ACKNOWLEDGEMENTS

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INTRODUCTION

The Subarea Plan is a vision and action plan to enhance the Highway 99 area, support prolonged economic prosperity in the corridor area, and build a more attractive place for the Edmonds community to live, work, and play.

The City of Edmonds initiated the Edmonds Highway 99 Subarea Plan to address future land use and transportation needs on and around the Highway 99 corridor. The plan acts as a guide for future development of the corridor area, and includes specific actions and investments designed to bring positive changes to the community.

DOCUMENT OVERVIEW

This document provides guidance for how the corridor should grow and change in the future and sets forth the opportunities and actions needed to address the challenges on Highway 99. The Plan identifies the constraints and opportunities for land use, transportation, and economic development. It describes two alternative scenarios representing different intensities of investment and redevelopment in the short- and long-term future. The accompanying Implementation Strategy lays out the investments, policy changes, and short-, medium-, and long-term actions to transform the Highway 99 area into a vibrant, mixed-use, transit-oriented corridor.

THE PLANNING CONTEXT

As part of the ten-year state transportation budget adopted in 2015, $10 million was allocated for improvements to Highway 99 in Edmonds. The first $1 million will be available in the early years of planning for the corridor. The Subarea Plan helps make the case for obtaining significant additional federal, state, and regional grant funds to implement the policies and strategies set forth in this plan. Successful implementation of the plan will depend on a secure source of funding and collaborative decision-making from state legislators and city officials.

Neighboring directly south of Highway 99 in Edmonds, the City of Shoreline has embarked on significant improvements to Aurora Avenue within its boundaries, emphasizing improvements for transit and pedestrian use. Continuing this momentum in Edmonds will benefit the Edmonds community as well as the broader region creating a livable, vibrant community around high-capacity transit that visitors, businesses, and residents can take full advantage of.
## THE PLANNING PROCESS

### What's the general timeline?

<table>
<thead>
<tr>
<th>Step</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Understanding Existing Conditions</td>
<td>March - April 2016</td>
</tr>
<tr>
<td>2. Develop Land Use and Transportation Scenarios</td>
<td>April - June 2016</td>
</tr>
<tr>
<td>5. Final Sub-area Plan</td>
<td>Jan - June 2017</td>
</tr>
</tbody>
</table>

### What are the steps?

1. **Understanding Existing Conditions**
   - Review previous studies of the Highway 99 corridor and input from the community.
   - Analyze and visualize current conditions of the highway area such as land uses, transportation, real estate trends, housing and business needs, and potential opportunities and barriers for development and place-making.

2. **Develop Land Use and Transportation Scenarios**
   - Understand different land use and transportation impacts to the corridor area, and develop feasible alternative scenarios based on current market trends.
   - Evaluate and document land use and transportation alternative scenarios.

3. **SEPA & Planned Action Environmental Impact Assessment**
   - Prepare a Planned Action EIS to ensure that environmental impacts are considered and mitigated holistically.
   - Document the evaluation process, findings and recommendations.

4. **Develop Sub-area Draft Plan**
   - Create a preferred strategy based on evaluation and feedback of alternative scenarios.
   - Develop an action plan to implement the vision for the Highway 99 area and prioritize preferred improvements.
   - Identify major development code-related barriers to implementation and recommend alternatives.

5. **Finalize the sub-area plan**
   - Present the sub-area plan to the Planning Board and City Council.
   - Finalize the draft sub-area plan and recommendations.

### How can YOU get involved?

- **Public Workshop**
- **Open House**
- **Public Meeting**

### Scenario results

- Scenario results were revealed at a public open house in May. The scenario results were also available on the website to collect additional feedback from the public.

### Public involvement

- An overview of the draft plan and recommendations were revealed at a public open house in November. The public had the opportunity to provide feedback on the recommendations via the website.

- The public was invited to attend a presentation to the Planning Board and City Council. The draft sub-area plan was also available on the website for the public to review and provide final comments.
PAST PLANNING EFFORTS
During a City Council retreat in 2002, the Highway 99 corridor was identified as one of the areas of greatest potential for generating tax revenue for the city. Subsequently, the Highway 99 Task Force was formed at the City Council retreat in 2003 to study and make recommendations on how to maximize economic growth along the Highway 99 corridor. As a result, the City of Edmonds Highway 99 Enhancement project began engaging neighborhood representatives and business and property owners in 2004 to identify key local objectives and recommendations along the corridor. This subarea plan is intended to augment the work started in 2004 and set forth concrete actions steps to move towards implementing land use and transportation improvements on Highway 99. The Highway 99 Subarea Plan is a result of many years of study and careful planning.

2004 Highway 99 Enhancement Project
This report identifies local objectives and development opportunities for Comprehensive Plan and Zoning Amendments eventually adopted in 2004. The plan outlined concepts for four focus areas along the corridor and made recommendations for furthering redevelopment efforts.

2004 Highway 99 Enhancement Project Market Assessment
This report is a market feasibility assessment of commercial and residential development near Highway 99. The study identified enhancement scenarios, market factors, multifamily housing considerations, and short-term retail development opportunities. The report also identified barriers to further development, including the need to improve left turns and highway crossings.

2007 Highway 99 Traffic Safety and Circulation Study
The Traffic Safety and Circulation Study evaluated the transportation system’s needs based on current and future traffic and land use conditions, developed a prioritized list of multi-modal solutions to the transportation needs of the study area, and identified projects for early implementation and incorporation into the City’s Capital Improvement Plan (CIP).

2015 City of Edmonds Comprehensive Plan
The Comprehensive Plan identifies Highway 99 as a major activity center “intended to encourage the development of a pedestrian and transit oriented area focused on two master planned developments, Swedish/Edmonds medical center and Edmonds-Woodway High School, with a related high-intensity development corridor along Highway 99.”

2014 City of Edmonds Comprehensive Transportation Plan
The Transportation Plan serves as the transportation element of the City’s Comprehensive Plan. It identifies transportation infrastructure and services needed to support projected land use within the city through the year 2035. Several intersections along Highway 99 were identified for transportation improvements to provide safer access management throughout the corridor and additional safety and urban design improvements.
PLANNED ACTION ENVIRONMENTAL IMPACT STUDY (EIS) OVERVIEW

A Planned Action EIS is an upfront assessment of environmental conditions, potential impacts, and mitigation measures for the Edmonds Highway 99 Subarea, rather than a piecemeal analysis on a project-by-project basis. As such, the EIS provides developers certainty and predictability while streamlining the environmental review and permitting process and furthering the goals of the State Environmental Policy Act (SEPA) and the Growth Management Act (GMA). Planned actions still need to meet the City’s development regulations and to obtain necessary permits.

The alternatives considered in the Draft EIS for the Subarea Plan include No Action (Alternative 1) and the Preferred Alternative (Alternative 2). Under Alternative 1, future growth would continue based on existing development regulations and past development trends. Alternative 2 assumes future mixed use growth with an emphasis on residential, commercial, and office development and assumes a new vision for the area supported by transportation system improvements and updates to existing development regulations. See Appendix A for a more detailed description of impacts for each alternative.
## Table 1: Key Features of Each Alternative in the EIS

<table>
<thead>
<tr>
<th>Features</th>
<th>Alt. 1 No Action</th>
<th>Alt. 2 Preferred Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Housing Units by 2035</td>
<td>1,224</td>
<td>3,325</td>
</tr>
<tr>
<td>New Jobs by 2035</td>
<td>2,317</td>
<td>3,013</td>
</tr>
<tr>
<td>New commercial sq.ft. by 2035</td>
<td>994,958</td>
<td>1,634,685</td>
</tr>
<tr>
<td>Comprehensive Plan</td>
<td>No change</td>
<td>Proposed update to Highway 99 subarea maps and text to clearly identify three distinct districts in the subarea anchored around major transportation gateways and employment clusters (See Figure 2, page 14.)</td>
</tr>
<tr>
<td>Zoning Designations</td>
<td>No change</td>
<td>Rezone the CG2, RM-1.5, BN, and portions of the RM-2.4 and BC zones throughout the study area to CG (see page 56).</td>
</tr>
<tr>
<td>Development Code Amendments</td>
<td>Existing development regulations would remain unchanged</td>
<td>In summary, development code amendments include the following (For a more detailed description of code amendments, see the Recommendations chapter on page 50.)</td>
</tr>
<tr>
<td></td>
<td>» Building height and CG zone consolidation</td>
<td>» Building height and CG zone consolidation</td>
</tr>
<tr>
<td></td>
<td>» Transit-supportive parking standards</td>
<td>» Transit-supportive parking standards</td>
</tr>
<tr>
<td></td>
<td>» Building frontage standards</td>
<td>» Building frontage standards</td>
</tr>
<tr>
<td></td>
<td>» Building transparency standards</td>
<td>» Building transparency standards</td>
</tr>
<tr>
<td></td>
<td>» Park lot location</td>
<td>» Park lot location</td>
</tr>
<tr>
<td></td>
<td>» Pedestrian Activity Zone</td>
<td>» Pedestrian Activity Zone</td>
</tr>
<tr>
<td></td>
<td>» Ground floor setback</td>
<td>» Ground floor setback</td>
</tr>
<tr>
<td></td>
<td>» Upper story stepbacks</td>
<td>» Upper story stepbacks</td>
</tr>
<tr>
<td>Transportation Improvements</td>
<td>Future improvements would continue to occur on an incremental basis with new development and as planned by the City’s Transportation Master Plan and WSDOT plans.</td>
<td>Improvements to the Highway 99 Corridor and adjacent local streets would include measures to maintain level of service standards, increase east/west connectivity, provide greater bicycle and pedestrian mobility, and improve access to transit (see page 83 for a complete list of proposed improvements).</td>
</tr>
</tbody>
</table>
The vision is based on the knowledge and ideas of Edmonds residents and stakeholders gathered during public workshops, stakeholder interviews, and through public surveys. The Edmonds community shared a wide-range of creative ideas for improvements that will enable people to enjoy safe and easy access to Highway 99’s diverse services and amenities, better access to the area’s robust transit system, and more opportunities for affordable housing, jobs, and destinations.

THE VISION GOALS

The Vision goals here represent the themes that surfaced throughout community discussions with Edmonds residents and stakeholders. They describe the qualities residents want to see in the Highway 99 corridor area.

**Economic Development**
Stimulate the economy by attracting and encouraging new businesses, investment, and redevelopment.

**Safety and Walkability**
Create a safe and comfortable place for pedestrians, bicyclists, and motorists to move along and get across Highway 99.

**Housing and Development**
Encourage and incentivize mixed use development, affordable housing, office/commercial and other types of development.

**Identity**
Establish a distinct identity along the corridor that supports existing cultural destinations and amenities and creates a welcoming and attractive environment for visitors and residents alike.

**Transportation**
Create more efficient and accessible connections between districts and destinations, and other transit centers/stations.
COMMUNITY VALUES

**CONNECTIVITY**
Better connections and access for pedestrians, bicyclists, and transit riders to destinations and amenities in the area.

**WALKABILITY**
Create walkable neighborhoods and commercial centers where visitors can walk safely and comfortably at all hours of the day.

**SAFETY**
Better connections and access for pedestrians, bicyclists, and transit riders to destinations and amenities in the area.

**HEALTHY BUSINESSES**
Bring in new businesses and jobs to the area, encourage existing businesses to thrive, and provide good quality retail and shopping amenities.

**DESTINATIONS**
Enhance distinct districts in the area such as the Health District and the International District to create more vibrant destinations and an even better sense of place.

**BEAUTIFICATION**
Create a more attractive place for residents and visitors through landscaping and urban design.

**AFFORDABLE HOUSING**
Encourage affordable housing options for a mix of income levels - low income, workforce, and moderate-income.
BACKGROUND + EXISTING CONDITIONS

THE STUDY AREA
The Edmonds Highway 99 subarea is approximately 2 miles bordered by several jurisdictions – Lynnwood, Mountlake Terrace, Shoreline, and the Unincorporated Snohomish County neighborhood of Esperance. The subarea is a major urban center for Edmonds with professional services and retail amenities along the corridor. There are distinct subdistricts and is already a horizontal mixed-use district. However, buildings along HWY 99 are predominately highway-oriented, set far back from the road with large surface parking lots in front, which results in an unpleasant and unsafe environment for pedestrians. Many of the buildings are old and reaching the end of their natural life. As Edmonds contemplates where new growth and economic development can occur within the community, this stretch of HWY 99 has been identified for change and there is broad support for a reimagining of its historic role as just a high-speed highway.

The study area currently has approximately **3,800 jobs and 1,600 housing units**. There are about **2.4 jobs for every housing unit**. As such, the subarea is currently an employment destination, with more than twice as many employees as households. Attracting more housing, especially affordable housing, to this jobs-rich area will increase walking and biking trips and reduce the need for more auto trips in the area.
BACKGROUND + EXISTING CONDITIONS

### UNIQUE DISTRICTS

The area has three distinct subdistricts with major local and regional destinations along the corridor.

#### HEALTH CARE DISTRICT

Located approximately between SW 208th St. to SW 220th St., the Health Care District is home to variety of health care facilities and offices, most notably the Swedish Hospital Edmonds Campus. The Edmonds campus includes 34 facilities and services, 217 beds, over 450 physicians and specialists and more than 1,400 staff members. The hospital provides medical and surgical services including Level IV Trauma emergency medicine, diagnostic, treatment and support services. There are many other medical clinics and offices across Highway 99 in Lynnwood as well as schools and higher education such as Edmonds Woodway High School, Mountlake Terrace High School, and Edmonds Community College, within approximately 1.5 miles from the Health Care District core on Highway 99.

The Health Care District is not only a provider of vital health services for the region, but also a growing incubator for medical research, partnerships, health and wellness advocacy, and education opportunities.

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**Key Assets in the Corridor Area:**

1. Opportunity to build on the momentum of ongoing neighborhood improvements in Shoreline along Highway 99 while creating a mixed-use corridor that is distinctly Edmonds.

2. High-quality transit facilities already in place – Community Transit, Sound Transit, and Swift BRT – providing links to housing, employment and other amenities to the Seattle Metro region.

3. Distinct districts are already emerging along the corridor area – the International District and Health District – that provide core services and amenities for Edmonds’ diversifying population.

4. Corridor area is already a major urban center and mixed-used district for Edmonds with retail uses adjacent to apartments and single-family neighborhoods.

5. The business and developer community and residents alike are ready to see positive changes in the area and are excited for the opportunity to create a pedestrian-friendly, transit-oriented environment.
FIGURE 2: DISTINCT DISTRICTS AND MAJOR DESTINATION WITHIN CORRIDOR AREA
INTERNATIONAL DISTRICT
Located approximately between SW 224th St and SW 238th St, the International District is a major cluster of Asian-owned businesses, particularly Korean-American businesses, with diverse restaurants, grocers, and shops. The International District is already a regional destination for culture, food, and entertainment – but there is an opportunity to strengthen the identity of this district and help it thrive in the long term.

The SR 99 International District Enhancement Project was a key recommendation identified in the 2004 Enhancement Study and the 2006 Market Analysis to build on the growing cluster of international businesses, largely anchored by the Ranch 99 Market, Boo Han Plaza, and other specialty plazas. In 2006, the City began efforts through federal grant funds to strengthen the International District identity by improving the area’s visual identity and aesthetics, and implement pedestrian-oriented improvements with new gateway elements including a new pedestrian level lighting, new district identification signage on custom light poles, resurfacing of the island on 76th Avenue and a solar lit sculptural piece on the island as part of the gateway.

A major transportation gateway on 228th and Highway 99 is planned to create safe and easy access across the highway and connect to the recently completed bicycle lane that flows to the future regional trail (Interurban Trail) and to the Mountlake Terrace Transit Center. These transportation improvements will provide a critical connection for both local residents and regional transit riders to the International District. The gateway design potential here will also help solidify the identity of the district.

GATEWAY DISTRICT
The Gateway District, located approximately between SW 234th and the 104 Interchange north of SW 205th St, is the first introduction to Edmonds on Highway 99. This area was identified in the Enhancement Study as “Residential Area Retail Center” and “Hotels Area Improvement”. However, the Edmonds community expressed a strong desire for a “gateway” and distinct transition point in and out of Edmonds during a community workshop. A recognizable marker identifying the entry point to the city will help unify Edmonds as a place with rich history, arts, culture, food, and sense of place.
EXISTING LAND USE PATTERNS

The subarea today contains a mix of land uses including commercial, residential, industrial, public, and educational uses. Commercial uses make up the largest amount of square footage, which includes office, retail, services, and motels. Multi-family residential uses make up the second largest amount, most which are apartments but also townhomes or duplexes. Much of the surrounding areas to the east and west of the study area are developed as single family residential, and the residential uses on the edges of the study area help to provide transitions to these areas.

There are vacant parcels located throughout the study area with a concentration in the south-central part of the study area. Existing development is generally low-intensity, with one- or two-story buildings and large surface parking areas. There are several plaza-type developments with larger scale grocers and marketplaces such as 99 Ranch Market, Boo Han Market, Aurora Marketplace, and Burlington Coat Factory. The Swedish Edmonds Campus is within a cluster of commercial uses including medical offices and clinics and some higher-intensity and higher-scale buildings.

ZONING ASSESSMENT

The study area has many zoning designations applied within it, and often in odd configurations. The haphazard pattern reflects both zones inherited from the County when the area was annexed and a variety of zone changes in specific places over the past several decades. The Comprehensive Plan designates nearly all of the study area with a single Highway 99 Corridor designation.

As of 2016, there are eight zoning designations:

- CG and CG2: General Commercial
- NB: Neighborhood Business
- BC: Community Business
- MU: Medical Use
- RM-1.5: Multifamily
- RM-2.4: Multifamily
- RS-8: Single Family Residential

Most the study area is zoned either General Commercial (CG or CG2) with Multifamily (RM-1.5) adjacent to the corridor. 65% of the study area is within CG and CG2 and 8% is within RM-1.5. The CG zone allows buildings up to 60 feet tall and the CG2 zone allows buildings up to 75 feet tall. Zoning for

<table>
<thead>
<tr>
<th>DEVELOPED LAND USE TYPE</th>
<th>TOTAL SQUARE FEET</th>
<th>% OF TOTAL</th>
</tr>
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<tbody>
<tr>
<td>Commercial</td>
<td>5,729,924</td>
<td>50%</td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>3,070,474</td>
<td>27%</td>
</tr>
<tr>
<td>Industrial</td>
<td>1,123,311</td>
<td>10%</td>
</tr>
<tr>
<td>Single Family Residential</td>
<td>643,907</td>
<td>6%</td>
</tr>
<tr>
<td>Public &amp; Educational</td>
<td>808,607</td>
<td>7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>11,376,223</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
the areas surrounding the study area is established by the cities of Edmonds, Lynnwood, Mountlake Terrace, Shoreline and Snohomish County. In general, areas to the south, west and northeast are zoned for a mix of commercial and residential uses; areas to the east, southeast and southwest are zoned primarily for single family residential uses; and areas to the north and northwest are zoned for a mix of residential and public uses. Specific zoning designations in the area surrounding the study area are shown in Table 3.

**TABLE 3: ZONING DESIGNATIONS IN THE STUDY AREA**

<table>
<thead>
<tr>
<th>EDMONDS ZONING DESIGNATIONS</th>
<th>% OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>CG2 – General Commercial 2</td>
<td>32%</td>
</tr>
<tr>
<td>CG – General Commercial</td>
<td>33%</td>
</tr>
<tr>
<td>BN – Neighborhood Business</td>
<td>2%</td>
</tr>
<tr>
<td>BC – Community Business</td>
<td>4%</td>
</tr>
<tr>
<td>RS-8 – Single Family, 8,000 sq. ft.</td>
<td>2%</td>
</tr>
<tr>
<td>RM-3 – Multi Family, 3,000 sq. ft.</td>
<td>1%</td>
</tr>
<tr>
<td>RM-2.4 – Multi Family, 2,400 sq. ft.</td>
<td>12%</td>
</tr>
<tr>
<td>RM-1.5 – Multi Family, 1,500 sq. ft.</td>
<td>8%</td>
</tr>
<tr>
<td>MU – Medical Use</td>
<td>5%</td>
</tr>
</tbody>
</table>

**EXISTING HOUSING**

For the greater metropolitan region in which Edmonds is located, housing supply has not been keeping up with demand. Housing needs—along with housing costs—have been rising rapidly. In fact, data was recently obtained through the Alliance for Housing Affordability about the availability of affordable housing along Highway 99 in the Edmonds area. Research conducted in November 2016 showed that the number of rental units affordable to households below 80% of the area median income was very limited and little housing at all was available at rents affordable to households below 50% of the area median income. The same can be said for those wanting to own a home. (Note: “Affordable” rent for this purpose is considered to be a rental amount that does not exceed 30% of the household income.)

**FIGURE 4: HOME SALE AFFORDABILITY GAP IN THE CITY OF EDMONDS**

*Source: US Census Bureau, American Community Survey, 2008-2012*

**TABLE 4: DISTRIBUTION OF RENT AFFORDABILITY BY SIZE IN THE CITY OF EDMONDS**

<table>
<thead>
<tr>
<th>INCOME LEVEL</th>
<th>STUDIO</th>
<th>1-BED</th>
<th>2-BED</th>
<th>3-BED</th>
<th>4+ BED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extremely Low</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Very Low</td>
<td>Limited</td>
<td>Limited</td>
<td>Limited</td>
<td>Limited</td>
<td>No</td>
</tr>
<tr>
<td>Low</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Limited</td>
<td>No</td>
</tr>
<tr>
<td>Moderate</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Limited</td>
</tr>
<tr>
<td>Middle</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

*Source: Dupre and Scott, 2013*
EXISTING TRANSPORTATION

REGIONAL ACCESS
SR-99 is the highest-traffic carrying arterial in Edmonds and run north to Everett, and south through Shoreline to Seattle and the Tacoma metropolitan area. The subarea can be accessed through SR-104 which runs east-west through the southern-most border of the subarea between the Edmonds-Kingston Ferry dock in Downtown Edmonds to I-5 east of Highway 99. I-5 runs almost parallel to the east of Highway 99 providing regional access from surrounding cities to the north and south.

STREET NETWORK
Highway 99 serves as a principal arterial in Edmonds providing north-south mobility and access to businesses and services along the corridor. Highway 99’s diagonal orientation through a mostly gridded street pattern creates difficult and low visibility turns onto and from the highway for drivers and poses a major safety risk for bicyclists and pedestrians. The minor arterials in the subarea are on 238th Street, 228th Street, 220th Street, and 212th Street providing through traffic east-west. Many local streets are broken and do not have complete connections to other local streets and arterials, which is typical of a more suburban street network. A short portion of the right-of-way between 228th and 234th Street is located in Esperance, an unincorporated township of Snohomish County.

TRANSIT SERVICE
The subarea currently has a very robust transit network with enhancement and service frequency increases planned in the future. The subarea is served by Community Transit, Sound Transit, and Swift BRT lines. There are two Community Transit Swift Bus Rapid Transit (BRT) stops along the corridor and many local bus stops with several transit connections between transit providers.

Edmonds sits at the intersection of two major transit providers. The Community Transit Swift BRT system serves Edmonds and areas north, while the King County Metro BRT system serves areas south of Edmonds. A transfer station is located just over the border in Shoreline adjacent to the large Costco and Home Depot shopping center. Transfers between transit providers can cause significant delay in travel times if arrival and departure times are not coordinated tightly. King County Metro and Community Transit are coordinating times to ensure efficient transfer times, but the City will continue to monitor this to ensure Edmonds has quick and efficient access to Seattle and other points south.
BACKGROUND + EXISTING CONDITIONS

FIGURE 6: CURRENT TRANSIT SERVICE

FIGURE 7: EXISTING SIDEWALKS

FIGURE 8: CURRENT TRANSIT FREQUENCY

FIGURE 9: EXISTING BIKE AND TRAIL INFRASTRUCTURE
PEDESTRIAN AND BICYCLE FACILITIES
Most area roads have sidewalks, but certain key streets that provide access to and across HWY 99 currently lack sidewalks. Roads that form the border of Edmonds and other jurisdictions, such as 228th west of HWY 99, pose unique problems for improvement and cost sharing. Improvements to substandard streets have been explored and recommendations have been identified in this plan’s project list.

Bicycle facilities are limited in the study area, particularly protected bicycle lanes. The proximity to the Interurban Trail, a major regional trail connecting Edmonds to communities north and south, is east of HWY 99 and has limited access from the center of Edmonds to the west. This process examined improved and new bicycle connections through the study area and included several in the recommended project list.

PLANNED TRANSIT SERVICE
A new commuter rail station is planned for nearby Mountlake Terrace. 228th will connect Edmonds and the HWY 99 study area to this new regional transit option. The extension of the Link light rail is scheduled for completion in 2023. This plan has specific recommendations for how to improve linkages and wayfinding between the future rail station and the HWY 99 corridor.

PLANNED TRANSPORTATION IMPROVEMENTS
The City of Edmonds identifies planned transportation improvements surrounding the Highway 99 subarea in their 2015 Comprehensive Plan and in studies conducted for specific operational and safety conditions within the corridor. The 2015 Comprehensive Plan develops a balanced multimodal transportation system to serve the anticipated growth throughout the City and region. Within the Edmonds Highway 99 subarea the planned transportation improvements emphasize access to Highway 99 and connections to the downtown, surrounding residential neighborhoods and major transportation nodes. The improvements fall into several general areas including:

» Traffic safety and access management improvements: This area of improvement involves installation of vehicular channelization and median devices between intersections to separate traffic flows and restrict turns to and from driveways. These devices are intended to reduce crashes by eliminating mid-block vehicular conflicts caused by multiple driveways, minor uncontrolled intersections, and the continuous two-way left turn lane comprising the majority of Highway 99.

A recent example of the implementation of access management is the segment of Highway 99 between 224th Street SW and 228th Street SW where the center median of Highway is a combination of Type-C curbing ("c-curb") and a raised concrete barrier median. This installation prohibits all movements that would normally cross the centerline and provides bi-directionality by allowing u-turns at the signalized intersections at either end of the segment.
» **Expansion of the citywide bicycle network:** The City’s 2015 Comprehensive Transportation Plan includes proposed bicycle facilities that expand the coverage of the existing bikeway system and connect various parts of the City. Within the plan area the proposed bikeway network emphasizes new east-west crossings of Highway 99 with connections to the Interurban Trail as well as north-south facilities paralleling Highway 99. The proposed bikeway network in the plan area is a combination of bicycle lanes (exclusively marked lanes for bikes) and designated bicycle routes where bicyclists and motorists share travel lanes. Bike facilities are frequently implemented in stages as part of other roadway improvement projects. For example, bike lanes were added to 220th Street SW between 84th Avenue W and 76th Avenue W as part of a recent pavement overlay improvement of 220th Street SW. In the next stage of bikeway implementation, bike lanes will be added to 76th Avenue W from 220th Street SW to Olympic View Drive.

» **Intersection improvements for vehicular, pedestrian and bicycle safety:** This area of improvements focuses on closing gaps in the pedestrian system by constructing sidewalks but also includes reconstructing intersection approaches on streets intersecting Highway 99 to delineate traffic lanes, improve traffic signal phasing, and add bike lanes—all of which are intended to improve safety and also improve multimodal circulation for accessing and crossing Highway 99. These planned improvements are considered “Complete Streets” projects since they emphasize improving conditions for all users. A recent example of this type of improvement was the extension of 228th Street SW from Highway 99 to 76th Avenue W—a short, but strategic, complete street segment that improves pedestrian and bicycle circulation, access to transit, and removes a substantial obstacle to a crucial complete street corridor—228th Street SW/Lakeview Drive—connecting the plan area to Sound Transit’s Mountlake Terrace transit terminal and future light rail station.
» **Priority Transit Corridors:** Improvements that focus on improving the mobility of transit on key transit corridors, improving pedestrian and bicycle access to transit stops, and enhancing transit stop environments with pedestrian amenities to encourage ridership. Priority Transit Corridors include Highway 99, 220th Street SW, 228th Street SW, and 238th Street SW each of which are currently important routes for Community Transit’s local and Swift Rapid routes. The types of improvements in this category such as Transit Signal Priority, improved bus service and route interconnection, accessibility, and improved stops and stations, are cooperative projects between multiple agencies.

**EXISTING ECONOMIC CONDITIONS & MARKET TRENDS**

In February 2016, an assessment of the development market and round of developer interviews was conducted. The results of the assessment and the interviews is summarized with the following five points. Further discussion of each is below.

1. Edmonds is a good location for development, but has its challenges.
2. Residential uses will likely be the primary driver of development along the corridor.
3. Parking is an important factor in development form and feasibility.
4. The impact of right-of-way improvements on development was mixed.
5. Development incentives and regulatory process can support (or hinder) redevelopment.

1. **EDMONDS IS A GOOD LOCATION FOR DEVELOPMENT, BUT IT HAS CHALLENGES**

Edmonds has a positive impression. It’s viewed as a desirable community that people want to live and as a place they would consider building. Highway 99 in Edmonds does have some specific challenges, specifically crime, vehicle access, and the lack of large developable sites.

*High parking requirements may impede new development*
2. RESIDENTIAL USES WILL LIKELY BE THE PRIMARY DRIVER OF DEVELOPMENT ALONG THE CORRIDOR

Apartment projects will likely be the main driver of development along the corridor. Most developers are looking to do sizable projects of 150 units or more, which requires larger sites. Mixed use development is fairly likely although the retail portion may be a drag on the project financially initially. Office development is not likely in the near-term, and demand for medical office use is not clear.

3. PARKING IS AN IMPORTANT FACTOR IN DEVELOPMENT FORM AND FEASIBILITY

Accommodating parking is an important factor in redevelopment, particularly in a suburban and auto-oriented environment transitioning to being more dense and walkable. Future projects along the corridor will likely need structured or underground parking to maximize the development potential of a site. The cost of different parking types and site size and characteristics are important variables for parking configuration (surface/tuck-under/underground). The number of spots per unit desired will vary depending on the project, but high minimum requirements and/or inflexible standards can be a significant barrier to new development.

4. THE IMPACT OF RIGHT-OF-WAY IMPROVEMENTS ON DEVELOPMENT WAS MIXED

The City of Shoreline has made significant improvements along Highway 99. One interviewee saw the improvements as critical to development. Several interviewees viewed them as nice to have, but not critical. Access, particularly for retail use, is viewed as important and something to be maintained if any improvements are made to Highway 99 in Edmonds.

Right-of-way improvements, like improved sidewalks, will be a critical part of new development.

5. DEVELOPMENT INCENTIVES AND REGULATORY PROCESS CAN SUPPORT (OR HINDER) REDEVELOPMENT

The multifamily tax exemption (MFTE) program has been used by a number of developers in communities around the region, and is considered an effective incentive. Permitting and timeliness of the permit process is also considered important for facilitating development.

The permitting process is an important aspect of development.
COMMUNITY + STAKEHOLDER ENGAGEMENT

The Subarea Plan is representative of input gathered from the overall community as well as key stakeholders, and other interested parties throughout the planning process.

The public involvement process involved stakeholder interviews, a Technical Advisory Committee, a community visioning workshop, polling, and two open houses as well as online outreach and surveys. The community’s participation during the planning process helped shaped the overarching vision and community values for the Highway 99 area which ultimately guides the recommended strategies in the Plan. The process also helped build public support around the near and long-term approach towards growth and prosperity for the Highway 99 area.

Workshop participants during a design exercise about where they prefer to see different types of improvements in the study area.
Members of the Technical Advisory Committee

**City of Edmonds**
» Bertrand Hauss, Transportation Engineer

**Community Transit**
» Eric Goodman, Transportation Service Planner
» Carol Thompson, Director of IT Operations

**Sound Transit**
» Patrice Hardy, Government Relations Manager
» Kathy Leotta, Senior Transportation Planner

**Washington State Department of Transportation (WSDOT)**
» Annie Johnson, Transportation Planner
» Mike Swires, Traffic Engineer

**Puget Sound Regional Council (PSRC)**
» Ben Bakkenta, Growth Management Planning Program Manager

**TECHNICAL ADVISORY COMMITTEE (TAC)**
The committee met 3 times during the planning process. This group consists of representatives from several transit agencies including the Washington State’s Department of Transportation (WSDOT), Community Transit, Sound Transit. The TAC also included a representative from the Puget Sound Regional Council (PSRC) and a transportation engineer from the City of Edmonds. In addition, representatives from Snohomish County and the Cities of Shoreline, Mountlake Terrace, and Lynnwood also participated in TAC meetings.

**KEY STAKEHOLDER INTERVIEWS**
Six focus-group style meetings were conducted, including a round of developer interviews, a meeting with property owners, non-profit organizations, and a representative from the Swedish Edmonds Campus.

**COMMUNITY VISIONING WORKSHOP**
Over 50 people participated in the visioning workshop in March 2016, which involved a fun and interactive map-based design workshop and live polling questions using keypads that display results from all participants after each question.

Outreach Activity Timeline

- **FEB**
  » CITY COUNCIL BRIEFING
  » MEETING WITH PROPERTY OWNERS

- **MAR**
  » COMMUNITY WORKSHOP
  » MAPPING EXERCISE
  » LIVE POLLING
  » ONLINE SURVEY
  » TAC MEETING

- **MAY**
  » OPEN HOUSE - SCENARIOS
  » ONLINE COMMENTING PERIOD
  » TAC MEETING
Both activities asked participants to envision and share their ideas about what kinds of changes they would like to see in the future, such as commercial, housing, or mixed use development, new pedestrian crossing, safety improvements, new traffic signals, traffic calming measures, wider sidewalks and others.

**PUBLIC OPEN HOUSES**

Two public open houses were held in May and November 2016 and served as an opportunity to learn about the project, hear from elected leaders, and converse with the project team and share their thoughts on the project. The May open house revealed near and long-term development and transportation scenarios for the study area, and the proposed scope of the Planned Action EIS. The November open house unveiled the draft recommended implementation strategies and before and after visualizations of what life could be like in the Highway 99 area.

**ONLINE SURVEY AND GENERAL COMMENTS**

The polling questions presented at the visioning workshop were also available in a survey format on the project website. The survey collected 167 responses and asked participants to share their top priority of housing, business, and infrastructure. See pages 27-28 for combined results from live polling and survey responses. The public also had opportunities throughout the planning process to share general comments about the near and long-term land use and transportation scenarios, the scope of the Planned Action EIS, and key elements of the implementation strategies and recommendations for the subarea.

**WEB OUTREACH AND SOCIAL MEDIA**

A dedicated project website was created to inform the public about the project and regularly updated with most recent project developments and event announcements throughout the planning process. The website provided an opportunity for those unable to attend the workshop or open houses to provide input and learn about the overall planning process, see results of workshops and surveys, and explore alternative scenarios and implementation strategies. Event announcements were also posted on the City of Edmonds Facebook page and on the City\’s official website including mailed announcements to over 2,100 addresses in the area.
WE ASKED EDMONDS...

**HOUSING DEVELOPMENT**

Widespread desire for housing, particularly in the south end.

**MIXED USE DEVELOPMENT**

Widespread desire for mixed use, particularly in the south and central end.

**TRAFFIC CALMING**

Desire for traffic calming on high speed southern area on HWY 99 & 104 interchange.

**ENHANCED TRANSIT**

**LANDSCAPED MEDIAN**

Widespread desire for landscaped median enhancements.
What types of improvements would you like to see happen and where?

**PEDESTRIAN CROSSING**

More mid-block crossing specifically on:
- 228th (new crossing completed)
- Between 230th and 234th near Community Health Center

**PEDESTRIAN SAFETY**

Pedestrian safety is a major concern throughout the corridor

**PEDESTRIAN REFUGE**

Establishing Edmonds’ identity on HWY 99 and creating a sense of place is an important priority.

**WAYFINDING & SIGNAGE**

**PEDESTRIAN LIGHTING**
### Demographics of Participants

<table>
<thead>
<tr>
<th>RACE</th>
<th>AGE</th>
<th>GENDER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Race</strong></td>
<td><strong>Age</strong></td>
<td><strong>Gender</strong></td>
</tr>
<tr>
<td>74%, WHITE</td>
<td>5%, 20-29</td>
<td>51%, FEMALE</td>
</tr>
<tr>
<td>1%, BLACK OR AFRICAN AMERICAN</td>
<td>17%, 30-39</td>
<td>40%, MALE</td>
</tr>
<tr>
<td>1%, LATINO OR HISPANIC</td>
<td>19%, 40-49</td>
<td></td>
</tr>
<tr>
<td>5%, ASIAN OR PACIFIC ISLANDER</td>
<td>22%, 50-59</td>
<td></td>
</tr>
<tr>
<td>1%, MULTIRACIAL</td>
<td>26%, 60-69</td>
<td></td>
</tr>
<tr>
<td>3%, OTHER</td>
<td>11%, 70+</td>
<td>1%, OTHER</td>
</tr>
<tr>
<td>15%, RATHER NOT SAY</td>
<td></td>
<td>9%, RATHER NOT SAY</td>
</tr>
</tbody>
</table>
If you could do just one thing for the corridor, what would be your top priority for...

**HOUSING**
- Add more housing (16%)
- Add more affordable housing units (8%)
- Beautification, blight removal, code enforcement (8%)
- Homeowners assistance for rehabilitation (2%)
- No change (5%)
- Something else (5%)

**BUSINESS**
- Catalyst development on major sites (18%)
- Invest in homegrown entrepreneurs (14%)
- Storefront improvements (8%)
- Bring new business and jobs to the area (6%)
- No change (3%)
- Something else (41%)

**INFRASTRUCTURE**
- Address parking - management and share (21%)
- Public space improvements and beautification (15%)
- Safety (9%)
- Improvements for bikes or pedestrians (5%)
- Better connections for bikes and pedestrians (2%)
- No change (5%)
- Something else (48%)
## LAND USE CONSTRAINTS & CHALLENGES

One issue the corridor needs to overcome is a public perception as being unsafe, unattractive and undesirable. It is sometimes viewed as a leftover area of the city and is not inspiring. Citizens often pass through the area on their way to somewhere else. There are misperceptions of what the corridor is and what it could eventually become.

Highway 99 is a wide auto-oriented regional thoroughfare; this type of road design can be challenging when attempting to create a more walkable and safe area. There are also many land owners in the area and some of the parcels are oddly shaped or have poor access to Highway 99. On top of that, compared with other communities in the region, potentially restrictive land use and parking regulations complicated future opportunities. These challenges can make it more difficult to design and build a viable development project.

### Key Takeaways: Constraints + Challenges

#### Land Use
- Public perception of Highway 99 as a "pass-through" area and an unsafe, unattractive, and undesirable area
- Wide, auto-oriented thoroughfare
- Oddly-shaped parcels with poor access
- Restrictive land use and parking regulations

#### Economic
- Limited retail trade area
- Lack of diverse housing choice and commercial space

#### Transportation and Infrastructure
- Commute patterns of resident and outside labor force can cause traffic and safety issues
- Poor or lack of safe pedestrian crossings, traffic lights, and sidewalks
**ECONOMIC CONSTRAINTS & CHALLENGES**

One challenge for the area is the limited retail trade area due to geographical constraints with Puget Sound to the west and Interstate 5 a short distance to the east. Several distinct major regional retail centers and lifestyle centers in nearby communities also compete with this area.

Lack of housing choice can also be challenging. A wider variety of housing options and commercial space is available elsewhere in the region. The lack of housing variety has led to a shortage of affordable housing opportunities as well. The lack of commercial space may allow for retail “leakage,” which is the loss of potential local sales activity to areas outside of the corridor and city.

**TRANSPORTATION AND INFRASTRUCTURE CONSTRAINTS & CHALLENGES**

A substantial portion of the resident labor force commutes away for work, while large number of workers commute into town for work. This can create traffic and safety issues along the corridor.

Safe pedestrian crossings are presently inadequate. Many places where pedestrians want to cross the highway have no marked pedestrian crossing. This is particularly occurring in the southern section of the corridor. There are also long segments without any street crossings or traffic lights. For example, the central section of the corridor requires a 10-minute walk to find a safely marked crossing. Finally, sidewalks are limited along the stretch on the corridor and are not present everywhere.
LAND USE OPPORTUNITIES

Because of a long history of auto-oriented design along the Highway 99 corridor there are many opportunities for major land use changes.

Three specific locations on the corridor already have reasonably good urban form and include the area east of Highway 99 between 238th and 240th, the area east of Highway 99 at 228th and the area just to the north of the Swedish Medical Center along 212th. These three areas are considered to have good urban form because they currently have well-marked crossings, are near frequent transit service, have city block and lot sizes that are conducive to walking, and have a large amount of employment activity.

This area has a mix of uses, including retail, office, medical, and residential. It is an urban center of Edmonds and part of a larger regional hub.

Key Takeaways: Opportunities

Land Use
» Good urban form and a mix of uses already exist on the corridor
» Many opportunities exist for reinvestment, redevelopment, and increased density
» Transit-oriented development, including affordable housing, can complement the area’s transit system

Economic
» Strong health services sector and International District
» Existing and planned transit connections create opportunities for transit-oriented development and a stronger business and employee base
» Retail uses, including auto sales, that provide tax revenue for public services

Transportation and Infrastructure
» Providing a complete transportation system with efficient and cost-effective accessibility and mobility
» Providing safe and convenient access all throughout the subarea especially for pedestrians
Although some areas have good urban form, there are also opportunities for better integrated land uses along the corridor. Many parcels are less than 25% covered with buildings, presenting an opportunity for redevelopment and increased density in the area. In addition, much of the buildings are between 25 and 60 years old and are nearing the end of their functional lifespan. Just a few new buildings or historic buildings along the corridor are expected to remain the same for the foreseeable future. Furthermore, there are many low-to-moderate value buildings and just a few new, higher value buildings in the area. This means that there is great potential for reinvestment and redevelopment along the corridor.

Figure 12: Urban Form Within Study Area
ECONOMIC OPPORTUNITIES

The service sector will continue to dominate the Edmonds employment base, with continued growth expected, especially in the health care sector. The burgeoning health services sector, anchored by Swedish-Edmonds Hospital is a perfect example. The Highway 99 corridor near the medical services node around the hospital offers opportunities for additional hospitality facilities.

Other opportunities include leveraging the “International District” to provide culturally-specific goods and services. The corridor already has a strong international business community, offering diverse array of goods and services.

A substantial number of jobs in Edmonds are occupied by residents of other outside communities. Additional housing variety in the area with a greater distribution along the affordability spectrum could help capture the latent housing demand of many Edmonds workers.

Existing and planned intermodal transit connections can leverage transit-oriented development. Also, additional population density in business districts can add market demand for goods and services and employee base for new and growing businesses.

New business and job opportunities are largely brought to the corridor through new development and redevelopment. Appropriately sited and sized development and redevelopment projects will increase:

» Property tax receipts through the new construction provision that captures new construction value-based property tax for the first year a project is brought on line and adds that value to the city’s future property tax baseline.

» Sales tax revenue from construction materials and activity.

» Sales tax revenue from both personal and business spending accruing from new residents, workers and businesses within newly developed buildings.

» Utility tax revenue from a greater number of utility customers.
TRANSPORTATION & INFRASTRUCTURE OPPORTUNITIES

The HWY 99 corridor is unique in that it is served by regional Bus Rapid Transit (BRT), local public transportation, and has access to commuter and express transit services to Seattle from the Mountlake Terrace I-5 Station which will offer light rail transit service with the Lynwood Link Extension planned to open in the year 2023.

The level of transit coverage within the Plan Area supports transit-oriented-development and attracts households with zero to low automobile ownership—a segment of the population that choose to reside near transit because they don’t drive or don’t want to encumber themselves with the cost of vehicle ownership. One of the characteristics of HWY 99 that helps BRT achieve its desirable rapidness—long distances between signal controlled intersections—is also one of the greatest impediments to pedestrian circulation. Despite the apparent conflict in functionality, the HWY 99 corridor presents opportunities to maintain the short travel times needed for an effective Swift rapid transit system while providing additional safe pedestrian crossings of HWY 99 and improving the overall multimodal connectivity of the Plan Area.

Opportunities for maintaining a rapid transit system include:

» Implementing a Transit Signal Priority system that allow BRT vehicles to trigger a change in traffic signal phasing in favor of the buses approaching a signalized intersection.

» Strongly enforcing the corridor’s BAT lanes and improving their effectiveness through better access management and their use as queue jumping lanes.

Opportunities for improving pedestrian safety, circulation options, and access to transit include:

» Transforming the approaches of streets intersecting HWY 99 into “Complete Streets” that improve the environment for all users to access and cross the corridor. Complete Street improvements might trade-off automobile travel lanes to create space for sidewalks and bike lanes, or might add a vehicular turning lane allowing for protected signal movements that eliminate conflicts with crossing pedestrians.

» Strategic placement of new traffic signals and pedestrian crossings that break up the longest segments of HWY 99 without safe crosswalks.

» Reconfigure high-speed corners and ramps to slow traffic and install pedestrian-activated flashing beacons at uncontrolled crossings.

FIGURE 15: BEFORE AND AFTER ILLUSTRATIONS OF EXAMPLE “COMPLETE STREET” IMPROVEMENTS

Source: CityLab, The Atlantic
Transportation improvements within the Plan Area should take advantage of the opportunities provided by key assets within the Plan Area.

» The Interurban Trail is a key asset in the corridor. Improving access to the trail with short and strategically located pedestrian and bicycle-only connections from HWY 99 can increase the trail’s usefulness for shorter trips as well as longer distance travel.

» Capitalize on the successful extension of 228th Street to break up large blocks and create more complete street connections to Edmond’s designated Priority Transit Corridors to provide better pedestrian access to transit stops and improve overall mobility.

» Encourage transit use by enhancing transit stops in Priority Transit Corridors with amenities that make stops attractive, comfortable, and safe for waiting passengers.
**ALTERNATIVE SCENARIOS**

**LAND USE AND TRANSPORTATION SCENARIOS**

Land use and transportation scenarios are an important part of the exploratory process in planning. Testing a range of policy options, development types and transportation improvements allows for a comparison of the relative strengths and weaknesses of virtual futures.

Two separate land use and transportation scenarios were evaluated within the HWY 99 corridor before landing on a final preferred alternative. The scenarios were tested using the open source scenario planning platform Envision Tomorrow.

Envision Tomorrow is a suite of planning tools that includes analysis and scenario design applications. The analysis tools allow users to analyze aspects of their current community using commonly accessible GIS data, such as tax assessor parcel data and Census data. The scenario design tools allow users to digitally map alternative future
development scenarios on the landscape, and compare scenario outcomes in real time for a range of measures from public health, fiscal resiliency and environmental sustainability.

The location and styles of development that were tested came from public input through the workshop process and the existing conditions analysis of redevelopment potential. The transportation components of the scenarios were a combination of public input from the workshops, and existing projects in previous plans.

**SCENARIO BUILDING BLOCKS**

Each of the scenarios was constructed using a range of building types calibrated to the Edmonds market. Within a context such as the HWY 99 study area, a range of buildings could be anticipated. However, existing roadway conditions and regulatory requirements have precluded the development of the mixed-use and residential building types desired by the public – predominantly three and four story apartments, and five and six story mixed-use buildings.

Within the current context of the area, land developers are unable to achieve rents high enough to make these buildings feasible. However, with investments into roadway improvements and regulatory changes, such as a reduction in parking requirements, the market becomes much more desirable. More pedestrian-oriented road conditions and development make the area more attractive to potential tenants, resulting in higher achievable rents, and therefore greater market feasibility for the type of development under consideration. This relationship between transportation, land use and the development market is well documented in Reid Ewing and Keith Bartholomew’s research into Hedonic Price effects of Pedestrian- and Transit-Oriented Development (2011).

**TABLE 5: BUILDING TYPE CHARACTERISTICS**

<table>
<thead>
<tr>
<th>BUILDING CHARACTERISTICS</th>
<th>THREE- STORY APARTMENTS</th>
<th>SIX- STORY MIXED- USE RESIDENTIAL</th>
<th>SIX STORY MIXED- USE OFFICE</th>
<th>TEN- STORY MIXED- USE OFFICE AND RESIDENTIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking ratios</td>
<td>0.75 spaces per dwelling unit</td>
<td>» 0.75 spaces per dwelling unit</td>
<td>» No parking required for first 2,000 sq ft. commercial</td>
<td>» 0.75 spaces per dwelling unit</td>
</tr>
<tr>
<td></td>
<td>» No parking required for first 2,000 sq ft. commercial</td>
<td>» 2.0 spaces per 1,000 sq ft above 2,000</td>
<td>» 2.0 spaces per 1,000 sq ft above 2,000</td>
<td>» No parking required for first 2,000 sq ft. commercial</td>
</tr>
<tr>
<td>Housing density (dwelling units per acre)</td>
<td>51.2</td>
<td>82.6</td>
<td>-</td>
<td>49.02</td>
</tr>
<tr>
<td>Employment density (jobs per acre)</td>
<td>-</td>
<td>33.6</td>
<td>208.5</td>
<td>208.98</td>
</tr>
<tr>
<td>Average dwelling unit size in square feet</td>
<td>850</td>
<td>759</td>
<td>-</td>
<td>759</td>
</tr>
<tr>
<td>Average rent</td>
<td>$1,700 / unit</td>
<td>$1,669 / unit</td>
<td>» $22 / sqft retail</td>
<td>» $1,669 / unit</td>
</tr>
<tr>
<td>Achievable land cost per square foot</td>
<td>$41-$49</td>
<td>$80-$94</td>
<td>» $26 / sqft office</td>
<td>» $26 / sqft office</td>
</tr>
</tbody>
</table>
Given the assumption that these investments and regulatory changes would take place, four primary building types came forward as the most likely to occur in the HWY 99 study area: three-story apartments, six-story mixed-use residential or office, six-story mixed-use office, and ten-story mixed-use office and residential in which the mixed-use buildings would include ground floor retail and service uses with either residential or office on the upper floors. These building types were used to construct the HWY 99 scenarios, and Table 5 summarizes the building characteristics of the four building types.

SCENARIO ALTERNATIVES

The power of scenario analysis lies in the ability to test out and compare different potential futures. The alternatives considered in the analysis include No Action (Alternative 1) and the Preferred Alternative (Alternative 2).

SCENARIO ALTERNATIVE 1: NO ACTION

Under Alternative 1, future growth would continue based on existing development regulations and past development trends. Operating under the assumption of existing roadway conditions and regulatory requirements, the development of higher intensity mixed-use and residential buildings proved unfeasible, resulting in the lowest potential for new housing and population growth in the corridor. Accordingly, commercial development would continue to be the primary use along the corridor.

SCENARIO ALTERNATIVE 2: PREFERRED ALTERNATIVE

Public feedback expressed a desire for a dual emphasis of both housing and employment, resulting in an area characterized by mixed-use development with an increase in residential development, greater intensity of development, and street-frontage and pedestrian amenities. Higher building intensity was focused in the high-rise node surrounding the Swedish Edmonds Campus, bringing a broader range of uses to the district, and the highest growth potential.

The Preferred Alternative assumes mixed use growth that is more balanced between residential, commercial, and office uses, an area-wide rezone, amendments to development regulations, and enhanced transportation improvements. Transportation improvements to the Highway 99 corridor and adjacent local streets would include measures to maintain level of service standards, increase east/west connectivity, provide greater bicycle and pedestrian mobility, and improve access to transit.
TABLE 6: EXISTING AND PLANNED ACTIVITY UNITS

<table>
<thead>
<tr>
<th></th>
<th>HWY 99 CORRIDOR TOTAL ACRES</th>
<th>TOTAL ACTIVITY UNITS</th>
<th>ACTIVITY UNITS / ACRE</th>
<th>POPULATION</th>
<th>POP/ ACRE</th>
<th>JOBS</th>
<th>JOBS/ ACRE</th>
<th>HOUSING UNITS</th>
<th>HOUSING UNITS / ACRE</th>
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</thead>
<tbody>
<tr>
<td>Existing Conditions</td>
<td>352.55</td>
<td>9669</td>
<td>27.4</td>
<td>5,872</td>
<td>16.65</td>
<td>3,797</td>
<td>10.77</td>
<td>1,579</td>
<td>4.47</td>
</tr>
<tr>
<td>Alternative 1 (No Action)</td>
<td>352.55</td>
<td>13,226</td>
<td>27.5</td>
<td>7,112</td>
<td>20.17</td>
<td>6,114</td>
<td>17.34</td>
<td>2,803</td>
<td>7.95</td>
</tr>
<tr>
<td>Alternative 2 (Preferred Alternative)</td>
<td>352.55</td>
<td>15,999</td>
<td>45.4</td>
<td>9,189</td>
<td>26.1</td>
<td>6,810</td>
<td>19.3</td>
<td>4,904</td>
<td>13.9</td>
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</table>

FIGURE 16: ALTERNATIVE 1 (NO ACTION)

FIGURE 17: PREFERRED ALTERNATIVE (MIXED USE)
DEVELOPMENT CAPACITY ANALYSIS

As part of the subarea planning process, a maximum development capacity number was estimated by Fregonese Associates using the Envision Tomorrow model. In general, existing development does not fully utilize the development capacity available under current zoning, as much of the existing development in the study area is low-intensity and low-scale, with the medical uses surrounding the Swedish Edmonds Campus being the exception.

Because current zoning in the study area allows for a mix of uses, maximum development capacity was estimated for two alternatives. Under the first alternative, future growth would continue based on existing development regulations and past development trends. Alternative 2, which is the preferred alternative, assumes future mixed use growth with a mix of residential, commercial, and office development, an area-wide rezone, amendments to development regulations, and transportation improvements. Table 7 shows the maximum development capacity numbers in comparison to existing development in the study area and the preferred alternative. Development capacity estimates are not a prediction that a certain amount of development will occur or when it may occur, but instead a measure of the maximum development that could occur in a given area. As Table 7 shows, estimated development capacity is significantly greater than the sum of existing and new growth planned under the alternatives and indicate sufficient development capacity in the study area to accommodate growth under the alternatives.

<table>
<thead>
<tr>
<th></th>
<th>HOUSING</th>
<th>JOBS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Development Capacity(^1)</strong></td>
<td>18,450</td>
<td>26,028</td>
</tr>
<tr>
<td><strong>Existing Development</strong></td>
<td>1,579</td>
<td>3,797</td>
</tr>
<tr>
<td><strong>2035 GROWTH TARGETS (NEW JOBS &amp; HOUSING)</strong></td>
<td></td>
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<td>Preferred Alternative (Mixed Use, High-Rise Node)</td>
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\(^1\): Assumes all parcels are developed to the maximum extent allowed under current zoning, with a relatively balanced mix of jobs and housing growth. It is not expected that the study area will completely redevelop to the maximum allowable extent.
IMPLEMENTATION STRATEGIES, POLICY RECOMMENDATIONS + ACTIONS

The most important part of a plan are the actions that are taken to achieve the vision identified by the plan.

As this plan is very action-oriented and strategic, the implementation strategies focus generally on aligning the City’s planning and regulatory structure to support the vision, and to identify those public and private investments that will lead to the vision’s realization. The implementation strategies can be generally categorized as:

» Identification of actions to support public and private investment, including recommendations to amend Edmonds land use and transportation policies and regulations for the entire 99 Subarea

» Specific land use and transportation strategies, actions, policies and investments

» Specific recommended changes to zoning and development standards

» Timing and priority actions - organized into short, medium and long term action items

» Matrix of potential capital improvement projects along with preliminary costing and relevant partner agencies

Artist’s rendering of what future development could potentially look like on the northwest corner of Highway 99 and 234th intersection.
1. **STRENGTHEN ECONOMIC OPPORTUNITY**

**RECOMMENDATION 1.1**
Support the unique business clusters within the corridor such as the International District and the Health District which are major centers of employment and a regional draw.

**RECOMMENDATION 1.2**
Major auto sales facilities are also important to the local economy. Design standards, specifically the pedestrian activity zone, will allow auto sales to continue use of this zone.

**RECOMMENDATION 1.3**
The City should proactively work to strengthen and continue support for business organizations such as the Edmonds Chamber of Commerce, the Edmonds Community College Small Business Development Center (SBDC) and Business Training Center, Sustainable Edmonds, and other organizations in the county and state.

**RECOMMENDATION 1.4**
Continue to pursue expanded broadband internet within the corridor to make the location attractive to high-tech business investment.

**RECOMMENDATION 1.5**
Consider unique designs for streetscape improvements in the area, such as unique signage and lighting.
ENCOURAGE SUSTAINABLE BUILDING PRACTICES

RECOMMENDATION 2.1
Transit- and pedestrian-friendly development, with less reliance on individual automobile-driving, should be promoted through new design standards to increase sustainability. Recently adopted citywide requirements for new development to have greater energy-efficiency and more effective stormwater facilities will also contribute to sustainability.

RECOMMENDATION 2.2
In addition, the City should consider requiring electric vehicle charging facilities, especially for new development with residential uses, and bicycle facilities, along with options for car-sharing.

RECOMMENDATION 2.3
The use of solar panels and green building practices, even beyond current standards, should be encouraged and incentivized.
THE ISSUE TODAY:
The HWY 99 area has had several plans and studies in the past that have designated unique subdistricts within the HWY 99 area. This process has affirmed two of those subareas and changed one other. The subareas include a Hospital District at the north end, an International district in the center and a Gateway District in the south. The current Comprehensive Plan includes a subdistrict map that designates four focus areas, but does not reflect the community’s desire for a southern “gateway” district that defines the entry into Edmonds.

RECOMMENDATION 3.1
Replace the current Comprehensive Plan maps and text with updated materials that clearly identify the three distinct districts anchored around major transportation gateways and employment clusters, such as the hospital and international businesses.
**4. CONSOLIDATE CG AND CG-2 INTO A SINGLE CG ZONE**

**THE ISSUE TODAY:**
The zoning in the planning area is unnecessarily complex and confusing. Most of the area is either zoned CG or CG2. The difference between them is a minor height difference of 15 feet. CG has a height allowance of 60 feet while CG2 has a height allowance of 75 feet.

**RECOMMENDATION 4.1**
Consolidate the existing CG and CG2 into a single CG zone with height limit at 75 feet. This allows for a cost-effective 6 story mixed-use building to be constructed with comfortable floor to ceiling heights. The construction type of 5 wood framed floors over a ground floor, concrete podium (also known as a “5-over-1 building”) is efficient and cost effective, and is also within the height capacity of fire truck ladders.

**5. SIMPLIFY ZONING DESIGNATIONS AND ALIGN ZONING WITH COMPREHENSIVE PLAN**

**THE ISSUE TODAY:**
Many of the current zones in the HWY 99 study area are remnants from the zones that were in place when this area of Edmonds was annexed from the County. The patchwork of zones is outdated and, in some cases, not consistent with parcel boundaries, meaning that some lots have more than one zone.

**RECOMMENDATION 5.1**
Instead of having 6 or more zones, it is recommended that the new, consolidated CG zone be applied to most of the study area. Additional recommendations below, as well as a change to other multifamily properties in the subarea when zoning map amendments are being considered, will ensure new buildings transition in scale into the surrounding single family neighborhoods. These changes will better align the zoning with the Comprehensive Plan map.
CURRENT ZONING

- **CG2** - General Commercial 2
- **CG** - General Commercial
- **BN** - Neighborhood Business
- **BC** - Community Business
- **RS-8** - Single Family, 8,000 sq. ft.
- **RM-3** - Multifamily, 3,000 sq. ft.
- **RM-2.4** - Multifamily, 2,400 sq. ft.
- **RM-1.5** - Multifamily, 1,500 sq. ft.
- **MU** - Medical Use
- **P** - Public Use

RECOMMENDED ZONING

- **CG** - General Commercial
- **BN** - Neighborhood Business
- **BC** - Community Business
- **RS-8** - Single Family, 8,000 sq. ft.
- **RM-3** - Multifamily, 3,000 sq. ft.
- **RM-2.4** - Multifamily, 2,400 sq. ft.
- **RM-1.5** - Multifamily, 1,500 sq. ft.
- **MU** - Medical Use
- **P** - Public Use
MODIFY CURRENT DESIGN STANDARDS

The design standard recommendations in this plan are not regulatory changes. Rather, they are proposed modifications to be considered when the design standards are written during the implementation of the plan. Code changes will only occur after the Subarea Plan has been adopted. During the implementation phase of the Plan when the design standards are modified, consideration of special circumstances within the corridor will be made to ensure the standards are feasible. For instance, large parcels that would have multiple buildings if redeveloped and parcels with unique access or transportation challenges may require a modified approach to the design standards.

ACCESS AND PARKING

WHAT ARE THE CURRENT DESIGN STANDARDS IN CG AND CG2 ZONES?
Current standards require that not more than 50 percent of a project’s total parking spaces may be located between the building’s front facade and the primary street. Parking lots may not be located on corner locations adjacent to public streets.

THE ISSUE TODAY:
This standard can allow too much parking on street fronts, which impacts pedestrian activity and hinders a vibrant urban street. This standard is attempting to encourage more parking in the rear of buildings, but it is regulating the location of a percentage of the parking rather than the amount of building front should be located towards the road. Depending on the project or lot size, the amount of parking in the front could still be very large with the existing standard. Regulating the percentage of the frontage that needs to be occupied by building instead of parking area is a more appropriate approach.
RECOMMENDATION 6.1
PEDESTRIAN-ORIENTED DESIGN
» On a primary frontage, a minimum of 50% of the building facade should be within 20 feet of the property line where the primary frontage exists (at the edge of Pedestrian Activity Zone).

WHAT’S THE BENEFIT?
Pushing parking towards side and rear of buildings and bringing buildings up to the street allows more space for pedestrian activity on primary streets and more visibility for businesses.

RECOMMENDATION 6.3
ALTERNATIVE WALKABLE DESIGN AREA
» As an alternative to the pedestrian-oriented design, a minimum 50% of the building facade should be within 60 feet of the front property line (at the edge of Pedestrian Activity Zone).
» This alternative may be allowed if the City has found the site to have unique and significant constraints related to pedestrian access.

RECOMMENDATION 6.2
GROUND FLOOR TRANSPARENCY
» 50% of primary frontage building façade shall be made of transparent windows and doors.
» All other street-facing facades within 30 feet of a public street require 30% transparency.
SCREENING, BUFFERING, AND AMENITY SPACE

WHAT ARE THE CURRENT DESIGN STANDARDS IN CG AND CG2 ZONES?
Currently the design standards require a dense Type IV landscaping buffer, a minimum of four feet wide, along all street frontages. Amenity space is not specifically required for development of a site.

THE ISSUE TODAY:
This standard creates landscaped barriers between pedestrians and buildings rather than enhancing a safe and comfortable pedestrian zone.

RECOMMENDATION 6.5
PEDESTRIAN ACTIVITY ZONE
» Replace the 4-foot landscaped buffer with a required 10-foot Pedestrian Activity Zone setback on all primary frontages. Future design standards may consider special circumstances, such as auto dealer locations.

RECOMMENDATION 6.6
AMENITY SPACE
» Outdoor amenity space, which may include landscaping, benches, or other amenities, should be required in conjunction with development.
» A portion of the required amenity space should be provided as common space and may include pedestrian activity areas.

WHAT’S THE BENEFIT?
Allows for a range of active uses like sidewalk cafes and amenities such as public art, street furniture, street trees, bus shelters, pavement patterns, lighting, etc.
SETBACK AND BUFFERS FOR USES ADJACENT TO SINGLE-FAMILY ZONES

WHAT ARE THE CURRENT DESIGN STANDARDS IN CG AND CG2 ZONES?

Ground Floor Setback:

» Current front setback in RM-1.5 (the current multifamily zone near Highway 99) is 15' (ECDC 16.30.030).

» Where commercial, institutional, medical and multifamily uses are adjacent to residential zones, current standards require a 15' setback (ECDC 16.60.020).

» Where commercial, institutional, medical uses are adjacent to residential zones, current standards require a dense 10’ landscaping buffer (ECDC 16.60.030.A.1.f)

» Where office and multifamily uses are adjacent to single-family zones, current standards require a minimum 4’ wide and 10’ tall landscaping buffer (ECDC 16.60.030.A.1.h)

Upper Floor Stepback:

» No current standards exist for explicitly regulating the bulk and scale of buildings that are adjacent to single family zones.

» The current Design Criteria seek to ensure “buildings do not display blank, unattractive walls to the abutting streets or residential properties, walls or portions of walls abutting streets or visible from residentially zoned properties” and suggests a variety of architectural treatments to mitigate impact, but does not explicitly require a stepback.

» The Comprehensive Plan includes recommendations that should be considered when developing uses adjacent to single family areas.

  » From “City of Edmonds Comprehensive Plan (2015) – Medical/Highway 99 Activity Center and Highway 99 Corridor” section, page 64:

    “New development should be allowed and encouraged to develop to the fullest extent possible while assuring that the design quality and amenities provided contribute to the overall character and quality of the corridor. Where intense development adjoins residential areas, site design (including buffers, landscaping, and the arrangement of uses) and building design should be used to minimize adverse impacts on residentially-zoned properties”

THE ISSUE TODAY:

Current design standards do not ensure proper transition of higher density buildings adjacent to single-family neighborhoods.
**RECOMMENDATION 6.5**

» Establish stepback and setback standards for multifamily and/or commercial buildings adjacent to single family zones and include these standards in the zoning code.

**RECOMMENDATION 6.7**

**GROUND FLOOR SETBACK**

» For frontages facing Highway 99, require a front setback of 10 feet from the property line to accommodate a Pedestrian Activity Zone.

» Keep current 15 feet setback and 10’ landscaping requirements for lot line adjacency with single family zones.

**RECOMMENDATION 6.8**

**UPPER FLOOR STEPBACK**

» Zero upper floor stepback up to 25 feet in height (30 feet is the maximum height in RM 1.5, which is the predominant zone surrounding the commercial zones on Highway 99).

» Minimum 10 feet stepback above 25 feet in height on sides with lot line adjacency to single family zones. The portion of the building above 55 feet in height shall be stepped back at least 20 feet from a residential zone boundary.

» Stepback areas can be used for active outdoor space such as balconies.

**WHAT ABOUT THE CITY OF SHORELINE?**

» For developments consisting of three or more dwelling units located on a single parcel, the setback shall be 15 feet along any property line abutting R-4 or R-6 zones.

» 10’ stepback above 45’ in mixed-use zone only
ADOPT TRANSIT-SUPPORTIVE PARKING STANDARDS

HWY 99 has many local and regional transit options as well as regional trails and bike routes, giving residents many travel options. In transit-rich areas, it is common for communities to reduce required on-site parking to encourage higher intensity and mixed-use development. Parking is also expensive and high parking requirements can raise costs, which results in higher rents and reduced affordability. Current estimates for the cost of structured parking is anywhere from $20,000-25,000 per space, and underground parking can exceed $50,000 per space. Edmonds should adopt new, transit supportive parking standards for the Highway 99 area.

CURRENT PARKING STANDARDS FOR RESIDENTIAL AND COMMERCIAL

RESIDENTIAL
» Studio apartment: 1.2 spaces
» 1-Bedroom: 1.5 spaces
» 2-Bedroom: 1.8 spaces
» 3-Bedroom: 2 spaces

COMMERCIAL
» 2.5 per 1,000 square feet (1 per 400 square feet)

RECOMMENDATION 7.1
RESIDENTIAL
» Minimum average of 0.75 per unit for entire residential portion of each development. A different ratio may be approved if the City determines that development is near a transit station or is supported by a parking study.

RECOMMENDATION 7.2
COMMERCIAL
» 2 per 1,000 square feet (1 per 500 square feet)
» Exempt the first 3,000 square feet of commercial within mixed-use buildings that have a shared parking plan (parking study and management plan). This reduces the cost burden for small, local entrepreneurs. Compliance should be at the staff level to reduce administrative time and cost.
» Allow for project-specific studies to reflect special situations.

WHAT’S THE BENEFIT?
Reducing parking minimums and following market demand for parking encourages people to ride transit or walk. This helps relieve congestion and improving environmental conditions.
8 ENACT MULTIFAMILY TAX EXEMPTION (MFTE) PROGRAM

RECOMMENDATION 8.1
The City of Edmonds should pass an ordinance to define the HWY 99 area, which is an urban center, as a “target area” to allow MFTE projects. This would incentivize the construction of additional housing and mixed-use projects by enabling qualifying projects to take advantage of a tax exemption on the residential-portion of new buildings for 12 years in exchange for keeping 20% of units affordable during that period.

WHAT IS A MFTE PROGRAM?
The MFTE Program is a state-authorized program that provides a property tax exemption for eight or 12 years on new multifamily buildings within urban centers. The 12-year exemption requires a minimum level at least 20% of the units to be affordable to households of moderate or lower income. The eight-year exemption leaves the public benefit requirement—in both type and size—to the jurisdiction’s discretion. The eight-year exemption carries no affordable housing requirement. Cities must pass an enabling ordinance to enact the MFTE and to allow applications for the exemption.

Anthem on 12th: An award-winning workforce housing development in Seattle financed through a Multifamily Tax Exemption Program.

9 CONTINUE OR ENHANCE FEE WAIVER PROGRAM FOR AFFORDABLE HOUSING

RECOMMENDATION 9.1
The City should continue or enhance its program to allow the reduction of transportation and park impact fees for projects that include affordable housing.
10 FACILITATE A MIXED-USE, MIXED-INCOME DEMONSTRATION PROJECT

**RECOMMENDATION 10.1**
» Identify a site with a willing owner/partner, or purchase or secure a transferrable option on a site.

**RECOMMENDATION 10.2**
» The City can establish a special fund targeted at affordability and/or redevelopment, or make use of one or more of the tools listed on the next page to establish a special assessment district or direct state and federal funds towards a project.

**RECOMMENDATION 10.3**
» Actively recruit developers, both non-profit affordable housing builders like the Korean Women’s Association or other developers familiar with public-private partnerships. This recruitment can also be done by a specialized consultant.

**RECOMMENDATION 10.4**
» Cultivate a champion who can motivate the development community and advocate for more affordable housing projects. This could be a local or state leader, such as an elected representative or a prominent local business leader.

**RECOMMENDATION 10.5**
» Make this project the pilot project for the newly adopted MFTE and fee waiver program to ensure they function well and iron out any issues before broader adoption.

**RECOMMENDATION 10.6**
» Consider using one or more of the special assessment districts, or programs listed in Recommendation 11.1 and locating this pilot project site within the Highway 99 area. This will enable the City to make use of special funds to assist with development and infrastructure costs or other subsidies. The first project or few projects will require more assistance than subsequent projects.

**RECOMMENDATION 10.7**
» Assign special staff to the pilot project to ensure it remains a City priority and keeps moving forward. This staff person will also track what works well or what does not, and make final modification recommendations to the various programs before final broader adoption.
RECOMMENDATION 11.1

The City should actively seek to make use of local, state and federal funds and funding mechanisms to expand the opportunities for affordable housing, redevelopment and economic development within the HWY 99 area. Below is a list of some key tools and funding sources that should be considered.

- City Fund for Redevelopment and Affordable Housing
- Community Renewal Area (CRA) – used in Shoreline
- Hospital Benefit Zone (HBZ) Financing Program
- Local Infrastructure Project Area (LIPA) Financing
- Landscape Conservation and Local Improvement Program (LCLIP)
- Low Income Housing Tax Credits (LIHTC)
- HUD HOME Program
- HUD CDBG Program
- Enterprise Community Partners Regional Equitable Development Initiative (REDI) Fund

WHAT’S THE BENEFIT?

- Offers an alternative to the development community in which affordable housing can be a profitable endeavor.
- Leverages public funds for private investment and demonstrates cost-effective ways to create more affordable housing in the Highway 99 area.

Lovejoy Station in Portland, Oregon is a five-story apartment community that serves residents with incomes between 40% and 80% area median income.
SIGNAGE + WAYFINDING RECOMMENDATIONS
RECOMMENDATION 12.1
The public process identified the need to clearly establish the identity of Edmonds at the south end of the study area, through gateway features, such as signage and landscaping. The design treatments should clearly indicate an arrival into Edmonds and distinguish this stretch of HWY 99 from Shoreline. This could be accomplished in tandem with the realignment of the on and off ramps of HWY 104 proposed in the project list.

RECOMMENDATION 13.1
Regional commuter rail to the Mountlake Terrace transit center is scheduled for completion in 2023. The link from Edmonds to this new rail station is 228th. It is important to identify this transit gateway at the intersection of HWY 99 and 228th, and strengthen east-west connections for transit riders, bicyclists and commuters. Decorative and clear wayfinding signage at this intersection will establish the clear link for visitors and residents alike. A future transit linkage, either in the form of a reroute of existing local transit to connect Edmonds to the Mountlake Terrace transit station should be considered. In addition, an additional or moved BRT station and location at the intersection of 228th should also be examined in the future.
IMPLEMENTATION

14 IMPROVE WAYFINDING SIGNAGE ALONG THE CORRIDOR

RECOMMENDATION 14.1
Many amenities and community destinations exist near HWY 99, but the public process revealed that finding these amenities can be difficult, particularly for visitors. Wayfinding signage with a uniquely Edmonds identity should point out safe auto, bicycle and pedestrian routes to surrounding amenities. The amenities and destinations identified include downtown Edmonds, Lake Ballinger, the Interurban Trail, new regional rail at Mountlake Terrace, the International District, the Health District and hospital.

15 DEVELOP A UNIQUE DISTRICT DESIGN IDENTITY

RECOMMENDATION 15.1
The subdistricts identified in this process and previous processes highlight the existing nodes of similar business activity, such as international businesses and health and hospital related uses. The City should invest in signage, lighting and art to improve the vitality of these areas, and support business development organizations that build capacity within the private sector. Some ideas the City should pursue are unique branding for each district, public and local art, street furniture, unique bus shelter designs, pavement patterns, special lighting fixtures, colored crosswalks, and banners.
16 PROHIBIT NEW POLE SIGNS

RECOMMENDATION 15.1
As the HWY 99 area transitions from an auto-oriented highway to a more dynamic and mixed-use environment, new tall pole signs designed to capture the attention of fast moving traffic are no longer compatible. The City should prohibit new pole signs within the study area.
IMPLEMENTATION

TRANSIT RECOMMENDATIONS
17 IMPROVE TRANSIT TRANSFERS

RECOMMENDATION 17.1
The public workshop and stakeholder engagement process revealed a few needed improvements in transit, particularly related to improving transit transfers. The City should work with Community Transit and other transit partners to ensure regional and local bus stops are close together and schedules are aligned to ensure convenient and efficient transfers. This can be accomplished by a consolidation or colocation of stations to reduce walking distances between routes.

Specific improvements related to emphasizing a new transit hub at 228th and HWY 99 include:

» Consider a shuttle/transit service from HWY 99 to the Mountlake Terrace regional transit center
» Consider a consolidated transit stop at 228th
» Consider a new BRT station
» Provide clear signage
» Provide high-quality bike connection on 228th

Highway 99 and 228th will be a Key Intersection: The intersection improvements completed in May 2016 provide a key connection to the future regional rail in Mountlake Terrace and I-5. The new signalized intersection provides safer left turns, bike lanes, safe pedestrian crossings, lighting, sidewalks, and stormwater management.
A robust and resilient transit system offers a wide range of options to commuters and the community. This includes convenient access to regional transit and transportation facilities, but also the finer grained connections that allow for quick, short connections to be made. The City should consider impact fee reductions and on-site parking reduction allowances for development projects that offer or accommodate alternative transportation options on-site. Examples of on-site alternative transportation options include subsidized transit passes for residents, on-site car share parking, bicycle parking, electric car charging stations and temporary parking for private ride sharing services, such as Uber and Lyft.
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TRANSPORTATION INFRASTRUCTURE RECOMMENDATIONS
RECOMMENDATION 19.1
The City should actively seek to make use of local, state and federal funds and funding mechanisms to expand opportunities for safety improvements and pedestrian and bike-friendly enhancements within the HWY 99 area. Below is a list of some key grant programs that should be considered:

» Safe Routes to School Program (Pedestrian & Bicycle projects within two miles of a school)
» Pedestrian and Bicycle Program
» Highway Safety Improvement Program (HSIP)
» Congestion Mitigation & Air Quality Program (CMAQ)
The following includes a detailed list of short term and long term transportation improvements that include projects identified in previous plans and projects that have arisen as part of this process.

The projects are designed to accommodate a range of transportation goals, including:

» Improve traffic flow and general safety and access management
» Improve pedestrian safety and access to/from HWY 99 corridor
» Improve pedestrian environment along HWY 99 corridor
» Create safe pedestrian crossings of HWY 99 and access to transit
» Improve transit mobility and transit stop environment

Further, the projects build upon or enhance the planned transportation improvements described earlier.

KEY TRANSPORTATION IMPROVEMENTS

CLOSE THE MOST SIGNIFICANT GAP IN PEDESTRIAN CROSSINGS WITHIN THE CORRIDOR

The longest segment of Highway 99 in the Plan Area without a controlled pedestrian crossing is between 238th Street SW and 228th Street SW—a distance of about 3,700 feet. Prior to the completion of the 228th Street connection between 76th Avenue W and the new traffic signal at Highway 99, the longest segment without a controlled crossing was nearly a mile. The short-term recommendation to improve this major obstacle to pedestrian travel is to install a traffic signal on HWY 99 with pedestrian crossings on all approaches.

The logical point within the gap for installation of a traffic signal and pedestrian crossings is at 234th Street SW. While not the midpoint of the segment, there are other factors that strengthen the need for a pedestrian crossing at this location. These include:

» This location is within a node having strong redevelopment potential creating increased demand for pedestrian travel.
» The Community Health Center is located 500 feet to the north of this intersection and Community Transit has bus stops on both sides of HWY 99 without a safe crossing to access the northbound bus stop.

The signal will need to be installed concurrently with new development at the 234th Street node in order to help meet signal warrants.

FIGURE 20: SAFETY HEAT MAP SHOWING GAP IN PEDESTRIAN CROSSING
IMPROVE PEDESTRIAN ACCESS FROM THE SOUTH AT THE SR 104 INTERCHANGE

The present design of the SR 104 interchange with HWY 99 is automobile dominated partial cloverleaf with on and off-ramps designed for moderate speeds. Sidewalks exist on both sides of HWY 99 through the interchange but require pedestrians to cross an on and off-ramp in either direction. Most of these crossings are unmarked and located on curves where traffic is accelerating or decelerating from freeway speeds. Further, bridge structure and trees restrict motorist sight lines of pedestrians crossing the ramps. The conditions are daunting for pedestrians and likely discourage people from traversing the interchange on foot.

The eastbound off-ramp at the southern end of the interchange is configured more favorably for pedestrians than the eastbound off-ramp at the northern end because the intersection is the terminus of a pedestrian pathway connecting the surrounding neighborhoods to HWY 99. The eastbound off-ramp is aligned at nearly a right angle to HWY 99, is controlled by a stop sign, and has a high visibility crosswalk crossing the ramp. In contrast, all of the remaining crossings are at uncontrolled and relatively high speed locations.

The long-term recommendation is to reconfigure the ramps as conventional 90-degree stop control intersections with marked crossings similar to the eastbound off-ramp configuration. Trucks may be accommodated through the use of low-angle slip ramps and channelizing islands to keep crossing distances short. Reconfiguration in this manner improves visibility and slows turning traffic.

As a short-term interim improvement, install pedestrian activated Rectangular Rapid Flashing Beacons (RRFB’s) with high-visibility crosswalk markings at the pedestrian crossings of the SR 104 on and off-ramps and provide new, or redirect existing, safety lighting to illuminate the crosswalks.

ENCOURAGE WALKING AND BICYCLING TO ACCESS PLAN AREA FROM SURROUNDING NEIGHBORHOODS

During the public workshop residents of the Plan Area expressed concern regarding the safety of walking and bicycling to the HWY 99 corridor from their neighborhoods. Their concerns focused on the rural nature of connecting streets which lack sidewalks and lighting, and have overgrown vegetation restricting sight distance. These concerns extended onto HWY 99 where there was
a general consensus on the need for safety and street lighting on HWY 99 and on the residential streets feeding into the corridor, particularly pedestrian-scaled lighting. The conditions described above limit the resident’s desire to access HWY 99 as a pedestrian or bicyclists particularly at night. Specific streets identified in the workshop include 240th Street SW between 84th Avenue W and 80th Way W and approach HWY 99 and 224th Street SW approaching 76th Avenue and HWY 99.

The City of Edmonds 2015 Comprehensive Plan identifies several “complete streets” projects on streets providing access to HWY 99. The improvements—as described in the section on Planned Improvements—include sidewalk construction, drainage improvements, lighting, and reallocation of the street’s traveled way to improve safety for all users. Expanding on these projects to include additional streets feeding into the corridor can alleviate the resident’s concerns about safety and dramatically increase active modes of transportation.

Improvements need not be extensive to create a more desirable pedestrian environment—sidewalks can be constructed on one side of narrow streets or paths of decomposed granite with asphalt berms may suffice to move pedestrians and bicyclists out of the street’s traveled way.

Regardless of the extensiveness of the improvements, lighting should be a high priority in all cases. Safety lighting (lighting that illuminates intersection corners where pedestrians are expected to cross) and street lighting (overhead lighting that generally illuminates the width of the street) as well as pedestrian-scaled lighting (lighting on 12-17-foot tall standards that illuminate the pedestrian walkway) are fundamental prerequisites for walkable areas.

Streets that cannot be safely traveled by pedestrians and bicyclists at night, will experience limited travel during the day.

**IMPROVE CONNECTIONS BETWEEN TRANSIT AND MAJOR EMPLOYMENT CENTERS**

The extensive transit network serving the corridor is an opportunity to shift employee commute modes at the corridor’s larger employment centers from driving to transit. Part of an effective strategy to change employee travel behavior is improving the physical connection between transit and the destination. The SWIFT stations at 216th Street SW serve the corridor’s largest employment center—the Swedish Hospital campus and its associated medical offices. The SWIFT bus rapid transit system is an ideal opportunity for employees and patients/visitors to access the campus by transit. However, the connection between the stations and the various facilities in the campus require pedestrians to walk up steep grades and through parking lots to access building entrances. The lack of connections, direction and amenities discourages people from taking transit to the site.

This Plan recommends improving the connection between the Swift Stations at 216th Street SW and the Swedish Hospital Campus by implementing a pedestrian walkway system (potentially covered) internal to the campus with wayfinding to direct pedestrians to the various campus facilities including future land uses that support hospital expansion such as hotels and medical office buildings within the Health Care District.
NOTE: The identifiers in red (i.e. SXX) correspond with the list of improvements on pages 83-98. The letters in front of each identifier indicate short or long-term improvements - "S" for short-term and "L" for long-term.
IMPLEMENTATION

FIGURE 24: PROJECT SUPPORTIVE TRANSPORTATION IMPROVEMENTS

LEGEND

- EXISTING SIGNALIZED INTERSECTION AND PED XING
- PROPOSED NEW TRAFFIC SIGNAL AND PED XING
- PEDESTRIAN SAFETY IMPROVEMENTS
- PEDESTRIAN CROSSWALK FLASHING BEACON
- SWIFT RAPID STATION

NOTE: The identifiers in red (i.e. SXX) correspond with the list of improvements on pages 83-98). The letters in front of each identifier indicate short or long-term improvements - “S” for short-term and “L” for long-term.
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## PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

### IMPROVE PEDESTRIAN SAFETY AND ACCESS TO/FROM HIGHWAY 99 CORRIDOR

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<th>MAP IDENTIFIER</th>
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<th>DESCRIPTION OF IMPROVEMENT</th>
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<tbody>
<tr>
<td>S1</td>
<td>Pedestrian Safety</td>
<td>Improve sidewalks, sight distance visibility, street and safety lighting on 240th from 84th Ave W to 80th Way W (primarily along commercial frontages)</td>
</tr>
<tr>
<td>S2</td>
<td>Pedestrian Safety / Ped Circulation</td>
<td>Implement safety improvements at 224th and 76th Avenue W including constructing new or improving existing sidewalks on both sides of 224th approaching 76th Ave and SR 99.</td>
</tr>
<tr>
<td><strong>Not Shown</strong></td>
<td>General Safety</td>
<td>General need for safety and street lighting on residential streets surrounding SR 99, particularly pedestrian-scaled lighting.</td>
</tr>
<tr>
<td>S3</td>
<td>Regionally Significant Transit Emphasis Corridor</td>
<td>Workshop participants identified the need to widen sidewalks on 228th east of SR 99. In the Summer of 2016 a number of pedestrian improvements were completed in this regionally significant multimodal corridor (see notes). Where narrow sidewalks still remain within the corridor or on connecting residential streets, the following pedestrian improvements may be considered in-lieu of widening sidewalks:</td>
</tr>
<tr>
<td>S4</td>
<td>Pedestrian and Vehicular Safety / Ped Circulation</td>
<td>Sidewalk construction projects: 216th St. SW from 72nd Ave. W to SR 99</td>
</tr>
<tr>
<td>S5</td>
<td>Pedestrian and Vehicular Safety / Ped Circulation</td>
<td>Sidewalk construction projects: 236th St. SW from HWY. 99 to 76th Ave. W</td>
</tr>
<tr>
<td>S6</td>
<td>Pedestrian and Vehicular Safety / Ped Circulation</td>
<td>Sidewalk construction projects: 238th St. SW from HWY. 99 to 76th Ave. W</td>
</tr>
<tr>
<td>S7</td>
<td>Complete Streets Impvts</td>
<td>238th Street SW, between SR 104 and SR 99. Widen to three lanes with curb, gutter, bike lanes, and sidewalk.</td>
</tr>
<tr>
<td>S8</td>
<td>Complete Streets Impvts</td>
<td>228th Street SW, between SR 99 and 95th Pl. W Widen to three lanes with curb, gutter, bike lanes and sidewalk, as well as intersection improvements at 228th @ 95th.</td>
</tr>
</tbody>
</table>
**IMPROVE PEDESTRIAN SAFETY AND ACCESS TO/FROM HIGHWAY 99 CORRIDOR**

<table>
<thead>
<tr>
<th>NOTES</th>
<th>SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>This type of corridorwide frontage improvement typically occurs as a condition of approval when the fronting property redevelops.</td>
<td>Workshop</td>
</tr>
<tr>
<td>224th Street, as a route, provides access to a few destination such as the interurban trail, but is not a primary route to major generators. However, many residential neighborhoods feed into 224th and it may serve as a lower volume and lower speed alternative for pedestrians and bicyclists. Near SR 99 224th lacks sidewalks on one or both sides of the street.</td>
<td>Workshop</td>
</tr>
<tr>
<td>Many of the workshop participants commented on the lack of street lighting on streets intersecting or paralleling SR 99. Safety lighting (lighting that illuminates intersection corners where pedestrians are expected to cross) and street lighting (overhead lighting that generally illuminates the width of the street) as well as pedestrian-scaled lighting (lighting on 12-17-foot tall standards that illuminate the pedestrian walkway) are fundamental prerequisites for walkable areas. Streets that cannot be safely traveled by pedestrians and bicyclists at night, will experience limited travel during the day.</td>
<td>Workshop</td>
</tr>
<tr>
<td>228th Street SW is one of the study area’s only Complete Streets. It connects the SR 99 corridor to numerous destinations including Highway 104 into downtown, the interurban trail, parks and recreational facilities, and the Mountlake Terrace Transit Center where Sound Transit’s extension of the Lynnwood LINK light rail will connect with local, commuter, and regional busses by the year 2023. 228th is also a local bus route. Class II bicycle lanes on 228th connect SR 99 to the interurban trail. The City recently extended 228th from 76th Avenue to complete its connection to SR 99. Other recent pedestrian improvements in the corridor include new ADA compliant ramps at corners, sidewalk repair, driveways moved to side streets, and an improved crosswalk at the Interurban Trail crossing with new curb extensions. The very narrow sidewalks on 228th that once connected to the Trail (two to three feet wide) have been augmented with a multi-use path parallel to the west side of the street extending to the Interstate 5. The pedestrian environment along some segments of 228th need improvement.</td>
<td>Workshop</td>
</tr>
<tr>
<td>Project identified as a high priority in the Comprehensive 2015 Transportation Element</td>
<td>Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects</td>
</tr>
<tr>
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<tr>
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PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

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</tr>
</thead>
<tbody>
<tr>
<td>S9</td>
<td>Bicycle Circulation</td>
<td>Class II bike lanes on 212th Street from Main Street to 68th Avenue crossing SR 99.</td>
</tr>
<tr>
<td>S10</td>
<td>Bicycle Circulation</td>
<td>Bike route designation on 224th Street SW from 84th Avenue W across SR 99 to interurban trail.</td>
</tr>
<tr>
<td>S11</td>
<td>Bicycle Circulation</td>
<td>Class II bike lanes on 228th Street SW from SR 104 across SR 99 to existing Class II lanes on 76th Avenue W.</td>
</tr>
<tr>
<td>S12</td>
<td>Bicycle Circulation</td>
<td>Class II bike lanes on 76th Avenue W from 208th to 220th and bike route designation to 224th Street SW.</td>
</tr>
<tr>
<td>S13</td>
<td>Bicycle Circulation</td>
<td>Bike route designation on 238th Street SW from 84th Avenue W across SR 99 to existing Class II bike lanes on 76th Avenue W.</td>
</tr>
<tr>
<td>S14</td>
<td>Bicycle Circulation</td>
<td>Class II bike lanes on 84th Avenue W from 212th Street SW to 236th Street SW and bike route designation on 84th Avenue W south to 238th Street SW.</td>
</tr>
<tr>
<td>S15</td>
<td>Bicycle Circulation</td>
<td>Class II bike lanes on 236th Street SW from SR 104 to 84th Avenue W.</td>
</tr>
<tr>
<td>S16</td>
<td>Bicycle Circulation</td>
<td>Bike route designation on 80th Avenue W from 206th Street SW to 228th Street SW.</td>
</tr>
<tr>
<td>S17</td>
<td>Bicycle Circulation</td>
<td>Bike route designation on 72nd Avenue W from 208th Street SW to 216th Street SW and continuing on 216th Street SW to SR 99.</td>
</tr>
<tr>
<td>S18</td>
<td>Bicycle Circulation</td>
<td>Bike route designation on 73rd Pl W from 224th Street SW to 226th Pl SW.</td>
</tr>
</tbody>
</table>
Implement bicycle improvements:\n
<table>
<thead>
<tr>
<th>IMPROVE BICYCLE CIRCULATION ACROSS AND PARALLEL TO HIGHWAY 99 CORRIDOR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NOTES</strong></td>
</tr>
<tr>
<td>City of Edmonds Bicycle Master Plan &amp; Comprehensive Plan 2015 Transportation Element</td>
</tr>
<tr>
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</tr>
<tr>
<td>City of Edmonds Bicycle Master Plan &amp; Comprehensive Plan 2015 Transportation Element</td>
</tr>
<tr>
<td>72nd Avenue from 208th to 212th is a heavily utilized transit route. Because of the frequency of buses on this street, Community Transit recommends providing bicycle lanes instead of a route designation, or, if bicycle lanes cannot be provided, to relocate the route designation to an alternative parallel street.</td>
</tr>
<tr>
<td>City of Edmonds Bicycle Master Plan &amp; Comprehensive Plan 2015 Transportation Element</td>
</tr>
<tr>
<td>City of Edmonds Bicycle Master Plan &amp; Comprehensive Plan 2015 Transportation Element</td>
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<tr>
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## PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

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</tr>
</thead>
<tbody>
<tr>
<td>S19</td>
<td>Pedestrian Safety</td>
<td>Install pedestrian activated Rectangular Rapid Flashing Beacons (RRFB’s) with high-visibility crosswalk markings at the pedestrian crossings of the SR 104 on and off-ramps and provide safety lighting to illuminate the crosswalks.</td>
</tr>
<tr>
<td>Not Shown</td>
<td>Pedestrian and General Multimodal Circulation</td>
<td>Implement corridorwide wayfinding signage to local districts and major multimodal facilities</td>
</tr>
<tr>
<td>IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NOTES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>This is an interim improvement prior to the proposed reconfiguration of the ramp termini to eliminate high-speed movements.</td>
<td></td>
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</tr>
<tr>
<td><strong>SOURCE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DKS Associates</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A corridorwide wayfinding system should be established providing signing at key intersections connecting to major destinations such as downtown, train station, SWIFT stops, nearest bicycle facilities, interurban trail access, parks and open space, local districts along the corridor, and freeway access.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Workshop and DKS Associates</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

### PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT

<table>
<thead>
<tr>
<th>MAP IDENTIFIER</th>
<th>IMPROVEMENT TYPEW</th>
<th>DESCRIPTION OF IMPROVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>S20</td>
<td>Access to/from Transit and Major Employment Center</td>
<td>Improve connection between the Swedish Hospital Campus and the Swift Stations at 216th Street SW by implementing a pedestrian walkway system (potentially covered) internal to the campus with wayfinding to direct pedestrians to the various campus facilities including future land uses that support hospital expansion such as hotels and medical office buildings within the Health Care District.</td>
</tr>
<tr>
<td>S21</td>
<td>Access to/from Transit and Interurban Trail</td>
<td>Provide pedestrian and bicycle links that connect the Interurban Trail to the SWIFT Stations and Community Transit bus stops serving the Health Care District. When the property on the east side of SR 99 between 216th Street SW and 220th Street SW redevelops, require the development to dedicate an easement connecting the trail to SR 99.</td>
</tr>
<tr>
<td>S22</td>
<td>Pedestrian Safety / Access to Transit</td>
<td>&quot;New pedestrian crossing at 234th Street which is the approximate mid-point of the large gap in crossings. This crossing may be achieved as shown in the notes column.&quot;</td>
</tr>
</tbody>
</table>
The SWIFT stations at 216th Street SW serve corridor’s largest employment center—the Swedish Hospital campus and its associated medical offices. The SWIFT bus rapid transit system and these stations are an ideal opportunity for employees and patients/visitors to access the campus by transit. However, the connection between the stations and the various facilities in the campus are by 216th Street SW and SR 99 driveways requiring pedestrians to walk up steep grades and through parking lots to access building entrances. The lack of connections, direction and amenities discourages people from taking transit to the site.

The Interurban Trail generally parallels SR 99 and its alignment is closest to SR 99 between 216th Street SW and 220th Street SW—with only one parcel of land separation—an opportunity to provide a more direct link to the SWIFT stations (via crosswalks) and Community Transit bus stops located on the near and far sides of 216th Street SW. When the under-utilized land separating the trail from SR 99 redevelops, a condition of approval should require the property owner to dedicate an easement for this connection.

A. With significant high density development at 234th node, potentially intersection would warrant a traffic signal (see long-term improvements)
B. Install a HAWK pedestrian activated signal
C. Install a temporary two-stage unsignalized crossing in the interim timeframe before a signal is warranted.

The crossing at this location should be a priority given it improves access to the community health facility from transit and closes a 3,500 foot gap in protected crossings within this segment of Highway 99.

Improvements at 240th are geared towards obtaining a pedestrian crossing of SR 99 to close one of the crossing gaps in the corridor and to improve vehicular safety and access to the Burlington Coat Factory site. 240th Avenue at SR 99 is one of the highest vehicular collision locations in the corridor and it is not prudent to add an unsignalized crossing at this location. Current crossing demand is too low to warrant a short-term pedestrian crossing improvement. See long-term improvements.

For long segments with numerous driveways, use intermittently placed medians to allow left turn in/out functions at key driveways. Access managed segments must permit u-turns at adjacent signalized intersections. Use median to restrict left turns from stop-controlled side streets with high collision histories unless the restriction conflicts with a short-term improvement or other proposed change in traffic control.
## PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

### PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT, CONT'D.

<table>
<thead>
<tr>
<th>MAP IDENTIFIER</th>
<th>IMPROVEMENT TYPE</th>
<th>DESCRIPTION OF IMPROVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>S29</td>
<td>Safe Pedestrian Crossing / Development Access</td>
<td>Install traffic signal at SR 99 / 234th including pedestrian crosswalks on all approaches.</td>
</tr>
</tbody>
</table>

### IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

<table>
<thead>
<tr>
<th>MAP IDENTIFIER</th>
<th>IMPROVEMENT TYPE</th>
<th>DESCRIPTION OF IMPROVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Shown</td>
<td>Transit Mobility</td>
<td>Implement a Transit Signal Priority (TSP) system along SR 99 for the SWIFT Bus Rapid Transit system.</td>
</tr>
<tr>
<td>S30</td>
<td>Access to Transit / Transit Stop Environment</td>
<td>Improve local bus stops between 234th and 230th that serve Community Health Center and new development within the International and Gateway Districts.</td>
</tr>
<tr>
<td>S31</td>
<td>Access to Transit / Transit Stop Environment</td>
<td>Provide enhanced local transit stops near Swedish Hospital.</td>
</tr>
<tr>
<td>S32</td>
<td>Transit Service / Ped Amenities</td>
<td>Priority Transit Corridor: SR 99 from 208th to SR 104 (See Figure 10 on page 23 for Priority Transit Corridors designations in the subarea)</td>
</tr>
<tr>
<td>S33</td>
<td>Transit Service / Ped Amenities</td>
<td>Priority Transit Corridor: 228th Street SW from SR 104 to 76th Avenue W continuing to the Mountlake Terrace Transit Center. A new SWIFT station is proposed at SR 99 and 228th Street SW. (See Figure 10 on page 23 for Priority Transit Corridors designations in the subarea)</td>
</tr>
</tbody>
</table>
### PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT, CONT'D.

<table>
<thead>
<tr>
<th>NOTES</th>
<th>SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>For long segments with numerous driveways, use intermittently placed medians to allow left turn in/out functions at key driveways. Access managed segments must permit u-turns at adjacent signalized intersections. Use median to restrict left turns from stop-controlled side streets with high collision histories unless the restriction conflicts with a short-term improvement or other proposed change in traffic control.</td>
<td>SR 99 Access Management and Cross Section Focused Assessment</td>
</tr>
<tr>
<td>This improvement may only be feasible with significantly high density development at 234th Street node and with access from 234th Street to meet signal warrants. New development fronting SR 99 adjacent to the intersection should be required to dedicate land to provide width for wider sidewalks.</td>
<td>Workshop and DKS Associates</td>
</tr>
</tbody>
</table>

### IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

<table>
<thead>
<tr>
<th>NOTES</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Transit Signal Priority (TSP) systems allow BRT vehicles to trigger a change in traffic signal phasing in favor of the buses approaching a signalized intersection. TSP can either expedite a green light for buses passing through an intersection, or expedite buses stopping at far-side bus stops and using the traffic signal's following cycle to load/unload passengers thus avoiding the delay waiting to cross to the far-side stop.</td>
<td>DKS Associates</td>
</tr>
<tr>
<td>Provide shelters, benches, lighting, and buffer the stop from moving traffic.</td>
<td>DKS Associates</td>
</tr>
<tr>
<td>The Swift Rapid stations are excellent examples of Bus Rapid Transit stations with ample rider amenities. The nearby local bus stops are established some distance away and most have only signs, some have a bench and waste receptacle. Enhancements should be considered at local stops near major employment centers, major retail concentrations, or institutions where employees may commute by transit. Local bus stops enhanced with wider waiting areas with shelters, benches, shade, lighting, bike racks, etc. may help encourage transit ridership, particularly in combination with employer trip reduction programs.</td>
<td>Workshop</td>
</tr>
<tr>
<td>These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive.</td>
<td>Comprehensive Plan 2015 Transportation Element</td>
</tr>
<tr>
<td>These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive. Although the LINK light rail extension to the Mountlake Terrace Transit Center is still six years out (2023) implementing incremental Priority Transit Corridor improvements on 228th is recommended in the short term to improve current bus service in the corridor as well as prepare the corridor for LRT service in 2023.</td>
<td>Comprehensive Plan 2015 Transportation Element</td>
</tr>
</tbody>
</table>
### PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

#### IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT

<table>
<thead>
<tr>
<th>MAP IDENTIFIER</th>
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<th>DESCRIPTION OF IMPROVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>S34</td>
<td>Pedestrian and Vehicular Safety / Ped Circulation</td>
<td>Safety improvements at the intersection of SR 99 / 224th Street SW and between 224th and 76th Avenues (particularly LT into Ranch 99 Market).</td>
</tr>
<tr>
<td>S35</td>
<td>Intersection Capacity &amp; Safety / Ped Safety</td>
<td>SR 99 and 212th Street SW-widen 212th to add a westbound left turn lane for 200-foot storage length and an eastbound left turn lane for 300-foot storage length. Provide protected left turn phase for eastbound and westbound movements.</td>
</tr>
<tr>
<td>S36</td>
<td>Intersection Capacity &amp; Safety / Ped Safety</td>
<td>SR 99 and 220th Street SW Widen 220th to add a 325-foot westbound right turn lane and a 300-foot eastbound right turn lane. Widen 220th to add a second westbound left turn lane. (This would add about 24 additional feet of crosswalk distance).</td>
</tr>
<tr>
<td>S37</td>
<td>Intersection Capacity &amp; Safety / Ped Safety</td>
<td>SR 99 at 216th Street SW Widen to allow one left turn lane, one through lane and one right turn lane in eastbound and westbound directions, with 100-foot storage length for turn lanes. Add eastbound right turn overlap with northbound protected left turn.</td>
</tr>
<tr>
<td>S38</td>
<td>Intersection Capacity</td>
<td>Signal Coordination on 220th St. SW from 76th Ave. W to SR 99.</td>
</tr>
</tbody>
</table>

**Not Shown**

Access Management & Traffic Flow Improvements

"Consideration of operational strategies to help SR 99 traffic flow optimization, including:
- U-turns (recommended at intersections in the access management memorandum).
- Jug handle movement accommodations at intersections.
- Use of adaptive traffic signals."

**NOTES:**

1. From the southern border at the county line (MP 43.50) until approximately 1/4 mile to the north, just past the interchange area but before 240th Street SW (MP 43.72), SR 99 is designated as **Limited Access Partially Controlled**. This is defined as "At-grade intersections are allowed for selected public roads and approaches for existing private driveways, no commercial approaches allowed, and no direct access if alternate public road access is available".

2. From the point just north of the SR 104 interchange (MP 43.72) northward through both Edmonds and Lynnwood (MP 43.72 - 48.92), the designation of SR 99 is **Managed Access Class 4**.
### IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT

<table>
<thead>
<tr>
<th>NOTES</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Revision of the side street channelization at 224th to avoid the need for a split phase. WSDOT suggests changing the shared thru/left and right-only lanes to a left-only and shared thru/right configuration.</td>
<td>Workshop and WSDOT</td>
</tr>
<tr>
<td>This project is recommended for inclusion in the City’s Transportation Improvement Plan (TIP) for 2016-2021.</td>
<td>Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects</td>
</tr>
<tr>
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<td>Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects</td>
</tr>
<tr>
<td>Should be implemented in coordination with a Transit Signal Priority system (see S37).</td>
<td>Comprehensive Plan 2015 Transportation Element</td>
</tr>
<tr>
<td>U-turns will be extremely important with implementation of median access management. Thus, use of various and innovative measures to accommodate changes in traffic patterns is encouraged and might come as a result of site redevelopment. Note that 48-50 feet is the minimum U-turn diameter accepted in the past by the State, with justification.</td>
<td>WSDOT</td>
</tr>
</tbody>
</table>

#### 3. State of Washington Legal Requirements of M4 Highways

Class 4 Managed Access highways are designed to have a posted speed limit of 30 to 35 mph in urbanized areas and 35 to 45 mph in rural areas. In urban areas and developing areas where higher volumes are present or growth that will require a change in intersection control is expected in the foreseeable future, it is imperative that the location of any public access point be planned carefully to ensure adequate traffic progression. Where feasible, major intersecting roadways that might ultimately require intersection control changes are planned with a minimum of ½-mile spacing. Private access connections to the highway are spaced 250 feet apart, only a single access for individual or contiguous parcels under the same owner, and variance permits may be allowed.

#### 4. Within Incorporated Cities

Under RCW 35.78.030 and RCW 47.50, incorporated cities and towns have jurisdiction over access permitting on streets designated as state highways. Accesses located within incorporated cities and towns are regulated by the city or town and no deviation by WSDOT will be required. Document decisions made on these accesses in the DDP.
## PROPOSED LONG-TERM TRANSPORTATION IMPROVEMENTS

### IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR

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</thead>
<tbody>
<tr>
<td>L1</td>
<td>Pedestrian Circulation</td>
<td>Widen sidewalks on SR 99 from 212th street to 240th Street to include a minimum 4-foot</td>
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<tr>
<td></td>
<td></td>
<td>wide planting strip to buffer pedestrians from moving traffic. Use space for placement of</td>
</tr>
<tr>
<td></td>
<td></td>
<td>appropriate street trees.</td>
</tr>
<tr>
<td>L2</td>
<td>Vehicular / Pedestrian</td>
<td>Install street lighting on SR 99 corridor to close gaps and to achieve uniform spacing</td>
</tr>
<tr>
<td></td>
<td>Safety</td>
<td>and illumination. Install safety lighting at intersections as part of this improvement.</td>
</tr>
</tbody>
</table>

### SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>L3</td>
<td>Pedestrian Circulation</td>
<td>Install new signal at 240th (with crosswalks on all four legs) concurrent with new</td>
</tr>
<tr>
<td></td>
<td></td>
<td>development at 240th node. Consolidate and relocate driveways to 240th (helps meet signal warrants)</td>
</tr>
<tr>
<td>L4</td>
<td>Vehicular / Pedestrian</td>
<td>Reconfigure off-ramps as conventional 90-degree stop control intersections. The</td>
</tr>
<tr>
<td></td>
<td>Safety</td>
<td>Rectangular Rapid Flashing Beacons (RRFB’s) recommended as an interim short-term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>improvements (S19) may continue to be used with the reconfigured ramps.</td>
</tr>
<tr>
<td>IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NOTES</strong></td>
<td><strong>SOURCE</strong></td>
<td></td>
</tr>
<tr>
<td>This improvement requires approximately 6-feet of right of way. The City should require dedication of right of way (or a permanent public access easement) from private property when redeveloped. Dedication or easement may also be used when properties adjacent to local bus stops redevelop in order to obtain width for ADA compliance and bus shelters.</td>
<td>&quot;Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates&quot;</td>
<td></td>
</tr>
<tr>
<td>This improvement may also be implemented in conjunction with district identity, streetscape, or themed urban design projects.</td>
<td>&quot;Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates&quot;</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT</th>
</tr>
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<td><strong>NOTES</strong></td>
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<td>This improvement requires approximately 6-feet of right of way. The City should require dedication of right of way (or a permanent public access easement) from private property when redeveloped. Dedication or easement may also be used when properties adjacent to local bus stops redevelop in order to obtain width for ADA compliance and bus shelters.</td>
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<td>This improvement may also be implemented in conjunction with district identity, streetscape, or themed urban design projects.</td>
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</tbody>
</table>
### PROPOSED LONG-TERM TRANSPORTATION IMPROVEMENTS

#### IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

<table>
<thead>
<tr>
<th>MAP IDENTIFIER</th>
<th>IMPROVEMENT TYPE</th>
<th>DESCRIPTION OF IMPROVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>L5</td>
<td>Transit Service / Ped Amenities</td>
<td>Priority Transit Corridor: 220th Street SW from 76th Avenue W to proposed light rail transit station at I-5 interchange. (See Figure 10 on page 23 for Priority Transit Corridors designations in the subarea)</td>
</tr>
<tr>
<td>L6</td>
<td>Transit Service / Ped Amenities</td>
<td>Priority Transit Corridor: 238th Street SW from SR 104 to SR 99. (See Figure 10 on page 23 for Priority Transit Corridors designations in the subarea)</td>
</tr>
<tr>
<td>L7</td>
<td>Transit Service / Ped Amenities</td>
<td>Improve local bus stop northbound at 240th (provide seating, shelter, refuge can, lighting, etc.) concurrent with new development at 240th Street node.</td>
</tr>
<tr>
<td>L8</td>
<td>Transit Service / Ped Amenities</td>
<td>Improve local bus stop southbound at 240th (provide seating, shelter, refuge can, lighting, etc.) concurrent with new development at 240th Street node.</td>
</tr>
<tr>
<td>L9</td>
<td>Transit Service Efficiency</td>
<td>Extend BAT lanes on SR 99 onto overcrossing of SR 104 and continuing to 244th Street.</td>
</tr>
</tbody>
</table>

The following Priority Transit Corridor improvement designations are included in Edmond’s Comprehensive Plan. Improvements specific to Priority Transit Corridors are not specifically defined but generally include frequent and reliable service, and bus stop amenities which can include wider waiting areas, shelters, seating, shade, good illumination, accessibility for the disabled, and buffers from moving traffic.

#### IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT

<table>
<thead>
<tr>
<th>MAP IDENTIFIER</th>
<th>IMPROVEMENT TYPE</th>
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</tr>
</thead>
<tbody>
<tr>
<td>L10</td>
<td>Access Management</td>
<td>238th Street to 236th Street. Install raised median and limited c-curb on SR 99.</td>
</tr>
<tr>
<td>L11</td>
<td>Access Management</td>
<td>228th Street to 224th Street. Install raised median and limited c-curb on SR 99.</td>
</tr>
<tr>
<td>L12</td>
<td>Access Management</td>
<td>220th Street to 216th Street. Install raised median and limited c-curb on SR 99.</td>
</tr>
<tr>
<td>L13</td>
<td>Access Management</td>
<td>216th Street to 212th Street. Install raised median and limited c-curb on SR 99.</td>
</tr>
</tbody>
</table>
### IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

<table>
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<tr>
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<tr>
<td>These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive.</td>
<td>Comprehensive Plan 2015 Transportation Element</td>
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</tr>
<tr>
<td>This improvement most likely needed when higher intensity redevelopment occurs within the 240th node.</td>
<td>Workshop</td>
</tr>
<tr>
<td>This improvement would best benefit from the installation of a traffic signal at SR 99 / 240th Street.</td>
<td>Workshop and DKS Associates</td>
</tr>
<tr>
<td>Extension of the BAT lanes through the bottleneck created by the four-lane overcrossing provides additional efficiency for SWIFT service which has experienced a drop in reliability due to congestion within the corridor.</td>
<td>Community Transit</td>
</tr>
</tbody>
</table>

### IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT

<table>
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<tbody>
<tr>
<td>For long segments with numerous driveways, use intermittently placed medians to allow left turn in/out functions at key driveways. Access managed segments must permit u-turns at adjacent signalized intersections. Use median to restrict left turns from stop-controlled side streets with high collision histories unless the restriction conflicts with a short-term improvement or other proposed change in traffic control.</td>
<td>SR 99 Access Management and Cross Section Focused Assessment (2015) and Workshop</td>
</tr>
</tbody>
</table>
APPENDIX A: PLANNED ACTION ENVIRONMENTAL IMPACT STATEMENT