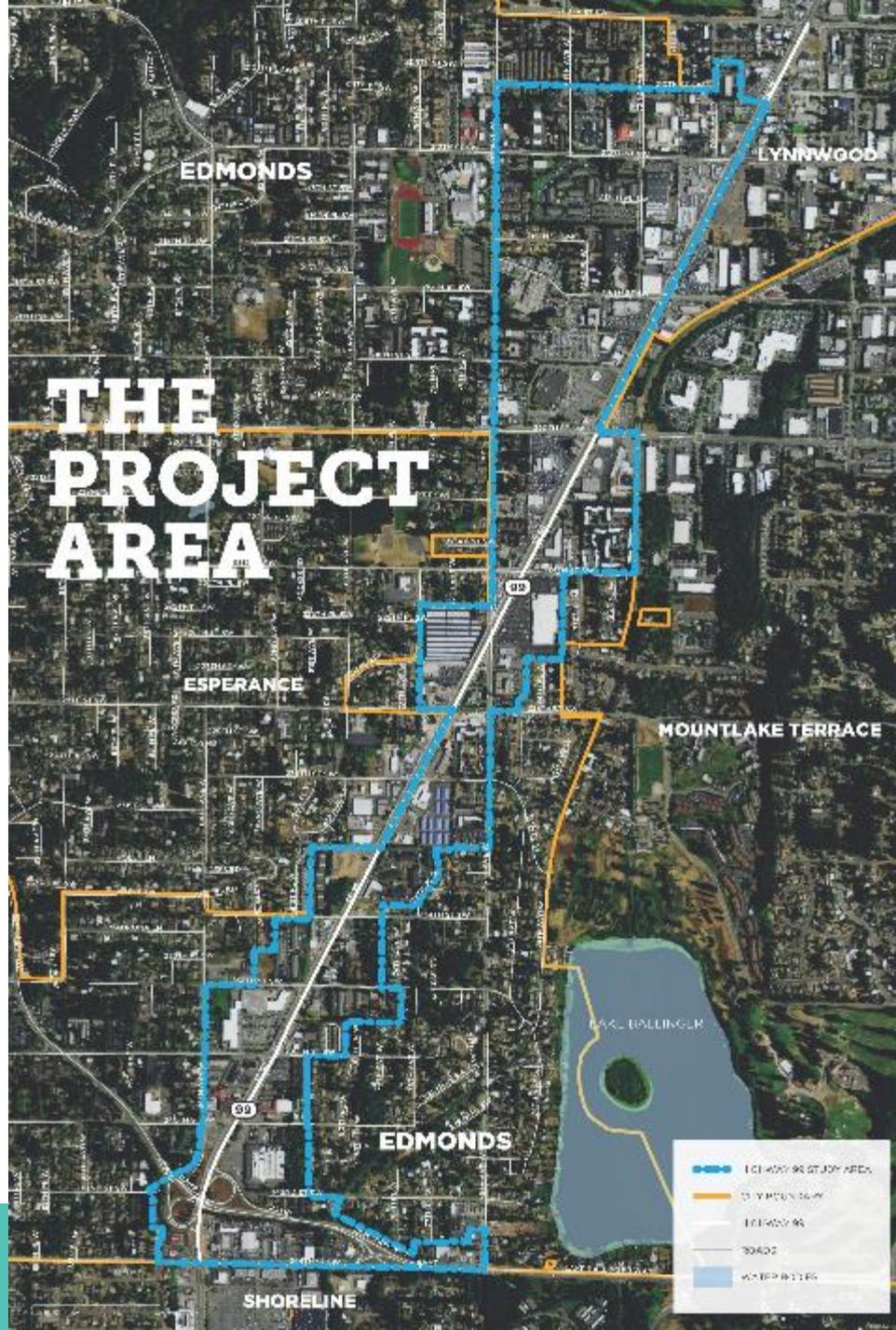




Highway 99 Subarea Planning Project Edmonds, WA

March 21, 2017

THE PROJECT AREA



The Planning Process



March 2016 Public Workshop

- Identified opportunities for new housing and business, community centers and services, and infrastructure upgrades
- **What did the public want?**



May 2016 Open House

- Revealed near and long-term development and transportation opportunities and its impacts



November 2016 Open House

- Revealed implementation strategies and policy recommendations
- Public had opportunity to review the recommendations at the Open House and online and provide feedback



ZONING & DEVELOPMENT RECOMMENDATIONS

1 Comprehensive Map modifications to identified districts

Current Map	Recommendation	The Issues Today:
		<ul style="list-style-type: none"> Current map only designates focus areas. Does not reflect the community's desire for a gateway to unique experiences.
		<p>The Recommendation:</p> <ul style="list-style-type: none"> Clearly identify focus areas as three distinct nodes anchored around major transportation gateways.

2 Consolidate CG and CG2 zones into a single CG zone

The Issues Today:	Current Zoning Map	Proposed Zoning Map
<ul style="list-style-type: none"> The only difference between CG and CG2 is the height limit 50'-6'0" and CG2=75'. Many comment cards highlighted that the county's articulated zoning. Some zones don't match the parcels so some lots have more than one zone. 		
<p>The Recommendation:</p> <ul style="list-style-type: none"> Change CG and CG2 to consolidated single CG zone with height limit at 75 feet. 		

Current Design Standard for Setback and Buffers Adjacent Single-Family Zones on HWY 99 Corridor CG/CG2 Zones

- Setback and Buffers Adjacent Single-Family Zones**
- 15 feet setback from all lot lines adjacent to RM or RS zoned property.
 - Minimum of 10-foot landscaping buffer required for commercial, institutional and medical uses adjacent to single-family or multifamily zones.
 - Minimum of 4-foot landscaping buffer required for multifamily projects adjacent to single-family homes.

The Issue Today:

- This type of design standard doesn't create proper transition of higher density buildings into single-family neighborhoods.

Recommended Design Standards

- Setback and Stepback for Apartments/Mixed-Use Buildings Adjacent and Across the Street from Single-Family Zones**
- Begin stepback only above 25 feet which is the current height allowance in RM/RS zones.
 - Keep current setback and landscaping requirements for lot line adjacency.



What about City of Shoreline?

- For developments consisting of three or more dwelling units located on a single parcel, the setback shall be 15 feet or a greater lot line setback. For a 10-foot or 10-foot setback, a 10-foot or mixed-use zones only.

Upper levels setback 15' for every 10' of building height.

15' setback with 10' 20' setback for 10' or more.

4 Parking reductions to transit supportive parking standards

Current Standard for Residential	Current Standard for Commercial	The Benefits:
<ul style="list-style-type: none"> Studio: 1.2 spaces One-Bedroom: 1.5 spaces Two-Bedroom: 1.8 spaces Three-Bedroom: 2 spaces 	<ul style="list-style-type: none"> 2.5 spaces per 1,000 square feet for 1 per 400 square foot 	<ul style="list-style-type: none"> Reducing parking requirements for parking encourages people to ride transit to work. It helps reduce congestion and improving environmental conditions.
<p>Recommendation for Residential</p> <ul style="list-style-type: none"> Minimum average of 0.75 per unit for entire project. 	<p>Recommendation for Commercial</p> <ul style="list-style-type: none"> 2 per 1,000 square feet 	

Community Values

Connectivity



Destinations



Beautification



Safety



Walkability



Affordable
Housing

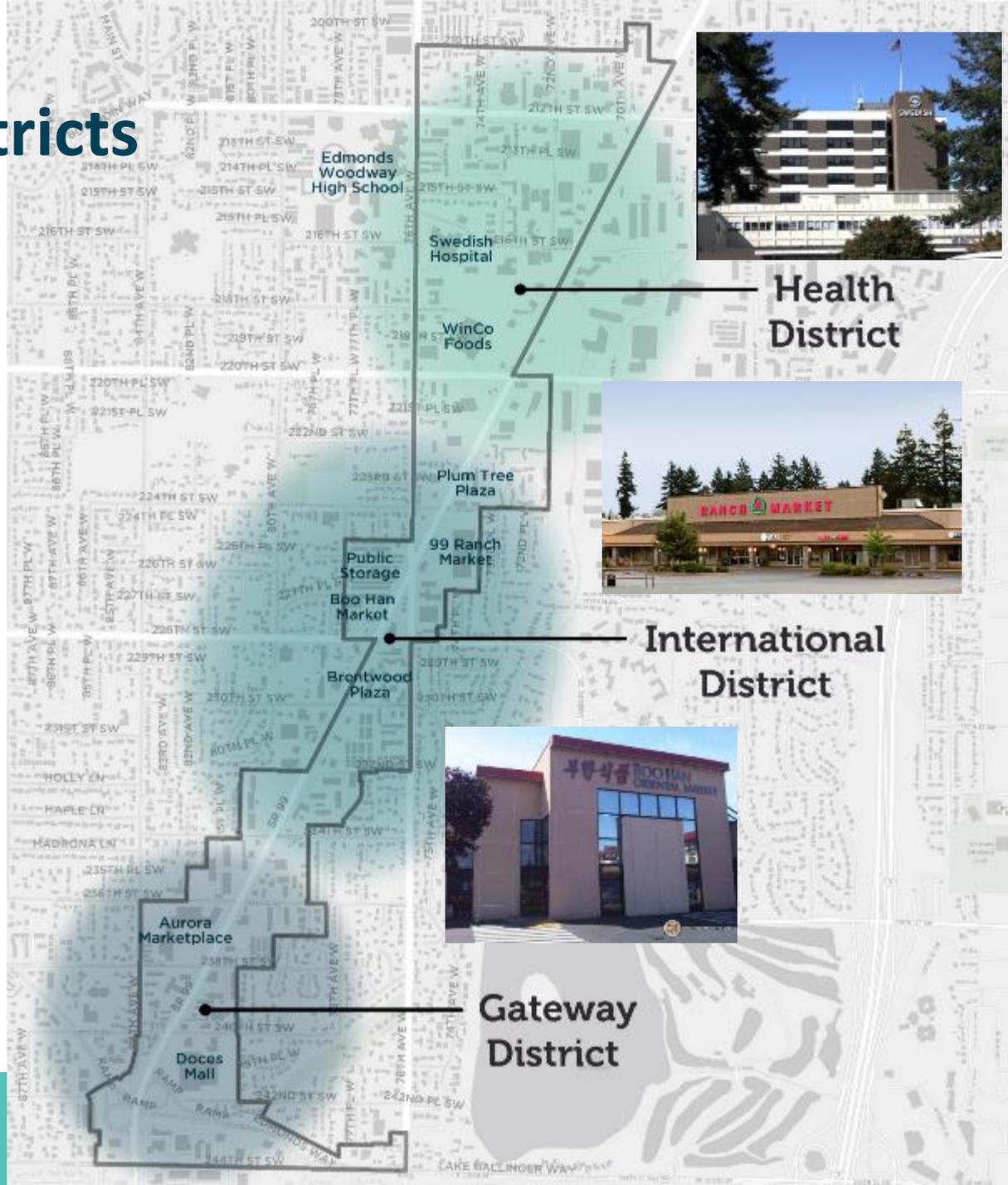


Healthy
Businesses



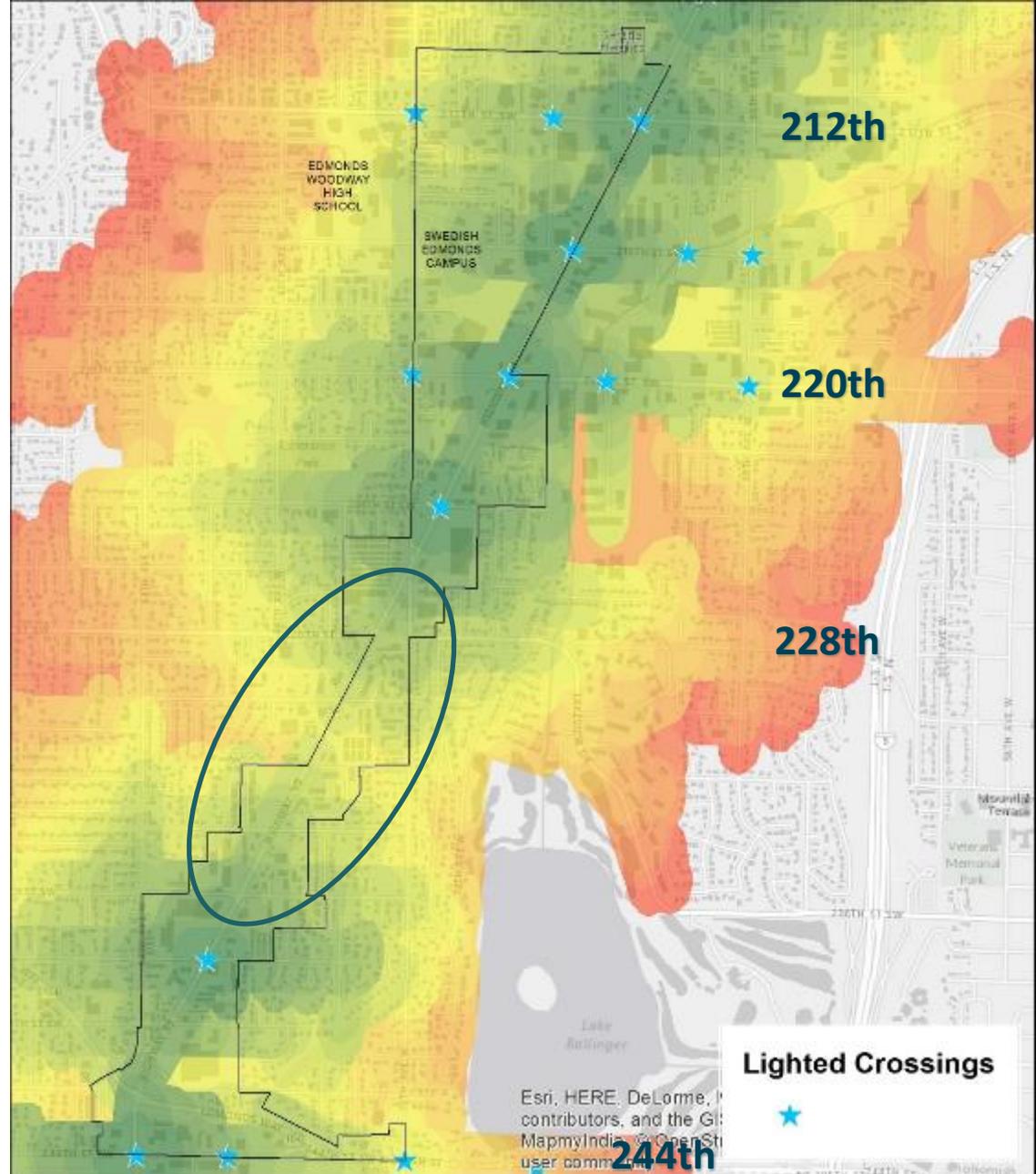
Distinct Subdistricts

- Major local and regional destinations on Hwy 99
- **International District**
 - Diverse restaurants, grocers and shops; major Korean business cluster
- **Health District**
 - Swedish Hospital and medical offices
- **Gateway District**
 - Identified by the community during workshop
 - Desire for “gateway” and distinct transition point in and out of Edmonds



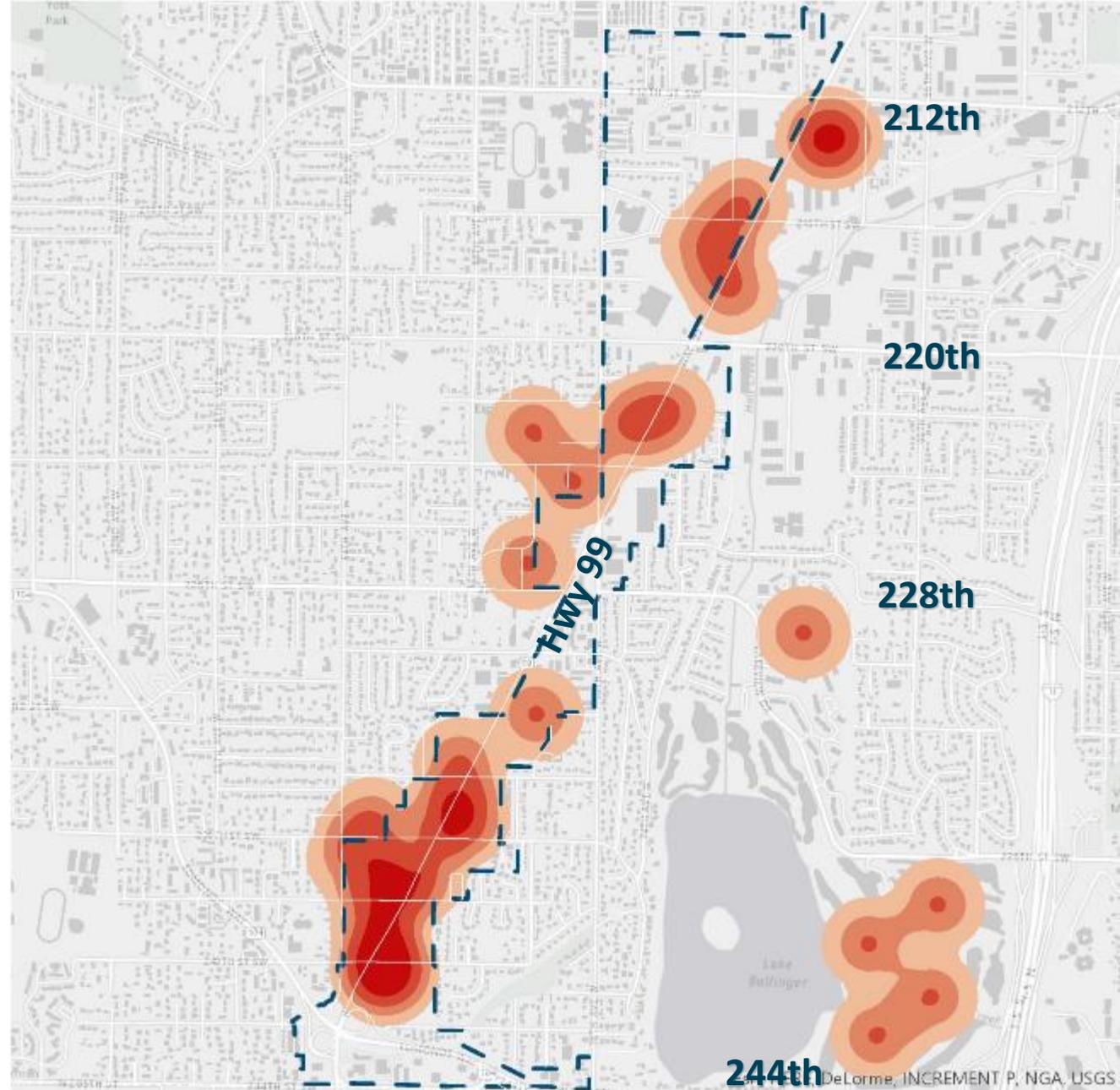
Long Segments Without Crossings

- Central area requires 10 minute walk to find safe crossing
- Green – 1 minute
- Yellow – 10 minutes
- Red – 20 minutes



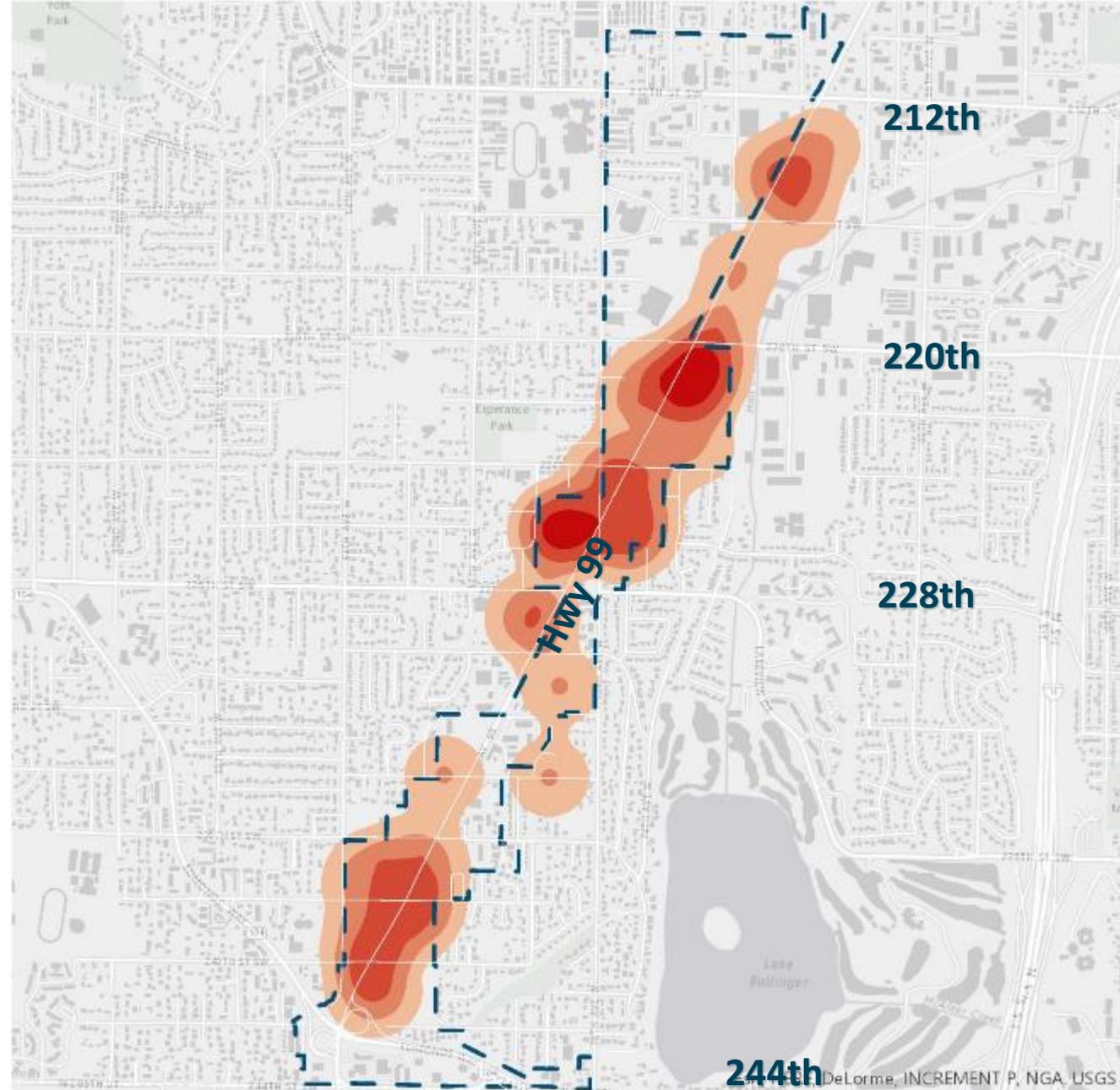
Housing Development

- Widespread desire for housing
- Particularly in south



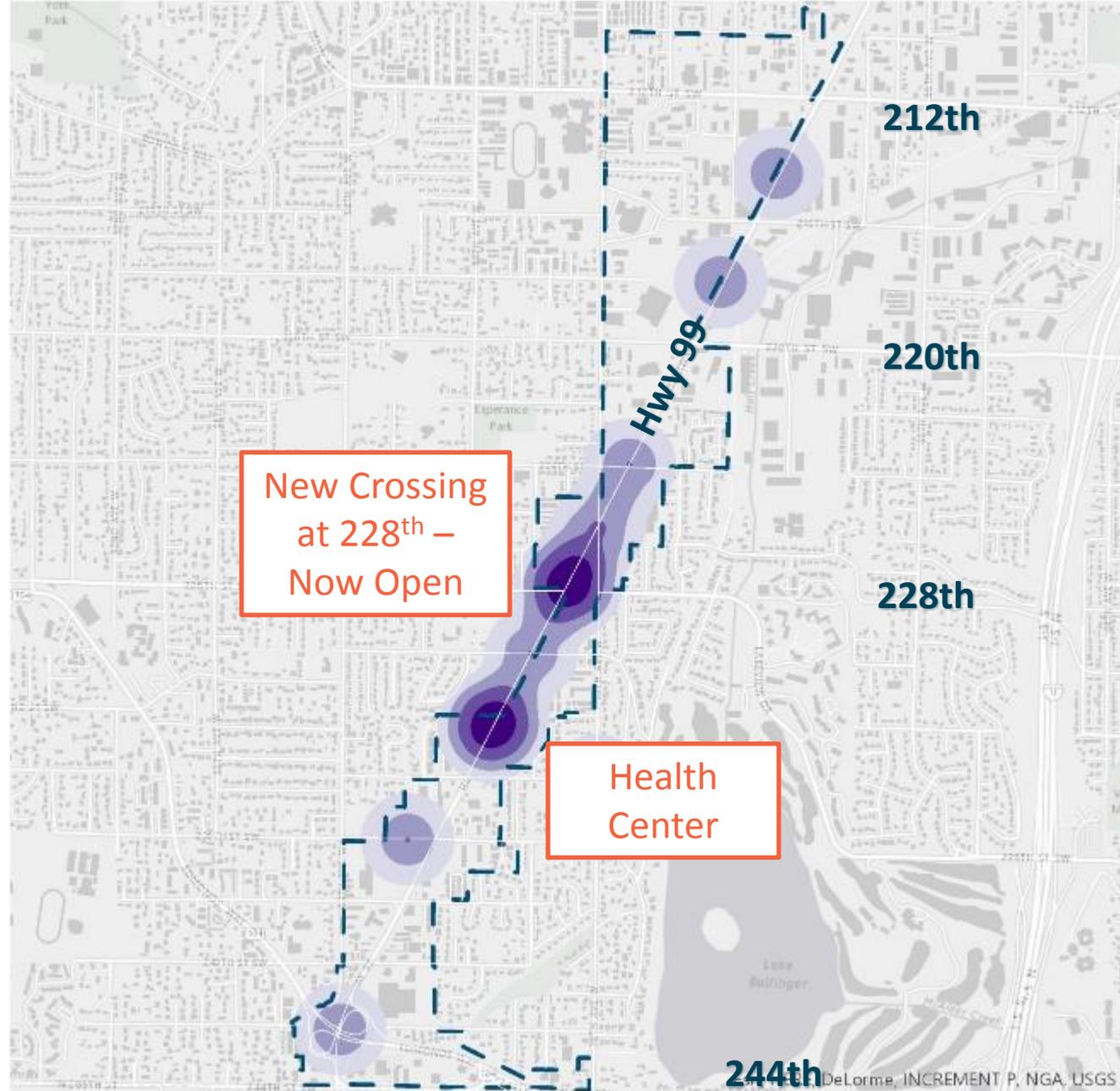
Mixed Use Development

- Widespread desire for mixed use
- Particularly in south and central



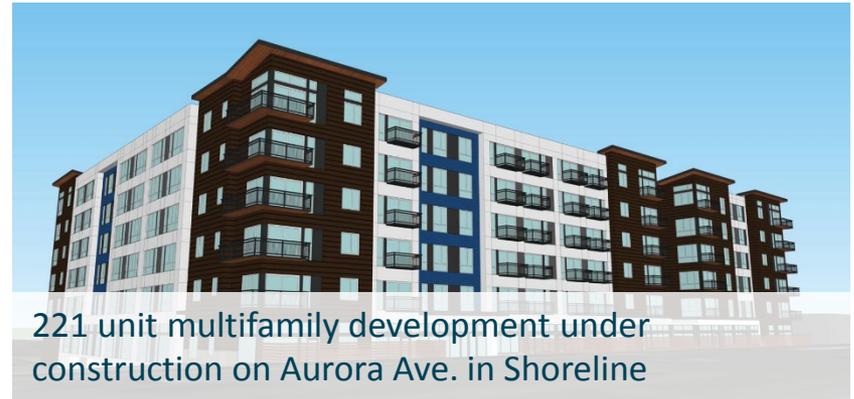
Pedestrian Crossing

- More mid-block crossings throughout



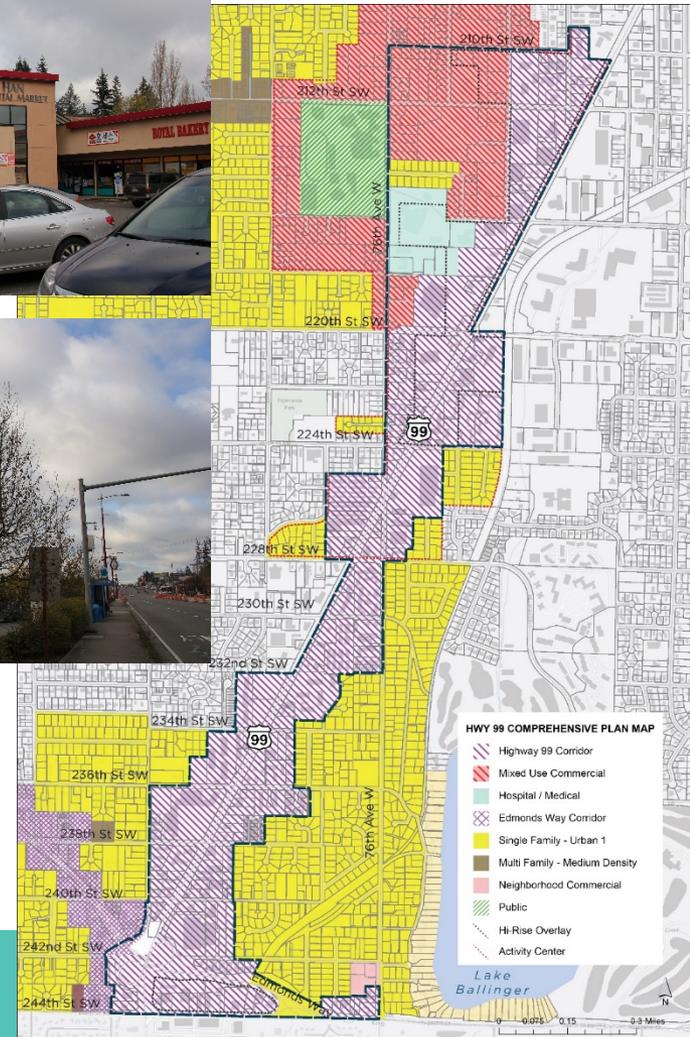
Key Assets in the Corridor Area

- Opportunity to build on the momentum of ongoing improvements in Shoreline along Hwy 99
- High-quality transit facilities already in place providing links to housing, jobs and amenities in the region



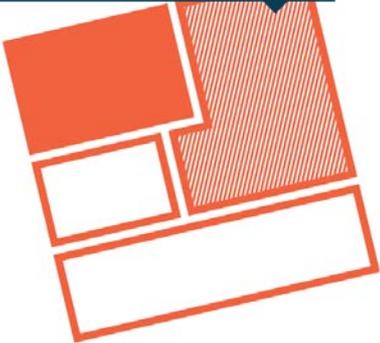
Key Assets in the Corridor Area

- Distinct districts already emerging – International and Health Districts – that provide core services and amenities
- Already a mixed-use district with retail uses adjacent to single- and multi-family housing
- Business, developer community and residents are ready to see positive changes to create a safe, walkable, healthy place



IMPLEMENTATION STRATEGIES, POLICY RECOMMENDATIONS + ACTIONS

**ZONING & DEVELOPMENT
RECOMMENDATIONS**



**AFFORDABLE HOUSING
RECOMMENDATIONS**



**SIGNAGE + WAYFINDING
RECOMMENDATIONS**



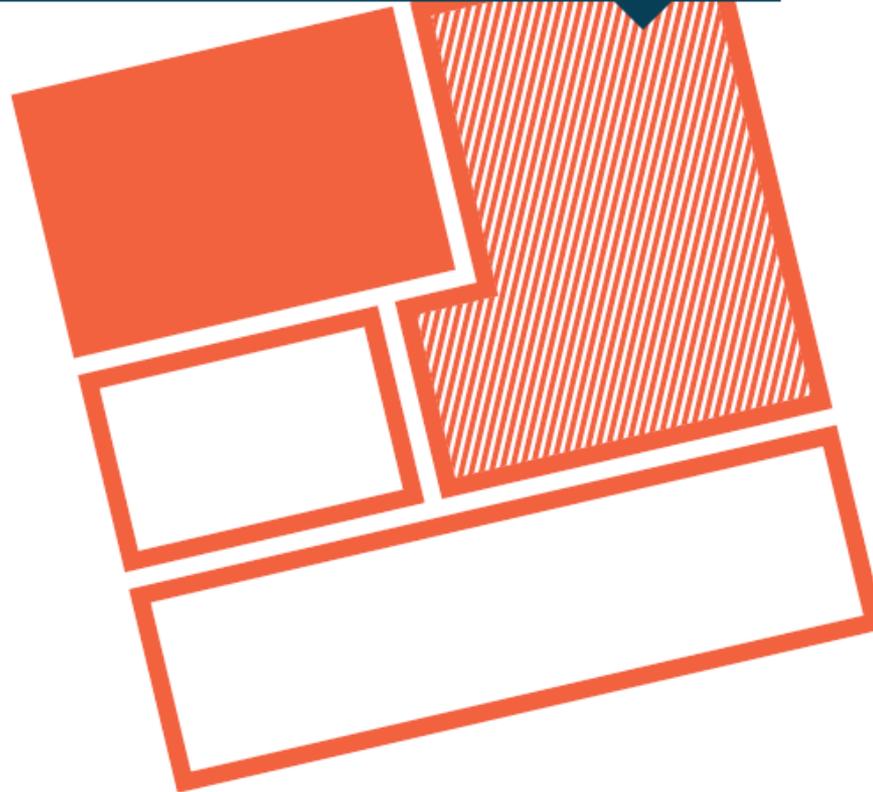
**TRANSIT
RECOMMENDATIONS**



**TRANSPORTATION
INFRASTRUCTURE
RECOMMENDATIONS**



ZONING & DEVELOPMENT RECOMMENDATIONS



Strengthen Economic Opportunity

- Support unique business clusters such as International District and Health District
- Major auto sales facilities remains important to the local economy. Pedestrian Activity Zone standard will allow auto sales to continue business as usual.



Strengthen Economic Opportunity

- Strengthen and continue support for business orgs. in county and state
- Pursue broadband internet throughout corridor to attract high-tech business investment
- Consider unique designs for streetscape improvements such as signage and lighting

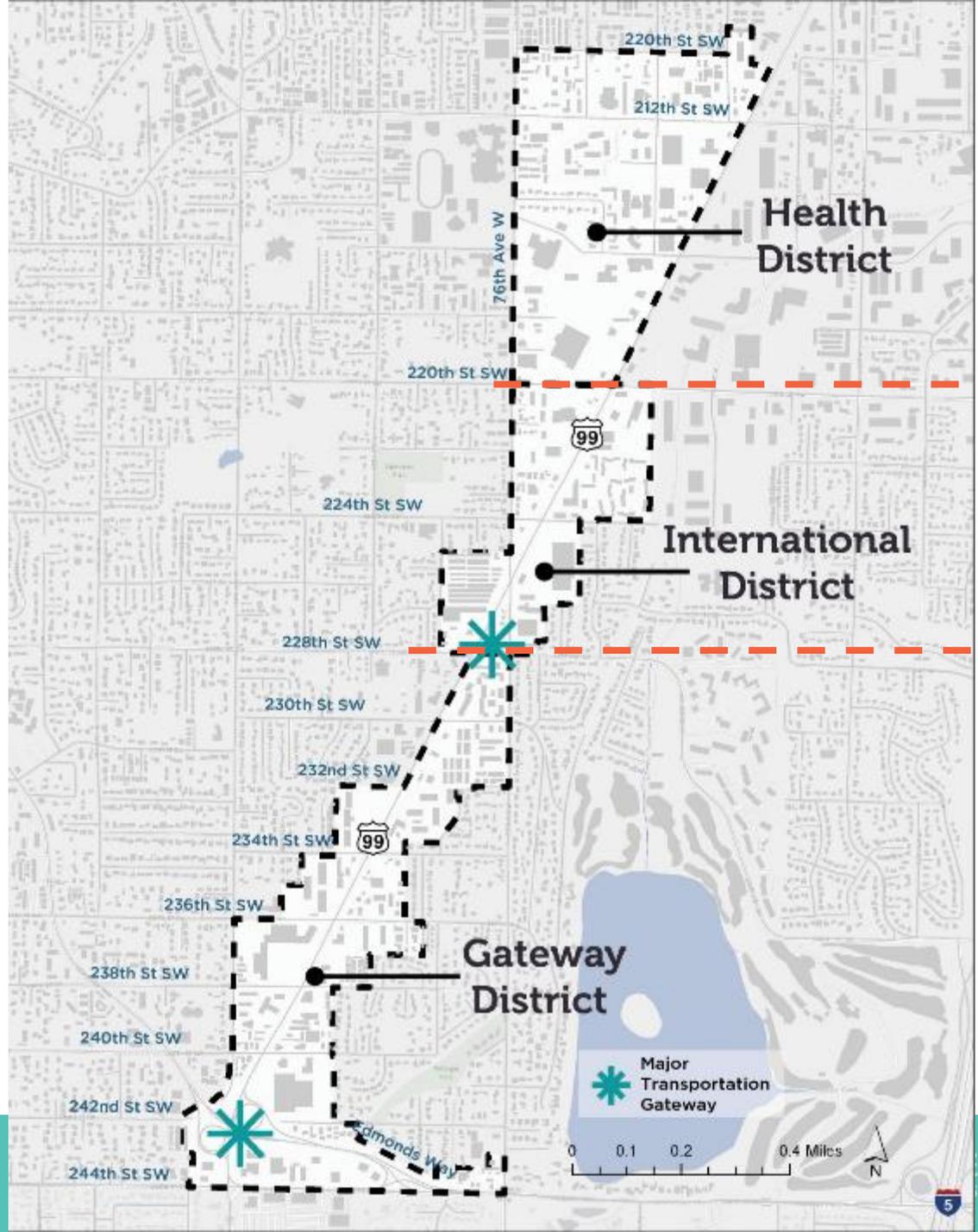


Encourage Sustainable Building Practices

- Transit and pedestrian-friendly development with less reliance on automobile trips, should be promoted through new design standards
- Consider requiring electric vehicle charging facilities especially within new residential developments and bicycle facilities
- Encourage use of solar panels and green building practices

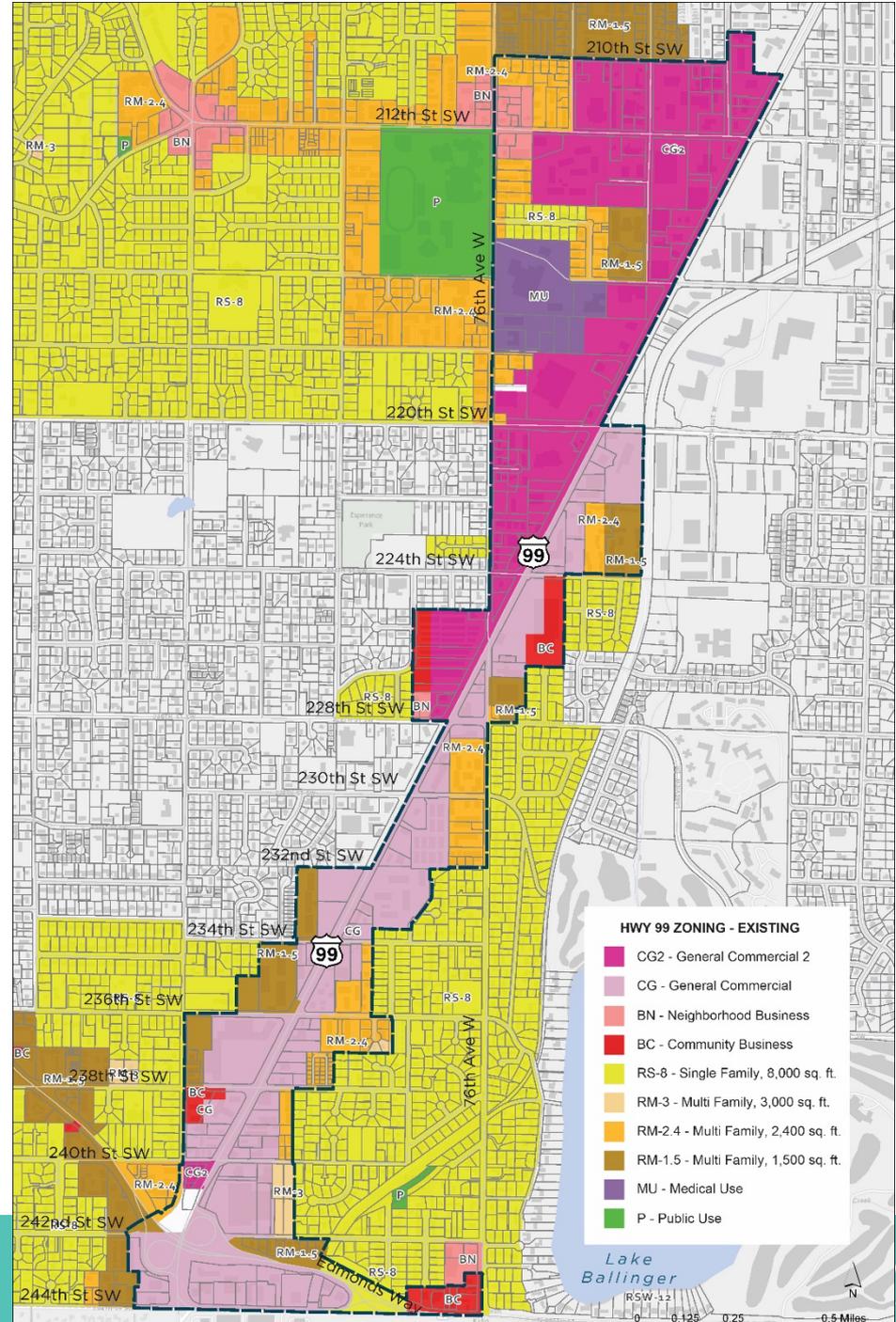


Proposed Update to Comp Plan Designations



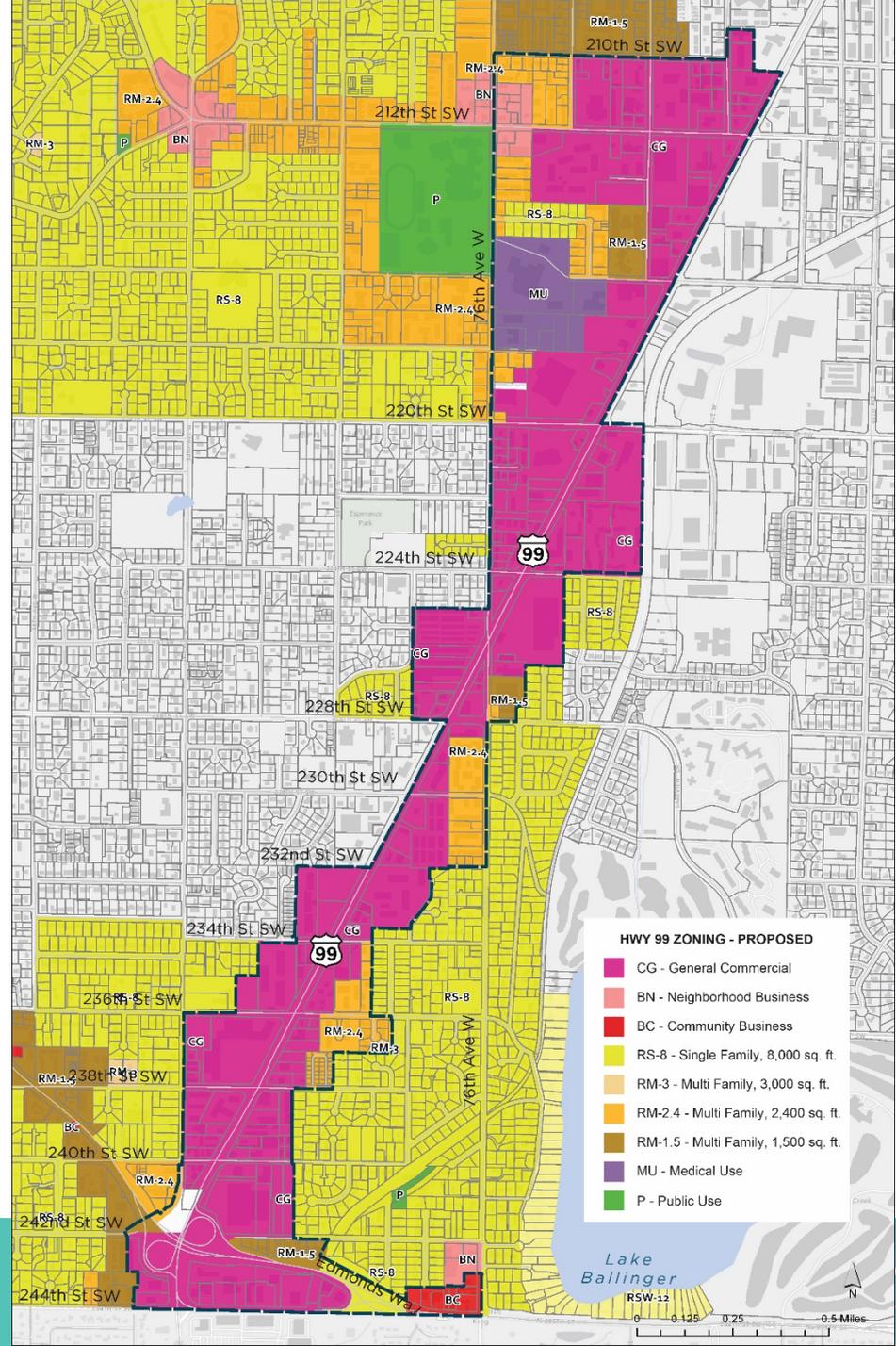
Current Zoning Map

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



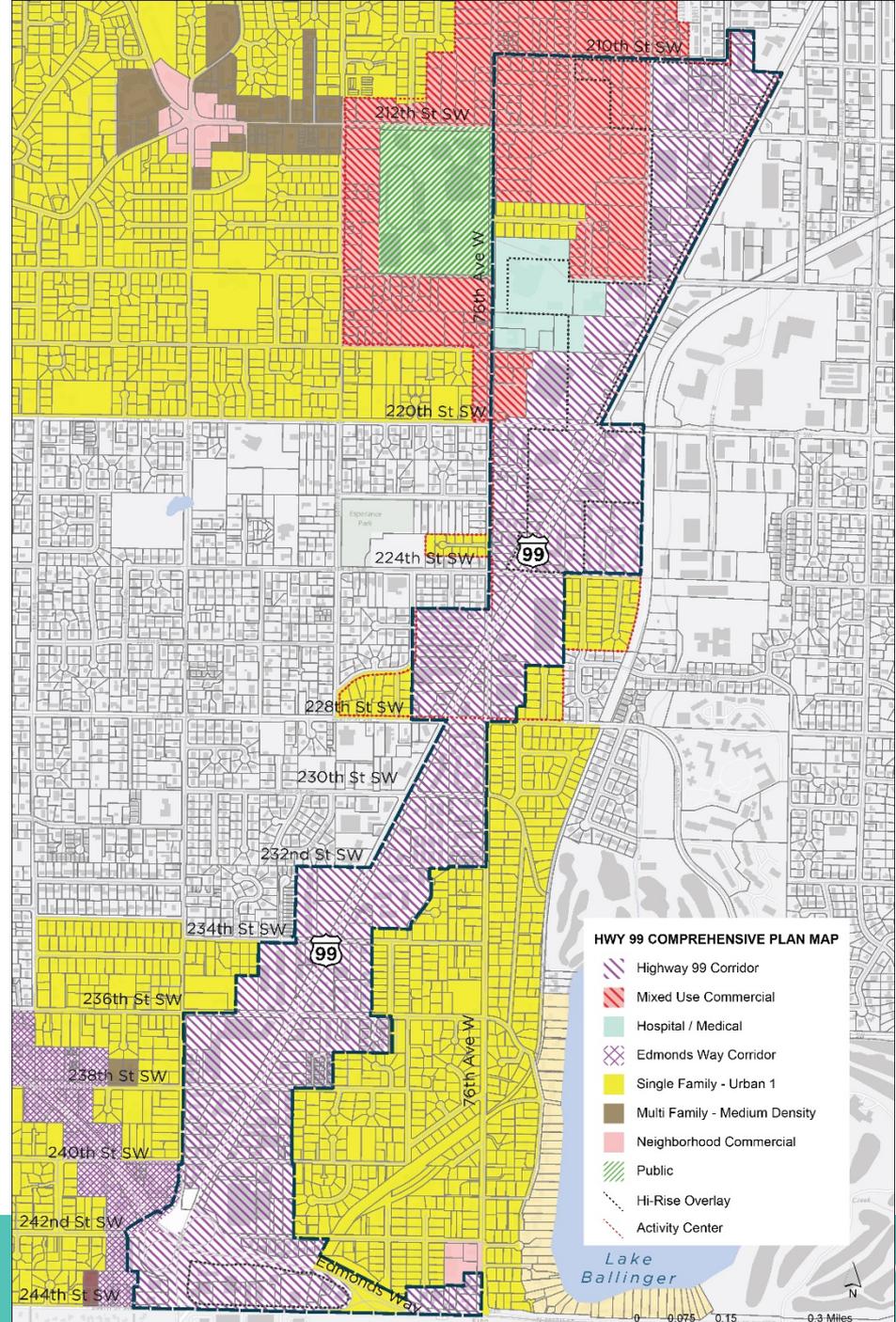
Proposed Zoning Map

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



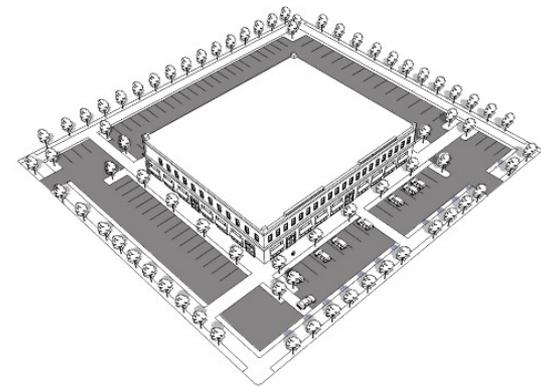
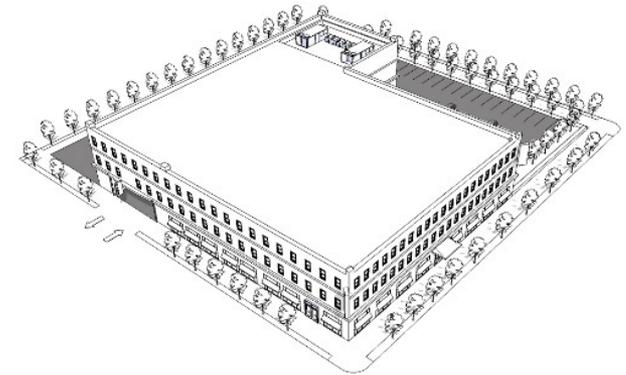
Comprehensive Plan Map

- New zoning is consistent with the Comprehensive Plan map



Draft Zoning and Development Recommendations

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



Changes to Access and Parking

- Issue Today: current standards allow too much parking in the front of buildings, which negatively effects the pedestrian environment and hinders redevelopment potential

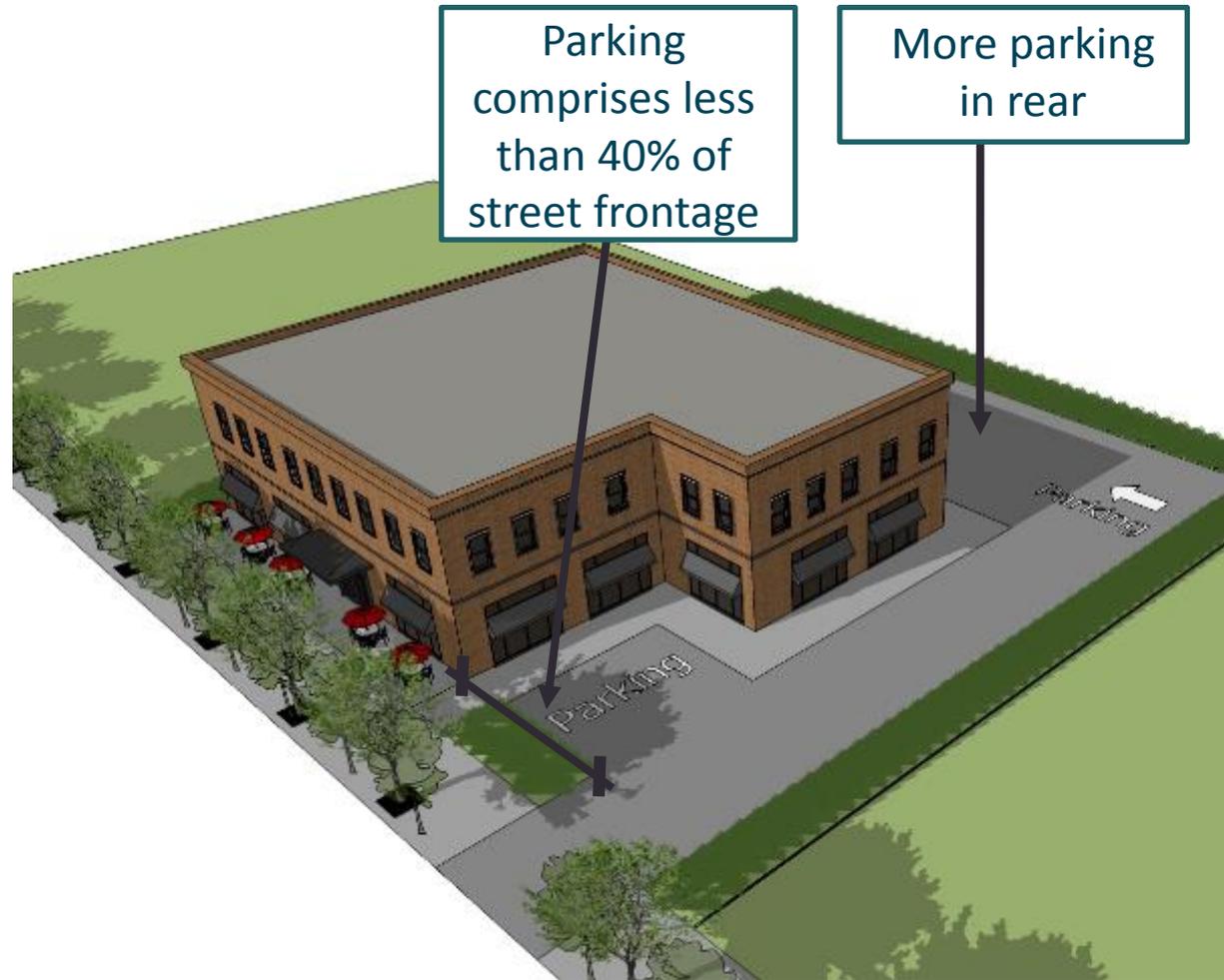


Existing District-based Design Standards HWY 99 Corridor CG/CG2 – Criteria

- **Current Standards:**
- **Access and Parking**
 - **Not more than 50 percent of total project 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.

Recommended Design Standards for Urban Areas

- Parking Predominately on Side or Rear
 - Parking areas may comprise 40% or less of street frontage.
 - Better design than current standard: no more than 50% of total project parking spaces may be located between building's front façade and the primary street



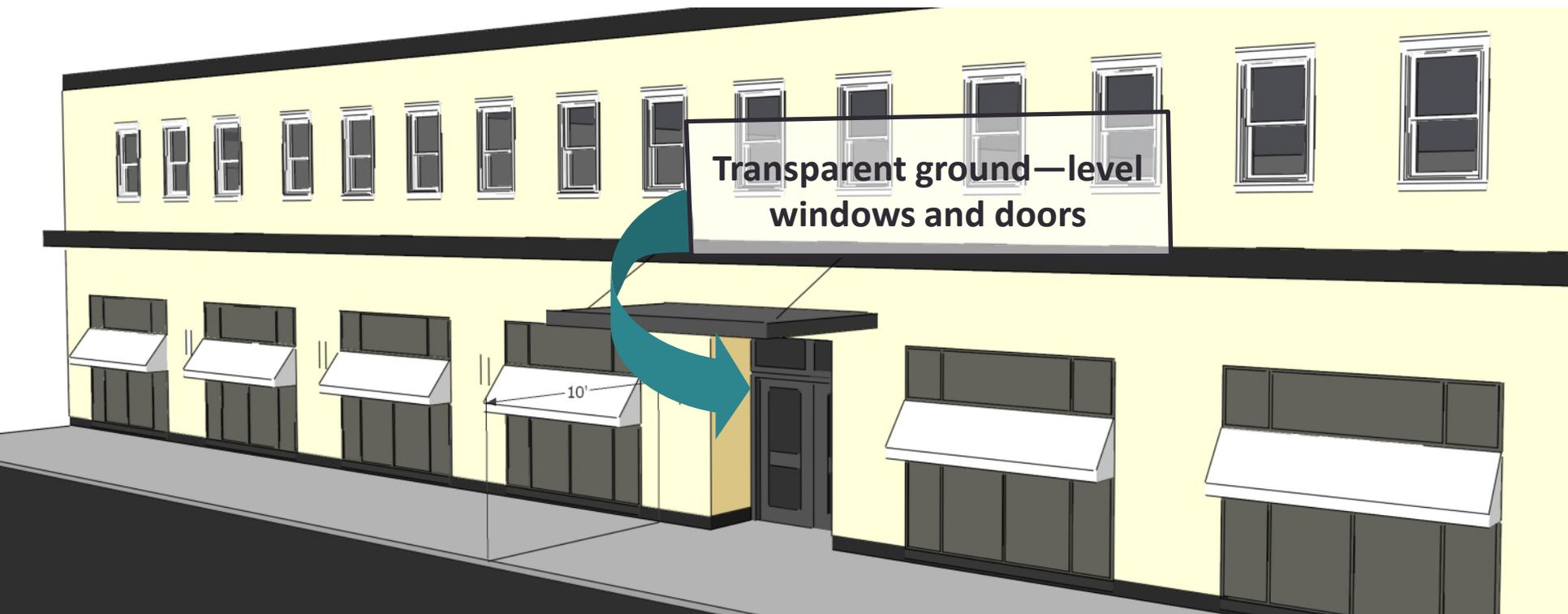
Recommended Design Standards for Urban Areas

- Buildings on the Street Frontage
 - Primary Frontage – min. 50% of primary street frontage should have buildings within 10 feet of front property line (at the edge of Pedestrian Activity Zone)
 - All Other Frontages – 50% of side and rear street frontages to have buildings, walls, or hedges at least 4 feet in height, within 10 ft of property line



Recommended Design Standards for Urban Areas

- Ground Floor Transparency
 - 50% of Primary Frontage building façade within 10 feet of frontage lot line be made of transparent windows and doors. All other building frontages require 30% transparency.



Existing District-based Design Standards HWY 99 Corridor CG/CG2 – Criteria

- **Current Standards:**
- Screening and Buffering – Parking lots
 - Type IV landscaping, **minimum four feet wide**, is required along all street frontages.

THE ISSUE TODAY:

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

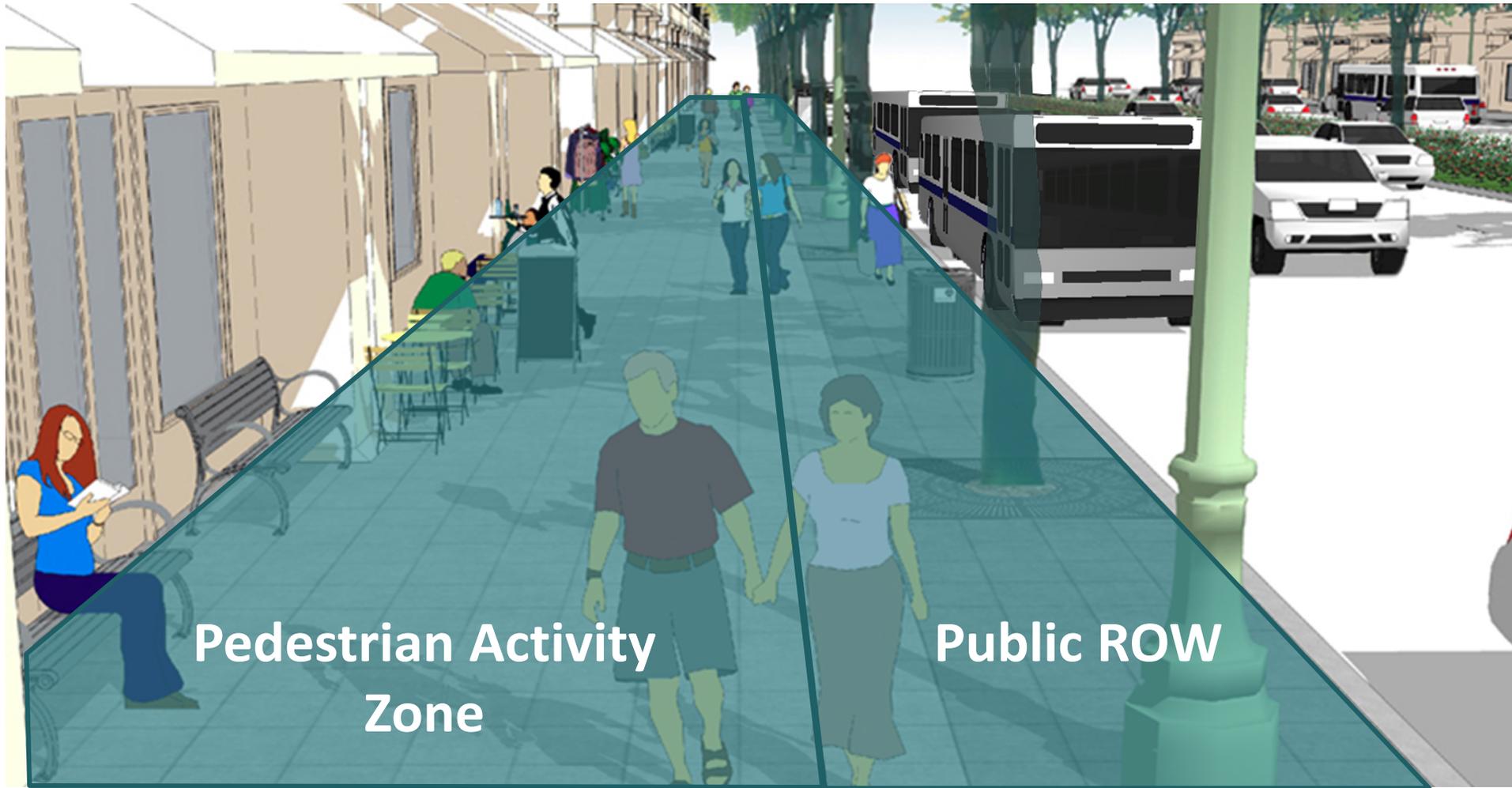


Changes to Screening and Buffering “Pedestrian Activity Zone”

- Replace with required 10-foot Pedestrian Activity Zone
 - 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.



Proposed Expanded Sidewalk Width



**Pedestrian Activity
Zone**

Public ROW

Amenity Space

- Outdoor amenity space, such as landscaping, benches, etc. should be required in conjunction with development
- A portion of the required amenity space should be provided as common space and may include pedestrian areas



New Stepback Design Standards

- No current stepback regulations exist
- Purpose: Ensure a transition in height and bulk between multifamily/mixed-use buildings in commercial zones and adjacent single family zones, while enabling more housing options to be built adjacent to Hwy 99



Example of Stepback Regulations

Recommended Front Setback for Multifamily and Mixed-Use Adjacent to Single Family Zones

GROUND FLOOR SETBACK

- For frontages on Highway 99, require a **front setback of 10 feet** to accommodate a Pedestrian Activity Zone.
- For frontages not on Highway 99, **reduce frontage setbacks to 5 foot** and encourage enhanced pedestrian realm (larger sidewalks, useable landscaping, etc.).
- Keep current **15 feet setback and 10' landscaping requirements** for lot line adjacency with single family zones.

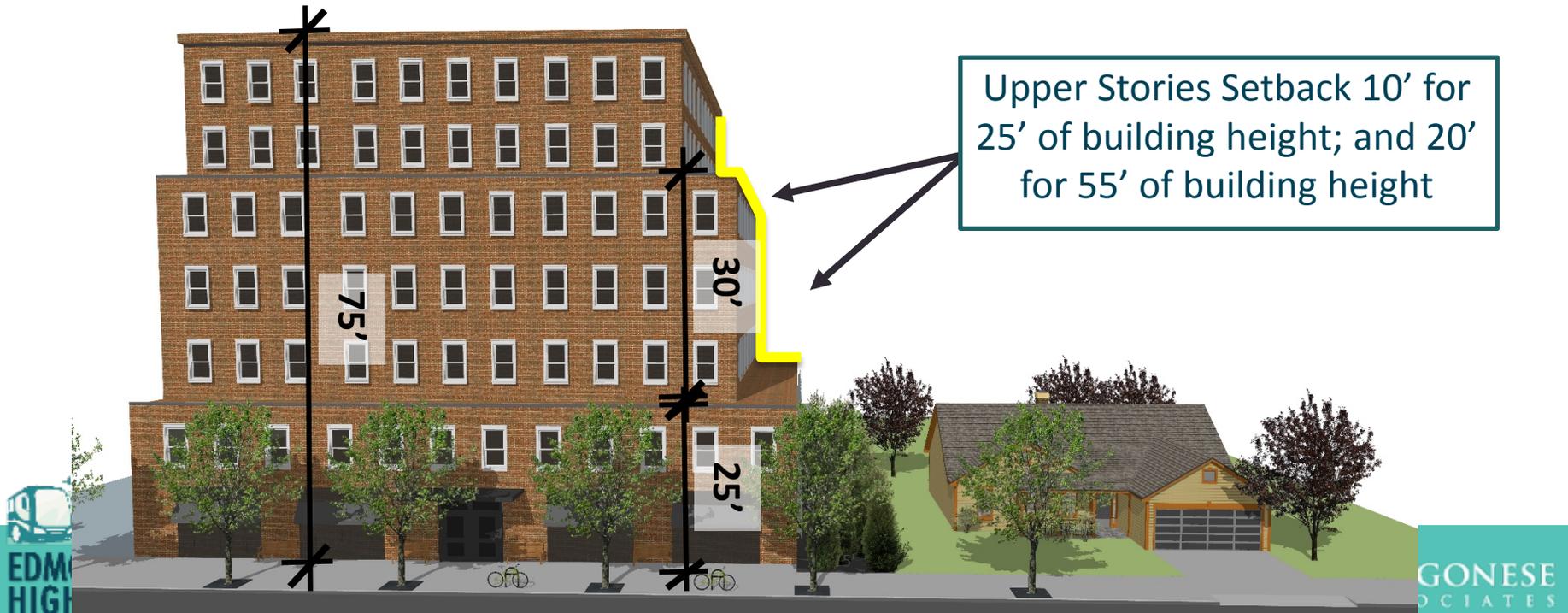


15' setback with
dense 10' landscape
buffer

Recommended Front Stepback for Multifamily and Mixed-Use Adjacent to Single Family Zones

UPPER FLOOR SETBACK

- Zero setback 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).
- **10 foot setback beyond 25 feet in height** on sides with lot line adjacency to single family zones
- **20 foot setback beyond 55 feet in height** on sides with lot line adjacency to single family zones
- 8 foot stepback beyond 30 feet in height on sides across a street from single family zones
- Stepback areas can be used for active outdoor space such as balconies.



Recommended Transit-Supportive Parking Standards

- Reduce minimums; follow market demand for parking
 - Residential
 - Current: Studio: 1.2 / 1-Bedroom: 1.5 / 2-Bedroom: 1.8 / 3-Bedroom: 2
 - Recommended: One space per unit that is less than 700 sq.ft.
 - Commercial
 - Current: 2.5 per 1,000 square feet (1 per 400 sq ft)
 - Recommended: 2 per 1,000 square feet
 - Exempt first 3,000 sq ft of commercial uses within mixed-use buildings that have a shared parking plan (parking study and management plan)
 - Reduces cost burden for small, local entrepreneurs
 - Staff decision on compliance

AFFORDABLE HOUSING RECOMMENDATIONS



Draft Affordable Housing Recommendations

- Define Hwy 99 area as a “target area” to allow MultiFamily Tax Exemption (MFTE) projects
 - Pass ordinance to enable MFTE project in Hwy 99 area
 - All residential-portion of building value tax exempt for 12 years with at least 20% affordable units
- Continue or enhance fee waiver program for affordable housing
 - Continue or enhance City program to allow the reduction of transportation and park impact fees for projects that include affordable housing



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

Draft Affordable Housing Recommendations

- Mixed-Use, Mixed-Income Demonstration Project
 - Identify site with willing owner or City purchase/transferrable option
 - Actively recruit developers (non-profit; public-private)
 - Pilot project for new MFTE and fee waiver programs, and other possible special assessment districts



Other Affordable Housing and Infrastructure Finance Recommendations

- Key Financing Tools and Funding Sources to Pursue
 - 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

SIGNAGE + WAYFINDING RECOMMENDATIONS



Draft Signage and Wayfinding Recommendations

- Gateway Signage at Hwy 99/Hwy 104 interchange
- Transit Gateway Signage/Station at Hwy 99/228th
- Improve wayfinding signage along corridor
 - Identify downtown, Lake Ballinger, multiuse path (Interurban Trail), new regional rail, International District, Health District, other activity nodes
- Unique District Design Identity
 - Branding, public/local art, street furniture, unique bus shelter designs, pavement patterns, special lighting fixtures, colored crosswalks, banners, etc.
- Prohibit new pole signs

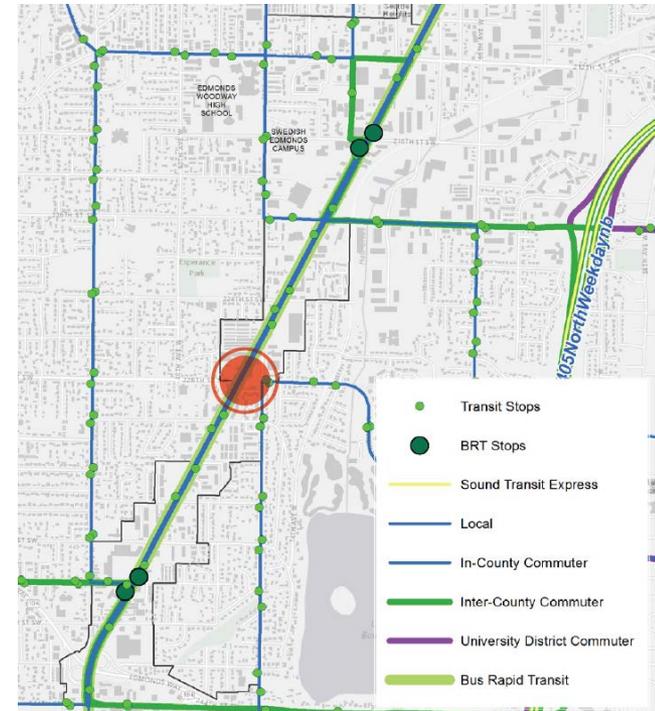


**TRANSIT
RECOMMENDATIONS**



Draft Transportation Recommendations

- Improve Transit Transfers:
 - Unify/consolidate BRT and local transit stops to reduce walking distance for transfers
- Hwy 99 and 228th will be Key Intersection
 - 228th will connect Edmonds to regional rail in Mountlake Terrace.
 - Shuttle/transit service from Hwy 99 to regional rail station
 - Consolidated transit stop at 228th
 - New BRT station
 - Clear signage
 - High quality bike connection on 228th



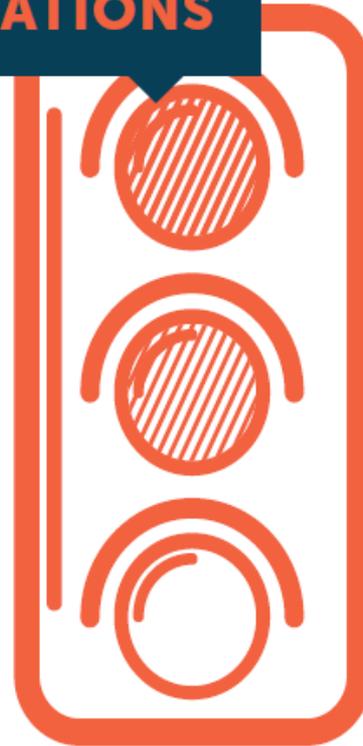
Draft Transportation Recommendations

- Incentivize Alternative Transportation Options:
 - Car Share/Bike Share
 - On-site bike parking
 - Ride sharing services (Uber, Lyft)
 - Electric car charging stations

Incentives: Impact fee reductions and parking requirement offsets for providing dedicated accommodating alternative transportation options on-site



TRANSPORTATION INFRASTRUCTURE RECOMMENDATIONS



Draft Transportation Infrastructure Recommendations

- Expand use of grant programs to fund safety improvements and pedestrian facilities
 - Safe Route to School Program
 - Pedestrian and Bicycle Program
 - Highway Safety Improvements Program (HSIP)
 - Congestion Mitigation & Air Quality Program (CMAQ)

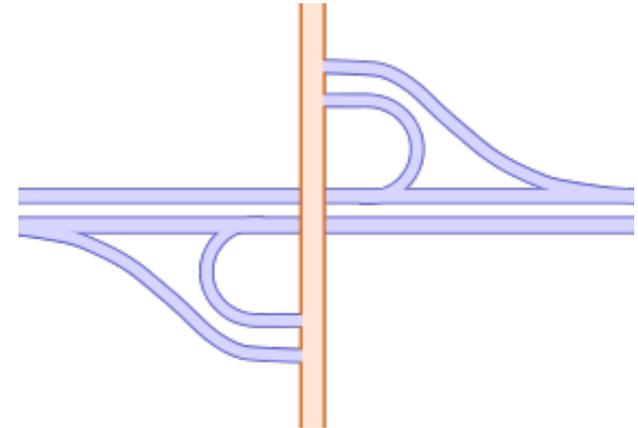
PROPOSED SHORT & LONG-TERM TRANSPORTATION IMPROVEMENTS

- **Transportation Goals:**

- Improve pedestrian safety and access to/from Hwy 99 corridor
- Improve pedestrian environment along Hwy 99 corridor
- Safe pedestrian crossing of Hwy 99 and access to transit
- Improved transit mobility and transit stop environment
- Improved traffic flow and general safety with access management

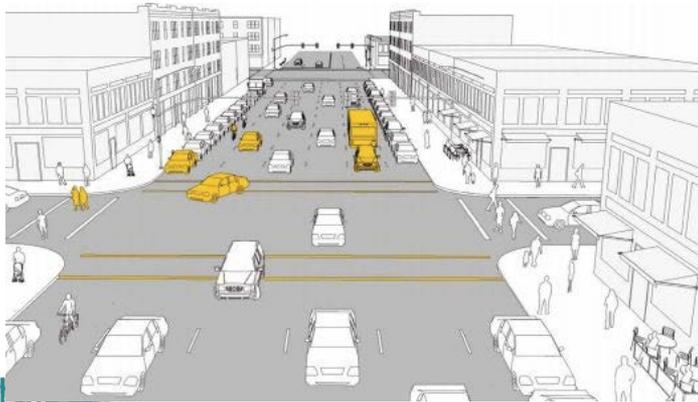
Key Recommended Transportation Improvements

- Improve pedestrian access from the south at the SR 104 interchange
- Long-term recommendation: Reconfigure ramps to conventional 90-degree stop control intersections
- Short-term recommendation: Install Rectangular Rapid Flashing Beacons (RRFB's) with high visibility crosswalk



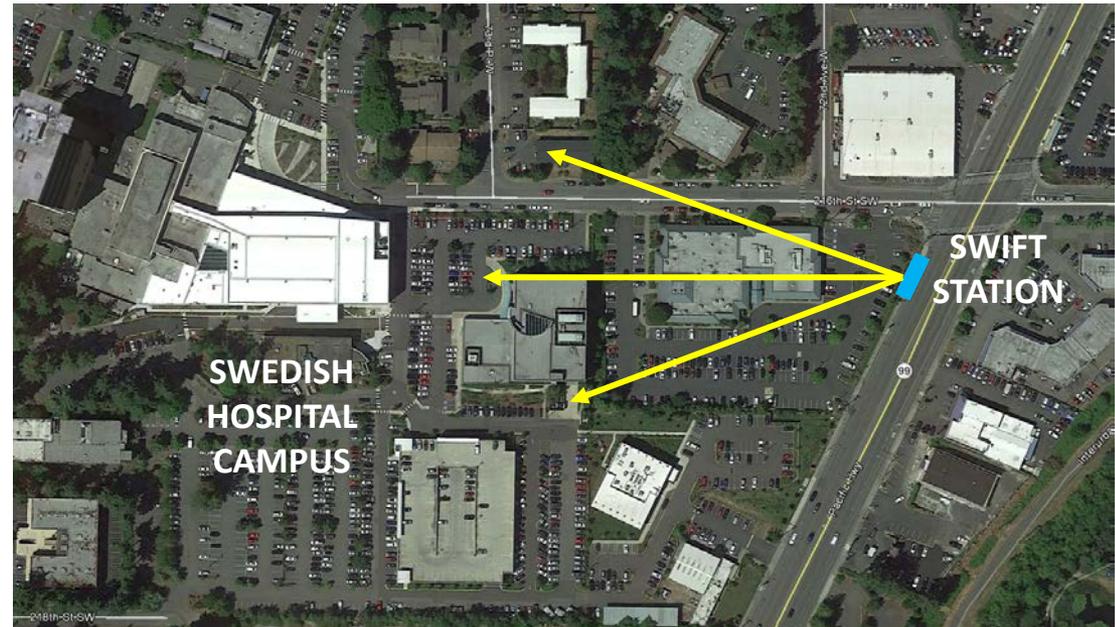
Key Recommended Transportation Improvements

- Encourage walking and biking to access Highway 99 from surrounding neighborhoods
- “Complete Streets” – sidewalks, safety lighting, street lighting, pedestrian-scaled lighting, drainage improvements, etc.
- Streets that can be safely traveled by pedestrians and bicyclists at night will experience travel during the day



Key Recommended Transportation Improvements

- Improve connections between transit and major employment centers
 - Swift Stations at 216th and the Swedish Hospital Campus: Implement a pedestrian walkway system within campus with wayfinding



Draft Transportation Infrastructure Recommendations

SXX	IMPROVEMENT INDEX NUMBER (REFER TO TABLE OF IMPROVEMENTS)
	EXISTING SIGNALIZED INTERSECTION AND PED XING
	PROPOSED NEW TRAFFIC SIGNAL AND PEDESTRIAN CROSSING
	INTERSECTION SAFETY & CAPACITY IMPROVEMENTS
	NEW BIKE ROUTE DESIGNATION
	NEW CLASS II BICYCLE LANES
	STREET IMPROVEMENTS FOR PEDESTRIANS
	ACCESS MANAGEMENT (RAISED MEDIANS)
	PEDESTRIAN HYBRID SIGNAL (HAWK)

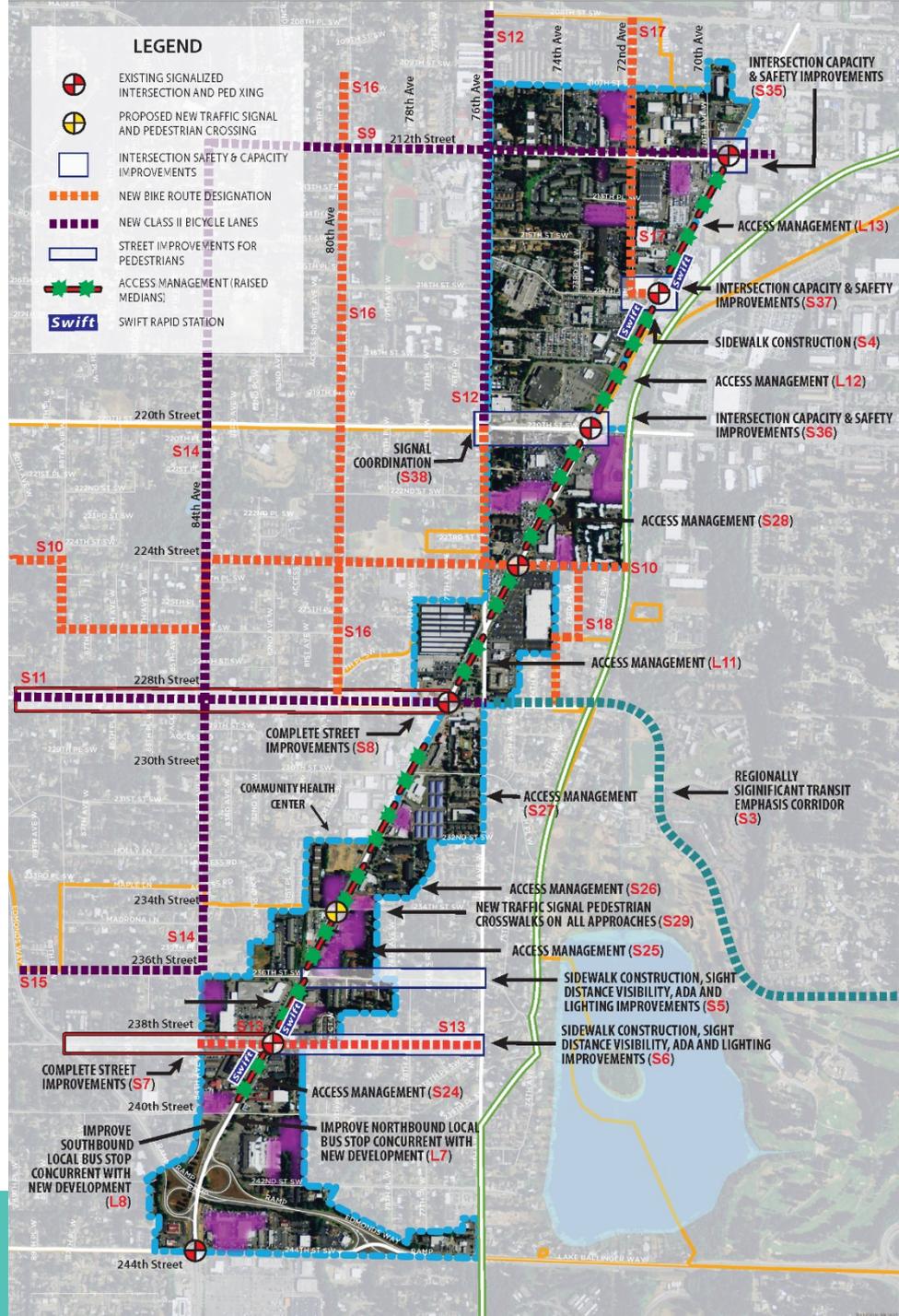
Planned Transportation Improvements

SXX IMPROVEMENT INDEX NUMBER (REFER TO TABLE OF IMPROVEMENTS)

-  EXISTING SIGNALIZED INTERSECTION AND PED XING
-  PROPOSED NEW TRAFFIC SIGNAL AND PEDESTRIAN CROSSING
-  INTERSECTION SAFETY & CAPACITY IMPROVEMENTS
-  NEW BIKE ROUTE DESIGNATION
-  NEW CLASS II BICYCLE LANES
-  STREET IMPROVEMENTS FOR PEDESTRIANS
-  ACCESS MANAGEMENT (RAISED MEDIANS)
-    PEDESTRIAN HYBRID SIGNAL (HAWK)

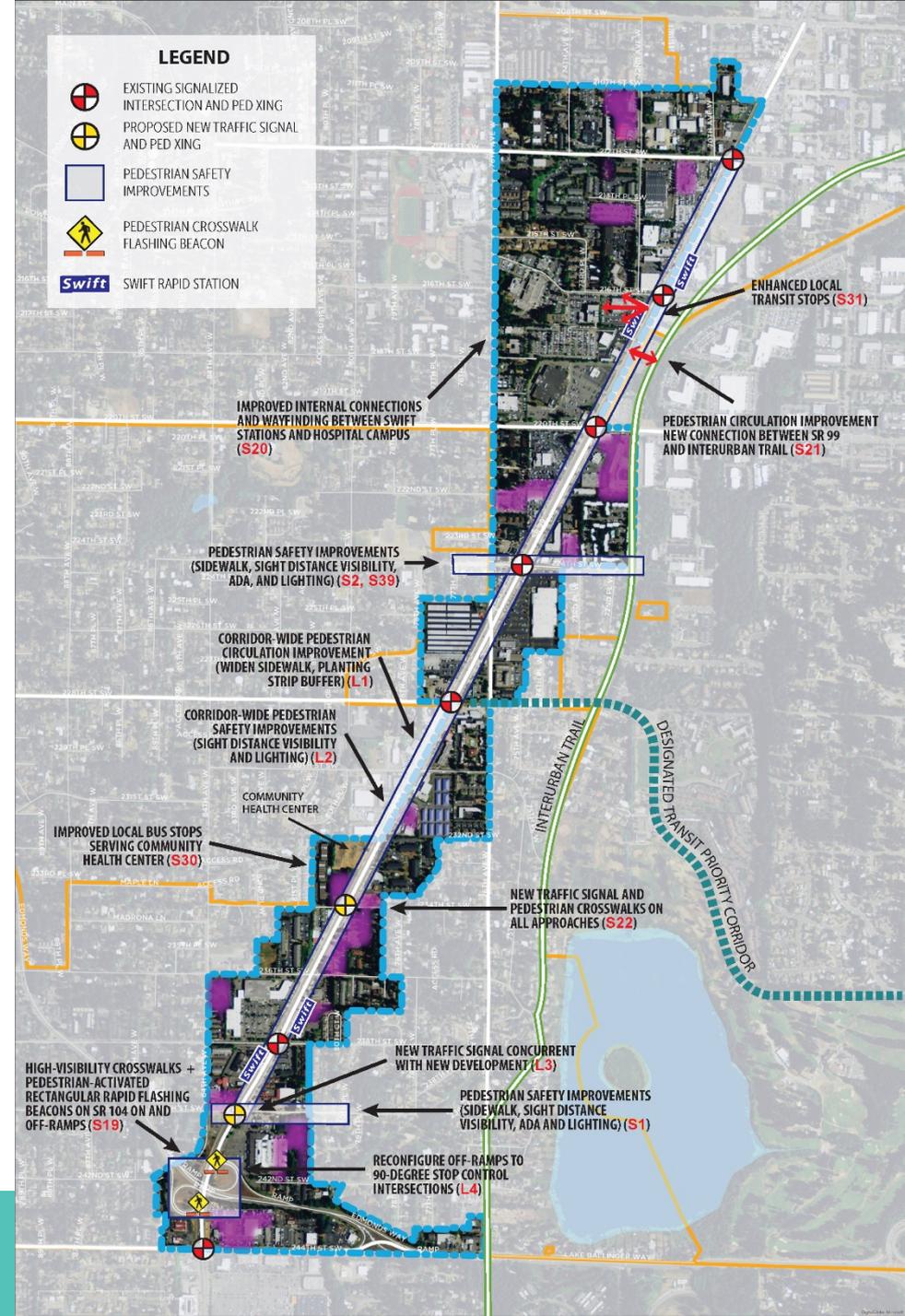
LEGEND

-  EXISTING SIGNALIZED INTERSECTION AND PED XING
-  PROPOSED NEW TRAFFIC SIGNAL AND PEDESTRIAN CROSSING
-  INTERSECTION SAFETY & CAPACITY IMPROVEMENTS
-  NEW BIKE ROUTE DESIGNATION
-  NEW CLASS II BICYCLE LANES
-  STREET IMPROVEMENTS FOR PEDESTRIANS
-  ACCESS MANAGEMENT (RAISED MEDIANS)
-  SWIFT RAPID STATION



Project Supportive Transportation Improvements

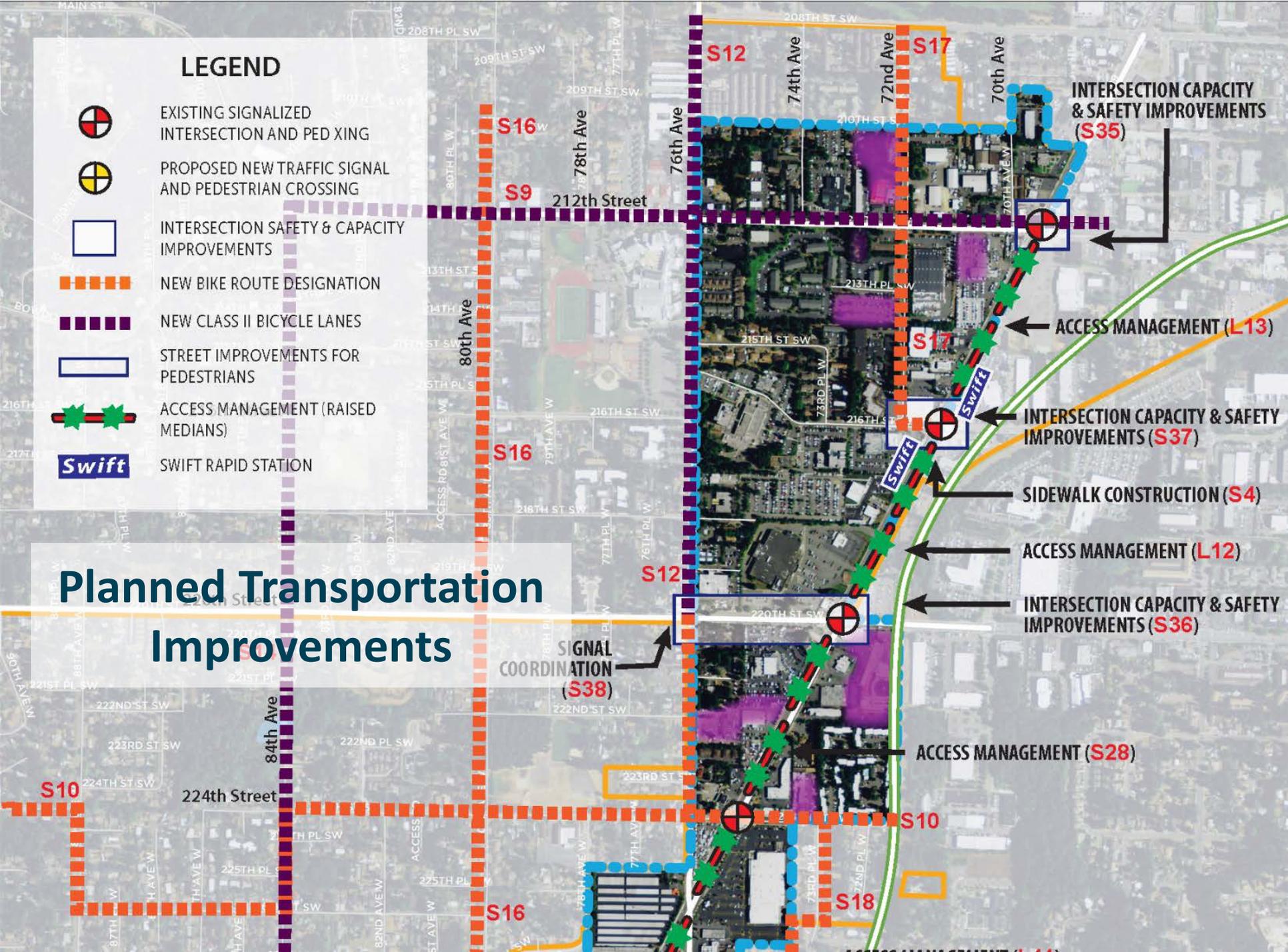
SXX	IMPROVEMENT INDEX NUMBER (REFER TO TABLE OF IMPROVEMENTS)
	EXISTING SIGNALIZED INTERSECTION AND PED XING
	PROPOSED NEW TRAFFIC SIGNAL AND PEDESTRIAN CROSSING
	INTERSECTION SAFETY & CAPACITY IMPROVEMENTS
	NEW BIKE ROUTE DESIGNATION
	NEW CLASS II BICYCLE LANES
	STREET IMPROVEMENTS FOR PEDESTRIANS
	ACCESS MANAGEMENT (RAISED MEDIANS)
	PEDESTRIAN HYBRID SIGNAL (HAWK)



LEGEND

-  EXISTING SIGNALIZED INTERSECTION AND PED XING
-  PROPOSED NEW TRAFFIC SIGNAL AND PEDESTRIAN CROSSING
-  INTERSECTION SAFETY & CAPACITY IMPROVEMENTS
-  NEW BIKE ROUTE DESIGNATION
-  NEW CLASS II BICYCLE LANES
-  STREET IMPROVEMENTS FOR PEDESTRIANS
-  ACCESS MANAGEMENT (RAISED MEDIANS)
-  SWIFT RAPID STATION

Planned Transportation Improvements



INTERSECTION CAPACITY & SAFETY IMPROVEMENTS (S35)

ACCESS MANAGEMENT (L13)

INTERSECTION CAPACITY & SAFETY IMPROVEMENTS (S37)

SIDEWALK CONSTRUCTION (S4)

ACCESS MANAGEMENT (L12)

INTERSECTION CAPACITY & SAFETY IMPROVEMENTS (S36)

ACCESS MANAGEMENT (S28)

SIGNAL COORDINATION (S38)

S10

S16

S12

S17

S16_w

S9

S16

S12

S10

S18

LEGEND

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

Project Supportive Transportation Improvements

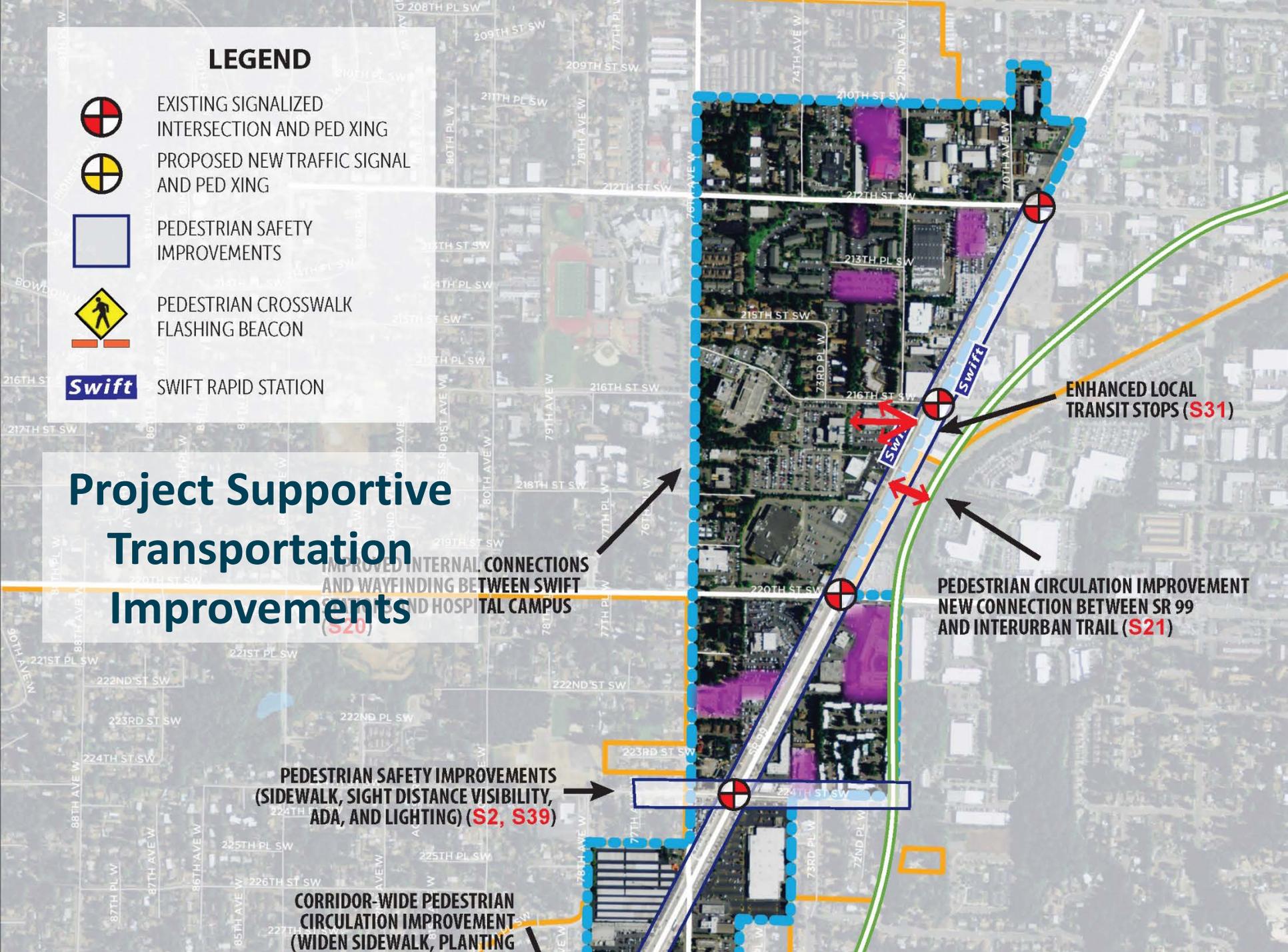
IMPROVED INTERNAL CONNECTIONS AND WAYFINDING BETWEEN SWIFT STATION AND HOSPITAL CAMPUS (S20)

ENHANCED LOCAL TRANSIT STOPS (S31)

PEDESTRIAN CIRCULATION IMPROVEMENT NEW CONNECTION BETWEEN SR 99 AND INTERURBAN TRAIL (S21)

PEDESTRIAN SAFETY IMPROVEMENTS (SIDEWALK, SIGHT DISTANCE VISIBILITY, ADA, AND LIGHTING) (S2, S39)

CORRIDOR-WIDE PEDESTRIAN CIRCULATION IMPROVEMENT (WIDEN SIDEWALK, PLANTING)



PROPOSED SHORT & LONG-TERM

IMPLEMENTATION

IMPLEMENTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

IMPROVE PEDESTRIAN SAFETY AND ACCESS TO/FROM HIGHWAY 99 CORRIDOR		
MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
S1	Pedestrian Safety	Improve sidewalks, sight distance visibility, street and safety lighting on 240th from 84th Ave W to 80th Way W (primarily along commercial frontages)
S2	Pedestrian Safety / Ped Circulation	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.
Not Shown	General Safety	General need for safety and street lighting on residential streets surrounding SR 99, particularly pedestrian-scaled lighting.
S3	Regionally Significant Transit Emphasis Corridor	<p>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:</p> <ol style="list-style-type: none"> 1. Buffer pedestrians from moving traffic with street trees in tree wells constructed within parking lanes. 2. Consistent application of high visibility crosswalk markings at intersections. 3. Ensure street lighting illuminates entire width of street. Currently, street lights are located on one side of the street. Intersections with marked crosswalks should have safety lighting illuminating each end of crosswalks. 4. Install bus shelters at local bus stops with street lighting. Where right of way wont permit a shelter, use curb extensions to add width.
S4	Pedestrian and Vehicular Safety / Ped Circulation	Sidewalk construction projects: 216th St. SW from 72nd Ave. W to SR 99
S5	Pedestrian and Vehicular Safety / Ped Circulation	Sidewalk construction projects: 236th St. SW from HWY. 99 to 76th Ave. W
S6	Pedestrian and Vehicular Safety / Ped Circulation	Sidewalk construction projects: 238th St. SW from HWY. 99 to 76th Ave. W
S7	Complete Streets Impmts	238th Street SW, between SR 104 and SR 99. Widen to three lanes with curb, gutter, bike lanes, and sidewalk.
S8	Complete Streets Impmts	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.

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

IMPROVE PEDESTRIAN SAFETY AND ACCESS TO/FROM HIGHWAY 99 CORRIDOR	
NOTES	SOURCE
This type of corridorwide frontage improvement typically occurs as a condition of approval when the fronting property redevelops.	Workshop
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.	Workshop
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.	Workshop
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.	Workshop
Project identified as a high priority in the Comprehensive 2015 Transportation Element	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects
Project identified as a high priority in the Comprehensive 2015 Transportation Element	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects
Project identified as a high priority in the Comprehensive 2015 Transportation Element	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects
This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2022-2035.	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects
This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2022-2035.	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects

Health District Gateway - Today



Health District Gateway – with initial public investments



Health District Gateway – with corresponding private investment



SW 234th – Today



SW 234TH – with initial public investments



SW 234TH – with corresponding private investment





Next Steps:

- **March 21** - City Council discussion of the Subarea Plan
- **March 22** – Planning Board meeting for initial review/discussion of Development Code Amendments to implement the proposed Hwy 99 Subarea Plan
- **Early April** - Open House for Draft EIS
- **April 12** - Planning Board public hearing on Development Code Amendments and Planned Action Ordinance (PAO)
- **April 25 or May 2, 7 pm** - City Council review of Development Code Amendments and PAO
- **May 9, 7 pm** - City Council public hearing on Development Code Amendments and PAO
- **June 5** - City Council to consider adopting: (a) Subarea Plan, (b) Development Code Amendments and (c) PAO

Questions?

Visit www.EdmondsHWY99.org for more information such as project updates, workshop results, upcoming events and more.

