half (7.5) foot wide planting strips
- + A forty-five (45) foot wide right of way



An illustration of storm water detention as a public amenity

For more detail refer to the *City of Edgewood Town Center Design Guidelines*, under separate cover.

The following diagram illustrates a local street network related to development along the Meridian Avenue corridor, serving the North Gateway, Town Center, and South Gateway neighborhoods

and provide safe and efficient access to small businesses along Meridian.

Housing developments with internal courts, commons, and courtyards as open space can reduce exposure to traffic noise from the Meridian Avenue.

***Special Design Features.***

- 1 The 36th Street Meadows Gateway
- 2 The Greenfield park potential in conjunction with the school site at 36th Street East and Meridian Highway
- 3 Combined access drives including:
  - "U" shaped drives with landscaped in-fill fronting on Meridian Highway
  - single short cul-de-sac drives serving two or more properties
  - "T" shaped cul-de-sac drives serving three or more properties with landscaped entries
- 4 scenic park/water retention open spaces, where appropriate and feasible as a part of private sector developments.

**A Meridian Greenway.**

The Meridian Avenue Corridor can serve as a linear green park component of the City's open space network, referred to as the Edgewood Greenway, in addition to serving the larger area as a vehicular corridor. The design principle for the Meridian Greenway consists of combining and coordinating open space and surface water detention improvements within the State Route 161 right of way with City of Edgewood open space patches and private sector open space components as part of new commercial and/or residential development along the corridor.

**Gateways of Edgewood.**

The Edgewood Greenway along the Meridian Avenue Corridor contains three major gateway components, each highlighting entry into and passage through the City of Edgewood and its three corridor

neighborhoods. These gateways endeavor to capitalize on existing and developing open space resources unique or special to the City of Edgewood, and are located as follows:

1. *Jovita Ravine*
2. *Town Center Meadows*
3. *(36<sup>th</sup> Street) Meadows*

***Jovita Ravine***

Jovita Ravine is a portion of the public right of way remaining from the Jovita Boulevard realignment with Meridian. Located approximately 200 feet north and east of the Meridian/8th Street East intersection, its availability (through right of way vacation), and location in the midst of an existing highway oriented shopping strip at the northern entrance into Edgewood, make it an important open space addition to the North Gateway. Limited vehicular access is anticipated to remain on portions of the former Jovita Boulevard right of way to provide access for existing uses. The right of way is also proposed to contain a pedestrian walkway/trail as a part of a larger city-wide trail system.

Design features most appropriate for this site are ones that contrast strongly to the hard surfaced nature of the highway commercial area: large trees, grass and landscaped mounds which are all visible in direct contrast to hard buildings, parking lots and streets. Signing consistent with other gateways and a water feature, used as a visual element and as a sound muffling device for traffic noises are part of the design intent for this gateway.

***Town Center Meadows***

The Town Center and City Hall/Civic complex provide an opportunity for an internal gateway, to the heart of the City; and, given the 8.5 acres owned by the City of Edgewood, can reinforce and expand on the Edgewood Meadows and Greenway design principles.

The Town Center Meadows consists of both public and private sector open space components:

- 1 Civic/Cultural Complex site, particularly along Meridian and

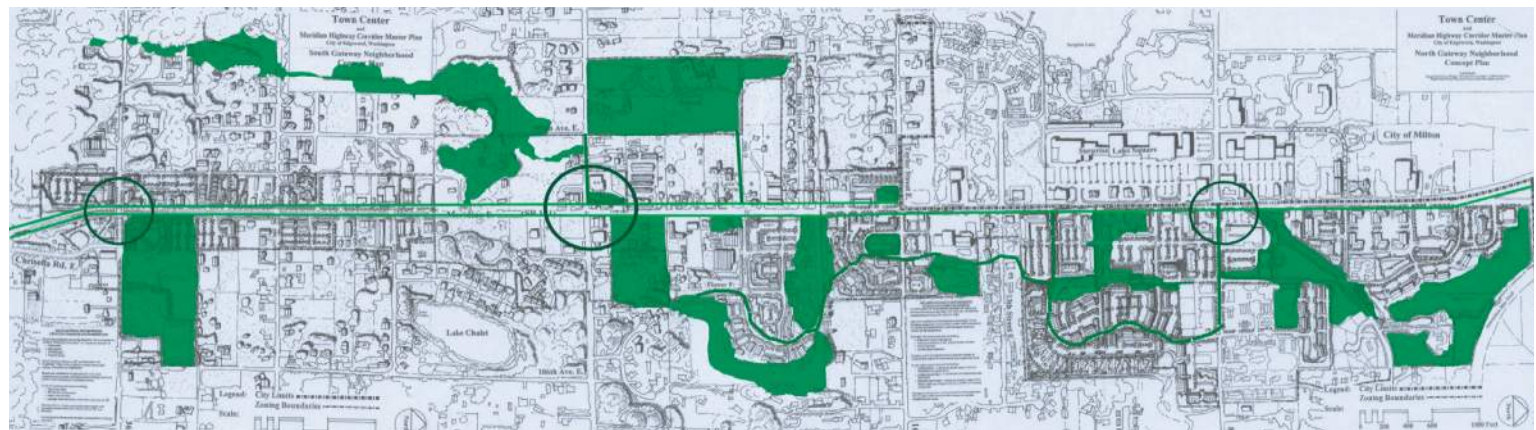
visually connecting Edgewood Knoll (discussed later in this report) to Edgewood Canyon to the southwest.

- 2 The State of Washington Meridian Avenue right of way landscaping component, emphasizing the “context sensitive” design of the highway in the vicinity of the Town Center
- 3 The State of Washington right of way acquisition(s) in the vicinity of the Meridian/24th Street East intersection due to right of way expansion, with the remnant lands incorporated into a coordinated gateway design
- 4 The City of Edgewood fire station facility and land along 24th Street East, with portions or all being incorporated into a larger gateway design
- 5 And, private sector open space requirements in the form of special landscaped setbacks, entry courts, and signage along Meridian and 24th Street East as a part of a larger gateway design.

### 36<sup>th</sup> Street Meadows



**Gateways of Edgewood:** an illustration of landscape elements such as double rows of trees, landscaped median, seasonal plantings, grassy planting strips, wooden signage and fencing reflect Edgewood’s natural setting and mark entry into the Town Center.



### Edgewood Greenway: An open Space Network

Edgewood Greenway is a city-wide open space system. The greenway forms the basis for a signature feature for present and future growth in Edgewood. It is composed of both public and private lands. The private portions of the greenway serve as a visual contribution to the network and are not designate for public access. The greenway is composed of the Meridian Greenway, primarily open space lands along Meridian Avenue the Edgewood Knoll, Edgewood Meadows, Edgewood Boulevard and its landscaped sidewalks and median, and Edgewood Canyon as well as other open space components distributed throughout the community, including the north, central (Town Center) and south gateways.

This greenway system celebrates the rural history of the city of Edgewood and provides a connecting element most of the City’s parks and open space—critical aspects of the City’s physical identity.

The intersection of Meridian, 36th Street East, and Chrisella Road occurs at the southern edge of the Meridian Plateau. A grassed open space exists as the site of a future school at the northeast quadrant of the intersection (36th Street East), comprising approximately 15 acres, can serve as a key portion of the South Gateway, or 36th Street Meadows in two ways:

1. If the site remains in public or semi-public ownership, a campus style development can contribute a larger expanse of landscaped open space along Meridian, reinforcing a rural or semi-rural gateway component;
2. If the site remains in public or semi-public ownership, a portion of land at the intersection of Meridian and 36th Street East can be allocated for a formal landscaped gateway, either as a separate City funded component or as a shared landscaped component by the underlying jurisdiction of the 15 acres with the City of Edgewood

Landscaped elements are the preferred gateway features, including trees, seasonal plantings, grassy mounds, and wooden signage.

### **Edgewood Greenway: An Open Space Network**

*Edgewood Greenway* is a city-wide open space system. The greenway forms the basis for a signature feature for present and future growth in Edgewood. It is composed of both public and private lands. The private portions of the greenway serve as a visual contribution to the network and are not designated for public access. The greenway is composed of the Meridian Greenway, primarily open space lands along Meridian Avenue the Edgewood Knoll, Edgewood Meadows, Edgewood Boulevard and its landscaped sidewalks and medium, and Edgewood Canyon as well as other open space components distributed throughout the community, including the north, central (Town Center) and south gateways.

This greenway system celebrates the rural history of the City of Edgewood and provides a connecting element most of the City's parks and open space, critical aspects of the City's physical identity.

### **Edgewood Local Street Network.**

The Meridian Avenue SR 161 Corridor serves the City of Edgewood and adjacent communities as a north-south highway arterial. As sewer related developments emerge along the corridor, access for existing and new neighborhoods will require controlled intersections with Meridian and a slower local street network to serve those neighborhoods.

#### ***Edgewood Street Network Categories***

The Local Street Network for the City of Edgewood is defined as a rural road network, providing movement with width constraints, and consists of minor arterials and residential streets. The network is categorized as follows:

- + Community Boulevard
- + Community Streets
- + Residential streets
- + Access lanes
- + Alleys

#### **Community Boulevard**

A Community Boulevard is a minor arterial street. Priorities for a Community Boulevard include:

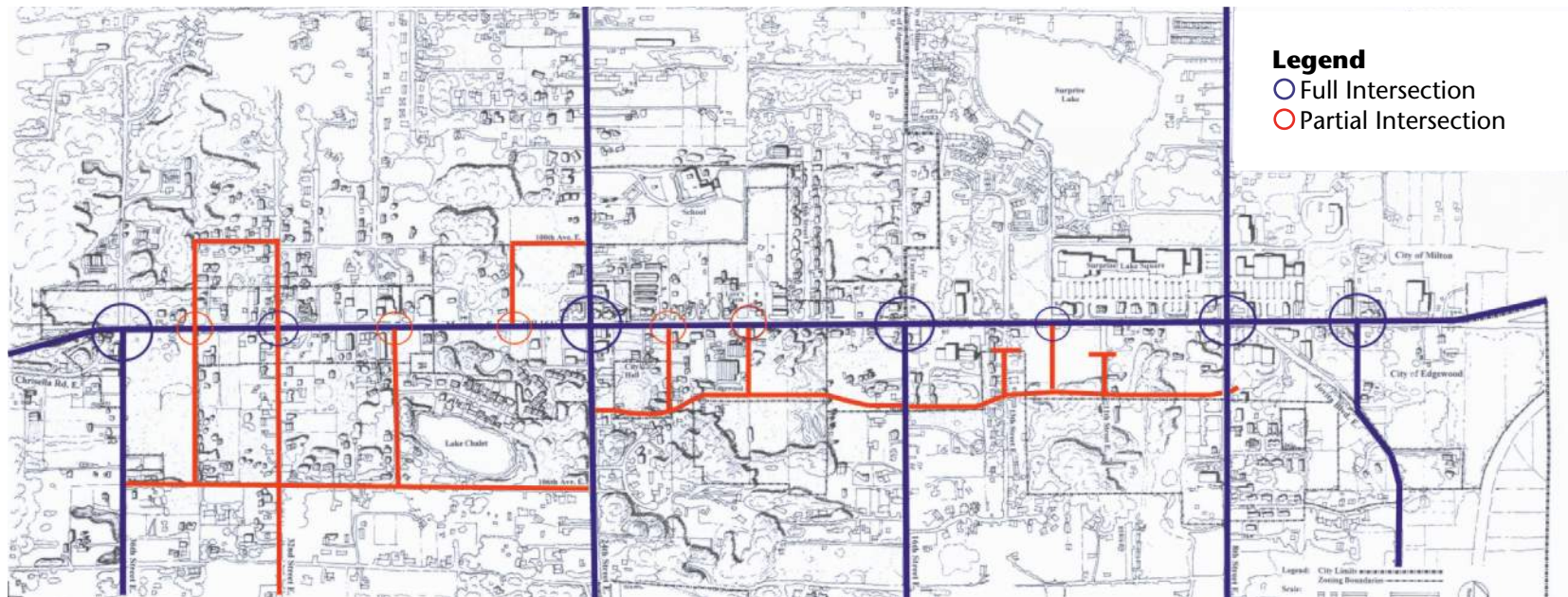
- + Pedestrian sidewalks with transit access
- + Bicycle lanes
- + On-street parking
- + Median for landscaping

A community boulevard can extend as a north-south roadway east of Meridian Highway, connecting 8th Street East to 24th Street East in a phased manner as sewer and adjacent developments occur. The community boulevard typology has:

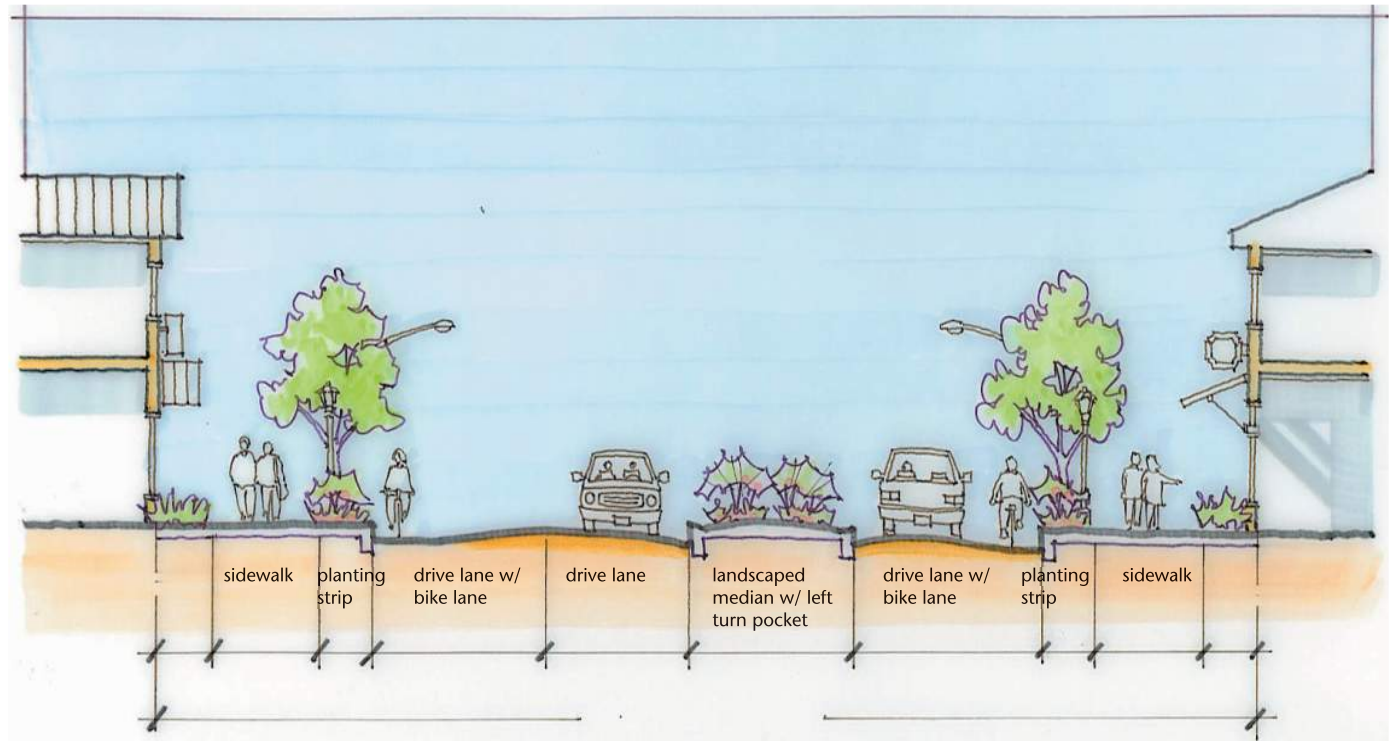
- + A landscaped median
- + Two (2) travel lanes
- + Bicycle lanes
- + On-street parking

## Edgewood Street Network

Roads and streets are developed to be compatible with adjacent land uses. The design of the street cross sections are based on the pedestrian and vehicular travel patterns expected in the various land use areas. The roads and streets promote multi-modal uses with a heavy emphasis on pedestrians. The addition of pedestrian amenities, uses-appropriate lighting and landscaping helps to create an attractive environment while the safety of pedestrians and drivers is increased due to their separation, reduced speeds and controlled crossings.



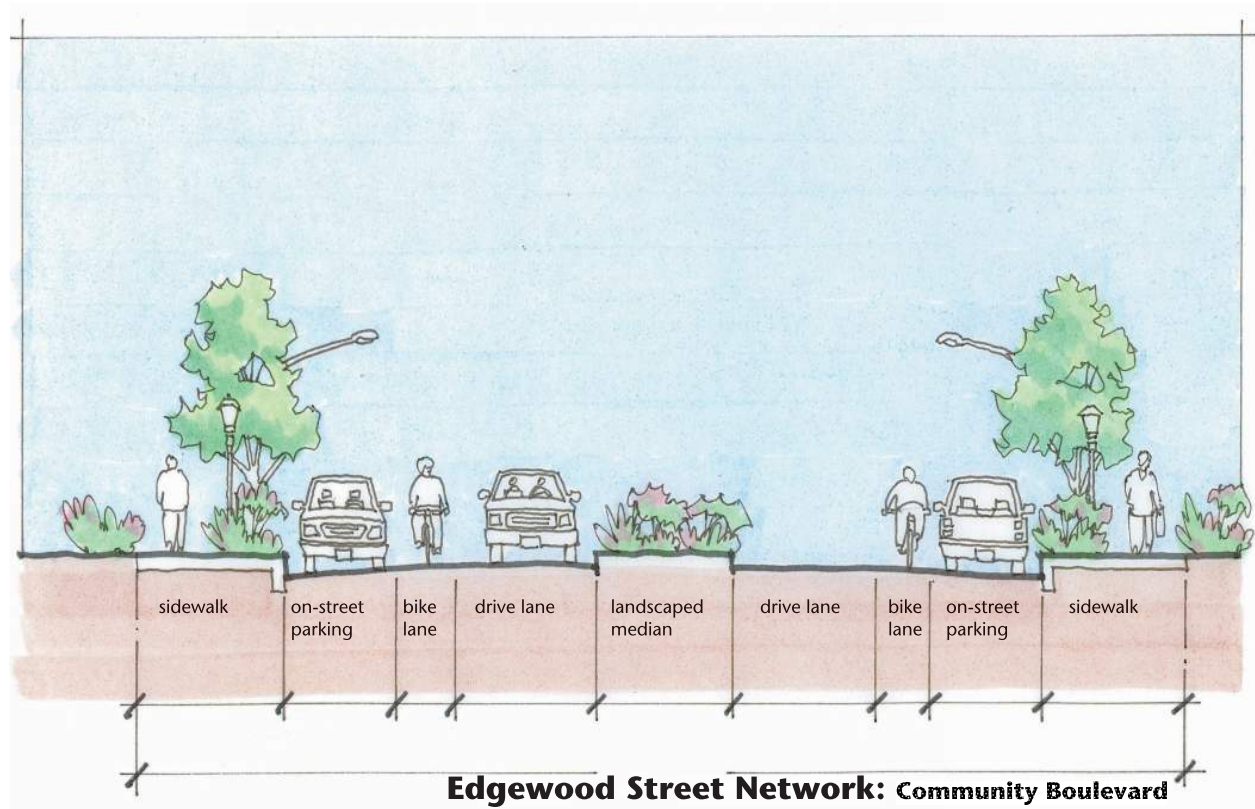
Local Street Network **North** →



**Edgewood Street Network: Meridian Avenue Corridor**

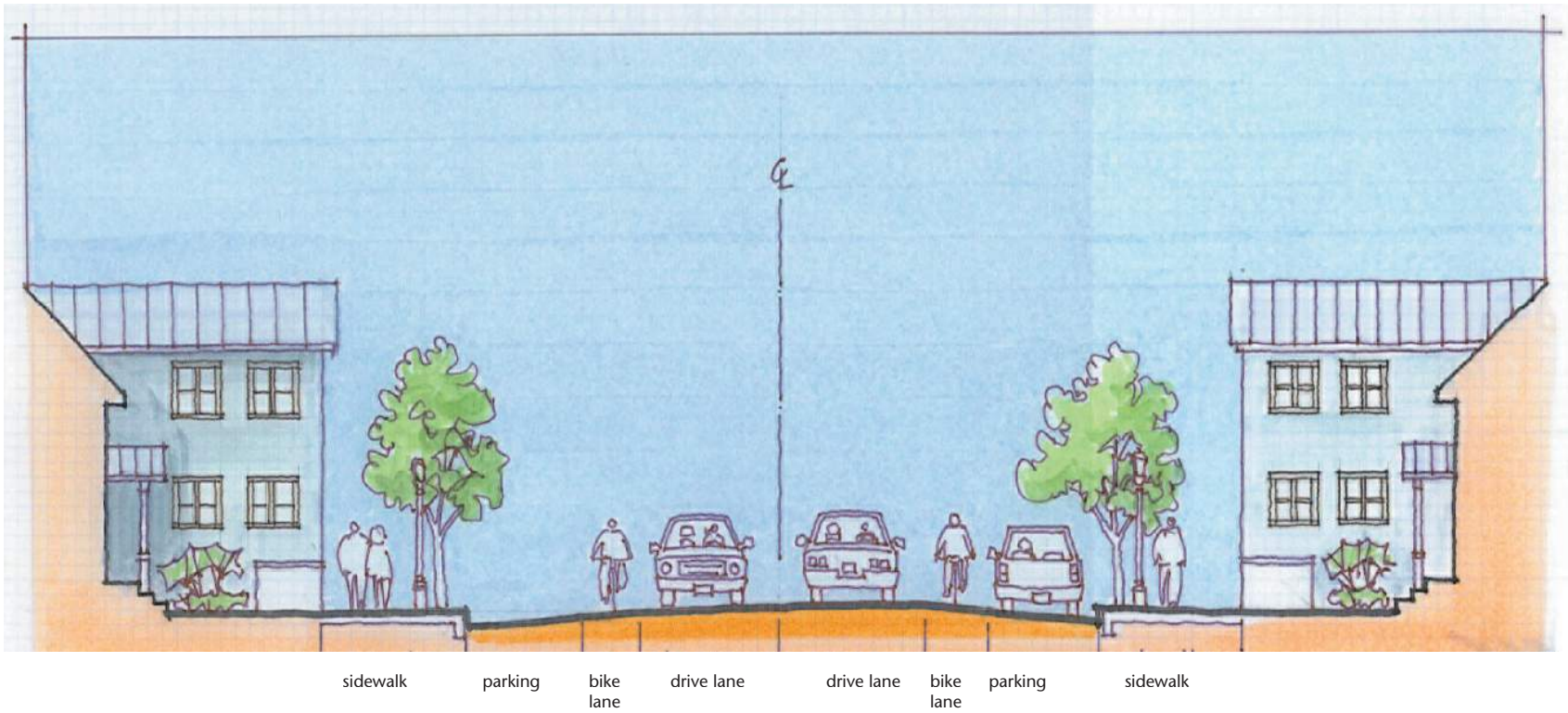
Meridian Avenue is designed to provide a multi-modal corridor that connects different land uses and open spaces within the town center. The road section is comprised of two lanes with a landscaped median with left turn pockets at select locations. A wide sidewalk on both sides, further defined with landscape strips and street trees, creates a safe pedestrian environment. The width of the sidewalk, combined with a priority for landscape, provide an opportunity to further extend the important role natural systems play in shaping the image of the town center. Storm water detention could be incorporated into the street design with special landscape features such as swales.





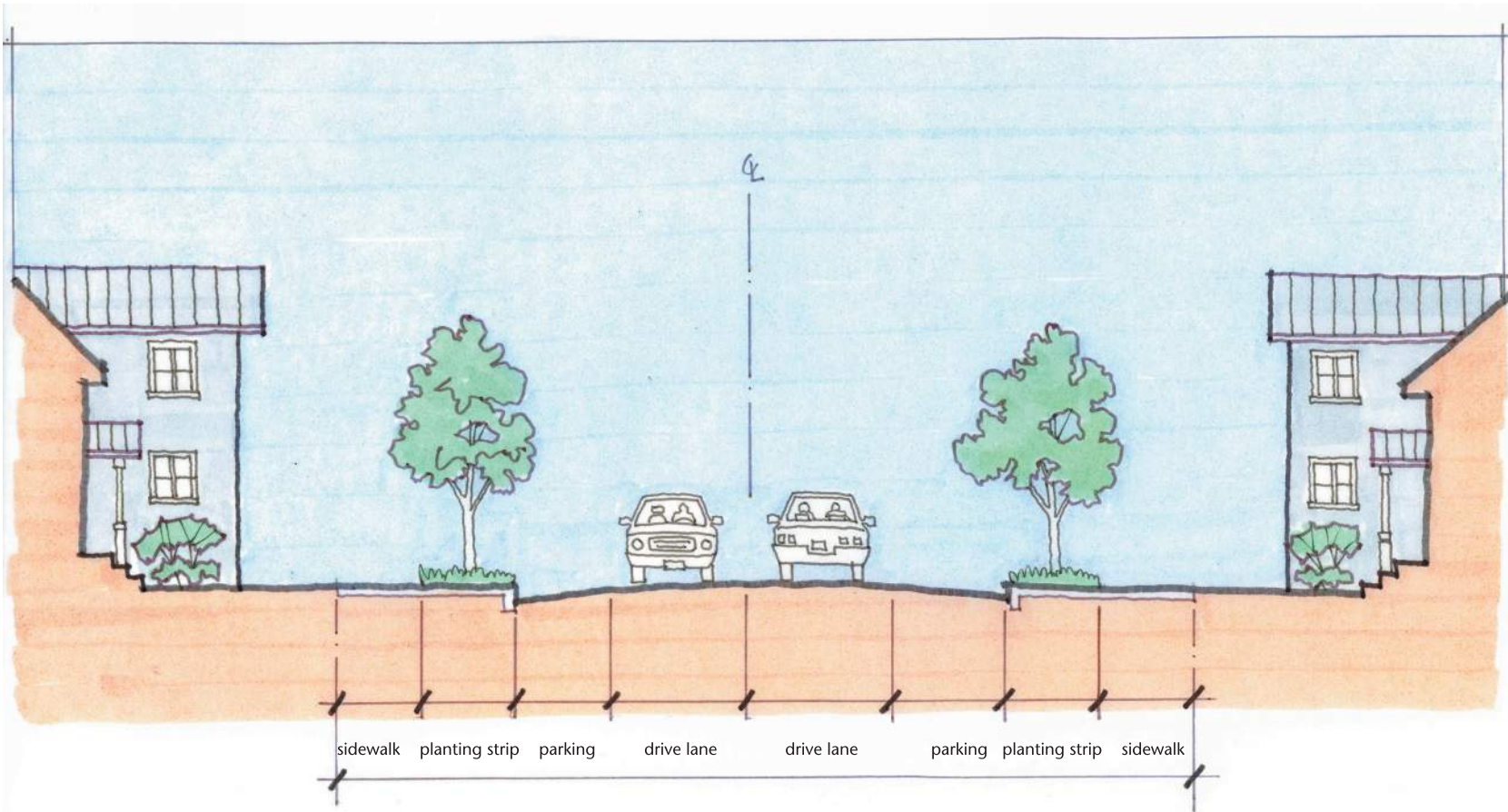
**Edgewood Street Network: Community Boulevard**

A community street is a minor arterial with a landscaped median, and features two (2) travel lanes, on-street parking, bicycle lanes, and sidewalks



**Edgewood Street Network: Community Street**

A community street is a minor arterial without a landscaped median and features two (2) travel lanes, on street parking, bicycle lanes and sidewalks. The community streets are designed to provide convenient local access for pedestrians and vehicles alike. The street layout is intended to promote low speeds through design



**Edgewood Street Network: Residential Street**

A residential street supports locally generated traffic including some traffic destined to the major street network. The street includes a travel lane, parking on one or both sides, planting strip(s) and sidewalks.

as well as providing improved access for existing neighborhoods beyond the corridor limits.

**North Gateway Neighborhood Street Network.** Fully controlled intersections, with traffic signals, occur from north to south as follows:

- + New Jovita Boulevard
- + 8th Street East
- + 12th Street East
- + 16th Street East

Partially controlled intersections, with stop signs and limited turning movements, occur as follows

- + Eliminating liminating 11th Street East and 13th Street East direct access to Meridian, combining them with 12th Street access/intersection
- + A north-south local street connects New Jovita Boulevard to 8th Street East 12th Street East, located approximately 600 feet east of Meridian.
- + A north-south local street connection is preferred to extend farther south to 16th Street East, a fully controlled intersection, and continuing south to connect to partial intersections at 20th, 22nd, and 24th Street East. Topographical constraints need further investigation between 12th and 16th Streets East.

**Town Center Neighborhood Street Network.** The Town Center neighborhood is located along the east and west sides of Meridian Avenue from the Flower Farm south to approximately 26th Street. A local street network serves this neighborhood with the following fully controlled intersections

- + 24th Street East

And, partially controlled intersections at:

- + 20th Street East

- + 22nd Street East
- + 26th Street East

A north-south local street connects 16<sup>th</sup> Street East, 20<sup>th</sup>, 22<sup>nd</sup>, 24<sup>th</sup>, and 26th Streets East approximately 600 feet east of Meridian, with variations due to terrain and other development factors.

A north-south local street on the west of Meridian connects 20th Street East, 24th and 26th Streets East, again approximately 600 feet west of Meridian.

**South Gateway Neighborhood Street Network.** The Meridian corridor in the South Gateway Neighborhood is narrower than those to the north, approximately 300 feet deep on both sides of Meridian Avenue. Fully controlled intersections occur at:

- + 36th Street East

Partially controlled intersections, with stop signs and limited turning movements, occur at:

- + 29th Street East
- + 32nd Street East
- + 34th Street East
- + On the east side of Meridian

And,

- + 28th Street East on the west side of Meridian Highway.
- + North-south local streets on the east side of Meridian connect 29th Street East (and the well head site) south to 34th Street East.
- + A north-south local street on the west side of Meridian connects 28th, and 32nd; with a possible future connection to 36th Streets East.

## Traffic Calming

The design intent of a local street network is to move local vehicle traffic, motorized and non-motorized, in a slow, safe, and effective manner. The following calming techniques can be implemented as new streets are phased into the overall development pattern.

### ***Bulb out and curb extensions***

- + Improved safety for pedestrians and motorists at intersections
- + Reduces vehicle turning speeds at intersections
- + Prevents parking at intersections
- + Designates pedestrian crossing locations

### ***Choker or Neckdown:***

- Narrow entry at intersection to one lane
- + One fourteen (14) foot wide lane at "entry to intersection for one vehicle passage
  - + Prevents parking at intersections
  - + May occur at midblock locations

### ***Forced Turn Diverter***

- Applicable for partial intersections along Meridian and Community Boulevard
- + Small island(s) prevent left turn movements

### ***Diagonal Diverter***

- + Breaks up through movements
- + Channels right and left turns in specific directions

### ***Truncated Diverter***

Similar to diagonal diverter and has one end open to allow additional turning movements

### ***Curved Roadway***

- + Suitable for new construction to slow traffic
- + Adds landscaping opportunities

### ***Island Landmarks***

- + Islands in the middle of intersections with landscaping, signage
- + Islands at the entry to residential and commercial areas with landscaping, signage

### ***Intersection Median Barrier***

- + A raised median which prevents cross-street movements
- + Landscaping opportunities

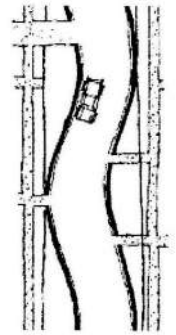
### ***Chicanes:***

- Bulbouts or curb extensions away from intersections
- + Narrow streets to one lane at selected points
  - + Residential street application
  - + Twenty (20) feet opening for fire trucks

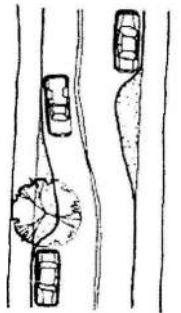
### ***Off-set Intersections***

- + Off setting intersections to prevent cross-traffic movements
- + Requires traffic to slow and navigate double "T" intersection

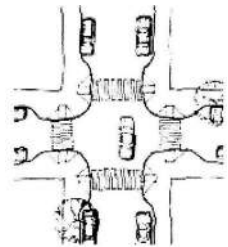
There are many techniques available to calm traffic on local streets. (For a comprehensive list see *Pedestrian Facilities Users Guide*, Burden, March 2002)



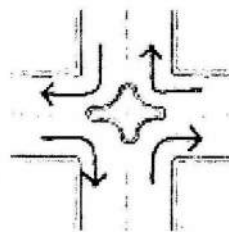
Curved Roadway



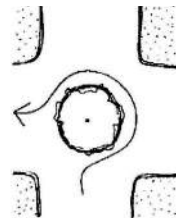
Chicane



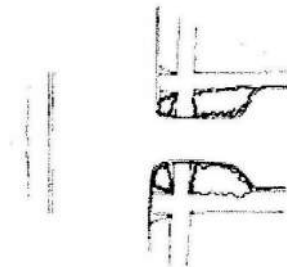
Bulbout and Curb Extension



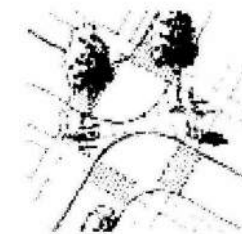
Star Divider



Island Landmarks



Choker or Neckdown



Diagonal Divider



Forced Turn Divider

## Chapter Five

### City of Edgewood Town Center and Meridian Corridor Building and Development Typologies

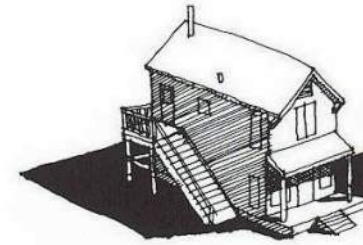
#### Typologies: Building Blocks of Community Form

A typology is a category of building rather than a description of style or architectural detail. For example, townhouses, row houses, bungalows, and cottage housing are all types of buildings, each with a distinct architectural assemblage or construction process. Each type can be represented in many different styles and details, with the underlying typology remaining in place.

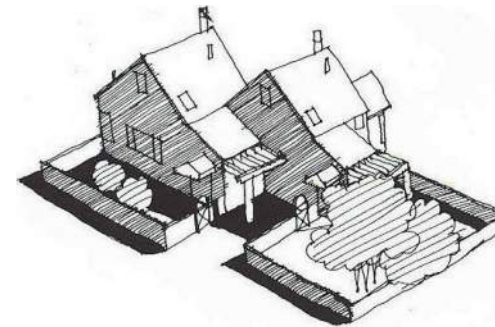
A townhouse, for example, is one residential unit consisting of two stories with a separate entrance for each unit, attached at one or both walls, called common walls, to adjacent townhouses. This basic type can be arranged and styled in many different ways to fit a particular site and physical condition. The one and one-half or two story bungalow house is a type of single family residence, with its own entry that is conventionally arranged as one separate building on its own lot with either attached or detached garage. The bungalow typology can be arranged as single family attached residential units at a common wall, usually a garage wall. There are many variations of arrangements or development configurations for each architectural building typology.

#### Why are Typologies Important to Edgewood?

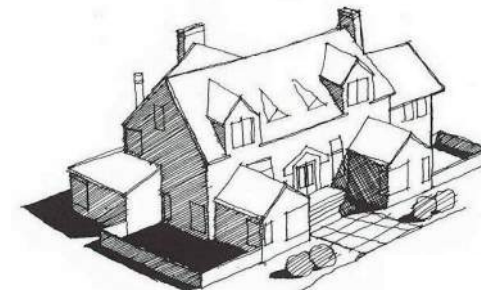
Building, open space, and development typologies are the building blocks of land use policy or preferred actions. Specifying single family residential development at 6 units per acre establishes an amount of housing and implies a general building typology allowable to accommodate that density. It does not specify a particular type which, when constructed, defines the form and physical character of the community. Many quality land use plans result in poor to mediocre community form because of a lack of attention to the type of development—the building block.



Single family detached bungalow



Single family attached bungalow



Multiplex "Captain's House"



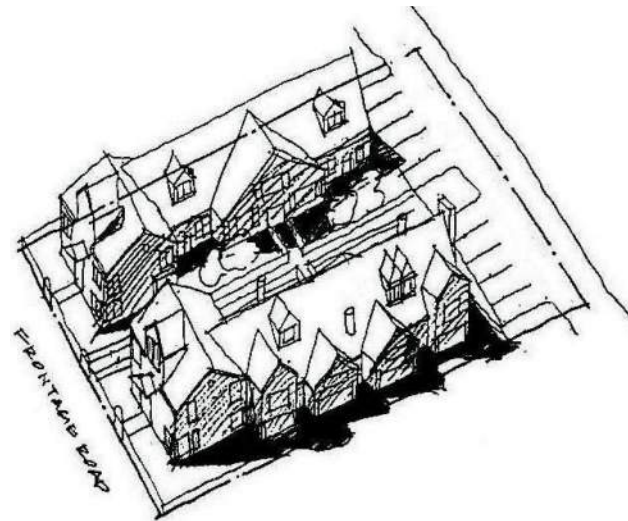
Row House



Cottage Housing



Live/work (workspace on ground floor)



Courtyard Multiplex Housing

The City of Edgewood desires to establish an authentic identity or physical signature for the community. This identity is composed of certain natural features and landscape elements, local street networks, pedestrian ways, and building types. When combined, the building, open space, and street circulation typologies can result in a coordinated quality physical composition that distinguishes Edgewood from other metropolitan edge communities. Typologies, therefore, become the basis for community design for the City of Edgewood.

### Building Typologies: Building Character with Architecture

Buildings make up the substance or infill along the streets and around the open space. In order to maintain a small semi-rural or rurban scale and density, the Development Plans depict types of buildings appropriate for not only the city at large, but specific locales or conditions within the City of Edgewood. By seeking building typologies which are reflective of the history (not nostalgia) and nature of Edgewood, the long term effects can be a positive “Edgewood identity”.

These typologies are not meant to be copies or mimicked imitations of other cultures, histories, or locales. Nor are they meant to be so avant garde that they are unattainable from the development community. The design intent for Edgewood is to identify and use those architectural typologies, already tested in the market place, that are capable of being arranged in development configurations that work for Edgewood; and, give Edgewood a real and local identity. For example, to achieve a density of 3 to 6 units per acre, and avoid a suburban subdivision community form, the same building typology, a single family bungalow, can be arranged around courtyards with some attached and detached units, to form courtyard and/or cottage style housing.

*In the following building typology examples, design principles have been listed for a number of semi-rural and rurban building and development typologies for use in the town center neighborhood and along portions of the Meridian Highway South and North Gateway Neighborhoods.*

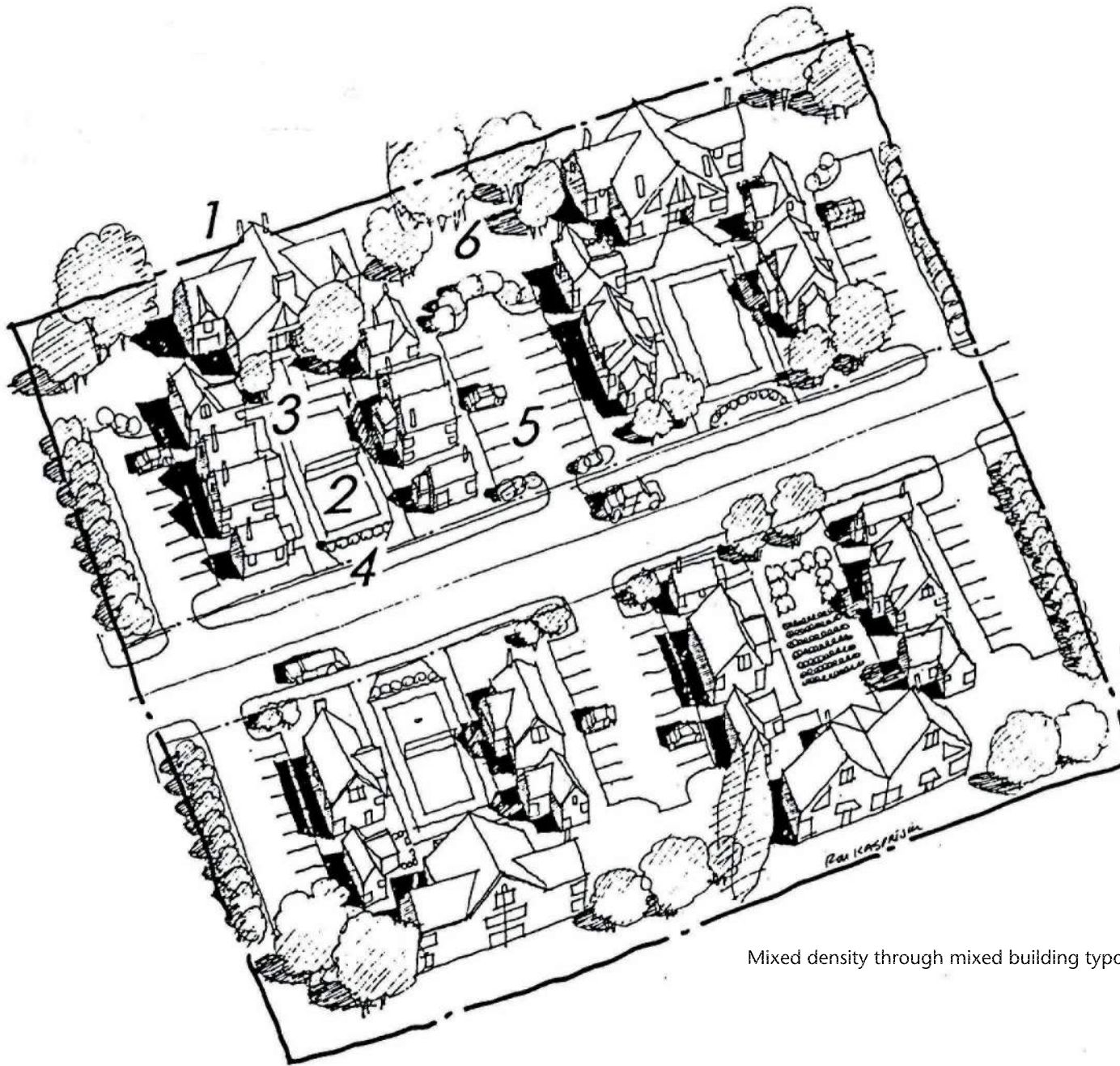


Townhouse, two stories



Townhouse, three stories





Mixed density through mixed building typology

## Building Typologies and Combinations.

- + Single family detached bungalow
- + Single family attached bungalow
- + Cottage and Courtyard Housing Configurations
- + Townhouse, two stories
- + Townhouse, two and one-half stories for two families
- + Townhouse over a stacked flat
- + Townhouse, two and one-half stories with live/work option
- + Row House
- + Townhouse/row house configurations
- + Multiplex “Captain’s” House, 3-5 units with single entry
- + Mixed Density through mixed building typology

### *The Farmstead*

Overall characteristics:

- 1 A group of diverse building types located in close proximity to one another
- 2 Building type differences range from a hierarchy of residential buildings to a hierarchy of work buildings
- 3 Residential buildings range in size from large two plus story buildings to one story cottages
- 4 The main residential building, usually the largest and most dominant to the street, has a “green foreground” significantly set back from the street, with front and side porch
- 5 Smaller residential buildings are behind or to the side of the main building each with its own smaller “green” open space
- 6 Work buildings vary according to their functions, with larger buildings serving multiple functions and smaller buildings more specialized

### **Principles for Edgewood.**

- 1 A compact grouping of buildings
- 2 A diversity of building type, signified by different sizes, heights, orientation, and functions all within the same grouping
- 3 Significant “green foreground” for main residential building(s)
- 4 Parking dispersed into smaller clusters
- 5 A hierarchy of open space within the group

- 6 Orientation of work buildings to the “fields and meadows”

### *The Rural Nursery in Edgewood*

- 1 Typically contains a family residence with green entry yard
- 2 Landscaped entry to attract customers and display plants
- 3 Enclosed and semi-enclosed pedestrian paths meandering through plant displays and greenhouses
- 4 Many have gift shops related to the nursery
- 5 Parking is often to side and/or rear of properties, making front yard displays more visible

### **Principles for Edgewood**

- 1 Residential scale main building(s)
- 2 One story utility buildings with strong pedestrian flow
- 3 Green foreground
- 4 Greenhouses or arbors for display
- 5 Dispersed parking around site
- 6 Outdoor display of plants

### *The Crossroads Configuration*

- 1 Suitable for mixed use developments
- 2 Assembled around a crossing or intersection of two or more streets
- 3 With special attention on the intersection area with pedestrian amenities, buildings close to the streets and pedestrian walkways

### **Principles for Edgewood**

- 1 Suitable for local street network in North Gateway Neighborhood

### *Hamlet Housing*

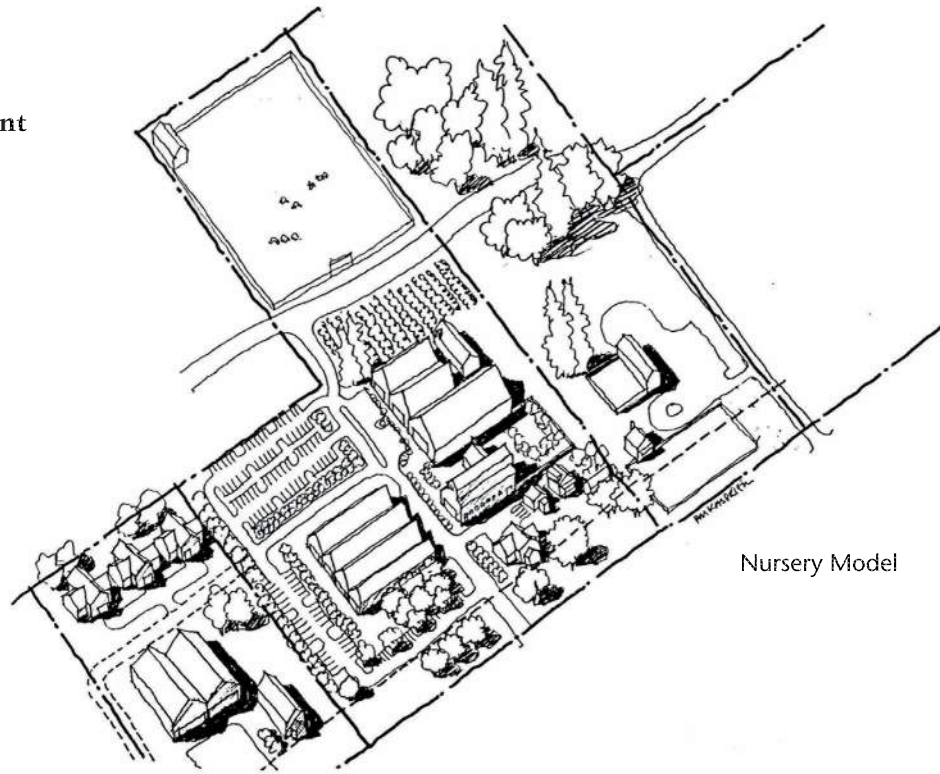
- 1 Two and three separate residential buildings
- 2 Arranged in tandem on one lot
- 3 With one drive access for all three buildings
- 4 Separate open space yards for each building

### Open Space Typologies: The Centerpiece of Development

- + The “yard” and its options
- + Courtyard
- + Commons
- + Meadows
- + Plaza
- + Mall
- + Scenic park/water retention open space
- + Edgewood Knoll
- + Edgewood Meadows
- + Edgewood Canyon
- + Meridian Greenway

### Local Street/Small Street Typologies

- + Local boulevard with landscaped median
- + Local street with parking, sidewalks and landscaping
- + Local green street with lower maintenance costs
- + Traffic calming techniques
- + Shared access drives



Nursery Model

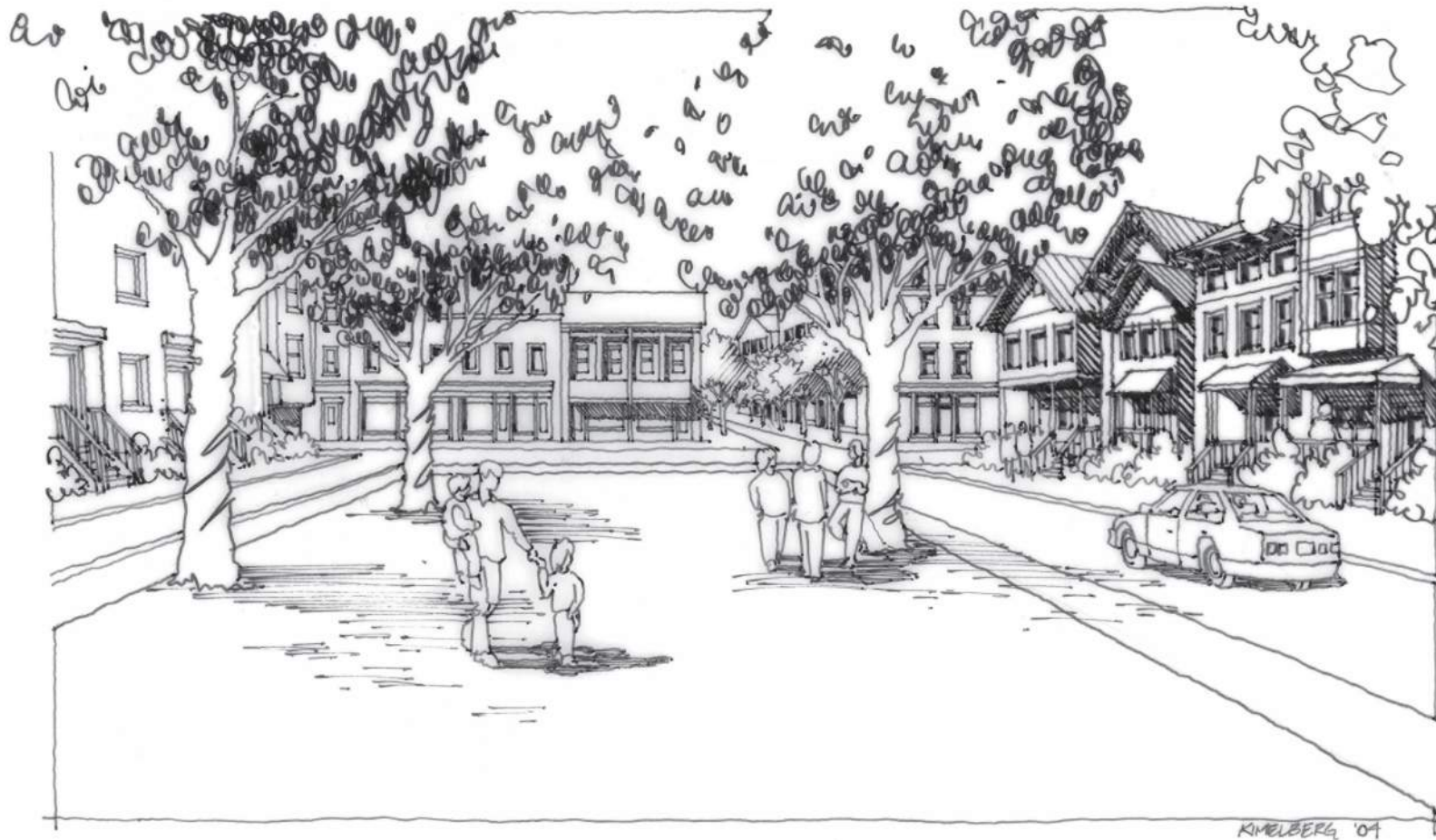


The Farmstead



# PART IV

## Implementation and Phasing



# Chapter Six: Town Center Implementation Actions

## Introduction

In order to develop a quality Town Center for the City of Edgewood, the City (citizens and elected officials) and private sector stakeholders (property owners and developers) must coordinate their efforts and cooperate in a complex process of planning and development. This requires an overall strategy extending through time with incremental bursts of activity. The manner in which these increments are planned, coordinated, and developed to allow future phases to relate in a quality way, is critical to the success of the Edgewood Village and overall Town Center.

An overall strategy consists of the following components:

- 1 A community supported and well articulated vision
- 2 Removing time barriers for desired development actions by implementing special overlay districts and accompanying environmental impact statements as soon as possible
- 3 Solicitation of experienced quality developers in Town Center development projects
- 4 Expectation on the part of the City to provide project leadership and incentive through public infrastructure contribution
- 5 Adherence to both the larger vision through the application of design guidelines in the incremental development of the Town Center; and
- 6 An on-going appreciation for and protection of Edgewood's special features as specified in the Edgewood Greenway concept

The following sections detail an implementation approach used in other communities and adapted for the City of Edgewood. It focuses on both the private and public domains within the Town Center, similar to two different partners engaged in a single dance. Each has its agendas and differing needs and each is required to work with the other to successfully complete the dance.

## Private Domain Town Center: Southwest Quadrant of 24<sup>th</sup> Street East and Meridian Highway

Available Acreage: approximately 16 acres

Constraints/Opportunities: southern portion of area has stream and moderate slope conditions

Ownership: multiple owners (approximately 8-10 parcels)

Design Intent: Develop a mixed use commercial/residential Town Center with central open space(s)

### ***Implementation Strategy and Actions***

#### **1 Designate the area as a Planned Town Center Development (PTCD)**

*Piecemeal and uncoordinated development can prevent the development of a Town Center within the southwest quadrant of 24th Street East and Meridian Highway. As sewers near completion, land speculation can further subdivide and fracture larger parcels of land more suited to mixed use commercial and residential development with common open space. A special planning overlay, the PTCD, with an approved EIS prior to development actions, can safeguard the open space, circulation, and development footprints for a coordinated Town Center area,*

#### **2 Complete the design guidelines for the Town Center area including PTCD**

*A specific set of design guidelines for the PTCD can translate land use and zoning policies into a desirable physical form and identity for the City of Edgewood. These guidelines are site specific, providing the City with clear criteria for project review and providing the developers with more certainty and clarity in design expectations.*

#### **3 Prepare and approve an Environmental Impact Statement**

**(EIS) for the PTCD designating threshold density and traffic impacts**

*Preparing one EIS for a multiple ownership project, with an approved overall comprehensive development plan can save time and costs for all participants, including the City. Based on the traffic and density thresholds specified in the EIS, each property owner/developer can plan and develop their individual parcels in a manner which meets or is lower than permitted thresholds; and which abides by the principles and design guidelines of the development plan.*

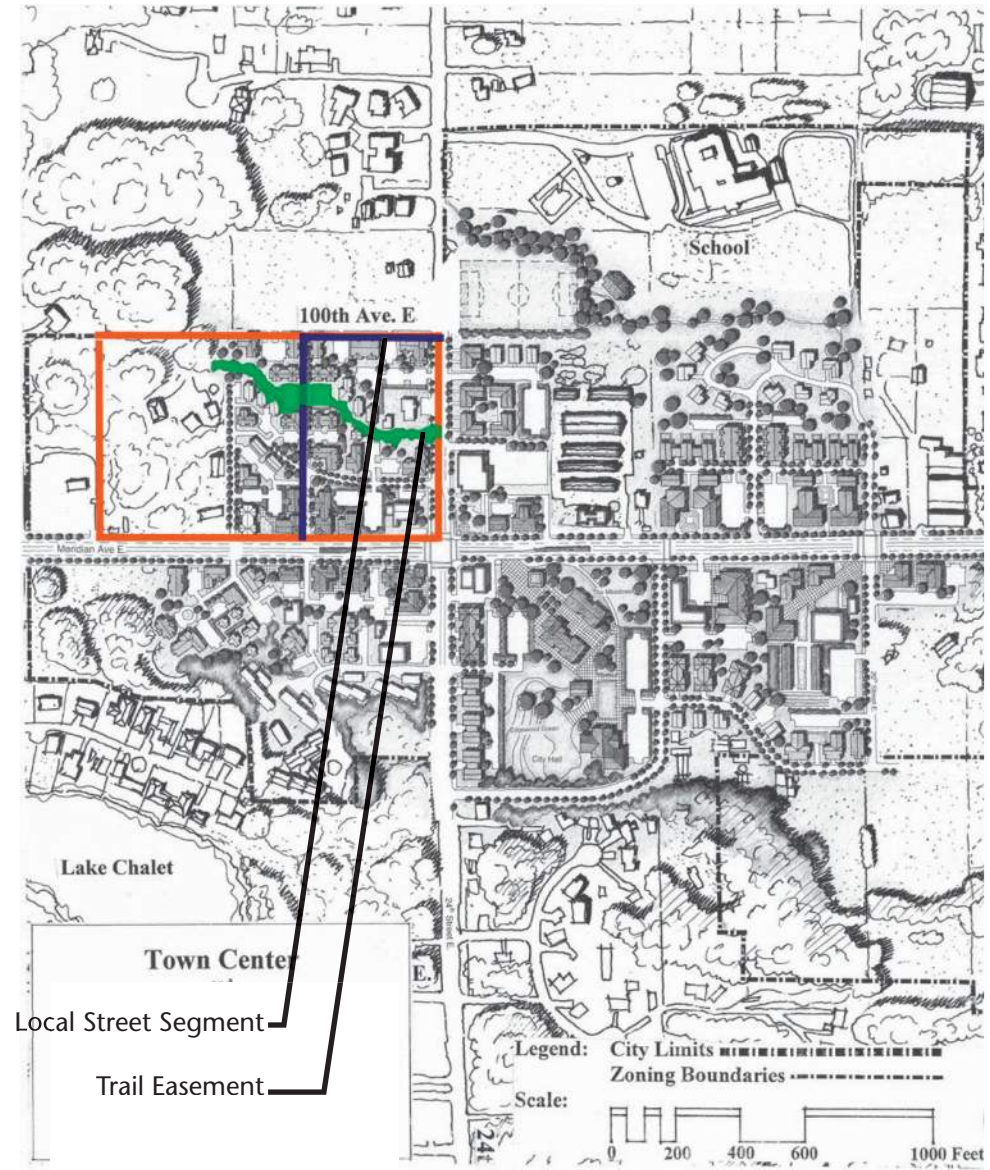
**4 Establish a PTCB Steering Committee comprised of the following:**

- 1 Elected official(s)
- 2 Business community representative(s)
- 3 Area resident(s)
- 4 Property owners
- 5 Coordination with WSDOT

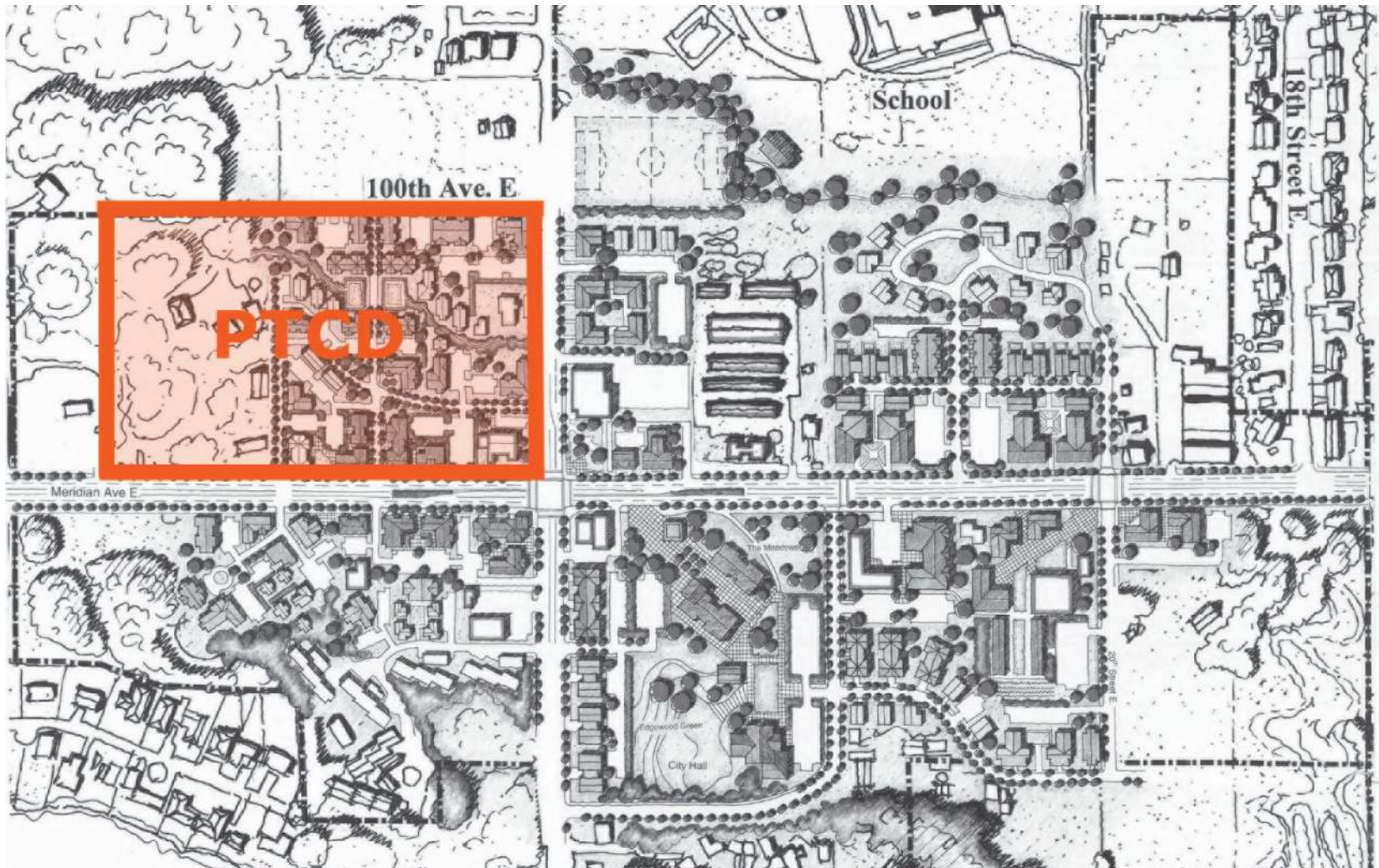
*A steering committee for the PTCD can facilitate and coordinate planning and development actions; and, serve as a conflict resolution mechanism.*

**5 Initiate public sector investment in infrastructure: phased segment of local road network and a phased portion of the required open space network most benefiting the public; both to be initiated as a condition of developer commitments, see Public Sector Investment Diagram.**

*The City of Edgewood can demonstrate its ability to cooperate and participate in a community benefiting development such as the private domain Town Center by investing in key aspects of the project infrastructure. Specifically, a key access street and/or open space component or easement can provide a means of solidifying or structuring the development plan for a Town Center project ; and act as a catalyst for qualified developers.*



**Private Domain Town Center: Public Investment Diagram**



**Planned Town Center Development**

**Legend**

 Planned Town Center Development

**North** 



**6 Prepare a marketing brochure articulating overall Town Center Vision and specific PTCD area design intent, including City of Edgewood infrastructure investments in project**

*To attract qualified developers for a private sector Town Center, the overall vision needs to be clearly and thoroughly presented in text and graphic form. This brochure will be used to interest and solicit experienced qualified developers. The costs can be shared among various property owners and the City. The City of Edgewood provides the leadership for this process.*

**7 Prepare a list of experienced developers in Town Center projects from the region**

*Based on an investigation of case studies throughout the region, including those specified in the Case Study Appendix, the City of Edgewood can prepare a list of qualified developers as recipients of the marketing brochure.*

**8 Market the PTCD with brochure to the list of developers (Steering Committee and Planning Staff)**

*The City of Edgewood can assist the development of a quality Town Center by assuming a key role in the dissemination of marketing materials.*

**Public Domain Town and Civic Center: City Hall Site and Designated Vicinity**

**Available Acreage:** 8 acres of City property;  
6 acres private property

**Constraints/Opportunities:** Edgewood Knoll, Barn, Existing trees on City Hall site; moderate slope conditions on eastern portion of northern 3 private acres

**Ownership:** City of Edgewood 8 acres; approximately 11 smaller private property owners

**Design Intent:** Mixed use residential and commercial development with mixed density building typologies to support the public domain Town and Civic Center

**Implementation Strategies and Actions**

**1 Purchase land immediately north and south of the City Hall site for the Edgewood Boulevard portion of the local street network, see Public Domain Town and Civic Center Implementation Strategies Diagram at end of this section.**

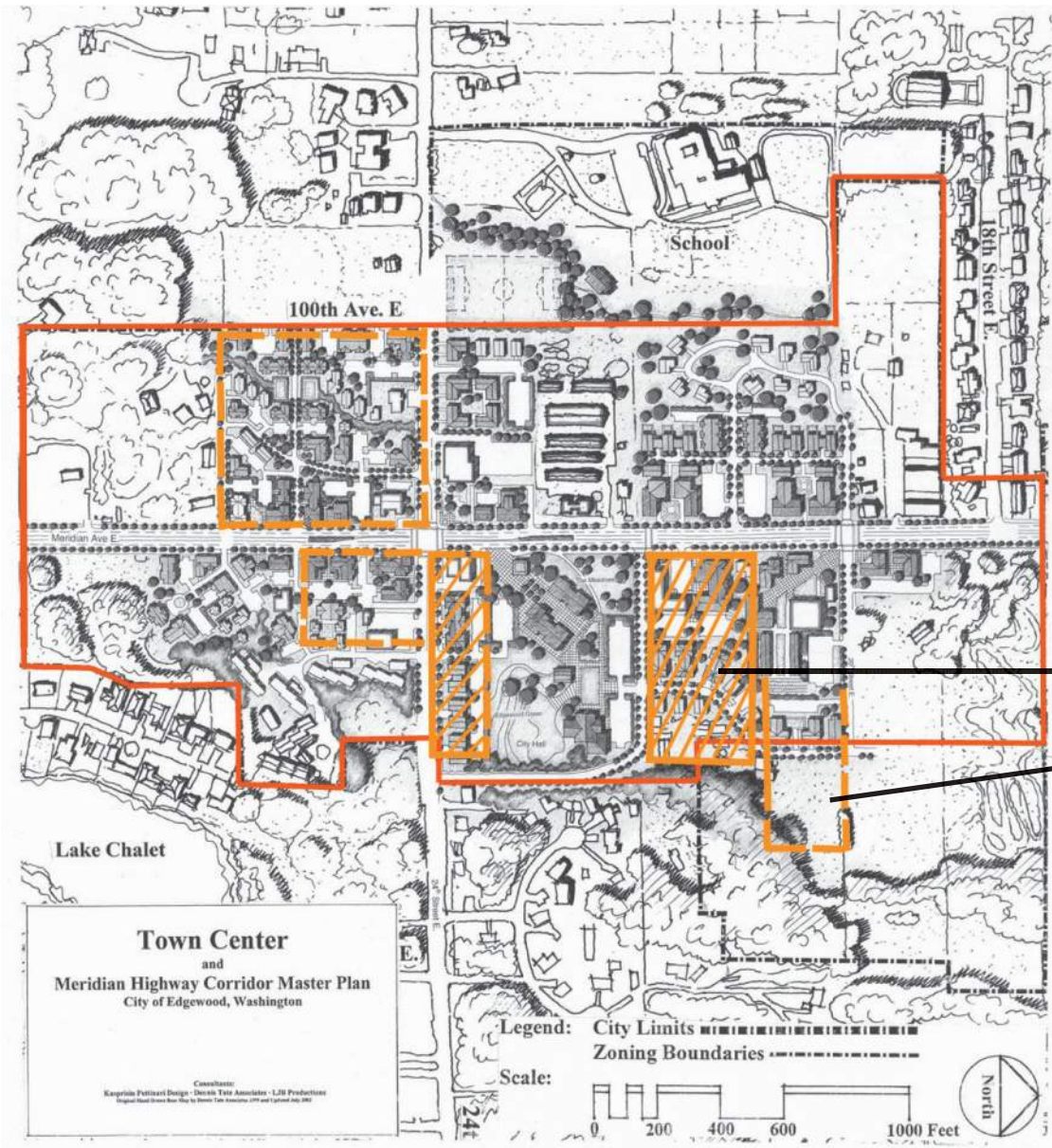
*The local street network is important to the development of the corridor neighborhoods and the Town Center, providing controlled access points to Meridian Avenue and creating a slow moving traffic network. The connection from the City Hall site to the north is a key priority and can ensure access and extension of the street network if secured before the sewer construction project generates additional speculation and changes in land values.*

**2 Construct the Civic Center portion of the local street network, in order to establish the following:**

- + ü Vehicle access points to Meridian Highway, 24th Street East, and an access stub for the Edgewood Boulevard extension to the north
- + Vehicle access for higher density housing along the north boundary of the City Hall site, using 22nd Street East

*Access drives to Meridian Avenue and 24th Street East help set the road pattern for the Civic/Cultural Center. Upon completion of a detailed space program and master plan, the City can at a minimum establish a dedicated right of way for the City's portion of the access road and at a maximum, construct the access road as a means of solidifying the City Hall master plan.*

**3 Prepare a detailed space program for the City, Police, Fire departments and recreational open space activities to be accommodated on the City Hall Site**



16 du/ac

FutureOption

**Legend**

- Town Center Neighborhood Boundary
- Higher Density Residential

**North** →

**Edgewood Village Diagram**

A space program identifies and specifies the uses and square footage of City services including municipal, fire and police department needs. This program can enable the City to anticipate costs of construction and present and future funding and phasing requirements.

**4 Investigate mixed use city hall projects for small towns through case study methods**

Many small towns and cities in North America face similar situations as Edgewood regarding public facilities. These facilities are needed and often not high priority for local taxpayers. There are examples of various approaches to providing needed public facilities which reduce costs to taxpayers and enable cities to build government centers. Examples range from mixed use projects (public and private offices) to turn key projects. Learning from these examples can greatly assist Edgewood in its Civic and Cultural Center development.

**5 Negotiate with WSDOT regarding the City's purchase of remnant acquisitions from Meridian Highway improvements for portions of the Edgewood Meadows around the intersection of 24th Street East and Meridian Highway**

As WSDOT begins its process of modifying the Meridian Avenue, it may initiate a right of way acquisition process which may in part assist the City in the development of the Meridian Greenway and Edgewood Greenway projects. Parcels of land at key locations which may either be too small for new development or at a key location for a gateway or public open space may be obtained by the City from WSDOT.

**City Council Actions**

**Summary of Actions by City Council**

- 1 Adopt changes to Comprehensive Plan and Zoning Ordinance, per Town Center Development Plan
  - Town Center area boundaries
  - Densities for lands immediately south and north of City



**Public Domain Town and Civic Center: Implementation Strategies Diagram**

Neighborhood  
Pocket Park

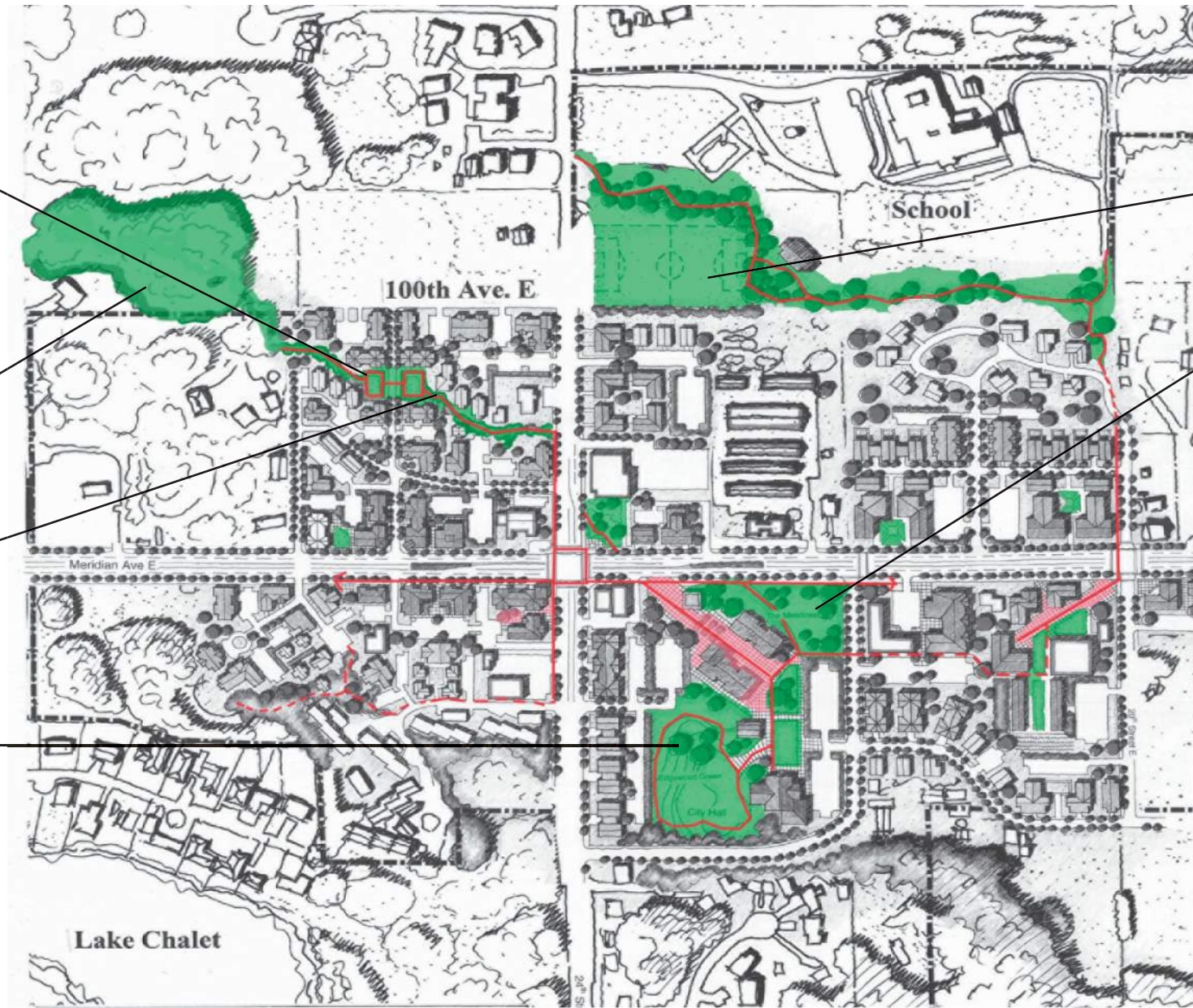
Edgewood  
Canyon

Canyon-to-  
Knoll Trail

Edgewood Knoll

New ballfield and  
community trail

Edgewood  
Meadows



- Legend**
- Green Open Space
  - Plaza
  - Pedestrian Route

North →

**Edgewood Greenway Open Space Network**

- Hall site
  - PTCD overlay zone
- 2 Adopt Local Street Network Principle
- 3 Adopt SR 161 Intersection Locations with Local Street Network
- 4 Adopt Edgewood Greenway Principle
- 5 Initiate an EIS process for designated areas of Town Center Neighborhood including the PTCD area
- 6 Negotiate with WSDOT for SR 161 Right-of-way Open Space Remnants
- 7 Purchase School District Property at NW quadrant of 36th Street East and Meridian Avenue
- 8 Seek First-Right-of-Refusal on Fire District Station Facility on 24th Street East for use as a Community Center
- 9 Adopt a Planned Unit Development Overlay for the southwest quadrant of 24th Street East and Meridian Avenue for a private sector commercial Town Center development
- 10 Adopt City of Edgewood Design Guidelines

**Changes to Comprehensive Plan and Zoning Ordinance**

The City of Edgewood Comprehensive Plan designates approximately 60 acres along both sides of the Meridian Highway as (TC) Town Center.

The design intent of the Town Center Development Plan is to reduce the area of the designated Town Center, increasing the density on properties immediately adjacent to the City Hall site, and establish a Town Center Neighborhood, with the following actions:

- 1 1 Designate the original Town Center zone as a Town Center support area referred to as the Town Center Neighborhood
- 2 Designate a new Town Center, referred to here as Edgewood Village,
- 3 The residential density for the original Town Center zone remains the same for the Town Center Neighborhood with the following exceptions:
- 4 Increase the permitted residential density to sixteen (16) units per acre for all parcels in the new Town Center Core

area, per Edgewood Village Diagram. This area encompasses the parcels between the northern boundary of the City Hall site and up to but not including the Flower Farm; the parcels immediately south of the City Hall site south to 24th Street East; parcels in the southeast and southwest quadrants of the intersection of Meridian Highway and 24th Street East.

- 5 Establish a Planned Town Center Development overlay zone, PTCD, for the southwest quadrant of the intersection of Meridian Highway and 24th Street East.

**Adoption of Local Street Network Principle**

A local street network, as described in the Development Plans for the Meridian Highway Corridor and the Town Center is designated as a formal development policy of the City of Edgewood. The local street network is adopted in principle as a continuous interconnected network, where appropriate, serving the North Gateway, South Gateway and Town Centers Neighborhoods, and connecting those neighborhoods to controlled intersections along the Meridian Avenue.

The specific alignment of the local street network will be determined by the incremental phasing of development, where that development adjusts to site specific constraints and opportunities.

**Adoption of Edgewood Greenway *Preserve* Principle**

The City of Edgewood is in part characterized by physical features which contribute to the identity and physical signature of the City. The Edgewood Greenway consists of the Edgewood Knoll, Edgewood Meadows, Edgewood Canyon, and a series of scenic parks related to natural and artificial surface water retention areas. These features are located on both public and private lands.

The design intent of the Edgewood Greenway is to designate these features as a preserve whereby both public and private owners can coordinate at a minimum their protection and maintenance as a greenway. Private land components of the greenway may be limited to visual amenities. Public lands may have both physical as well as visual access; and, in specific private land developments,

controlled physical and visual access can be provided as a part of an overall master plan.

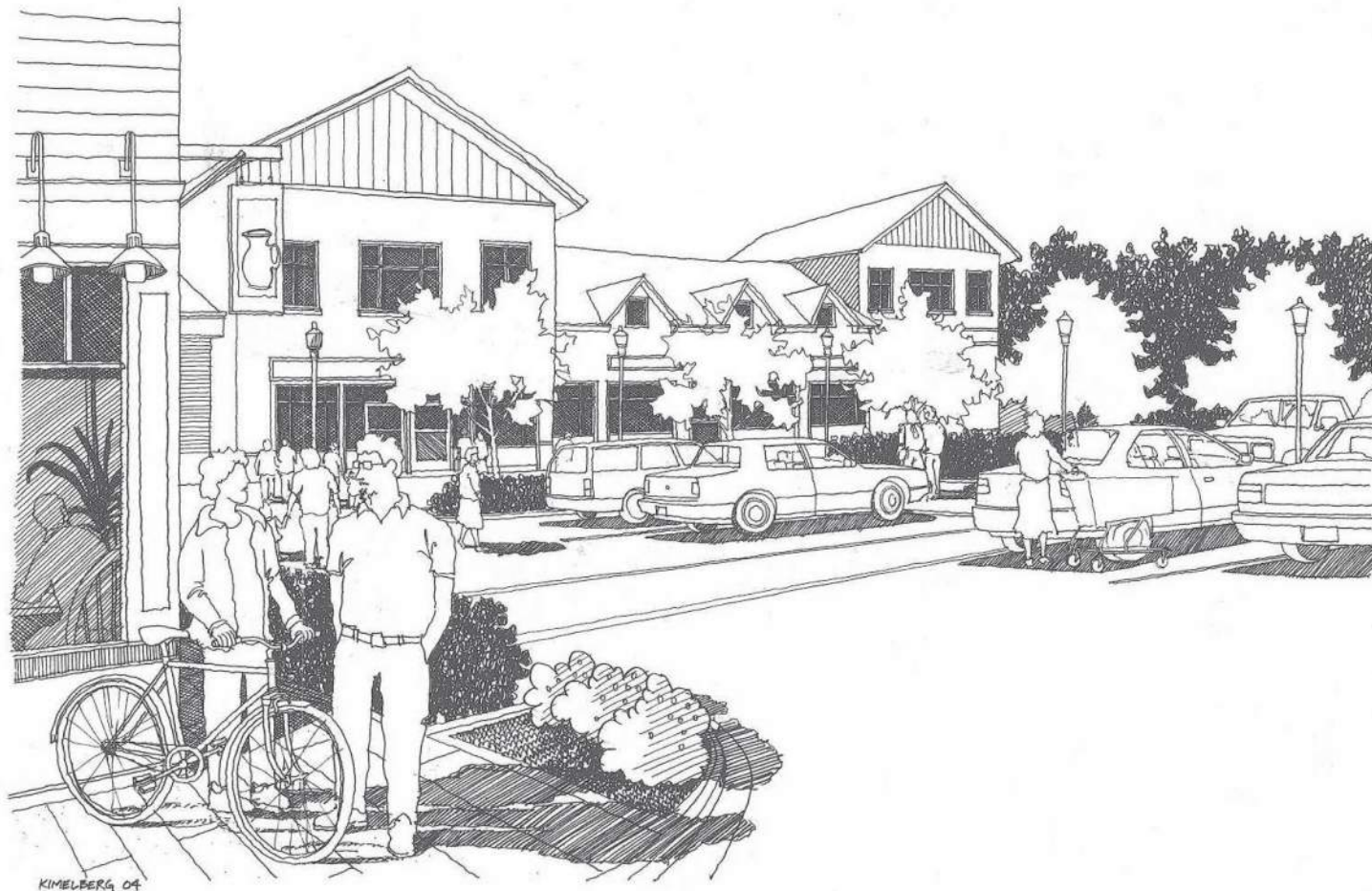
*The Edgewood Greenway and Open Space Network Diagram* (page 78) illustrates various means to establish a preserve on both public and private lands, with the cooperation of all parties.







# Appendeces



# Appendix A

## Town Center Trends

Professional and building industry journals define a Town Center in a number of ways, with strong commonalities as described below. The literature clearly states what a Town Center IS NOT:

- + festival marketplace
- + outdoor retail mall
- + tourist theme street or district
- + or power center (big box retail shopping center).

### What is a Town Center?

A Town Center is a public realm place with the following characteristics or descriptors:

- + Heart of community
- + Special character
- + Community identity
- + Social place
- + “lifestyle center”
- + more district than street, with side streets
- + sidewalks of multiple functions (wide enough for two couples to pass)
- + supporting retail commercial, office uses
- + supporting residential uses

### Changing Retail Market Trends

Changing retail trends indicate consumer preferences shifting away from shopping centers to “immersive districts”, i.e., places where people go to experience a place, within a possible ten mile draw.

For example, the City of Stanwood, Snohomish County, has an historic district of small blocks and intimate streets with authentic homes and public buildings. This area is being reconstructed as constitutes a “district” of shops, galleries, civic buildings, residences, offices, restaurants and more. The district as a whole attracts people, consumers, to immerse themselves in the district as an experience, not simply for entertainment, but for a more extensive social and lifestyle experience.

Retail analyst Robert Gibbs predicts that despite the recession, commercial town center developments will proliferate as the growth of commercial malls stalls (New Urban News, V.7, No. 1, Jan/Feb 02). Retail is important to a Town Center but must not dominate the programming, say experts. The center must be a “true public-realm”, a place of human interaction where people stop to chat, have coffee together, and are comfortable enough to socialize in a variety of ways. It is a “lifestyle” center.

### The 50-50-50 Guideline for Developers

In conferences hosted by the Urban Land Institute regarding the emerging Town Center typology, developers offer as a guideline for feasibility the 50-50-50 rule. This translates to 50,000 population within a 5 mile radius, with a 50,000 dollar median income, to support 50,000 square feet of a combination of retail commercial, office, and residential uses.

The City of Edgewood is projected to have a population of 16,000 people. Combined with Milton, portions of Federal Way and Puyallup, the projected population within a five mile radius is over 50,000 but the projected trade area (Ravenhurst, 2003) is for a less than three mile ring with 15,000 to 20,000 population. The three mile ring population base is 38,900. The median income for Edgewood is 56,700 dollars (Ravenhurst), with a projected educated population pattern with increasing incomes. The preliminary square footage figure for a Town Center is 20,000 square feet of retail and office. Add thirty residential units of various types (elderly, empty nesters, special adult) at 1,000 square feet each and a 50,000 square feet target is feasible.

The City of Edgewood Town Center does not need to be a large commercial center. And, it needs to have development feasibility for private sector participants to succeed. This is part of the Edgewood challenge, to define the appropriate mix and number of activities which are both feasible and meet the community’s desires for small scale and lower density.

# Appendix B

## Community Interviews

### Overview

On July 22 and 23, 2003, the Kasprisin Pettinari Design team conducted individual and small group interviews of residents, landowners, business people, and others from the Edgewood community. The focus of the interview process was to ascertain programmatic ideas for the town center and Meridian corridor. The results of those interviews are summarized in this Appendix.

Major issues discussed included land use and activity ideas for the two project areas; and, political and community issues. As with many healthy and growing communities, Edgewood has differing viewpoints among its citizens regarding the nature of the City in future years. Citizen positions ranged from no-growth to small scale changes to major development. Within this divergence of opinion, there are common themes or foundations for consensus: add services and facilities that are unique to Edgewood and that reinforce a small scale character; safety, security, and convenience of services and activities. Edgewood needs a center, a “heart”.

### Ideas and Issues

#### Meridian Corridor

- + Meridian traffic issues, three lanes vs. five lanes
- + Sewers
- + Jovita/Meridian realignment status
- + Stormwater issues
- + Traffic calming
- + Landscaped buffer between zones
- + Pedestrian facilities
- + Town Center on east side of 161
- + Bike lane with trees
- + Nursery

- + Clusters of development along Meridian, broken by churches, open space

#### Town Center Components

- + Scale and Design

#### Small scale commercial (not Southhill)

- + Landscaped buffer between zones
- + No strip malls
- + Small scale independent businesses

#### Rural character

- + Farmstead (Rural) Typology (dairy, poultry, swine, berry, nurseries)
- + Unique to Edgewood
- + Traditional
- + Regional design
- + History of farms
- + “Heart of City”
- + Condensed compact area Low density
- + Brick, sense of permanence for public buildings
- + The “canyon”

#### Density

- + High density 2-3 stories
- + Low density, two to three story buildings, brick and wood
- + One and two story businesses
- + Duplexes good

#### Transit access

#### Landscaping

- + Trees
- + Landscaped small parking lots
- + Green area

- + Landscaped sidewalks
- + a “commons” approach
- + Sidewalks and pedestrian areas/trails

Water features

Public Art

Frontage road

## Activities

### Public

Community Center

- + Meeting hall, spaces
- + Weddings
- + Small conferences
- + Classes
  - Ballet, dancing
  - Computer
  - Exercise
  - Library
  - Day care

Cultural center, auditorium

- + Museum and heritage center
- + Youth activities
- + Social spaces
- + Library

Conference center

City hall and public gathering space; centerpiece

- + Move house and city hall to top (east) of hill for town center
- + Move windmill to site
- + Mixed use city hall

Outdoor event spaces

- + Village Green
- + Park (.5 to 1 ac.; 10 ac. park)
- + A Commons Approach

City needs to encourage more/some business

## Private Commercial

Flower Farm is catalyst for Town Center

- + Eating and drinking
- + Connection to City Hall
- + Community identity
- + Fruit stand
- + Gift shop
- + Farm aspect character
- + Garden center
- + Retail
- + 1320 feet deep
- + old house = restaurant
- + banquet facilities
- + brick patio
- + rear connection south to 8th St.
- + better access to parking (100 cars with assisted parking)
- + relocate barn?
- + Mixed use and mixed density?

Small shopping center w/ Walgreen anchor

- + Outlet stores
- + Small interaction stores
  - British shop
  - Russian (ethnic)
  - Hardware
  - Ben Franklin
  - Hallmark
  - Top Foods/Safeway
  - Beauty salons
  - Legal/accounting
  - Live/work
  - Bakery
  - Subway shop
  - Dry cleaners

- Coffee shop
- Bike shop
- Dining/specialty shopping
- Antique stores
- Specialty retail
- Bookstore
- Card shop
- Rental store
- Starbucks
- Pasta & Co.

#### Restaurants

- + Small restaurant (in small house)
- + Family restaurants
- + Specialty restaurants

#### Family convenience stores

#### Offices

- + Incubator offices in small houses
- + Personal services
- + Medical and dental

#### Home based businesses

- + Live/work
- + Cottage industries
- + Services

#### Small manufacturing (10-13k)

#### Light industrial (3-4k)

#### Athletic club w/showers

#### Transit Related

Transit center/access to commuter rail (Puyallup)  
 Bus service retention and expansion

#### Housing

Affordable Housing for young families and seniors  
 Retirement housing high end  
 Specialized adult housing  
 Live/work housing  
 Bed and Breakfast  
 Small hotel  
 More housing density

#### Services

Senior health care  
 Day care  
 Doctor/dentist  
 Extension classes (technical training, evening classes, dance classes)  
 Farmers Market  
 Family uses

#### Recreational Activities/Services

Cultural facilities  
 Public assembly  
 Swimming pool  
 Indoor recreation

# Appendix C

## Emerging Program for the City of Edgewood Town Center

### Preliminary for Discussion Purposes Only

### Program Components

#### Site Characteristics.

Town Center area = 60 acres

Commercial zoning to north; Mixed Use Residential to the south along corridor

“Small town center and regional destination...a special commercial focus...encourage(ing) planned multiple family and senior housing that supports the surrounding commercial activities.”

Trade Area: Edgewood and Milton, 15,000 to 20,000 people; three mile ring (Ravenhurst)

Commercial Absorption: for combined commercial, town center, mixed-use and corridor areas = 10k to 20k per year

Civic Center (8 acres): focal point, identity, and “...must be visible by people passing through town.” Buildings (non-public) projected to be between 8,000 and 12,000 sf, totally less than **40,000 to 50,000 sf in the 8 acres.**

**Assumption:** Ravenhurst report refers to Town Center development in addition to Civic Center in discussions of the “Civic Center” private development (unclear).

Mix of Uses (Ravenhurst):

City Hall

Library

Community Center

Private (commercial shops, offices, restaurant)

“Most likely”:

+ personal services (salon, barber, nails)

+ medical professionals (dentist, pediatrician, chiropractor)

- + financial services (brokerage, credit unions, tax consultants)
- + boutique food (wine shop, tea house, coffee bar)
- + professional offices

“Not likely”:

- + large-scale restaurant
- + clothing stores
- + “specialty retail”
- + most national retail tenants

Phasing:

- + One 10,000 SF building at a time
- + Build-out perhaps four to six buildings, eight to ten years

Allowable Densities:

*Town Center = 10 units per acre*

*Mixed Residential Areas = 4 and 8 units per acre*

*Mixed-Use Residential Areas = 6 units per acre*

## In Search of Edgewood...A Beginning

### A Realistic and Authentic Vision.

A small town

One that reveals the “hidden narrative” of Edgewood

With a community center as an “expression of community identity”

A “lifestyle center”

Northwest sensitivity to rain, temperature, and light

Enough density to foster social encounters

Public space which has at a minimum, a dual use and purpose

Variation

A place which builds “memory”:

- + Legibility or recording of layered actions over time of the community
- + A compilation of stories, some catalogued in the physical environment

Strange as in different and unknown integrated with the known (Larco, What is Urban?)

## Overall Site Configuration.

A district with main and side streets, rather than a single double loaded street corridor.

- + Main street for high visibility retail commercial, office, and civic/cultural facilities
- + Side streets for lower rent commercial tenants to foster small independent incubator businesses; and housing
- + built for expansion
- + containing high quality civic functions
- + transit connections/transit stop
- + visibility to 161 (trees, the “wall”, water retention gardens, commercial specialness, prominent gateways)

## Parking

For a retail commercial Town Center = 4 cars per 1,000 SFLA

For a 50/50 retail/office Town Center = 2.75 - 3 cars per 1,000 SFLA

Housing = 1.5 cars per unit for a compact center

Senior Housing = 0.25 - 0.5 cars per unit

## Other Circulation Elements

On-street parking

Narrow streets to calm traffic

Landscaped streets

Integrated street network

High visibility connections of street network to major arterials (SR 161)

Key streets are public, supported by some private roads

On-site parking (case studies)

Green parking lots

## Sidewalks and Pedestrian Paths

Sidewalks are:

Multi-functional

- + Pedestrian oriented
- + Two couples abreast wide
- + Window shopping
- + Small conversations
- + Retail spillover
- + Patio cafes
- + Outdoor seating for restaurants
- + Landscaped (attractive, shade, human scale, separators from traffic)
- + Linkages within the district and to outside locations

## Public Space Amenities = “the heart”

The “Heart”: Attractive, useable, safe, accessible, center of interest  
Transitional green areas > parks as connectors (the “wall”, the hillclimb,)

The axis

Gateways (greeting, identity, directional, attractive)

Connections to community-wide trail and sidewalk system

## Uses and Activities

Wide mix of uses

- + Retail (as the glue of Town Center); not on every street
- + Residential, mixed types, mixed density and varietal (cottage, courtyard, townhomes, multiplex homes, carriage homes)
- + Live/work units
- + Offices (as job base, for established businesses and incubators)
- + Health club (major draw)
- + Supermarket or grocery store
- + (no large franchise stores)
- + hotel, inn, or bed and breakfast
- + leisure uses (coffee shops, cafes, bakeries, etc.)

## Civic and Cultural Uses Small Theater.

A movie theater may seem impractical for a small center. The function is possible if incorporated into a number of larger activity structures:

- + A commercial development
- + A community center with audio-visual equipment for more informal events\
- + A relocated older building, organized and maintained by a community association, relocated to the Town Center site
- + And, an outdoor theater facility as simple as a blank white wall on a part of the outdoor event space

## Library

A library branch for Edgewood can take the form of a small extension library from Milton or Pierce County; an information center with computer terminals; or, a learning center with a combination library branch, computer center/café, and meeting rooms for language classes, etc.

## Library lofts

Library lofts are mixed use developments with a branch library on the main street level and office and/or residential uses above. For Edgewood, offices or residential units are appropriate uses. The library branch can be sized at approximately 4,000 SF with four to eight units possible on the second level.

## Town hall

This use is a part of the Civic Center site (8 ac.), with office space possibly ranging from 5,000 to 12,000 SF.

## Post Office

A post office branch exists in Milton. A contract post office is possible as a part of the commercial development. Numerous examples include “Mail Etc.”, UPS, and many local “hole in the wall” outlets—Lake Union Mail, etc. Size can vary from a small store front (600 SF) to a larger facility.

## Meeting space or Community Center

*with ...*

Relocated Grange? Plus expansion

Hidden narrative

- + On-going expanding stories and narratives in physical design
- + Connection to school(s)

Educational component (distance learning, continuing education, tech support)





