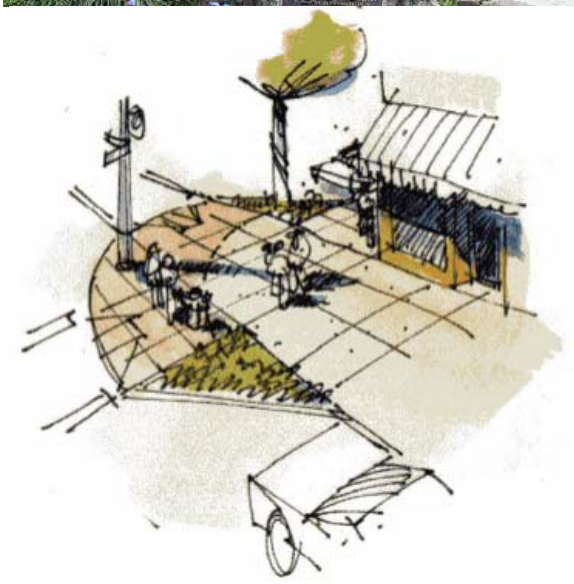
EDMONDS
STREETSCAPE PLAN



City of Edmonds
Department of Parks, Recreation & Cultural Services

Appendix F Updated in 2015 by City Staff

New Appendices Prepared in 2006 by CRE Ä Affiliates

Original Urban Design Study Prepared in December 2002 by MacLeod Reckord

STREETSCAPE PLAN

MARCH 2006

City of Edmonds

Department of Parks, Recreation & Cultural Services

Original 2002 study prepared by
MacLeod Reckord
2006 appendices prepared by
CREÄ Affiliates
2015 update of Appendix F by
City Staff

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SUMMARY

PREFACE

The City of Edmonds is a community notable for its location on Puget Sound, its comfortable neighborhoods and pedestrian-friendly downtown character. This study is intended to build upon the strengths of the community by suggesting ways to add continuity and identity in its public spaces through new design elements and standards, and by making streets and public thoroughfares more attractive, safer, and more convenient.

INTRODUCTION

In 2002 the Parks, Recreation & Cultural Services Department completed a preliminary study of Urban Design in public spaces which included a revised Street Tree Plan. The goal was to initiate development of an urban enhancement program. The study primarily addressed the downtown area of Edmonds. The Urban Design Study was updated and renamed the Streetscape Plan in 2006. Since the original study was done, the City has completed a major update of the Comprehensive Plan including specific recommendations and new concepts such as the 4th Ave. Arts Corridor designated by the Planning Board in the revised Downtown/Waterfront Plan and the International District on Highway 99 called out in the 2004 Highway 99 Enhancement Project Report. In an effort to support and move forward these concepts for public space the Parks Department updated the initial Study.

The Streetscape Plan was expanded and revised to provide an overall picture of the public realm for the downtown and waterfront area and key arterials and feeder streets throughout the City; to highlight and focus on improvements and requirements in specific target areas; and to establish priorities. The focus of this effort was on developing more specific concepts for future implementation that are included in the Streetscape Plan as appendices. The six appendices are: Street Furniture & City Design Standards, Highway 99, Gateway/Intersections, Way-Finding Signs, 4th Ave. Arts Corridor, and Street Trees.

The core document summarizes a series of suggested improvements for the downtown, for commercial areas, for gateways and for the City‘s frontage on State Highway 99. These recommendations were based upon a sequential process, carried out in the context of a series of consultant team/staff workshops and meetings and later revisions by City staff. The process included establishing a set of GOALS, identifying and understanding the underlying ISSUES and then recommending a series of (design) ACTIONS to satisfy those goals. These actions are intended to occur in public spaces (primarily street right-of-ways) and this document is a companion piece and complementary to the CITY OF EDMONDS DESIGN GUIDELINES, which focus on development of private property, and the COMPREHENSIVE PLAN.

The actions recommended will be implemented over time as appropriate (pro-actively as capital projects, and also as standards to be applied as other related street/infrastructure projects are implemented over time).

The discussion of issues and recommendations is based upon the following general assumptions:

- Research shows that residents and businesses city-wide realize tangible economic and social benefits when the downtown area thrives.
- Edmonds enjoys a strong history, a good pedestrian “feel“

(particularly downtown), solid flower, beautification and art programs, desirable “Main Street” character and small town scale, and proximity to the waterfront.

- The goal of maintaining and building upon those strengths is broadly shared.
- The downtown consists of a variety of assets and components that are not always well-connected in an integrated way.
- The circulation system emphasizes the needs of auto/truck traffic at the expense of pedestrians. Traffic congestion makes some streets seem perilous to cross, and many sidewalks are narrow, congested and/or in poor condition.
- There is a demonstrated need for a series of appropriate streetscape design “standards“ and details to strengthen character and continuity.
- The City of Edmonds‘ situation and identity within the south Snohomish County region should be strengthened.

GOALS

The establishment of a set of study goals is intended to address the needs of the City and its citizens in a way that reflects these assumptions, and the real meaning of the City's streetscape to its culture, history and self-image. The Team and Staff worked to establish the following Goals for the original study and subsequent update:

Enhance the street environment for pedestrians;
Enhance the economic viability of the downtown;
Establish a stronger connection between downtown and the waterfront;
Create a pedestrian connection between the Edmonds Center for the Arts and Main St.;
Enhance commercial areas outside the downtown core;
Identify and enhance gateways;
Enhance the City's presence on Highway 99;
Provide guidance for street tree planting and maintenance.

"Children are…an indicator of urban health. Children are small and vulnerable and need to be protected. If a city (downtown) lacks children…such a place must present an environment that is uncomfortable, noisy and dangerous."
~David Sucher

A balanced mix of components will best accomplish these goals, and there is no single best-design solution. Success may be difficult to quantify, but successful projects usually begin with a clear vision of what is to be accomplished, make the best of what there is to work with, and reflect local history and uniqueness. There are potentially several indicators of success:

More people on the street–especially children;
An increase in walking and bicycling;
Lower crime and vandalism rates;
Economic vitality.

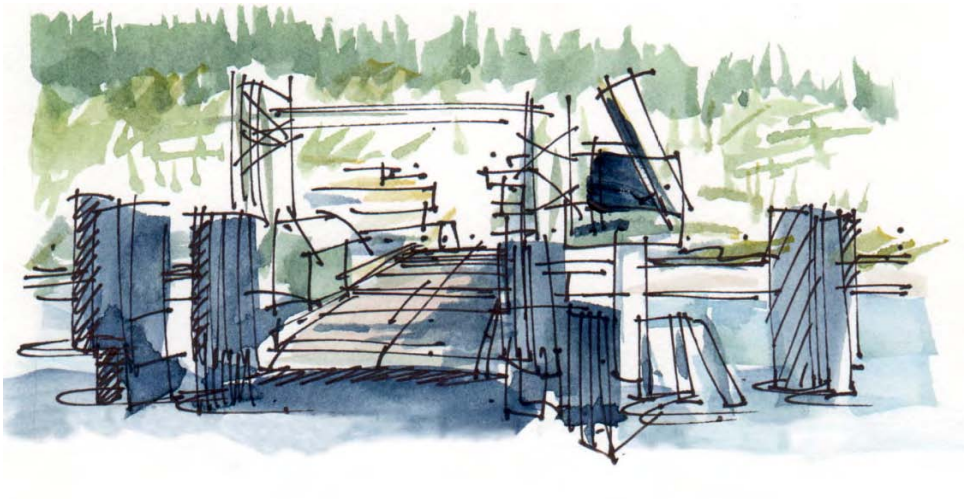
Successful projects will require collaboration among all stakeholders, including the general public, residents, business and building owners, associations, merchant/business organizations and the City (staff, departments, etc.).

SCOPE

The Study is focused primarily on urban design/streetscape issues, and includes three primary areas of study: the downtown core, gateways, and Highway 99.

The Downtown area was the primary focus of the core study and source of most of the streetscape recommendations. The recommendations are intended to improve circulation, enhance the pedestrian environment, add elements of continuity to the physical environment and enhance the retail/commercial circumstances throughout Edmonds. The study also reflects potential impacts such as the recent development of the Edmonds Center for the Arts, the future shifting of the ferry terminal to a new location, and development of the Interurban Trail.

Many people view/experience Edmonds while passing through, and the Gateway element is intended to identify those geographic "entries" to Edmonds that could be enhanced to reflect the City's character and identity in a recognizable way.



One of the primary gateways/entries to Edmonds is from the west by Ferry.

The eastern boundary of Edmonds is situated along a major commercial corridor, Highway 99, and this plan suggests ways to address that "edge" condition in a positive way that also recognizes the City's identity. While the core document contains references to connections in the downtown, gateways, and Highway 99, the appendices expand on specific concepts that supplement the original study.

CODE AND COMPREHENSIVE PLAN

The City of Edmonds Codes include several sections which address urban design issues, both on public and private lands. These recommendations provide additional direction to staff in addressing design issues that are supported by Code for public right-of-way.

Code Section 15.15 Environment
Code Section 15.30 Downtown Parking and Development
Code Section 18.80 Streets and Driveways
Code Section 18.90 Sidewalks
Code Section 18.95 Parking Lot Construction

ORGANIZATION

This document is organized into Sections covering Summary, Issues, Recommendations, Conclusions and Appendices. Within the Recommendations section is a set of specific recommended actions, including a description of the issue, the intent, and the recommended action. Several actions may be suggested, as options, to allow flexibility in achieving the Goals over time. The six appendices include detail on street furniture and design standards, design concept for the Highway 99 International District, a prototype Gateway/intersection, Way-finding signs, the 4th Avenue Arts Corridor, and the Street Tree Plan with information on City standards and recommended species.

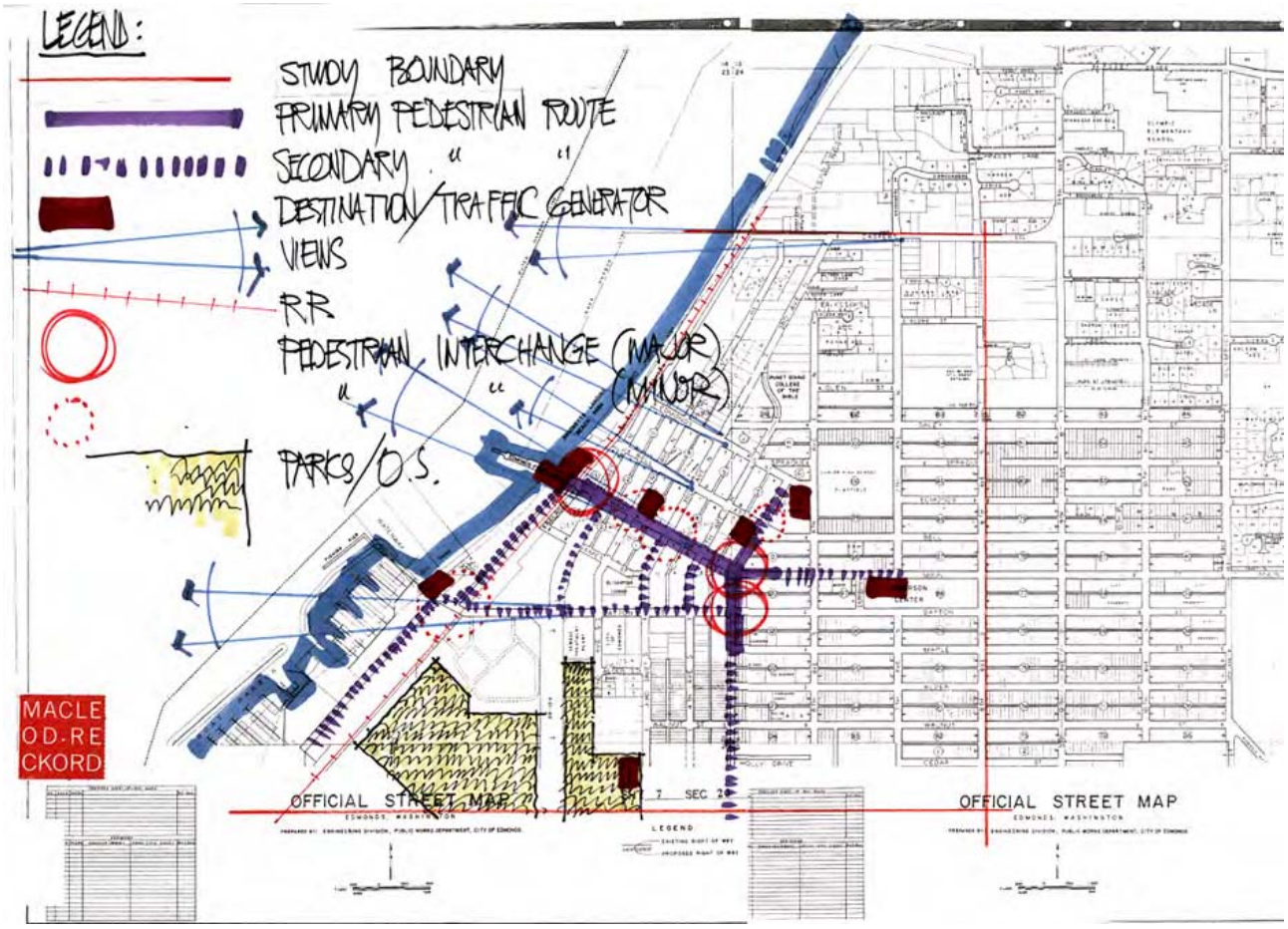
ISSUES

This section describes the geographic scope of the Study, and summarizes the underlying issues addressed.

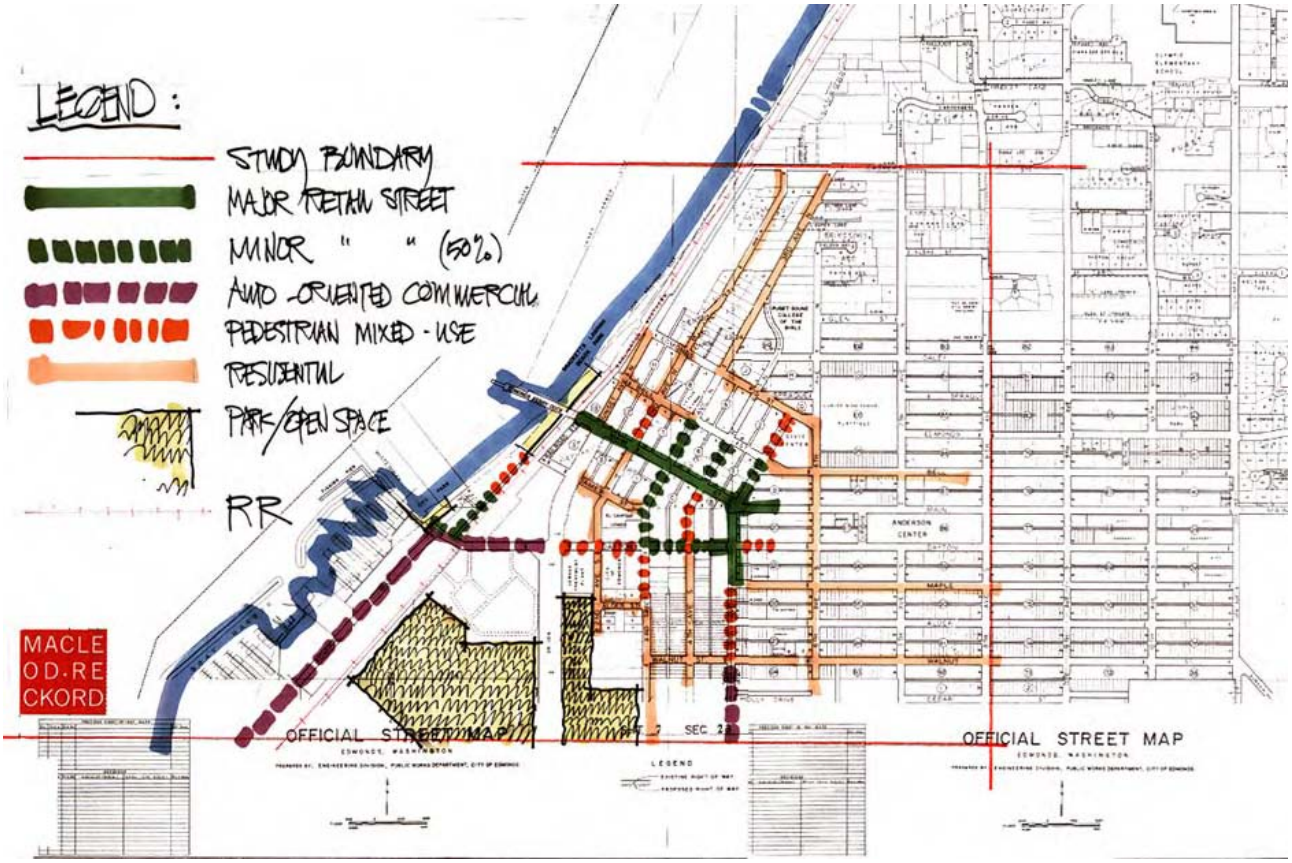
STUDY AREA

The study includes discussion of design in public spaces throughout the City of Edmonds. The primary focus of the core study, for purposes of identifying issues of interest, is the downtown "bowl," bounded on the north and south by Caspers Street and Howell Street, on the west by the waterfront, and on the east by 8th Avenue. Appendix A addresses issues of street furniture and design mainly in the downtown; Appendix E focuses on design concepts for the 4th Avenue Arts Corridor; and the Street Tree Plan, Appendix F, also focuses on the downtown area, but includes references to major intersections and arterials citywide.

In evaluating any commercial/downtown area, it is important to identify the streets, corridors and intersections of significance, and recognize primary patterns of circulation, destinations, public spaces and views. Recommended improvements can then be focused on those areas where they can have the most physical and visual impact. Influencing factors include the following:



Development of functional categories for the various streets in the downtown helps to establish a rationale for the distribution of proposed improvements:



The Highway 99 section addresses enhancement of the City's eastern commercial edge and Appendix B provides a specific concept for the International District between 224th and 236th. The gateway discussion identifies a series of intersections/entry points recommended for improvements, with Appendix C focusing on a prototype example at Westgate. Appendix D develops a concept for key way-finding signs that could be implemented citywide.

DESIGN ISSUES

There are a series of fundamental underlying issues that must be thoroughly understood in order to be successful. These focus on the downtown, but apply in varying degrees to outlying commercial areas.

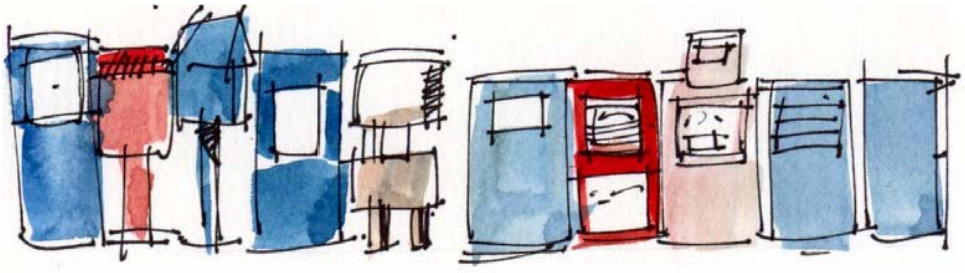
• SAFETY

Safety, both real and perceived, is one of the most important aspects of street design. When people feel unsafe, what is at the heart of the problem? How is a street unsafe? Are there too many cars, or are they going too fast? Are there too many driveways? Are sidewalks too narrow? Are crossings difficult? Good design can improve citizen safety through:

1. Increased Awareness
   – pedestrian visibility
   – better sight distance
   – clear expectations

2. Reduced Conflicts
   – separated modes of travel
   – adequate clearances
   – fewer points of contact

Quoting from AASHTO, *". . . it is often extremely difficult to make adequate provisions for pedestrians. Yet this must be done, because pedestrians are the lifeblood of our urban areas, especially in the downtown and other retail areas. In general, the most successful shopping sections are those that provide the most comfort and pleasure for pedestrians."*



News/Advertising boxes impede circulation and visibility.

3. Lower Traffic Speeds
   – traffic calming tools
   – regulation

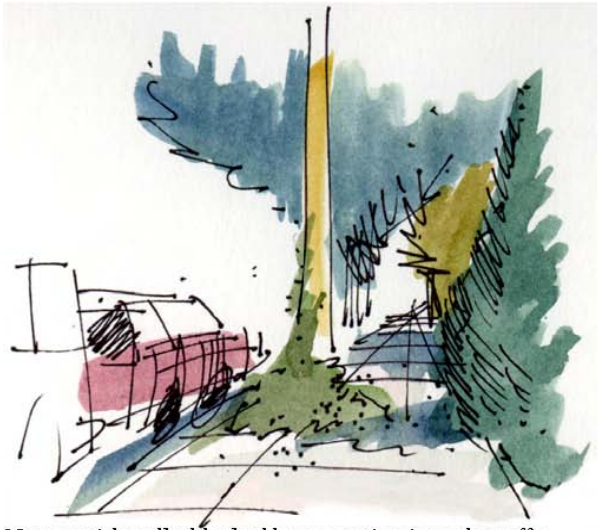
• SECURITY

People should feel secure and unthreatened in order for streets to be successful. This feeling of security is created through visibility (meaning enough people on the street, good lighting, elimination of hiding spots, telephones, wide sidewalks, etc.) and ownership (pride in the downtown, where bad behavior is not accepted).

Canopies may conflict with street trees at sidewalks.

"*Urban streets need to serve all users as well as possible, but pedestrians are the priority when safety and space allocation must be balanced between modes.*"

~ Main Street Handbook p.20



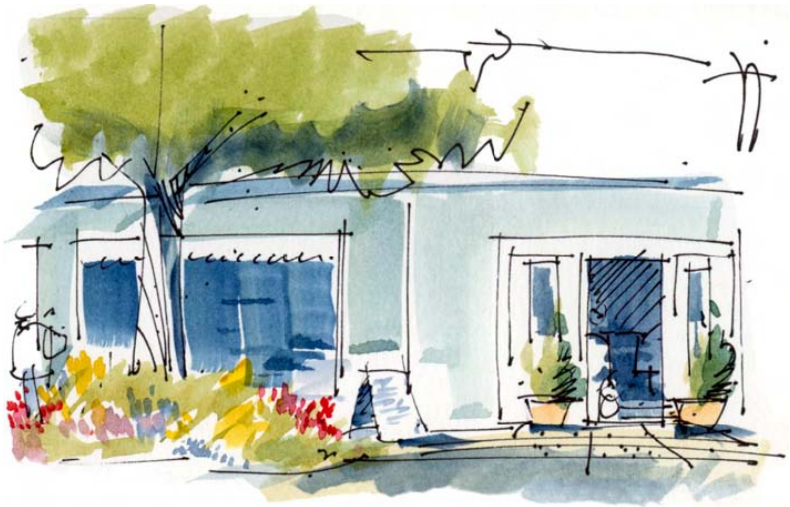
Narrow sidewalks blocked by vegetation impede traffic.

• COMFORT

Comfort is related to security, but goes further, and includes a variety of factors: Is it lively but not too noisy? Will there be someplace to sit? Is there shade? Can I find a parking space? Will my wheelchair roll easily? There are two main elements:

DESIGN

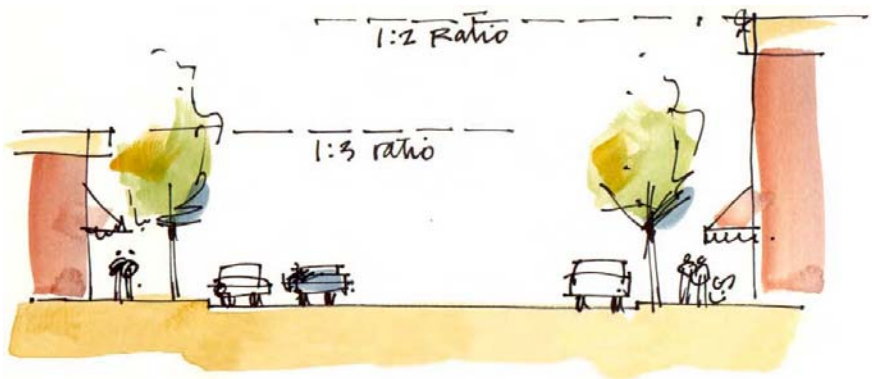
The important design factors related to comfort are (1) a recognizable identity; (2) interesting views; (3) comfortable surroundings; and (4) quality materials and execution.



Curb extension planting can enhance sidewalks.

SCALE

For a street to be comfortable and successful, things need to be considered at a human scale. Details are important. Things look different close-up, walking at 2 mph, than they do from behind a windshield at 30 mph. Comfortable height-to-width ratios fall between 1:3 and 1:2 as measured from the building fronts or large trees.



Comfortable human-scale ratios fall between 1:3 and 1:2 as measured from building fronts or trees.

• TRAFFIC

Safety, security and comfort can be improved with traffic calming devices. While a balance must be struck between the needs of pedestrian and auto/truck traffic, the urban streetscape can be greatly enhanced by slowing, or "calming" motorized traffic.

Speed –impacts the reality/and perception of safety;
Noise–creates discomfort;
Congestion –creates noise; diminishes visibility and access.

A major gateway at the waterfront/ferry.

"Nobody goes there anymore–it's too crowded."

~Yogi Berra

• CIRCULATION

Efficient, effective circulation, for both vehicles and pedestrians, is critical to a successful downtown. There are several aspects to good circulation:

ACCESS

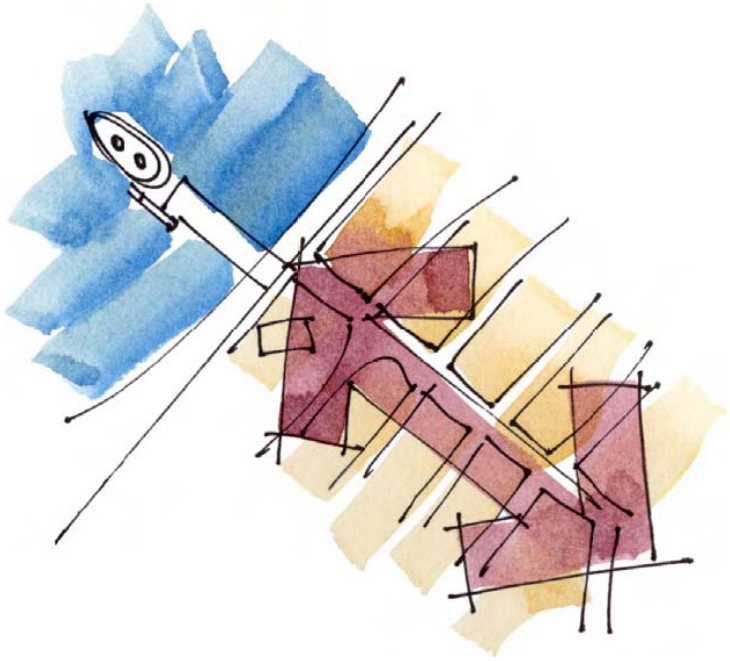
Access to destinations should be clear and reasonable. Good vehicle access is provided by on-street parking, driveways and side streets; pedestrian access by sidewalks and other walkways. Keys are proximity, clarity and comfort.

- ("Too many vehicular access points can put pedestrians at risk, and driveway cuts can make it difficult to meet ADA standards." ~Main Street Handbook)

Utility/light poles may obstruct sidewalks.

CONNECTIONS

Major destinations should be well-connected within the circulation system. Connecting the downtown to the waterfront/ferry area (on Main and Dayton Streets) and, connecting Main St. to the Edmonds Center for the Arts on 4th Avenue are key pedestrian corridors.



Strengthen the connection between downtown and the waterfront, ferry.

CROSSINGS

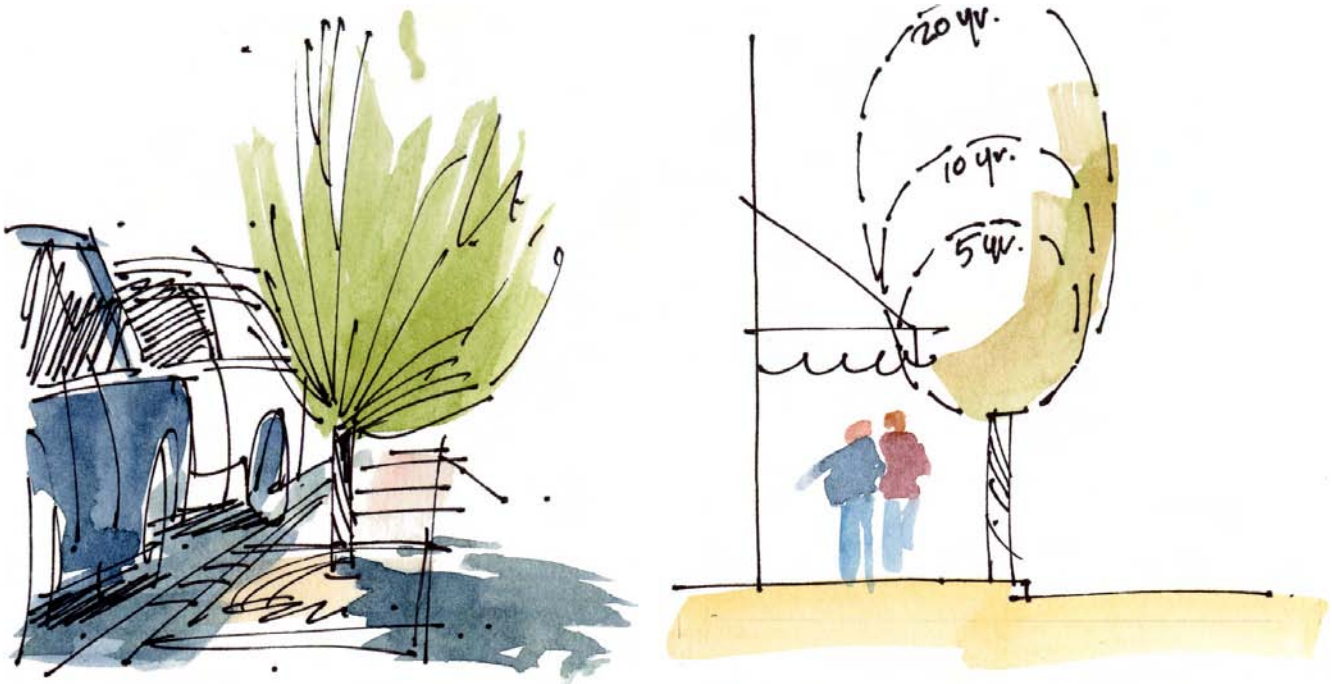
Improved street crossings can greatly enhance pedestrian safety and security. Design elements can serve to increase pedestrian visibility, shorten crossing times, calm traffic and offer more crossing opportunities.

• PLANTING

The thoughtful use of planting in urban areas, particularly street trees, can add significantly to the character of the pedestrian environment and reinforce elements of circulation, separation from traffic, comfort, and security.

'Bulb-out'/planting should extend entire parking lane width.

Tree selection should be based upon the tree's characteristics of growth, durability, branching habit, visual appeal and maintenance requirements (refer to Appendix F - Street Tree Plan).



Tree selection should consider branching habit, etc., and should anticipate growth.

• AESTHETICS

Citizens have expressed, in a variety of venues, a clear interest in building upon the City‘s established reputation as an arts community. It is important, in considering urban design issues for the public space, to understand the value of building upon that tradition by continuing to create opportunities/venues for public art.

Streetscape design elements can, in themselves, consciously reflect the City‘s history, character and identity. The Plan seeks to expand elements of continuity that are consistent with Edmonds‘ identity, while adding elements of diversity to make the streets and public spaces even more visibly active and comfortable – and strengthening the City‘s unique character and sense of place.

Identification and design gateways, or entries, into Edmonds can solidify that sense of place, and clarify the City‘s location and identity within south Snohomish County in the minds of citizens and visitors alike.

RECOMMENDATIONS

The development of a set of recommended design solutions intended to address specific issues is integral to this Plan. Good site planning and design enhances public safety and security, improves circulation, reinforces community character and identifies and builds a more cohesive and coherent urban environment.

Following herein is a set of Recommended Actions. These are intended to provide a set of design tools or standards that will address the issues described earlier in a unified way that is consistent with Edmonds' goals. It is assumed they will be implemented over time, as opportunities arise, and are complementary to and coordinated with the City's Comprehensive Plan and related documents.

The Recommendations Section format contains a brief summary of the **ISSUE** being addressed, the **INTENT** of the recommendations, followed by specific **ACTIONS** designed to satisfy the intent.

TRAFFIC IMPROVEMENTS

CONNECTIONS

BIKEWAYS

CORNERS CROSSWALKS

MEDIANS

PARKING

PAVEMENT MARKINGS

SIGNING

LANDSCAPING

SEASONAL PLANTING

SIDEWALK DESIGN
- Curb extensions
- Driveways
- Paving
- Widths
- Furniture
- Utilities

GATEWAYS

HIGHWAY 99

TRAFFIC IMPROVEMENTS

ISSUE

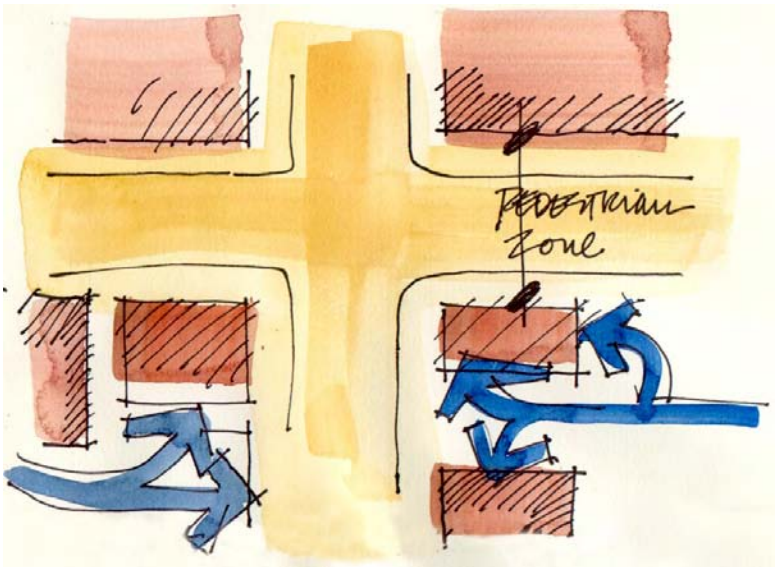
Service/delivery traffic in downtown or commercial areas, with random access and multiple access points, in combination with automobile traffic results in noise and congestion.

INTENT

Reduce noise and congestion by calming traffic, re-routing service traffic, and reducing the number of driveways (while still maintaining access).

ACTION

- Develop a planned set of "Services Routes" downtown and improve those side streets/routes/alleys for access;
- Reduce/modify the number of existing service driveways by eliminating duplication/redundancy and providing shared service access;
- Modify turning/traffic movements to enhance efficiency and reduce congestion.



Divert truck/service to alleys and side entries to reduce real and perceived conflicts with pedestrians.

18.80.060 Driveway and curb cut requirements

B. Location

1. No driveway shall be located as to create a hazard to pedestrians, bicyclists or motorists or invite or compel illegal or unsafe traffic movements.

City of Edmonds

CONNECTIONS

ISSUE

Pedestrian connections to important destinations are not well defined. Particularly important are the connections between downtown and the waterfront, between Main St. and the Edmonds Center for the Arts (Appendix E), and between other public buildings.

INTENT

Make physical improvements, in concert with the Downtown/Waterfront Plan and the Community Cultural Plan, to visually and physically strengthen the connections to major destinations. (Coordinate with the Street Tree Plan-Appendix F, the Transportation Plan, and adopted Walkway Plan.)

ACTION

- Develop an integrated system of paving and signing details (which may include Public Art elements) to clearly mark Main and Dayton Streets as connections to the waterfront and 4th Avenue as an Arts Corridor (Appendix E);

- Coordinate with the Street Tree Plan (Appendix F) to strengthen those connections through street tree selection and placement;

- Explore opportunities to reduce the impact of ferry (automobile) traffic on the pedestrian environment, both now and in the future (after relocation of the WSDOT Ferry Terminal).

BIKEWAYS

ISSUE

Random bicycle traffic adds to congestion and impinges upon pedestrian space. Also, opportunities for bicycle travel through and within downtown are limited.

INTENT

Reduce congestion and conflicts by allocating specific routes/ corridors for bicycles within the travel R.O.W. Also, provide incentives for increased bicycle use. (Coordinate with adopted Bicycle Plan and coordinate connections with development of the Interurban Trail.)

ACTION

- Where traffic volumes, speed and available width allow, provide bicycle lanes within the street corridor. Designate bicycle space or clear regulatory direction within all corridors. (Generally, designating sidewalks for bicycle use is not recommended.)

- Provide incentives for bicycle use (racks, storage, access, etc.) both for users and for private/commercial enterprise to provide these amenities.

Bicycle lanes at curb where possible.

Shared roadway (designated routes).

Bicycling incentives, racks/parking, access, etc.

CORNERS

ISSUE

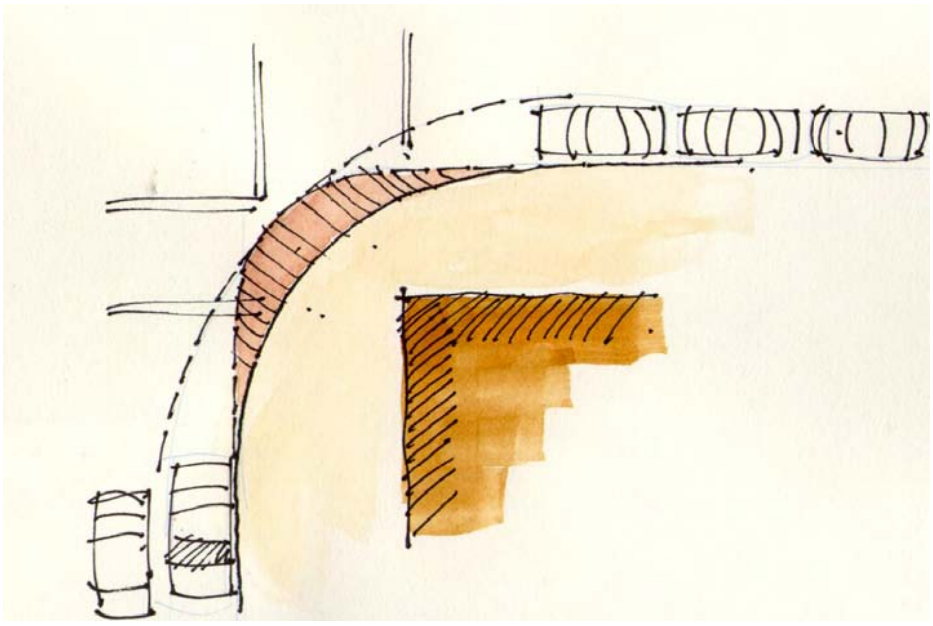
Pedestrian safety, visibility and comfort is impacted by large turning radii which allow faster turns and diminish visibility.

INTENT

Balance auto/truck turning requirements against pedestrian needs. Control speed and calm traffic by reducing turning radius at corners. (See also SIDEWALK DESIGN.)

ACTION

Reduce corner radii while maintaining minimums for anticipated traffic types. (See also SIDEWALK DESIGN regarding curb extensions.)



CROSSWALKS

ISSUE

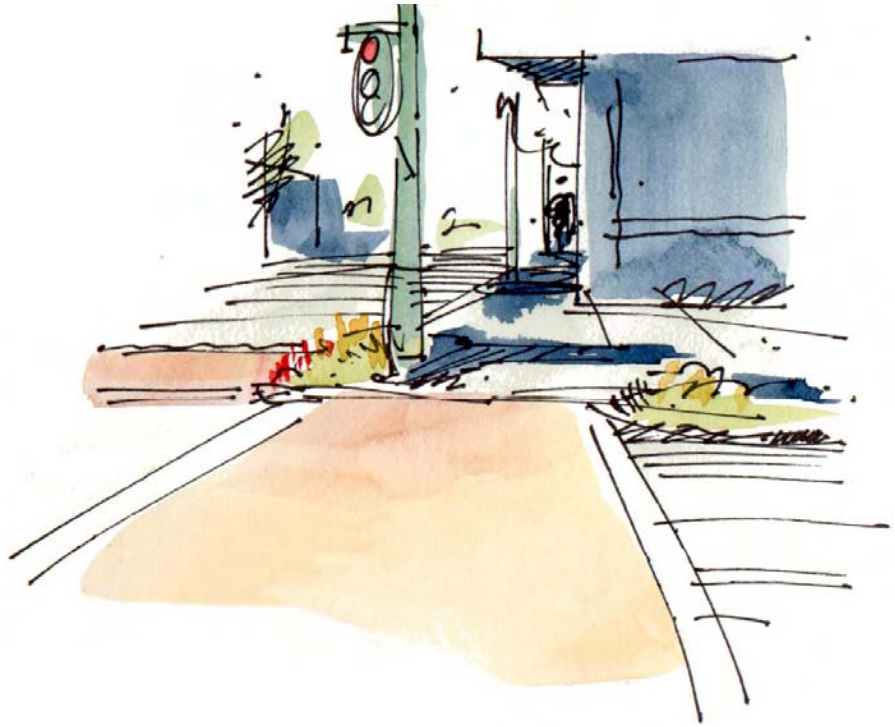
Poorly marked and misaligned crosswalks diminish pedestrian safety and comfort.

INTENT

Enhance pedestrian safety, visibility and comfort by improving crosswalk visibility (for both pedestrians and motorists) and alignment.

ACTION

- Make crosswalks more visible through the use of (white) thermoplastic or different paving materials/colors;
- Align crosswalks with sidewalks to clarify movement patterns;
- Increase lighting at crosswalks;
- Shorten crossing distances where possible (see CORNERS, MEDIANS and SIDEWALK DESIGN).



Increase crosswalk visibility to enhance pedestrian safety.

MEDIANS

ISSUE

Wider streets may negatively affect pedestrian safety and comfort by increasing crossing distance and time (exposure to conflicts).

INTENT

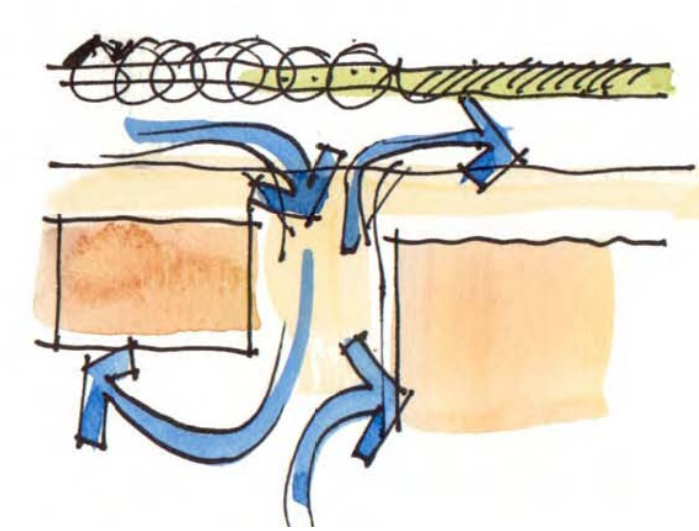
In cases where other solutions such as bulb-outs and wider sidewalks are not feasible:

- Enhance pedestrian safety and comfort by:
  - Reducing crossing exposure (provide a "refuge");
  - Crossing one direction of traffic at a time;
  - Reducing (calming) traffic speeds.
- Provide "access management" by discouraging/eliminating mid-block left turns thus reducing auto/sidewalk conflicts.
- Enhance aesthetics and scale by providing median plantings and street trees where it is possible to safely provide maintenance or provide designed hardscape (see Appendix C).

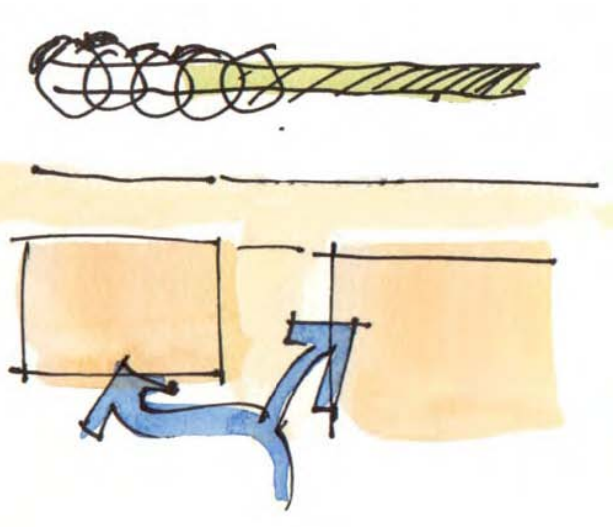
Median
-refuge
-planting
-traffic calming

ACTION

Provide street medians in cases where pedestrians would benefit and where space and traffic conditions allow.



Right in only, right out only.



Eliminate some driveways.

PARKING

ISSUE

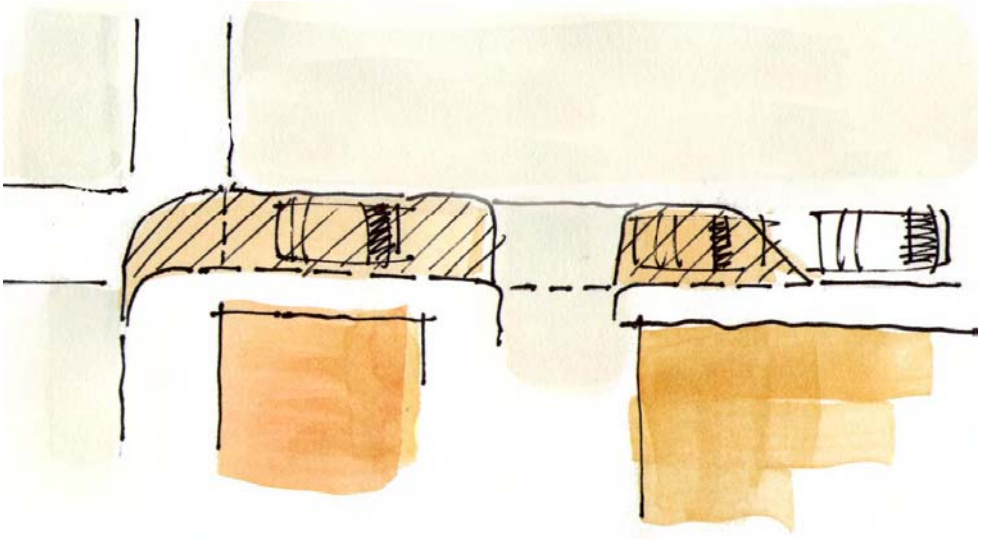
Inefficient and ill-managed on-street parking can cause congestion and consume space that could otherwise be utilized for bicycle lanes, planting or wider sidewalks.

INTENT

Make downtown on-street parking more efficient, and use the re-claimed space to make the pedestrian (and bicycle) experience safer, more comfortable and more enjoyable.

ACTION

Relocate individual stalls or consolidate on-street (individual) parallel parking stalls to make more efficient use of available space. Consolidate/reduce wide driveways to create more space. Utilize the space created for expanded sidewalk, curb extensions and/or planting. Encourage parking in back of buildings with alley access where feasible.



Removal/relocation of individual stalls can create significant opportunities for sidewalk expansion.

PAVEMENT MARKING

ISSUE

Faded, unclear or missing pavement marking for crosswalks and other circulation needs can diminish safety and result in confusion, disorientation and misdirection.

INTENT

Intensify and clarify pavement markings for crosswalks, directional marking, lane marking, etc.

ACTION

Apply new thermoplastic/paint to markings in urban areas. Consider changing paving materials and/or color at crosswalks to increase visibility. Intensify maintenance/replenishment to maintain visibility.

Stamped colored concrete crosswalks, installed 2005.

SIGNING – see Appendices A & D

ISSUE

There is a need to keep people informed about what is expected of them in what may be unfamiliar surroundings, and about where they are within retail/commercial districts.

INTENT

Provide clear, consistent signing for both motorists and pedestrians to inform, warn and regulate and to reflect the City's identity.

ACTION

Develop standards for a signing system in Edmonds that is clear, consistent, pedestrian friendly, and reflects the identity and character of Edmonds.

- Provide a clear, simple and informative street sign system that includes:
  - Street signs that provide neighborhood identifiers, such as the use of "art" motif street signs shown in Appendix A;
  - Use unique street signs to identify jurisdiction boundaries;
  - Enhance street sign visibility such as names on buildings or street names in pavement corners;
  - Consolidate traffic/parking signs to reduce impeded visibility for vehicular and pedestrian traffic.

- Provide a clear and informative way-finding sign system that includes:
  - Pedestrian signs lower, smaller than auto signs;
  - Directions to key destinations (see Appendix D, Way-finding Signs)
    - Schools, Library, Post Office, Ferry, etc.;
  - Locations at:
    - Kiosks, Posts, Building corners.

- Identify special cultural and natural features with an informational sign system:
  - Historic Landmarks;
  - Natural Features such as beaches and parks;
  - Public Art/Cultural Elements.

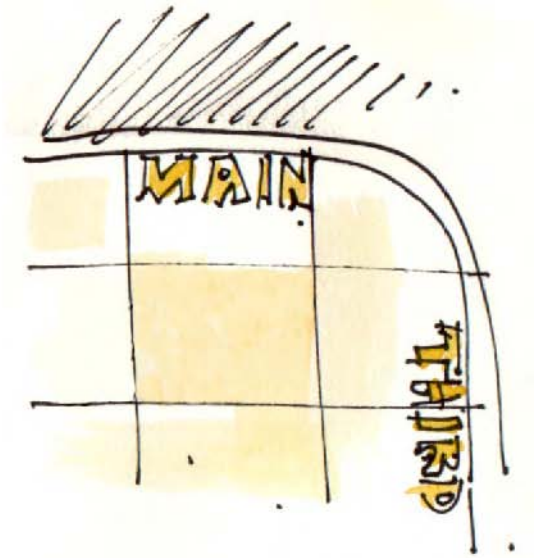
- Promote events with community event signage such as over-the-street banners at suggested sites where space permits:

  - Caspers (existing)

- S. 5th Ave. (existing)
- Across 212th, east of 72nd (Public Works)
- East of 5th Ave., north of Rt. 104 (Paradise Lane end)
- East of Rt. 104 along City Park north of Pine
- Five Corners intersection

The intent of these limited locations is to provide event announcement opportunities and still preserve the existing character of the community. In particular, the City places a high value on its distinctive flower program and landscaping within the Downtown Business District and its reputation as an "Arts" community. Flags, banners and similar items, except for existing permitted uses, may detract from the established character of Downtown and should be strongly discouraged in the Downtown unless they are part of an approved arts program or other permitted uses.

Information/direction signs on building corners.



Street names inlaid in paving at corners.

Kiosk

Pedestrian oriented street signs on buildings.

Provide clear, consistent, informative signing systems at a pedestrian scale.

LANDSCAPING – see Appendix F

ISSUE

Thoughtful, cohesive planting can reinforce urban character and comfort.

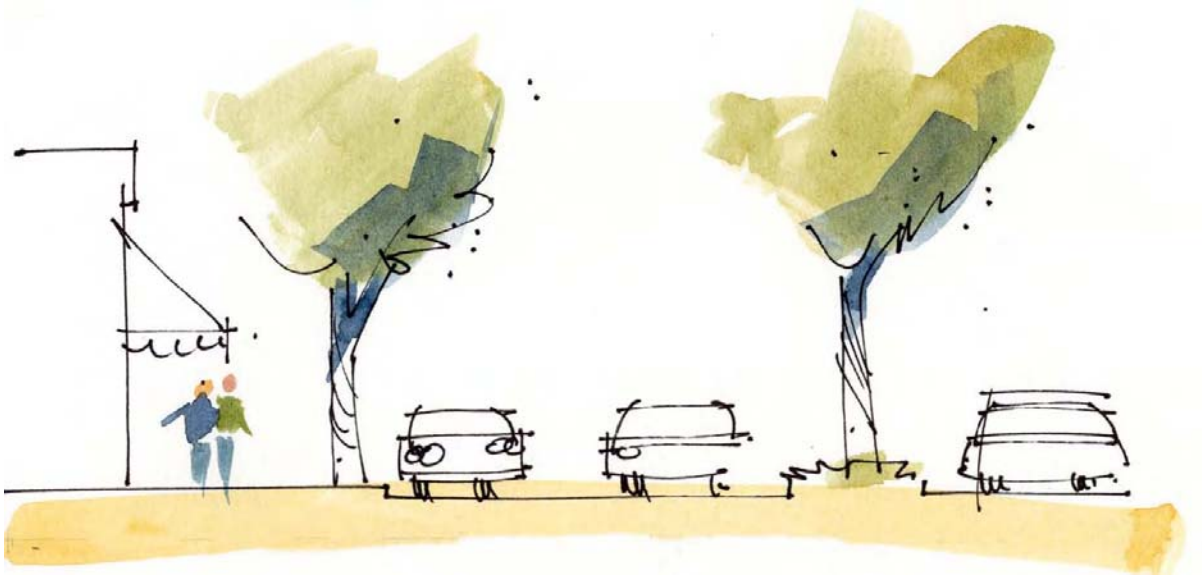
INTENT

Enhance the street/pedestrian environment in downtown Edmonds and unique districts through careful selection and placement of street trees and plant beds.

ACTION

- Follow a comprehensive Street Tree Plan (Appendix F) for the City of Edmonds which provides for species selection, planting techniques and maintenance standards. Implement a cohesive planting policy for islands, medians, and curb extensions.

- Provide incentives to abutting (private) owners to expand upon public landscaping in a way that is complementary and consistent.



Street tree planting can greatly affect street character.

SEASONAL PLANTING

ISSUE

Edmonds' identity and pedestrian environment is significantly affected by seasonal color plantings.

INTENT

Continue and expand upon seasonal planting programs in a systematic and comprehensive way.

ACTION

Maintain a comprehensive seasonal planting program for downtown Edmonds which includes:

- Prescribed procedures for locating and installing seasonal color plantings in:
  - At-grade plant beds,
  - Raised planters,
  - Hanging baskets.

- Development of uniform details/materials for hangers, baskets, poles, planters, etc, with the possibility of design variation to reflect unique districts e.g. 4th Avenue Arts Corridor.
- Continue potential expansion to other commercial areas.

SIDEWALK CORRIDOR DESIGN

ISSUE

Sidewalk corridor design elements can contribute to, or detract from, an urban community's character, comfort, identity and "sense of place". Many existing sidewalks are narrow, crowded, or in poor repair. Congested overhead wiring can detract from views.

INTENT

Enhance the street/pedestrian environment in Edmonds through thoughtful, consistent design. Provide an expanded, standardized set of design elements/details that, when implemented over time, will provide continuity and cohesiveness.

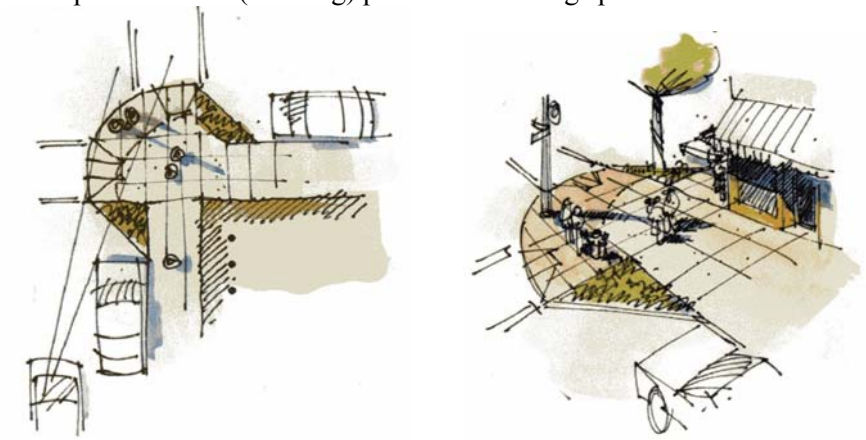
ACTION

Sidewalk corridor design is complex, and there are several specific design elements to be considered, each indicated by a ■ "bullet" below.

■ CURB EXTENSIONS

Curb extensions (bulb-outs) should be added/expanded at appropriate intersections in order to:

- shorten (pedestrian) crossing distance/exposure;
- improve pedestrian visibility;
- calm (slow) traffic;
- provide more space for ramps, poles, furniture, signs, etc.;
- provide more (crossing) pedestrian waiting space.



Shortened crossing, aligned ramps, better visibility, room for poles & signs.

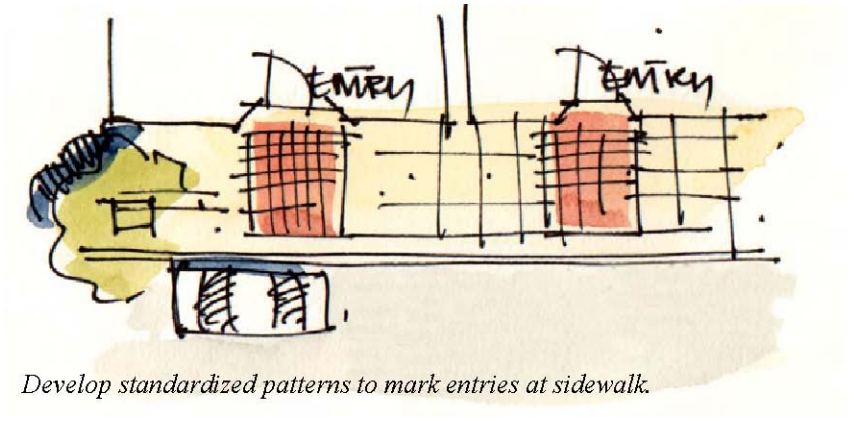
DRIVEWAYS

Improve pedestrian safety, (possibly) increase available on-street parking and reduce traffic congestion by modifying mid-block driveways:

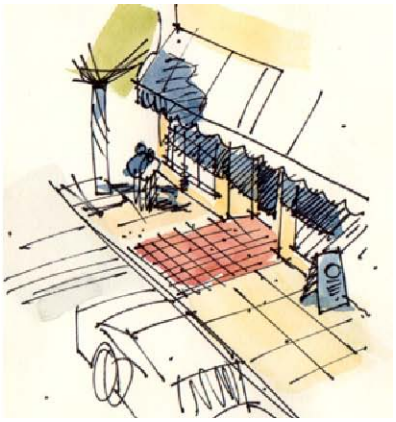
- Eliminate (redundant) driveways;
  - shift access/parking to alleys, side streets;
- Reduce overbuilt driveways to appropriate widths;
- Limit/regulate movements (e.g. right-in, right-out only).

PAVING (SIDEWALK)

Utilize paving materials and patterns to enhance circulation, identify entries, provide pedestrian scale, etc.



Develop standardized patterns to mark entries at sidewalk.



WIDTHS (SIDEWALK)

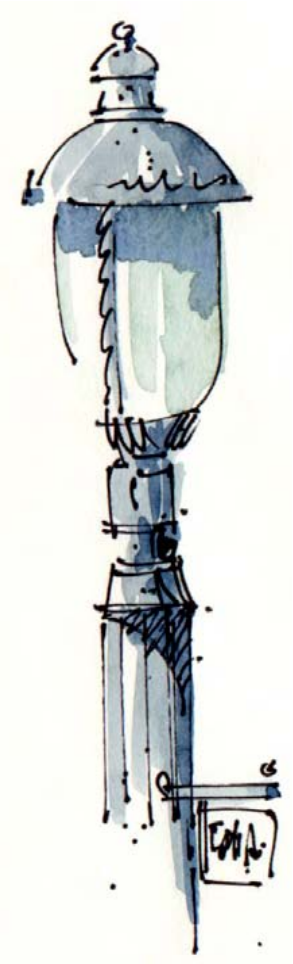
The wider the sidewalk, the more comfortable and pleasant the pedestrian experience. Wider (12′ preferred in the downtown) walks allow comfortable circulation (side-by-side and passing), room for street furniture, window shopping, cafés, bus stops, etc. Provide wider sidewalks where possible by maximizing available ROW and working with abutting owners.

Develop standards for sidewalk width for new development or replacement citywide.

Narrow sidewalks leave less room for furniture, bus stops, etc.

Proliferation of signs encroaches on pedestrian space.

FURNITURE (see Appendix A)



One of the keys to continuity, efficiency, and character is a common vernacular for downtown street furniture. Every block should have some components. Seating, for example, can add to pedestrian security and comfort throughout the downtown. An effort should be made to reduce the "clutter" of traffic/parking signs along the streets in the downtown by consolidating where possible. Basic elements include:

- Seating/benches
  - every block should have some: might include planters, art elements;
- Lighting
  - illuminate sidewalks and crosswalks for pedestrian safety, security and character;
- Poles for hanging flower baskets
  - opportunity for unique art elements; might serve as sign poles as well to reduce signage "clutter"
- Transit Shelters;
- Public Restrooms*
  - important for a friendly downtown;
- Public Telephones
  - retain existing ones for convenience and safety;
- Miscellaneous
  - trash receptacles, drinking fountains, electrical outlets (seasonal lighting), etc.

OVERHEAD WIRES

Multiple, congested overhead utility wires, and associate poles, can detract from views and impede circulation. As street/ sidewalks construction or renovation occurs, opportunities may exist to place wiring underground in order to:

- Eliminate wires in view areas;
- Reduce conflicts with street trees;
- Reduce/eliminate poles in sidewalk areas.

**Public restrooms downtown can be expensive, difficult to site and require intensive maintenance, but do add significantly to the comfort of visitors downtown. Alternately, provide clear direction to existing public/civic facilities (i.e. at nearby parks, city facilities, etc.).*

Develop a palette of details/solutions to use throughout the downtown to establish cohesion and continuity.

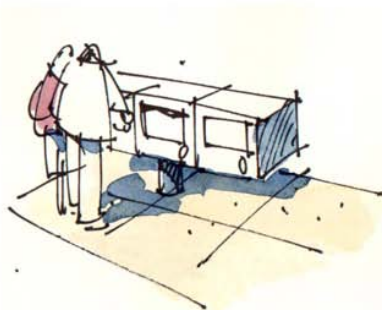
Movable pots

Public telephones offer convenience, safety

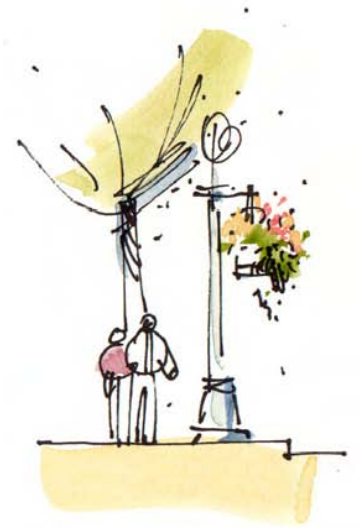
Low walls offer seating, planter (or art) locations

Consistent transit shelters

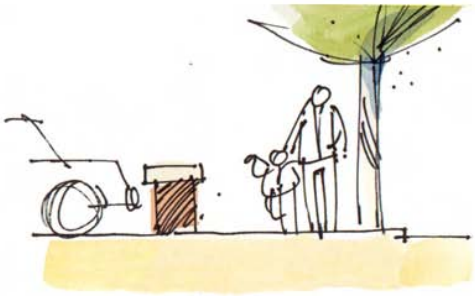
Drinking fountains



Newsracks reduce clutter



Flower baskets



Low walls screen parking

Street clock

GATEWAYS – see Appendix C

ISSUE

The City of Edmonds' situation in a rapidly growing, and urbanizing south Snohomish County makes it difficult to discern the edges of the City and diminishes the sense of arrival common to most communities.

INTENT

More clearly mark the City's edges and entries (both at perceived entry "nodes" and at political boundaries) in a positive, recognizable way. Develop opportunities for "welcome/thank you" signing, over-the-street-banner event signing, unique street signing, etc.

ACTION

Identify and enhance a series of gateways at logical entry points which reflect the City's identity, history and character.

- Identify and map the logical gateways (located typically at arterial intersections-not necessarily at the actual city limits).
- Establish a basic palette of design elements for gateways (signs, art elements, landscaping, etc.) that can be configured to suit unique intersections. See Appendix C.
- More clearly mark the political boundaries on all arterials and streets, use distinctive street signs to mark jurisdiction change.

As the community grows, and traffic and development patterns change, the list of gateway opportunities will increase, particularly at arterial intersections. The enhancements suggested here can be expanded and modified as additional gateway intersections are identified. This study identifies an initial group of gateways for future treatment.

Suggested Gateways:

- Ferry access to Edmonds at Main Street (existing sign)
- Five Corners
- Firdale
- Perrinville
- Hwy 99 Intersections (International District)
- SR 104 at 76th (Interurban Trail)
- SR 104 near Westgate (existing sign at 5th)

Recognizing that the scale will vary for different gateways, specific potential design elements are recommended, where ROW space and conditions allow, to enhance the identified gateway intersections as follows:*

Five Corners

- Roundabout in middle of intersection with planting and/or art feature;
- Redesign sidewalks and/or provide refuge islands to shorten crossing distances for pedestrians and provide waiting space;
- New sidewalk design with street trees in front of retail/commercial properties;
- Possible over-the-street banner location;
- Encourage new retail development to locate frontages at sidewalk edge, and encourage retail shop entrances to locate on property corners at the roundabout;
- Street lights and street signage, possibly unique,
- Flower program where sidewalk redesigned;
- Special street trees at roundabout area;
- Signage which identifies "Five Corners" and "City of Edmonds.";
- Directional signage at roundabout;
- Make crosswalks more readable (color, pattern, texture);
- Underground wires at roundabout;
- Texture pavement to slow traffic at roundabout;
- Provide sidewalks between crosswalks at outside edge of roundabout.

Westgate (see Appendix C)

- Planted medians where possible in Hwy 104 and 100th in back of turn lanes, limit left turns into driveways;
- Signage which identifies "Westgate" and "City of Edmonds" at corners.;
- Directional signage at corners;
- Flower program at corners and median ends;
- Provide more waiting space for pedestrian crossings as much as possible and make crosswalks more readable (color, pattern, texture).

Perrinville (multi-jurisdictional intersection)**

- Low seating or decorative walls at intersection and between sidewalks and parking lots;
- Make crosswalks more readable (color, pattern, texture);
- Express natural character of this gateway;
- Directional signage at corners;
- Signage which identifies "City of Edmonds";
- Street trees around intersection and in sidewalks fronting retail/ commercial uses;
- Install sidewalks where retail/commercial uses abut the street, and extend beyond if possible.

**Modifications to State Routes will require WSDOT cooperation/approval.*
***Modifications will require federal, state and Lynnwood and Edmonds collaboration.*

HIGHWAY 99 – see Appendix B

ISSUE

The eastern boundary of Edmonds is situated along Highway 99, a major commercial/retail corridor. There is no visual designation/ recognition of Edmonds although the 2004 Highway 99 study identified several distinct districts including the International District.*

INTENT

Establish a recognizable presence or edge of Edmonds along Highway (within the available Hwy 99 R.O.W., which is minimal, at best) and create a unique identity for each district.

ACTION

Develop a set of design elements, visible/recognizable to the traveling motorist, that identify Edmonds. Coordinate with Gateway elements and identified districts e.g International District, as well as with WSDOT.

- Create a linear design element that could follow Hwy 99 along edge or R.O.W. that tells a story or creates strong Edmonds identity. This could be fence-like (two-dimensional) design element at property line, design element on tops of poles, along sidewalk, or low walls at property lines with design element incorporated;
- Unique bold crosswalk and hardscape design/colors;
- Edmonds street signage on a larger scale, distinct from Hwy 99 signs;
- Put directional signage and "City of Edmonds" signage at corners within Edmonds;
- Near 212th intersection, place a banner across 212th, near Public Works with poles in R.O.W. as space allows.

**Modifications/additions on State Routes will require WSDOT cooperation, approval.*

DISTRIBUTION

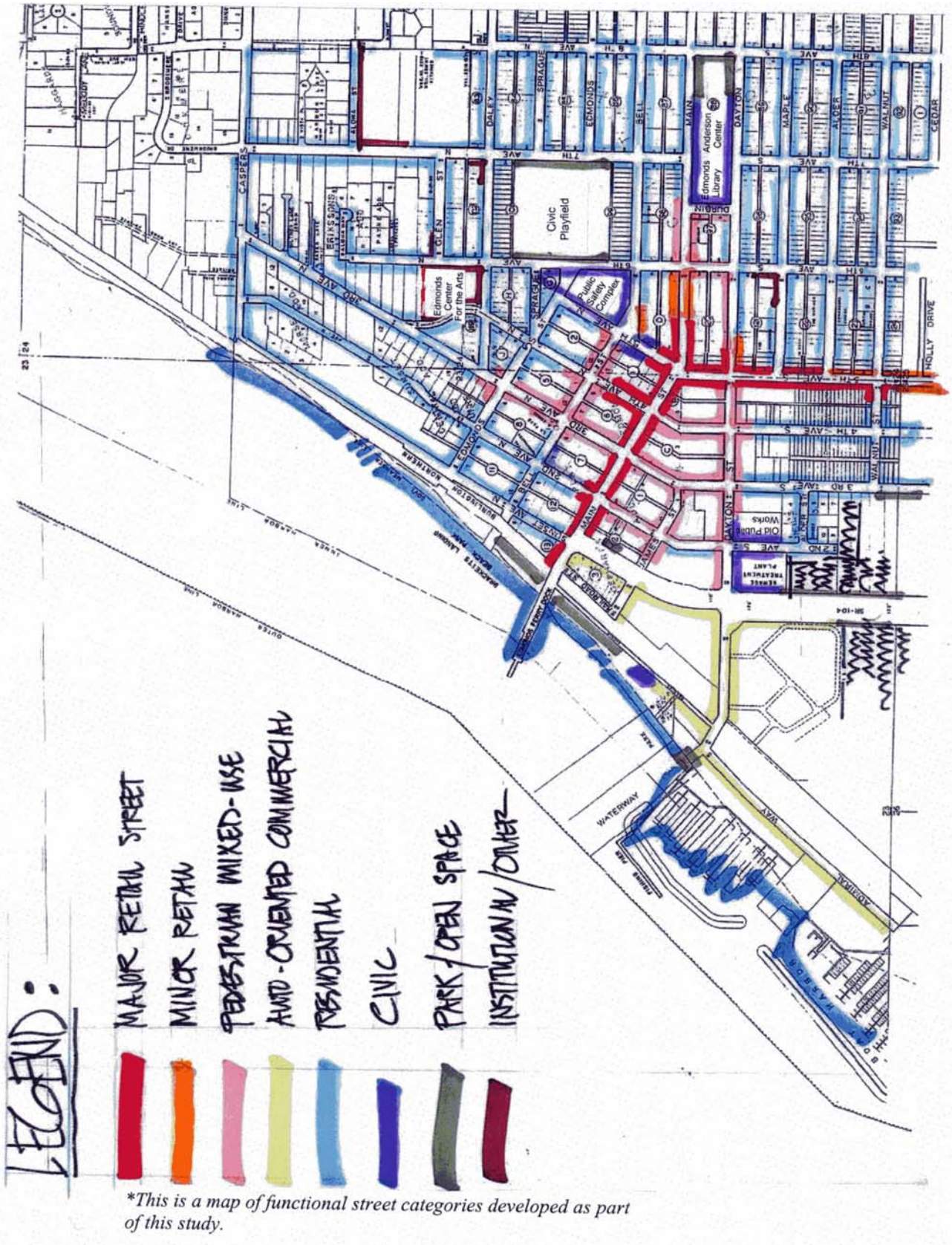
Using the **downtown core** as an example, this section describes a methodology for characterizing/categorizing commercial/retail streets, and applying the various streetscape improvements.

The street map in this Section assigns use zones or functional categories to the various downtown streets. These categories are based on field observation of existing conditions and probable near term development. The categories are not based on current zoning, and have been developed to provide a more practical criteria for the location/distribution of recommended improvements.

Eight categories are identified:

- Major Retail (75% - 100% retail uses at street level)
- Minor Retail (25% - 75% retail uses at street level)
- Pedestrian Mixed Use (Less than 25% retail uses at street level, mixed with office, commercial and residential uses)
- Auto Oriented Retail/Commercial (Large parking lots front on the street; retail/commercial is set back from street or is internal to the lot)
- Residential (primarily single and multifamily dwellings)
- Civic (Public buildings)
- Park/Open Space (public park or open space)
- Institutional/Other (church, school, etc.)

The matrix of recommendations suggests design elements for specific streets, categories and/or types of streets. The actual application and implementation of specific elements is dependent upon site conditions, and a more detailed and site-specific design process as opportunities arise.



*This is a map of functional street categories developed as part of this study.

Waterfront is indicated in dark blue.

(Updated in 2006)

Street Plans Matrix

	Street Type	Reduce Corner Radii	Thermoplastic crosswalk	Color Crosswalk	Median [1]	Modify Parking on Street	Signs (street) on Buildings	Kiosk	Inlaid Street Names	Directional sign(s)	Feature and Event Signs	Street Trees	Planters	Planting Pots	Curb Extension(s)	Eliminate Driveway(s)	New Paving Pattern/Materials	Widen Sidewalk	Seating/Benches	Pedestrian Lighting	Drinking Fountain	Newsracks	Seating Walls/Art Sites	Street Clock	Transit Shelter [2]	Bike Racks/Storage
☐	Major Retail Street	●		●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
☐	Minor Retail Street	●		●	●	●	●		●	●		●	●	●	●	●	●	●	●	●		●	●		●	●
☐	Pedestrian Mixed-Use	●		●		●			●	●		●	●	●	●	●	●	●	●	●		●	●		●	●
☐	Auto-Oriented Commercial		●							●		●	●										●		●	
☐	Residential		●									●														
☐	Civic	●		●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●			●	●
☐	Park/Open Space		●							●										●					●	
☐	Institutional/Other		●							●		●			●										●	

[1] *Where circumstances / ROW allow*

[2] *On transit routes where space allows outside sidewalk (coordinate with awnings / other weather protection)*

CONCLUSION

The goals of enhancing Edmonds in order to create a more pedestrian-friendly environment, enhance economic viability, and build upon the community's assets can be addressed, at least in part, by developing a set of agreed upon streetscape design principles and guidelines for public space.

The design elements and tools suggested here are directed at developing a unified approach, which over time will add greatly to a cohesive, unified urban character in Edmonds while still encouraging flexibility to create unique areas identified in other planning processes.

IMPLEMENTATION

These recommendations are intended as a guide only, and it is assumed that the application of these elements in specific locations will occur as part of the project-specific design process. The specific concept appendices provide the next step toward implementation for Highway 99 International District, 4th Avenue Arts Corridor, Gateway intersections, and Way-Finding signs.

Upon adoption by Council and inclusion in the Comprehensive Plan (and thus reference in the CIP, TIP documents), the recommendations may be implemented over time through a series of mechanisms and/or events as follows:[1]

- As specific improvements added immediately (as appropriate) to specific current Capital Improvement and Maintenance projects or projects in the (short-term) Capital Plans of the various Departments and Divisions;
- As improvements included in potential upcoming urban (master planning) projects as recommended in the Study; and
- As general guidelines which are reflected in revised Standard Details referenced in department review processes and within the Comprehensive Plan, thus distributed among (and implemented by) the various Departments and Divisions;
- As guidelines provided to private developers to use in their work in, or adjacent to, public areas (thus becoming a "check off" item in the design review process).

1 *Edmonds City Council has adopted through the budget process the Street Beautification – Fund 114. This fund provides for the continued enhancement of corner parks, street tree planting, historic lamp installation. Funding received is through City Council appropriation from the General Fund.*

Underground Wiring – Fund 115 was established by Resolution No. 195 in 1968 to provide for under-grounding of existing wires. In 1987-1988, the City had a special lighting consultant prepare a comprehensive aesthetic and technical evaluation of downtown undercounting and lighting. Historic-style street lights were installed in 1989 and overhead wires were under-grounded on Main Street from Fifth to Third Avenues.

FUND ACCOUNTS / RESOLUTIONS / ORDINANCES

STREET BEAUTIFICATION – FUND 114
The City council established this Fund in 1984 to provide underground sprinkler systems in the corner planters. In 1987 the City Council transferred Council Contingency funds for the corner parks in the downtown. The 1988 budget added funds for implementation of the Centennial Downtown Beautification Improvements identified in a comprehensive plan prepared in 1987. In 1989, this Fund was used in conjunction with Fund 115 to underground wires and install 20 decorative historic lights at Fifth Avenue and Main Street. In 1994, trees were replaced and added in the downtown area as per the Edmonds Street Tree Plan, with emphasis along Second and Third Avenues.

UNDERGROUND WIRING – FUND 115
In 1968, the City Council passed Resolution No. 195, which established a policy to make every effort to provide a budget to allow for under grounding existing wires. In 1987-88, the City had a special lighting consultant prepare a comprehensive aesthetic and technical evaluation of downtown under grounding and lighting. Historic-style Street light was installed in 1989 and overhead wires were under grounded on Main Street from Fifth to Third Avenues.

PUBLIC ARTS ACQUISITION PROGRAM – FUND 117-200
Established by ordinance 1802 this fund requires that one-percent of municipal construction projects be allocated for visual art either for that particular project of for a different site in the City.

PARKS IMPROVEMENT – FUND 125
This fund is for improvement, renovation, planning and development of park sites to maintain high quality and varied parks, open space, and beautification in the City. Revenue includes the second one fourth percent excise tax on real estate sales (REET 2).

GIFTS CATALOGUE – FUND 127-000
This fund provides an opportunity for individuals or groups to donate funds for site specific items (such as benches, tables, bike racks) for use in the City's Park system. Contributions to the city for "exclusive public purposes" may be considered tax deductible.

RESOLUTION 195
A Resolution of the City of Edmonds, Washington, providing a program for placing any extended or existing overhead electric, telephone, telegraph (hereafter termed utilities) underground within the City of Edmonds , and coordinating a program with all private or public agencies owning these utilities with the City's street, water, gas, sewer, or any beautification program.

RESOLUTION 418
A Resolution of the City Council of the City of Edmonds, Washington, establishing and formalizing a policy for tree trimming or removal on public property.

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APPENDICES

Appendix A - Street Furniture & City Design Standards

The following details have been established as street furniture standards to the extent that they represent a particular style, color, etc. These may evolve over time, as the recommendations are implemented, and may be modified to allow specific minor additions (i.e. planter hangers, sign brackets, etc.).

- Street Furniture Standards
- Street Design Standards
- City of Edmonds Standards Details *(see Edmonds Community Development Code (ECDC) 18.00.040)*

STREET FURNITURE STANDARDS

Post type bike racks selected due to limited space downtown

Street Tree Grates shall be square 4'x4'.
All tree grates must use ADA accessible grate frame.

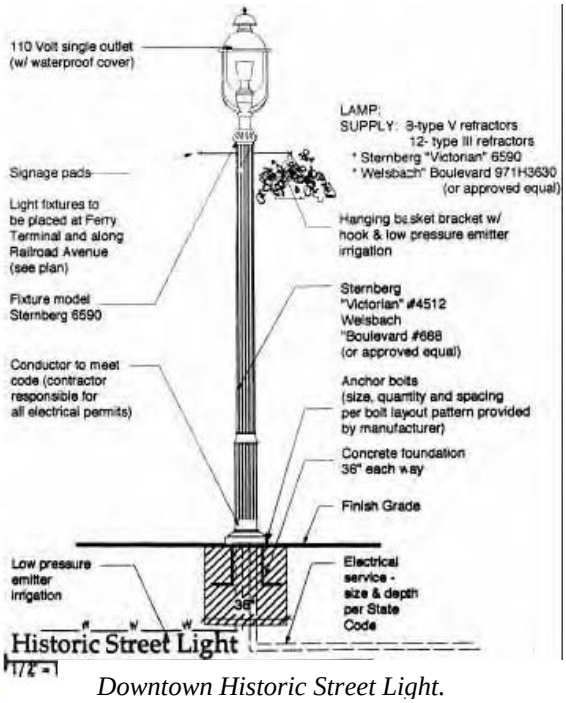
Black ADA approved drinking fountain

Decorative bench, black

Trash Receptacle, on left, with dome lid, black

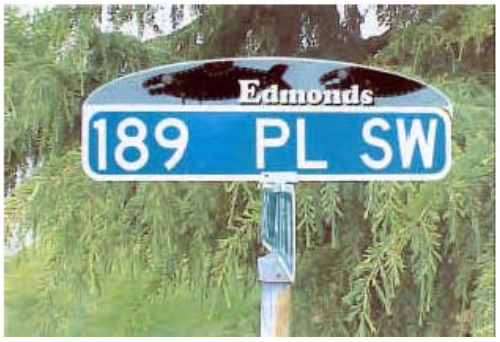
STREET DESIGN STANDARDS

Standards may vary for specific districts to reflect the unique character of those areas, e.g. 4th Avenue Arts Corridor.



Downtown Historic Street Light.

Downtown brick pavers selected for key pedestrian walkways.



Example of decorative Street Sign using Public Art Motif.

Downtown stamped concrete crosswalk.

Appendix B - HIGHWAY 99 – International District Conceptual Master Plan

Stark appearance and expanse of Highway 99.

Washington State Highway 99 is located along the eastern edge of the City of Edmonds. It is the historic north-south route of Western Washington. From its early days of roadhouses and rural travel it has evolved into a complex blend of transportation and commerce. The cities that have incorporated along its length are each attempting to provide identifying markers to celebrate their unique cultures and locations. These are most often seen in gateway monuments and signage, city specific lighting and banners along the corridor, and highlight elements which may be commercial centers, civic buildings and amenities, or cultural characteristics.

The City of Edmonds developed the "Highway 99 Enhancement Project – Report" of April 2004. Through a series of focus groups and charrettes with business and citizens, a set of "key concepts and objectives were identified" for this corridor. One of the recommendations from the study is the development of a visible "International District Commercial Core." Suggested improvements include the addition of automobile signals at multiple locations, improved pedestrian crossings and character, and the development of cultural "elements" within the International District.

This Conceptual Master Plan takes those recommendations to a higher level of resolution. The plan assesses the physical environment and makes recommendations for improving the character and appearance of the corridor in the following three categories.

STREETSCAPE

- There is minimal LANDSCAPING along Highway 99. What is evident now lies primarily on private property. Unlike typical practice, the landscape along 99 is not a buffer between the fast moving traffic and pedestrians. Rather it lies on the exterior side of the sidewalk.
- ART can be incorporated into the streetscape to suggest gateways or as thematic elements that can become the Edmonds identity. This master plan identifies unique opportunities for Art Anchors as well as ways that art elements can be repeated along the Highway to create a unique Edmonds identity within its International District.
- Highway 99 in Edmonds is inadequately lit for pedestrian safety. The overhead cobra lights create dark gaps in the street that can put pedestrians' safety in peril. This master plan suggests the use of additional pedestrian scale LIGHTS to not only light sidewalks but also illuminate pedestrian crossings across driveways and street intersections.

CIRCULATION

Though well maintained and in good condition, the sidewalks represent a hostile pedestrian environment.

- The large SIGNS on Highway 99 play an important role in defining its character. Their disparate appearance however can detract from the corridor's urban character and appearance. The master plan makes specific recommendations for recognizing the potential of the signs to become iconic elements in the highway's streetscape within Edmonds.
- The City of Edmonds initiated a traffic study for 99 that will help illustrate safety concerns, improvements and pedestrian opportunities. This Concept Master Plan does not make any specific recommendations in this regard, other than to recommend that as redevelopment takes place, the PEDESTRIAN environment needs to be reviewed for connectivity, lighting, safety and comfort.
- The Master Plan recommends that in the future, the City should review the value of a FRONTAGE ROAD where cars can access properties without affecting Highway 99 traffic.
- This report anticipates that as a part of the traffic study on Highway 99 (scheduled to be completed in 2006), stretches of the center MEDIAN could be identified for closure. These areas are targeted for landscaping improvements in this plan.
- The Master Plan recommends that the City of Edmonds work with property owners to gradually rezone Highway 99 to accommodate a higher intensity of uses. This new zoning could also be designed to place greater emphasis on good urban design practices such as the relationship of building façade to the street; mix of uses (in particular an integration of higher concentration of residential uses); way-finding; integration of bike paths, transit stops and pedestrian paths; and appropriate height to street width dimensions.

ZONING

CONSISTENT STANDARDS FOR HIGHWAY 99

Edmonds is well on its way to the transformation of historic Highway 99 to a modern and diverse transportation, commercial, and community resource. It is important that the momentum created through the "Highway 99 Enhancement Project – Report" of April 2004, and through this work "The Streetscape Plan Update" be maintained. A set of very pragmatic recommendations for next steps and action strategies is suggested that Edmonds can apply, which over time would recreate the Highway 99 Corridor.
Some specific corridor improvements include:

LIGHTING

- Guide pedestrians along safe and protected sidewalks to safe and well-lit crosswalks across and along Highway 99
- Upgrade the lighting along the corridor to a consistent standard: both the major Highway 99 lights and the proposed smaller scale pedestrian art/light fixtures.

LANDSCAPING

The appearance of the corridor can be greatly enhanced with landscaping. Boulevard trees can lend consistency, while low level shrubs and ground cover can provide variety and possibly, seasonal color. The trees selected need to be at a scale that befits the breadth and expanse of Highway 99 and the relatively fast pace of traffic. The lower level landscaping is critical in providing a human scale to the pedestrian environment. The location of trees and shrubs should reflect this understanding. Similarly the placement of Cobra lighting for traffic and lower lights to illuminate pedestrian paths needs to reflect the same approach. Develop a palette of tree types and shrub specimens that would thrive in the harsh pollutive environment along 99.

- Conduct additional "Found Ground" studies for new opportunities for intensive landscaping treatment.
- Consider Landscape Development Standards for the whole corridor at three scales: whole, auto, pedestrian.
- Create bioswales and a natural drainage "green edge's" where historic drainage and slopes suggest.

This new Java shop has a landscaped edge of approximately 12 ft towards the sidewalk along the Highway 99 ROW. It has trees and plantings which provide natural infiltration, and scale to the sidewalk and street. The building parallels the street and abuts the adjoining service road. This is a drive-through establishment; though in all other ways the site design approach sets a notable standard.

SIGNAGE

This sign sets a good example for the design, location and orientation of signs to the highway. It is complimented well by generous landscaping.

The signage along Highway 99 is often times large. As oversized objects in the roadscape, their design can be directed to becoming striking iconic images in the street environment. Sign standards for the Corridor can be reviewed and revised such that several design elements are incorporated in each sign:

- Cross Section (specify depth and breadth); discourage triangular cross section
- Height (to top of sign)
- Orientation (specify angle – perpendicular or otherwise to 99)
- Specify material and color
- Discourage back lit signs and encourage signs that are lit by night-sky sensitive lamps or that use energy efficient LED technology
- Allow flexibility in font type face and font color options to better reflect local business identity.

ART

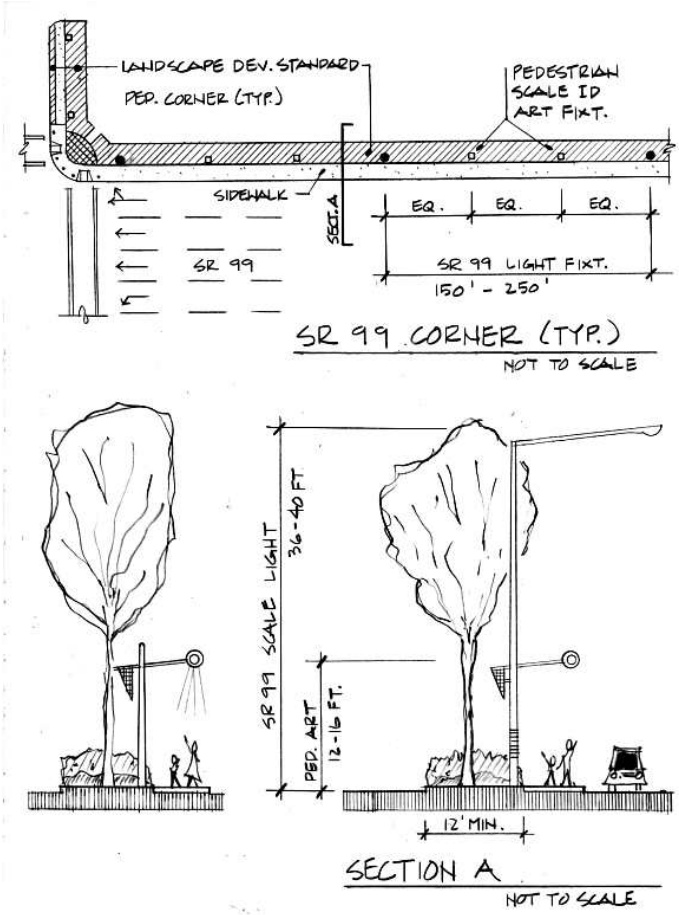
The Master Plan proposes an art element that might uniquely mark Edmonds. This element should be vertical and possibly incorporated into other streetscape elements such as light poles. This element could be designed to reinforce the pedestrian scale of the street.

PEDESTRIAN CORNERS

Well-maintained and wide landscaping edge allows mature trees to branch out and lend a pedestrian scale to the exposed sidewalks.

Crossing Highway 99 is a daunting task. The speeds attained by cars in the long un-signaled stretches and the horizontal scale and width of the highway are not pedestrian-friendly. The 2004 Report identified additional cross streets for signalization with the goal of creating safe pedestrian crossings, also linking Edmonds neighborhoods and cross-99 commercial districts. The Appendix C Gateway/Intersection Study @ Westgate has a description of a typical "Pedestrian Friendly Corner" that we feel could be adapted to the larger scale of Highway 99. We would suggest the super arterial scale of Highway 99 be enhanced and altered by smaller scale lighting and "iconic" art as a repetitive element developed by a commissioned artist. See our Highway 99 Corner (Typ.) Plan and Section A diagram.

The design of the pedestrian environment along 99 is critical since it is a major regional transit corridor. Safe sidewalks and pedestrian crossings are some of the mainstays of a successful transit system.



Plan of a typical Highway 99 edge condition with a section showing a landscape setback standard and pedestrian scale art light fixture.

TRAFFIC CIRCULATION

Traffic along Highway 99 is at a relatively high speed and is accommodated in a two-way six-lane roadway, with a center turning lane. This model is based on a suburban typology and is not pedestrian friendly. Our recommendation is that as the area becomes more traditionally "urban" with "zero-setback" buildings and frontage roads, the design of Highway 99 needs to respond to the slower speed and greater number of pedestrian crossings that are also associated with "urban environments."

- Guide traffic to major intersections and close left-turn lanes where advisable with the help of landscaped medians.
- Introduce through-roads between properties and a frontage road along Highway 99 for internal circulation.
- Reduce curb-cuts and locate them away from the intersections as far as practical.

- Develop the major and minor corners recommended in the corridor with signalization and pedestrian friendly entities including art.
-

BUILDING MASS AND ORIENTATION

Over the next decade or so, particularly as conditions along 99 improve in Shoreline, real estate interest in properties along 99 will increase considerably. While the above strategies create significant changes in the public realm of the corridor there are many opportunities for improving the participation of private properties in defining, keeping a close eye on and contributing to the public realm.
This is best managed through zoning and design guidelines.

- If history is any indication there will be an increasing interest in higher density development such as those that were constructed during the 1990s along Highway 99 by South Lake Union in Seattle. The potential for increasing the height limit to a reasonable degree should be studied.
- Also needing further investigation is the circulation to and from the different businesses and how that relates to safety and access control.
- Lastly, efforts are needed to improve and make safe the pedestrian circulation along and across 99.

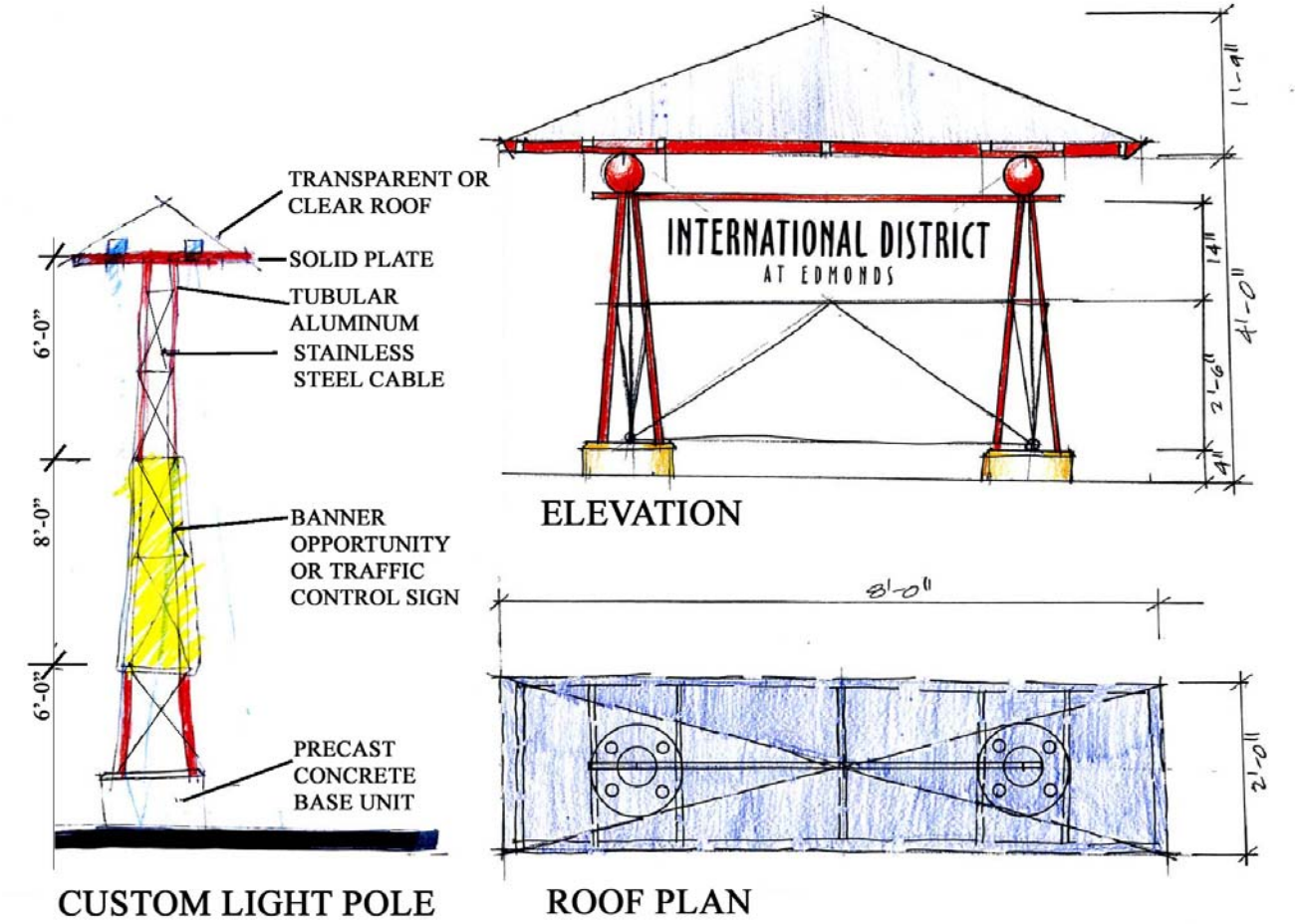
There are many factors that go into making successful urban environments. We list the top five strategies for possible incorporation into the zoning along 99, or possibly as an Overlay zone.

- If possible, 50% or more of a building's main façade must parallel Highway 99's right-of-way.
- Put as much parking as possible towards the rear of properties.
- Align all complex signs at the same height and angle to Highway 99.
- Introduce through-roads from the front to the rear of properties.
- Guide pedestrians to safe and well-lit crossings across Highway 99.

INTERNATIONAL DISTRICT

This study looks at some conceptual approaches to providing "iconic" elements within the designated International District Area, responding to the immediate opportunity of Edmonds "STEP Program Award", and looking at a long term "thematic" scenario to perceptually unite the Edmonds portion of Highway 99. Pedestrian crossings would be particularly important in creating a sense of a unified International District in the 224th St. SW to 230th St. SW Section that was identified. It can also be used further south in the 234th St. SW to 238th St. SW Section. Our perception is that this is a potential "Growth Area" for the Corridor, and that it has a significant "International Quality" with the Seoul Plaza and large Korean United Presbyterian Community west on 238th St. SW. Our suggested Planning Strategies include gateway identification and an art anchor. Gateways to the International District and the Edmonds City limits were identified in the 2004 Report. Our recommendation is that a proliferation of "gateways" can reduce the impact, and even clutter a busy corridor such as Highway 99. We have developed a "character study" of complementary elements of International District Gateway and Art Anchor elements that are suggestive of what might be developed if the community feels they are necessary to establish this District.

Gateways



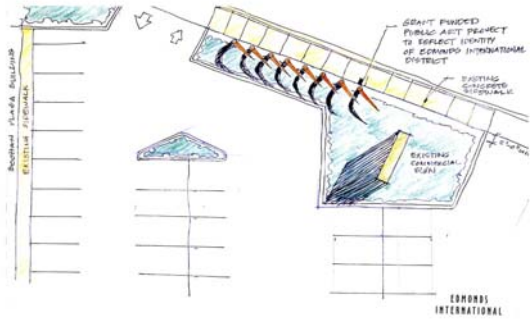
Character Study of complementary Gateway and Art Anchor light units.

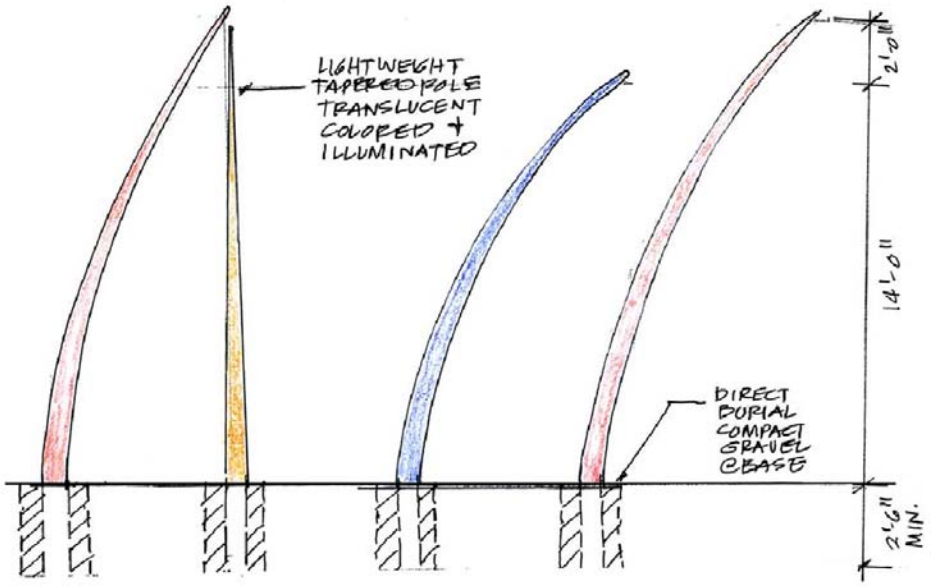
An Art Anchor

Looking South East across Highway 99 from 76th Ave. W. – "Found Ground" for an Art Anchor.

The opportunity to improve safe access to Highway 99 at both its east and west intersections with 76th Ave. W. coincides with a unique "cultural cross section" between significant commercial developments: Ranch 99 and the Boohan Plaza. Our "found ground studies" look at two conceptual routes that a future artist commission might reference when a final concept is developed. The Art Anchor idea at this location would use a future median as a third staggered art location. The site is in a small depression and would clearly have the chance to be a notable and iconic marker. Our concept references the colors and forms of some traditional Asian cultures. The final product should be a modern iteration that serves as a unifying signature for a diverse commercial culture.

One example could be a series of repetitive but changing elements called a "Reed Cohort". This consists of colored reeds made of fiberglass which could be dispersed along the corridor within the narrow ROW remaining outside the sidewalks. The colors would be meaningful to specific cultures within the ID. Then the "cohort reeds" would be arrayed in varying patterns of size and color, perhaps lit, perhaps clustered in noteworthy locations. The diagram to the left shows how the art might be accommodated in an existing property (Boohan Plaza). Possible locations for this "cohort reeds" are noted in the attached plan.





- Specific Thematic Concepts for the STEP Project – The grant requirements seem to be fairly specific in its implementation. There are clear opportunities however in the definition and design of Art elements. These art elements could either be specific to the lighting fixtures as to an initial International District project. Our goal would be to provide some guidance in thinking about how the light pole and the pedestrian light might be used to create a pedestrian scale character that celebrates the district's international heritage.
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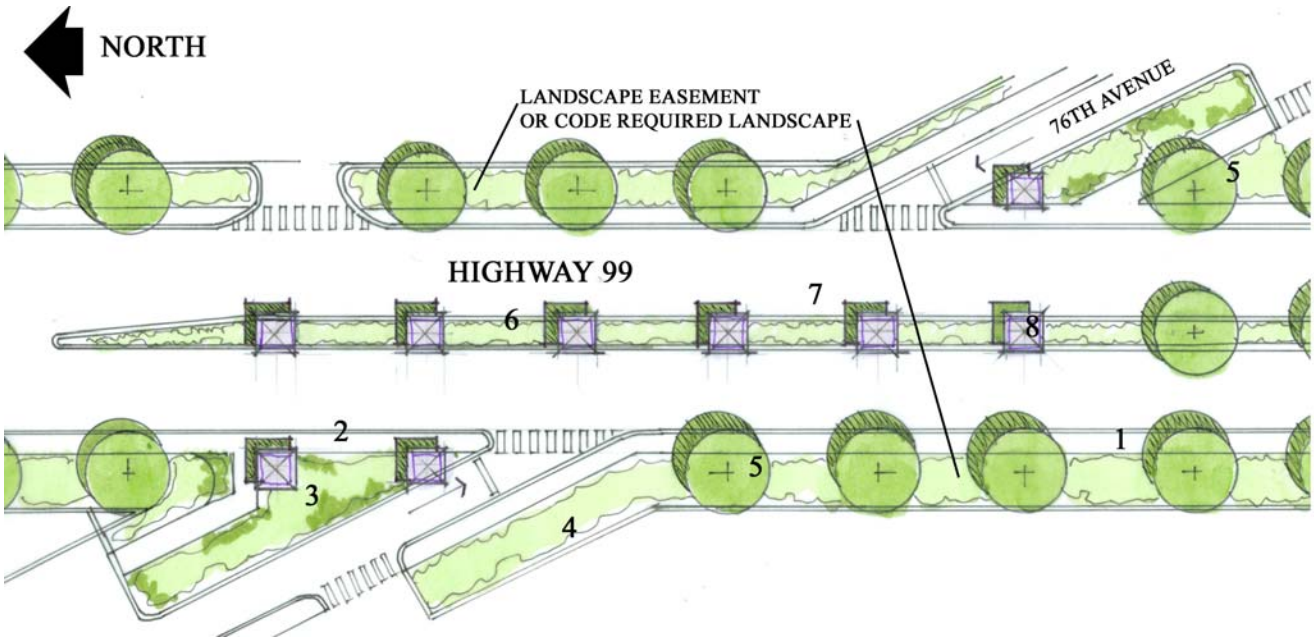
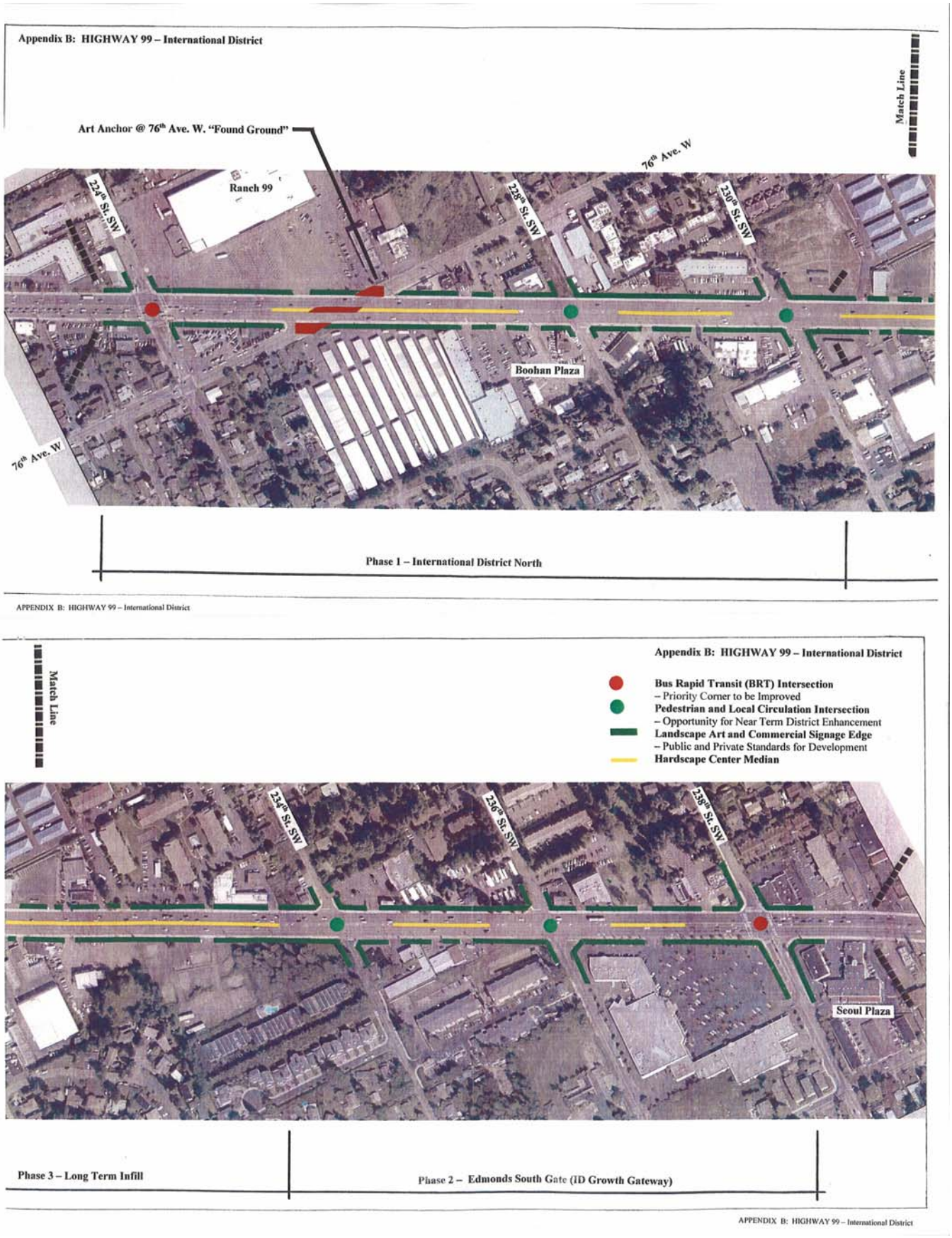
Conceptual Illustrated Plan for "Found Ground" Art Anchor in the International District.



Existing sidewalk to remain
Proposed concrete sidewalk
New landscaping in "found ground"
Landscaping on private property
Boulevard trees on private property match those in the median
New landscaping in the median
New curb in median
New gateway light pole in median



Highway 99 International District showing north end near 224th on the top and south end at 238th on the bottom right.

Appendix C – Gateway/Intersection Study @ Westgate

The gateways to the city may be at political boundaries or may be at perceived entry "nodes". These entries or major intersections perceived as entries should be identified in a positive and recognizable way. A prototype of design elements is developed for the Westgate intersection as an entry to the city, and additional recommendations are included about SR 104 medians.

Westgate Corners is a busy arterial crossing of Edmonds Way (SR 104) and 100th Avenue West. Westgate is characterized by an evolving Business District with new development close to the streets which is more dense than businesses from earlier periods. The District has one fairly successful entry sign east of the Robin Hood Bowling Lane's which appears to be within the public R.O.W. The scope of this element did not allow us to define property lines and we provide general recommendations for this District. Because of the varied qualities of the directional entries we are suggesting the following general guidelines.

- Improvements begin with the four corners that mark the district.
- Pedestrian Friendly Corners (PFC's) should be the priority.
- The characteristics of the PFC's are corner sanctuaries with setbacks of hard-scaped landings and road crossings of similar character. This may include common color admixtures and texture. Bollards are a key to both the safety of the pedestrians and control of the automobiles turning safely.
- Landscaping should be coordinated at all corners to have a similar planting palette and low scale.
- Signage marking the corner should be coordinated to fit within the public R.O.W. if possible, and in locations visible to automobile traffic. This includes both entry and directional signage.

Existing Entry Signage heading West on Edmonds Way.

The existing Westgate Corners have some common elements. The central location of commercial signs and a pattern of landscape treatment in the view triangle can be built upon.

WESTGATE'S 4 EXISTING CORNERS:

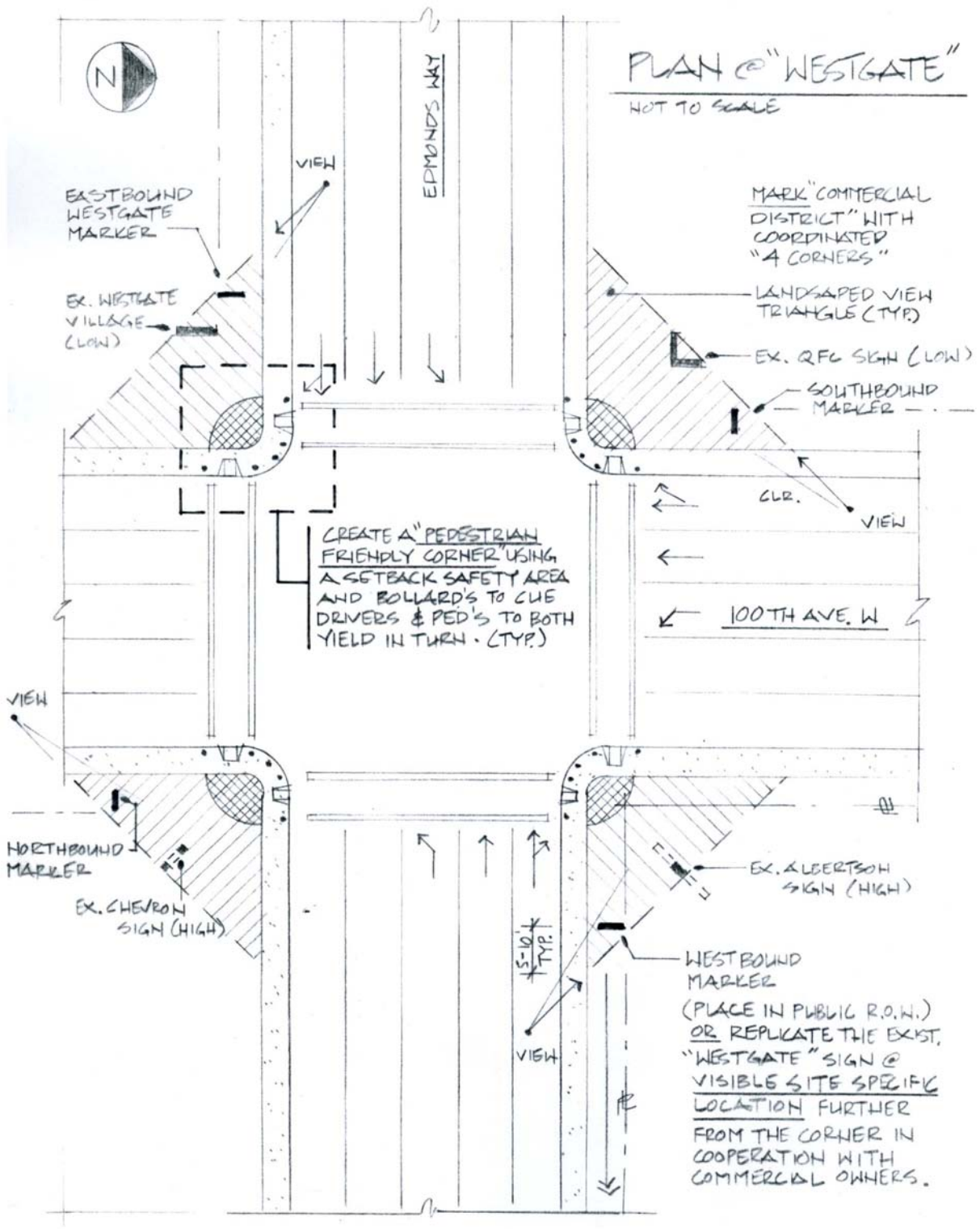
Northwest Corner.

Southeast Corner.

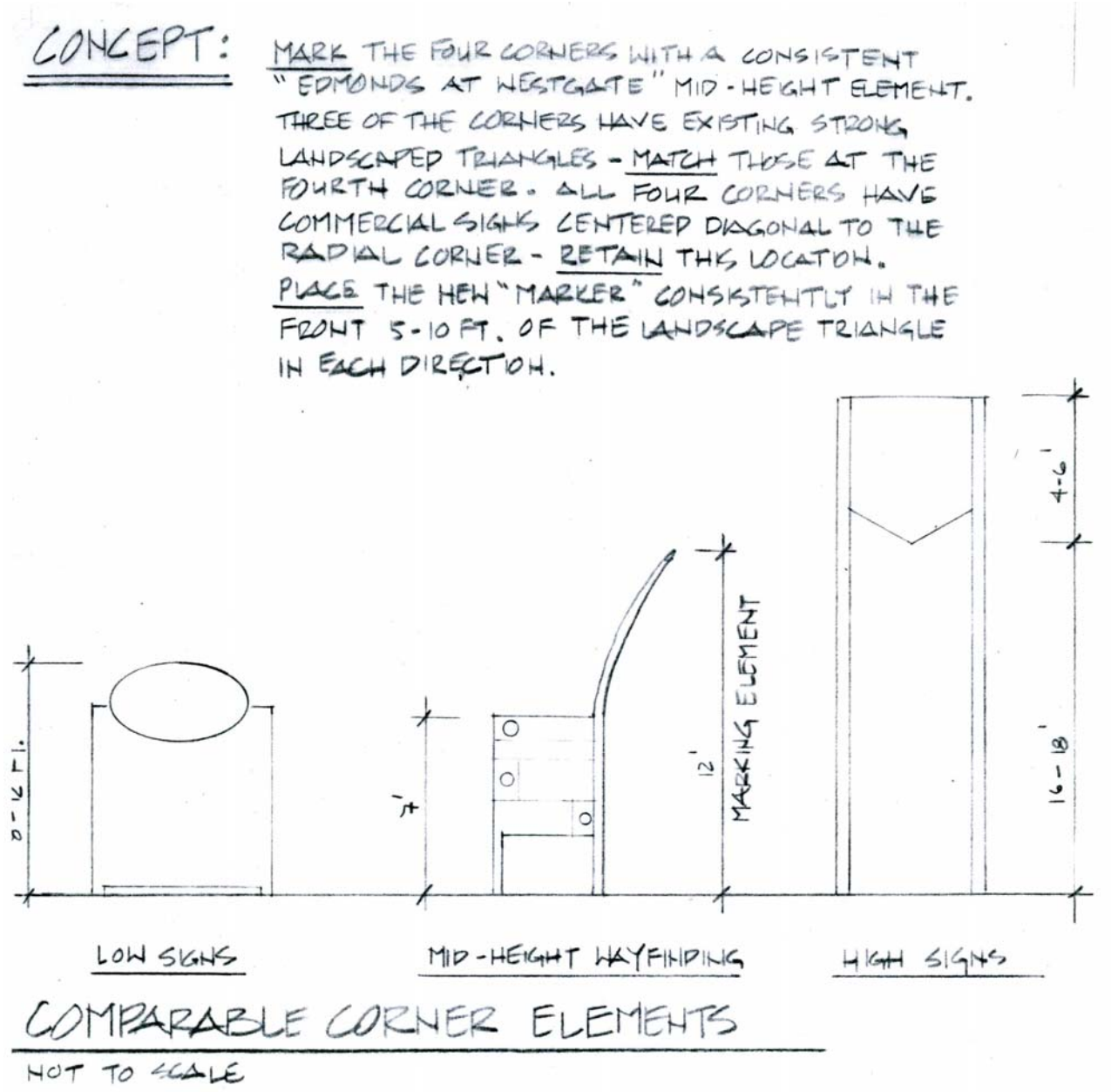
WESTGATE EXISTING CORNERS (CONTINUED)

Southwest Corner.

Northeast Corner.

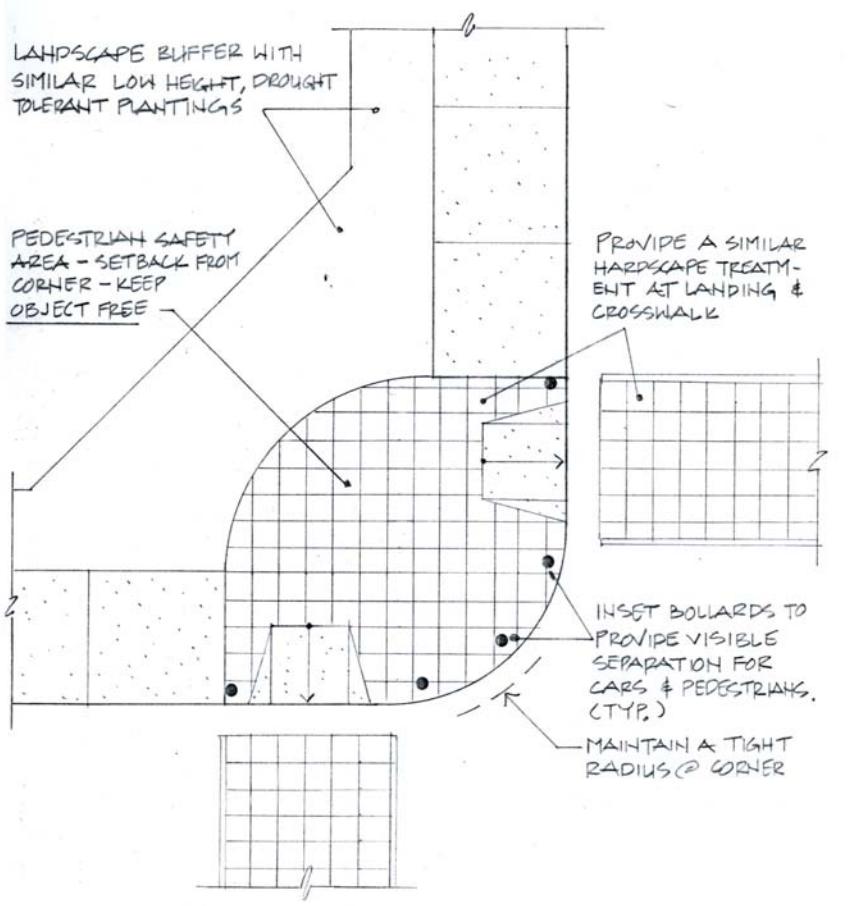


This Plan Study shows the general planning idea's for enhancing the "4 Corners" with consistent treatments at each corner and landscape triangles. Cooperation of the Westgate business district in coordinating plantings and signage are the key to a clear Westgate at Edmonds identity.



The signage study (Appendix D) shows characteristics for signage including standard heights and landscape backgrounds to provide consistency. It is our observation that "Westgate's Gateway" locations have two existing types of commercial signage: low and high as shown in the site pictures and the "Comparable Corner Elements" drawing. Perhaps a mid-height element might draw attention to itself through a future design element while remaining consistent with new City Signage Standards. This would be a natural next design step for Edmonds –engaging a public artist to create an original "gateway design".

The following images are of a typical arterial corner treatment. With the heavy traffic at the Westgate Gateway, pedestrian are intimidated by both the volume and the intensity of rush hour and ferry traffic. Strategic actions are needed to calm and signal drivers that this is a pedestrian district; that they must observe extra precautions and safety. The pedestrian needs to feel safe waiting at the corner as well as in the crosswalks.



A comparable corner crossing from Kansas City, Missouri.

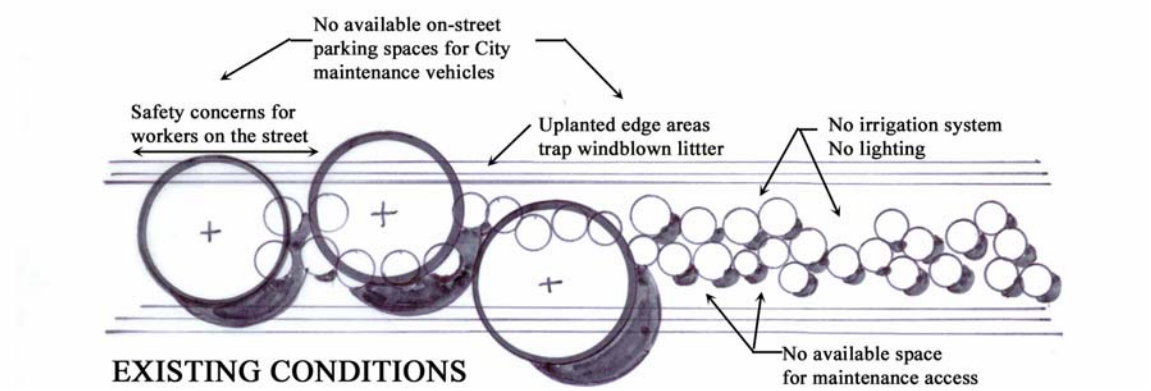
SR 104 Medians Recommendation

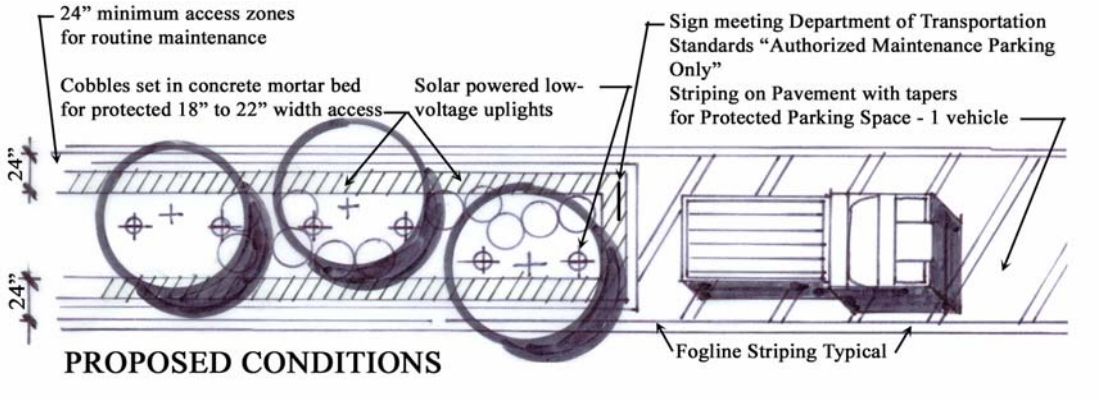
The maintenance for SR 104 medians with existing planting can benefit from design examples in other cities with well maintained state highway corridors with medians (SR 516, I-5 N Vancouver, I-90 in Mercer Island approved by WSDOT) and arterial boulevard medians with landscape programs (City of Covington, WA on SE 272nd Street / SR 516, NE 8th Street, 140th & 148th Ave SE corridors in Bellevue, WA as well as several in Santa Clara, CA). Direct observation by the consultant suggests that there no adequate spaces for maintenance vehicle parking or for workers to access the SR 104 medians.

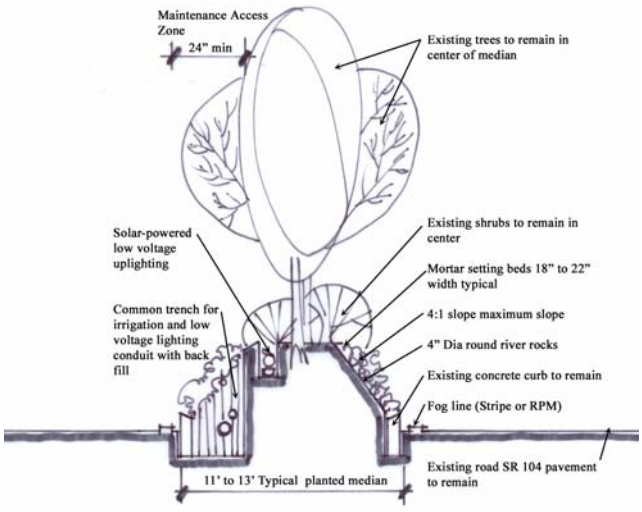
This existing condition leads to a reduced level of maintenance, resulting in poor overall appearance of the planted medians along SR 104 as part of the overall entry and arrival experience to the City of Edmonds. The lifespan and quality of presentation of the trees, shrubs and groundcover in the median is compromised compared to other landscape environments. As a result of the study under this contract, City of Edmonds can benefit from looking at several existing median street conditions, with an eye toward improvements. Here are the key issues:
Existing median with no on-street parking for maintenance vehicle
Existing median with no space for maintenance staff access
New materials can reduce collection of windblown litter
New surfaces can reduce water demand for “edge” areas not suitable for plants.

The existing SR 104 medians experience a number of problems related directly or indirectly to inadequate maintenance space. The existing conditions typically found along SR 104 between Westgate and the cutoff to the ferry and Downtown Edmonds are shown on the drawing. Some of the specific SR 104 median identified problems are:
Short lived and poorly maintained trees, shrubs and groundcover
Sidewalk and curb edges that experience frequent debris collection
Inadequate soil moisture due to bare unplanted mulch areas not well maintained
No plant growth and bare planting areas along median edges, due to exhaust, heat, wind, wheel spray created by passing vehicles
Competition for soil moisture in the upper portion of the 12” root zone by shrubs and groundcover that consume limited soil moisture during dry periods needed for trees.

Gateway Corridor Median @ SR 104







SECTION - PROPOSED IMPROVEMENTS

Proposed median improvements include access for maintenance.

PARKING

To address the identified problem of inadequate parking, a concept is presented as a retrofit to reduce the length of the current median. Alternatively, unused paved median areas can be striped to create a single marked parking space along with an approved WSDOT type sign designating an authorized maintenance vehicle parking space in line with the median. It is suggested that the proposed parking space be created on the west approaches of the medians only, so first time visitors and tourists headed to the ferry do not see the sign or the parking space when first approaching via SR 104 from the east as they drive toward the west.

ACCESS STRIP

The retrofit proposal requires limited soil removal for a linear trench in the range of 18" to 22" wide that will be covered by round washed river rocks (3" to 4" diameter graded mix) set in a concrete mortar setting bed from the back of the existing curbs towards the center of the median. This "paved berm" detail is used by National Parks Service in major parks and by many cities located in the western states. Planting will remain in the center protected pocket of the median. The root zone area of major trees will be protected during installation by the proposed lighting / irrigation common trench located along one side that will be excavated by hand or by washing while leaving existing roots and backfilled with prepared soil mix that includes 8% to 11% organic material (compost) mixed in a 3 way mix with sand and regular native soil.

ACCESS STRIP SLOPE AS DESIGN FEATURE

The sloped rock access strip can be placed at the existing median slope (where slope exists) up to a 4:1 maximum slope. To unify the appearance of the medians, a 4:1 slope face is recommended even if existing soil level in the medians is currently below the top of the rock slope face toward the center of the median. The access strip conserves water, protects deeper tree roots from dry out and cleans up the curb edge condition in a unified manner.

SOLAR POWERED NIGHT LIGHTING

The access strip trench will also provide a location for new conduit for a new underground low voltage electrical site lighting system powered by photovoltaic solar electric cell. A small solar panel can be positioned in the center of the median with a small controller. Lights will be limited to (1 minimum, 2 maximum per tree) direct burial type canister uplights aimed upward with shields to avoid any impact to drivers.

IRRIGATION

The existing trees do not have any irrigation system. Unless a budgeted and funded City program exists for manual periodic watering of the median is provided during excessively dry periods, then a low volume low pressure underground irrigation system may be considered and provided. The system will feature a solar powered automatic irrigation controller and low voltage electrical irrigation valves. Trenching with cut and patch of road pavement to the existing water service line would be required to the existing median as well as installation of a water meter and a backflow prevention device. The largest cost of irrigation system is staff labor to maintain and adjust water schedules, not water costs, so a well designed system should be considered to conserve water while enhancing the landscape appearance and health of the planted medians.

SUMMARY

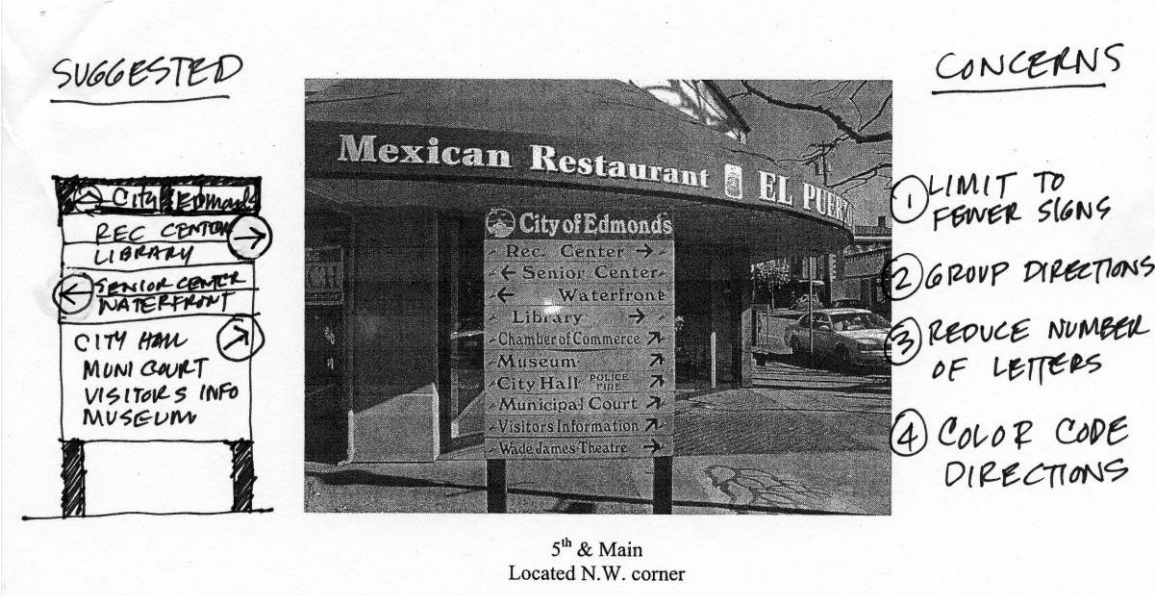
The proposed design compared to the existing condition provides significantly better and adequately sized parking and access, as well as other benefits, summarized as follows:

Existing - Poor condition of medians for first time visitors & residents -

Add parking	Safe access for regular maintenance
Add rock edge	Provides 18" to 22" safe walking access for workers
	Reduces water demand in hot periods
	Reduces litter debris pile up at curb and gutter
	Reduces frequency of fog line repainting
Add lighting	Adds night time feature to uplight trees
Add irrigation	Better overall plant condition, more options for seasonal plants.

Appendix D - Way-finding Sign Program

The purpose of this section of the report is to summarize a limited review of the existing directional and orientation signs located on public streets in Edmonds and provide suggestions for a new design standard for informational way-finding signs that is accessible for both pedestrians and vehicular traffic.



5th & Main
Located N.W. corner

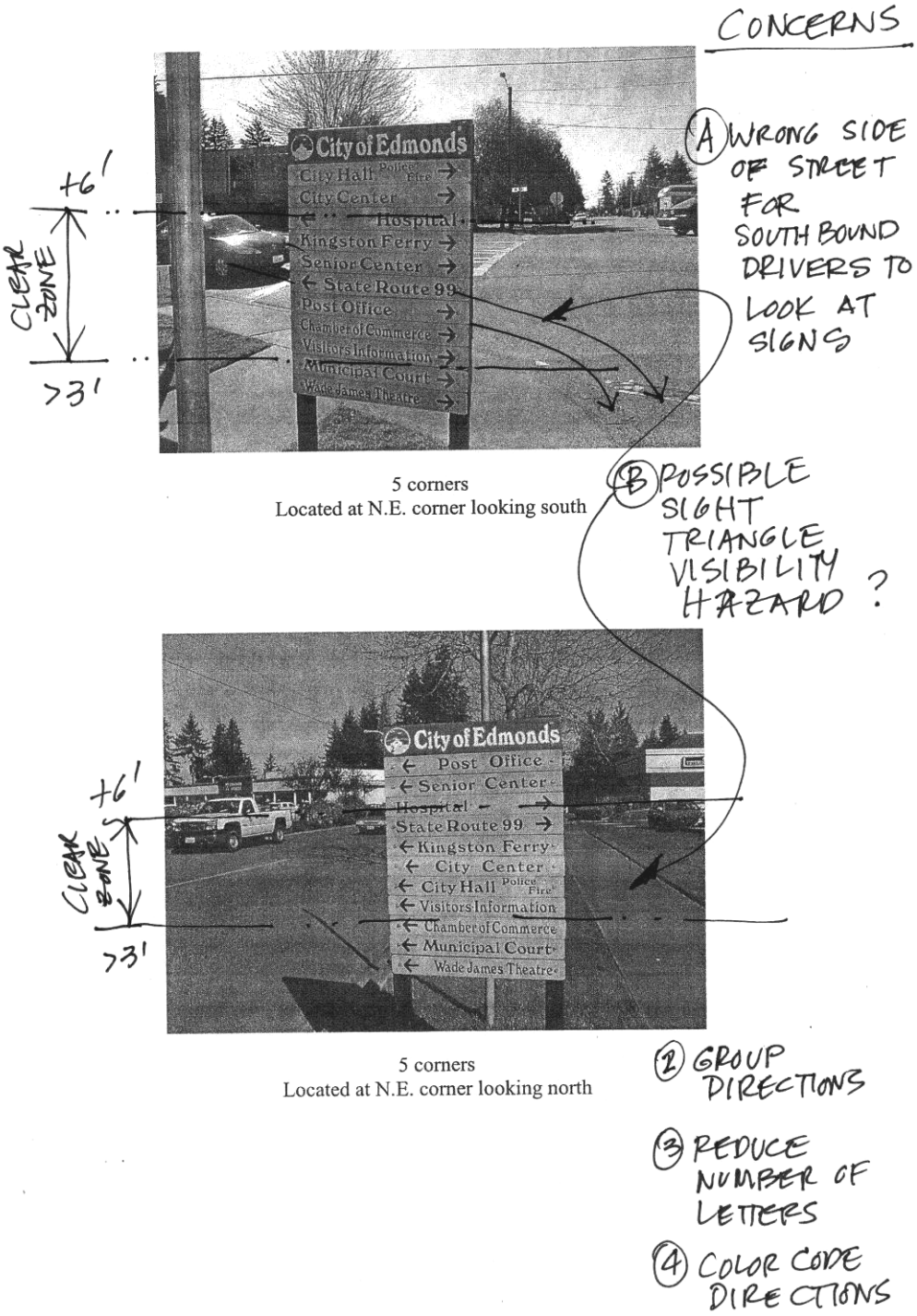
The series of photographic views in this Appendix reflects the range of existing conditions for the signs maintained by City of Edmonds. There are handwritten notes on the photos that include observations and suggestions on how to make the overall sign program more effective for drivers, pedestrians, visitors and residents. There is also a preliminary concept sketch elevation of how the City might respond to the comments to change a particular sign over time with regular maintenance. This approach would not require a major capital improvement investment.
An example of the format used is shown above on this page for 5th & Main Street sign location in the downtown area. The range of suggestions and observations for all suggested sign upgrades falls into several categories as follows:

- Effectiveness of signs for drivers responses (location, text size, number of signs)
- Readability for pedestrians (distance, size, location)
- Safety concerns for visibility at intersections and driveways (clear zones)
- Unified format and image
- Consolidation to simplify and reduce the number of images on the sign face
- Need to update the overall image of Edmonds to enhance tourism and economic development
- Retention of the “low tech” basic sign fabrication system (routed painted wood sign plates fabricated by city employees)
- Differences in sign viewing times windows (drivers vs. pedestrians)
- Differences in information needs (city residents vs. first time)

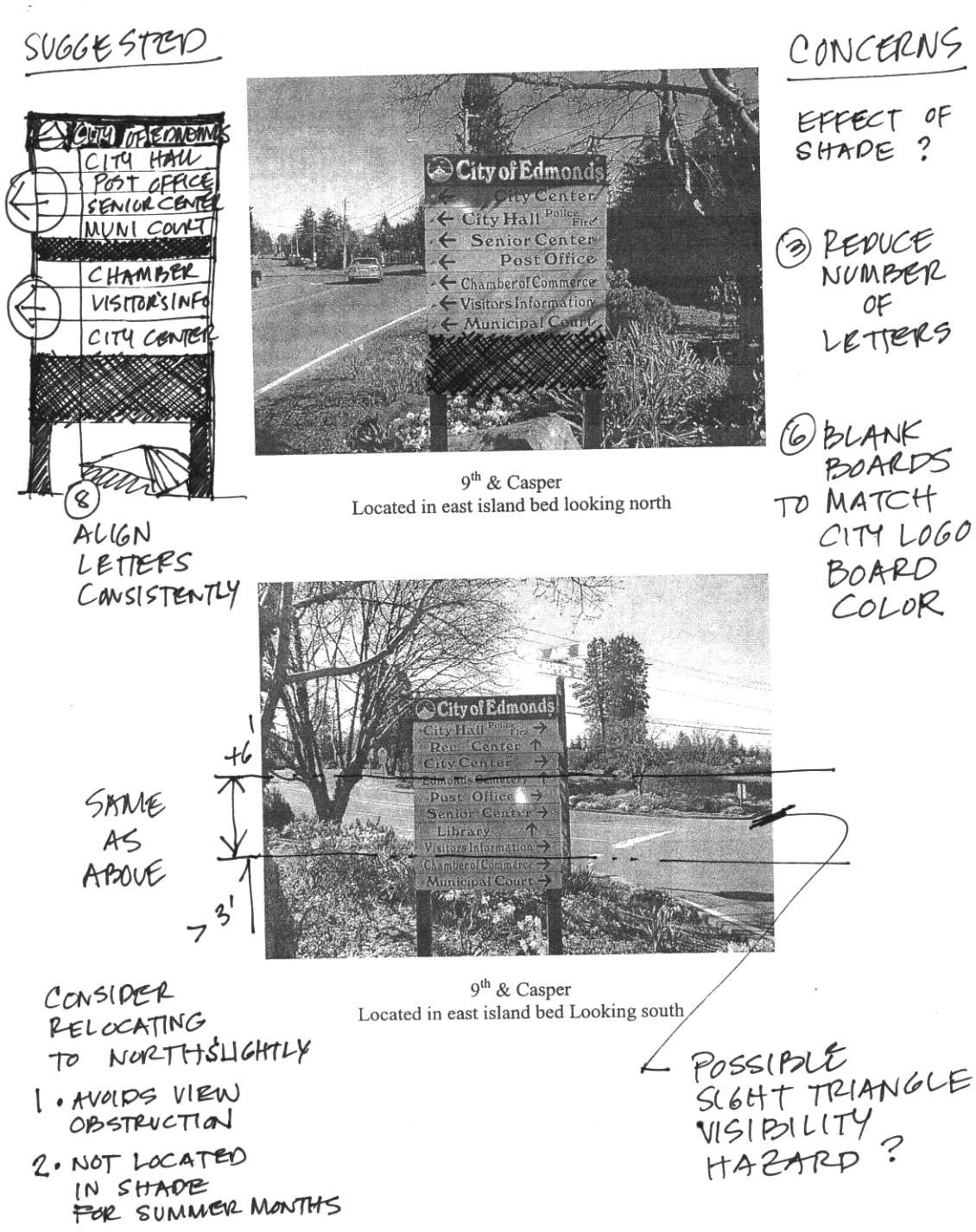
Westgate along SR-104
N.E. corner looking north

WHAT MATTERS MOST AT EACH SIGN LOCATION?

For each sign location, the analysis identifies the key factors that apply to that particular sign location and purpose.
At the Westgate gateway entrance to the city, along SR 104, generally the existing sign shown above is well sited for a pedestrian walking in the crosswalk headed north across SR 104. There is a possibility that the sign diverts pedestrian attention away from looking at the automobile traffic and possible turning movements by cars at this busy intersection. There is a good landscape background to keep the viewer's focus on the sign information at all times of day and all seasons. However, there are too many individual sign plates to absorb - even for a pedestrian facing the sign and crossing a state highway.
The driver or passenger in vehicle eastbound or westbound would not typically even see this sign at all, because the existing sign is located parallel to the major flow of traffic along SR 104. Turning the sign 90 degrees would change the major purpose of the sign to drivers for the ferry and Downtown Edmonds, as a "gateway sign" addressed in Appendix C. If the goal is to retain all of the sign text at this location for a primarily pedestrian sign, then some streamlining could be done. For example, one could drop the word "Memorial" and only include the word "Cemetery".
Also, color coding (blue for left, green for right, etc.) and grouping all signs that head in the same direction could greatly simplify and enhance the existing sign format, through normal replacement of sign plates over time.
These general comments apply to nearly all of the sign locations reviewed.



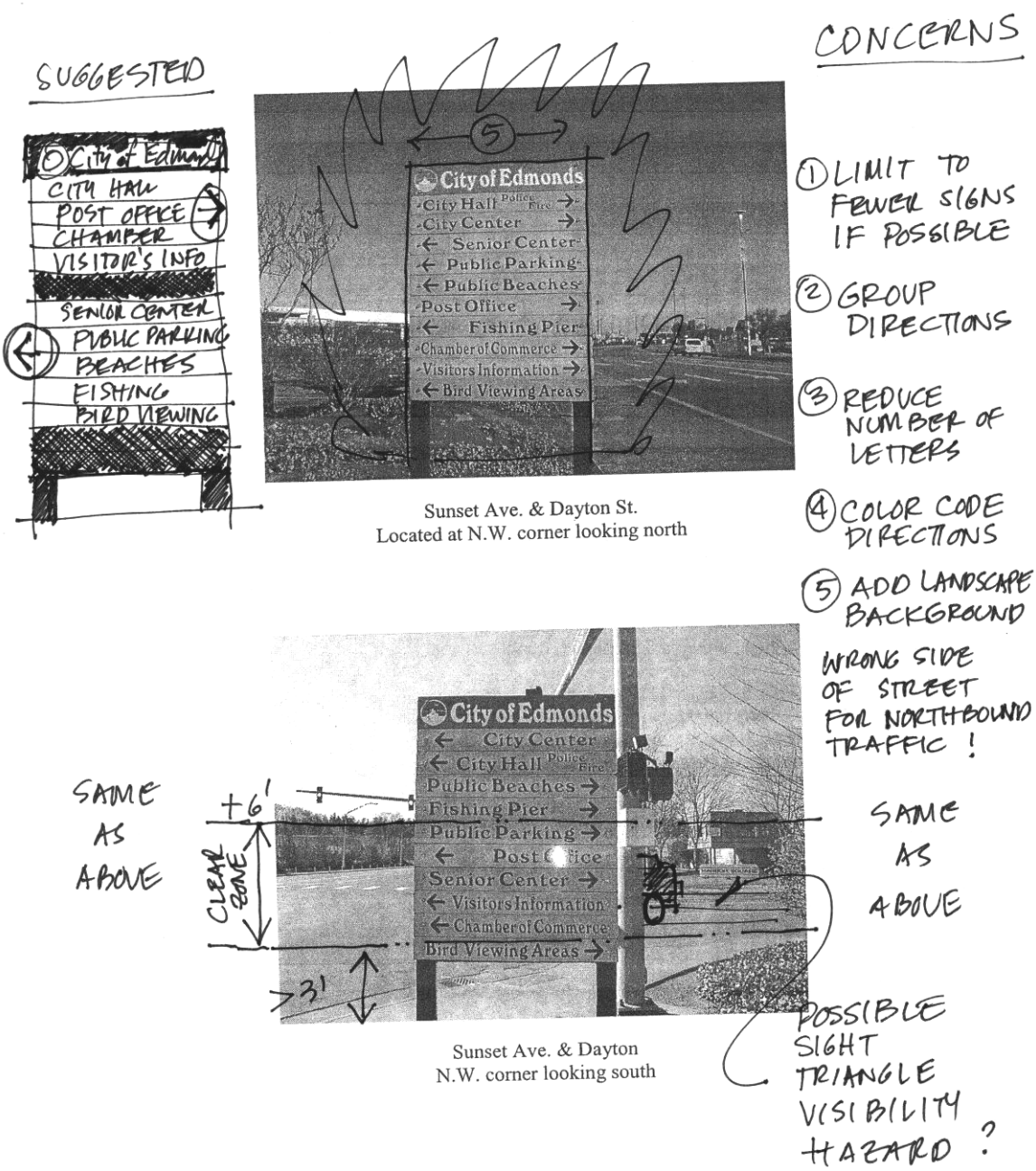
Several locations at busy intersections represent possible sight visibility hindrances to drivers, or information on directions that are in located in the expected places. These sign locations would benefit from removing sign plates within the general 3'-6" to 6'-0" height zone (if the sign remains at the current locations) or if the sign is relocated away from intersections. Generally, the signs should not be located within 25 feet of the intersections of paving edges (curb and gutter line or edge of pavement) at two major streets, or at the intersection of a street and driveway.



BACKGROUNDS FOR SIGNS

Some signs would benefit from creation of a dark background or separation between blocks of sign plates. This upgrade could easily be done at sign locations that have few sign plates, or at locations where sign plates can be reduced and consolidated.

The contrast and visibility of the sign is also affected by seasonal factors (shade in summer, sun in winter) under deciduous tree canopies at certain locations.



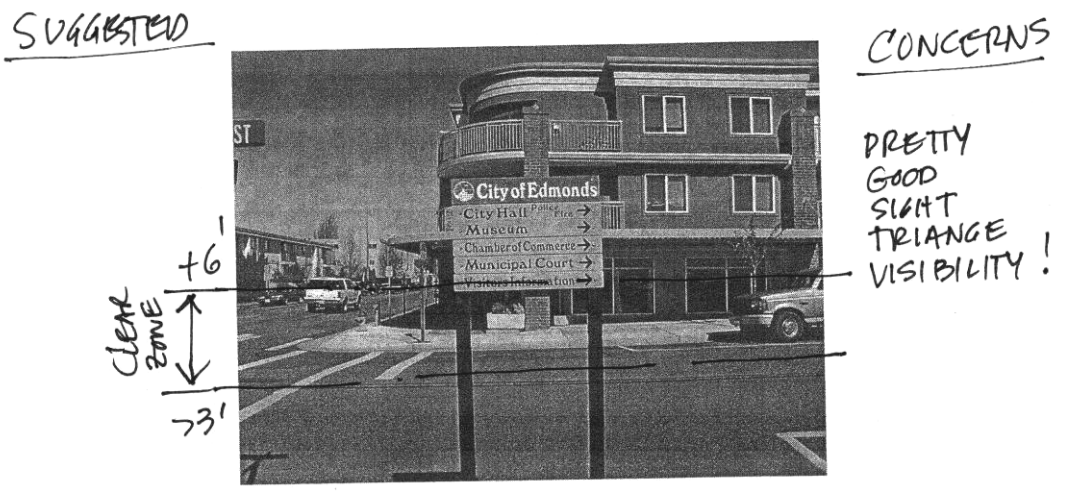
Sunset Ave. & Dayton St.
Located at N.W. corner looking north

Sunset Ave. & Dayton
N.W. corner looking south

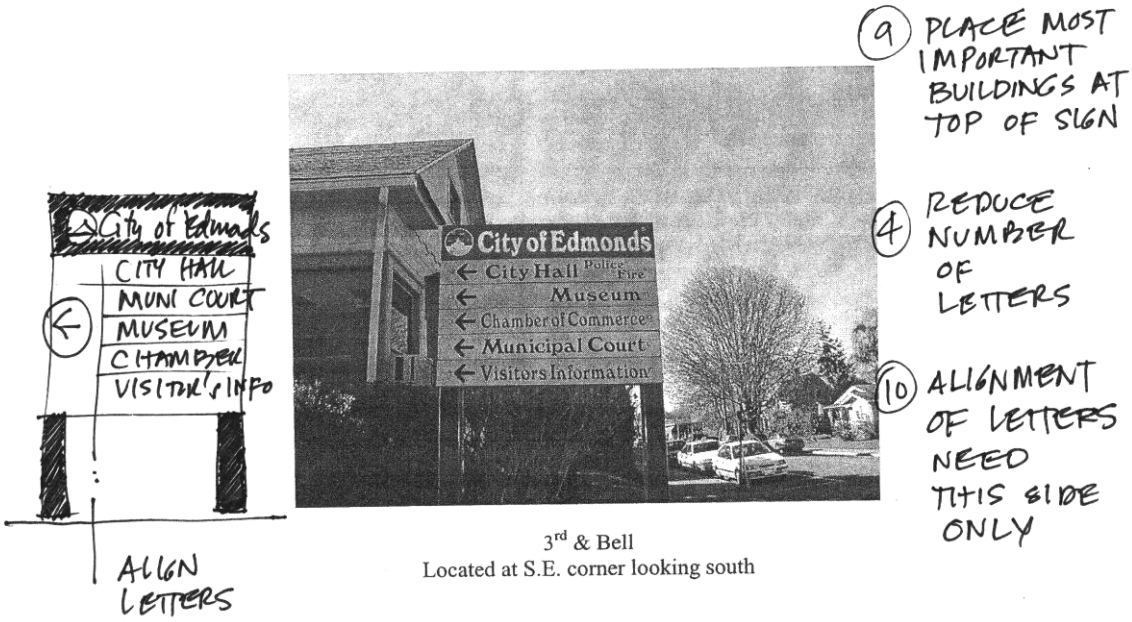
LANDSCAPE BACKGROUND

Generally speaking, the existing signs not located in the downtown area can benefit from the introduction of a landscape background. The suggested planting would consist of evergreen broad leaf or evergreen coniferous hedge type plantings. (Specified in Appendix C for the Westgate location.)

At Sunset & Dayton NW Corner looking south, there is a sight visibility hazard that may need to be addressed first before adding background screening to the north or south side of the sign. Since the sign is primarily driver oriented, the sign needs to be greatly simplified into “right turn” and “left turn” destinations, if only one sign location will be maintained.

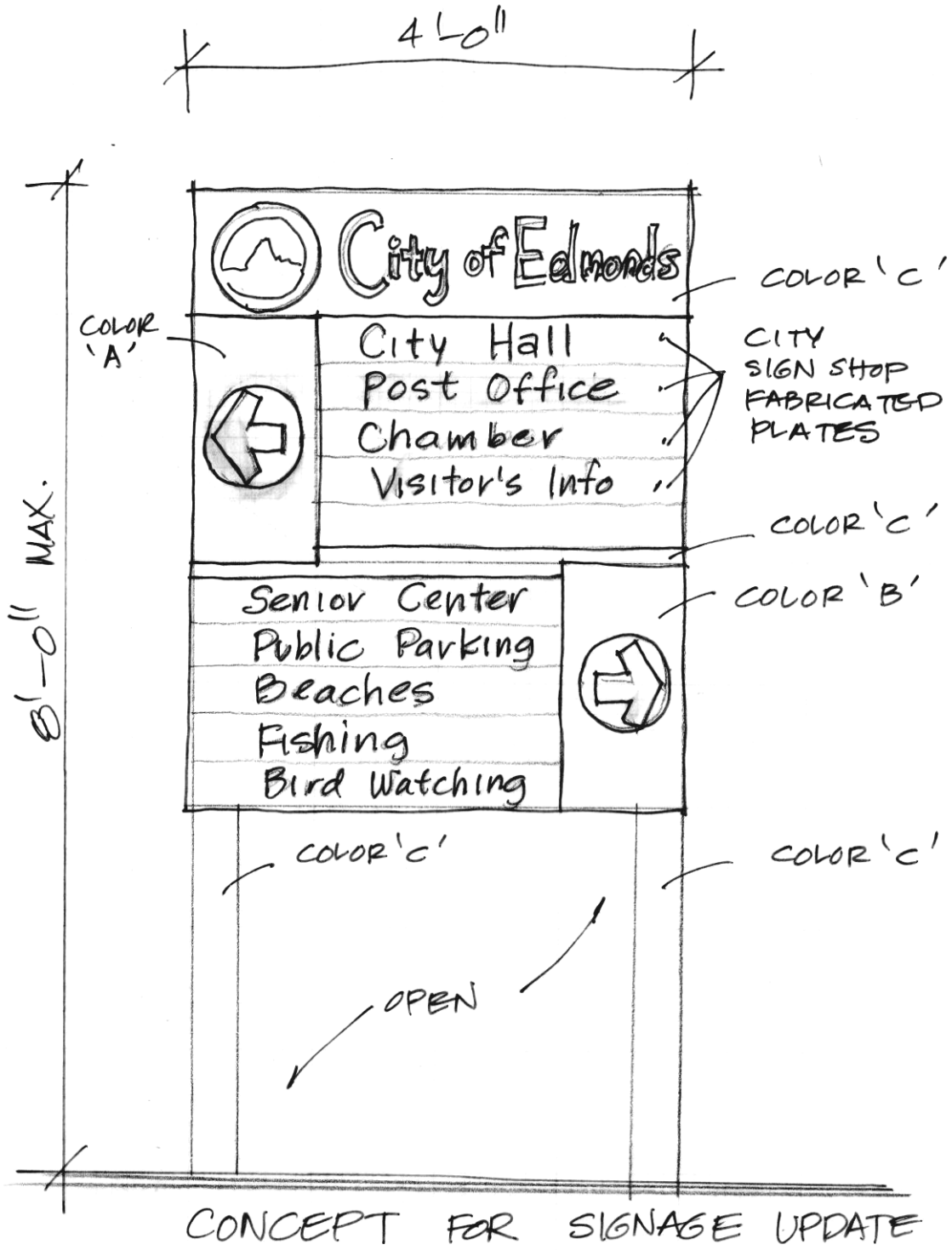


3rd & Bell
Located at S.E. corner looking north



3rd & Bell
Located at S.E. corner looking south

The above sign at 3rd & Bell was found to be one of the best examples for several reasons. The sign maintains a "clear zone" for good driver visibility, works for pedestrians, and keeps the number of sign plates to a manageable number and consolidates the movement to one direction. A major recommendation would be to provide a single arrow (instead of 5 arrows) and perhaps reduce the amount of text on individual sign plates (Example: "Visitor Info" rather than 'Visitor Information") while maintaining the essence of the sign message.



CONCEPT FOR SIGNAGE UPDATE

PUTTING IT ALL TOGETHER FOR CHANGES

As a summary of what might be done by the City of Edmonds for the Street Sign Program within the available budgets and resources for sign program, the drawing above has been prepared to reflect the key concepts observed at several locations. It is suggested to eventually update the "City of Edmonds" name at all locations when the top sign needs to be replaced in a more contemporary type font, by elimination of the serif type font. Four suggested type fonts appear on the page below. A subtle change in the type font will reflect the City of Edmonds keeping up with other new communities as well as providing continuity for long time residents and regular visitors who are accustomed to the general look of the current "City of Edmonds" identity.

City of Edmonds — Franklin Gothic Heavy

City of Edmonds — Franklin Gothic Demi

City of Edmonds — Franklin Gothic Book

City of Edmonds — Franklin Gothic Demi Condensed

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890 — Franklin Gothic Heavy

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890 — Franklin Gothic Demi

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890 — Franklin Gothic Book

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz — Franklin Gothic Demi Condensed

Appendix E - 4th Avenue Arts Corridor

INTRODUCTION

NORTH SITE ANALYSIS

"Make no little plans. They have no magic to stir men's blood and probably themselves will not be realized.

Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency."

Daniel Burnham, (1864-1912)

The City of Edmonds in 2005 adopted a Downtown /Waterfront Plan in which 4th Avenue North was listed as a potential Arts Corridor. This master plan investigates and builds upon the idea of 4th Avenue North becoming a stretch of public right-of-way that celebrates the Arts heritage in Edmonds. The concept is presented starting on p. 88, with the introduction providing background on how it was developed. The project area stretches for a block on either side of 4th Avenue, from its intersection with 3rd Avenue North to the north to its intersection with Dayton Street to the south (see diagram).

The project frequently solicited the opinions and direction from the community and city staff. In discussing their goals for the master plan the community clearly expressed their preference as follows:

- Enhance the experience of attending the Edmonds Center for the Arts (ECA);
- Capitalize on and direct ECA attendees to downtown to help stimulate its economic development;
- Maximize the opportunity to create a unique pedestrian connection dedicated to walking, the arts and community;
- Integrate the Arts Corridor concept into the downtown framework;
- Celebrate variety and encourage mixed- use development with a partiality towards upper story residential[1] uses;
- Instill a fine-grained[2] development pattern; and
- Line the street wall with facades crafted with relief, recesses and dimension.

[1] Residential uses on upper stories provide the additional benefit of oversight and ownership of adjoining streets for the full 24-hour period. Therefore, such mixed-use areas are better maintained and safer as residents provide onsite vigilance.

2 'Fine grained development pattern' refers to the traditional footprints of historic cities, where the blocks are small and allow for frequent pedestrian access across a block. Studies have shown that successful pedestrian environments are based on a fine-grained development pattern. People are reluctant to walk along long (more than 200') blocks or a single block expanse of building.

ISSUES

Meeting with City Staff.

The community made a list of issues that they wanted the master plan to be cognizant of and address:

- Parking is perceived as a problem
- The street is asymmetrical in certain sections
- The appearance of the street needs to improve
- There are a number of dog walkers
- Foot traffic is high at Rick Steve's building during special events
- Street life after 7pm is presently low and needs to be encouraged
- There is a lack of affordable housing
- There are some properties that have access directly off of 4th Avenue N. though almost all properties have rear alley access
- Consider real estate investments of homeowners.

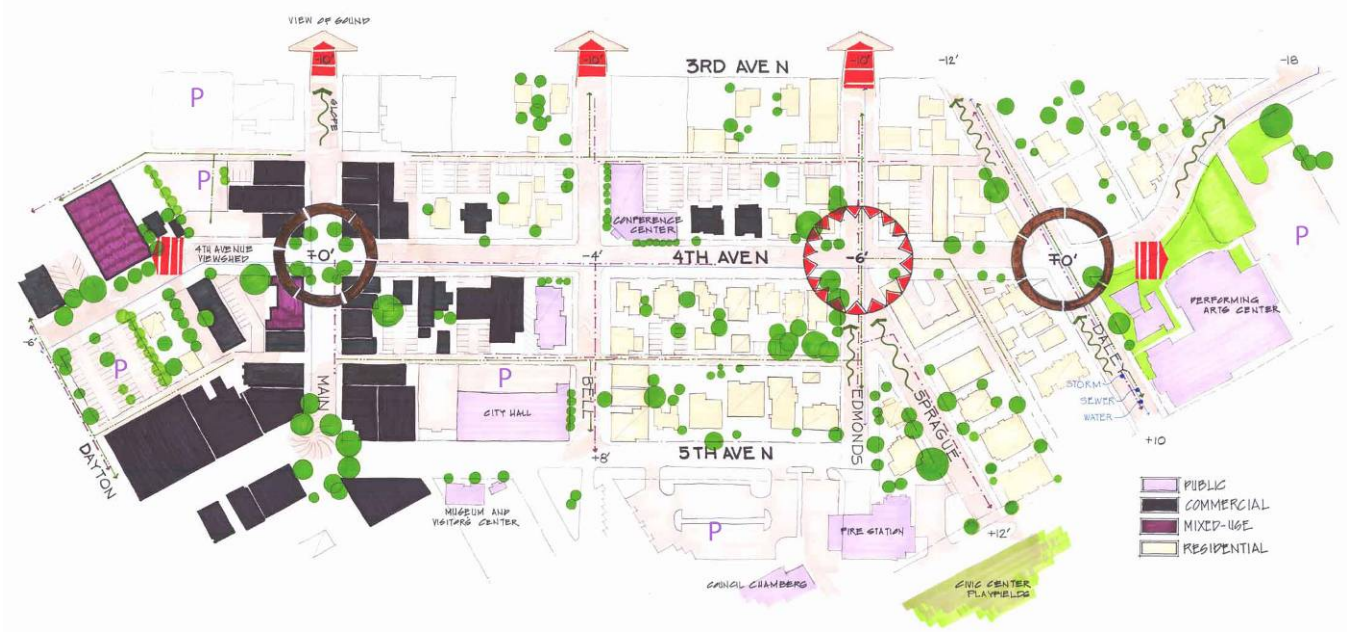
DESIGN OPPORTUNITIES

Community members and staff review boards at the first public meeting.

Through several moderated discussions, the community directed the design. They suggested:

- Create a transition between public/private spaces
- Keep space for outdoor use
- Provide access to toilets
- Would like space for "Plop Artists"
- Encourage outdoor cafes
- Facilitate developments that can accommodate artist studios
- Allow for street artists
- Preferred uses along the street include Arts/ Crafts Shops, cafes, galleries and museums
- Incorporate places for resting such as swings/seats
- Perhaps zoning could allow for adjacent buildings to host Bed and Breakfasts
- Use existing building setbacks for plazas
- Re-configure 4th Avenue N into one-way, north-bound, with occasional angle parking
- Introduce more greenery, perhaps planters and public pocket parks
- Access from the fire station to 4th Avenue must be maintained along Edmonds Street.

SITE ANALYSIS



Dramatic Topography and Views

View towards the Sound from 4th Avenue N. at Bell.

View towards Sound from 4th Avenue S. at Dayton.

Armed with the above observations, the design team did an elaborate site reconnaissance through several walking tours and photo sessions. Several key themes emerged during these site visits that began to inform the evolution of the final design.

- There is a subtle drama in the topography that can be played up. The intersections of 4th with Main Street and Daley are at the same elevation. The stretch of 4th in between gradually dips to 6 feet below this elevation at the Edmonds Street intersection. This slope is more prominent between Daley and Edmonds Street.
- The topography also slopes gradually towards the Sound, and terminates at a spectacular cliff above the water. This affords a stunning view towards the Puget Sound from Dayton, Main, Bell and Edmonds Streets.
- A stretch of 4th Avenue from several hundred feet south of Main Street up to Daley Street is straight. Beyond these intersections, the road bends at both ends. This creates a viewshed that terminates at the ECA in the north and at the mixed use development south of the public parking towards the southern end of the 4th Avenue project area.

Barren Streetscape

Asphalt covers most of the right-of-way along 4th Avenue N.

Circulation and Parking

City *Federal*

Road Classification

Newer developments that want to make full use of their property under current zoning put parking facilities underneath. If well designed, these garages are accessible from the alley, and yet allow for commercial uses at the street level.

Much of 4th Avenue's right-of-way is asphalt. Buildings north of Bell Street are set back and low in scale. Sidewalks are narrow and vary from 5-8 feet in width.

- There is a noticeable lack of trees along 4th Avenue as shown in the Site Analysis Diagram above. Any significant greenery is on private property. Recent projects have planted street trees.

- 4th Avenue N. is a local street and basically serves traffic to and from adjacent establishments. It is designed with two-way lanes and parallel parking on both sides.

- Main Street is a Minor Arterial and serves the circulation needs of the Downtown/Waterfront area. Dayton Street is a collector from the Waterfront to 9th Avenue and as such provides for smaller movements with the downtown/ waterfront sub-area. Third Avenue N. is the only Principal Arterial within the project area as classified under federal standards. Its function is to allow for movement across downtown with the maximum number of trips being "through-trips" and a small percentage of trips serving adjoining uses. Under the City of Edmond's classification, the road is a Minor Arterial.

- There are large parking lots at City Hall and at the Public Safety complex, and several more that are owned by private businesses. These have all been identified in the above site analysis. The renovation of the ECA will create 90 parking stalls on site. The completion of Phase II of its site development will yield a parking garage with a total of 248 stalls

- Some developments have placed their parking facilities below street level. This allows for full redevelopment of the property, as currently allowed through zoning in the downtown core.

Note the well-designed pedestrian access from the parking to 4th Avenue North.

- All streets within the project area allow for on-street parking. Currently, the length of 4th Avenue accommodates approximately 141 unmarked parking stalls.
- Several businesses have converted older homes for commercial use. These establishments have redesigned their rear yards to accommodate much of the parking needs of the business. These rear parking lots are connected to 4th Avenue via pedestrian walkways. These set up an excellent precedence for future development in the area. This pattern of development is extremely pedestrian friendly and allows for a "fine-grained" redevelopment of the area.
- Accessing parking from the alley places a greater emphasis on their design and maintenance.
- There are a variety of uses along 4th Avenue. These vary from Commercial, Mixed-Use, Public, Semi-Public and Residential.

Distribution of Uses

A historic Church is juxtaposed with the headquarter building of the well known travel expert, Rick Steve.

- The commercial uses are generally aggregated around Main Street.
- North of Bell Street there are primarily residences with some older homes being used for commercial purposes.
- There are several key public facilities and institutions along 4th Avenue such as the Edmonds Conference Center and the ECA.
- Along 5th Avenue there are a Fire Station and City Hall, Historic Museum and Visitors Center.

Utilities

- There are few utility lines on 4th Avenue N., mainly a major storm drain between Main and Bell Streets.
- Edmonds Street is a major utility corridor.
- Road repaving over the years has created an inappropriate road profile along 4th. The profile peaks in the center such that it rises at places nearly 1 to 2 feet above the level of the sidewalk. The road has not been re-engineered or seen any significant improvements for over 75 years.

Alternative Design Scenarios

On November 10, 2005, approximately 30 residents gathered for a workshop hosted and facilitated by City staff and the design team. Here are the results of the interactive public meeting.
Three alternatives for the 4th Avenue project area (5 blocks long x 2 blocks wide) were shown. Color presentation boards depicted each of the 3 alternative plans with sections and photographs, to display a wide range of choices. To help explain the design concepts, a one-page handout compared and contrasted 5 major considerations for each of the 3 alternatives – Public Realm (sidewalks), Transportation, Buildings, Design Features, and Cost / Phasing.
The three basic plan alternatives were described.

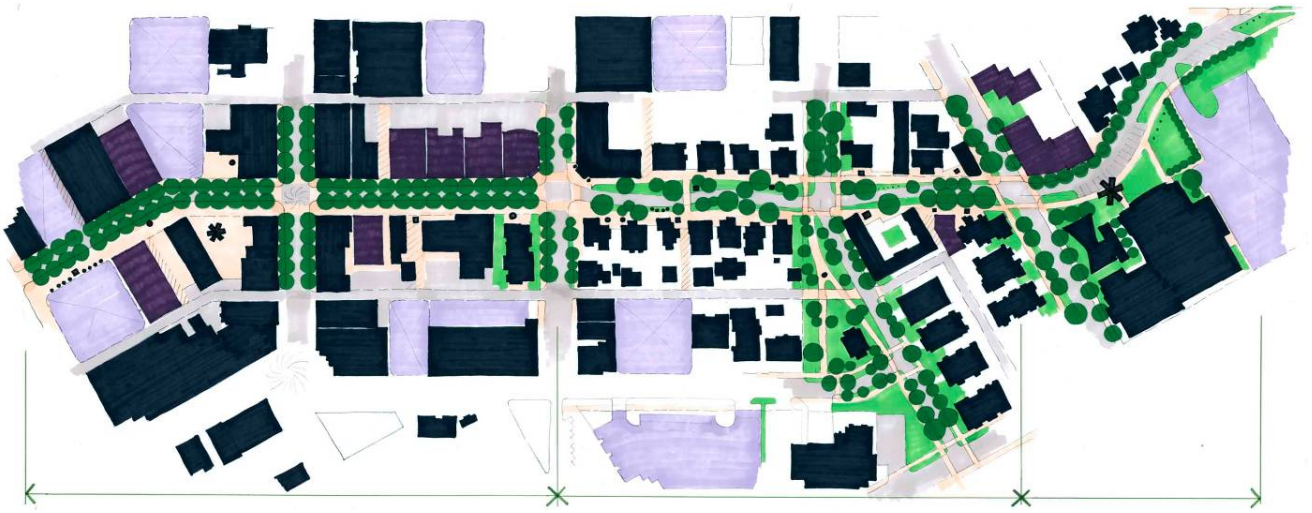
Three Pauses – a plan that features 3 segments: with wider sidewalks on the east side of the street in the south segment, a curvilinear boulevard treatment in the middle section, and on-street parking with traditional sidewalks in the northern most section.

Meandering Channel – a fluid plan for a paved "plaza" street where pedestrians – not cars – rule; a truly European street in Edmonds.

String of Beads – a "conventional wisdom" plan for evenly dispersed site amenities based on the current parking and traffic patterns.

The goal of the workshop was for the design team to get a better understanding of preferences and thereby get direction from 4th Avenue stakeholders – residents, tenants, property owners, civic activists, etc.

THREE PAUSES



Public Realm (sidewalks) and Art

- Sidewalks on both sides, with the east side wider
- Sidewalk meanders in mid section of Corridor
- Midblock crossings and public pedestrian mews are allowed for access to district parking

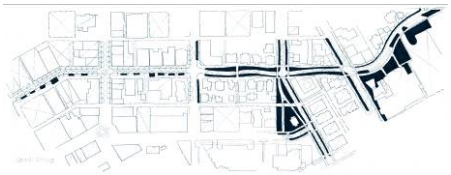
Circulation

- Based on existing two way traffic access and parking pattern
- No on-street parking
- Parking is accommodated in district parking lots

Buildings

- Building character differs in the three sections
- Based on existing zoning and height limits and pattern – zero setback building facade
- New infill development is anticipated to maximize the envelope allowed in zoning
- Large historic district
- Artist residency on 4th Avenue encouraged.

Landscaping

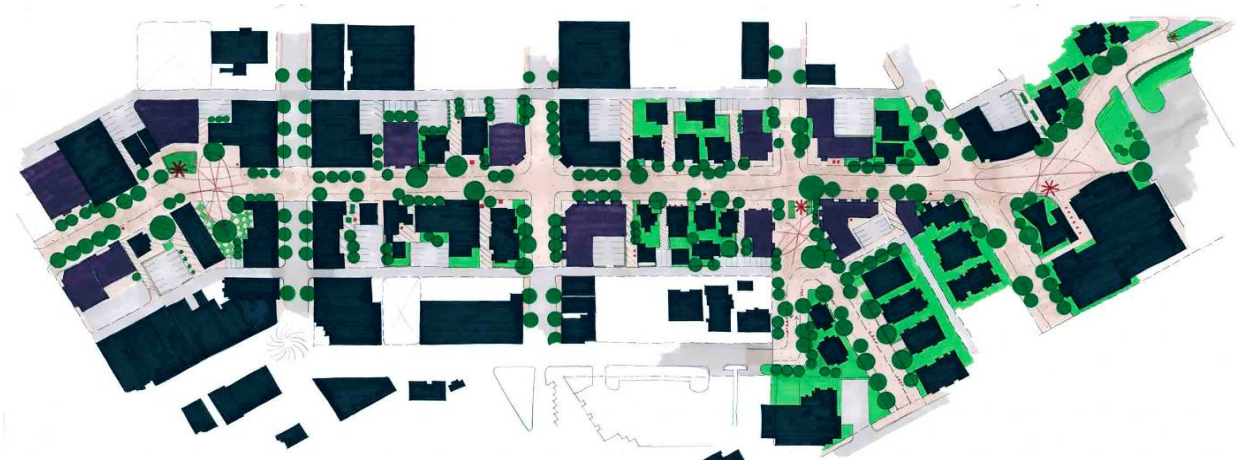


- Public art emphasis at entrance to ECA
- Art also highlights the path as vertical features
- Landscaping treatment is differentiated in the three sections, with the middle section having generous medians on both sides. Street tree pattern is rhythmic in the southern and northern sections of street and random in the middle

Cost

- Moderate

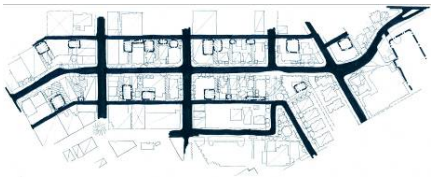
MEANDERING CHANNEL



Public Realm (sidewalks) and Art

- Based on European sidewalk pattern of "woonerfs" with the public parking lot south of Main and the Edmonds Street intersections converted into piazzas
- The entire right of way is open to pedestrians enabling multi-directional walking
- "Mews" or pedestrian access to rear parking is encouraged on private property

Circulation



- Two way traffic or one-way north with one lane of parking
- Changes driver expectancy and requires driver to yield to pedestrian
- Rear of property or rear ground floor of buildings accommodate parking needs

Buildings

- Setbacks allowed if used for public open space/uses
- Planned redevelopment features lesser historic preservation in mid section of project area
- Major public art and plaza at entrance to ECA and at proposed two plazas

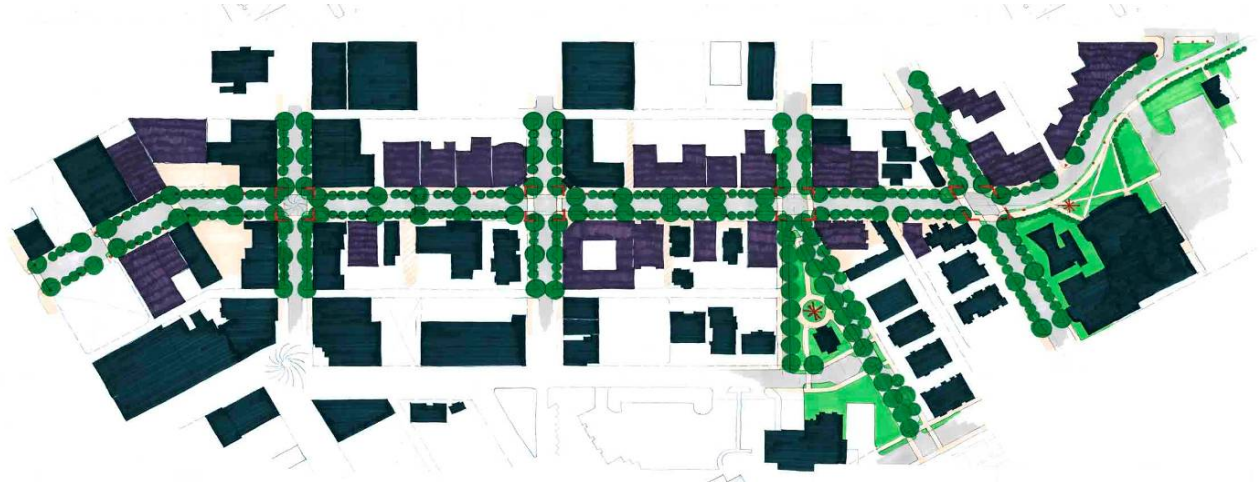
Landscaping

- Less street tree coverage than other proposals, but more than existing condition
- Special pavers for the full curbless right-of-way

Cost

- High, requires project phasing

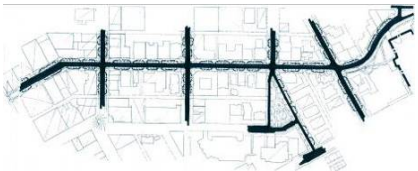
STRING OF BEADS



Public Realm (sidewalks) and Art

- Based on existing sidewalk pattern but sidewalks on both sides of streets are widened to 11 feet
- Public pedestrian mews provide access to alleys
- Vertical art elements are placed at regular intervals within the bulb-outs
- Public art is emphasized at entrance to ECA and at the Edmonds Street Park site

Circulation

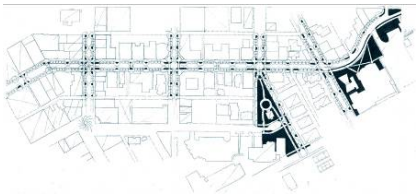


- Based on existing two-way access and parking pattern
- Some parking stalls are replaced with landscaped bulb-outs

Buildings

- Based on existing zoning and height limits and pattern
- Historic preservation is less of a priority and buildings are redeveloped with zero-setbacks

Landscaping



- Bulb-outs accommodate landscaping and art
- Street tree pattern (1 tree / 20 feet; 1 large tree / 100 feet) allows for maximum shade
- Special paving design at key intersections
- The Edmonds Street intersection is reconstructed into a park such that traffic has direct access from 5th Avenue North to Sprague Street

Cost

- Moderate

COMMUNITY FEEDBACK

Most attendees participated in the preference scoring exercise. The high level of participation can be interpreted to indicate that residents and property owners really do care about the future of 4th Avenue.

TOP 3 ISSUES ON NOVEMBER 10

Three topics were identified as "top issues" which received the most comments from meeting attendees.

Put the Parking in the Back

For serving access from cars and the pattern of parking, the "alley parking" concept was a very decisive preference over the current on-street parallel parking. The wide margin of preference for "alley parking" was the largest spread of any idea presented and queried by CREÄ.

Dispersed Art

There is no question that the role of artists and art will be central to any proposal for 4th Avenue. When asked how best to feature art, there was a slight preference for dispersed public art opportunities rather than just a few major art pieces at selected locations along 4th Avenue. The dispersed art concept is successful in downtown Portland, OR and other great downtown areas including major Arts Districts located in Fort Lauderdale Arts & Science District & Riverwalk, Dallas Arts District, and Santana Row in San Jose, CA.

Possible New Open Space

The consultants identified a triangular shape of private property located between Sprague Street and Edmonds Street that can make a very strong urban design feature, if developed as a public open space. The bold new concept now referred to as "Art Park" has the potential to be a major new public open space initiative linking Civic Playfields and 4th Ave., and the support was very broad.

For the possible design and layout of the new "Art Park" open space concept, the preference was decidedly for a "central park" concept with a large open space or a park along one side, rather than a hardscape "piazza" or "plaza." Methods to make this idea a reality might include public acquisition, public/private development, or possibly a donation of currently private lands at such a strategic location.

OTHER ISSUES

Other 4th Avenue Arts Corridor topics attracted interest, with a variety of comments by attendees about what they liked.

Making Pedestrians In Charge of 4th Avenue

When asked about preferred patterns for the use of public land (street right-of-way) portion, the paved streetscape with some trees in a European pattern (the Meandering Channel alternative) came up as the most preferred. In such a plan, pedestrians would have the top priority for right-of-way use, and vehicle traffic and parking would come second. Such a plan recognizes that many residents with a great love of travel and walking, along with the local arts community, can celebrate a great people place called 4th Avenue in Edmonds.

Building Profile

In looking at the details for redevelopment of existing buildings located on private property, the "cottage" style character and patterns based on retaining more residential structures with new uses was just about evenly split with those who preferred new modern infill development. This pattern would replicate current development in other areas of downtown under the current zoning limits. This pattern features residential and/or office uses on second floors with retail, food or activities located on first or ground floors, with parking in the building, under ground or behind the building served by an alley or access drives from 4th Street. However, there was an overall preference for mixed use development, even in the older structures.

Change & Continuity Perspectives

When specifically asked to focus on the on how much to retain of the existing residential structures located between Edmonds Street and Sprague Street, changing toward new zero setback mixed use buildings seemed to be preferable over keeping one story residential buildings with large front yards along the street. Each city has its own unique balance of keeping the past and making the future. Clearly, there is consent to make some changes in Edmonds along 4th Avenue, while retaining some of the character of the area at a few existing sites.

For Pedestrian Flow Patterns – Broader is Better

When asked about wide areas with uni-directional walking opportunities compared to the status quo of 2 parallel sidewalks along the east and west side of 4th Avenue, the attendees preferred the European example that makes the car and drivers second in priority to the pedestrian. This pattern is preferred for several reasons – maximum public use areas for displays at events, opportunities for random patterns of trees and art along the street, freedom to walk diagonally and cross street at closer than street intersections and more creative "place making" opportunities to make a visit to Edmonds memorable.

People Want More Green

When it comes to green space, more is better. The two plans that create wider planting areas at major locations (such as the ECA site or new locations) were viewed more favorably. Clearly, when thinking about the current need for adding trees for shade, plantings for ground eye level interest and seasonal interest, the wide preference is to make 4th Avenue more "green". The green space issue is second only to the parking layout, for clarity of preference.

Varied Character

There seems to be an overall preference for varying the character of the street along its length. Whether that is differentiated as two or three districts or one district with a variation in character along its length does not seem to be very relevant. The greater concern is that the street should not appear monotonous and repetitious or "typical" in anyway.

For Auto Traffic & Access, Use Alleys

Usually in a project like this, traffic is the number 1, 2 and 3 issue. For 4th Avenue, the other issues are more important – design, layout, art, etc. When asked about traffic patterns, given 2 basic choices, the attendees were consistent with other issues (alley access, making pedestrian areas wider, etc.) when they selected using alleys east and west of 4th Avenue for more circulation and access, compared to the status quo of parallel parking in front of properties.

In addition to the Team's interpretation of the preference marking exercise, it received many written comments and suggestions. Incorporating all the above comments, the Design Team laid the Top 10 Principles that would guide the final design. They are:

- Put the parking in the rear of properties and accessible through the alley
- Disperse art in addition to the major pieces at the two termini
- Capture possible open space at Edmonds Street
- Prefer a park at Edmonds Street over a plaza
- Make pedestrians in charge of 4th Avenue N.
- Vary building profile
- Encourage redevelopment over preservation
- Introduce more greenery
- Vary building use
- Reduce auto access.

4th Avenue Arts Corridor Conceptual Master Plan

The 4th Avenue Concept Master Plan assimilates the direction provided by the community, merchants, City Staff and Planning Board. It includes the major ideas that emerged through Design Team's discussions with these stakeholders.

The overall theme for the Master Plan is "Unity and Diversity." The Plan recommends that while efforts are made to bring some consistent level of improvements and design to the street, its varying character needs to be respected and enhanced.

As such, it is not recommended that this plan be realized through the intervention of a single developer or development plan. Rather, the plan relies on the continued and gradual transformation of the Downtown/ Waterfront area in Edmonds. While the diagram does not focus on the details, it provides some clear direction in terms of elements and functions of the street that need to change over the course of this transformation.

In creating a distinct environment and experience in Downtown, the plan recommends that residents and businesses explore new ways of maximizing the use of the public right-of-way. This includes an examination of how each building relates to the public right-of-way and how the street ambience succeeds in drawing residents and customers to Edmond's Downtown.

The public right-of-way is currently dedicated primarily to the circulation of vehicles in the area. This has occurred at the expense of attractive and healthy landscaping, interesting places for people to congregate in small groups and a pleasant pedestrian experience. Recently, there have been a number of studies that have traced and measured the benefits of a "green" pedestrian experience.

- A 2003 study of Urban Forest in the Delaware region concluded that the environmental benefits of urban forests, including air pollution control, storm water management and carbon sequestration, amount to billions of dollars. New Jersey forests included in this study provided annual benefits of $4.1 billion for air purification, $3.3 billion of avoided costs in storm water reconstruction, and 5,200 tons of sequestered carbon.

- Researchers have found that every $1 invested in watershed protection can save from $7.50 to $200 in costs for new filtration and water treatment facilities.

- A ground-breaking study from the Wharton School of the University of Pennsylvania now offers solid evidence that investment in greening yields significant economic returns, specifically, dramatic increases in real estate values. The study, called "The Determinants of Neighborhood Transformation in Philadelphia: Identification and Analysis—The New Kensington Pilot Study, was developed and produced by Susan Wachter, professor of real estate, finance, and city and regional planning at the Wharton School.
- The organization, New Economics, states that good quality environments can also have business benefits, both in terms of attracting business investment and increasing trade, as people obviously prefer to shop in pleasant and safe environments. Research shows that in the US, small businesses in particular rate green and open spaces as their highest priority when choosing their location.

The Georgia Forestry Commission recounts studies that show that trees increased business value. Trees also enhance community economic stability by attracting businesses and tourists.

- Customers are willing to pay as much as 10 percent more for certain goods and services if businesses are located on tree-lined streets.
- Consumer product testing in shopping areas with large numbers of shade trees were rated 30 percent higher than identical products rated in shopping areas that were barren of trees.
- Tree-lined business and retail districts encourage patrons to linger and shop longer.
- Increased retail business districts attract new businesses to these districts, which helps to attract more convention business to a region.
- The presence of trees has a positive effect on occupancy rates and residential home sales. Neighborhood green spaces or greenways typically increase the value of properties located nearby.
- Healthy trees can add up to 15 percent to residential property value.

Ultimately the Master Plan implementation will require an honest discussion of the City's vision for its future and an exploration of the tradeoffs that need to occur for the plan to be realized. How vehicles are accommodated in an environment that gives precedence to pedestrians is a crucial part of this equation. A similar concern is how sidewalk clutter will be managed in the future. Often times, street signs and poorly placed furniture can be disincentives for a pleasant walking experience.

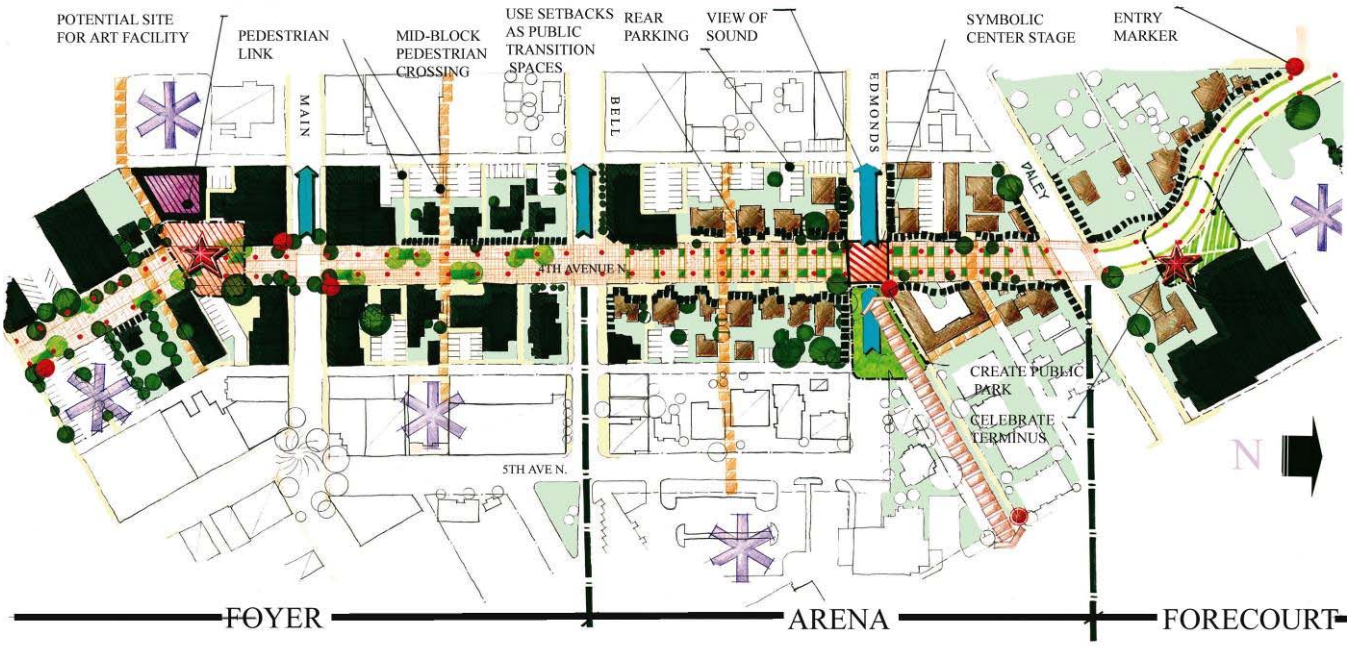
There are many developments that need to occur for the vision in the Master Plan to be successful. Above all, the surrounding blocks need to generate a higher level of activities. A critical mass of residents and draws along the corridor are important for a pedestrian space to be successful. It might be prudent to wait or actively solicit the development of this "critical mass". Economic development interventions that include publicity, Local Improvement District (LIDs) to generate funds for short term improvements, low interest improvement loans to building owners to expand their establishments for mixed use, and extensive programming of activities on the corridor are among some of the activities that can expedite the transformation.

At the same time, the downtown business community can also contribute to the immediate and long term benefit of this project. By collaborating with large events, businesses could take advantage of the large crowds and keep their businesses open after hours. Event planners can also coordinate with and direct visitors to businesses that are open after hours.

Lastly, the success of this project can only be assured by continuing the relationship and open communication established through this project. It is recommended that the City establish a permanent 4th Avenue Arts Corridor Steering Committee consisting of project supporters and plan for regular meetings, programs and updates with the group.

▪

Master Plan Principles



CELEBRATE THE ARTS

4th Avenue North is uniquely situated to celebrate Edmonds' arts heritage. Proximity to the ECA and the annual events in the Civic Playfields defines the street's importance in the City's cultural landscape. It is in light of this opportunity that the redesign of 4th Avenue N. is set within the context of and is a celebration of the Arts.

The Master Plan suggests emphasizing and preserving the unique characteristics of the street, including the natural topography along its length as well as the views into the Sound. Viewsheds of the Sound along Dayton, Main, Bell and Edmonds Streets should be protected.

PLAY UP ITS STRENGTHS

The Plan revolves around a focal point at the Edmonds/ Sprague intersection which is a natural dip in the road's profile. It suggests using streetscape improvements to emphasize the focal point. At the same time the Plan captures the two visual termini at either ends of the street with spectacular open space, landscaping and art enhancements.

CREATE VARIETY

The Master Plan responds to the three distinct characters of 4th Avenue in the Project Area. The plan recommends that the street's existing character is emphasized in a way that divides the street into three distinct sections:

- Foyer (Dayton to Bell)
- Arena (Bell to Daley)
- Forecourt (Daley to 3rd).

Vary the landscaping configuration and lighting in these sections to create interest and a variety of "outdoor rooms." These street sections are discussed in greater detail below.

UNIFY THE EXPERIENCE AND APPEARANCE

The Master Plan suggests there should be unifying elements in the landscape within the variety of 4th Avenue's three sections. Proposals include a single surface paving treatment and a string of light/art elements. Strategies that govern parking could imbue some uniformity and consistency along the corridor. For instance, a parking district or a zoning revision that requires most or all parking to be placed and accessible to vehicles from the rear of properties, can also help introduce some standard expectations and practice along the corridor.
Similarly, changing zoning to support pedestrian walkways that connect rear parking to 4th Avenue every 150-200' or so can create a unique yet repetitive element along the street. Several new mid-block crossings along 4th as shown in the Master Plan can help support walking and encourage frequent pedestrian connections through the blocks.

CELEBRATE SUSTAINABLE PRACTICES

In redesigning the corridor, it is critical that the new interventions improve the street's performance. This includes improving storm water runoff quantity and quality through the following:

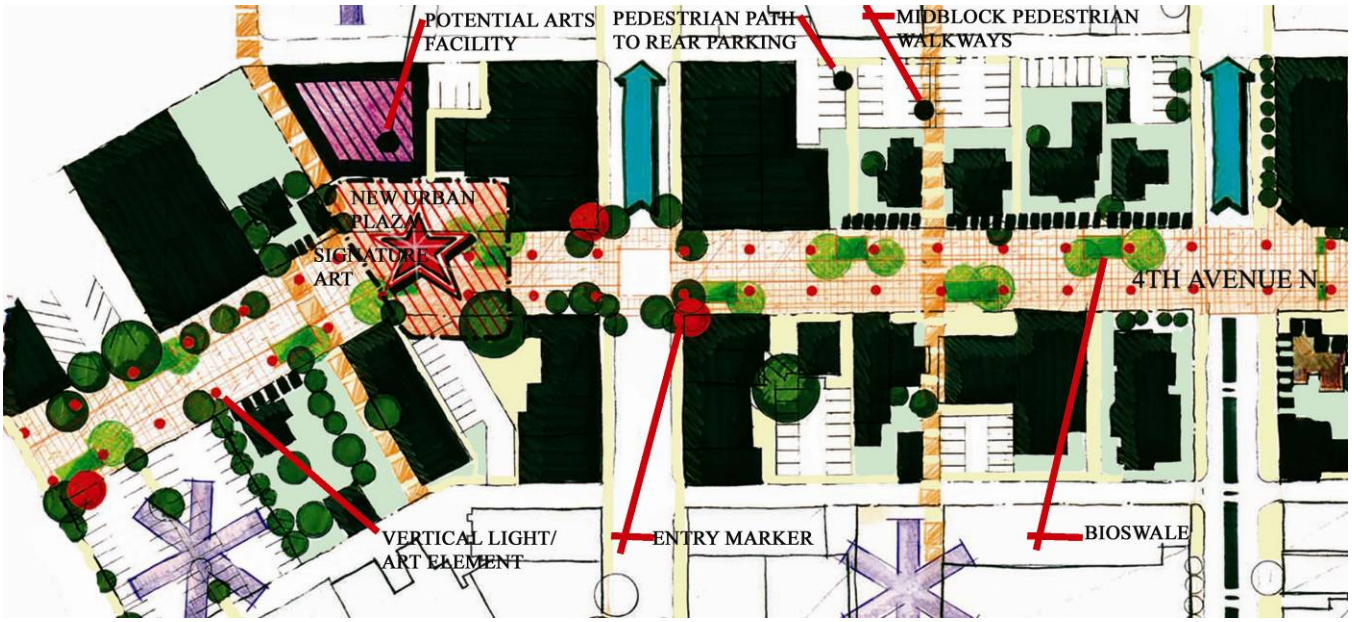
- Amount of permeable surface
- Amount of ground cover to cleanse runoff.

At the same time the redesign can initiate an Urban Forestry program in the Downtown/ Waterfront area. This will affect:

- The amount of shade for summer cooling
- The exposure to sunlight for solar technology and winter heat gain in buildings
- Healthy and thriving urban wildlife, e.g. birds
- The selection of plants towards species that are native and require minimal artificial irrigation.

Lastly, the redesign can set a precedent for the use of renewable fuel sources such as solar energy in the city's infrastructure. This technology is non-pollutive, quiet and spares the expenses of laying electrical conduits.

SECTION I: FOYER



Looking towards the possible location of a new plaza.

A portion of this private parking lot could reflect the plaza across 4th Avenue S.

- This Section is anchored by downtown retail
- The streetscape is organized around large outdoor rooms for gathering/milling around
- Landscape details are clustered and organized around generous bio swales
- Trees become anchors for social interaction
- A large public space is captured by the public parking lot just south of Main St.
- This plaza is marked by a major art gesture, perhaps vertical as well as surface art
- Some of the public parking lot could be converted to an arts-related facility at a later date
- Perhaps, the plaza spills into all or a portion of the private parking lot across the street
- Buildings front their property line with limited setbacks
- Entry markers are placed along Main Street at its intersection with 4th Avenue

PLAZA ALTERNATIVES

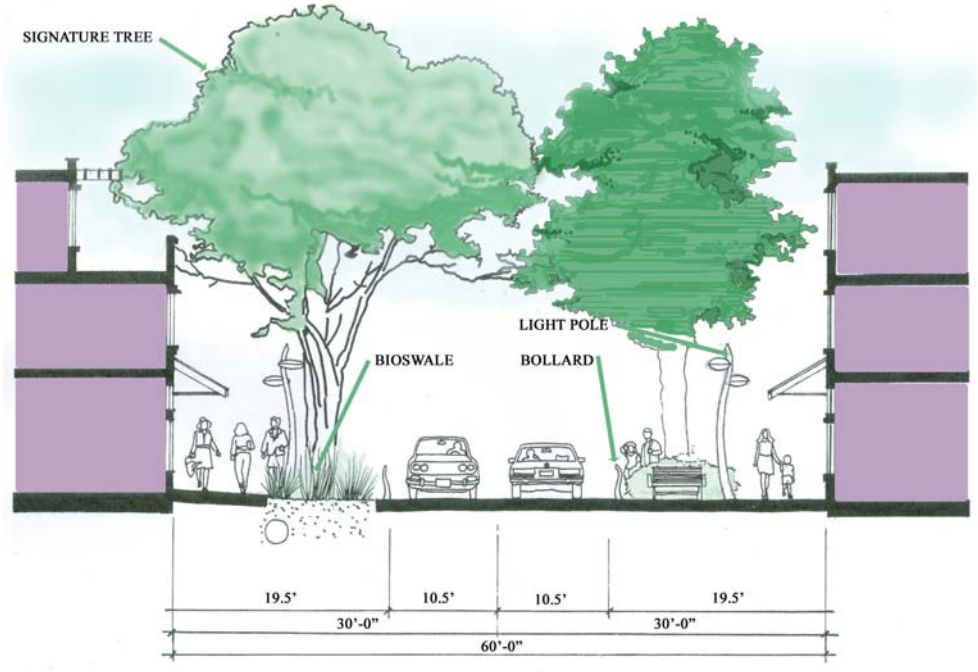
These diagrams demonstrate a number of ways that a grand public space could be created in the block south of Main on 4th Avenue S.

Option A is split across 4th Avenue by a continuous canopy of trees. With a large new building taking up the full public parking site, the grand space is actually quite small on the west of 4th and is emphasized on the east.

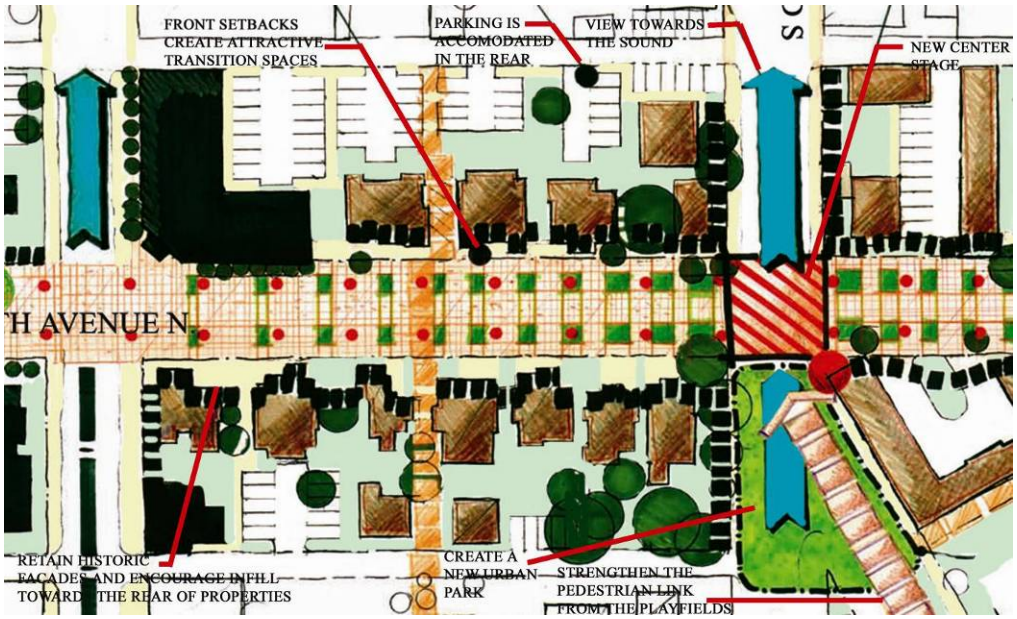
In Option B, the space is developed equally on either side of 4th Avenue. On the west, a new museum that comes up fairly close to the curb still leaves a generous expanse of public space in front. Similarly on the east side, the existing parking is reconfigured and a few of the parking spaces are sacrificed to create a generous expanse of public plaza.

Option C is a single curbless grand space that spans across 4th Avenue and is wrapped by a new building in the public parking lot and spills gracefully into the private parking lot across the street. The large expansive plaza is celebrated through surface art and landscaping. Trees are placed casually in the plaza.

Typical Street Section within the Foyer



SECTION II: ARENA



The edge between lawns and the sidewalk will evolve into attractive transition spaces.

The Edmonds-Sprague Street intersection can be transformed into a memorable open space feature in downtown.

- This Section is centered around a "stage" or arena at Edmonds Street
- The landscaping treatment gradually intensifies towards this intersection
- Landscaping creates small rooms for events such as performers or art exhibits
- Bio swales increase amount of ground cover and separate pedestrians from moving traffic
- The public right-of-way at the Edmonds and Sprague Street intersection is realigned for a large park
- Park design allows for unimpeded vehicular traffic from the Fire Station on 5th Avenue to 3rd Avenue
- Pedestrian and visual connection from 6th Avenue N. is strengthened
- Buildings with historic facades retain their relationship to the street while new spaces are set back - front yards merge with the sidewalk realm
- New buildings should be mixed-use and have residences on the upper floors in order to lend to a 24-hour environment

ALTERNATIVE A

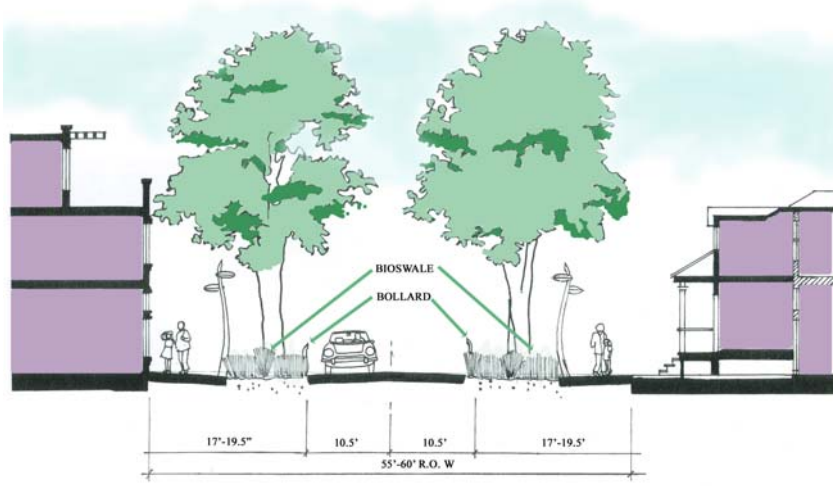
The proposed future Edmonds Street Park can be developed in a number of ways using a variety of traffic solutions. It is recommended that as much as possible on-street parking be retained unless it significantly impacts the size and nature of the park. Two such solutions are discussed below:

- In *Alternative A*, Edmonds Street is entirely closed and Sprague Street is maintained as a two-way with parking on both sides
- The street is accessed from the alley along a paved strip through the park
- Private properties west of the Fire Station are purchased. This allows 5th Avenue to run straight through and connect with Sprague Street providing emergency vehicle access as well as a larger open space
- Restrooms are located at one corner of the park in a new structure

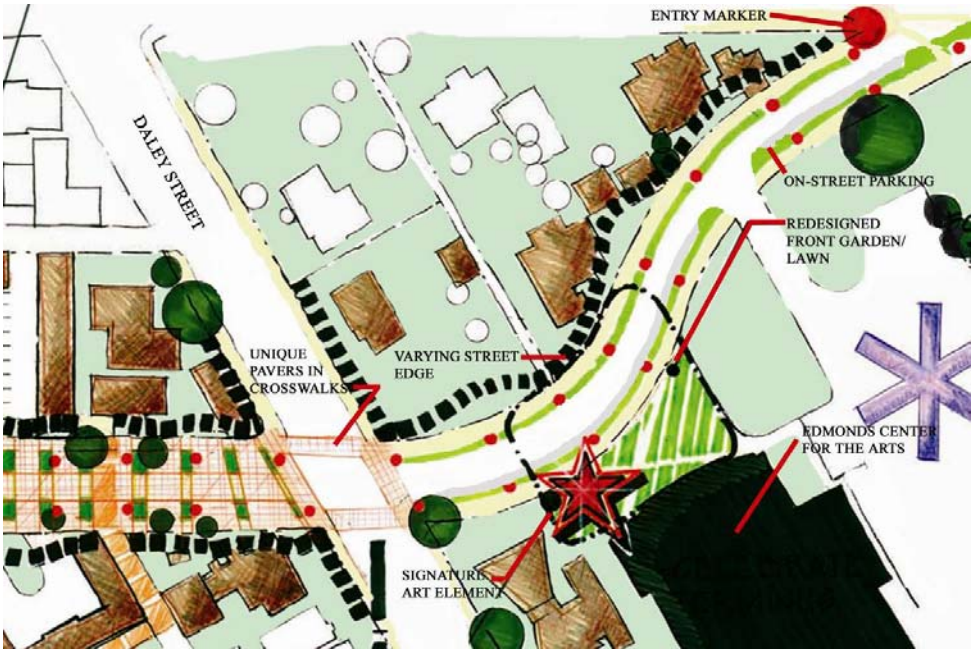
ALTERNATIVE B

- In *Alternative B*, Sprague Street runs one-way west and Edmonds Street runs one-way east
- The private property west of the Fire Station is purchased and makes way for a better connection from 5th Avenue to Sprague Street for emergency vehicle access
- The private property further west is also purchased and the house is retained and renovated to accommodate some public facility such as restrooms, a Visitors Center or possibly a museum/gallery space
- Access from adjoining alleys allows only one-way traffic flow – east or west

Typical Street Section in the "Arena"



SECTION III: FORECOURT

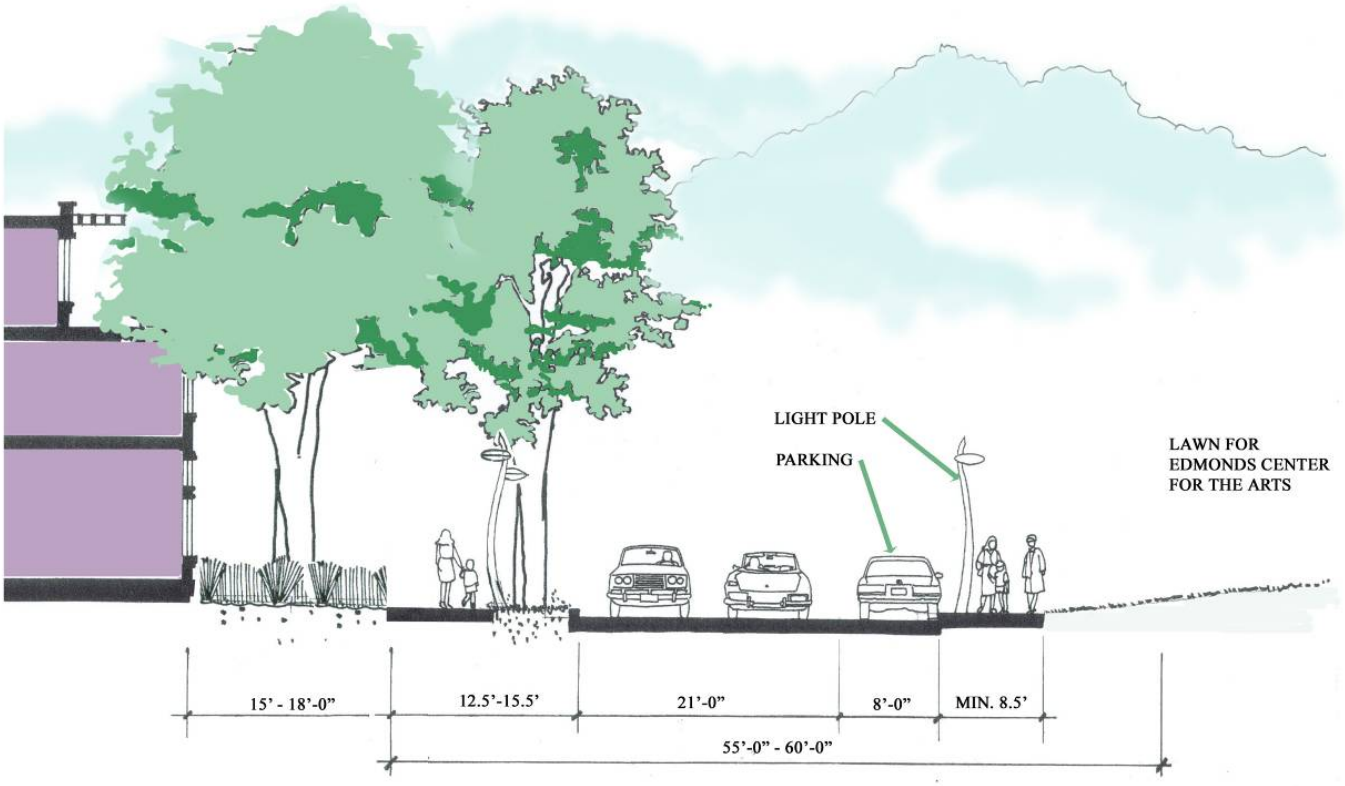


There is no view of the Sound along Daley.

The ECA makes a grand terminus toward the north.

- Redesign the front of the ECA for a dramatic landscape entry that is commemorative of its Art Deco heritage
- Allow for on-street parallel parking on the north-bound side of 4th Avenue N
- Maintain a minimum width of 8' for the sidewalk on the east side of the street
- Emphasize pedestrian access by highlighting crosswalks across Daley and 4th Avenue
- Landscaping on the east side of the street should not block views of the ECA façade from either 3rd Street or 4th Avenue or the viewshed along 4th Avenue
- Capture the termini of the 4th Avenue viewshed with Art
- The properties on the west of 4th Avenue are ideally situated for institutional uses, given that 3rd Avenue is a bike and bus corridor and the properties' proximity to the ferry. These could be artist lofts with an arts studio or senior housing
- Reconstruction of the western properties should include a 10 - 15' densely landscaped strip along 4th Avenue with tall trees that define the view from the ECA

Street Section along the "Forecourt"



A Conceptual Art Plan

Beliz Brother, Artist.

Andrew Leicester, Artist.

Stacy Levi, Artist.

The integration of art into the public right-of-way is vital to molding 4th Avenue as an arts corridor leading to the Edmonds Center for the Arts. The Conceptual Art Plan capitalizes on the Edmonds Center for the Arts as a destination and 4th Avenue's unique street character with its access to spectacular open spaces and dynamic views of Puget Sound. In this plan, art unifies the corridor experience, embraces the community's culture, creates artistic diversity and most of all celebrates the performing arts. Three main themes are identified for organizing art:

Light the Way: Art celebrates the role that the corridor plays in connecting destinations, this art gesture is directional and linear in its organization and intent. Examples include:

- Artist designed solar lights that guide the pedestrian through the corridor
- Vertical and dramatic art element that stands proud in the narrow streetscape
- Performance art that activates the corridor for singular events.

Highlight the Destination: Art in the two proposed grand spaces where 4th Avenue bends, not only defines the viewshed but is an important element in marking the space. Examples include:

- Bold art gesture for the approach to the Edmonds Center for the Arts
- Grand civic art installation in the open space near Main Street, permanent or temporary
- Major gesture central to the "Edmonds Street Park".

Mark the Path: Art offers many opportunities to for visitors to pause, rest and reflect during their experience of 4th Avenue. Examples include:

- Artist designed surface paving treatment repeated as a unifier and place maker
- Art moments that draw the pedestrian along the path to pause, sit or mingle
- Miniature artwork that appears in quirky places
- Artist designed building parts that mingle great "Form + Function"
- Sidewalk street name inlays with character references
- Embedded prose walk, poetry podium and poetry poles.

The Master Plan responds to the three distinct characters of 4th Avenue. The following are a range of art possibilities for each area. Note that these are just suggestions and too numerous for all to be implemented.

SECTION I: FOYER (DAYTON TO BELL)

- This plaza, adjacent to the two small houses on 4th Ave. S, is marked by a major art gesture, perhaps vertical as well as surface art. Bold, simple and versatile is the key to capturing this first of two visual termini at either end of 4th Avenue.
- Wall or plaza surface projection that is permanent or temporary in nature
- Plaza hardscape design using sustainable practices

Norie Sato & Design Team, Artists.

SECTION II: ARENA (BELL TO DALEY)

The focal point of this section is centered around a "stage" or arena at Edmonds Street.

- Temporary art such as digital, mechanical, disposable, musical, literary, performance art and participatory community events
- Poetry podium, prose walk and art garden
- Art benches and other artist designed street furniture
- Site specific signature sculpture
- Creative place holders (for future art) as the park develops

- The streetscape through this section should utilize art simply and sparingly
- Artist designed solar lights that guide the pedestrian through the corridor
- Vertical art elements are placed at intervals within the bulb-outs

SECTION III: FORECOURT (DALEY TO 3RD)

This section captures the termini of the 4th Avenue viewshed with art.

- Major site specific sculpture or installation that references the Edmond Center for the Arts designed by a public artist of national recognition
- Possibly use this artist as lead artist, creating the art plan for the corridor to maintain consistency while still bringing artist diversity
- Public art is emphasized at entrance but could also move boldly into the streetscape as surface treatment
- Artwork should be an anchor seen easily through the corridor
-

The Vision: Maintaining the Guiding Principles

This conceptual art plan sets the tone for the art program while exploring ways in which artists can assist in the realization of the vision and goals of the 4th Avenue Concept Master Plan. The first step in the process of integrating artwork is commissioning a detailed Public Art Plan that parallels the realization of the 4th Avenue Corridor development.

The Art Plan: Laying the Foundation

The 4th Avenue Concept Master Plan core goals and vision grew out of multiple meetings, events and careful study. The commissioned Public Art Plan should draw from this foundation to distinguish a community's aspirations, vision and uniqueness and fold it into an inspirational, visionary and directive document.

Jody Pinto, Artist.

- Create an arts activated 4th Avenue focusing on the Edmonds Center for the Arts as a destination
- Reference the performing arts as metaphor to inspire the public artist in the development of their proposals
- Reinforce the Edmonds' commitment to its arts heritage

The Planner: Seeking the Unexpected

- The Public Art Planner should build on the open space concepts and developing designs for the 4th Avenue Corridor. Based on these design principles and goals, the planner should seek art opportunities that over reach the expected; and should provide inspiration for the community and participating artists alike.
- Explore and respond to the qualities that are defined in the 4th Avenue Concept Master Plan
- Respond to the evolving future development of the corridor by promoting new ideas and contemporary attitudes
- Seek experienced public artists and/or a lead artist who could innovatively shape the artistic direction of the corridor
- Program temporary art such as digital, mechanical, disposable, musical, literary, performance art, earthworks and participatory community events
-

The Implementation: Outlining the Nuts & Bolts

The commissioned Public Art Plan should establish standards for the creation of artwork:

- Establish polices, procedures, contract models based on national arts standards
- Emphasize the quality of the relationship between the artwork and the site is as important as the artwork itself
- Propose all artwork be commissioned for the 4th Avenue Corridor
- Discourage accepting of gifts of pre-existing artwork and purchase of pre-existing artwork
-

The Artist Selection Process: Delineate and Implement

- Structure a selection process that draws the most qualified artist for each situation and creates an opportunity for each artist to make their finest work
- Develop sound criteria for evaluating artists and proposals
- Include artist and design professional panelists with national public art experience in addition to local or regional representation
- Choose a panelist to represent the community that is knowledgeable and committed

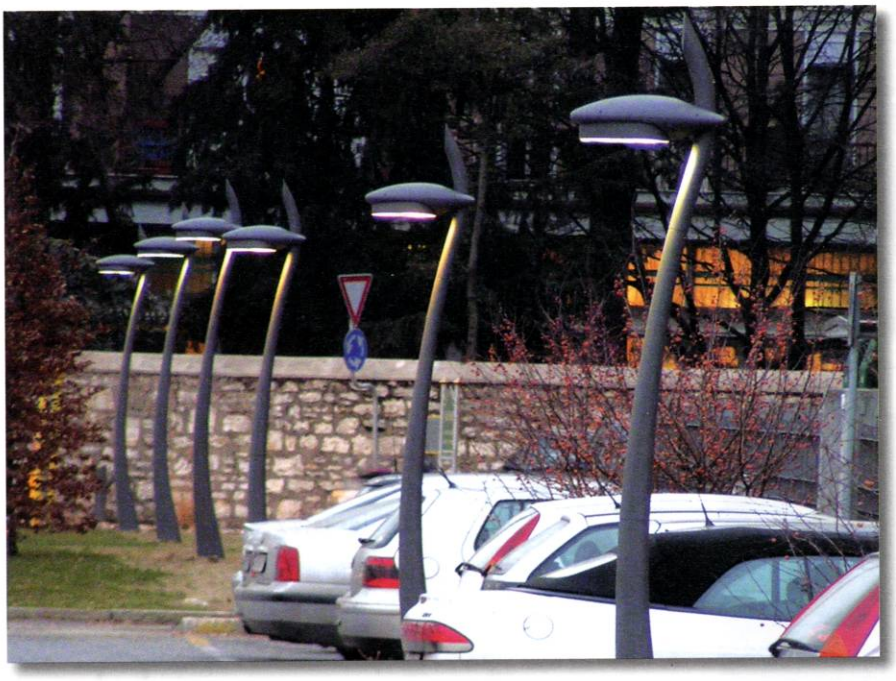
- Invite a guest curator for temporary projects or select by a jury of arts professionals through an open competition or invitational

The Outcome: The first and last "act of art"
The first "act of art" will set the tenor for the artistic future of the 4th Avenue Corridor. The commissioned Public Art Plan can play a determining role in the success of long term outcome. Each art opportunity should speak to the whole experience, no matter how discrete the work. Large and small special moments alike can unify the 4th Avenue Corridor experience to embrace the community's spirit, create artistic diversity, and most of all celebrate the Edmonds' arts heritage.

Light Element Example

Briss Design: Margarita Kroucharska

Lightology www.lightology.com



IP 55 120V 60Hz

- Surface mounted luminaires
- Suitable for wet locations

Organically shaped pole light with one or two heads for use in public spaces, parks, parking lots or similar applications. Wood effect finish available in addition to black and grey metal finishes. Dark Sky System approved head available. Accessories available include: anchor plate.

Product Code Builder

Compose your code according to the key below. Where the code or letter appears no choice is allowed.

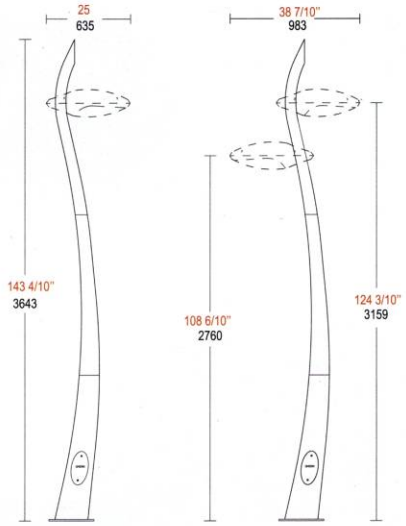
Product Code	Lamp	Finish	Diffuser	Usa
00 0000	X	■	▲	U
Example: 25 5100	410Y	02	T	U

Lamp							
Code	Power	Source	Socket	Bulb	Beam	Adj.	Glass Temp.
* x = 5900	70W	R7 HID / RX7 HID SODIUM	Rx7s		-	-	C/F >75/167°
* x = 6100	150W	R7 HID / RX7 HID SODIUM	Rx7s-24		-	-	C/F >75/167°
Conforms to the specifications relative to pole lighting for public illumination;certificate no.167087/128088/02							
Finish							
■ 02 = Matte Black							
■ 05 = Ghidini anthracite grey							
■ 18 = Wood Effect							
Diffuser							
▲ S = Frosted Glass (tempered glass)							

* = ETL pending *(product codes or lamp option marked with * are ETL pending)*

Technical Details	
Body	Die-cast aluminum
Diffuser (head)	Cast aluminum
External screws	Stainless steel
Packaging	Single
Lamp	Excluded
Conduit entries	Pg 16 (3/5") Ø 3/8" / 5/9" inch - 10/14 mm
Wood effect: aluminium fusion with treatment wood effect	

Glass Temperature: *Temperature diffuser is quoted with Celsius/Fahrenheit (C/F 75/167°). All fittings whose glass temperature is higher >(Major) then 75/167° have to be carefully installed. Glass on inground fittings can become very hot. - Use discretion in placement.*



31 1406 X ■ S U
1 Light post

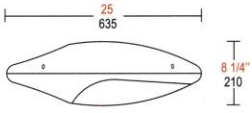
31 1408 X ■ S U
2 Lights post

31 1410 X ■ S U
1 Light post - Wood effect

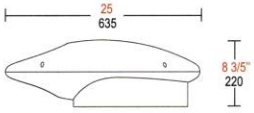
31 1412 X ■ S U
2 Lights post / Wood effect

Accessories

1425 *Anchorage iron plate*

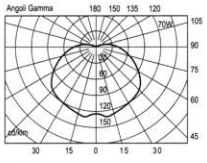


29 1416 X ■ S U
Lighting fixture for pole

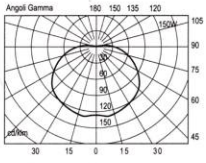


29 1417 X ■ S U
Lighting fixture for pole
Dark Sky *System*
(Classification
CIE / IES - Cutoff)

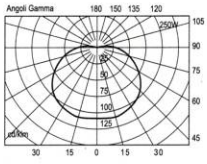
70W HIT-DE



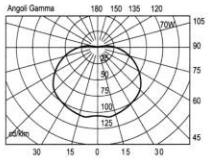
150W HIT-DE



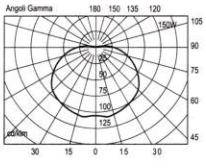
250W HIT-DE



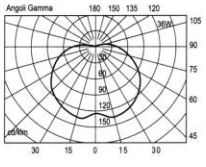
70W HST-DE



150W HST-DE

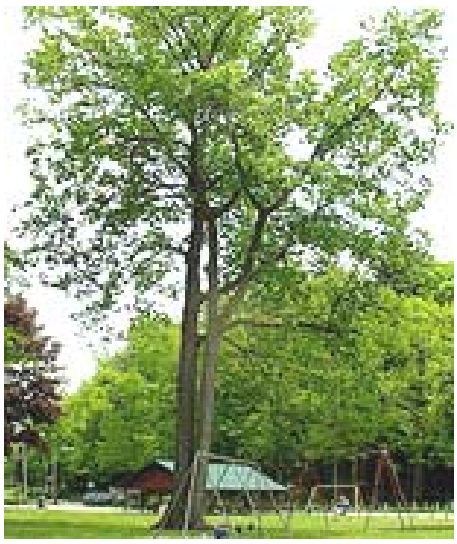


36W TC-FL



Street Trees

SIGNATURE TREES



Red Oak

- 60 feet diameter; 80-90’ tall, trunks are 2-4’; Leaf: Alternate, simple, 5 to 8 inches long, oblong in shape with 7 to 11 bristle-tipped lobes, sinuses extend 1/3 to 1/2 of the way to midvein, generally very uniform in shape, dull green to blue-green above and paler below. Flower: Monoecious; males in yellow-green slender, hanging catkins, 2 to 4 inches long; females are borne on short axiliary spikes, appearing with the leaves in spring. A medium sized to large tree that reaches up to 90 feet tall, develops a short trunk and round crown when open grown, straight with a clear, long bole when grown with competition.

Rivers Purple Beech Fagus sylvatica 'Riversii'

- Planting strip: 8.5 Feet and Greater. Likes loose, moist, well-drained, acidic soil and full sun. Very low maintenance tree with no insect or disease problems. A medium-sized tree with a stocky trunk and a round crown . Alternate, simple, ovate or elliptical, 2 to 4 inches long, pinnately-veined (7 to 9 pairs), with a nearly entire to somewhat toothed margin. Fine hairs present on margin with tomentum on veins. Leaves deep purple to purple bronze foliage.
- Broadly oval; Height 60'; Width 40'

Norway Maple

- Few species are more widely planted as trouble free, urban street-trees; every major temperate city where the climate allows, has Norway maples in its downtown core. Norway maple combines the requisite size, strength, thriftiness and ease of propagation to an admirable degree. It also varies usefully, so we have mushroom-shaped dwarfs, columnar sentries, ovals, purple leaved freaks, and even cut leaved varieties. It isn't as stirring in silhouetted beauty or as enchanting in fall color as sugar maple, but it is a better choice for difficult sites.

Street Trees

BOULEVARD TREES

Chanticleer Flowering Pear ; Pyrus calleryana, 'Chanticleer'

- A rapidly growing upright conical tree which likes full sun exposure and is heat and drought tolerant. It is widely adaptable to soil type. Flowers in spring are white, with dark green foliage turning red in the fall for color.
- Height: 40-60 feet with a spread of 15-20 feet.

Red Sunset Maple (Acer rubrum 'Franksred')

- It is one of the best maples for outstanding fall color. Red Sunset retains its brilliant red to orange-red autumn color longer than most varieties. It is upright and spreading when young, developing an oval head as it matures. Lustrous green summer foliage and silvery bark for winter interest complete it's attributes. A 2000 Iowa Tree of the Year.
- Red Sunset attains a height of 50 feet and a width of 35-40' at maturity. Plant in full sun and evenly moist well-drained soil for optimum growth.

Frontier Elm; Ulmus carpinifolia x U. parvofolia 'Frontier'

- Planting Strip: 4 to 5 Feet. Resistant to Dutch elm disease, phloem necrosis and both elm leaf and Japanese beetles. Long-lived. Best in moist, well-drained, fertile soil. Adapts to urban conditions.Lustrous, dark green leaves. Beautiful reddish-purple to burgundy in fall.
- Broadly oval vase shape; Height: 40'; Width: 30'

Street Trees

EVERGREEN TREES

- The Little Gem Magnolia is a slow-growing hybrid (cultivar) of the Magnolia *grandiflora* that is sometimes called a "dwarf". It will get tall (up to 40', usually less), but not nearly as tall as the M. *grandiflora* (which can get over 80' tall), and it grows very slowly. It may grow to be 8 - 10' wide. It has blooms on it when it is very young, as opposed to the original Magnolia *grandiflora* growing in the wilds which sometimes takes 15-20 years to bloom. They bloom when very small, and often bloom in off seasons.
- It looks a little different from the traditional Magnolia Grandiflora that is the "Southern Magnolia". They don't share quite the branch spread as a M. *grandiflora.* The leaves are smaller and some have more "golden rust" color on the underside. The blossoms are smaller, also, although they look like the blossoms on the M. *grandiflora*.
- The Little Gem Magnolia grows in a more compact and upright form than other Magnolias; with elliptic to oval dark green leaves with characteristic long rusty-brown undersides. The small, white flowers bloom profusely in the early and late summer. The Little Gem Magnolia grows to be 20-25 feet in height and 10-15 feet in width.
- Hardiness: Zones 7-9
- Exposure: Full Sun
- Water Requirements: Medium
- Source: http://www.metrotrees.com.au/treehandbook/page-listings/magnolia-grandiflora-little-gem.html

Grasses

Bouteloua Gracilis

- Blue grama grass is a warm season tufted perennial grass. It is native to the short and tall grass prairies, and makes up 75% to 90% of the grasses found there. Blue grama is 6 to 12 (15-30 cm) inches high. Blue grama likes to grow in full sun with well-drained good soil, and can stand drought, heat, cold, and mowing. Although it doesn't like shade, it can grow in open piñon forests.

Schizachyrium Scoparium

- A native, strictly clumping, prairie grass. The bottom shoots are bluish colored, thus the common name, Little Bluestem. Most of the height of the plant is made up by the plumes, which appear in late summer. The ripening seed heads have a fluffy, feathery appearance and look beautiful with a bronze to copper fall color. Little Bluestem is effective in masses or naturalized. Most characteristic grass of the American tall grass prairie. Does not do well in highly fertile soils, excessively moist conditions, or crowded by mulch.
- Sun: 1/2 to Full Sun, Full Sun for Maximum Performance; Moisture: Well drained soil, average to very dry; Foliage Color - Summer: Burgundy/Red 10% Fall: Burgundy/Red 10% Winter: Tan/Light Brown

Andropogon Gerardi

- Big Bluestem is a clump forming warm season native perennial grass usually growing 3 to 6 feet tall but occasionally up to 9 feet. The lower stems are a purplish or bluish color and the leaves are 1/2 inch wide and up to 20 inches long. The arrangement of the flowers in three dense elongate clusters is the reason for the common name of turkey-foot grass. It grows best in moist well drained soil in full sun and is a major component of the tallgrass prairie.
- Habitat Sun to Lt Shade; Bloom Period July and August; Flower Color red to copper; Height Inches36 to 72; Moisture Average to Moist; Lifespan Perennial

Implementation Strategy

The Implementation of the Master Plan sets in motion four different activities.

- Conservation
- Creation
- Imagination
- Construction

Most likely, these four will have to be carried out in conjunction.

CONSERVATION

There are many positive attributes of 4th Avenue that need to be protected as the surrounding area is redeveloped and new building permits are processed. There needs to be a zoning overlay over the existing zoning along 4th Avenue. This overlay zone can better incorporate and reflect the setback and building relief recommendations in the three sections of the street.

- Celebrate the opening of the street as a "Corridor for the Arts"
- Create design guidelines that encourage retention of facade character of buildings in the Arena Section
- Designate Edmonds Street, Bell Street and Main Street as "Scenic View Corridors"
-

CREATION

There are also many opportunities for innovation and creativity along 4th Avenue. These creative endeavors can occur relatively independently of each other, as long as they generally adhere to the principles and direction within this Concept Master Plan

- Begin with a tangible first "act of art" such as a single prominent element, or a repetitive series of elements
- Develop a detailed Public Art Plan for the thematic design, development, financing, siting and maintenance of art within the corridor
- Consider alternative uses for the Edmonds Apartments or "Roadhouse" that support resident artists and the overall concept for the Arts Corridor
- Commission a detailed Master Plan for 4th Avenue

IMAGINATION

For the Master Plan Diagram to be realized, Edmonds citizens need to have unflinching interest and commitment to it. There are ways that the diagram, or a version thereof, can be publicized. Placing it in a prominent location within the project area as a metal plaque, surface art or banner provides a constant reminder of the Plan's potential to transform 4th Avenue N and Downtown in general.

- Develop marketing material that captures the key ideas of the Master Plan in a precise and yet attractive package
- Manufacture illustrated maps or templates of the "master plan diagram" painted on the sidewalk
- Create interim "mock-ups" of future elements such as the "plazas" with paint, chalk, sets, or live art
- A very effective way to set the notion of an Arts Corridor is by beginning new Community Traditions within the corridor. These could include any or all of the following:
- Monthly art walks,
- Children's annual "chalkathon",
- Permitting performing artists stalls;
- Extending the crafts festivals,
- Annual "installation night" of new art.

CONSTRUCTION

Ultimately for the concept to be constructed, there are a number of approaches to herding and managing the necessary tasks.

- Initially, the Plan needs to be assigned to a Project Liaison/Advocate among City Staff
- This Liaison needs to shepherd a full survey of the street
- The design guidelines and zoning for the Corridor need to be reviewed/revised (if necessary)
- The final Master Plan as referred to earlier needs to reflect or inform a revision to the Project Costs and Funding Strategy
- The Liaison needs to identify and pursue fundraising through grant applications and other creative means

PHASING IMPLEMENTATION

The above strategy can be translated into an Implementation Strategy that starts to distinguish and prioritize necessary steps to realize the plan. Within each category, the actions are not listed in any order of preference or priority.

Short Term

- Formalize 4th Avenue Steering Committee as an advisory group to the City
- Prepare publicity material to promote the concept Master Plan
- Erect way-finding elements
- Install solar lamps
- Commission surface art at Edmonds Street, and within the public right of way at ECA and the public parking lot
- Consider temporary Art on lamp poles
- Allow vendors on 4th Avenue
- Organize art events/ parades and other programs throughout the year along 4th Avenue
- Develop and adopt view protection mandates
- Develop design guidelines for new construction
- Develop public-private partnerships that cater to increased evening clientele in the downtown area
- Collaborate with planned utility upgrades or road improvement projects in the project area to implement the plan
- Commission a survey of the street

Interim

- Commission a Master Plan for 4th Avenue that takes the vision from concept to constructability
- Erect more solar lamps
- Streetscape improvement for ”Arena” reconstruction
- Add greenery
- Eliminate driveways
- Reduce parking dependence on 4th Avenue N.
- Adopt a Downtown Parking Management Plan; tie this to a way-finding program from major arterials to downtown
- Broker creative transportation solutions for large events

- Collaborate with owners as properties are redeveloped to create more rear parking lots
- Install major art pieces at the plazas
- Establish mid-block crossings and pedestrian through-fares as shown in the plan
- Purchase properties between Edmonds and Sprague Streets, and 4th and 5th Avenues to expand the footprint of the park
- Purchase some or all of the private parking lot to expand the south plaza
- Consider financing mechanisms to offset some of the initial costs for this project such as Impact Fees or creating a Local Improvement District around 4th Avenue N. within the project area
- Consider Small Revolving Loans for property improvements

Long Term

- Fully reconstruct 4th Avenue N.
- Establish new park at Edmonds and Sprague Street intersection
- Develop a new Arts facility / museum by south public plaza
- Improve pedestrian link from Civic Playfields

It should be noted that the above sequence is only suggestive and the City should continue to be on the lookout for opportunities not considered above or perhaps at a later stage of project development to move a strategy forward.

Appendix F – Street Tree Plan

City of Edmonds
Department of Parks, Recreation and Cultural Services

2002 Street Tree Plan prepared by MacLeod Reckord
Updated by City of Edmonds staff in 2006

2006 Street Tree Plan Updated by Staff &
Approved by City Council November 5, 2010

2010 Street Tree Plan Updated by Staff &
Approved by City Council July 28, 2015

CONTENTS

SUMMARY

Vision

The Edmonds Street Tree Plan exists to benefit the local community and business climate through enhancement of the identity and character of the downtown, gateways, neighborhoods and primary routes of travel. Street trees provide seasonal interest, summer shade, and a transition between the street and adjacent buildings and properties as well as the ecological services of providing habitat for wildlife, storm water management, and cleaning pollution from the air. Often this is through preservation of mature and significant trees. The plan recommends species which provide these benefits and are hardy, relatively easy to maintain, and tolerant of urban conditions. Whenever possible consider the use of native trees and new technologies in tree and sidewalk restoration and construction such as pervious sidewalks that drain naturally to provide water for street trees.

Street tree planting or replacement creates opportunities to consider drainage techniques such as bio swales and other natural storm drainage methods in new corner parks and bulb outs or by retrofitting existing facilities.

The City may modify or amend tree species selection in the future.

Organization

This plan provides a brief overview of the existing physical context and regulatory requirements, as well as previous planning efforts which relate to street trees. Goals and objectives are identified relevant to street trees as urban design elements, tree species selection, maintenance, regulatory guidelines and plan implementation. Suggested actions for the street tree plan are discussed including these components:

- Street tree list
- Tree location plan
- Planting standards
- Maintenance responsibilities
- Regulatory linkage with this plan

INTRODUCTION

Context

The City of Edmonds is gifted with a picturesque setting offering magnificent views of Puget Sound and the Olympic Mountains. Enhancement of these views is an important consideration of the street tree plan. The City is also a destination for people seeking enjoyment of the strong arts community, its waterfront, and its small-town character. Edmonds is also a stopping point for many who commute to Kitsap County via ferry. Edmonds is a certified Community Wildlife Habitat city and street trees should contribute to the Sustainability Element of the City's Climate Action Plan. Street Trees also provide a stronger sense of place and city edge definition and enhance the pedestrian environment.

Existing Regulatory Requirements

The City of Edmonds currently defines acceptable street tree species, planting methods, tree locations, and planting and maintenance responsibilities through a variety of means. Primarily, planting and maintenance of street trees in the city has been in response to a mixture of regulatory requirements, legal proceedings and decisions by City Staff and public utility employees. Responsibility for planting and maintaining the trees is not clearly defined and sometimes conflicting.

Edmonds currently relies on the following regulatory guidelines:

- Street Tree Plan, revised 2015 and adopted, including a street tree list and recommended tree locations in the downtown retail core area (subject to future amendment).
- Resolution 418, adopted 1978, governing maintenance of trees in public areas.
- Ordinance 1952, created in 1977, regulating planting, maintenance and removal of trees on City owned property.
- City of Edmonds Community Development Code (CDC), Chapter 18.85 regulating street trees.

Some references to street tree planting are also made in the comprehensive plan and the Shoreline Master Program. The City's Architectural Design Board (ADB) reviews and approves planting plans for new development seeking a permit, including street tree planting as part of private development.

Related Planning Efforts

Several previous and current planning documents identify goals and design recommendations which directly relate to this street tree plan:

- Edmonds Downtown Economic Enhancement Strategy, dated 1999.
- City of Edmonds Design Guidelines. Design guidelines for private development except for single-family zone and projects with up to two residential units.
- Edmonds Downtown Waterfront Plan, dated January 1994, revised 2005. Guidelines for downtown waterfront development.
- Edmonds Streetscape Plan core document defines guidelines for streetscape development within the public right-of-ways for Edmonds gateways (defined in Streetscape Plan), and key routes of travel.

GOALS

Design

Within the City of Edmonds rights-of-way, location of street trees should make the following contributions and meet these criteria:

- Clarify the edges of the City.
- Enhance City gateways at key intersections and retail/commercial centers.
- Distinguish key routes of travel through Edmonds.
- Define separate street identities within the downtown retail core.
- Frame views of Puget Sound and the mountains from key viewpoints and right-of-ways. Due to narrow street right-of-ways, species on view streets should be somewhat narrow in form.
- Placement of trees shall not obscure or impede vehicular sight distance at intersections.
- Reinforce the sense of safety for pedestrians by providing an element of separation between pedestrians and vehicles.
- In retail/commercial areas, plant trees with handicapped accessible tree grates flush with adjacent pavement to maximize width of "walking zone" on sidewalks. Avoid raised planters that interfere with the “walking zone”.
- Allow walking and window shopping to occur next to retail/commercial frontage and allow space for weather protection over sidewalk walk zone.
- Avoid overhead utilities. The City of Edmonds should recommend undergrounding power lines in the downtown core and in the smaller retail/commercial centers.
- Avoid blocking visibility of business signage, marquees and window displays.
- Consider the largest tree caliper available and appropriate for each site.

Species Selection

Criteria for the tree species recommended in the Edmonds Street Tree List are listed below:

- Consider native species
- Resistant to pests and disease
- Hardy to local weather conditions
- Produces minimal litter
- Non-invasive roots
- Resistant to breakage
- Thornless
- Fruitless
- Resistant to drought and heat
- Does not sucker
- Tolerates air and water pollution and provides air/water quality benefits through absorption of oils and other toxins
- Readily available in adequate installation size and branching height
- Provides seasonal interest, such as flowers and fall color
- Upward branching habit
- Appropriate mature size and form for their location

Maintenance

Several suggested maintenance procedures are relevant as well:

- Consider and institute planting procedures, new technologies, and tools (such as root barriers, Silva cell systems, or other underground planting mediums or structures) to discourage lifting of pavement by tree roots by encouraging roots to grow downward or into structures.
- Use of equipment in the right-of-way other than hand tools will require a City Right-of-Way permit prior to street tree pruning. Prune to maintain the natural form of the trees. Avoid leaving branch stubs. Prune to direct branch growth around obstructions. Do not top trees or pollard trees unless approved by the City. Prune frequently so that cut branches are not substantial in size. Consider branching pattern in relationship to potential obstructions when choosing orientation of tree at time of planting.

Contact the City Parks Division for Street True Pruning Guidelines Handout (pg 134) on maintenance of street trees or to discuss any pruning issues.

Contact the City Engineering Division to obtain a Right-of-Way permit.

Regulatory

- Except where otherwise defined by the City, the adjacent property owner is responsible for tree planting and maintenance. Contact Park Maintenance Division for guidance.
- Work within the City right-of-ways requires coordination with the City.
- Institute appropriate public and private funding mechanisms to achieve goals and implement recommended actions.
- Provide incentives for private property owners to preserve substantial trees.

Implementation

- When streets and sidewalks are built or reconstructed, consider existing trees individually in regard to health of the tree and suitability for the site. Consider all reasonable preservation alternatives to removal of the existing trees that do not jeopardize the successful completion of the project. Plant the largest caliper of appropriate replacement tree possible. Undergrounding of overhead utilities could occur simultaneously if species compatibility is assessed.
- Conform to the City of Edmonds adopted “Standard Details”, for example tree grates and tree spacing.

ACTIONS

Existing Trees

Preservation of existing trees, particularly landmark trees and specimens of significant size and age, is encouraged on both public and private properties as long as they are healthy and any negative impacts on utilities and sidewalks can be reasonably managed.

Trees which do not conform to the street tree plan should be phased out over time. Allow new trees to reach significant size before culling out unwanted specimens. Installation of new trees at larger caliper size will quicken this process. Because new planting may be recommended to occur over one or several blocks at one time, removal of existing trees may occur simultaneously in the same areas. Removal of trees in the "prohibited" category on the street tree list should take priority over others.

View Corridors and Waterfront Connections

In the downtown retail core area, views of Puget Sound and the Olympic Mountains occur along streets which are perpendicular to the waterfront and where there are high points and steeper slopes toward the water. The key downtown streets in this category are: Main St., Dayton St., and 5th Ave. south of Main.

Primary waterfront connections occur along Main Street and Dayton Street; and along Pine Street (when the ferry terminal is relocated). Other key view corridors in the downtown include Edmonds and Bell Streets. Trees along these streets should be more narrow in form in order to frame but not block the views and visual connections to the waterfront.

Retail Streets

Streets with retail and commercial uses along them benefit from clear visibility from vehicles and sidewalks to store frontage. These frontages can also provide weather protection for pedestrians in the form of canopies. Parking may also occur directly adjacent to the sidewalk along these streets. Trees should therefore have branching high enough to avoid awnings and allow visibility under the canopy. High branching also avoids conflict with tall vehicles.

Overhead Utilities

Some streets or blocks in the downtown, gateway areas and along key routes have overhead utilities. The street tree plan recommends eventual undergrounding or relocation to alleyways of all overhead utilities in the downtown retail core area. Ideally overhead utilities in the downtown should be undergrounded simultaneously with new street tree planting, otherwise, unsightly pruning of the trees by utilities may occur to keep branches clear of wires.

Underground Utilities

Tree roots sometimes invade and damage city sewer and storm drainage lines. These underground utilities occur on at least one side of the street throughout the downtown, gateway areas and along key routes. For this reason, non-invasive species were chosen for the street list. Installation of root barriers or other underground structures will help direct roots away from underground utilities.

Downtown Plan

Specific street tree species are identified for planting on particular stretches of street in the downtown. A map showing the species locations is shown on the next page. All trees shown on the map shall be a preferred 3 inch but not less than 2 inch caliper unless otherwise approved.

Gateways to Edmonds

Gateways to Edmonds are defined in the *body of the Streetscape Plan*. They are key intersections or series of intersections, and key retail/commercial nodes. All trees shall be a preferred 3inch but not less than 2 inch caliper, as indicated, unless otherwise approved by the City. Recommendations for specific street trees at these gateways are as follows:

FIVE CORNERS (212th Street SW at Main Street, Bowdoin Street, and 84th Avenue West)

Trees placed in the roundabout should have large size and high branching to allow safe sight distance for drivers across the planted area under the trees. Installation size should be a preferred 3 inches but not less than 2 inch caliper with branching at 10 ft. height. These are possible good choices:

- *Quercus rubra* / Red Oak
- *Quercus palustris .Crownright.* / Crownright Pin Oak
- *Cercidiphyllum japonicum* / Katsura Tree
- *Ginko biloba .Autumn Gold.* / .A.G.. Maidenhair Tree
- *Acer rubrum Bowhall.* / Bowhall Maple

Tree plantings along the five streets or spokes which extend out from the intersection should have the same tree species planted to surround the roundabout with a unifying element. A good choice for this tree would be *Acer rubrum 'Bowhall,'* which is the same tree used on Main Street in downtown. Eventually planting of this tree should extend west along Main Street, from Five Corners to the fountain at 5th Ave. N, to accent that important connection.

WESTGATE (Highway 104 or Edmonds Way at 100th Avenue West)

See Appendix C for gateway concept at Westgate. Medians are recommended as well as planting at the four corners of this intersection. Median planting should match the tree selection for Highway 104. Planting at the four corners should accent this as a special intersection. Due to space limitations, if trees are planted, they should allow for safe vehicular sight distance and visibility of storefronts or store signage. These trees could be one of the following species:

- *Prunus serrulata* .Amanagawa. / Amanagawa Cherry
- *Prunus sargentii* .Columnaris. / Columnar Sargent Cherry
- *Acer rubrum* 'Bowhall' / Bowhall Maple

PERRINVILLE (Olympic View Drive at 76th Avenue West)

This intersection has native planting influences as well as retail/commercial elements. Tree selection at the four corners of this intersection could be one selected from the following species:

- *Acer rubrum* 'Karpick' / Karpick Maple
- *Acer rubrum* 'Bowhall' / Bowhall Maple
- *Fraxinus pennsylvancia* 'Summit' / Summit Ash

There is also space for a large tree species here which could be:

- *Cercidiphyllum japonicum* / Katsura Tree
- *Ginkgo biloba* 'Autumn Gold' / 'A.G.' Maidenhair Tree

HIGHWAY 99 INTERSECTIONS (at 212th Street SW, 220th Street SW, 228th Street SW, and 236th Street SW)

Tree selection should be the same for these intersections and should match tree selections for Highway 99 between the intersections. Due to space limitation, if trees are planted at the intersections, they would need to go on private property in back of the current limited right-of-way adjoining the sidewalk. Plantings within the right-of-way would need to consider lighting and bus stop visibility issues and be coordinated with the State. The species selected should have strong form, and should not block safe vehicular sight distance and views to signage identifying businesses. A medium to large columnar tree would work best such as:

- *Acer platanoides* 'Columnare' / Columnar Norway Maple
- *Acer rubrum* 'Armstrong' / Armstrong Maple
- *Nyssa sylvatica* / Tupelo

Key Routes

The Edmonds Streetscape study identifies important key routes through the City. Street trees could be planted along these corridors as an element of continuity. All trees shall be a preferred 3 inch but not less than 2 inch caliper unless otherwise approved. Recommendations for specific street trees along these routes are as follows, but may also require WSDOT approval:

SR 104

Median planting could be groupings of a mixture of small to medium formal type trees such as:

- *Acer platanoides* 'Globosum' / Globe Maple
- *Pyrus calleryana* 'Capital' / Capital Pear
- *Carpinus betulus* 'Fastigiata' / Pyramidal European Hornbeam

Planting at sides could be larger boulevard type trees such as:

- *Liriodendron tulipifera* / Tulip Tree
- *Cercidiphyllum japonicum* / Katsura Tree
- *Quercus rubra* / Red Oak

HIGHWAY 99

Planting at sides of Highway 99 should have a strong form and should allow views of business signage. A medium to large narrow tree is recommended selected from this list:

- *Acer rubrum* 'Armstrong' / Armstrong Maple
- *Acer platanoides* 'Columnare' / Columnar Norway Maple
- *Nyssa sylvatica* / Tupelo

220TH STREET SW

Continue planting to match existing Amanagawa Cherry Trees from Highway 99 to 100th Street (9th Ave. S.).

212TH STREET SW / MAIN STREET

Continue planting of Pyrus calleryana 'Chanticleer' from Five Corners to Highway 99.

196TH STREET SW

A medium to large size tree is recommended for this stretch of roadway. The following would work:

- *Tilia cordata* 'Greenspire' / Greenspire Linden
- *Fraxinus pennsylvanica* 'Marshalls Seedless' / Marshall Ash

OTHER ARTERIALS

Check with City for recommendations.

Tree Planting Procedures

Planting procedure recommendations address reducing tree stress, avoiding conflict of roots with underground utilities and pavement, and minimizing conflict between tree branches and various obstructions. Street tree planting details can be found in the City of Edmonds regulations and guidelines.

In order to survive well in an urban environment trees need an adequate supply of water, nutrients and air to the roots, as well as good drainage. Street trees are often planted in paved areas with highly compacted, poorly drained soils. The pavement and soil compaction limits the supply of water and air to the roots. Tree roots, which typically tend to be located in the top 1 foot of soil, will often invade utility lines and follow the crushed rock base installed under pavements in order to get the air and water they need.

Tree grates and tree wells allow some soil surface area to be exposed to air while protecting it from compaction. Root barriers should be installed to direct roots downward and prevent uplifting of surrounding pavement. An automatic irrigation system is recommended to supplement water supply. Slow release fertilizer tablets should be added to the tree pit at installation time to assist with tree establishment. Trees should be isolated from gas lines as gas is toxic to them.

Sharp transitions between soil types in the plant pit can discourage roots from growing out of the pit. This can cause the tree to become root bound, thus unstable within the pit. For this reason native soils should be mixed with planting soil in the pit. Tree pits should be large enough in size to allow for a minimum of 6" of this soil mixture around the sides and bottom. According to the American Standard for Nursery Stock, the root ball for a 3" caliper tree should measure 32" minimum diameter with a depth of approximately 20". The minimum tree pit size for a 3" caliper tree with standard root ball dimensions should be 44" diameter by 26" deep.

It is recommended that street trees not be planted during the summer or early fall. If trees must be planted during the summer or early fall, anti-desicants should be used to prevent water loss through the leaves. Measures should be taken by the installer to protect the tree roots, trunk and branches from physical damage.

At planting, the tree should be oriented in the best way possible so that branching is not aimed toward obstructions such as awnings, buildings, signage and overhead wires.

Installation size and branching height should be chosen to maximize the trees survival rate, resistance to vandalism, vehicle clearance under branches and aesthetic impact. The following guidelines are suggested:

- In retail/commercial and mixed use areas, install preferred 3" but not less than 2 inch caliper street trees with minimum 7 foot branching height unless otherwise approved by the City. Narrow and columnar trees could have lower branching height as approved.
- In areas zoned by single family and multiple residential use, street trees should be minimum 2" caliper with minimum 6 foot height branching unless otherwise approved.
- Choose large shrubs or City approved small scale trees when planting underneath power lines.

Guidelines for street tree location, spacing and clearances are defined below:

- Spacing: Space trees to allow adequate area for mature crown spread. Space small scale and narrow trees about 30 to 40 feet on center, medium scale trees about 40 to 50 feet on center, and large scale trees about 40 to 60 feet on center. In some cases spacing may need to be increased dependent upon tree species and its branching characteristics in relation to planned uses adjacent to the planting. In some instances currently within the City adjacent property owners may over-prune to provide better exposure to their businesses or territorial view from their residence. Contact Parks Maintenance Division for Guidance and review Street Tree Pruning Guidelines pg.134).
- Tree Grates/Tree Wells: In retail/commercial and mixed use area, install trees with a 4 foot square ADA accessible cast iron tree grate per City standards. Larger or smaller 3 foot grates may be used as approved by the City. Tree grates are not required in areas zoned for single family residential use unless determined to be needed by City staff. Appropriate sized tree wells are recommended for each newly planted tree (usually 3-6' in diameter).
- Location:
    - In the Downtown Activity Center (excluding Sunset Avenue): Center trees 2-1/2 feet back from the face of curb. A larger dimension from the face of curb may be used with a larger tree grate as approved by the City. Maintain the same setback from face of curb on each street so that trees will be in a straight line. Do not plant trees in the walking zone of the sidewalk.
    - In Commercial/Business/Mixed Use/Medical Use/Public Use/Multiple Residential zones outside the Downtown Activity Center: If the majority of the block already has an existing sidewalk and landscape strip, any new development shall conform to the existing pattern. Otherwise, center trees 2-1/2 feet back from the face of the curb. A larger dimension from the face of curb may be used with a larger tree grate as approved by the City. Maintain the same setback from face of curb on each street so that trees will be in a straight line. Do not plant trees in the "walking zone" of the sidewalk.
    - In Single-Family Residential Zones: Trees shall be installed 2.5 foot back from the face of the curb within a landscape strip. The maximum size of the landscape strip shall not exceed four feet unless otherwise approved by the City. A five-foot sidewalk shall be constructed, behind the designated landscape strip, in accordance with the current sidewalk policy within the city's Transportation

Element. If one of the following apply, the sidewalk may be placed adjacent to the curb:

- Right-of-way width is not adequate to allow for both a sidewalk and a landscape strip;
- Topography would require retaining walls to construct the sidewalk;
- The majority of the block has already had the sidewalk placed in a different location (in which case the new should match the existing);
- The street has low traffic volume, or has a parking strip between the sidewalk and the lane of traffic.

- Maintain the following minimum clearances:

  5 feet from underground utilities unless adequate protection is provided for the tree and the utility line as approved by the City. Call 1-800-424-5555 to request location of underground utilities,

  10 feet from power poles,

  7-1/2 feet from driveways,

  20 feet from street lights,

  20 feet from other existing trees,

  30 feet from street intersections except at intersections with special design treatment and/or as approved by the City.

Exceptions from the above guidelines may be administratively approved as described below.

- To request a different type of tree or different size tree, when the type of tree or required size of tree is not available, please contact the Parks Department.
- To request a location other than as recommended above, when maintaining the minimum clearances would reduce the number of trees that could be installed, please contact the Engineering Division.

STREET TREE MAINTENENCE

Procedures

Provisions for adequate water and nutrients, proper pruning practices, and reducing competition from other plants will help the street trees be more resistant to pests and disease.

WATERING

Newly planted trees need supplemental water during the dry summer months until they are established. During the first 2 years after planting an application of about 5 gallons per week is recommended during the month of May through October. This amount may be decreased as the tree matures except during severe drought. An automatic irrigation system is recommended for street trees in retail/commercial areas where individual residents/owners would be less likely to maintain the trees. The resident/owner shall be responsible for the maintenance of their irrigation system pipe installed in the City right-of-way. Irrigation control and back flow system shall always remain on private property.

FERTILIZER

Newly planted trees make poor use of fertilizer during the first growing season. A minimal application of a slow release fertilizer is recommended during the first one or two years of growth. A moderate application of slow release fertilizer may be applied after that for a few years. It should be applied according to manufacturer's instructions.

PRUNING

All pruning done by private contractors on Edmonds street trees shall conform to International Society of Arboriculture standards and American Association of Nurserymen standards. A City issued right-of-way permit should be acquired when equipment other than hand tools are used in the public right-of-way to prune street trees. Pruning should maintain the natural form of the tree. Do not top trees and do not remove more than 25% of the tree canopy. Exceptions must be approved by the City of Edmonds. Branches should be pruned when small to reduce shock to tree, and avoid unnatural branch angles or a hacked off look. Frequent annual or biannual pruning, especially during the first 5 years of growth, will allow maintenance of a more natural growth pattern while directing limbs away from buildings, street lights, overhead wires, vehicular traffic, awnings and pedestrian walking zones. Prune branches according to the Street Tree Pruning Guidelines described on page 134.

REDUCE PLANT COMPETITION

Keep competing lawn and weeds away from the tree trunk for the first 3 to 4 years after planting. Provide a 4 to 6 foot diameter clear area or tree well around the trunk and maintain a 2" to 3" depth of mulch in this clear area. Keeping lawn away also helps reduce damage to the trunk by lawn mowers.

AVOID DAMAGE

Cuts or nails into tree bark provides place for disease and decay to enter. Nailing of signs, peeling bark off, carving of initials in the bark and tying of objects such as bicycles to trees can be harmful and should be discouraged. Tree grates should be broken out or removed before the trunk grows into them. When a tree is wounded, use of tar or paint on the wound is not recommended. Instead, clean the wound and remove rough edges from the bark.

TREAT FOR DISEASE

Use effective and environmentally sensitive IPM (Integrated Pest Management) principles and approaches in dealing with pest management and disease. Sometimes it is necessary to apply appropriate sprays to treat insects, fungus and other problems. First it is important to identify the problem, then to treat the specific problem in the least toxic way possible such as ladybugs to control aphids. For more information about pests and possible treatment contact the King County Extension Service (206) 296-3900 or the Master Gardner Program at (206) 296-3440. Many chemicals are toxic. Follow manufacturer’s instructions. Notify neighbors and nearby schools prior to application.

Responsibility

Unless otherwise indicated the adjacent property owner is responsible for maintenance of street trees and any owner/resident installed irrigation system for those trees.

The City may need to explore various sources of funding to supplement the current maintenance budget, such as formation of a Local Improvement District (L.I.D.), or other supplemental funding source.

Regulatory Linkages

The Street Tree Plan should be coordinated with existing plans and codes and the current design review procedure.

STREET TREE LIST

Street tree selections shall be taken from this list unless otherwise approved by the City of Edmonds. List subject to amendment in the future. Due to the needs and nature of current street trees most are ornamental and non-native. Where appropriate, conifers and other native trees could be substituted.

Recommended Street Trees

Small, Spreading Trees (<25'ht)

Botanical name/Common name	Height (ft.) Spread (ft.) Flowers/Fruit/Fall Color/Remarks
Acer platanoides 'Globosum'/Globe Maple	20' 18' - yellow Graft at 6' on Acer. p. understock
Fraxinus pennsylvanica 'Johnson'/Leprechaun Ash	18' 16' - yellow Limited availability.
Acer ginnala 'Flame'/Amur Maple	20' 20' yellow red Select for single stem, flowers fragrant.

Small, Narrow Trees (<25'ht)

Botanical name/Common name	Height (ft.) Spread (ft.) Flowers/Fruit/Fall Color/Remarks
Prunus serrulata 'Amanagawa'/Amanagawa Cherry (not recommended for downtown)	20'-25' 6-8' light pink bronze Fragrant flowers, Limited availability in adequate size.

Small / Medium, Spreading Trees (25-35' ht)

Botanical name/Common name	Height (ft.) Spread (ft.) Flowers/Fruit/Fall Color/Remarks
Tilia cordata 'De Groot'/De Groot Linden	30' 20' yellow Limited availability.
Acer truncatum x A. platanoides/'Warrens Red' Pacific Sunset	30' 25' yellow yellow . orange-red Limited availability.

Small / Medium, Narrow Trees (25-35' ht)

Botanical name/Common name	Height (ft.) Spread (ft.)/Flowers/Fruit/Fall Color/Remarks
Carpinus betulus 'Columnanis'/Columnar European Hornbeam	30-35' 15-20' - - Narrower than 'Fastigiata', and with strong central trunk. Limited availability in adequate size.
Pyrus calleryana 'Capital'/Capital Pear	35' 12' white/1/2" diam. red . purple

Medium / Large, Spreading Trees (35-50' ht)

Botanical name/Common name	Height (ft.) Spread (ft.)/Flowers/Fruit/Fall Color/Remarks
Acer rubrum 'Karpick'/Karpick Maple	35-50' 20' – yellow-orange
Acer rubrum 'Scarsen'/Scarlet Sentinel Maple	40' 20' - yellow-orange
Acer rubrum 'Red Sunset'/Red Sunset Maple	45' 35' - red/orange-red
Acer rubrum 'October Glory'/October Glory Maple	40' 35' - deep red/red-purple
Acer pseudoplatanus 'Atropurpureum'/Spathii Maple	40' 30' - - Foliage green with purple underside.
Carpinus betulus 'Fastigiata'/Pyramidal European Hornbeam	35' 25' - yellow Locate only in SF residential areas and in medians as approved by City.

Fraxinus oxycarpa 'Raywood'/Raywood Ash	35' 25' – reddish purple
Fraxinus pennsylvanica 'Summit'/Summit Ash	45' 25' - yellow
Fraxinus pennsylvanica 'Marshalls Seedless'/Marshall Ash	50' 40' - yellow
Fraxinus pennsylvanica 'Urbanite'/Urbanite Ash	50' 40' - bronze
Gleditsia triacanthos 'Skyline'/Skyline Locust	45' 35' - golden
Tilia cordata 'Greenspire'/Greenspire Linden	40' 30' - yellow

Medium / Large, Narrow Trees (35-50' ht)

Botanical name/Common name	**Height (ft.) Spread (ft.)/Flowers/Fruit/Fall Color/Remarks**
Acer platanoides 'Columnare'/Columnar Norway Maple	35' 15' - yellow Dense foliage.
Acer rubrum 'Bowhall'/Bowhall Maple	40' 15' - orange-red
Acer rubrum 'Armstrong'/Armstrong Maple	45' 10-15' - red-yellow Sometimes poor fall color.
Ginkgo biloba 'Princeton Sentry'/'P.S. Maidenhair Tree	40' 15' - yellow Limited availability.
Pyrus calleryana 'Glens Form'/Chanticleer Pear	40' 15' white/1/2" diam. red-purple Thornless.
Quercus robur 'Fastigiata'/Skyrocket Oak	45-50' 15' - / acorns -
Tilia cordata 'Corzam'/Corinthian Linden	45' 15' - yellow Limited availability.

Large, Spreading Trees (<50' ht)

Botanical name/Common name	**Height (ft.) Spread (ft.)/Flowers/Fruit/Fall Color/Remarks**
Quercus rubra/Red Oak	50' 45'+ -/acorns rusty red
Cercidiphyllum japonicum/Katsura Tree	40-100' 40'+ - yellowscarlet Select single stem.
Quercus palustris 'Crownright'/Crownright Pin Oak	80' 40' -/acorns rusty orange-red
Quercus frainetto 'Schmidt'/Forest Green Oak	50'+ 30'+ -/acorns yellowbrown
Ginko biloba 'Autumn Gold'/'A.G.' Maidenhair Tree	45-120' 35'+ - yellow

Large, Narrow Trees (<50' ht)

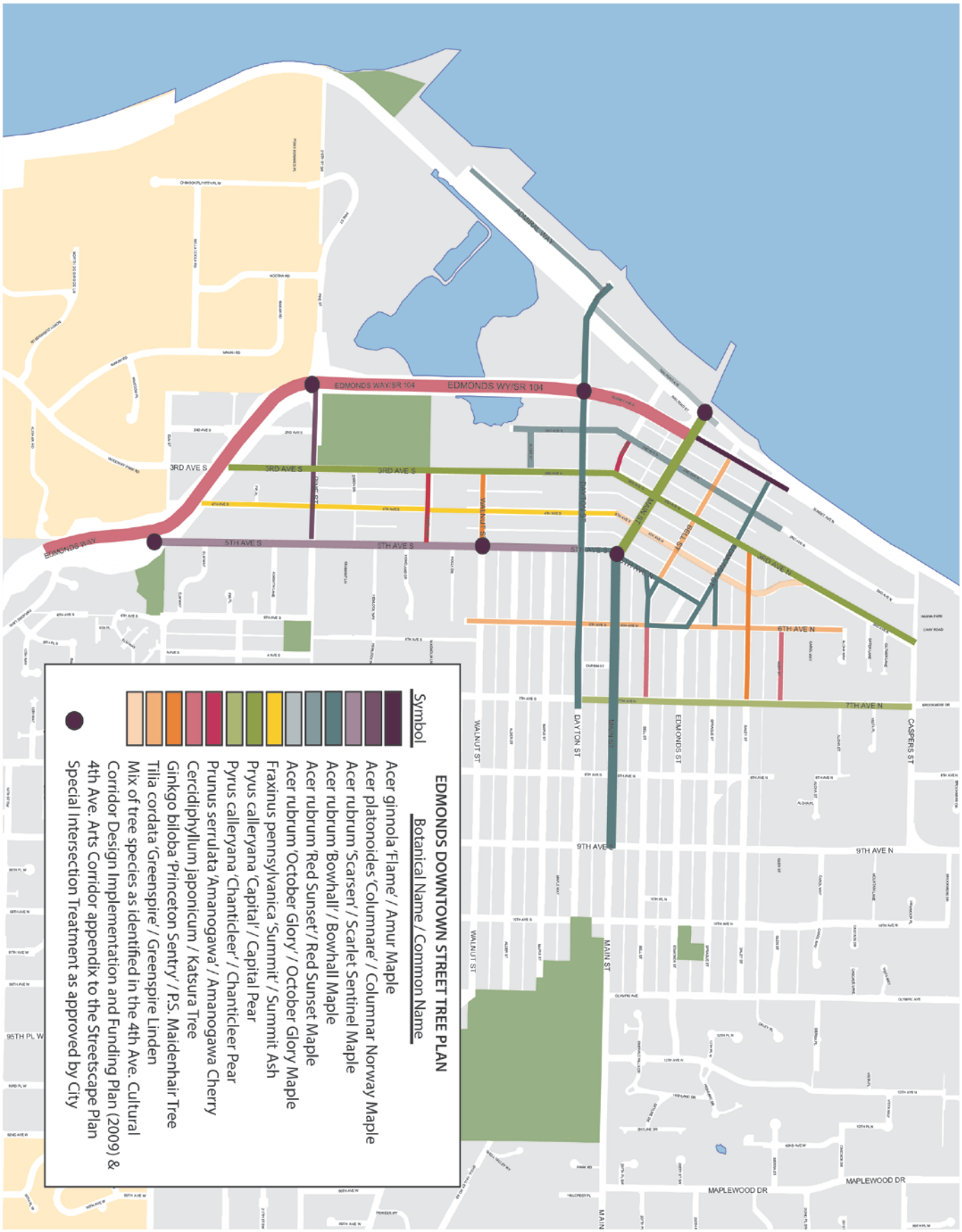
Botanical name/Common name	**Height (ft.) Spread (ft.)/Flowers/Fruit/Fall Color/Remarks**
Liriodendron tulipfera 'Fastigiatum'/Columnar Tulip Tree	50-70' 15-25' -/ pods greenyellow Limited availability; pods are 2-3".
Fagus sylvatica 'Dawyckii'/Dawyk Purple Beech	45-70' 15-25' Deep purple foliage. Limited availability in adequate size.
Nyssa sylvatica/Tupelo	70-90' 20' - apricot-red Select male.

STREET TREES APPROVED WITH RESERVATIONS:

- *Albizia julibrissin*/Silk Tree, Mimosa
- *Betula spp.*/Birch
- *Catalpa spp.*/Catalpa
- *Crataegus oxycantha* (aka *C. laevigata*)/English Hawthorn
- *Gleditsia triacanthos* (with thorns)/Honey Locust
- *Juglans nigra*/Black Walnut
- *Juglans regia*/English Walnut
- *Liquidambar styraciflua*/Sweetgum
- *Platanus spp.*/London Plane, Sycamore
- *Quercus paulustris*/Pin Oak (except 'Crownright')
- *Sophora japonica*/Pagoda Tree
- *Ulmus americana*/American Elm
- *Ulmus parvifolia*/Chinese Elm
- *Ulmus pumila*/Siberian Elm
- *Aesculus hippocastanum*/Horse Chestnut
- *Amanagawa*/ Amanagawa Cherry
- Coniferous trees

STREET TREES PROHIBITED:

- Acer negundo/Box Elder
- Acer saccarinum/Silver Maple
- Acer macrophyllum/Big Leaf Maple
- Ailanthus altissima/Tree of Heaven
- Alnus rubra/Red Alder
- Malus(fruiting var.)/Apple
- Prunus (fruiting var.)/Cherry, Plum
- Pyrus (fruiting var.)/Pear
- Populus spp./Polar
- Robinia pseudoacacia/Black Locust
- Salix spp./Willow
- Columnaris/Columnar Sargeant Cherry


EDMONDS DOWNTOWN STREET TREE PLAN
Symbol
Botanical Name / Common Name
Acer ginnola 'Flame' / Amur Maple
Acer platonoides 'Columnare' / Columnar Norway Maple
Acer rubrum 'Scarsen' / Scarlet Sentinel Maple
Acer rubrum 'Bowhall' / Bowhall Maple
Acer rubrum 'Red Sunset' / Red Sunset Maple
Acer rubrum 'October Glory' / October Glory Maple
Fraxinus pennsylvanica 'Summit' / Summit Ash
Pryus calleryana 'Capital' / Capital Pear
Pyrus calleryana 'Chanticleer' / Chanticleer Pear
Prunus serrulata 'Amanogawa' / Amanogawa Cherry
Cercidiphyllum japonicum / Katsura Tree
Ginkgo biloba 'Princeton Sentry' / P.S. Maidenhair Tree
Tilia cordata 'Greenspire' / Greenspire Linden
Mix of tree species as identified in the 4th Ave. Cultural Corridor Design Implementation and Funding Plan (2009) & 4th Ave. Arts Corridor appendix to the Streetscape Plan
Special Intersection Treatment as approved by City
EDMONDS WY/SR 104
EDMONDS WAY/SR 104
3RD AVE S
5TH AVE S
6TH AVE N
7TH AVE N
9TH AVE N
WALNUT ST
DAYTON ST
EDMONDS ST
CASPERS ST
MAIN ST
MAPLEWOOD DR
95TH PL W

CITY OF EDMONDS

STREET TREE PRUNING GUIDELINES HANDOUT

To provide uniformity of maintenance and keep the health of street trees in Edmonds thriving, certain guidelines are used pruning any tree in the Edmonds Street Tree Plan.

All Street tree pruning performed by certified private contractors shall be licensed, bonded and conform to International Society of Arboriculture and American Association of Nurseryman Standards.

A city issued right-of-way permit will be required when equipment or other tools are used on city streets or sidewalks.

Tree Pruning Guidelines:

- Pruning trees should be done during dormant season between November and February.
- Do not top trees and do not remove more than 25 % of tree canopy which will assist in natural shape of tree. Exceptions must be approved by City of Edmonds.
- Prune tree to it is natural look directing limbs away from buildings, street lights, overhead utilities, vehicle traffic, pedestrian walk zones and building awnings.
- When pruning avoid unnatural branch angles and pollarded look.
- Cut branches directly next to branch collar and do not leave branch stubs extending out beyond collar.
- All tree limbs and debris must be hauled off site.
- All tree pruning must be done safely and professionally.
- Parks Maintenance staff will gladly meet with owners to discuss proper tree pruning.

Contacts:

Public Works: Tod Moles – Street Manager 425-771-0235
Parks Maintenance: Rich Lindsay – Parks Manager 425-771-0289
Right-of-Way Permits may be obtained at City Hall 121-5th Avenue Edmonds, WA. 98020