

# Land Use Element

## Land Use Map

Whenever there are references in this plan to categories of land use, they shall apply to areas shown on the Comprehensive Plan Map as follows:

<b>Plan Map Designation</b>	<b>Land Use Type</b>	<b>Compatible Zoning Classifications</b>	<b>Density Units/Acre</b>
Activity Center	Mix of uses; refer to specific plan designations within activity center	See appropriate category below; also refer to specific activity center discussion in plan	
Corridor Development	Mixed use development corridor; refer to specific plan designations within corridor	See appropriate category below; also refer to specific corridor discussion in plan	
Designated Park or School Site	Public Facility	P-zone or appropriate R-zone compatible with neighborhood.	
Single Family, Resource	Single family	RSW-12, RS-12, RS-20	< 4
Single Family, Urban 3		RS-10	< 4.4
Single Family, Urban 2		RS-8	< 5.5
Single Family, Urban 1		RS-6, RS-8	5-8
Multi Family - High Density	Multi family	RM-1.5, RM-2.4	18-30
Multi Family – Medium Density		RM-2.4, RM-3.0	< 18
Mixed Use Commercial	Commercial	Mixed Use Commercial or mixture of zones	
Community Commercial		WMU, BC, BN, or equivalent	
Neighborhood Commercial		BN or equivalent based on neighborhood plan	
Highway 99 Corridor		CG; may include transitional zones as appropriate	
Edmonds Way Corridor		BP, BN, BC, or similar commercial zone; RM zones	
Westgate Corridor (Planned Business)		BP, BN	
Hospital / Medical	Special Use District	Hospital or Medical zone	
Master Plan Development	Master Plan	Master Plan Overlay or equivalent classification	
Public Use or Park/Open Space	Public or Parks	P, OS, or equivalent classification	



# City of Edmonds Comprehensive Plan

## Comprehensive Plan Designations and Descriptions

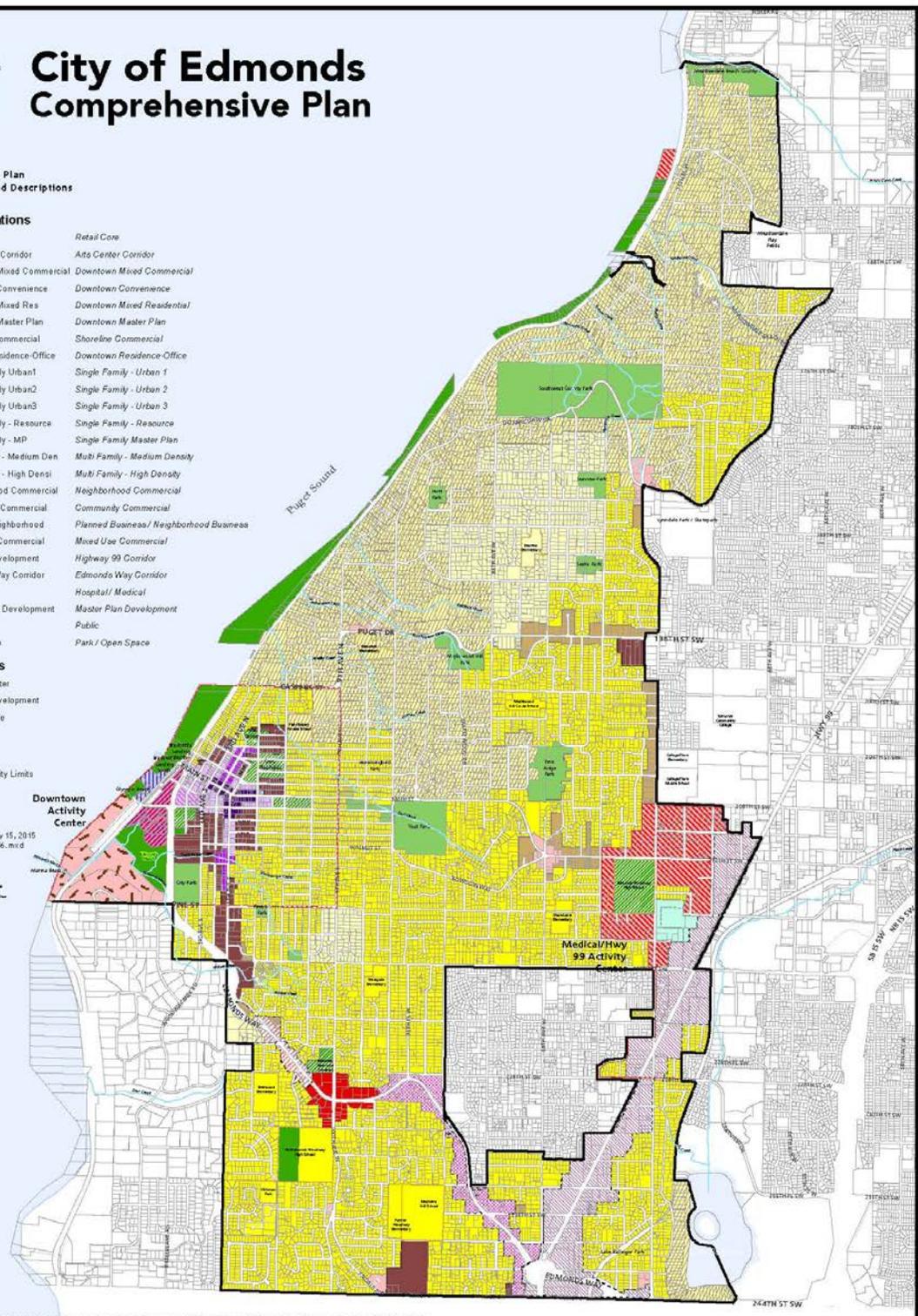
### Plan Designations

	Retail Core
	Arts Center Corridor
	Downtown Mixed Commercial
	Downtown Convenience
	Downtown Mixed Residential
	Downtown Master Plan
	Shoreline Commercial
	Planned Residence-Office
	Single Family - Urban 1
	Single Family - Urban 2
	Single Family - Urban 3
	Single Family - Resource
	Single Family Master Plan
	Multi Family - Medium Density
	Multi Family - High Density
	Neighborhood Commercial
	Community Commercial
	Planned Business/ Neighborhood Business
	Mixed Use Commercial
	Highway 99 Corridor
	Edmonds Way Corridor
	Hospital/ Medical
	Master Plan Development
	Public
	Park / Open Space

### Plan Overlays

	Activity Center
	Corridor Development
	Hi-Rise Node
	Park
	School
	Edmonds City Limits

Map revision date: July 15, 2015  
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This map is a representation of the Comprehensive Plan map of the City of Edmonds. Please check with the City of Edmonds Planning Division before relying on the information described on this map.

Figure 9: Comprehensive Plan Map

# Land Capacity

## Background

The Growth Management Act (GMA) provides the framework for planning at all levels in Washington State. Under the mandate of the GMA (RCW 36.70A.215), local governments are required to evaluate the density and capacity for Urban Growth Areas (UGAs). Edmonds has been allocated population, housing, and employment growth targets through County Planning Policies. Population projections are based on the official 20-year population projections for Snohomish County from the Office of Financial Management and distributed as represented in Puget Sound Regional Council’s Vision 2040 Regional Growth Strategy.

Edmonds is considered a Larger City for regional growth strategy purposes. The Larger City designation is applied to cities that have a combined population and employment total over 22,500. Currently, eighteen cities are grouped in the Larger City designation. As a group, these cities are expected to accommodate 14 percent of the region’s projected population growth and 12 percent of the regional projected employment growth.

The 2035 population target for Edmonds is 45,550 persons, up 14.4 percent from the 2011 population estimate of 39,800. To accommodate the targeted growth, Edmonds will require approximately 2,772 new housing units and 2,269 new jobs by 2035. To maintain consistency with the 2012 Buildable Lands Report, the 2011 population, housing, and employment estimates are referenced in the Land Capacity Element. The estimated 2013 population is 40,381. Figure 10 summarizes available GIS data on land supply in Edmonds as it existed in 2014. Developed acres include the entire parcel boundaries that contained development, not just the building footprint.

Land Use	Total Acres	Developed Lands		Vacant Lands	
		Acres	% of Total Acres	Acres	% of Total Acres
<b>Residential</b>	<b>3,959.90</b>	<b>3,794.00</b>	<b>64.1%</b>	<b>165.90</b>	<b>2.8%</b>
Single-Family	3,608.4	3,460.8	58.5%	147.6	2.5%
Multi-Family	351.5	333.2	5.6%	18.3	0.3%
<b>Commercial*</b>	<b>423.1</b>	<b>380.9</b>	<b>6.4%</b>	<b>42.2</b>	<b>0.7%</b>
<b>Public Facilities</b>	<b>1,532.0</b>	<b>1,529.1</b>	<b>25.9%</b>	<b>2.9</b>	<b>0.05%</b>
Parks and Open Space	340.7	340.7	5.8%		
Other Public Facilities	64.8	61.9	1.1%	2.9	0.05%
Rights-of-Way	1,126.5	1,126.5	19.0%		
	<b>5,915.0</b>	<b>5,704.0</b>	<b>96.4%</b>	<b>211.0</b>	<b>3.6%</b>

Source: City of Edmonds GIS data, June-2015

\*Some commercial properties include residential development as a type of mixed use.

Note: Measurement of acreage may vary depending on the methodology used and the date data was retrieved.

Figure 10: City of Edmonds Land Supply Data

Overall, approximately 4 percent of the City’s land was vacant in 2014. Of the vacant lands available, 78.6 percent is designated for residential use, 20 percent is designated for commercial/mixed use, and 1.4 percent is for public use.

For a more in-depth study, the 2012 Buildable Lands Report (BLR) developed build-out capacity estimates for vacant and under-developed parcels. Using a process developed by Snohomish County Tomorrow, the BLR was prepared in 2012 and adopted by the Snohomish County Council in June 2013. This report provided the city with the necessary information to complete a development capacity analysis.

	Additional Housing Unit Capacity (before reductions)				Additional Housing Unit Capacity (after reductions)				Additional Population Capacity (after reductions)				Additional Employment Capacity (after reductions)
	SF	MF	Sr. Apts	Total	SF	MF	Sr. Apts	Total	SF	MF	Sr. Apts	Total	
Buildable Lands Report	561	2,381	484	3,424	444	1,868	334	2,646	1,236	3,437	393	5,065	2,820

Figure 11: Summary of 2012 Buildable Lands Report

Given the limited supply of vacant land within the city, capacity estimates were not calculated strictly on the amount of vacant buildable land, but also on increased densities and intensity of redevelopment within various areas of the city. Different methods of development were targeted to provide additional residential capacity. For example, accessory dwelling units (ADUs) were one method of attempting to supplement capacity in single family neighborhoods, while encouraging mixed use development in commercial areas provided for additional capacity in areas already experiencing a higher level of activity. Planned Residential Developments (PRDs) were also targeted as a way of assuring maximum buildout of single-family-zoned areas while maintaining the character of the city.

Following adoption of the 1995 comprehensive plan, the city embarked on an implementation program to achieve the goals identified in the plan. Many of these implementation measures are described in the Housing Element under the discussion of “strategies to promote affordable housing.” These measures were taken by the city to address issues related to both capacity and affordable housing.

A key feature of Edmonds’ Comprehensive Plan is its emphasis on mixed use development, which includes both commercial and residential uses on a single lot or combination of lots. For example, a mixed use development could include a two-story development with residential dwelling units on the second floor and offices, shops or other commercial uses on the ground floor, or it could consist of a mixture of uses arranged in proximity to each other. Mixed use development is allowed in both of the city’s Activity Centers and Corridor development areas. In the 1995 comprehensive plan, mixed use development was to be allowed under all the alternatives considered, but would only be encouraged under the adopted “Designed Infill” alternative. The encouragement of mixed use development continues as a basic assumption underlying the current comprehensive plan. This basic approach is embodied in much of the development that has occurred in recent years. The importance of mixed use in the city’s land use pattern can be seen in Figure 12.

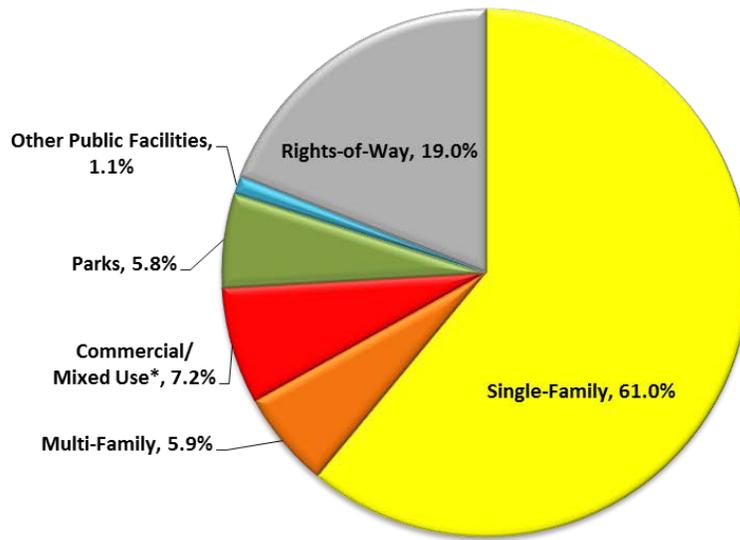


Figure 12: General Zoning Categories by percent of City Land Area

Source: City of Edmonds GIS, June-2015

\*Some commercial properties include residential development as a type of mixed use.  
 Note: Measurement of acreage may vary depending on the methodology used and the date data was retrieved.

### Population and Employment Capacity

The 2012 Buildable Lands Report (BLR) shows Edmonds to have an additional housing capacity of 2,646 units through the year 2035, which would be needed to accommodate a total population of 45,550 residents. Since the BLR was finalized in 2012, some of the assumptions regarding buildable lands have changed. During the 2015 Comprehensive Plan update, city staff considered how these changes affected capacity projections.

For example, recent plans by the City to encourage mixed-use development in the Neighborhood Business zoned areas of Westgate and Five Corners, plus the removal of restrictions on first and second floor residential development in zones along the Highway 99 corridor, should provide the city with additional housing, employment, and population capacities not considered in the 2012 BLR. In total, the City conservatively estimates these actions can increase the land capacity by approximately 267 additional net housing units by applying the same methodology used in the Buildable Lands Report.

With these adjustments, the City estimates a total capacity of 3,039 additional housing units by the year 2035. The projected housing need to accommodate the targeted population growth is 2,790 housing units as determined by the Countywide Planning Policies. This represents an increase of 15 percent from the estimate of 18,396 housing units in 2011. The land capacity analysis, combined with the goals and policies in the Comprehensive Plan, indicate that the 2035 targets for population and

employment can be accommodated by the City. A summary of historical growth and the 2035 population and housing targets is presented in Figure 13 and 14.

The adopted 2035 employment target for Edmonds is 13,948 jobs. This represents an increase of 19.4 percent from the 2011 estimate of 11,679 jobs within the City. The 2012 Buildable Lands analysis shows a potential capacity increase of 2,820 employees by 2035, which has been increased to 3,522 using the same analysis employed in reviewing the housing and population capacity discussed above. The 2013 employment estimate was 13,232.

The City should consider using incentives to achieve redevelopment and infill goals and zoning incentives or other measures to ensure that land adjacent to infrastructure facilities is utilized to maximize the economic and environmental benefits of that infrastructure. Improvements that encourage redevelopment along the Highway 99 Corridor are of interest to the City.

Given the extent to which future land use policies, regulations, demographics, and market forces could affect land capacity estimates, it is important that development trends and remaining land supply within the city is regularly monitored to ensure the continued supply of adequate urban land throughout the 20-year GMA planning horizon. Implementation strategies should include development of a long-term program to monitor the city's progress towards goals contained in the Comprehensive Plan. As part of the monitoring process, the city should work with the public, environmental and business leaders, interest groups, cities and other agencies to develop detailed monitoring criteria or "benchmarks" that could be used to measure progress and identify the need for corrective action.

Specific implementation measures should seek to reduce barriers or impediments to development. For example, measures that reduce the regulatory compliance burden of the private sector, if successful, would reduce the cost imposed by such regulations. Similarly, implementation measures that are designed to encourage flexibility could also help reduce compliance costs – at least on a case-by-case basis. Specific measures could include: provision of flexible development standards; density bonuses for site designs that provide public benefits; and fee waivers or expedited review that lower financial development risks



Figure 13: Edmonds Historic Growth vs. Projected Growth

Source: US Census; Puget Sound Regional Council

	1990	2000	2010	2035 (Plan Target)
Population	30,744	39,515	39,709	45,550
Nominal Change	-	8,771	194	5,841
% Change	-	28.50%	0.49%	14.71%
Annual % Change	-	2.50%	0.05%	0.55%
Housing Units	12,945	17,508	18,378	21,168
Nominal Change	-	4,563	870	2,790
% Change	-	35.20%	4.97%	15.18%
Avg HH Size	2.41	2.32	2.26	2.2
Avg Persons/Unit	2.37	2.26	2.16	2.15
Gross Density <sup>1</sup>	2.7	3.1	3.16	3.64

Figure 14: Edmonds Existing and Projected Growth:

Source: US Census; Puget Sound Regional Council

<sup>1</sup> Gross Density = number of households per gross acre of land, city-wide. Note that this includes non-residential land, so the density per gross residential acre is significantly higher.

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## Activity Centers

**Introduction.** The *VISION 2040* regional plan establishes a growth management, transportation, environmental, and economic strategy for the Puget Sound region of urban growth areas (UGAs) framed by open space and linked by efficient, high capacity transit. The concepts developed in *VISION 2040* are supported in the Edmonds Comprehensive Plan. The approach proposed in Edmonds is to strategically plan for future development in two activity centers located within the community, the Medical/Highway 99 Activity Center and the Downtown/Waterfront Activity Center.

Activity Centers in Edmonds are intended to address the following framework goals:

- **Pedestrian-oriented** - Provide a pedestrian-oriented streetscape environment for residential and commercial activity.
- **Mixed-use** - Encourage mixed-use development patterns that provide a variety of commercial and residential opportunities, including both multi-family and small-lot single family development.
- **Community character** - Build on historical character and natural relationships, such as historic buildings, slopes with views, and the waterfront.
- **Multimodal** - Encourage transit service and access.
- **Balanced (re)development** - Strategically plan for development and redevelopment that achieves a balanced and coordinated approach to economic development and housing, along with cultural and environmental goals.

- **Concurrency** -Coordinate the plans and actions of both the public and private sectors.
- **Urban design** - Provide a context for urban design guidelines that maximize predictability while assuring a consistent and coherent character of development.
- **Adaptive reuse** - Provide incentives to encourage adaptive reuse as an alternative to redevelopment of historic structures in order to preserve these resources.

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## Downtown/Waterfront Activity Center

**Plan Context.** A number of public plans and projects have been taking shape in recent years, and these could have a profound impact on the future of the city’s downtown/waterfront area. Some of these ongoing activities include:

- Increased concern about conflicts and safety issues related to the interaction of rail, ferry, vehicular and pedestrian traffic.
- Transportation planning to accommodate ferry traffic, including options for a reservation system, additional parking for ferry users, and the possible Edmonds Crossing multimodal project. The latter project would move the existing ferry terminal at the base of Main Street to a new multimodal transportation center at Pt. Edwards.
- Marina Beach planning to provide for enhanced recreational uses and the meeting of Willow Creek with Puget Sound.
- Continued development of the city’s waterfront parks and walkways into an interconnected necklace of public spaces.
- The Edmonds Senior Center is undertaking strategic planning to look at its facilities, programs, and services.
- Public access to the water and the natural beauty of the waterfront figures prominently in the Port of Edmonds’ plans, including new plazas, improved walkways and public art. Public pedestrian/bicycle access across the railroad tracks to the waterfront, in the vicinity of the south end of the marina, near Marina Beach Park, should remain a high priority.
- Arts plans continue to be implemented throughout the downtown, including such projects as the Edmonds Center for the Arts, the Artworks facility, and the continued expansion of downtown festivals and events.
- Edmonds Community College has expanded its downtown presence through initiatives with the Edmonds Conference Center (formerly the Edmonds Floral Conference Center) and is working with the Edmonds Center for the Arts to enhance overall operations.

Downtown/Waterfront Vision. Taken together, the goals and policies for the Downtown/Waterfront Activity Center present a vision for Edmonds downtown/waterfront. By actively pursuing the ferry terminal’s relocation, the City has set upon an ambitious and exciting course. It is a course that holds

promise for the downtown/waterfront, but it is one that will require concerted action by the entire community, including local, state and federal public officials, business groups and citizens. While the challenges presented in this effort are substantial, the possible rewards are even greater, for with its existing physical assets, future opportunities and the energy of its citizens, Edmonds has the potential to create one of the region's most attractive and vital city centers in the midst of a magnificent shoreline setting.

Components of the overall vision for the downtown/waterfront area include:

- The Edmonds Crossing multimodal transportation center provides convenient transportation connections for bus, ferry, rail, auto and bicycle riders and makes Edmonds an integrated node in the regional transportation system. The new terminal reduces negative impacts to downtown Edmonds while still providing a link between the terminal and downtown Edmonds. The project provides the community with varied transportation resources and an economic stimulus to the larger community.
- Downtown is extended westward and connected to the shoreline by positive mixed-use development as well as by convenient pedestrian routes. Redevelopment of the holding lanes and SR-104 is pursued after the ferry terminal relocates to Point Edwards.
- The shoreline features a full spectrum of recreational activities, park settings, marina facilities, and supporting uses.
- There is a more efficient transportation system featuring commuter and passenger trains, increased bus service, pedestrian and bicycle routes, and adequate streets and parking areas. Transportation conflicts and safety issues involving the interaction of rail, ferry, vehicular and pedestrian traffic are resolved.
- There is a more active and vital setting for new retail, office, entertainment and associated businesses supported by both nearby residents and the larger Edmonds community, and that attracts visitors from throughout the region.
- The downtown supports a mix of uses, including traditional commercial and multi family development with new mixed-use development types. Single family neighborhoods are a part of this mix of uses, and contribute to the choice of housing and character of downtown.
- Opportunities for new development and redevelopment reinforce Edmonds' attractive, small town pedestrian-oriented character. Pedestrian-scale building height limits are an important part of this quality of life, and remain in effect.
- Provide incentives to encourage adaptive reuse as an alternative to redevelopment of historic structures in order to preserve these resources.
- Auto traffic is rerouted to minimize impact to residential neighborhoods.
- The City takes advantage of emerging technology and service innovations, such as electric vehicle charging stations, bicycle sharing, and WiFi or fiber communications systems.

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## Downtown/Waterfront Goals & Policies

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

The following goals and policies are intended to achieve the framework goals for the downtown/waterfront area:

**Downtown/Waterfront Area Goal A.** Promote downtown Edmonds as an attractive setting for retail, office, entertainment and associated businesses supported by nearby residents and the larger Edmonds community and as a destination for visitors from throughout the region.

- A.1 Ensure that the downtown/waterfront area continues – and builds on – its function as a key identity element for the Edmonds community.
- A.2 Enhance Edmonds’ visual identity by continuing its pedestrian-scale of downtown development, enhancing its shoreline character, and protecting and building on the strong visual quality of the “5th and Main” core.
- A.3 Encourage a more active and vital setting for new retail, office, entertainment and associated businesses supported by nearby residents and the larger Edmonds community, downtown commercial activity and visitors from throughout the region.
- A.4 Enhance shoreline features to include a full spectrum of recreational activities, park settings, natural features (such as the Edmonds Marsh), and marina facilities. Improve public access to the shoreline and link waterfront features by establishing a continuous esplanade along the shoreline. The esplanade will be constructed over time through public improvements and Shoreline Master Program requirements placed on private development.
- A.5 Support the development and retention of significant public investments in the downtown/waterfront area, including government and cultural facilities that help draw residents and visitors to downtown.
- A.6 Provide greater residential opportunities and personal services within the downtown, especially to accommodate the needs of a changing population.

**Downtown/Waterfront Area Goal B.** Continue to plan for and implement improvements in the downtown/waterfront area that resolve safety conflicts while encouraging multi-modal transportation and access to the waterfront.

- B.1 Future development along the waterfront should support the continuation and compatible design of three regional facilities: Edmonds Crossing at Pt. Edwards; the Port of Edmonds; and the regional parks, beaches and walkways making up the public shoreline.

- B.2 Plan for improvements to resolve transportation and safety conflicts in the downtown/waterfront area.
- B.3 Provide a more efficient transportation system featuring improved bus service, pedestrian and bicycle routes, and adequate streets and parking areas.

**Downtown/Waterfront Area Goal C.** Continue to plan for and implement the Edmonds Crossing multimodal transportation center at Point Edwards – pursuing the design, permitting, land acquisition and development of the project, as resources allow. The completion of Edmonds Crossing will help address the competing needs of three regional facilities (transportation, parks and open space – including the Edmonds Marsh, and the Port of Edmonds) while providing opportunities for redevelopment and linkage between downtown Edmonds and its waterfront.

- C.1 Utilize the Point Edwards site to its best community and regional potential by developing a multimodal transit center with compatible development in the surrounding area. In addition to the regional benefits arising from its multi modal transportation function, an essential community benefit is in removing intrusive ferry traffic from the core area which serves to visually and physically separate downtown from the waterfront.
- C.2 When feasible, establish a Point Edwards multimodal transportation center which provides convenient transportation connections for bus, ferry, rail, auto, pedestrians and bicycle riders and makes Edmonds an integrated node in the regional transportation system. The new terminal should be planned to reduce negative impacts to downtown Edmonds – such as grade separation/safety concerns and conflicts with other regional facilities – while providing the community with unique transportation resources and an economic stimulus to the larger community.
- C.3 Extend Downtown westward and connect it to the shoreline by encouraging mixed-use development and pedestrian-oriented amenities and streetscape improvements, particularly along Dayton and Main Streets. Development in this area should draw on historical design elements found in the historic center of Edmonds to ensure an architectural tie throughout the Downtown Area. Pursue redevelopment of SR-104 and the existing holding lanes once the ferry terminal moves to Point Edwards.
- C.4 Improve traffic conditions by removing ferry traffic impacts from the downtown core.

**Downtown/Waterfront Area Goal D.** Define the downtown commercial and retail core along streets having the strongest pedestrian links and pedestrian-oriented design elements, while protecting downtown's identity.

- D.1 Encourage opportunities for new development and redevelopment which reinforce Edmonds' attractive, small town pedestrian oriented character. Provide incentives to encourage adaptive reuse as an alternative to redevelopment of historic structures in order to preserve these resources. These historic structures are a key component of the small town character of Edmonds and its economic viability. Height limits that reinforce and require pedestrian-scale development are an important part of this quality of life, and should be implemented through zoning regulations and design guidelines.

- D.2 Gradually remove large and inadequately landscaped paved areas and provide for green infrastructure.
- D.3 Provide pedestrian-oriented amenities for citizens and visitors throughout the downtown/waterfront area, including such things as:
- Weather protection,
  - Street trees and flower baskets,
  - Street furniture,
  - Public art and art integrated into private developments,
  - Pocket parks,
  - Signage and other way-finding devices,
  - Restrooms.
- D.4 Strive for the elimination of overhead wires and poles whenever possible.
- D.5 Coordinate new building design with old structure restoration and renovation.
- D.6 Develop sign regulations that support the pedestrian character of downtown, encouraging signage to assist in locating businesses and public and cultural facilities while discouraging obtrusive and garish signage which detracts from downtown pedestrian and cultural amenities.
- D.7 Provide lighting for streets and public areas that is designed to promote comfort, security, and aesthetic beauty while being appropriate for its location.
- D.8 Building design should discourage automobile access and curb cuts that interfere with pedestrian and bicycle activity and break up the streetscape. Encourage the use of alley entrances and courtyards to beautify the back alleys in the commercial and mixed use areas in the downtown area.

**Downtown/Waterfront Area Goal E.** Identify supporting arts and mixed use residential and office areas which support and complement downtown retail use areas. Provide for a strong central retail core at downtown's focal center while providing for a mixture of supporting commercial and residential uses in the area surrounding this retail core area. Emphasize and plan for links between the retail core and these supporting areas.

- E.1 Support a mix of uses downtown which includes a variety of housing, commercial, and cultural activities.

**Downtown/Waterfront Area Goal F.** Focus development between the commercial and retail core and the Edmonds Center for the Arts on small-scale retail, service, and multi-family residential uses.

**Downtown/Waterfront Area Goal G.** Develop gateway/entrance areas into downtown which serve complementary purposes (e.g. convenience shopping, community activities).

**Downtown/Waterfront Area Goal H.** Explore alternative development opportunities in the waterfront area, such as specifically encouraging arts-related and arts-complementing uses.

H.1 Improve and encourage economic development opportunities by providing space for local businesses and cottage industries and undertaking supporting public improvement projects. Of particular significance is the enhancement of economic development opportunities resulting from the Edmonds Crossing project and the enhancement of Edmonds as an arts and water-oriented destination.

**Multi-modal Transportation.** Primary goals of the City's Downtown Waterfront Plan include integrating the downtown core with the waterfront, improving pedestrian access and traffic circulation, and encouraging mixed-use development. Current conditions limit the city's ability to achieve these plan goals by making it difficult to move between the two areas, thereby minimizing the value of the shoreline as a public resource and amenity while adversely affecting the potential for redevelopment, including greater public use.

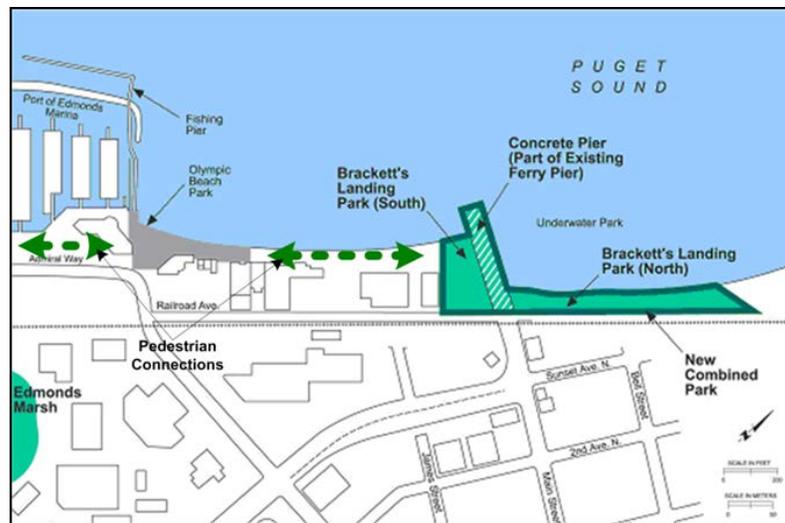


Figure 15: Integration of the Remaining Ferry Pier Structure into Surrounding Parks

**Edmonds Crossing.** Edmonds Crossing is a multimodal transportation center proposed to be constructed at Point Edwards, the former UNOCAL oil storage facility south of the Edmonds Marina. This multimodal transportation center will provide the capacity to respond to growth while providing improved opportunities for connecting various forms of travel, including rail, ferry, bus, bicycle, walking and ridesharing.

The project is supported by local, regional, and state plans, including the Puget Sound Regional Council's Destination 2040 Metropolitan Transportation Plan and VISION 2040 plan; Washington State Ferries' (WSF) System Plan for 1999-2018; Snohomish County's countywide Transportation



The proposed project includes:

- A ferry terminal;
- A train station;
- A transit center for bus and regional transit, as well as the opportunity for riders to connect to downtown businesses via a local circulator service;
- The flexibility to operate the facility to respond to changing travel demands;
- Safety features including grade separation of train traffic from other modes of travel, designated vehicle parking and holding areas, and improved passenger waiting areas.

While the Edmonds Crossing project will directly benefit the transportation system, the project may also provide significant benefits to downtown Edmonds. Completion of the project provides an opportunity to redevelop the existing ferry terminal facilities and the related holding lanes in the downtown area. Providing a connection from the new multimodal terminal to downtown Edmonds will potentially bring more visibility and visitors to the downtown area

**Plan Policies and Implementation Strategy.** The vision and goals for Downtown Waterfront Activity Center are designed to present a coherent vision for future development in the area. To implement this vision, a series of policies and an implementation strategy are intended to guide future public and private actions.

**Implementation Strategy.** Key issues tied to the viability and health of the downtown waterfront area include using the Edmonds Crossing project to help resolve transportation issues, linking downtown with the waterfront, and taking advantage of redevelopment opportunities arising from emerging trends and public investments.



Figure 17: Downtown Design Concepts

## 2015 Alternatives Analysis

Much of the above discussion regarding the Edmonds Crossing project has been in the City's Comprehensive Plan for years. The project remains the City's stated preference to resolve the many conflicts created by the at-grade railroad crossings at Dayton and Main Streets. At one time, the Edmonds Crossing project was moving rapidly forward and significant funding commitments had been received to pursue permitting, design, and construction of the project. Shortly after that, the national and regional economies went through a sharp depression and all of the funding commitments were withdrawn due to a lack of activity on project development. The Washington State Ferries Division is just now beginning to develop a new plan that should be completed over the next two years and may include the Edmonds Crossing project.

In the meantime, the City is preparing to develop an Alternatives Analysis that will evaluate other options to address public safety impacts, congestion, and delays associated with these two railroad crossings. This work will especially evaluate the sharp increases in train traffic projected over the next fifteen years. It will lead to the City selecting a path forward that will be constructible, financeable, and environmentally acceptable.

The largest single factor affecting the downtown waterfront area is the timing and construction of the Edmonds Crossing project. Because of this, a two-phased downtown waterfront redevelopment strategy is envisioned. The first phase includes actions taken before the existing ferry terminal is relocated to the Point Edwards site, and is intended to include actions taken to support ongoing redevelopment and arts-related improvements downtown. This phase will also set the framework for subsequent redevelopment after the terminal's relocation. The second phase is aimed at comprehensive redevelopment to link the downtown with the waterfront, better utilize shoreline resources, increase economic viability and provide the setting for a broad range of community functions.

**Short Term Actions.** Short term actions are those actions that can take place prior to construction of the Edmonds Crossing project.

1. Develop a short term plan and strategy to resolve waterfront access issues:
  - Emphasizing and prioritizing near term solutions to providing emergency services access;and also including but not limited to;
  - At-grade conflicts where Main and Dayton Streets intersect BNSF rail lines;
  - Pedestrian/bicycle access;
  - Options to the Edmonds Crossing Multimodal Terminal Project (identified as Modified Alternative 2) within the 2004 Final Environmental Impact Statement.
2. Plan for the Edmonds Crossing project at Point Edwards which includes relocation of the existing ferry terminal. Planning should also include reuse of the current ferry terminal and related holding area.

3. Improve the existing downtown rail station between Dayton and Main Streets in order to better accommodate inter-city passenger and commuter rail service, including provisions for bus and commuter traffic as well as pedestrian connections to the waterfront and downtown. During the short term planning period, evaluate the feasibility and benefits of retaining a commuter rail and transit presence downtown after the construction of Edmonds Crossing.
4. Plan for future joint public/private development of the area between SR-104 and the railroad tracks. Planning activities could potentially include infrastructure planning, property acquisition, parking management, development incentives and guidelines or modifications to land use regulations (such as zoning or master planning). Although Amtrak and commuter rail service will be included as a part of the Edmonds Crossing project, the City and transit service providers should examine whether a commuter rail stop can be retained between Dayton and Main Streets in order to provide improved service and stimulate potential redevelopment of the surrounding area.
5. Upgrade secondary downtown streets for pedestrians. Implement the city's public urban design plan and street tree plan while expanding public amenities and streetscape improvements in areas where these do not already exist. These improvements are particularly needed along Main and Dayton Streets in the area between downtown and the waterfront in order to improve pedestrian connections between downtown and the waterfront area. Pedestrian improvements should be combined with traffic improvement projects where applicable.
6. Continue to promote sustainable shoreline management and public access to the city's beaches, parks, and walkways.
7. Continue implementing a continuous shoreline walkway (boardwalk/esplanade) from Brackett's Landing North to Point Edwards. Work with the Port of Edmonds to integrate recreation and marina functions into the long term plan.
8. Work with the Senior Center to plan for long term needs for the senior center facilities and programs.
9. Encourage a variety of housing to be developed as part of new development and redevelopment of downtown properties. Housing should be provided to serve a diverse community, including single family homes, multi family apartments and condominiums, housing as part of mixed use developments, and housing connected with live/work developments that could also encourage an arts-oriented community in the downtown area. A special focus for arts-supporting live/work arrangements could be in the corridor and nearby residential areas linking downtown with the Edmonds Center for the Arts.
10. Begin improvements to mitigate ferry terminal traffic (and other traffic) increases, as envisioned in the Edmonds Crossing project and the transportation element of the comprehensive plan.
11. Develop "gateways" at key entrances to the downtown area which enhance the identity and sense of place for downtown. Gateways should signal that visitors are

entering downtown Edmonds, and should include elements such as public art, landscaping, signage and directional (“way-finding”) aids.

**Long Term Actions.** Long term actions are those actions that can take place during or after construction of the Edmonds Crossing project.

1. Complete a multi modal transportation center at Point Edwards for:
  - Rail (inter-city and commuter)
  - Ferry
  - Park & Ride/Auto
  - Bus
  - Pedestrian and shuttle connections to other features and amenities.
2. Complete redevelopment of the Point Edwards site consistent with an overall master plan that provides for development compatible with the Edmonds Crossing project.
3. Coordinate circulation and public parking with Port development.
4. Continue to protect and enhance existing wetlands and continue to develop supporting non-intrusive interpretive trails and exhibits to help educate local citizens and visitors about Edmonds’ unique ecosystems and natural and cultural history.
5. Continue development of a “necklace” of shoreline parks with improvements, focusing on missing links in the park and walkway system. Retain and expand existing parks, providing linkages whenever property acquisitions or easements become available for public use.
6. Encourage the development of centralized parking facilities as part of redevelopment projects. Under the right circumstances, these types of facilities can provide an efficient mechanism for consolidating expensive parking improvements while freeing up land for more intensive and desirable uses that support local housing, commercial, and pedestrian activities. Public/private partnerships should be explored when the opportunity arises, both in private and public projects (e.g. the commuter rail station downtown). Centralized parking facilities could be built as part of a master-planned mixed-use development.
7. Redevelop the existing ferry terminal site at the base of Main Street according to a master plan after the existing ferry terminal has been relocated to Point Edwards. This is a unique location, situated in the midst of a continuous park and beach setting, and provides opportunities for public/private partnerships. Ideas to be pursued include public “festival” entertainment or activity space, visitor moorage, park and public walkways, and other uses that would encourage this as to become a destination drawing people from south along the waterfront and eastward up into downtown. Redevelopment of this area should be done in a manner that is sensitive to and enhances the views down Main Street and from the adjoining parks and public areas.
8. Redevelop the area from the east side of SR-104 to the railroad tracks, from Harbor Square to Main Street, according to a mixed use master plan. This area could provide a significant opportunity for public/private partnerships. Under the right circumstances, consolidated parking or a pedestrian/bicycle crossing to the waterfront

could be possible as part of a redevelopment project. Every opportunity should be taken to improve the pedestrian streetscape in this area in order to encourage pedestrian activity and linkages between downtown and the waterfront. Uses developed along public streets should support pedestrian and bicycle activity and include amenities such as street trees, street furniture, flowers and mini parks. Main and Dayton Streets should receive special attention for public art or art integrated into private developments to reinforce the visual arts theme for downtown. Redevelopment of this area should also take advantage of the ability to reconfigure and remove the ferry holding lanes paralleling SR-104 once the Edmonds Crossing project is developed.

9. Support redevelopment efforts that arise out of planning for the long term needs of the senior center. These plans should reinforce the center's place in the public waterfront, linking the facility to the walkways and parks along the shoreline.
10. New development and redevelopment in the downtown waterfront area should be designed to meet overall design objectives and the intent of the various "districts" described for the downtown area.

Downtown/Waterfront Districts. In addition to the goals and policies for the downtown/waterfront area, the Comprehensive Plan Map depicts a number of districts in the downtown/waterfront area. These districts are described below.

***Retail Core.*** The area immediately surrounding the fountain at 5<sup>th</sup> and Main and extending along Main Street and Fifth Avenue is considered the historic center of Edmonds and building heights shall be pedestrian in scale and compatible with the historic character of this area. To encourage a vibrant downtown, first floor spaces should be designed with adequate ceiling height to accommodate a range of retail and commercial uses and the entry situated at street level. Uses are encouraged to be retail-compatible (i.e. retail or compatible service – e.g. art galleries, restaurants, real estate sales offices and similar uses that provide storefront windows and items for sale to the public that can be viewed from the street). The street front façades of buildings must provide a high percentage of transparent window area and pedestrian weather protection along public sidewalks. Design guidelines should provide for pedestrian-scale design features, differentiating the lower, commercial floor from the upper floors of the building. Buildings situated around the fountain square must be orientated to the fountain and its associated pedestrian area.

***Arts Center Corridor.*** The corridor along 4th Ave N between the retail core and the Edmonds Center for the Performing Arts. To encourage a vibrant downtown, first floor spaces should be designed with adequate ceiling height to accommodate a range of retail and commercial uses, with commercial entries being located at street level. Building design and height shall be compatible with the goal of creating a pedestrian oriented arts corridor while providing incentives for the adaptive reuse of existing historic structures. Building entries for commercial buildings must provide pedestrian weather protection. Design guidelines should provide for pedestrian-scale design features, differentiating the lower floor from the upper floors of the building. The design of interior commercial spaces must allow for flexible commercial space, so that individual business spaces can be provided with individual doorways and pedestrian access directly to the public sidewalk. The streetscape should receive special attention, using trees, landscaping, and public art to encourage pedestrian activity. Private development projects should also be encouraged to integrate art into their

building designs. Where single family homes still exist in this area, development regulations should allow for “live-work” arrangements where the house can accommodate both a business and a residence as principal uses. Uses supporting the arts center should be encouraged – such as restaurants, cafés, galleries, live/work use arrangements, and B&Bs.

***Downtown Mixed Commercial.*** To encourage a vibrant downtown, first floor spaces should be designed with adequate ceiling height to accommodate a range of retail and commercial uses., with commercial entries at street level. Buildings can be built to the property line. Building heights shall be compatible with the goal of achieving pedestrian scale development. The first floor of buildings must provide pedestrian weather protection along public sidewalks. Design guidelines should provide for pedestrian-scale design features, differentiating the lower, commercial floor from the upper floors of the building. The design of interior commercial spaces must allow for flexible commercial space, so that individual business spaces can be provided with individual doorways and pedestrian access directly to the public sidewalk. When the rear of a property adjoins a residentially-designated property, floor area that is located behind commercial street frontage may be appropriate for residential use. Where single family homes still exist in this area, development regulations should allow for “live-work” arrangements where the house can accommodate both a business and a residence as principal uses.

***Downtown Mixed Residential.*** In this area, commercial uses would be allowed but not required (i.e. buildings could be entirely commercial or entirely residential, or anything in between). Height and design of buildings shall conform to the standards of the Downtown Mixed Commercial District. Buildings facing the Dayton Street corridor should provide a pedestrian-friendly streetscape, providing pedestrian amenities and differentiating the ground floor from upper building levels.

***Downtown Master Plan.*** The properties between SR-104 and the railroad, including Harbor Square, the Edmonds Shopping Center (former Safeway site), and extending past the Commuter Rail parking area up to Main Street. This area is appropriate for design-driven master planned development which provides for a mix of uses and takes advantage of its strategic location between the waterfront and downtown. Any redevelopment in this area should be oriented to the street fronts, and provide pedestrian-friendly walking areas, especially along Dayton and Main Streets. Development design should also not ignore the railroad side of the properties, since this is an area that provides a “first impression” of the city from railroad passengers and visitors to the waterfront. Art work, landscaping, and modulated building design should be used throughout any redevelopment project.

***Shoreline Commercial.*** The waterfront, west of the railroad tracks between the public beaches and the Port (currently zoned CW). Consistent with the City's Shoreline Master Program, this area should allow a mix of public uses, supporting commercial uses, and water-oriented and water-dependent uses. Building heights shall be compatible with the goal of achieving pedestrian scale development while providing incentives to encourage public view corridors. Roof and building forms should be an important consideration in design guidelines for this area, because of its high sensitivity and proximity to public open spaces. Redevelopment should result in singular, landmark buildings of high quality and sustainable design which take advantage of the visibility and natural environment of their location, and which contribute to the unique character of the waterfront. Pedestrian amenities and weather protection must be provided for buildings located along public walkways and street fronts.

***Master Plan Development.*** The waterfront area south of Olympic Beach, including the Port of Edmonds and the Point Edwards and multi modal developments. This area is recognized by master plans for the Port of Edmonds, Point Edwards, and the Edmonds Crossing project as described in an

FEIS issued on November 10, 2004. These areas are also developed consistent with the City's Shoreline Master Program, as it applies.

***Downtown Convenience Commercial.*** This is the south end of 5th Ave, south of Walnut. Commercial uses would be required on the first floor, but auto-oriented uses would be permitted in addition to general retail and service uses. To encourage a vibrant downtown, first floor spaces should be designed with adequate ceiling height to accommodate a range of retail and commercial uses. Weather protection would still be required, but to a lesser degree than the retail core and only when the building was adjacent to the sidewalk. Height and design of buildings shall conform to the standards of the Downtown Mixed Commercial District. When the rear of a property adjoins a residentially-designated property, floor area that is located behind the commercial street frontage may be appropriate for residential use.

***Planned Residential-Office.*** Several properties lie along the railroad on the west side of Sunset Ave between existing commercial zoning and Edmonds Street. This area is appropriate for small-scale development which provides for a mix of limited office and residential uses which provide a transition between the more intensive commercial uses along Main Street and the residential uses along Sunset Ave. Because the area of this designation is located adjacent to commercial development to the south, the railroad to the west, and is near both multiple family and single-family residential development, this area should act as a transition between these uses. Building design for this area should be sensitive to the surrounding commercial, multiple family and single-family character.

***Downtown Design Objectives.*** As a companion to the districts outlined above, general design objectives are included for the downtown waterfront area. These objectives are intended to encourage high quality, well designed projects to be developed in the downtown/waterfront area that reflect the values of the citizens of Edmonds. These design objectives can be found in the Urban Design Element.

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## Medical/Highway 99 Activity Center and Highway 99 Corridor

**Medical/Highway 99 Vision.** The Medical/Highway 99 activity center is intended to encourage the development of a pedestrian and transit oriented area focused on two master planned developments, Swedish/Edmonds medical center and Edmonds-Woodway High School, with a related high-intensity development corridor along Highway 99. Highway 99 is characterized by a corridor of generally commercial development with less intense uses or designed transitions serving as a buffer between adjacent neighborhoods. In contrast, the overall character of the mixed use activity center is intended to be an intensively developed mixed use, pedestrian-friendly environment, in which buildings are linked by walkways served by centralized parking, and plantings and landscaping promote pedestrian activity and a park-like atmosphere. In addition to the general goals for activity centers, the Medical/Highway 99 activity center is intended to achieve the following goals:

**Medical/Highway 99 Activity Center Goals and Plan Policies.** The following goals and policies are intended to achieve the framework goals for the Medical/Highway 99 Activity Center. Each key goal in this element (or section) is identified by an alphabet letter (for example, “D”). Goals are typically followed by associated policies and these are identified by the letter of the goal and a sequential number (for example, “D.2”)

**Medical/Highway 99 Activity Center Goal A.** Expand the economic and tax base of the City of Edmonds by providing incentives for business and commercial redevelopment in a planned activity center.

**Medical/Highway 99 Activity Center Goal B.** Provide for an aesthetically pleasing business and residential community consisting of a mixed use, pedestrian-friendly atmosphere of attractively designed and landscaped surroundings and inter-connected development.

- B.1 Encourage a more active and vital setting for new retail, office, and service businesses, supported by nearby residents and visitors from other parts of the region.
- B.2 Provide street trees, buffers, and landscape treatments which encourage and support an attractive mixed use pattern of development characterized by pedestrian walkways and centralized parking. Use these same features, in concert with site and building design, to provide a transition from higher-intensity mixed use development to nearby single family residential areas.
- B.3 Provide a pleasant experience for pedestrians and motorists along major streets and in a planned activity center, and provide a gateway along 212th Street SW into the City of Edmonds.

**Medical/Highway 99 Activity Center Goal C.** Recognize and plan for the distinct difference in opportunities and development character provided by the Highway 99 corridor versus the local travel and access patterns on local streets.

- C.1 Uses adjoining the Highway 99 Corridor should provide more intensive levels of mixed use development, including higher building heights and greater density. However, pedestrian linkages to other portions of the activity center – and adjoining focus areas along the Highway 99 Corridor – should still be provided in order to assist pedestrian circulation and provide access to transit.

**Medical/Highway 99 Activity Center Goal D.** Promote the development of a mixed use area served by transit and accessible to pedestrians.

- D.1 Provide a more efficient transportation system featuring increased bus service, pedestrian and bicycle routes as well as adequate streets and parking areas. Transit service should be coordinated by transit providers and take advantage of links to future high-capacity transit that develops along corridors such as Highway 99.

**Medical/Highway 99 Activity Center Goal E.** To provide a buffer between the high-intensity, high-rise commercial areas along SR 99 and the established neighborhoods and public facilities west of 76th Avenue West as indicated in the 1994 Stevens Memorial Hospital Master Plan (see Figure 18 below).

- E.1 Support a mix of uses without encroaching into single family neighborhoods. Uses adjoining single family neighborhoods should provide transitions between more intensive use areas through a combination of building design, landscaping and visual buffering, and pedestrian-scale streetscape design.

- Low:  
Maximum height of two stories.
- Intermediate:  
Maximum height of five stories.
- High:  
Maximum height of nine stories.

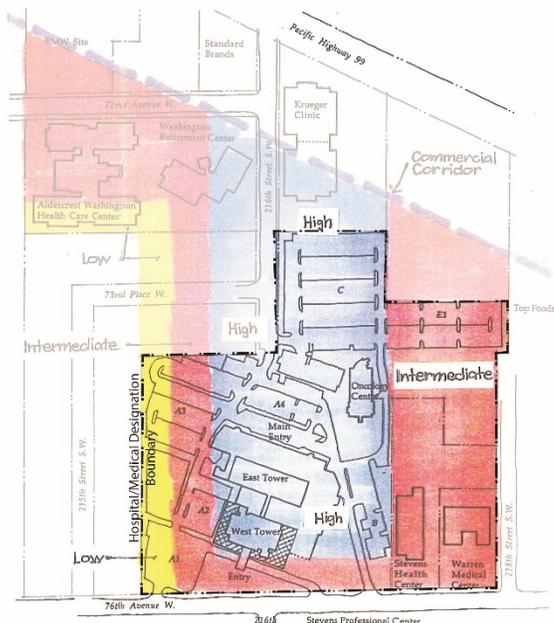


Figure 18: Hospital/Medical Height Envelope Concept

**Medical/Highway 99 Activity Center Goal F.** To discourage the expansion of strip commercial development and encourage a cohesive and functional activity center that allows for both neighborhood conservation and targeted redevelopment that includes an appropriate mix of single family and multiple dwelling units, offices, retail, and business uses, along with public facilities.

- F.1 In some cases, heavy commercial development (e.g. wholesale or light industrial uses) may still be appropriate where these uses are separated from residential uses.

**Medical/Highway 99 Activity Center Goal G.** To provide an integrated network of pedestrian and bicycle circulation that connects within and through the activity center to existing residential areas, the high school, the hospital, and transit services and facilities.

- G.1 Development should be designed for both pedestrian and transit access.

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## Highway 99 Corridor

**Highway 99 Corridor Vision.** Highway 99 occupies a narrow strip of retail and commercial uses bounded by residential neighborhoods. Historically, the corridor has developed in a patchwork of uses, without a clear focus or direction. To improve planning for the future of the corridor, the City established a task force in 2003-2004, resulting in the Highway 99 Enhancement Report and a related economic analysis. This resulted in identifying a series of focus areas providing identity and a clustering of activity along the corridor, providing opportunities for improved economic development while also improving linkages between the corridor and surrounding residential areas. More recently, the City undertook a subarea planning process, resulting in the adoption of a Highway 99 Subarea Plan. Supported by an extensive public participation process, this plan refined the district concepts for the corridor and provided more in-depth plans for transportation and the built environment, especially its design and relationships to surrounding residential areas.

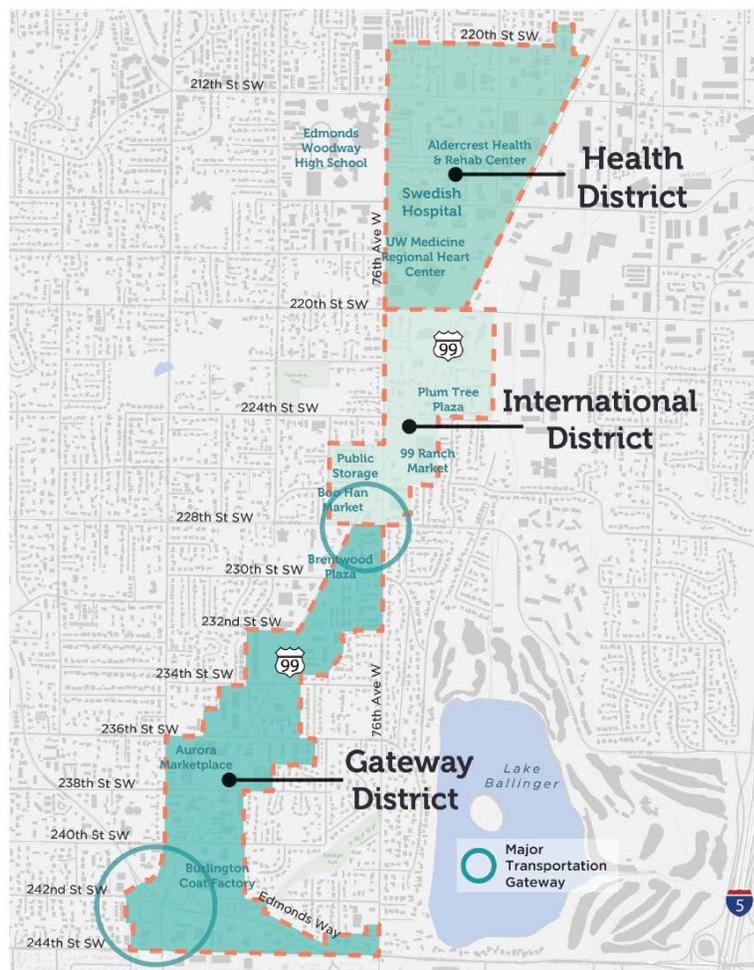


Figure 19: Highway 99 Corridor Districts

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## Highway 99 Corridor Goals & Policies

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

The following goals and policies are intended to achieve the framework goals for the Highway 99 Corridor:

**Highway 99 Corridor Goal A.** Improve access and circulation. Access to businesses for both pedestrians and automobiles is difficult along major portions of the corridor. The inability of pedestrians to cross the street and for automobiles to make safe turns is a critical limitation on enhanced development of the corridor into a stronger economic area. Better pedestrian crossings are also needed to support transit use, especially as Highway 99 becomes the focus of future high capacity transit initiatives.

- A.1 Provide for pedestrian access and circulation within development focus areas, while coordinating with high-capacity transit along the Highway 99 corridor.
- A.2 Use traffic signals, access management, and rechannelization to facilitate pedestrian, business, and residential access while maintaining traffic capacity along SR 99. The City should work collaboratively with WSDOT on these issues, and to develop a circulation management plan. In some cases the impacts of the traffic signals can be enhanced by access management, rechannelization and other measures.
- A.3 Make the corridor more attractive and pedestrian-friendly (e.g., add trees and landscaping) through a combination of development requirements and – when available – public investment.
- A.4 Route auto traffic to encourage efficient access to new and existing development while minimizing impacts to surrounding residential neighborhoods.

**Highway 99 Corridor Goal B.** The City should consider the different sections along the corridor and emphasize their unique opportunities rather than view the corridor as an undifferentiated continuum. Street improvements and, in some cases regulatory measures can encourage these efforts. Focus on specific nodes or segments within the corridor. Identity elements such as signage should indicate that the corridor is within the City of Edmonds, and show how connections can be made to downtown and other Edmonds locations.

- B.1 New development should be high-quality and varied – not generic – and include amenities for pedestrians and patrons while encouraging sustainable practices.
- B.2 The City will encourage the retention of commercial uses which provide high economic benefit to the city, such as new auto dealerships, and encourage these types of uses to locate within the Highway 99 Corridor. When these uses are proposed to be located within one of the corridor’s districts, these uses should also comply with the goals and design standards outlined for each district.

- B.3 Provide a system of “districts” along the corridor which provide opportunities for clusters of development, or themed development areas. Providing focus points for development is intended to help encourage segmentation of the long Highway 99 corridor into distinct activity nodes which will encourage an Edmonds character and identity for the corridor. Concepts for the different districts are identified in the “Highway 99 Subarea Plan,” and include the following:

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

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

**International District.** Located approximately between SW 224th St and SW 238th St, the International District is a major cluster of Asian-owned businesses, particularly Korean-American businesses, with diverse restaurants, grocers, and shops. The International District is already a regional destination for culture, food, and entertainment – but there is an opportunity to strengthen the identity of this district and help it thrive in the long term.

The SR 99 International District Enhancement Project was a key recommendation identified in the 2004 Enhancement Study and the 2006

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

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

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

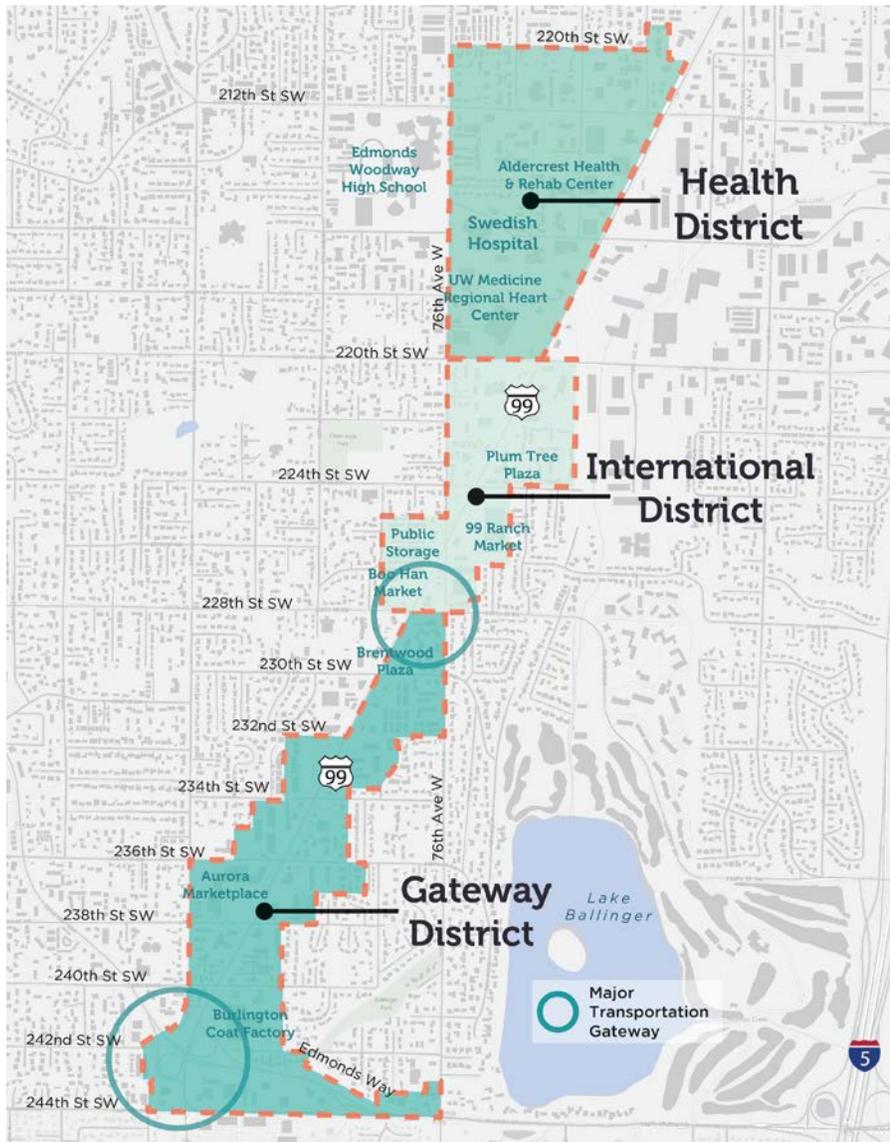


Figure 20: Highway 99 Corridor District Concepts

**Highway 99 Corridor Goal C.** Encourage development that is sensitive to surrounding neighborhoods. During the City’s Highway 99 Task Force work, residents noted that they needed a number of services that are not presently provided along the corridor. This can provide an opportunity that might be part of a larger business strategy. At the same time, new development should contribute to the residential quality of the adjacent neighborhoods.

- C.1 Protect residential qualities and connect businesses with the local community. Pedestrian connections should be made available as part of new development to connect residents to appropriate retail and service uses.
- C.2 New development should be allowed and encouraged to develop to the fullest extent possible while assuring that the design quality and amenities provided contribute to the overall character and quality of the corridor. Where intense development adjoins residential areas, site design (including buffers, landscaping, and the arrangement of uses) and building design should be used to minimize adverse impacts on residentially-zoned properties
- C.3 Provide adequate buffering between higher intensity uses and adjoining residential neighborhoods

**Highway 99 Corridor Goal D.** Encourage a variety of uses and building types. A variety of uses and building types is appropriate to take advantage of different opportunities and conditions. For example, a tall hotel or large scale retail development may be an excellent addition to the south of the corridor while some small restaurants and convenience shops might cater to hospital employees, trail users and local residents near 216th Street SW. Where needed, the City should consider zoning changes to encourage mixed use or taller development to occur.

- D.1 Upgrade the architectural and landscape design qualities of the corridor. Establish uniform signage regulations for all properties within the corridor area which provide for business visibility and commerce while minimizing clutter and distraction to the public.
- D.2 Within the Corridor, highrise nodes should be located to provide for maximum economic use of suitable commercial land. Highrise nodes should be:
  - D.2.a Supported by adequate services and facilities;
  - D.2.b Designed to provide a visual asset to the community through the use of distinctive forms and materials, articulated facades, attractive landscaping, and similar techniques.
  - D.2.c Designed to take advantage of different forms of access, including automobile, transit and pedestrian access.
  - D.2.d Designed to provide adequate buffering from lower intensity uses and residential neighborhoods.

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## Master Planned Development

Master Planned Developments are areas dominated by a special set of circumstances which allow for a highly coordinated, planned development, with phasing over time. These master plans describe a special purpose and need for the facilities and uses identified, and provide a clear design which fits with the character of their surroundings. The master plans describe the land use parameters and relationships to guide future development on the sites (height, bulk, types and arrangements of uses, access and circulation). All development within areas identified in each master plan shall be consistent with the provisions of the master plan. When located within a designated activity center, development within a master plan area shall be consistent with the goals and policies identified for the surrounding activity center.

Master plans can be implemented through zoning contracts or other implementation actions, rather than being adopted as part of the plan. In these cases, the master plan must be consistent with the comprehensive plan goals and policies for the area.

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## Residential Development

**General.** The City of Edmonds is unique among cities in Washington State. It is located on the shores of Puget Sound and has access to beautiful beaches, scenery and wildlife while still being able to retain (largely through citizen input) its small town, quality atmosphere rare for cities so close to major urban centers. The people of Edmonds value these amenities and have spoken often in surveys and meetings over the years. The geographical location also influences potential growth of Edmonds. Tucked between Lynnwood, Mountlake Terrace and Puget Sound, the land available for annexation and development is limited.

Living standards in Edmonds are high, and this combined with the limited development potential, provides the opportunity for constructive policy options to govern future development. This will ensure an even better quality of life for its citizens.

Edmonds consists of a mixture of people of all ages, incomes and living styles. It becomes a more humane and interesting city as it makes room for and improves conditions for all citizens.

When the City's first comprehensive plan completed under the State Growth Management Act was adopted in 1995, the City adopted plan designations for single family areas that were based in large measure on historical development patterns, which often recognized development limitations due to environmentally sensitive areas (slopes, landslide hazards, streams, etc.).

In 2004, the City refined its land use and zoning maps to more closely relate its large lot zoning to existing critical areas patterns. City staff analyzed the pattern of critical areas compared with land use designations, and applied the following logic to identify areas that could and could not be justified for continuing to be designated for large lot single family development. Land use and zoning designations were adjusted during the 2004/2005 plan update process to provide for this increased level of consistency.

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## Residential Development Goal & Policies

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

**Residential Goal A.** High quality residential development which is appropriate to the diverse lifestyle of Edmonds residents should be maintained and promoted. The options available to the City to influence the quality of housing for all citizens should be approached realistically in balancing economic, social, aesthetic and environmental considerations.

- A.1 Encourage those building custom homes to design and construct homes with architectural lines which enable them to harmonize with the surroundings, adding to the community identity and desirability.
- A.2 Protect neighborhoods from incompatible additions to existing buildings that do not harmonize with existing structures in the area.
- A.3 Minimize encroachment on view of existing homes by new construction or additions to existing structures.
- A.4 Support retention and rehabilitation of older housing within Edmonds whenever it is economically feasible.
- A.5 Protect residential areas from incompatible land uses through the careful control of other types of development and expansion based upon the following principles:
  - A.5.a Residential privacy is a fundamental protection to be upheld by local government.
  - A.5.b Traffic not directly accessing residences in a neighborhood must be discouraged.
  - A.5.c Stable property values must not be threatened by view, traffic or land use encroachments.
  - A.5.d Private property must be protected from adverse environmental impacts of development including noise, drainage, traffic, slides, etc.
- A.6 Require that new residential development be compatible with the natural constraints of slopes, soils, geology, drainage, vegetation and habitat.

**Residential Goal B.** A broad range of housing types and densities should be encouraged in order that a choice of housing will be available to all Edmonds residents, in accordance with the following policies:

- B.1 Planned Residential Development. Provide options for planned residential development solutions for residential subdivisions.
  - B.1.a Encourage single-family homes in a PRD configuration where significant benefits for owner and area can be demonstrated (trees, view, open space, etc.).

- B.1.b Consider attached single-family dwelling units in PRD's near downtown and shopping centers as an alternative to multiple-family zoning.
- B.2 Multiple. The City's development policies encourage sustainable high quality site and building design to promote coordinated development and to preserve the trees, topography and other natural features of the site. Stereotyped, boxy multiple unit residential (RM) buildings are to be avoided.
  - B.2.a Location Policies.
    - B.2.a.i RM uses should be located near arterial or collector streets.
  - B.2.b Compatibility Policies.
    - B.2.b.i RM developments should preserve the privacy and view of surrounding buildings, wherever feasible.
    - B.2.b.ii The height of RM buildings that abut single family residential (RS) zones shall be similar to the height permitted in the abutting RS zone except where the existing vegetation and/or change in topography can substantially screen one use from another.
    - B.2.b.iii The design of RM buildings located next to RS zones should be similar to the design idiom of the single family residence.
  - B.2.c. General Design Policies.
    - B.2.c.i The nonstructural elements of the building (such as decks, lights, rails, doors, windows and window easements, materials, textures and colors) should be coordinated to carry out a unified design concept.
    - B.2.c.ii Site and building plans should be designed to preserve the natural features (trees, streams, topography, etc.) of the site rather than forcing the site to meet the needs of the imposed plan.
- B.3 Mobile Homes. Update design standards to ensure quality parks heavily landscaped both for screening exterior and for appearance of interior.

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## Commercial Land Use

**General.** Past and present commercial development in the City of Edmonds has been oriented primarily to serving the needs of its citizens. It also has attempted to offer a unique array of personalized and specialty type shopping opportunities for the public. In the downtown area, the Milltown shopping arcade is an excellent example of this type of development. It is essential that future commercial developments continue to harmonize and enhance the residential small town character of Edmonds that its citizens so strongly desire to retain. By the same token, the City should develop a partnership with business, citizens and residents to help it grow and prosper while assisting to meet the various requirements of the City's codes and policies.

The Highway 99 arterial has been recognized historically as a commercial district which adds to the community's tax and employment base. Its economic vitality is important to Edmonds and should be

supported. Commercial development in this area is to be encouraged to its maximum potential.

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## Commercial Land Use Goals & Policies

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

The following sections describe the general goals and policies for all commercial areas (commercial, community commercial, neighborhood commercial, Westgate Corridor, Edmonds Way Corridor, and sexually oriented businesses), followed by the additional goals and policies that specific commercial areas must also meet.

**Commercial Development Goal A.** Commercial development in Edmonds shall be located to take advantage of its unique locational opportunities while being consistent and compatible with the character of its surrounding neighborhood. All commercial development should be designed and located so that it is economically feasible to operate a business and provide goods and services to Edmonds residents and tourists in a safe, convenient and attractive manner, in accordance with the following policies:

- A.1 A sufficient number of sites suited for a variety of commercial uses should be identified and reserved for these purposes. The great majority of such sites should be selected from parcels of land already identified in the comprehensive plan for commercial use and/or zoned for such use.
- A.2 Parcels of land previously planned or zoned for commercial use but which are now or will be identified as unnecessary, or inappropriate for such use by additional analysis, should be reclassified for other uses.
- A.3 The proliferation of strip commercial areas along Edmonds streets and highways and the development of commercial uses poorly related to surrounding land uses should be strongly discouraged.
- A.4 The design and location of all commercial sites should provide for convenient and safe access for customers, employees and suppliers.
- A.5 All commercial developments should be carefully located and designed to eliminate or minimize the adverse impacts of heavy traffic volume and other related problems on surrounding land uses.
- A.6 Special consideration should be given to major land use decisions made in relation to downtown Edmonds.

**Commercial Development Goal B.** The Westgate Community Commercial Area. Westgate is comprised of commercial development serving a dual purpose: services and shopping for both local residents and regional traffic. The intent of the community commercial designation is to recognize both of these purposes by permitting a range of business and mixed use development while maintaining a neighborhood scale and design character.

- B.1 Permit uses in Westgate that serve both the local neighborhood and regional through-traffic.
- B.2 Encourage mixed-use development, including offices and retail spaces in conjunction with residential uses, in a walkable community center that includes a variety of amenity and open spaces. The intent is to establish a connection between neighborhoods; create a desirable center for local residents, while being inviting to visitors; and unify the larger Westgate district with a distinctive character.
- B.3 Create mixed-use walkable, compact development that is economically viable, attractive and community-friendly.
- B.4 Improve connectedness for pedestrian and bicycle users in a transit-friendly environment.
- B.5 Prioritize amenity spaces for informal and organized gatherings.
- B.6 Emphasize green building construction, stormwater infiltration, and a variety of green features.
- B.7 Establish a flexible regulating system that creates quality public spaces by regulating building placement and form.
- B.8 Ensure civic and private investments contribute to increased infrastructure capacity and benefit the surrounding neighborhoods and the community at large.
- B.9 Encourage the development of a variety of housing choices available to residents of all economic and age segments.

**Commercial Development Goal C.** *Neighborhood Commercial* areas are intended to provide a mix of services, shopping, gathering places, office space, and housing for local neighborhoods. The scale of development and intensity of uses should provide a middle ground between the more intense commercial uses of the Highway 99 Corridor/ Medical area and the Downtown Activity Area.

Historically, many of the neighborhood commercial areas in Edmonds have developed as classically auto-oriented commercial “strip malls” with one- and two-story developments primarily including retail and service uses. Throughout the region, neighborhood commercial areas are departing from this historical model by being redeveloped as appealing mixed-use clusters, providing attractive new pedestrian-oriented development that expands the uses and services available to local residents.

- C.1 Neighborhood commercial development should be located at major arterial intersections and should be designed to minimize interference with through traffic.
- C.2 Permit uses in neighborhood commercial areas that are intended to serve the local neighborhood. Mixed use development should be encouraged within neighborhood commercial areas.
- C.3 Provide for transit and pedestrian access, with the provision of facilities for local automobile traffic. Provide for pedestrian connections to nearby residential neighborhoods.
- C.4 Allow a variety of architectural styles while encouraging public art and sustainable development practices that support pedestrian activity and provide for appealing gathering places.
- C.5 Significant attention should be paid to the design of ground level commercial spaces, which must accommodate a variety of commercial uses, have street-level entrances, and storefront facades that are dominated by transparent windows.
- C.6 Encourage neighborhood commercial areas to reflect the identity and character of individual neighborhoods, thus are strengthening their importance as neighborhood centers. Neighborhood commercial areas may set additional specific goals for their community in order to further refine the specific identity they wish to achieve. Goals and policies for specific neighborhood centers are detailed below.

*C.6.a Five Corners*

*C.6.a.i In the Five Corners neighborhood commercial area, development should be oriented to the street and respond to the unique character of the intersection, including a planned intersection improvement. Parking should be provided at the rear of development, where possible, or underground.*

*C.6.a.ii Development shall not be more than four stories in height, and the design should focus on breaking up the mass and bulk of buildings by incorporating such features as setbacks, varying rooflines, and landscaping into the design of the site. The mix of uses should include not less than one quarter commercial space.*

*C.6.a.iii At a minimum, commercial uses should be located on the ground level of development. Commercial or residential uses may occupy upper levels.*

*C.6.a.iv. As a major intersection, streetscape and way-finding design should create an attractive “gateway” to the downtown and other neighborhoods. Intersection and street design should accommodate and encourage pedestrian connections throughout the neighborhood commercial area.*

*C.6.b. Firdale Village*

*C.6.a.i In the Firdale Village commercial area, development should include an attractive mix of uses that create a “neighborhood village” pedestrian-oriented environment. Commercial spaces shall be oriented toward the street in order to maximize visibility, and parking should be primarily accommodated either behind or underneath structures.*

*C.6.a.ii Development shall not be more than four stories in height, and the design should focus on breaking up the mass and bulk of buildings by incorporating such features as setbacks, varying rooflines, and landscaping into the design of the site. The mix of uses should include not less than one quarter commercial space.*

**Commercial Development Goal D.**The *Westgate Corridor* is generally located between the 100<sup>th</sup> Avenue W (9th Avenue S)/Edmonds Way intersection and where Edmonds Way turns north to enter the downtown area. By virtue of this location, this corridor serves as both a key transportation corridor and as an entry into the downtown. Long-established neighborhoods lie near both sides of the corridor. The plan for this corridor is to recognize its multiple functions by providing opportunities for small-scale businesses while promoting compatible development that will not intrude into established neighborhoods.

- D.1 Development within the Westgate Corridor should be designed to recognize its role as part of an entryway into Edmonds and the downtown. The overall effect should be a corridor that resembles a landscaped boulevard and median. The landscaped median along SR-104 should remain as uninterrupted as possible in order to promote traffic flow and provide an entry effect.
- D.2 Permit uses in planned business areas that are primarily intended to serve the local neighborhood while not contributing significantly to traffic congestion.
- D.3 Provide for transit and pedestrian access to development.
- D.4 Use design review to encourage the shared or joint use of driveways and access points by development onto SR-104 in order to support the movement of traffic in a safe and efficient manner. Site access shall not be provided from residential streets unless there is no feasible alternative.
- D.5 Use design review to ensure that development provides a transition to adjacent residential neighborhoods. For uses in transitional areas adjacent to single family neighborhoods, use design techniques such as the modulation of facades, pitched roofs, stepped-down building heights, multiple buildings, and landscaping to provide designs compatible with single family development.

**Commercial Development Goal E.** The *Edmonds Way Corridor* consists of portions of Edmonds Way between the 100th Avenue West intersection and Highway 99. This corridor serves as a key transportation corridor, and also provides a key link between Edmonds and Interstate 5. Established residential areas lie on both sides of the corridor. An established pattern of multiple family residential development lies along much of the corridor, while small-scale businesses can be found primarily near intersections. A major concern is that the more intensive development that occurs along the corridor should not interfere with the flow of through traffic or intrude into adjoining established communities.

- E.1 Permit uses in planned multiple family or small-scale business developments that are designed to minimize contributing significantly to traffic congestion.
- E.2 Provide for transit and pedestrian access to development.
- E.3 Use design review to encourage the shared or joint use of driveways and access points by development onto SR-104 in order to support the movement of traffic in a safe and efficient manner. Site access should not be provided from residential streets unless there is no feasible alternative.
- E.4 Use design review to ensure that development provides a transition to adjacent residential neighborhoods. For uses in transitional areas adjacent to single family neighborhoods, use design techniques such as the modulation of facades, pitched roofs, stepped-down building heights, multiple buildings, and landscaping to provide designs compatible with single family development. Make use of natural topography to buffer incompatible development whenever possible.

**Commercial Development Goal F.** *Sexually Oriented Businesses* are regulated by specific licensing and operating provisions in the City Code. However, land use and zoning regulations are also required to mitigate and reduce the adverse secondary effects of these uses. These secondary effects are detailed in the findings adopted by Ordinance No. 3117 on October 15, 1996. As commercial uses, sexually oriented businesses should be limited to areas which can support the traffic and site requirements of these businesses while also assuring that their adverse secondary effects are mitigated. The following policies apply to sexually oriented businesses:

- F.1 Provide for potential commercial locations within the City for sexually oriented businesses which will provide at least a minimum separation and buffering necessary to protect public health and safety.
- F.2 Separate the location of sexually oriented businesses from uses that are incompatible with the secondary effects associated with sexually oriented businesses. These incompatible uses include residential uses and uses such as public parks, public libraries, museums, public or private schools, community centers, and religious facilities. They also include bars and taverns.
- F.3 Adopt specific development regulations, such as lighting, parking, and access provisions, that are designed to reduce or mitigate the secondary effects of sexually oriented businesses.

- F.4 Provide a mechanism to monitor, on an annual basis, the availability of potential sites for the location of sexually oriented businesses.

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## Industrial Land Use

**General.** Interestingly, industrial development played a major role in the early development of Edmonds. Sawmills, wharves, log ponds and other wood products industries lined the Edmonds waterfront at the turn of the twentieth century. However, as time passed, Edmonds developed into a very attractive residential community and its once thriving lumber industry faded into oblivion. Today, Edmonds still retains much of its residential, small town charm despite the large amount of urban development which has occurred in and around the City during the outward expansion of the Seattle metropolitan area during the past twenty-five years.

Industrial development in the more traditional sense has not occurred in Edmonds to a significant degree since its early Milltown days. Most new industry which has located in the community since the 1950's has been largely of light manufacturing or service industry nature. Some examples include furniture manufacturing, printing and publishing, electronic components assembly and health care services.

Future industrial development should be carefully controlled in order to ensure that it is compatible with the residential character of Edmonds. Small scale, business-park oriented light industries and service related industries should be given preference over more intensive large scale industries. Great care should be given to carefully siting and designing all new industrial development in order to fully minimize or eliminate its adverse off-site impacts.

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## Industrial Land Use Goals & Policies

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**Industrial Land Use Goal A.** A select number of industrial areas should be located and developed which are reasonably attractive and contribute to the economic growth and stability of Edmonds without degrading its natural or residential living environment, in accordance with the following policies:

- A.1 Light industrial uses should be given preference over heavy industrial uses.
- A.2 The clustering of industrial uses in planned industrial parks should be required when the site is adequate.
- A.3 Adequate buffers of landscaping, compatible transitional land uses and open space should be utilized to protect surrounding land areas from the adverse effects of industrial land use. Particular attention should be given to protecting residential areas, parks and other public-institutional land uses.

- A.4 All industrial areas should be located where direct access can be provided to regional ground transportation systems (major State Highways and/or railroad lines).

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## Open Space

**General.** Open space is important in defining the character of the Edmonds area and should be preserved and enhanced for enjoyment by current and future generations. Open space serves many functions ranging from providing recreation to protecting aesthetics and biodiversity.

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## Open Space Goals & Policies

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**Open Space Goal A.** Open space must be seen as an essential element determining the character and quality of the Edmonds environment, in accordance with the following policies.

- A.1 Undeveloped public property should be studied to determine its suitability and appropriate areas designed as open space.
  - A.1.a *No city-owned property should be relinquished until all possible community uses have been explored.*
- A.2. All feasible means should be used to preserve the following open spaces:
  - A.2.a *Lands which have unique scientific or educational value.*
  - A.2.b *Areas which have an abundance of wildlife, particularly where there are linked wildlife corridors or habitats of rare or endangered species.*
  - A.2.c *Natural and green belt areas adjacent to highways and arterials with the priority to highways classified as scenic.*
  - A.2.d *Areas which have steep slopes or are in major stream drainage ways, particularly those areas which have significance to Edmonds residents as water sheds or natural drainage ways.*
  - A.2.e *Land which can serve as buffers between residential and commercial or industrial development.*
  - A.2.f *Bogs and wetlands.*
  - A.2.g *Land which can serve as buffers between high noise environments and adjacent uses.*
  - A.2.h *Lands which would have unique suitability for future passive or active recreational use.*
  - A.2.i *Areas which would have unique rare or endangered types of vegetation. -*

- A.3 Open space should be distributed throughout the urban areas in such a manner that there is both visual relief and variety in the pattern of development and that there is sufficient space for active and passive recreation. Provide views and open space in areas of high density housing by requiring adequate setback space and separation between structures.

**Open Space Goal B.** Edmonds possesses a most unique and valuable quality in its location on Puget Sound. The natural supply of prime recreational open space, particularly beaches and waterfront areas, must be accessible to the public, in accordance with the following policies:

- B.1 Edmonds saltwater shorelines and other waterfront areas should receive special consideration in all future acquisition and preservation programs.
- B.2 Wherever possible, provide public access to public bodies of water.

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## Soils and Topography

**General.** The natural topography of the city contributes to the environmental character of the community. Many of the remaining undeveloped areas of the city are located on hillsides or in ravines where steep slopes have discouraged development. These can often be areas where natural drainage ways and stands of trees or habitat exist. In some areas, soil conditions also exist which are severely limited for certain kinds of development.

Based on soil, slope, and geological analysis for the city, areas may be identified as potentially hazardous for specific types of development. Some areas which are limited for intensive development may be desirable for public recreation, open spaces, conservation of existing natural features, maintenance of valuable biological communities, and protection of natural storm drainage systems.

In some hillside areas, changes in existing soil characteristics because of development, grading, increased runoff and removal of vegetation may cause severe erosion, water pollution and flooding with subsequent damage to public and private property.

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## Soils and Topography Goals & Policies

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**Soils and Topography Goal A.** Future development in areas of steep slope and potentially hazardous soil conditions should be based on site development which preserves the natural site characteristics in accordance with the following policies:

- A.1 Large lots or flexible subdivision procedures, such as PRD’s, should be used in these areas to preserve the site and reduce impervious surfaces, cuts and fills.
- A.2 Streets and access ways should be designed to conform to the natural topography, reduce runoff and minimize grading of hillsides.

**Soils and Topography Goal B.** Development on steep slopes or hazardous soil conditions should preserve the natural features of the site, in accordance with the following policies:

B.1 Grading and Filling.

*B.1.a Grading, filling, and tree cutting shall be restricted to building pads, driveways, access ways and other impervious surfaces.*

*B.1.b Grading shall not jeopardize the stability of any slope, or of an adjacent property.*

*B.1.c Only minimal amounts of cut and fill on hillsides should be permitted so that the natural topography can be preserved. Fill shall not be used to create a yard on steeply sloped property.*

*B.1.d Fill and excavated dirt shall not be pushed down the slope.*

B.2. Building Construction.

*B.2.a Buildings on slopes of 15 percent or greater shall be designed to cause minimum disruption to the natural topography.*

*B.2.b Retaining walls are discouraged on steep slopes. If they are used they should be small and should not support construction of improvements which do not conform to the topography.*

*B.2.c Water detention devices shall be used to maintain the velocity of runoff at predevelopment levels.*

B.3. Erosion Control.

*B.3.a Temporary measures shall be taken to reduce erosion during construction.*

*B.3.b Natural vegetation should be preserved wherever possible to reduce erosion and stabilize slopes, particularly on the downhill property line.*

*B.3.c Slopes should be stabilized with deep rooted vegetation and mulch, or other materials to prevent erosion and siltation of drainage ways.*

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## Vegetation and Wildlife

General. As Edmonds has urbanized, the native vegetation has become increasingly scarce. The city's woodlands, marshes and other areas containing natural vegetation provide an important resource which should be preserved. Woodlands help stabilize soils on steep slopes, and act as barriers to wind and sound. Native vegetation provides habitat for wildlife. Plants replenish the soil with nutrients. They generate oxygen and clean pollutants from the air.

The beauty of the natural growth, especially native vegetation, provides pleasing vistas and helps to buffer one development from another. Areas where natural vegetation exists provide good sites for nature trails and for other recreational and educational opportunities.

Wildlife is a valuable natural resource that greatly enhances the quality of human life.

City beaches, breakwaters and pilings represent unique habitats for marine organisms.

Streams, lakes and saltwater areas offer habitats for many species of migrating and resident bird life.

Wooded areas and city parks provide habitats for many birds and mammals.

Many birds and mammals are dependent upon both the upland and beach areas.

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## Vegetation and Wildlife Goals & Policies

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**Vegetation and Wildlife Goal A.** The city should ensure that its woodlands, marshes and other areas containing natural vegetation are preserved, in accordance with the following policies:

- A.1 Critical areas will be designated and protected using the best available science (BAS).
- A.2 The removal of trees should be minimized, particularly when they are located on steep slopes or hazardous soils. Subdivision layouts, buildings and roads should be designed so that existing trees are preserved.
- A.3 Trees that are diseased, damaged, or unstable should be removed.
- A.4 Grading should be restricted to building pads and roads only. Vegetation outside these areas should be preserved.

**Vegetation and Wildlife Goal B.** The city should promote and increase public awareness and pride in its wildlife heritage. Special emphasis should be directed toward preserving the natural habitats (woodlands, marshes, streams and beaches) of the city's wildlife in accordance with the following policies:

- B.1 Establish and maintain a variety of educational and recreational programs and activities for all age levels.
- B.2 Erect and maintain educational displays that identify some of the more common plants and animals and their ecosystems and habitats, including at streams, beaches, and marshes. B.3 Prevent the unnecessary disturbance of native species and their respective habitats.
- B.4 Encourage landscaping and site improvement on city-owned property which recognizes value of habitat in overall site design.

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## Air Pollution

**General.** Air pollution is primarily a regional problem related to urbanization and meteorological conditions in the Puget Sound Basin. It is the result of activities in which most citizens participate. Air pollution can cause severe health effects and property damage under certain conditions.

The Puget Sound Clean Air Agency adopted the following growth management and air quality policies in 2007. These policies are intended to guide local growth management planning efforts.

- Implement air-friendly and climate friendly design, construction, and operation practices;
- Promote cleaner travel choices;
- Reduce exposure to air pollution;
- Install clean fireplaces and stoves;
- Support environmental justice;
- Use the State Environmental Policy Act as a tool and safety net;
- Alternatives to driving alone – including carpooling, biking, telecommuting, and using transit – are principal ways to improve air quality.

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## Air Pollution Goals & Policies

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**Air Pollution Goal A.** Clean air is a right to all citizens of the City of Edmonds and should be protected and maintained in accordance with the following policies:

- A.1 Discourage expansion of arterials which will substantially increase line sources of pollution.
- A.2 Encourage arrangements of activities which will generate the fewest necessary automobile trip miles while avoiding undue concentration of like uses.
- A.3 Support, through political action, strong enforcement policies and ordinances in the regional pollution control agency.
- A.4 Support, by political action and financial participation, the establishment of public transportation in the community as an alternative to dependence on individual vehicles.
- A.5 Encourage programs supporting commute trip reduction.

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## Noise Pollution

**General.** Although no area of human activity is free of sound, the modern urban environment is increasingly suffering from an overload of sound in the form of noise. The effects of noise may be severe. The most obvious effect is loss of hearing where levels of noise are very high and sustained. A less documented effect is general environmental stress from the physiological and psychological impacts of noise.

Noise problems can come from general background sources, such as vehicular noise, or periodic point source problems, such as airplanes, electronically amplified music, sirens, etc.

Certain noise problems can be alleviated more easily than others. The noise of vehicular traffic, particularly on arterial streets is difficult to control. Point sources can be more easily regulated by requiring noise muffling equipment. Enforcement of noise standards can be a problem because of the training and skill involved in taking noise measurements. Cost of enforcement may be excessive if standards are too stringent.

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## Noise Pollution Goals & Policies

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**Noise Pollution Goal A.** Preserve the quiet residential environment of the city by limiting increases in noise and reducing unnecessary noise where it now exists in accordance with the following policies:

- A.1 The city should partner with other jurisdictions in seeking to enforce appropriate noise standards within the city.
- A.2 Any ordinances adopted by the city should recognize the variety and quality of noise environments, including natural ecosystems.
- A.3 It is the policy of the city to minimize noise created by the railroad.

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## Urban Growth Areas

**General.** The accompanying Urban Growth Areas map shows the City’s urban growth area, which encompasses unincorporated areas adjacent to the current city limits. In general, development within the urban growth area is of interest to the City because the area will be annexed to the City in the future and development in the area can be expected to have an impact on the demand for and delivery of City services.

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## Urban Growth Areas Goals & Policies

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**Urban Growth Area Goal A.** Plan for the logical extension of services and development within the City’s urban growth area.

- A.1 Encourage the annexation of the City’s designated urban growth area into the city.
- A.2 To provide for orderly transitions, adopt comparable zoning and comprehensive plan designations for areas annexing into the City.
- A.3 Adopted plans and policies for the urban growth areas shall be consistent and compatible with the general comprehensive plan goals and policies for the City.



Figure 21: City of Edmonds Urban Growth Area