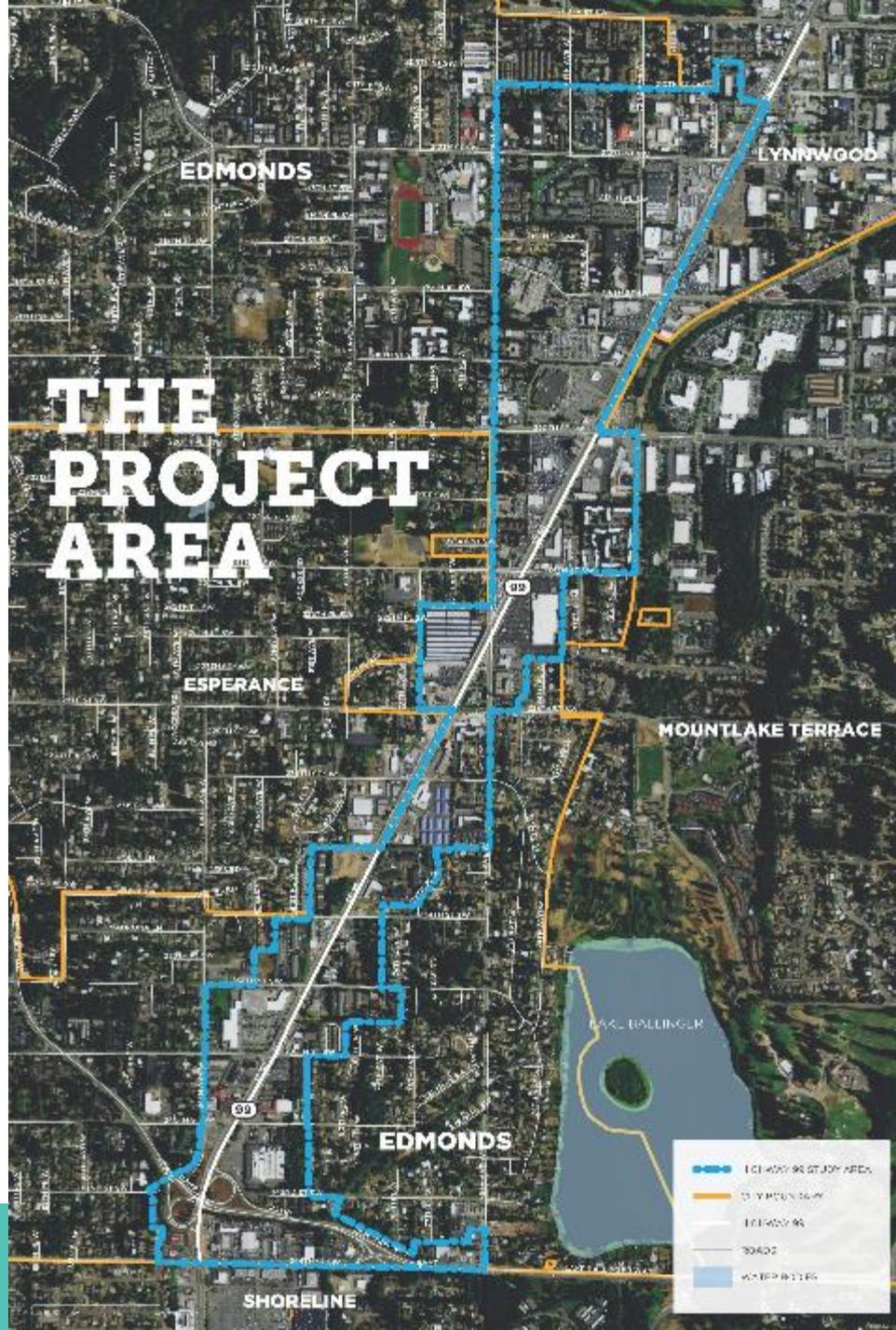




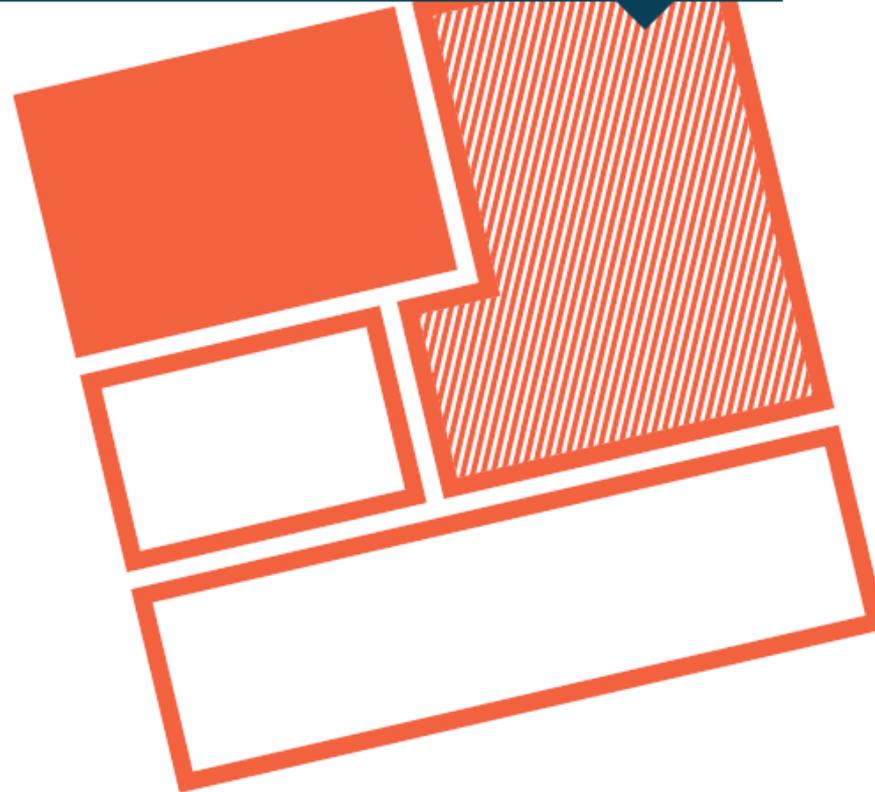
Highway 99 Code Amendments Implementation Edmonds, WA

April, 2017

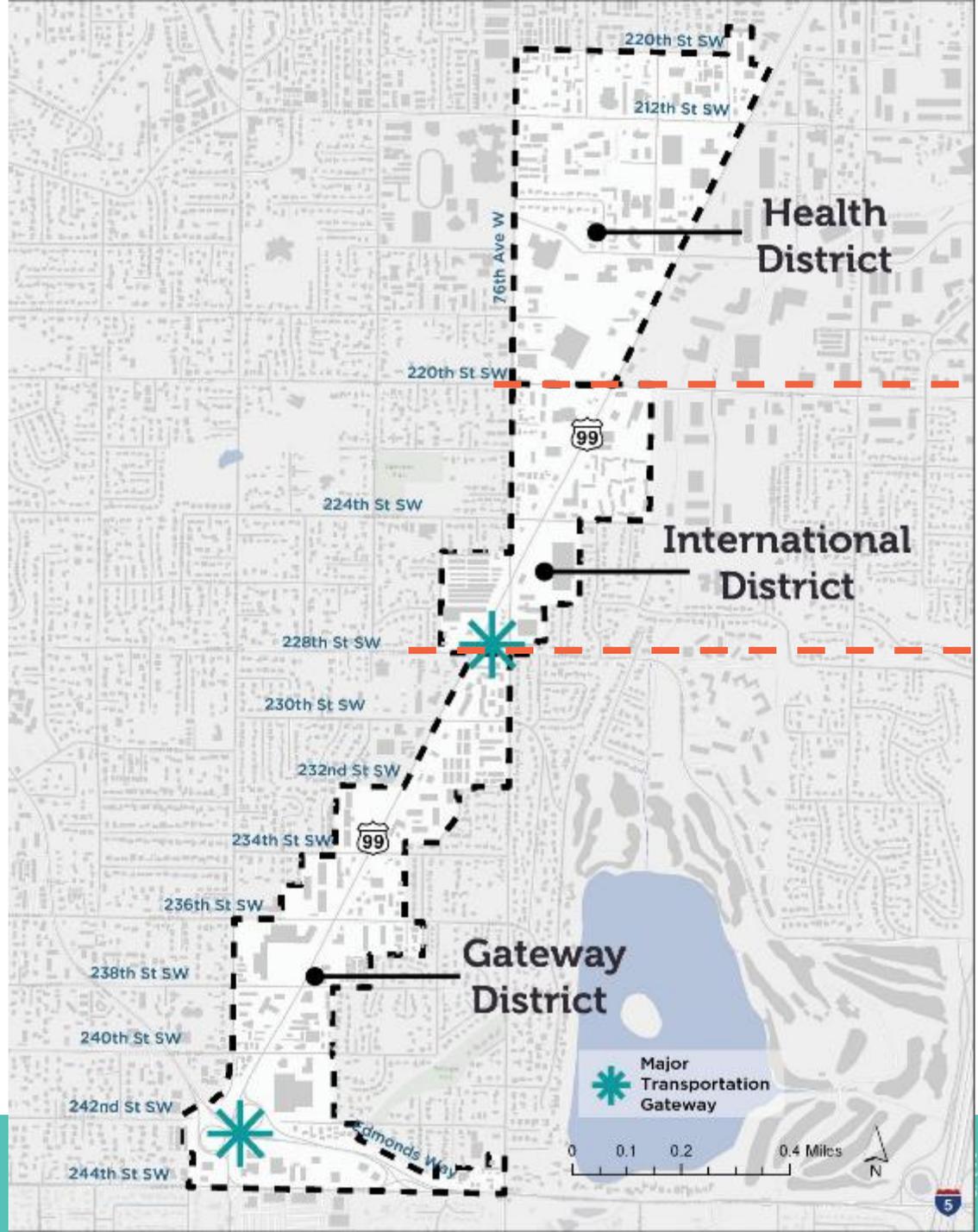
THE PROJECT AREA



ZONING & DEVELOPMENT RECOMMENDATIONS

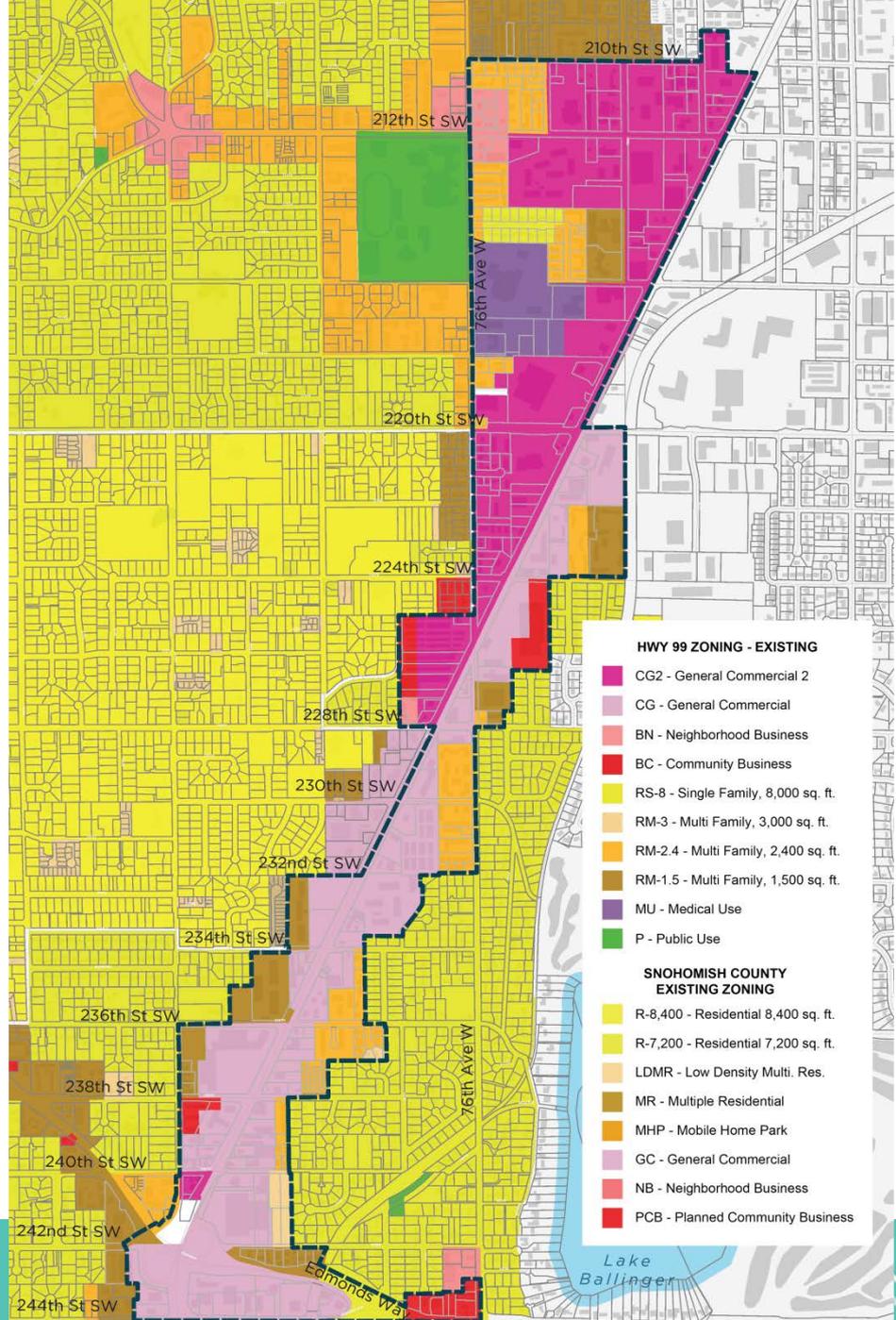


Proposed Update to Comp Plan Subdistricts Concept



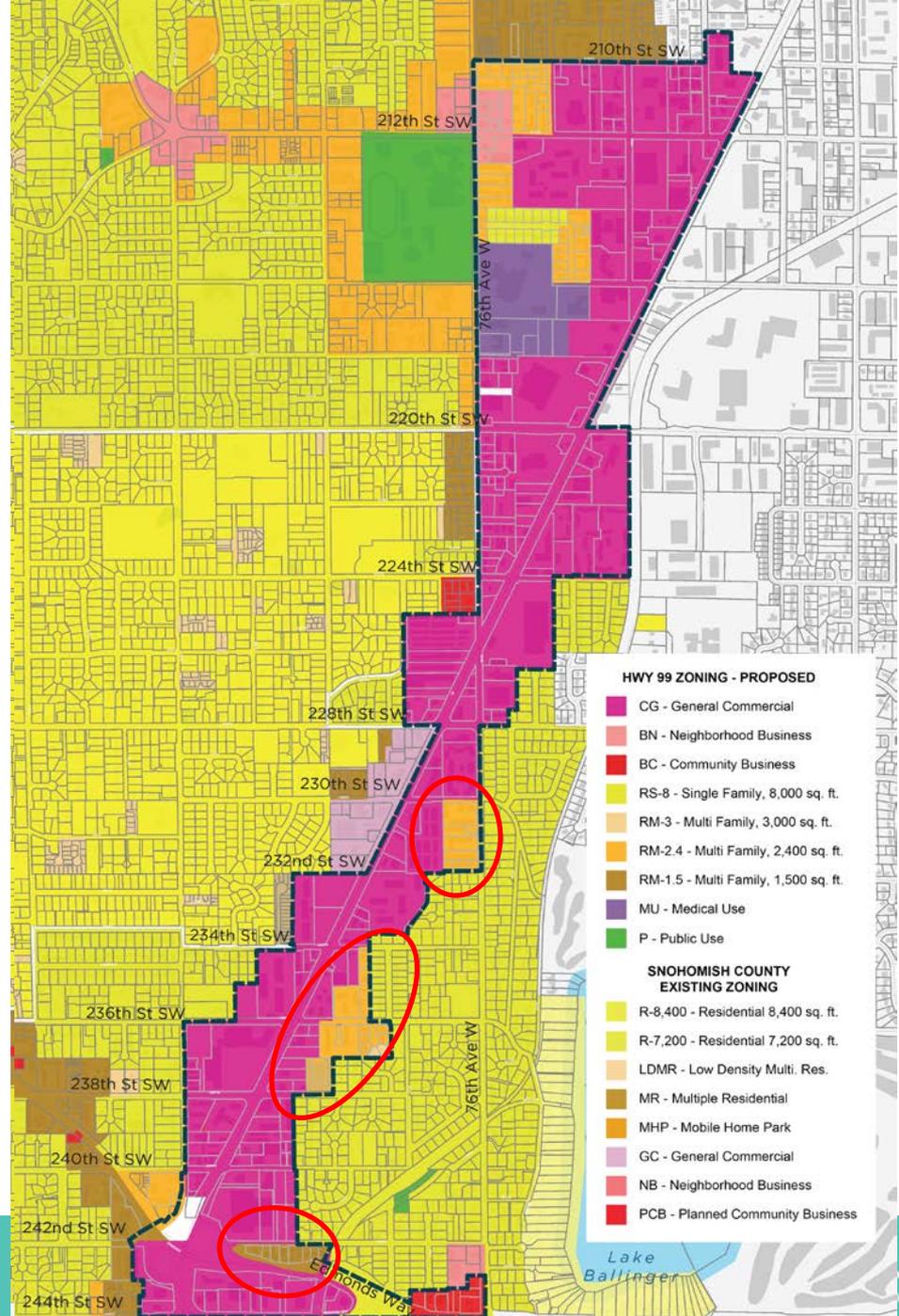
Current Zoning Map

- The only difference between CG and CG2 is the height limit (CG = 60' and CG2 = 75')
- Many current zones are remnants from the counties antiquated zoning
- Many zones do not match with the parcel boundaries



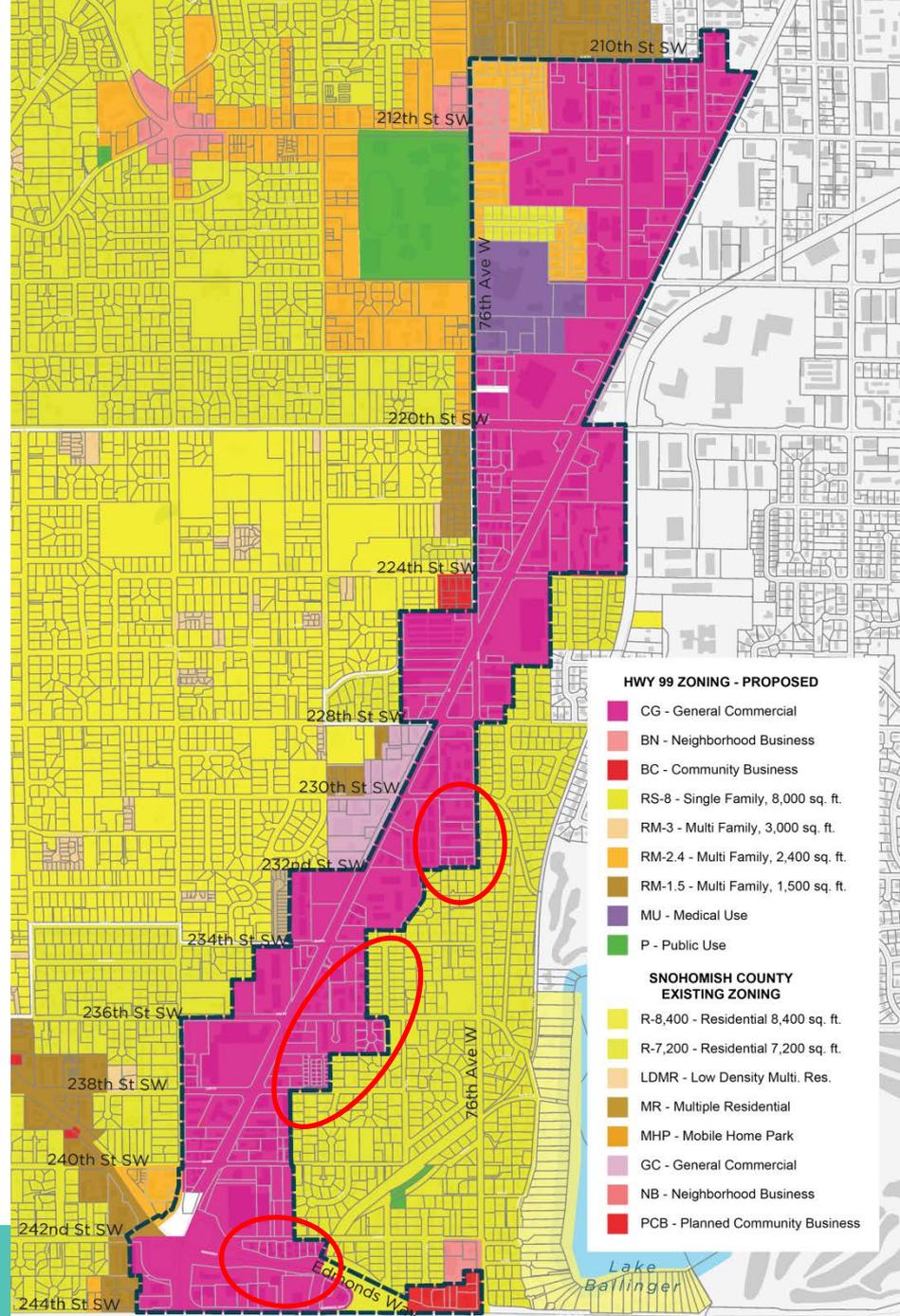
Proposed Zoning Map

- The proposal is to change these zones to the consolidated CG zone
- Incorporate design standards directly into zones to ensure scale transition into neighborhoods
- More predictable outcomes for community



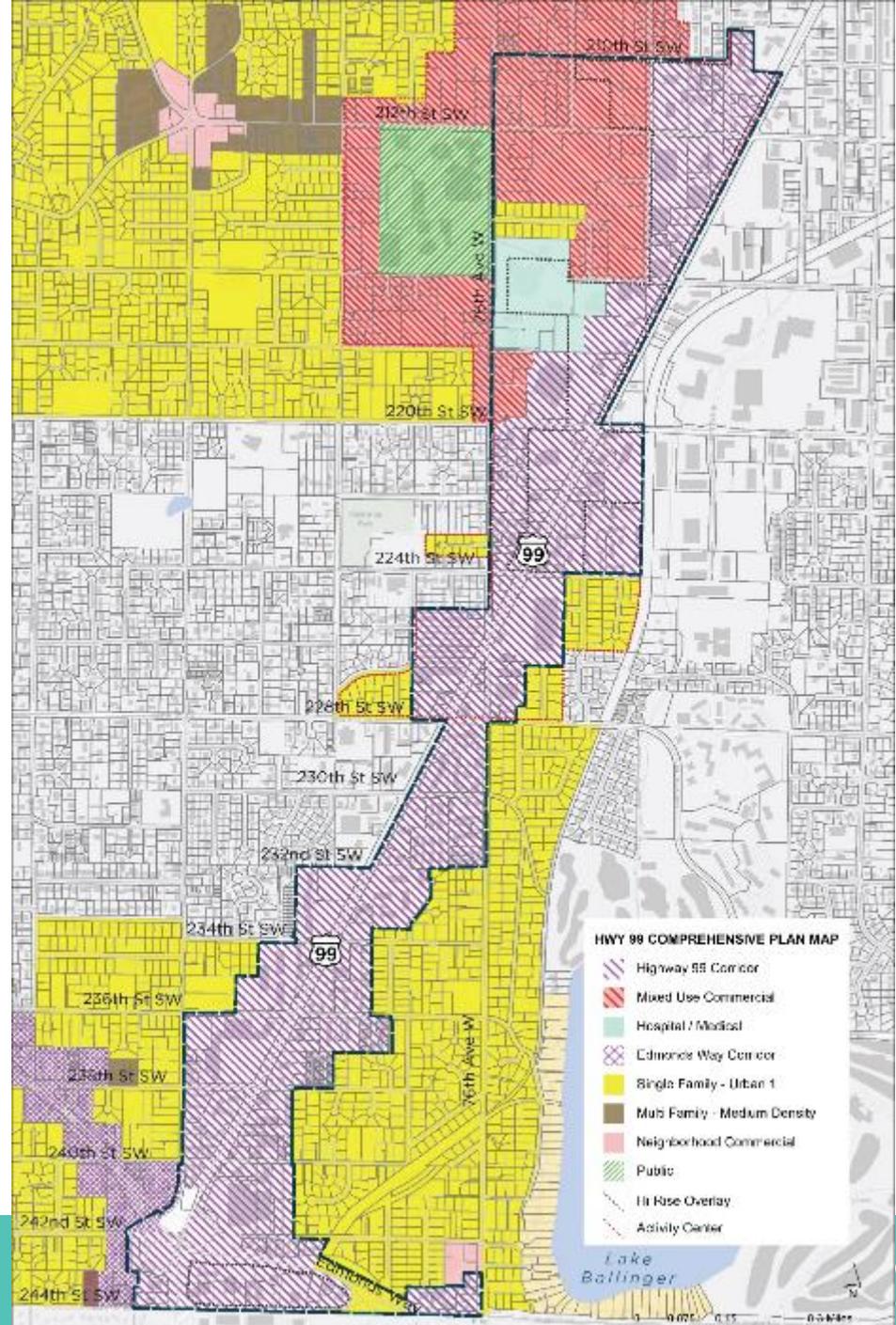
Proposed Zoning Map

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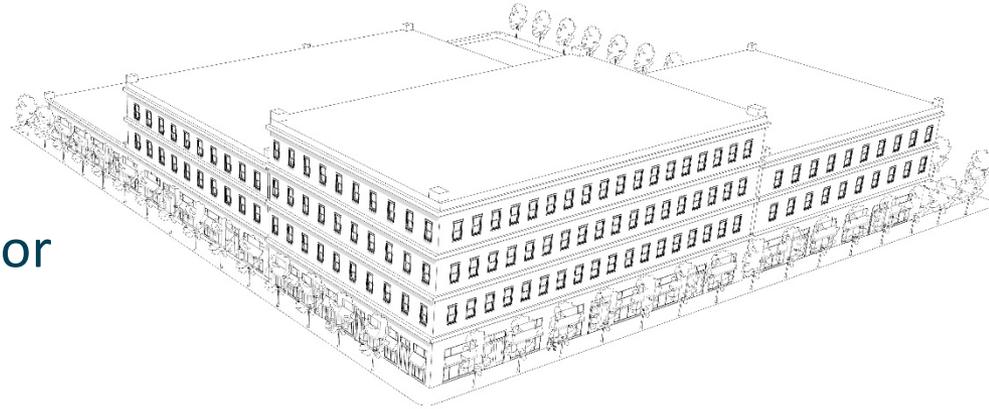
Comprehensive Plan Map

- New zoning is consistent with the Comprehensive Plan map

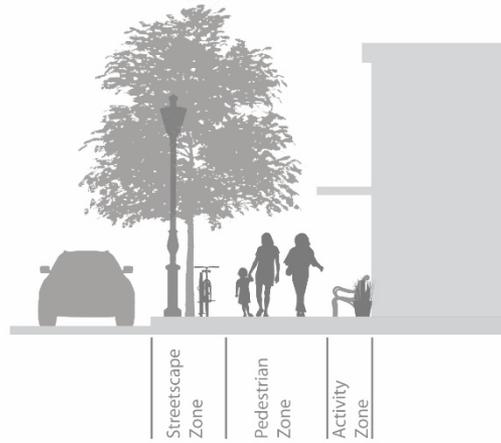
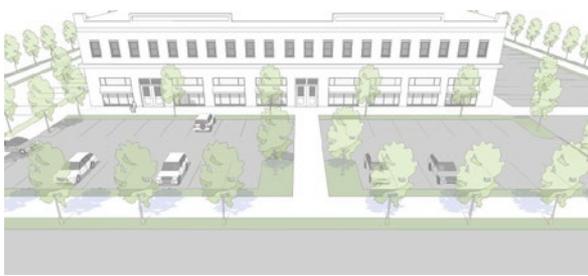


Draft Zoning and Development Recommendations

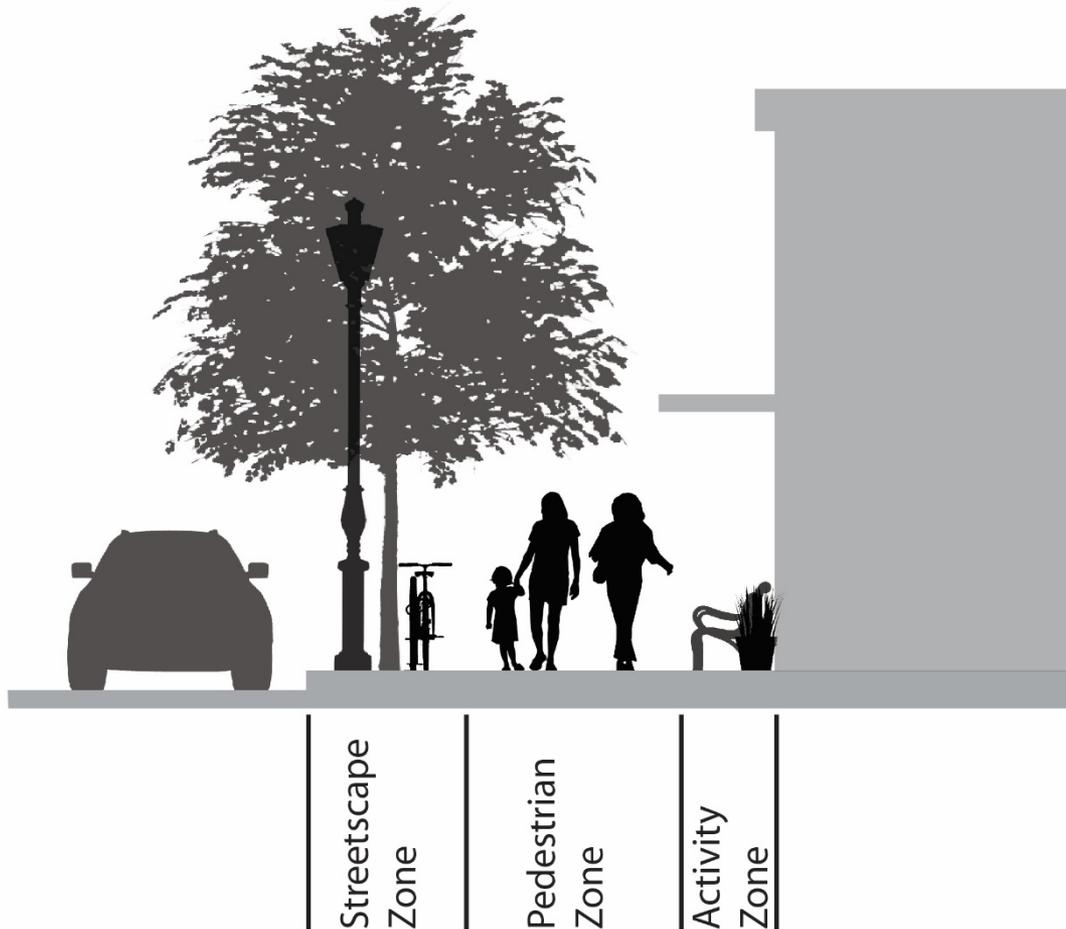
- Strengthen current design standards
- Incorporate them directly into the zoning code
- Consideration of special circumstances within the corridor will be made to ensure the standards are feasible, such as large parcels that would have multiple buildings if redeveloped and parcels with unique access or transportation challenges.



Site development standards – General 16.60.020



The pedestrian area adjacent to the street is composed of three zones: the activity zone, the pedestrian zone, and the streetscape zone.



Additional building stepback when adjacent to RS zones



Site development standards – design standards 16.60.030



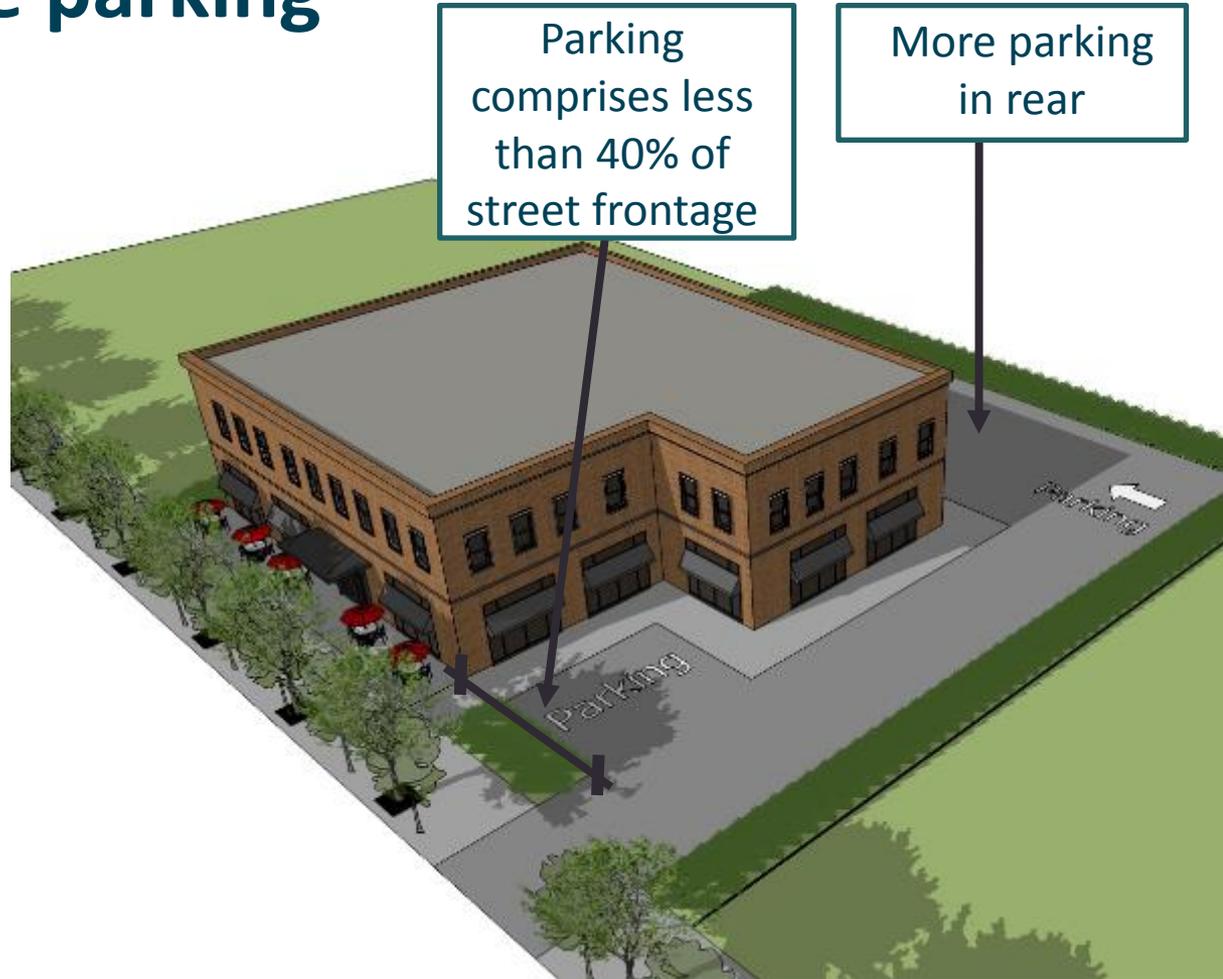
15' setback with 10'
landscape buffer

Minimum of four feet wide landscaping, is required along all street frontages where parking lots abut the street except where pedestrian activity area is provided.



Access and vehicle parking

- All off- street surface parking shall be located to the side or rear of the primary building.
- Parking areas shall comprise 40% or less of the public street frontage within 100 feet of the street for the lot or tract and, on corner lots , may not be located at the corner .



Electric vehicle charging stations

For development that includes housing, electric vehicle charging stations must be provided for ten percent of the required parking.



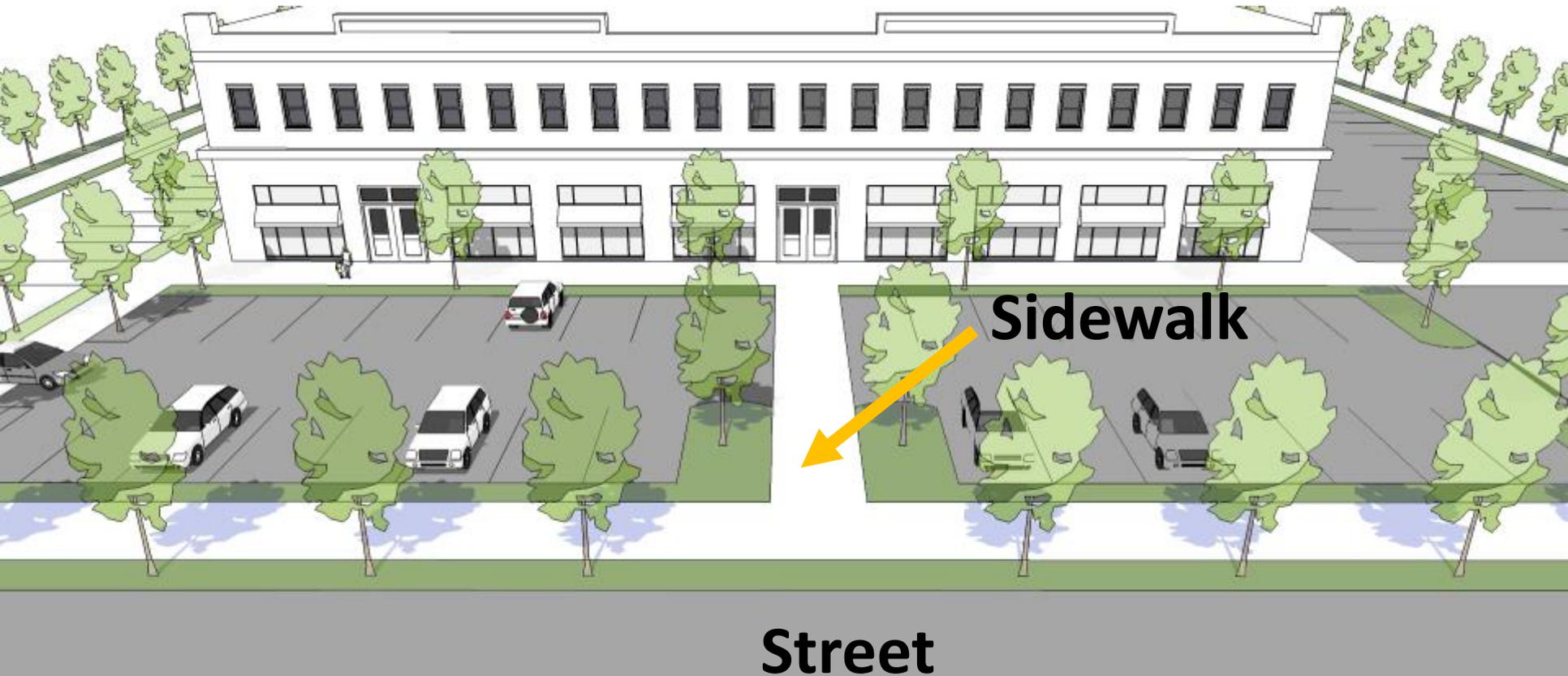
Paths within parking lots

- Separate paved routes must meet federal accessibility standards. This can be partly achieved through variation in textures, colors, and/or landscape barriers.



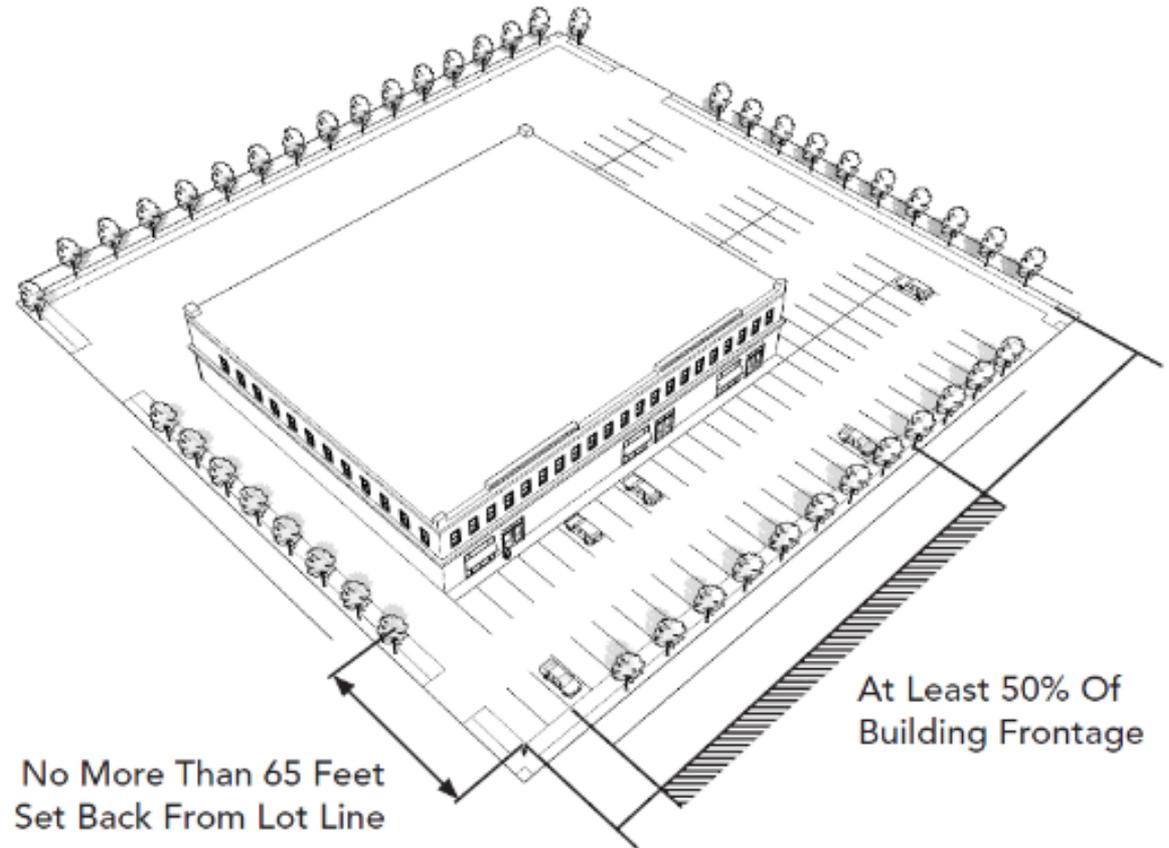
Pedestrian and transit access

Pedestrian building entries must connect directly to the public sidewalk and to adjacent developments if feasible.



Alternative Pedestrian Oriented Design

A minimum of 50% of the primary street frontage for each development shall have buildings within 10 feet of the front property line with the principal entrance located on that frontage.



Alternative Design Option

- For sites with unique constraints.
- No more than one row of parking spaces shall be allowed in the front of a building on its primary frontage.
- Required Amenity spaces shall be located to connect the building to the street.



Amenity Space

At least 5% of the building footprint or the parking lot area being developed , whichever area is greater on any site , shall be provided as amenity space .

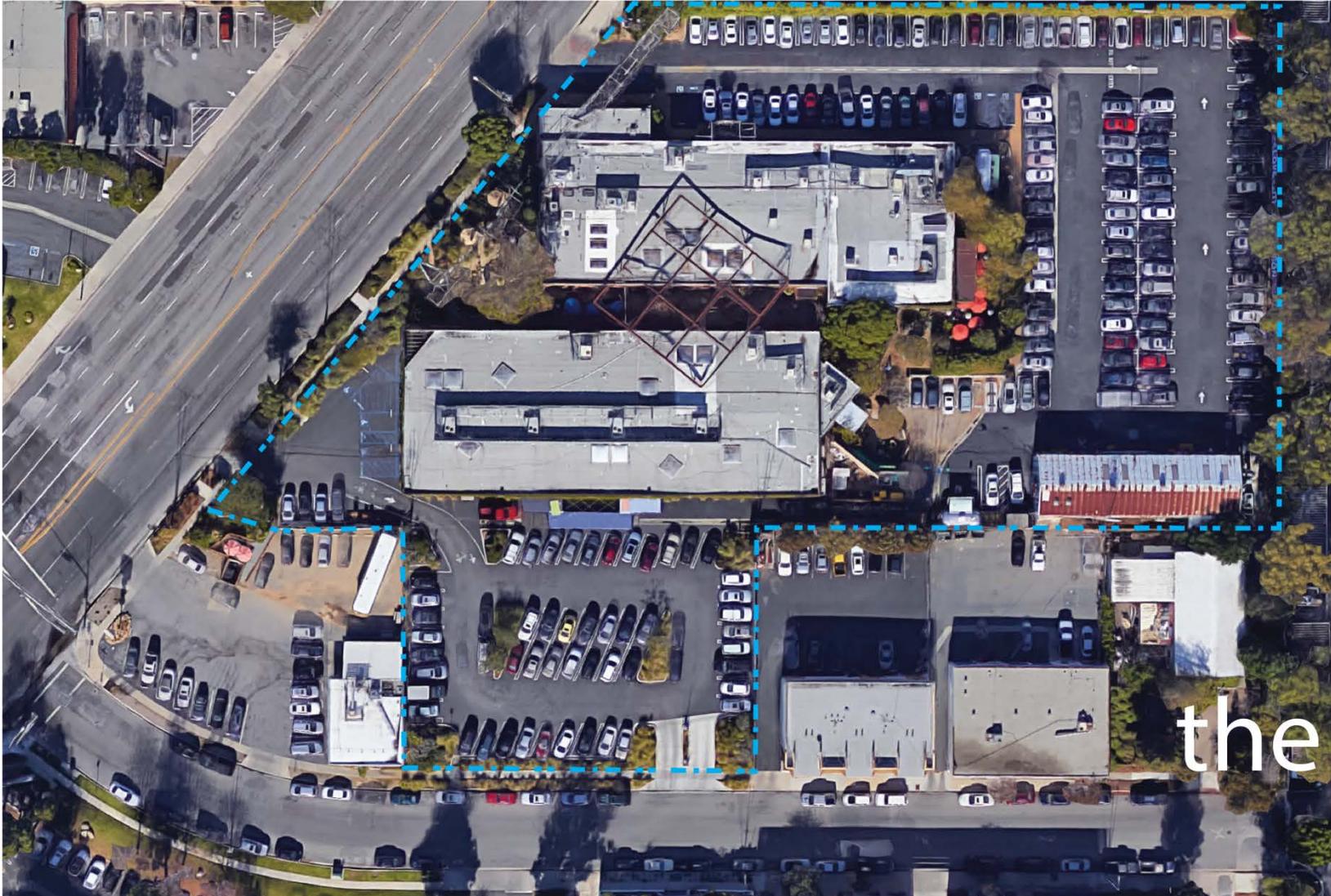


The amenity space shall be open air space that incorporates pedestrian -oriented features.

At least 20% of the required amenity space shall be comprised of plantings, which may include tree canopy areas and other shade or screening features.



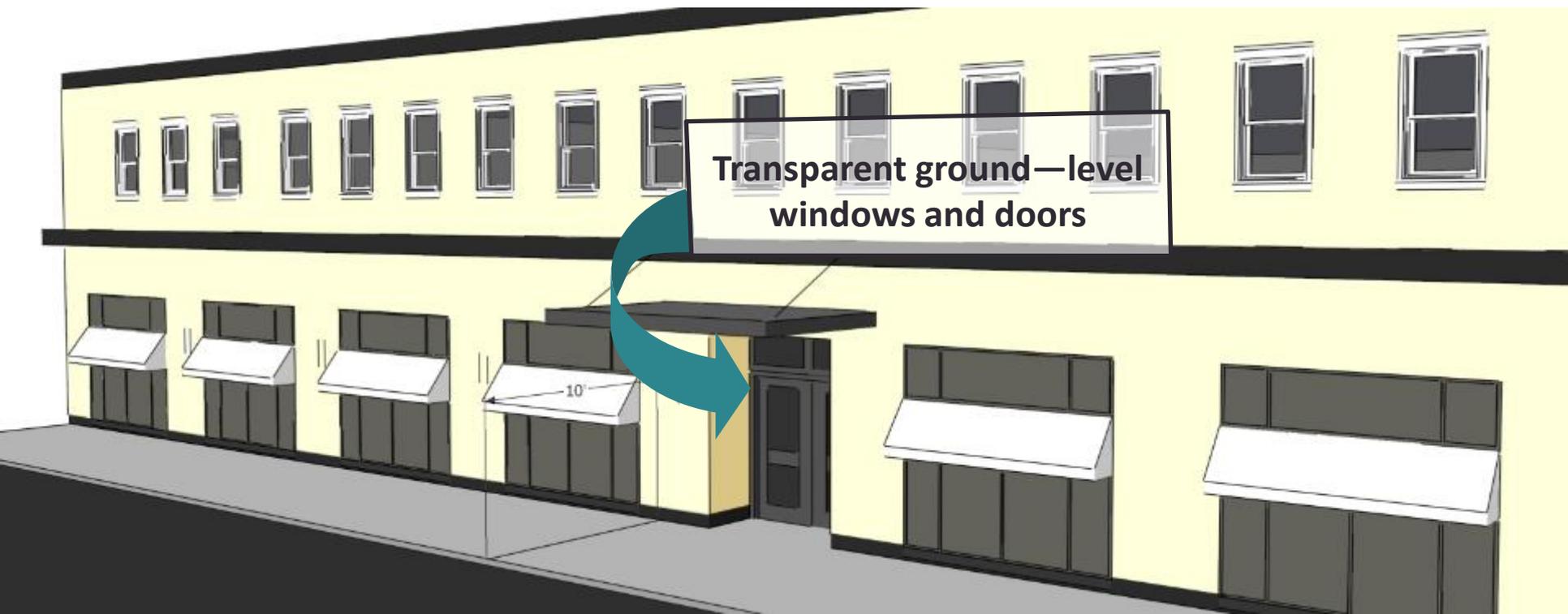
Example of amenity space in Costa Mesa, CA



the lab
Costa Mesa, CA

Building Design and Massing

50% of the building façade between two and 10 feet in height shall be comprised of windows or doors that are transparent



Next Steps

- Planning Board will consider revised draft code in public hearing - May 10
- Board's recommendation will go to City Council for further action & decision (circa May/June)



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Burlington Coat Factory Site Existing



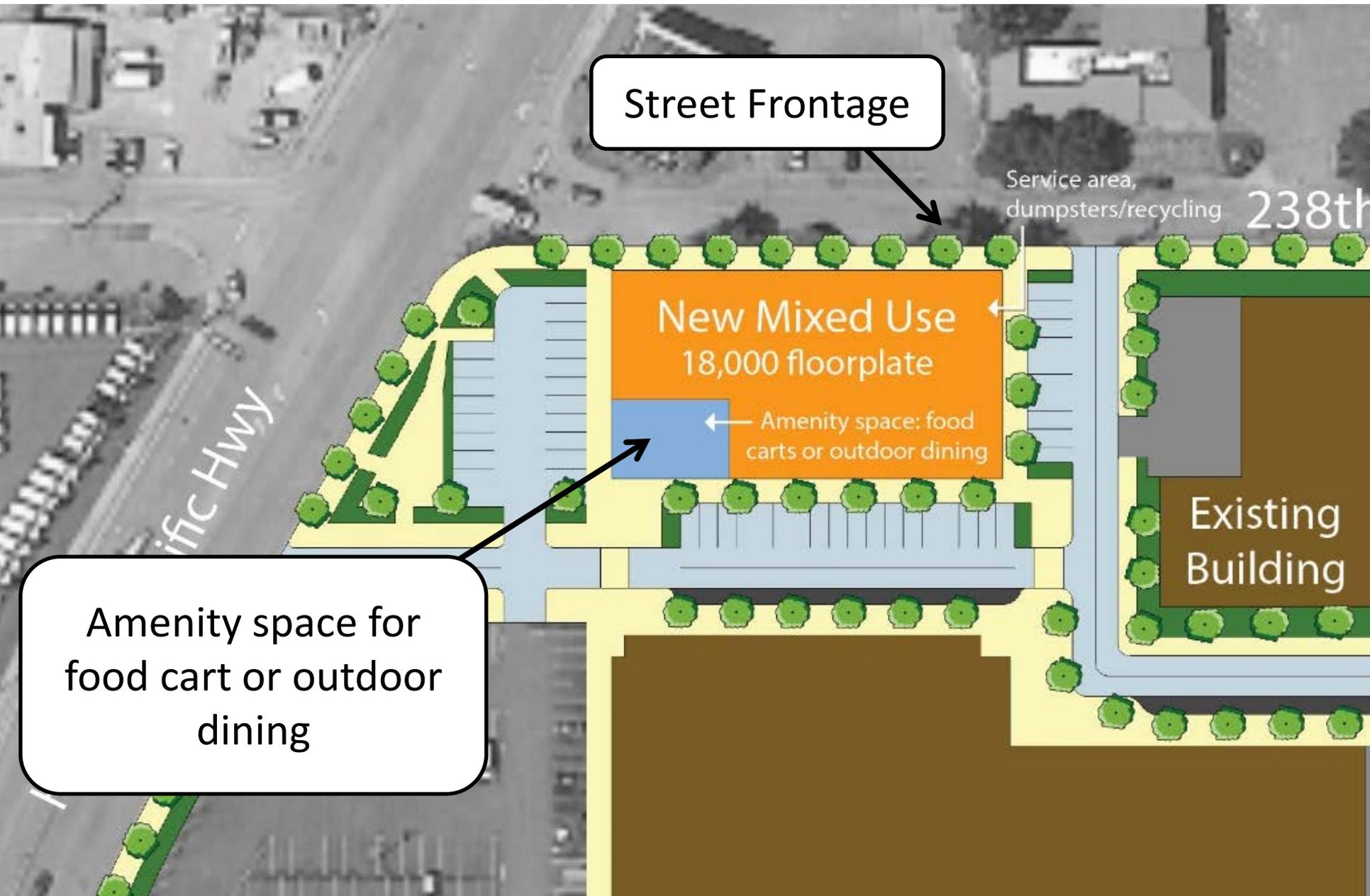
Burlington Coat Factory Site Proposed



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Burlington Coat Factory Site Proposed



Street Frontage

Service area, dumpsters/recycling 238th

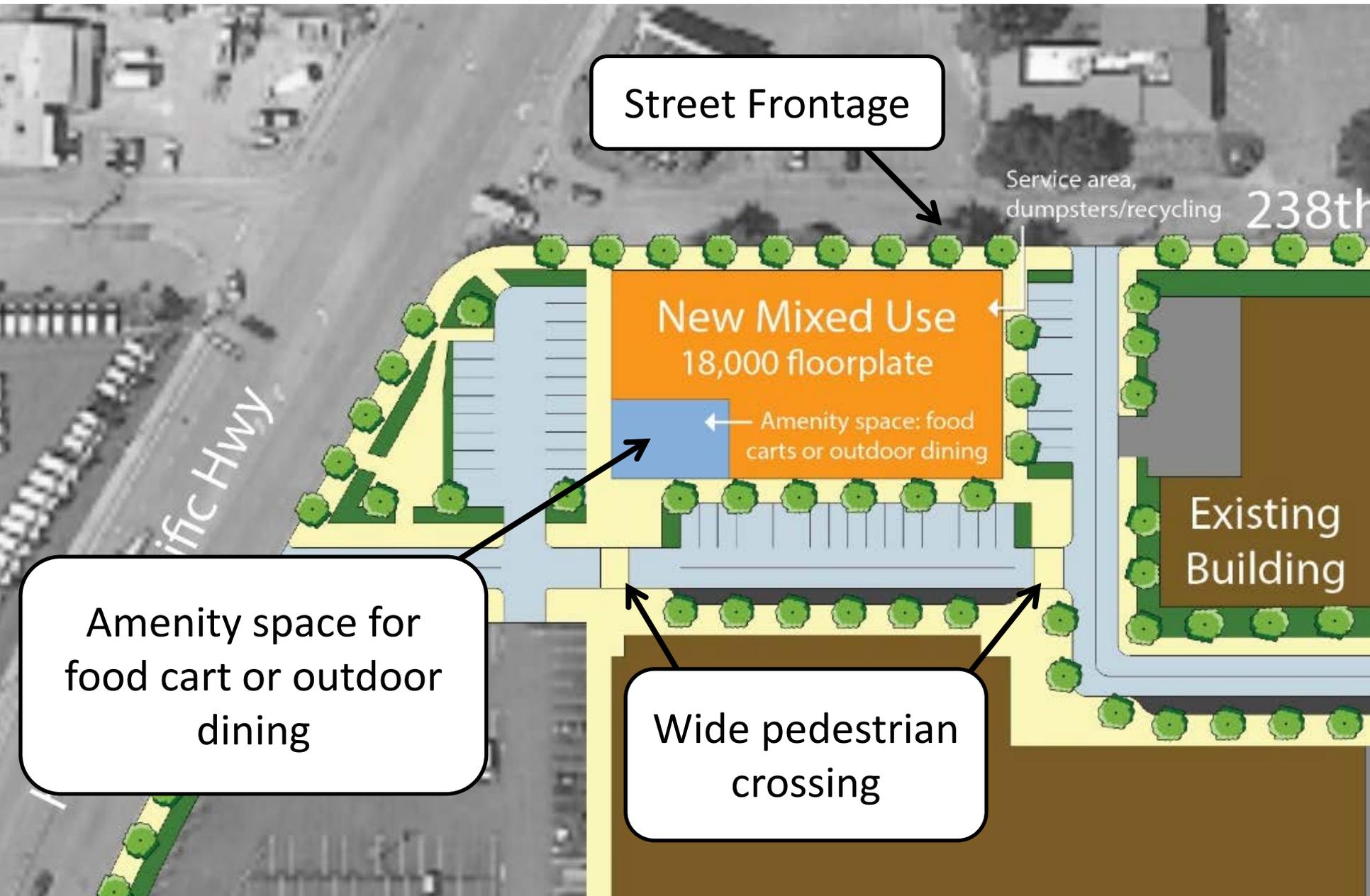
New Mixed Use
18,000 floorplate

Amenity space: food carts or outdoor dining

Existing Building

Amenity space for food cart or outdoor dining

Burlington Coat Factory Site Proposed



Street Frontage

Service area, dumpsters/recycling 238th

New Mixed Use
18,000 floorplate

Amenity space: food carts or outdoor dining

Existing Building

Amenity space for food cart or outdoor dining

Wide pedestrian crossing