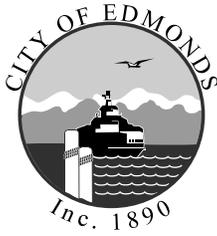




City of Edmonds Comprehensive Plan



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City of Edmonds Comprehensive Plan

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Photographs by Brad Shipley

Clockwise from top-left: Nature trail at Meadowdale Beach Park, Westgate Village, Downtown/Waterfront Activity Center, roundabout at Five Corners, Point Edwards Scenic Lookout, Swift BRT stop at Swedish Hospital, Edmonds Marina, Highway 99 International District focus area, Interurban Trail at Lake Ballinger, and hanging flower basket in downtown Edmonds.

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Comprehensive Plan - Purpose and Scope

Scope

The Comprehensive Plan of the City of Edmonds consists of all of the elements specifically adopted as part of this plan, including both text and maps, and those specific plans adopted by reference (see the section entitled Comprehensive Plan - Elements on page 17).

Purpose

The Comprehensive Plan has the following purposes:

- To provide a framework for moving the Edmonds community toward a sustainable future that integrates and responds to environmental, economic, and social needs in a way which “meets the needs of the present without compromising the ability of future generations to meet their own needs.”¹
- To promote the public health, safety, and welfare consistent with the values of the community.
- To serve as the basis for municipal policy on land use and development and to provide guiding principles and objectives for the development of regulations and programs that support sustainable development within the city while seeking to conserve, protect, and enhance the community’s assets and natural resources.
- To anticipate and influence the orderly and coordinated development of land and building use of the city and its environs, and conserve and restore natural beauty and other natural resources.
- To encourage coordinated development and discourage piecemeal, spot or strip zoning and inharmonious subdividing.
- To facilitate adequate provisions for public services such as transportation, police and fire protection, water supply, sewage treatment, and parks.
- To facilitate the provision of sustainable public services consistent with the community’s values and needs.

¹ *Report of the World Commission on Environment and Development: Our Common Future*, U.N. General Assembly Plenary Meeting, December 11, 1987.

Effect of Plan

- **Development Regulations** - Development regulations adopted by the City of Edmonds shall be consistent with and implement the goals and policies of the Comprehensive Plan.
- **Development Projects** - The goals and policies of the Comprehensive Plan shall serve as a guide for all development projects – both public and private – within the city. The development regulations adopted to implement the Comprehensive Plan shall apply to all public and private development projects. Accordingly, each and every development application shall comply with the Comprehensive Plan.
- **Programs and Implementation** - The City shall strive to develop programs and actions that implement the goals and policies of the Comprehensive Plan and that are reflected in its short-range, strategic, and long-range decision-making.

Growth Management

General. Growth management is intended to provide a long-range strategy guiding how communities develop and how services are provided. State, regional and local jurisdictions undertaking growth management planning are adopting plans and implementation strategies that form a coordinated approach to actively plan for the future. A community such as Edmonds, with attractive natural features, a pleasant residential atmosphere and proximity to a large urban center, is subject to constant growth pressures.

Edmonds' 2010 population was 39,709. As part of the cooperative planning process for the region, Edmonds established a population planning target of 45,550 for the year 2035. This represents an average annual increase of less than one percent per year (0.5 percent), and is similar to the growth rate experienced by the city during the past two decades. In part, this moderate growth rate reflects Edmonds' status as a mature community with a small supply of vacant, developable land. Because current and future development will increasingly occur as redevelopment or infill, the general philosophy expressed in the Comprehensive Plan is to maintain the character of the community while strategically planning for change in specific areas.

It is envisioned that the Comprehensive Plan will be implemented with a broad-based set of implementation actions. Implementation measures will range from tying plan goals and policies to budgeting and infrastructure decisions, to making sure that regulations are coordinated and targeted to achieve expressed policies, to working with both public and private entities to jointly achieve community goals. However, implementation approaches must be designed to address not only the differences between neighborhoods in the city, but also the variation in different situations over time. While general decisions on how the region will grow are made collaboratively at a regional level, it is up to each community to determine how to implement this vision and the desired growth level at the local level. In addition, it is up to the government, particularly local elected officials, to implement the desired policies.

Growth Management Goals & Policies

Each key goal in this element (or section) is identified by an alphabet letter (for example, “D”). Goals are typically followed by associated policies and these are identified by the letter of the goal and a sequential number (for example, “D.2”)

Growth Management Goal A. Growth management policies should ensure that as a residential community, Edmonds continues to be heralded as “The Gem of Puget Sound,” in accordance with the following policies:

- A.1. Decisions affecting the growth pattern of the community should be made with a maximum of citizen participation.
- A.2. The Comprehensive Plan and its implementation measures should be developed and maintained in such a manner to assure that there are sufficient resources to ensure established levels of community services and that ample provisions are made for necessary open space, parks and other recreation facilities.
- A.3. The role of commercial and industrial enterprises, the attendant tax base and provision for consumer needs, should be considered as a supporting part of achieving a sustainable community and maintaining the residential nature of the area rather than as the dominant activity of the community
- A.4. Any growth or development should strive to preserve for itself and its neighbors the following values:
 - A.4.a *Light (including direct sunlight)*
 - A.4.b *Privacy*
 - A.4.c *Public views, open spaces, shorelines and other natural features.*
 - A.4.d *Freedom from air, water, noise, and visual pollution.*
- A.5. Any residential growth should be designed to accommodate and promote a balanced mixture of income and age groups.
- A.6. Edmonds should cooperate with surrounding communities to ensure that the regional growth policy is consistent with the stated local policy and help ensure a coordinated implementation of the regional growth strategy.

State and Regional Context

State and regional goals have been adopted to provide a framework for developing local comprehensive plans and implementation strategies. By addressing these goals, local governments can be assured that they are also addressing some of the important issues facing the state and other local governments in the Puget Sound region.

State Framework Goals

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

- **Citizen participation and coordination** - Encourage the involvement of citizens in the planning process and encourage coordination between communities and jurisdictions to reconcile conflicts.
- **Public facilities and services** - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- **Historic preservation**- Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
- The goals and policies of the Shoreline Management Act as set forth in RCW 90.58.020.

Regional Goals

The Puget Sound Regional Council (PSRC) is a Regional Transportation Planning Organization under chapter 47.80 RCW. In its major planning document, Vision 2040, the PSRC is described as:

“...an association of cities, towns, counties, ports, and state agencies that serves as a forum for developing policies and making decisions about regional growth management, environmental, economic, and transportation issues in the four-county central Puget Sound region of Washington state.”²

The City of Edmonds is a member of PSRC.

Vision 2040 establishes the regional vision and sets the Regional Growth Strategy for jurisdictions planning in the Puget Sound region, including Edmonds:

“VISION 2040 is a shared strategy for how and where the central Puget Sound region can grow to a forecast 5 million people and 3 million jobs by the year 2040. The Regional Growth Strategy looks at how the region can distribute forecast growth, primarily within the designated urban growth area. The strategy is a description of a preferred pattern of urbanization that has been designed to minimize environmental impacts, support economic prosperity, promote adequate and affordable housing, improve mobility, and make efficient use of existing infrastructure. The strategy provides regional guidance for counties, cities, and towns to use as they develop new local population and employment growth targets and update local comprehensive plans. The Regional Growth Strategy describes a pattern of vibrant urban areas and healthy rural and natural resource landscapes that reflects the region’s commitment to people, prosperity and planet.”³

Vision 2040 sets a framework for the region to provide for a sustainable future that:

“The concept of people, prosperity and planet provides a central theme for VISION 2040. It describes what is referred to as the triple bottom line approach of capturing

² Vision 2040, page ii. <http://www.psrc.org/assets/366/7293-V2040.pdf>

³ Vision 2040, page 13. <http://www.psrc.org/assets/366/7293-V2040.pdf>

an expanded spectrum of values when planning for the future and in measuring results. It signals that the region uses an approach to public decision-making that produces social, cultural, economic, and environmental benefits.

The phrase conveys that the people of the region, our economic prosperity, and our relationship to the planet are tied together in a mutually supportive and interdependent way. Social and environmental goals cannot be achieved without economic prosperity — and achieving prosperity is highly related to social well-being and environmental quality.”⁴

To implement this vision, VISION 2040 contains the following Overarching Goals:

- **Environment** - The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.
- **Development Patterns** - The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.
- **Housing** - The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.
- **Economy** - The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
- **Transportation** - The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health.
- **Public Services** - The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

In addition, Vision 2040 includes a Regional Growth Strategy to implement this vision. Components of the Regional Growth Strategy include:

- Designation of geographic areas for regional growth centers, manufacturing and industrial centers, as well as other centers such as town centers and activity hubs in Urban Growth Areas and cities;

⁴ Vision 2040, page iv. <http://www.psrc.org/assets/366/7293-V2040.pdf>

- Planning for multi-modal connections and supportive land uses between centers and activity hubs;
- Promotion of sustainability in all decision-making; and
- Allocation of population and employment growth to regional geographies in Snohomish County.

Edmonds' Comprehensive Plan is consistent with and helps implement the Regional Growth Strategy and Vision 2040. It focuses on planning for sustainability, for example, being part of a regional system of central places framed by open space and a robust multimodal transportation network. The Edmonds Plan provides for environmental protection along with many aspects of a liveable arts-oriented community, complete streets, and economic health.

Growing Transit Communities Regional Compact

The City of Edmonds is signatory to the Growing Transit Communities Regional Compact, a partnership effort coordinated by the Puget Sound Regional Council and based on the Growing Transit Communities (GTC) Strategy. The GTC Strategy is a framework of goals and actions that aim toward a shared vision of thriving communities that promote equitable access to opportunities. Consistent with the Compact, the City works to implement the GTC Strategy, for example, through its planning for transit-oriented development in key locations.

In addition, a variety of affordable housing with walking and transit access is part of the city's long-term vision. Already, the City has a variety of housing choices in and near its very walkable and amenity-rich downtown area. Local businesses are also benefitting from good pedestrian and transit access. Moving forward, the City will consider how access opportunities can be increased, consistent with community goals.

Currently, the City participates in the Regional Transit-Oriented Development Advisory Committee, a coalition of local governments and other entities working together and sharing information related to the GTC Strategy.

General Background

Planning Area

The City of Edmonds is located in south Snohomish County on the western shores of Puget Sound approximately 14 miles north of Seattle. Situated within the urbanized Puget Sound region, the city encompasses approximately 8.9 square miles (5,700 acres) in area, including 5 linear miles (26,240 feet) of marine shoreline. Roughly triangular in shape, the city is bounded by Puget Sound on the west; Lynnwood and Mountlake Terrace on the east; unincorporated Snohomish County on the north; and the town of Woodway and the City of Shoreline on the south.

Land Use Pattern

Single-family residential uses are relatively evenly dispersed throughout the city and occupy the majority of the city's land use base. Approximately 3,460 acres, or 58.5 percent of the city's area, is developed for single-family residential uses. Higher density residential development (including apartments and condominiums) is primarily located south and north of the downtown; in the vicinity of the Edmonds-Woodway High School site and Swedish-Edmonds Hospital; and adjacent to 196th Street, 76th Avenue and Highway 99. Together, single-family and multi-family residential units comprise approximately 3,959.9 acres (just over 64 percent of the total developed land within the city).

Commercial activity is concentrated in two principal areas -- the Downtown/Waterfront and the Highway 99 corridor (which includes the retail and medical development in the vicinity of Swedish-Edmonds Hospital). There are several smaller commercial nodes of varying sizes that help to serve adjacent neighborhoods, such as Westgate, Five Corners, Firdale, Perrinville, and Puget Drive.

The Port of Edmonds is located in the southern portion of the city's waterfront. The Port owns and manages 33 upland acres as well as a small boat harbor and marina, with space for 1,000 boats (approximately 11 acres). A variety of services and marine-related businesses are located on the Port's properties.

Regional parks and beaches figure prominently in the city, including Brackett's Landing North and South, the Edmonds Fishing Pier, Edmonds Memorial Cemetery, Edmonds Underwater Park, Marina Beach Park, Olympic Beach Park, local tidelands, and the Edmonds Senior Center. The Edmonds Marsh is a significant City-owned open space (23 acres), while Yost Memorial Park is the largest community park owned by the City (44 acres). The largest County resources are Southwest County Park (118 acres) and Meadowdale Beach County Park (144 acres). All together, parks, recreation, and open space lands account for 5.8 percent of City land.

Historical Development

The earliest documented inhabitants of the area were Native American tribes. As European exploration and settlement in the Pacific Northwest increased, settlers began homesteading and logging activities in the general area of the present-day city. The community that became the City of Edmonds grew out of a homestead and logging operation started by George Brackett in 1876. Logging and shingle-splitting were the dominant economic activities in the community during the 1880s and 1890s. The town continued to grow as other industries including box making, pulp mill, a cigar factory, and increased waterfront activities developed.

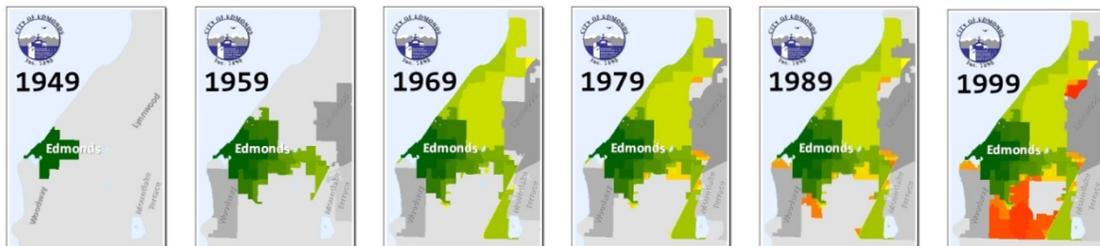
The Great North Railroad reached the town in 1891 and for many years provided access for goods and passenger travel to Everett and Seattle as well as to the eastern part of the state. Although fires destroyed many of the waterfront mills, shingle production continued to be the primary industry in the city into the 1940s. Ferry service to Kingston began in 1923 when a ferry terminal was built near the location of the existing ferry dock. The present ferry terminal was built in the early 1950s after acquisition of the ferry system by the State of Washington.

The city continued to grow during the 1940s and 50s, resulting in a more active role of the municipality in providing water, sewer and streets for the residential and commercial expansion. The Port District was formed in 1948 and began waterfront improvements. Commercial and retail businesses within the downtown provided a wide range of services to the community. Completion of Interstate 5 and increased growth in the Puget Sound region led to a gradual change in the character of city with more emphasis on residential development and a decline in the retail importance of the downtown. Although the city is now primarily a residential community, it also provides many amenities for residents and visitors, including restaurants and specialized shopping as well as a long list of festivals and cultural events.

The City of Edmonds was incorporated in 1890 with the original town site encompassing approximately 550 acres. The original town site is now occupied primarily by the downtown and adjacent residential areas. The City has expanded in area through annexations to a land area of approximately 8.9 square miles or approximately 9.2 square miles including portions of Lake Ballinger and Puget Sound tidelands.

Population

The rate of population growth has been relatively stable over the years with major increases occurring primarily as a result of annexations during the 1950s, 1960s, and 1990s. The population growth during these decades was 289.7 percent, 195.5 percent, and 28.5 percent respectively. Maps detailing the annexation timeline for Edmonds are shown below. The growth rate was marginal between 2000-2010 at 0.5 percent.



Year	Edmonds Population	Percent Increase	Avg. Annual Increase	Snohomish County	Percent Increase	Avg. Annual Increase
1940	1,288			88,754		
1950	2,057	59.7%	4.8%	111,580	25.7%	2.3%
1960	8,016	289.7%	14.6%	172,199	54.3%	4.4%
1970	23,684	195.5%	11.4%	265,236	54.0%	4.4%
1980	27,679	16.9%	1.6%	337,720	27.3%	2.4%
1990	30,744	11.1%	1.1%	465,642	37.9%	3.3%
2000	39,515	28.5%	2.5%	606,024	30.1%	2.7%
2010	39,709	0.5%	0.05%	713,335	17.7%	1.6%
2035 (proj.)	45,550	14.7%	0.6%	955,280	33.9%	3.0%

Source: US Census

Figure 1: City of Edmonds Historical and Projected Growth

The population trends in Edmonds are summarized in Figure 1 above. As of 2013, Edmonds is the 3rd most populous city in Snohomish County, and the 26th most populous city in the state. The city ranks 7th in overall population density state-wide, with a 2013 estimated population density of 4,418 people per square mile (Office of Financial Management, 2013).

The city has a higher percentage of retired persons and senior citizens than its neighboring cities and Snohomish County as a whole (see Figure 2 below). The median age of the population in 2013 was 48.1 years, up from 42.0 years in 2000 and 38.3 years in 1990. The population was 79.8 percent Caucasian, approximately 9 percent Asian/Pacific Islander, 2.4 percent African American, 0.9 percent Native American/Alaskan Native, and 3.3 percent mixed race (American Community Survey 3-year data, 2011-2013). In addition, 2.5 percent of the population identify with the Hispanic or Latino ethnic groups.

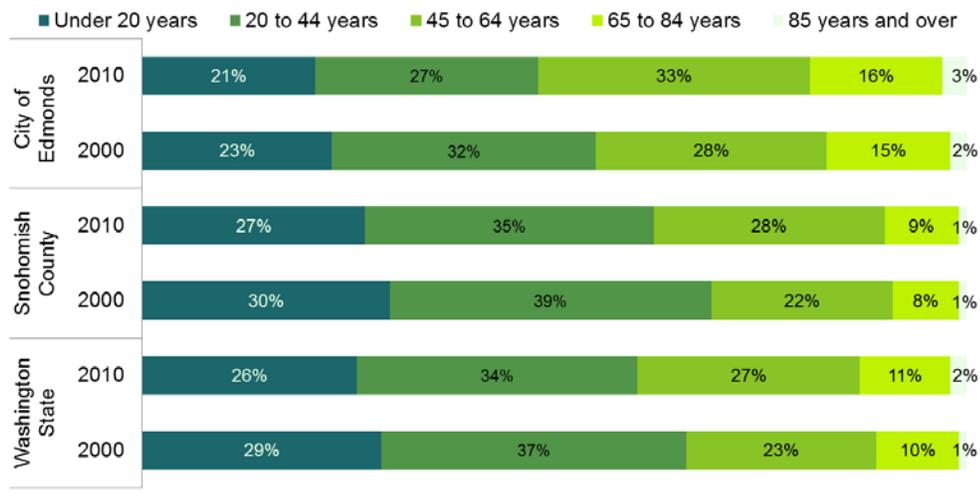
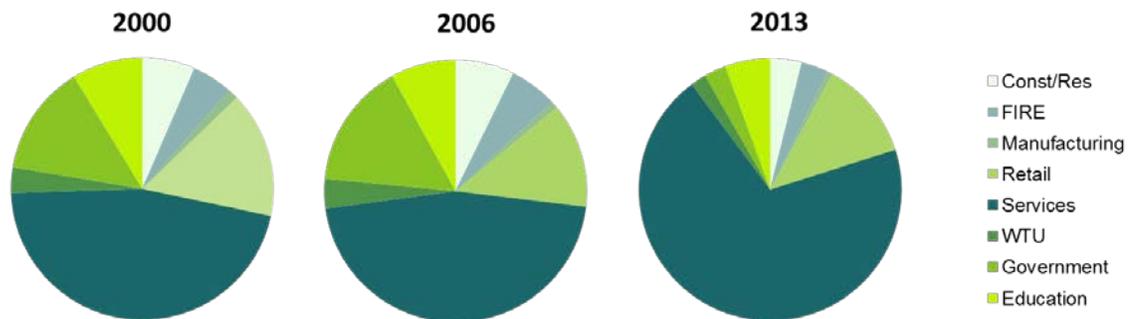


Figure 2: Age Distribution of Edmonds Residents

Economic Factors

During the first decade of the 21st century, covered employment in Edmonds grew at a modest average annual growth rate (AGR) of 0.56 percent (compared to Snohomish County at 1.53 percent AGR and King County -0.32 percent AGR). These figures are based on the Puget Sound Regional Council's Covered Employment estimates and consist of all employment covered by the Washington Unemployment Insurance Act except jobs in the resource, mining, and construction fields which were excluded to remain consistent with Snohomish County Tomorrow's (SCT) long-term employment targets that do not consider resource, mining, and construction fields into their projections.

From 2010 to 2013, Edmonds experienced significant growth in employment as the economy recovered from the recession. During this period, overall employment grew at 2.46 percent AGR with the most notable rise in service fields (professional services, waste management, private sector educational services, healthcare and social services, arts and entertainment, accommodation and food services) at 18.5 percent AGR. Figure 3 shows how the employment mix in Edmonds changed over time. Figure 4 shows the percent change of specific industries from 2010 to 2013. In 2013, the Edmonds' total Covered Employment was 12,638. The SCT's 2035 employment target for Edmonds is 13,948, representing an AGR of 0.47 percent.



Source: Puget Sound Regional Council

Figure 3: Covered Employment Estimate for Edmonds



Figure 4: Percent Change in Covered Employment Estimates, Post-Recession 2010 to 2013

Source: Puget Sound Regional Council.

Note: WTU refers to Wholesale Trade, Transportation, and Utilities. FIRE refers to Finance, Insurance, and Real Estate.

According to the 2011-2013 ACS, the Edmonds’ median household income was \$67,228 per year, compared with a Snohomish Countywide average of \$67,192 and a King Countywide average of \$70,998.

Retail trade is a significant employer in the city. However, on a per capita basis, taxable retail sales in the City of Edmonds are relatively lower than Edmonds’ neighbors and other cities of similar size, as shown in Figure 5, and roughly the same as Snohomish County as a whole. The City’s location amidst densely populated areas suggests that Edmonds has the potential to attract higher retail sales comparable to other cities its size.

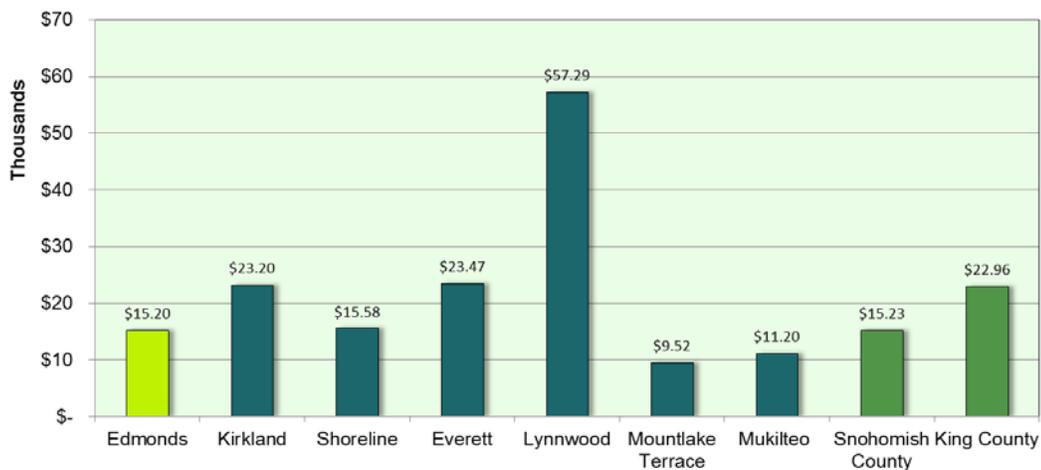


Figure 5: Taxable Retail Sales per Capita (all NAICS), 2013

Source: Department of Revenue

Housing

The city is primarily residential with single-family residences as the predominant land use. Of the 18,378 dwelling units in 2010 Census, 11,685 are single-family (63.6 percent of the total) and 6,664 are multi-family (36.3 percent of the total). As shown in Figure 6 multi family is continuing to increase its share of total housing stock. In 2000, 68 percent of all housing units were owner-occupied; this increased to just over 69 percent in 2010. Average household size continues to decrease over time, from 2.59 persons per household in 1980 to 2.26 persons in 2010.

Selected Housing Statistics				
	1980	1990	2000	2010
SF Housing Units	7,529	8,550	11,391	11,685
MF Housing Units	3,072	4,165	6,038	6,664
Mobile Homes	101	230	90	29
Total Housing Units	10,702	12,945	17,519	18,378
% Single Family	71.3%	67.8%	65.5%	63.6%
% Multi Family	28.7%	32.2%	34.5%	36.3%
Avg Household Size	2.59	2.41	2.32	2.26
Avg Persons/Unit	2.59	2.37	2.26	2.16

Figure 6: Selected Housing Statistics

Source: U.S. Census

Transportation

The existing transportation system consists of a network of principal arterials, minor arterials, collectors and local streets. Three major arterials link together state routes or connect the state route system to major centers and to the ferry system; SR-104, SR-524/196th Street SW and SR-99. SR-104 serves east-west travel on the south end of the city and provides access to the Edmonds-Kingston ferry and Interstate 5; SR-524/196th Street SW extends bordering through the east side of the city. SR-99 carries the highest volume of traffic in Edmonds.

The Burlington Northern Railroad runs adjacent to the city's shoreline and links Edmonds with Everett to the north and Seattle to the south. The rail line is currently used for freight and AMTRAK and Sound Transit commuter rail passenger rail service; approximately 37 trains a day pass through the city. Bus service is provided by Community Transit with three regular bus routes (with service to Mill Creek, Lynnwood, and Alderwood) and four peak period only commute bus routes (with service to the University of Washington and downtown Seattle). In 2009, the *Swift* bus rapid transit was launched, servicing a 17-mile stretch from Shoreline to Everett.

The Edmonds-Kingston Ferry connects south Snohomish County and north King County with the northern Kitsap Peninsula and points west on the Olympic Peninsula via the Hood Canal Bridge. The Edmonds-Kingston ferry route remains one of the busiest routes in the state's ferry system. Figure 7 shows historical growth in passenger and vehicle demand from 1980 to 2010. Ridership more than

doubled during the 1980s, increasing from nearly 1,950 vehicles and more than 4,250 persons daily in 1980 to over 4,500 vehicles and 9,200 persons daily in 1990. Ridership also increased appreciably in the 1990s, growing by more than 40 percent to over 6,750 vehicles and 13,000 persons daily during 2000. The 1992 Cross Sound Transportation Study (Booz-Allen and Hamilton Study Team, 1992) concluded that there was no reasonable alternative to the ferry service to meet the projected increases in travel demand. The PSRC based its Transportation Element of Vision 2020 on the Edmonds-Kingston ferry service growing to support the allocation of population within the region.

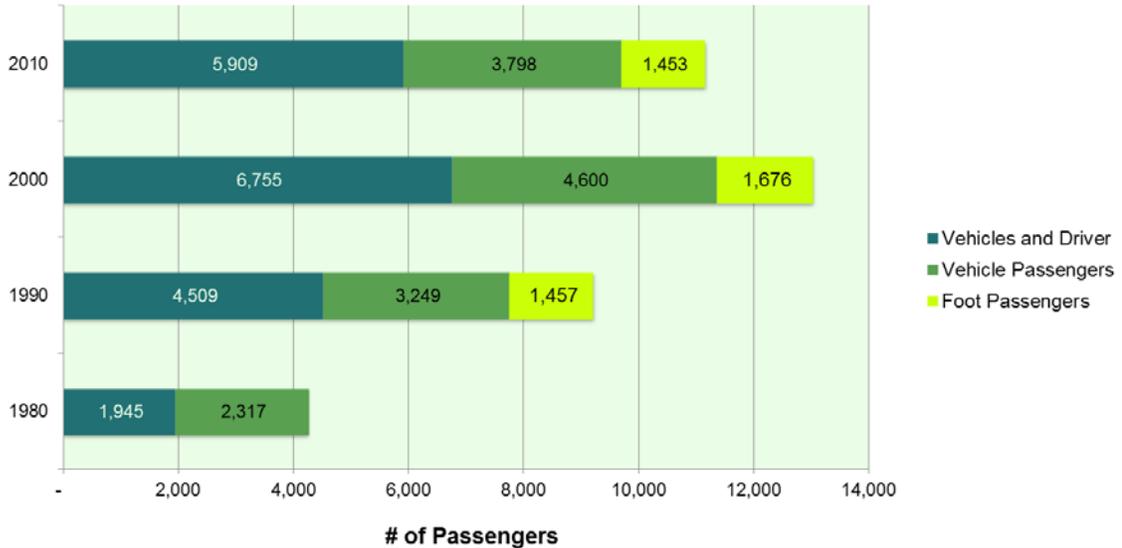


Figure 7: Edmonds-Kingston Ferry Average Daily Ridership

Source: Washington State Ferries, Ferry Traffic Statistics Rider Segment Report

Neighborhoods

Edmonds has a variety of neighborhoods, big and small, named and unnamed. Some neighborhoods, such as the Highway 99 area, the “Bowl,” Firdale, Five Corners and Perrinville, include commercial activities. Many neighborhood areas, such as Seaview or Sherwood, include schools, parks, trails and other amenities that help identify them or add to their unique character.

Each neighborhood is valuable and contributes to the community as a whole. Recognizing this character and value, while still allowing for positive changes in neighborhoods over time, is an important concept.

Public Process

It is the goal of the City of Edmonds to provide early and continuous public notice for the proposed comprehensive plan amendments in advance of all opportunities to comment on the proposals, and to

allow those who express an interest in any of the amendments to be able to track their progress through the legislative decision process.

- A.1. Use a variety of methods to provide early and ongoing public notice of the proposed amendments, including such things as publication in news outlets, advertising on local public access television, placing notices in a City newsletter, compiling a list of interested parties, and/or providing information on the City's website.
- A.2. Information provided by the City of Edmonds as part of this public participation process will be designed to:
 - A.1.a. Use plain understandable language.
 - A.1.b. Provide broad dissemination of information regarding the proposals.
 - A.1.c. Provide early and continuous notification.
 - A.1.d. Provide opportunities for commenting in a variety of ways – verbally, in writing, and via email.
- A.3. In addition to providing early and continuous information on the plan amendment proposals, the City of Edmonds will provide a formal adoption process with public hearing(s) and opportunities for public comment and input.

Implementation Actions & Performance Measures

Implementation actions are steps that are intended to be taken within a specified timeframe to address high priority sustainability goals. In addition, the Comprehensive Plan contains a small number performance measures (no more than one per element) that can be used to monitor and annually report on the implementation and effectiveness of the Comprehensive Plan.

Performance measures, as identified in the Comprehensive Plan, are specific, meaningful, and easily obtainable items that relate to sustainability and can be reported on an annual basis. They are intended to help assess progress toward achieving the goals and policy direction of each major Comprehensive Plan element.

The City staff will annually report on the progress and effectiveness of implementation actions and performance measures to City Council and Planning Board.