City of Edmonds Comprehensive Plan

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City of Edmonds Comprehensive Plan

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Photographs by Brad Shipley

Clockwise from top-left: Nature trail at Meadowdale Beach Park, Westgate Village, Downtown/Waterfront Activity Center, roundabout at Five Corners, Point Edwards Scenic Lookout, Swift BRT stop at Swedish Hospital, Edmonds Marina, Highway 99 International District focus area, Interurban Trail at Lake Ballinger, and hanging flower basket in downtown Edmonds.

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Comprehensive Plan - Purpose and Scope

Scope

The Comprehensive Plan of the City of Edmonds consists of all of the elements specifically adopted as part of this plan, including both text and maps, and those specific plans adopted by reference (see the section entitled Comprehensive Plan - Elements on page 17).

Purpose

The Comprehensive Plan has the following purposes:

- To provide a framework for moving the Edmonds community toward a sustainable future that integrates and responds to environmental, economic, and social needs in a way which "meets the needs of the present without compromising the ability of future generations to meet their own needs."[1]

- To promote the public health, safety, and welfare consistent with the values of the community.

- To serve as the basis for municipal policy on land use and development and to provide guiding principles and objectives for the development of regulations and programs that support sustainable development within the city while seeking to conserve, protect, and enhance the community's assets and natural resources.

- To anticipate and influence the orderly and coordinated development of land and building use of the city and its environs, and conserve and restore natural beauty and other natural resources.

- To encourage coordinated development and discourage piecemeal, spot or strip zoning and inharmonious subdividing.

- To facilitate adequate provisions for public services such as transportation, police and fire protection, water supply, sewage treatment, and parks.

- To facilitate the provision of sustainable public services consistent with the community's values and needs.

[1] *Report of the World Commission on Environment and Development: Our Common Future*, U.N. General Assembly Plenary Meeting, December 11, 1987.

Effect of Plan

- **Development Regulations -** Development regulations adopted by the City of Edmonds shall be consistent with and implement the goals and policies of the Comprehensive Plan.

- **Development Projects -** The goals and policies of the Comprehensive Plan shall serve as a guide for all development projects – both public and private – within the city. The development regulations adopted to implement the Comprehensive Plan shall apply to all public and private development projects. Accordingly, each and every development application shall comply with the Comprehensive Plan.

- **Programs and Implementation -** The City shall strive to develop programs and actions that implement the goals and policies of the Comprehensive Plan and that are reflected in its short-range, strategic, and long-range decision-making.

Growth Management

General. Growth management is intended to provide a long-range strategy guiding how communities develop and how services are provided. State, regional and local jurisdictions undertaking growth management planning are adopting plans and implementation strategies that form a coordinated approach to actively plan for the future. A community such as Edmonds, with attractive natural features, a pleasant residential atmosphere and proximity to a large urban center, is subject to constant growth pressures.

Edmonds' 2010 population was 39,709. As part of the cooperative planning process for the region, Edmonds established a population planning target of 45,550 for the year 2035. This represents an average annual increase of less than one percent per year (0.5 percent), and is similar to the growth rate experienced by the city during the past two decades. In part, this moderate growth rate reflects Edmonds' status as a mature community with a small supply of vacant, developable land. Because current and future development will increasingly occur as redevelopment or infill, the general philosophy expressed in the Comprehensive Plan is to maintain the character of the community while strategically planning for change in specific areas.

It is envisioned that the Comprehensive Plan will be implemented with a broad-based set of implementation actions. Implementation measures will range from tying plan goals and policies to budgeting and infrastructure decisions, to making sure that regulations are coordinated and targeted to achieve expressed policies, to working with both public and private entities to jointly achieve community goals. However, implementation approaches must be designed to address not only the differences between neighborhoods in the city, but also the variation in different situations over time. While general decisions on how the region will grow are made collaboratively at a regional level, it is up to each community to determine how to implement this vision and the desired growth level at the local level. In addition, it is up to the government, particularly local elected officials, to implement the desired policies.

Growth Management 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”)

Growth Management Goal A. Growth management policies should ensure that as a residential community, Edmonds continues to be heralded as “The Gem of Puget Sound,” in accordance with the following policies:

A.1. Decisions affecting the growth pattern of the community should be made with a maximum of citizen participation.

A.2. The Comprehensive Plan and its implementation measures should be developed and maintained in such a manner to assure that there are sufficient resources to ensure established levels of community services and that ample provisions are made for necessary open space, parks and other recreation facilities.

A.3. The role of commercial and industrial enterprises, the attendant tax base and provision for consumer needs, should be considered as a supporting part of achieving a sustainable community and maintaining the residential nature of the area rather than as the dominant activity of the community

A.4. Any growth or development should strive to preserve for itself and its neighbors the following values:

A.4.a Light (including direct sunlight)

A.4.b Privacy

A.4.c Public views, open spaces, shorelines and other natural features.

A.4.d Freedom from air, water, noise, and visual pollution.

A.5. Any residential growth should be designed to accommodate and promote a balanced mixture of income and age groups.

A.6. Edmonds should cooperate with surrounding communities to ensure that the regional growth policy is consistent with the stated local policy and help ensure a coordinated implementation of the regional growth strategy.

State and Regional Context

State and regional goals have been adopted to provide a framework for developing local comprehensive plans and implementation strategies. By addressing these goals, local governments can be assured that they are also addressing some of the important issues facing the state and other local governments in the Puget Sound region.

State Framework Goals

- **Urban growth -** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

- **Reduce sprawl -** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

- **Transportation -** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

- **Housing -** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

- **Economic development -** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing Insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

- **Property rights -** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

- **Permits -** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

- **Natural resource industries -** Maintain and enhance natural resource-based Industries, Including productive timber, agricultural, and fisheries Industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

- **Open space and recreation -** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

- **Environment -** Protect the environment and enhance the state's high quality of life, Including air and water quality, and the availability of water.

- **Citizen participation and coordination -** Encourage the involvement of citizens in the planning process and encourage coordination between communities and jurisdictions to reconcile conflicts.

- **Public facilities and services -** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

- **Historic preservation-** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

- The goals and policies of the Shoreline Management Act as set forth in RCW 90.58.020.

Regional Goals

The Puget Sound Regional Council (PSRC) is a Regional Transportation Planning Organization under chapter 47.80 RCW. In its major planning document, Vision 2040, the PSRC is described as:

> "…an association of cities, towns, counties, ports, and state agencies that serves as a forum for developing policies and making decisions about regional growth management, environmental, economic, and transportation issues in the four-county central Puget Sound region of Washington state."[2]

The City of Edmonds is a member of PSRC.

Vision 2040 establishes the regional vision and sets the Regional Growth Strategy for jurisdictions planning in the Puget Sound region, including Edmonds:

> "VISION 2040 is a shared strategy for how and where the central Puget Sound region can grow to a forecast 5 million people and 3 million jobs by the year 2040. The Regional Growth Strategy looks at how the region can distribute forecast growth, primarily within the designated urban growth area. The strategy is a description of a preferred pattern of urbanization that has been designed to minimize environmental impacts, support economic prosperity, promote adequate and affordable housing, improve mobility, and make efficient use of existing infrastructure. The strategy provides regional guidance for counties, cities, and towns to use as they develop new local population and employment growth targets and update local comprehensive plans. The Regional Growth Strategy describes a pattern of vibrant urban areas and healthy rural and natural resource landscapes that reflects the region's commitment to people, prosperity and planet."[3]

Vision 2040 sets a framework for the region to provide for a sustainable future that:

> "The concept of people, prosperity and planet provides a central theme for VISION 2040. It describes what is referred to as the triple bottom line approach of capturing

[2] Vision 2040, page ii. http://www.psrc.org/assets/366/7293-V2040.pdf
[3] Vision 2040, page 13. http://www.psrc.org/assets/366/7293-V2040.pdf

an expanded spectrum of values when planning for the future and in measuring results. It signals that the region uses an approach to public decision-making that produces social, cultural, economic, and environmental benefits.

The phrase conveys that the people of the region, our economic prosperity, and our relationship to the planet are tied together in a mutually supportive and interdependent way. Social and environmental goals cannot be achieved without economic prosperity — and achieving prosperity is highly related to social well-being and environmental quality."[4]

To implement this vision, VISION 2040 contains the following Overarching Goals:

- **Environment -** The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.

- **Development Patterns -** The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.

- **Housing -** The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.

- **Economy -** The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.

- **Transportation -** The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health.

- **Public Services -** The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

In addition, Vision 2040 includes a Regional Growth Strategy to implement this vision. Components of the Regional Growth Strategy include:

- Designation of geographic areas for regional growth centers, manufacturing and industrial centers, as well as other centers such as town centers and activity hubs in Urban Growth Areas and cities;

[4] Vision 2040, page iv. http://www.psrc.org/assets/366/7293-V2040.pdf

- Planning for multi-modal connections and supportive land uses between centers and activity hubs;
- Promotion of sustainability in all decision-making; and
- Allocation of population and employment growth to regional geographies in Snohomish County.

Edmonds' Comprehensive Plan is consistent with and helps implement the Regional Growth Strategy and Vision 2040. It focuses on planning for sustainability, for example, being part of a regional system of central places framed by open space and a robust multimodal transportation network. The Edmonds Plan provides for environmental protection along with many aspects of a liveable arts-oriented community, complete streets, and economic health.

Growing Transit Communities Regional Compact

The City of Edmonds is signatory to the Growing Transit Communities Regional Compact, a partnership effort coordinated by the Puget Sound Regional Council and based on the Growing Transit Communities (GTC) Strategy. The GTC Strategy is a framework of goals and actions that aim toward a shared vision of thriving communities that promote equitable access to opportunities. Consistent with the Compact, the City works to implement the GTC Strategy, for example, through its planning for transit-oriented development in key locations.

In addition, a variety of affordable housing with walking and transit access is part of the city's long-term vision. Already, the City has a variety of housing choices in and near its very walkable and amenity-rich downtown area. Local businesses are also benefitting from good pedestrian and transit access. Moving forward, the City will consider how access opportunities can be increased, consistent with community goals.

Currently, the City participates in the Regional Transit-Oriented Development Advisory Committee, a coalition of local governments and other entities working together and sharing information related to the GTC Strategy.

General Background

Planning Area

The City of Edmonds is located in south Snohomish County on the western shores of Puget Sound approximately 14 miles north of Seattle. Situated within the urbanized Puget Sound region, the city encompasses approximately 8.9 square miles (5,700 acres) in area, including 5 linear miles (26,240 feet) of marine shoreline. Roughly triangular in shape, the city is bounded by Puget Sound on the west; Lynnwood and Mountlake Terrace on the east; unincorporated Snohomish County on the north; and the town of Woodway and the City of Shoreline on the south.

Land Use Pattern

Single-family residential uses are relatively evenly dispersed throughout the city and occupy the majority of the city's land use base. Approximately 3,460 acres, or 58.5 percent of the city's area, is developed for single-family residential uses. Higher density residential development (including apartments and condominiums) is primarily located south and north of the downtown; in the vicinity of the Edmonds-Woodway High School site and Swedish-Edmonds Hospital; and adjacent to 196th Street, 76th Avenue and Highway 99. Together, single-family and multi-family residential units comprise approximately 3,959.9 acres (just over 64 percent of the total developed land within the city).

Commercial activity is concentrated in two principal areas -- the Downtown/Waterfront and the Highway 99 corridor (which includes the retail and medical development in the vicinity of Swedish-Edmonds Hospital). There are several smaller commercial nodes of varying sizes that help to serve adjacent neighborhoods, such as Westgate, Five Corners, Firdale, Perrinville, and Puget Drive.

The Port of Edmonds is located in the southern portion of the city's waterfront. The Port owns and manages 33 upland acres as well as a small boat harbor and marina, with space for 1,000 boats (approximately 11 acres). A variety of services and marine-related businesses are located on the Port's properties.

Regional parks and beaches figure prominently in the city, including Brackett’s Landing North and South, the Edmonds Fishing Pier, Edmonds Memorial Cemetery, Edmonds Underwater Park, Marina Beach Park, Olympic Beach Park, local tidelands, and the Edmonds Senior Center. The Edmonds Marsh is a significant City-owned open space (23 acres), while Yost Memorial Park is the largest community park owned by the City (44 acres). The largest County resources are Southwest County Park (118 acres) and Meadowdale Beach County Park (144 acres). All together, parks, recreation, and open space lands account for 5.8 percent of City land.

Historical Development

The earliest documented inhabitants of the area were Native American tribes. As European exploration and settlement in the Pacific Northwest increased, settlers began homesteading and logging activities in the general area of the present-day city. The community that became the City of Edmonds grew out of a homestead and logging operation started by George Brackett in 1876. Logging and shingle-splitting were the dominant economic activities in the community during the 1880s and 1890s. The town continued to grow as other industries including box making, pulp mill, a cigar factory, and increased waterfront activities developed.

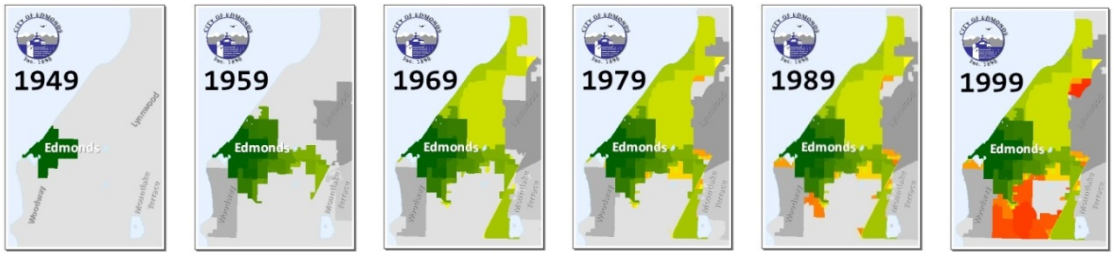
The Great North Railroad reached the town in 1891 and for many years provided access for goods and passenger travel to Everett and Seattle as well as to the eastern part of the state. Although fires destroyed many of the waterfront mills, shingle production continued to be the primary industry in the city into the 1940s. Ferry service to Kingston began in 1923 when a ferry terminal was built near the location of the existing ferry dock. The present ferry terminal was built in the early 1950s after acquisition of the ferry system by the State of Washington.

The city continued to grow during the 1940s and 50s, resulting in a more active role of the municipality in providing water, sewer and streets for the residential and commercial expansion. The Port District was formed in 1948 and began waterfront improvements. Commercial and retail businesses within the downtown provided a wide range of services to the community. Completion of Interstate 5 and increased growth in the Puget Sound region led to a gradual change in the character of city with more emphasis on residential development and a decline in the retail importance of the downtown. Although the city is now primarily a residential community, it also provides many amenities for residents and visitors, including restaurants and specialized shopping as well as a long list of festivals and cultural events.

The City of Edmonds was incorporated in 1890 with the original town site encompassing approximately 550 acres. The original town site is now occupied primarily by the downtown and adjacent residential areas. The City has expanded in area through annexations to a land area of approximately 8.9 square miles or approximately 9.2 square miles including portions of Lake Ballinger and Puget Sound tidelands.

Population

The rate of population growth has been relatively stable over the years with major increases occurring primarily as a result of annexations during the 1950s, 1960s, and 1990s. The population growth during these decades was 289.7 percent, 195.5 percent, and 28.5 percent respectively. Maps detailing the annexation timeline for Edmonds are shown below. The growth rate was marginal between 2000-2010 at 0.5 percent.



Year	Edmonds Population	Percent Increase	Avg. Annual Increase	Snohomish County	Percent Increase	Avg. Annual Increase
1940	1,288			88,754		
1950	2,057	59.7%	4.8%	111,580	25.7%	2.3%
1960	8,016	289.7%	14.6%	172,199	54.3%	4.4%
1970	23,684	195.5%	11.4%	265,236	54.0%	4.4%
1980	27,679	16.9%	1.6%	337,720	27.3%	2.4%
1990	30,744	11.1%	1.1%	465,642	37.9%	3.3%
2000	39,515	28.5%	2.5%	606,024	30.1%	2.7%
2010	39,709	0.5%	0.05%	713,335	17.7%	1.6%
2035 (proj.)	45,550	14.7%	0.6%	955,280	33.9%	3.0%

Source: US Census

Figure 1: City of Edmonds Historical and Projected Growth

The population trends in Edmonds are summarized in Figure 1 above. As of 2013, Edmonds is the 3rd most populous city in Snohomish County, and the 26th most populous city in the state. The city ranks 7th in overall population density state-wide, with a 2013 estimated population density of 4,418 people per square mile (Office of Financial Management, 2013).

The city has a higher percentage of retired persons and senior citizens than its neighboring cities and Snohomish County as a whole (see Figure 2 below). The median age of the population in 2013 was 48.1 years, up from 42.0 years in 2000 and 38.3 years in 1990. The population was 79.8 percent Caucasian, approximately 9 percent Asian/Pacific Islander, 2.4 percent African American, 0.9 percent Native American/Alaskan Native, and 3.3 percent mixed race (American Community Survey 3-year data, 2011-2013). In addition, 2.5 percent of the population identify with the Hispanic or Latino ethnic groups.

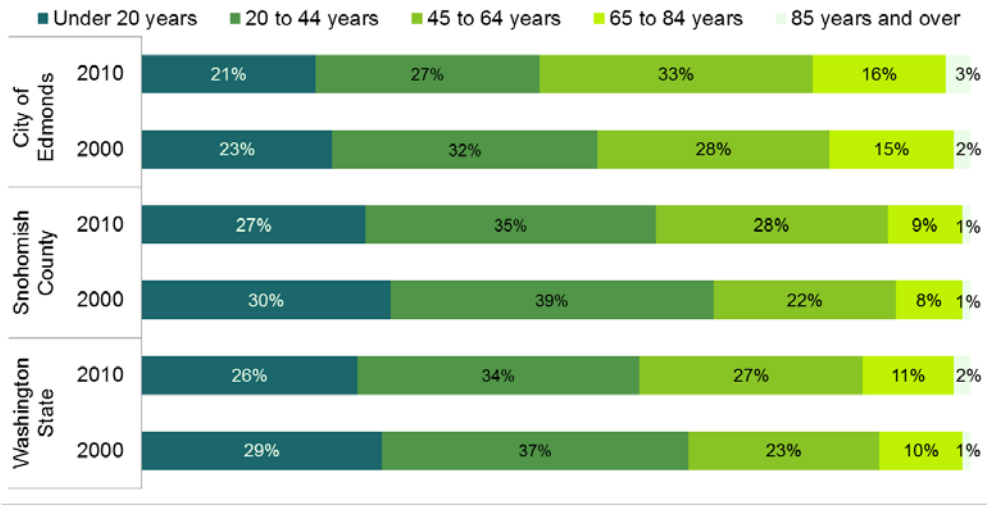
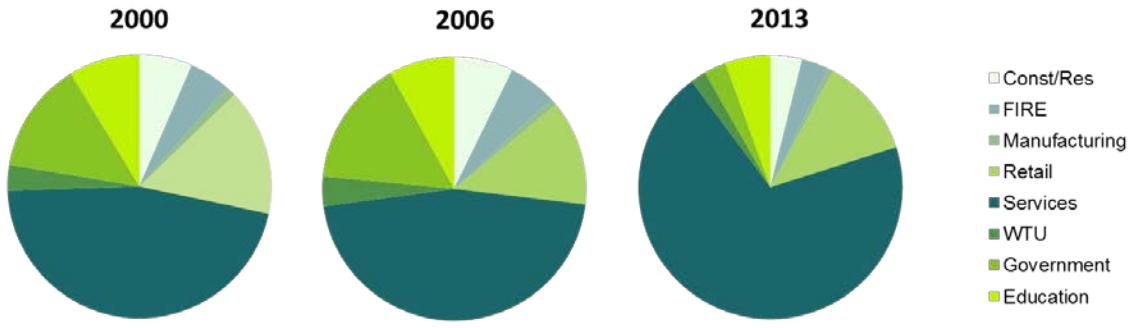


Figure 2: Age Distribution of Edmonds Residents

Economic Factors

During the first decade of the 21st century, covered employment in Edmonds grew at a modest average annual growth rate (AGR) of 0.56 percent (compared to Snohomish County at 1.53 percent AGR and King County -0.32 percent AGR). These figures are based on the Puget Sound Regional Council's Covered Employment estimates and consist of all employment covered by the Washington Unemployment Insurance Act except jobs in the resource, mining, and construction fields which were excluded to remain consistent with Snohomish County Tomorrow's (SCT) long-term employment targets that do not consider resource, mining, and construction fields into their projections.

From 2010 to 2013, Edmonds experienced significant growth in employment as the economy recovered from the recession. During this period, overall employment grew at 2.46 percent AGR with the most notable rise in service fields (professional services, waste management, private sector educational services, healthcare and social services, arts and entertainment, accommodation and food services) at 18.5 percent AGR. Figure 3 shows how the employment mix in Edmonds changed over time.Figure 4 shows the percent change of specific industries from 2010 to 2013. In 2013, the Edmonds' total Covered Employment was 12,638. The SCT's 2035 employment target for Edmonds is 13,948, representing an AGR of 0.47 percent.



Source: Puget Sound Regional Council

Figure 3: Covered Employment Estimate for Edmonds

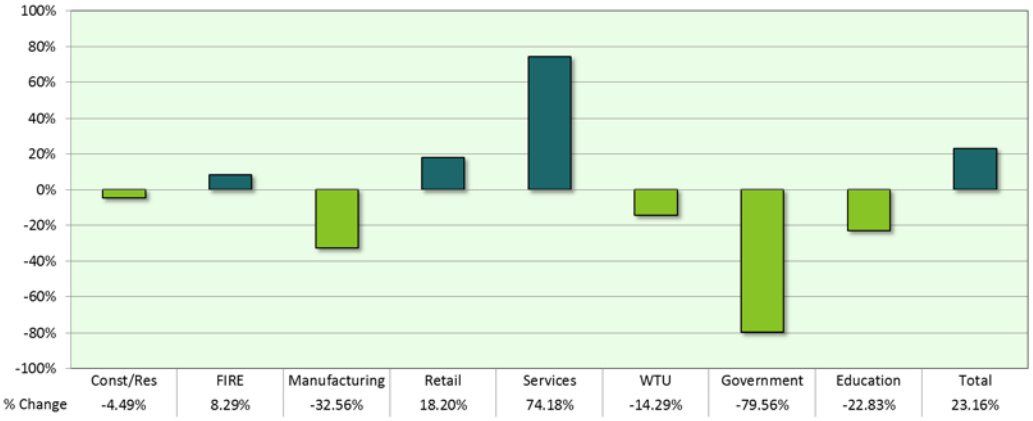


Figure 4: Percent Change in Covered Employment Estimates, Post-Recession 2010 to 2013

Source: Puget Sound Regional Council.

Note: WTU refers to Wholesale Trade, Transportation, and Utilities. FIRE refers to Finance, Insurance, and Real Estate.

According to the 2011-2013 ACS, the Edmonds' median household income was $67,228 per year, compared with a Snohomish Countywide average of $67,192 and a King Countywide average of $70,998.

Retail trade is a significant employer in the city. However, on a per capita basis, taxable retail sales in the City of Edmonds are relatively lower than Edmonds' neighbors and other cities of similar size, as shown in Figure 5, and roughly the same as Snohomish County as a whole. The City's location amidst densely populated areas suggests that Edmonds has the potential to attract higher retail sales comparable to other cities its size.

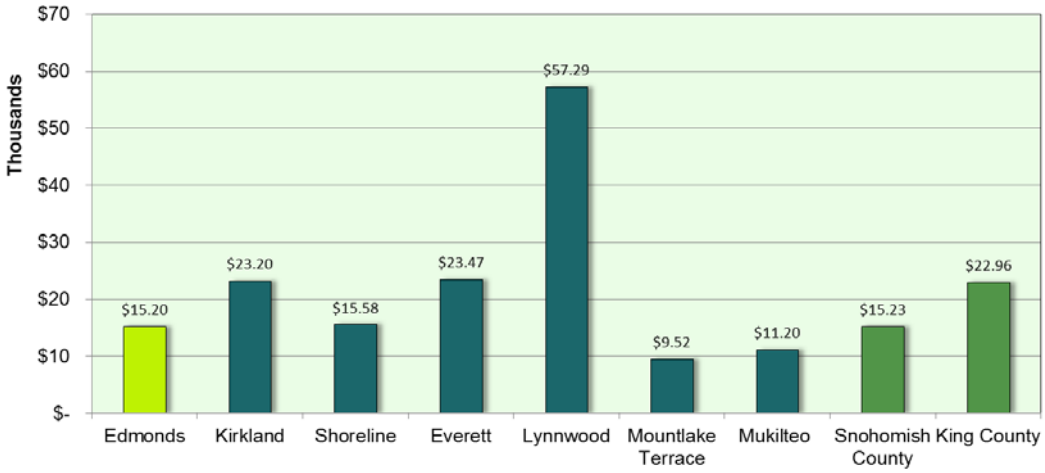


Figure 5: Taxable Retail Sales per Capita (all NAICS), 2013

Source: Department of Revenue

Housing

The city is primarily residential with single-family residences as the predominant land use. Of the 18,378 dwelling units in 2010 Census, 11,685 are single-family (63.6 percent of the total) and 6,664 are multi-family (36.3 percent of the total). As shown in Figure 6 multi family is continuing to increase its share of total housing stock. In 2000, 68 percent of all housing units were owner-occupied; this increased to just over 69 percent in 2010. Average household size continues to decrease over time, from 2.59 persons per household in 1980 to 2.26 persons in 2010.

Selected Housing Statistics				
	1980	**1990**	**2000**	**2010**
SF Housing Units	7,529	8,550	11,391	11,685
MF Housing Units	3,072	4,165	6,038	6,664
Mobile Homes	101	230	90	29
Total Housing Units	10,702	12,945	17,519	18,378
% Single Family	71.3%	67.8%	65.5%	63.6%
% Multi Family	28.7%	32.2%	34.5%	36.3%
Avg Household Size	2.59	2.41	2.32	2.26
Avg Persons/Unit	2.59	2.37	2.26	2.16

Figure 6: Selected Housing Statistics

Source: U.S. Census

Transportation

The existing transportation system consists of a network of principal arterials, minor arterials, collectors and local streets. Three major arterials link together state routes or connect the state route system to major centers and to the ferry system; SR-104, SR-524/196th Street SW and SR-99. SR-104 serves east-west travel on the south end of the city and provides access to the Edmonds-Kingston ferry and Interstate 5; SR-524/196th Street SW extends bordering through the east side of the city. SR-99 carries the highest volume of traffic in Edmonds.

The Burlington Northern Railroad runs adjacent to the city's shoreline and links Edmonds with Everett to the north and Seattle to the south. The rail line is currently used for freight and AMTRAK and Sound Transit commuter rail passenger rail service; approximately 37 trains a day pass through the city. Bus service is provided by Community Transit with three regular bus routes (with service to Mill Creek, Lynnwood, and Alderwood) and four peak period only commute bus routes (with service to the University of Washington and downtown Seattle). In 2009, the *Swift* bus rapid transit was launched, servicing a 17-mile stretch from Shoreline to Everett.

The Edmonds-Kingston Ferry connects south Snohomish County and north King County with the northern Kitsap Peninsula and points west on the Olympic Peninsula via the Hood Canal Bridge. The Edmonds-Kingston ferry route remains one of the busiest routes in the state’s ferry system. Figure 7 shows historical growth in passenger and vehicle demand from 1980 to 2010. Ridership more than

doubled during the 1980s, increasing from nearly 1,950 vehicles and more than 4,250 persons daily in 1980 to over 4,500 vehicles and 9,200 persons daily in 1990. Ridership also increased appreciably in the 1990s, growing by more than 40 percent to over 6,750 vehicles and 13,000 persons daily during 2000. The 1992 Cross Sound Transportation Study (Booz-Allen and Hamilton Study Team, 1992) concluded that there was no reasonable alternative to the ferry service to meet the projected increases in travel demand. The PSRC based its Transportation Element of Vision 2020 on the Edmonds-Kingston ferry service growing to support the allocation of population within the region.

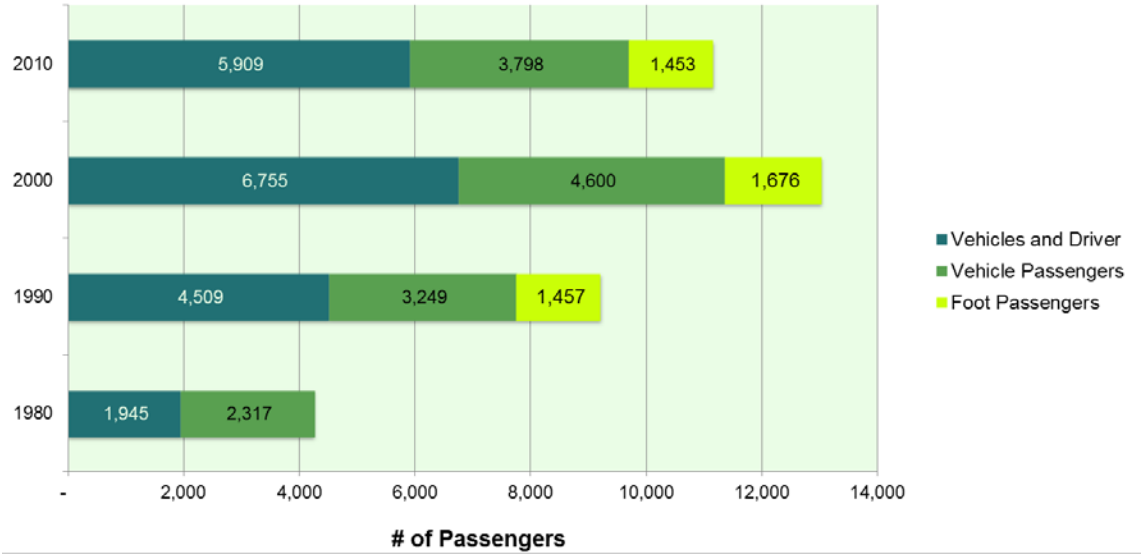


Figure 7: Edmonds-Kingston Ferry Average Daily Ridership

Source: Washington State Ferries, Ferry Traffic Statistics Rider Segment Report

Neighborhoods

Edmonds has a variety of neighborhoods, big and small, named and unnamed. Some neighborhoods, such as the Highway 99 area, the "Bowl," Firdale, Five Corners and Perrinville, include commercial activities. Many neighborhood areas, such as Seaview or Sherwood, include schools, parks, trails and other amenities that help identify them or add to their unique character.

Each neighborhood is valuable and contributes to the community as a whole. Recognizing this character and value, while still allowing for positive changes in neighborhoods over time, is an important concept.

Public Process

It is the goal of the City of Edmonds to provide early and continuous public notice for the proposed comprehensive plan amendments in advance of all opportunities to comment on the proposals, and to

allow those who express an interest in any of the amendments to be able to track their progress through the legislative decision process.

A.1. Use a variety of methods to provide early and ongoing public notice of the proposed amendments, including such things as publication in news outlets, advertising on local public access television, placing notices in a City newsletter, compiling a list of interested parties, and/or providing information on the City's website.

A.2. Information provided by the City of Edmonds as part of this public participation process will be designed to:

- A.1.a. Use plain understandable language.
- A.1.b. Provide broad dissemination of information regarding the proposals.
- A.1.c. Provide early and continuous notification.
- A.1.d. Provide opportunities for commenting in a variety of ways – verbally, in writing, and via email.

A.3. In addition to providing early and continuous information on the plan amendment proposals, the City of Edmonds will provide a formal adoption process with public hearing(s) and opportunities for public comment and input.

Implementation Actions & Performance Measures

Implementation actions are steps that are intended to be taken within a specified timeframe to address high priority sustainability goals. In addition, the Comprehensive Plan contains a small number performance measures (no more than one per element) that can be used to monitor and annually report on the implementation and effectiveness of the Comprehensive Plan.

Performance measures, as identified in the Comprehensive Plan, are specific, meaningful, and easily obtainable items that relate to sustainability and can be reported on an annual basis. They are intended to help assess progress toward achieving the goals and policy direction of each major Comprehensive Plan element.

The City staff will annually report on the progress and effectiveness of implementation actions and performance measures to City Council and Planning Board.

Comprehensive Plan - Elements

Elements Adopted

The Comprehensive Plan consists of the following nine plan elements. Most of the goals and policies of the various elements are included in the main comprehensive plan document (this document). Some elements also have additional specific plans adopted by reference (as indicated below).

Plan Element	***Additional Plan(s) Adopted by Reference*** (Note that these are entirely separate documents)
1. Community Sustainability	
2. Land Use	
3. Housing	
4. Economic Development	
5. Community Culture and Urban Design	Community Cultural Plan (2014)
6. Utilities	
7. Capital Facilities	
8. Transportation	
9. Parks, Recreation, and Open Space	Parks, Recreation, and Open Space Plan (2014)
Appendices	Streetscape and Street Tree Plan (2015)

Community Sustainability Element

Background: Climate Change, Community Health, and Environmental Quality

Introduction. A relatively recent term, "sustainability" has many definitions. A commonly cited definition is one put forward by the Brundtland Commission[1] in a report of the World Commission on Environment and Development (December 11, 1987). The Commission defined sustainable development as development that "meets the needs of the present without compromising the ability of future generations to meet their own needs." Not focused solely on environmental sustainability, the Commission's report emphasized the inter-related nature of environmental, economic, and social factors in sustainability. One of the keys to success in sustainability is recognizing that decision-making must be based on an integration of economic with environmental and social factors.

The City of Edmonds Comprehensive Plan contains a number of different elements, some mandated by the Growth Management Act, and others included because they are important to the Edmonds community. A requirement of the Growth Management Act is that the various comprehensive plan elements be consistent with one another. This Community Sustainability Element is intended to provide a framework tying the other plan elements together, illustrating how the overall plan direction supports sustainability within the Edmonds community. A key aspect of this approach is also to provide more direct linkages between long term planning and shorter-term strategic planning and policy review which guide the use of city resources and programs, especially budgeting. For example, a new emphasis on life cycle efficiency may take precedence over simple least-cost analytical methods.

The City of Edmonds is gifted with unique environmental assets, such as the shoreline on Puget Sound, the Edmonds Marsh, urban forests, diverse streams and wetlands, Lake Ballinger and a range of parks and open spaces. In addition, the city has the benefit of an established, walkable downtown served by transit, a framework of neighborhood commercial centers providing local access to business services, and the potential to see significant economic development in the Highway 99 activity center. Recently, the City has also experienced the beginnings of new economic initiatives, such as a new fiber-optic infrastructure and locally-based businesses and organizations supporting local sustainability and greenhouse gas (GHG) reduction approaches. Combined with local government initiatives, such as the Mayor's Citizens Committee on U.S. Mayors' Climate Protection Agreement and a series of resolutions adopted by the Edmonds City Council, there is a growing recognition and harnessing of the power of citizen knowledge to encourage and support changes in City policies and operations which are making the City a leader in environmental stewardship.

Given this combination of assets and knowledge, the City of Edmonds has a compelling responsibility to utilize these capabilities to address the challenges of climate change, community health and environmental quality.

Sustainability Framework

This section describes the general goals and principles underlying the City's approach to community sustainability. Three important guiding principles central to a successful approach are:

- **Flexible** – In an environment where what we understand and can predict is still developing and will be uncertain for some time to come, providing ways to monitor, assess, adapt, and to be flexible in our responses will be critical. Climate change is but one example; the uncertainties acknowledged in that subject area should be instructive in helping us understand that a flexible approach is necessary when addressing all areas of sustainability.

- **Holistic** – The components of sustainability – in terms of both its inputs and outputs –are complex and synergistic. No single action will result in a sustainable result, and sustainable initiatives taken in one area don't necessarily lead to sustainability in another. For example, sustainable land use practices don't necessarily result in a sustainable transportation or health system. A holistic approach is required that includes all levels of governance and encompasses planning, funding, evaluation, monitoring, and implementation.

- **Long-term** – Focusing on short-term, expedient solutions will only make actions necessary to support sustainability more difficult to take in the future. For example, in the areas of environmental issues and climate change, deferred action now will only make the cumulative effects more difficult to resolve in the future. The familiar GMA-based 20-year planning timeframe will not be sufficient – planning for sustainability must take an even longer view.

Sustainability 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")

Sustainability Goal A. Develop land use policies, programs, and regulations designed to support and promote sustainability. Encourage a mix and location of land uses designed to increase accessibility of Edmonds residents to services, recreation, jobs, and housing.

A.1 Adopt a system of codes, standards and incentives to promote development that achieves growth management goals while maintaining Edmonds' community character and charm in a sustainable way. Holistic solutions should be developed that employ such techniques as Low Impact Development (LID), transit-oriented development, "complete streets" that support multiple modes of travel, and other techniques to assure that future development and redevelopment enhances Edmonds' character and charm for future generations to enjoy.

A.2 Include urban form and design as critical components of sustainable land use planning. New tools, such as form-based zoning and context-sensitive design standards should be used to support a flexible land use system which seeks to provide accessible, compatible and synergistic land use patterns which encourage economic and social interaction while retaining privacy and a unique community character.

A.3 Integrate land use plans and implementation tools with transportation, housing, cultural and recreational, and economic development planning so as to form a cohesive and mutually-supporting whole.

A.4 Use both long-term and strategic planning tools to tie short term actions and land use decisions to long-term sustainability goals. City land use policies and decision criteria should reflect and support sustainability goals and priorities.

Sustainability Goal B. Develop transportation policies, programs, and regulations designed to support and promote sustainability and resiliency. Take actions to reduce the use of fuel and energy in transportation, and encourage various modes of transportation that reduce reliance on automobiles and are supported by transportation facilities and accessibility throughout the community.

B.1 Undertake a multi-modal approach to transportation planning that promotes an integrated system of auto, transit, biking, walking and other forms of transportation designed to effectively support mobility and access.

B.2 Actively work with transit providers to maximize and promote transit opportunities within the Edmonds community while providing links to other communities both within and outside the region.

B.3 Explore and support the use of alternative fuels and transportation operations that reduce GHG emissions.

B.4 When undertaking transportation planning and service decisions, evaluate and encourage land use patterns and policies that support a sustainable transportation system.

B.5 Strategically plan and budget for transportation priorities that balances ongoing facility and service needs with long-term improvements that support a sustainable, multi-modal transportation system.

B.6 Strategically design transportation options – including bike routes, pedestrian trails and other non-motorized solutions – to support and anticipate land use and economic development priorities.

Sustainability Goal C. Promote seamless transportation linkages between the Edmonds community and the rest of the Puget Sound region.

C.1 Take an active role in supporting and advocating regional solutions to transportation and land use challenges.

C.2 Local transportation options should be designed to be coordinated with and support inter-city and regional transportation programs and solutions.

C.3 Advocate for local priorities and connections and the promotion of system-wide flexibility and ease of use in regional transportation decisions.

Sustainability Goal D. Develop utility policies, programs, and maintenance measures designed to support and promote sustainability, resilience, and energy efficiency. Maintain existing utility systems while seeking to expand the use of alternative energy and sustainable maintenance and building practices in city facilities.

D.1 Balance and prioritize strategic and short-term priorities for maintenance and ongoing infrastructure needs with long-term economic development and sustainability goals.

D.2 Strategically program utility and infrastructure improvements to support and anticipate land use and economic development priorities.

D.3 Explore and employ alternative systems and techniques, such as life-cycle cost analysis, designed to maximize investments, minimize waste, and/or reduce ongoing maintenance and facilities costs.

D.4 Include sustainability considerations, such as environmental impact, green infrastructure (emphasizing natural systems and processes), and GHG reduction in the design and maintenance of facilities and infrastructure.

Sustainability Goal E. Develop economic development policies and programs designed to support and promote sustainability and energy efficiency. Encourage the co-location of jobs with housing in the community, seeking to expand residents' ability to work in close proximity to their homes. Encourage and support infrastructure initiatives and land use policies that encourage and support home-based work and business activities that supplement traditional business and employment concentrations.

E.1 Economic development should support and encourage the expansion of locally-based business and employment opportunities.

E.2 Land use policies and implementation tools should be designed to provide for mixed use development and local access to jobs, housing, and services.

E.3 Regulatory and economic initiatives should emphasize flexibility and the ability to anticipate and meet evolving employment, technological, and economic patterns.

E.4 Land use and regulatory schemes should be designed to encourage and support the ability of local residents to work, shop, and obtain services locally.

E.5 Land use and economic development programs should provide for appropriate scale and design integration of economic activities with neighborhoods while promoting patterns that provide accessibility and efficient transportation options.

Sustainability Goal F. Develop cultural and recreational programs designed to support and promote sustainability. Networks of parks, walkways, public art and cultural facilities and events should be woven into the community's fabric to encourage sense of place and the overall health and well being of the community.

F.1 Cultural and arts programs should be supported and nourished as an essential part of the City's social, economic, and health infrastructure.

F.2 Recreational opportunities and programming should be integrated holistically into the City's infrastructure and planning process.

F.3 Cultural, arts, and recreational programming should be an integral part of City design and facilities standards, and should be integrated into all planning, promotion, and economic development initiatives.

Sustainability Goal G. Develop housing policies, programs, and regulations designed to support and promote sustainability. Support and encourage a mix of housing types and styles which provide people with affordable housing choices geared to changes in life style. Seek to form public and private partnerships to retain and promote affordable housing options.

G.1 Land use and housing programs should be designed to provide for existing housing needs while providing flexibility to adapt to evolving housing needs and choices.

G.2 Housing should be viewed as a community resource, providing opportunities for residents to choose to stay in the community as their needs and resources evolve and change over time.

G.3 Support the development of housing tools, such as inclusionary zoning incentives and affordable housing programs, that promote a variety of housing types and affordability levels into all developments.

[1] *Report of the World Commission on Environment and Development: Our Common Future*, U.N. General Assembly Plenary Meeting, December 11, 1987.

Climate Change

Introduction. The quality of the environment we live in is a critical part of what people often describe as the "character" of Edmonds. Even if it is not something we overtly think about, it is an intrinsic part of our everyday experience, whether at work, at rest or at play. Until relatively recently, environmental quality has often been thought of in terms of obvious, easily observable characteristics – such as the visible landscape, the quality of the air, the presence and variety of wildlife, or the availability and character of water in its various forms. However, recent evidence on climate change[2] points to the potential fragility of our assumptions about the environment and the need to integrate and heighten the awareness of environmental issues as they are inter-related with all community policies and activities.

Recognizing the importance of addressing the issues surrounding the environment and climate change, in September 2006, the City of Edmonds formally expressed support for the Kyoto Protocol[3] and adopted the U.S. Mayors Climate Protection Agreement[4] by Resolution No. 1129, and joined the International Council for Local Environmental Initiatives (ICLEI)[5] by Resolution No. 1130.

Scientific evidence and consensus continues to strengthen the idea that climate change is an urgent threat to the environmental and economic health of our communities. Many cities, in this country and abroad, already have strong local policies and programs in place to reduce global warming pollution, but more action is needed at the local, state, and federal levels to meet the challenge. On February 16, 2005 the Kyoto Protocol, the international agreement to address climate change, became law for the 141 countries that have ratified it to date. On that day, Seattle Mayor Greg Nickels launched an initiative to advance the goals of the Kyoto Protocol through leadership and action by at least 141 American cities.

The State of Washington has also been taking steps to address the issues surrounding climate change. For example, in March, 2008, the state legislature passed ESSHB 2815, which included monitoring and reporting mandates for state agencies along with the following emission reduction targets:

> *Sec. 3. (1)(a) The state shall limit emissions of greenhouse gases to achieve the following emission reductions for Washington state:*
>
> > *(i) By 2020, reduce overall emissions of greenhouse gases in the state to 1990 levels;*
> >
> > *(ii) By 2035, reduce overall emissions of greenhouse gases in the state to twenty-five percent below 1990 levels;*
> >
> > *(iii) By 2050, the state will do its part to reach global climate stabilization levels by reducing overall emissions to fifty percent below 1990 levels, or seventy percent below the state's expected emissions that year.*

The City of Edmonds has formally approved the U.S. Mayors Climate Protection Agreement which was endorsed by the 73rd Annual U.S. Conference of Mayors meeting, Chicago, 2005. Under the Agreement, participating cities committed to take three sets of actions:

1. Urge the federal government and state governments to enact policies and programs to meet or beat the target of reducing global warming pollution levels to 7 percent below

1990 levels by 2012, including efforts to: reduce the United States' dependence on fossil fuels and accelerate the development of clean, economical energy resources and fuel-efficient technologies such as conservation, methane recovery for energy generation, waste to energy, wind and solar energy, fuel cells, efficient motor vehicles, and biofuels.

2. Urge the U.S. Congress to pass bipartisan greenhouse gas reduction legislation that 1) includes clear timetables and emissions limits and 2) a flexible, market-based system of tradable allowances among emitting industries

3. Strive to meet or exceed Kyoto Protocol targets for reducing global warming pollution by taking actions in our own operations and community.

Given this background, the City of Edmonds recognizes that global climate change brings significant risks to our community as a shoreline city. At the same time, the City understands that we have a responsibility to play a leadership role both within our own community as well as the larger Puget Sound region. To that end, the City establishes the following goals and policies addressing climate change.

Climate Change 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")

Climate Change Goal A. Inventory and monitor community greenhouse gas emissions, establishing carbon footprint baselines and monitoring programs to measure future progress and program needs.

A.1 Establish baselines for greenhouse gas emissions and carbon footprint for both Edmonds city government and the broader Edmonds community.

A.2 Establish a monitoring program for consistently updating estimates on City and community greenhouse gas emissions. The monitoring program should be designed so as to enable a comparison between measurement periods.

A.3 The monitoring program should include assessment measures which (1) measure progress toward greenhouse gas reduction goals and (2) evaluate the effectiveness of or need for programs to work toward these goals.

Climate Change Goal B. Establish targets for reducing greenhouse gas emissions and promoting sustainability for both city government and the Edmonds community. Regularly assess progress and program needs, identifying opportunities and obstacles for meeting greenhouse gas emission targets and sustainability.

B.1 City government should take the lead in developing and promoting GHG emissions reduction for the Edmonds community.

B.2 Establish and evaluate targets for reductions in greenhouse gas emissions for both Edmonds city government and the broader Edmonds community. Targets should be set for both short- and long-range evaluation.

B.2.a. By 2020, reduce overall emissions of greenhouse gases to 1990 levels;

B.2.b. By 2035, reduce overall emissions of greenhouse gases to twenty-five percent below 1990 levels;

B.2.c. By 2050, Edmonds will do its part to reach global climate stabilization levels by reducing overall emissions to fifty percent below 1990 levels, or seventy percent below the expected emissions that year.

B.3 Establish measures for evaluating the degree of sustainability of Edmonds city government and the broader Edmonds community.

B.4 Annually assess the status and progress toward emissions reduction goals.

Climate Change Goal C. Assess the risks and potential impacts on both city government operations and on the larger Edmonds community due to climate change. The assessment of risk and potential responses – both in terms of mitigation and adaptation – should evaluate the full range of issues, paying particular attention to those arising from the city's location on Puget Sound.

C.1 Develop a climate change risk assessment and impact analysis for city government facilities and operations.

C.2 Develop a climate change risk assessment and impact analysis for the Edmonds community which considers the potential long-term impacts to economic, land use, and other community patterns as well as the risks associated with periodic weather or climate events.

Climate Change Goal D. Work with public and private partners to develop strategies and programs to prepare for and mitigate the potential impacts of climate change, both on city government operations and on the general Edmonds community.

D.1 Develop a strategic plan that will help guide and focus City resources and program initiatives to (1) reduce greenhouse gas production and the carbon footprint of City government and the Edmonds community, and, (2) reduce and minimize the potential risks of climate change. The strategic plan should be coordinated with and leverage state and regional goals and initiatives, but Edmonds should look for and take the lead where we see opportunities unique to the Edmonds community.

D.2 Build on and expand the strategic action plan to include programs that can involve both public and private partners.

D.3 Undertake a policy review of City comprehensive, strategic and specific plans to assure that City policies are appropriately targeted to prepare for and mitigate potential impacts of climate change. These reviews may be done to correspond with scheduled plan updates, or accelerated where either a higher priority is identified or the next update is not specifically scheduled.

Climate Change Goal E. Develop mitigation strategies that can be used by both the public and private sectors to help mitigate the potential impacts of new and ongoing development and operations. Develop programs and strategies that will encourage the retrofitting of existing development and infrastructure to mitigate and adapt to the effects of climate change.

E.1 Develop policies and strategies for land use and development that result in reduced greenhouse gas emissions for new development as well as redevelopment activities.

E.2 Develop mitigation programs and incentives that both public and private development entities can use to reduce or offset potential greenhouse gas emissions associated with both new development and redevelopment.

E.3 Develop programs and incentives that encourage existing land use, buildings, and infrastructure to reduce their carbon footprint. Demonstration programs and other cost-efficient efforts that do not rely on long-term government subsidies are preferred, unless dedicated funding sources can be found to sustain these efforts over time.

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[2] For example, see IPCC, 2014: *Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland, 151 pp.

[3] The Kyoto Protocol was adopted at the third Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) in Kyoto, Japan, on 11, December 1997, and established potentially binding targets and timetables for cutting the greenhouse-gas emissions of industrialized countries. The Kyoto Protocol has not been ratified by the U.S. government.

[4] The U.S. Mayors Climate Protection Agreement is as amended by the 73rd Annual U.S. Conference of Mayors meeting in Chicago in 2005.

[5] ICLEI was founded in 1990 as the International Council for Local Environmental Initiatives following the World Congress of Local Governments for a Sustainable Future, held at the United Nations in New York.

Community Health

Introduction. Community health as it is used here means the overall aspects of public facilities and actions that can have an effect on the health and welfare of the community's citizens. The focus here is on the public realm, understanding that public actions and policies can have an impact on the well-being of Edmonds citizens. The idea is that whenever possible, government should be an enabler, supporting the expansion of opportunities for people so that they can be as self-sustaining as possible, thereby reducing the potential need for intervention from government, community-based or privately-derived services – services which are becoming increasingly costly and difficult to provide.

Community health is closely linked to land use, transportation, public service delivery, and environmental quality. Clean water and clean air are a basic necessity when seeking to keep people healthy. In addition, there are certain land use and other actions that Edmonds can take to help foster healthy lifestyles throughout the community. Government also has a role in providing basic services, such as police and fire protection, while encouraging access to affordable housing and opportunities to live, work, and shop close to home.

Transportation systems, development patterns, community design, and planning decisions can have profound effects on health and wellbeing. All citizens should be able to live, work, and play in environments that facilitate physical activity and offer healthy choices.

Community Health 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")

Community Health Goal A. Develop a reporting and monitoring system of indicators designed to assess Edmonds' progress toward sustainable community health.

A.1 Develop community indicators designed to measure the City's progress toward a sustainable community.

A.2 Use these community indicators to inform long-term, mid-term (strategic), and budgetary decision-making.

Community Health Goal B. Develop and maintain ongoing City programs and infrastructure designed to support sustainable community health.

B.1 Promote a healthy community by encouraging and supporting diversity in culture and the arts.

B.2 Promote a healthy community by encouraging and supporting access to recreation and physical activity.

B.3 Integrate land-use, transportation, community design, and economic development planning with public health planning to increase opportunities for recreation, physical activity and exposure to the natural environment. One example is planning for and implementing a connected system of walkways and bikeways which will provide alternative forms of transportation while also encouraging recreation and physical activity.

B.4 Promote a healthy community by seeking to protect and enhance the natural environment through a balanced program of education, regulation, and incentives. Environmental programs in Edmonds should be tailored to and reflect the unique opportunities and challenges embodied in a mature, sea-side community with a history of environmental protection and awareness.

B.5 Develop and encourage volunteer opportunities in community projects that promote community health. Examples of such programs include beach clean-ups, walk-to-school groups, and helpers for the elderly or disabled.

B.6 Increase access to health-promoting foods and beverages in the community. Form partnerships with organizations or worksites, such as health care facilities and schools, to encourage healthy foods and beverages.

Community Health Goal C. Promote a healthy community by encouraging and supporting a diverse and creative education system, providing educational opportunities for people of all ages and all stages of personal development, including those with special needs or disabilities.

C.1 City regulatory and planning activities should be supported by education programs which seek to explain and encourage progress toward desired outcomes rather then relying solely on rules and penalties.

C.2 The City should partner with educational and governmental organizations to encourage community access to information and education. Examples include the Edmonds School District, Edmonds Community College, Sno-Isle Library, the State of Washington (including the Departments of Ecology and Fish and Wildlife), and the various private and public educational programs available to the Edmonds community.

C.3 Encourage and support broad and flexible educational opportunities, including both traditional and new or emerging initiatives, such as technology-based solutions. Education should be flexible in both content and delivery.

Community Health Goal D. Promote a healthy community through supporting and encouraging the development of economic opportunities for all Edmonds' citizens.

D.1 Sustainable economic health should be based on encouraging a broad range of economic activity, with an emphasis on locally-based businesses and economic initiatives which provide family-supporting wages and incomes.

D.2 Encourage the provision of a variety of types and styles of housing that will support and accommodate different citizens' needs and life styles. The diversity of people living in Edmonds should be supported by a diversity of housing so that all citizens can find suitable housing now and as they progress through changes in their households and life stages.

D.3 Encourage the development and preservation of affordable housing.

D.4 Develop programs and activities that promote and support a diverse population and culture, encouraging a mix of ages and backgrounds.

Community Health Goal E. Support a healthy community by providing a full range of public services, infrastructure, and support systems.

E.1 Recognize the importance of City services to local community character and sustainability by planning for and integrating public safety and health services into both short- and long-term planning and budgeting. Strategic planning should be a regular part of the decision-making process underlying the provision of these services to the community.

E.2 Reduce energy consumption and maximize energy efficiency by promoting programs and educational initiatives aimed at a goal to "reduce, re-use, and recycle" at an individual and community-wide level. Reduce material consumption, waste generation, and resource depletion.

E.3 Future planning and budgeting should be based on full life-cycle cost analysis and facility maintenance needs, as well as standards of service that best fit clearly articulated and supported community needs.

Community Health Goal F. Support a healthy and resilient community by providing for community health care and disaster preparedness.

F.1 Plan for and prepare disaster preparedness plans which can be implemented as necessary to respond effectively to the impacts of natural or man-induced disasters on Edmonds residents.

F.2 Prepare and implement hazard mitigation plans to reduce and minimize the exposure of Edmonds citizens to future disasters or hazards.

F.3 Promote food security and public health by encouraging locally-based food production, distribution, and choice through the support of home and community gardens, farmers or public markets, and other small-scale, collaborative initiatives.

F.4 Support food assistance programs and promote economic security for low income families and individuals.

F.5 Promote and support community health by supporting national, state and local health programs and the local provision of health services.

Environmental Quality

Introduction. The environmental quality and beauty of the City of Edmonds is largely reflected through its natural resources, and especially its location on the shores of Puget Sound. The city's watersheds – including Lake Ballinger, a well-known landmark – and streams that flow into the Sound provide a rich and diverse water resource. The beaches, wetlands, and streams provide habitat for diverse wildlife including many species of migrating and resident birds which adds to the aesthetic and pleasing quality of the environment.

As Edmonds has grown and developed, what were once abundant native forests and wetland habitats have now become increasingly scarce. Nonetheless, our parks, open spaces, and the landscaped areas of our neighborhoods integrate pleasing vistas and differentiation necessary to provide relief in a highly developed landscape. Throughout the city, woodlands, streams, wetlands and marine areas contain native vegetation that provide food and cover for a diverse population of fish and wildlife. Preserving and restoring these natural resources through environmental stewardship remains a high priority for the Edmonds community. Healthy ecosystems are the source of many less tangible benefits that humans derive from a relationship with nature such as providing a sense of well-being and sites for nature trails and other educational and recreational opportunities. Some ecological services that native plants and trees provide are stabilizing slopes and reducing erosion, replenishing the soil with nutrients and water, providing barriers to wind and sound, filtering pollutants from the air and soil, and generating oxygen and absorbing carbon dioxide. Our city beaches and the near-shore environment also represent unique habitats for marine organisms.

So interconnected are the benefits of a functioning ecosystem, that non-sustainable approaches to land development and management practices can have effects that ripple throughout the system. The combination of marine, estuarine, and upland environments should be seen as an integrated and inter-dependent ecosystem supporting a variety of wildlife valuable to the entire Edmonds community.

Environmental Quality 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")

Environmental Quality Goal A. Protect environmental quality within the Edmonds community through the enforcement of community-based environmental regulations that reinforce and are integrated with relevant regional, state and national environmental standards.

A.1 Ensure that the city's natural vegetation, especially native vegetation, associated with its urban forests, wetlands, and other wildlife habitat areas are protected and enhanced for future generations.

A.2 City regulations and incentives should be designed to support and require sustainable land use and development practices, including the retention of urban forest land, native vegetation, and wildlife habitat areas. Techniques such as tree retention and low impact stormwater development methods should be integrated into land use and development codes.

A.3 Provide for clean air and water quality through the support of state and regional initiatives and regulations.

A.4 Coordinate land use and transportation plans and implementation actions to support clean air and water.

Environmental Quality Goal B. Promote the improvement of environmental quality within the Edmonds community by designing and implementing programs based on a system of incentives and public education.

B.1 The City should promote and increase public awareness and pride in its natural areas and wildlife heritage. Special emphasis should be directed toward preserving natural areas and habitats (forests, wetlands, streams and beaches), especially those with native vegetation, that support a diversity of wildlife.

B.2 Education and recreation programs should be designed and made available for all ages.

B.3 Environmental education should be coordinated and integrated with other cultural, arts, and tourism programs.

B.4 To encourage adherence to community values and goals, education programs should be designed to help promote understanding and explain the reasons behind environmental programs and regulations.

Environmental Quality Goal C. Develop, monitor, and enforce critical areas regulations designed to enhance and protect environmentally sensitive areas within the city consistent with the best available science.

C.1 Critical areas will be designated and protected using the best available science pursuant to RCW 36.70A.172.

C.2 In addition to regulations, provide incentives that encourage environmental stewardship, resource conservation, and environmental enhancement during development activities.

Environmental Quality Goal D. Develop, implement, and monitor a shoreline master program, consistent with state law, to enhance and protect the quality of the shoreline environment consistent with the best available science.

D.1 Adopt a Shoreline Master Program that meets the requirements of state law and is consistent with community goals while being based on the best available science

Implementing Sustainability

Introduction. One of the reasons for adopting this Community Sustainability Element as part of the City's Comprehensive Plan is to provide a positive conceptual framework for coordinating and assessing the community's progress toward sustainability. For that to happen, there must be a tie between long-range comprehensive planning, mid-range strategic planning, and short-term implementation decisions embodied in budgeting and operations.

There are a number of important principles to keep in mind when linking these sets of plans and actions.

- **Engage and educate.** Connect with the community and provide ways to access and share information and ideas.
- **Integrate.** Be holistic in approach, recognizing linkages and seeking to expand problem-solving and solutions beyond traditional or institutional boundaries.
- **Innovate.** Go beyond conventional approaches; be experimental.
- **Be adaptive.** Be flexible, discarding or modifying approaches that don't work and shifting resources where or when needed. Rigid rules will not always work or result in the most effective solution.
- **Be strategic.** Target and prioritize actions to be effective and gain community support and momentum. Acknowledge limitations, but be creative and persistent in seeking solutions.
- **Be a leader.** Lead by example, and by forming partnerships that effect decision-making while providing ways to address differing views and perspectives.
- **Measure and assess.** Set benchmarks to monitor progress and provide feedback to policy development and decision-making.

A key to being successful in applying these principles to sustainability will be the need to apply an adaptive management approach to planning and resource allocation. A passive approach can emphasize predictive modeling and feedback, with program adjustments made as more information is learned. A more active approach will emphasize experimentation – actively trying different ideas or strategies and evaluating which produces the best results. Important for both approaches is (a) basing plans and programs on multi-scenario uncertainty and feedback, and (b) integrating risk into the analysis. Either of these approaches can be used, as appropriate in the situation or problem being addressed.

Implementation 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”)

Implementation Goal A. Develop benchmarks and indicators that will provide for measurement of progress toward established sustainability goals.

A.1 Benchmarks and indicators should be both understandable and obtainable so that they can be easily explained and used.

A.2 Establish both short- and long-term benchmarks and indicators to tie long-term success to interim actions and decisions.

A.3 Develop a reporting mechanism and assessment process so that information can be gathered and made available to the relevant decision process at the appropriate time.

Implementation Goal B. Provide mechanisms to link long-range, strategic, and short-term planning and decision-making in making progress toward community sustainability.

B.1 Schedule planning and budgeting decision processes to form a logical and linked progression so that each process builds on and informs related decisions.

B.2 Long-range, strategic, and short-term planning should acknowledge the other time frames, decisions, and resources involved. For example, short-term budgetary and regulatory decisions should be designed to effect strategic and long-term goals.

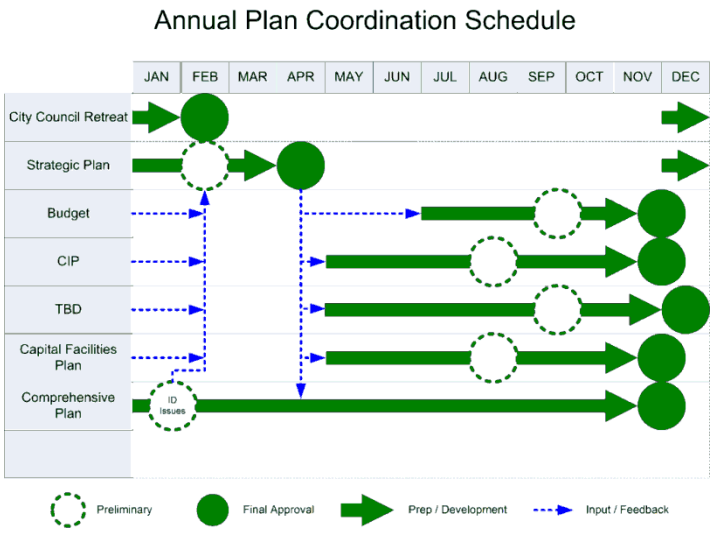

Figure 8: Example of Process Coordination

Implementation Actions and Performance Measures

Implementation actions are steps that are intended to be taken within a specified timeframe to address high priority sustainability goals. In addition, the Comprehensive Plan contains a small number performance measures (no more than one per element) that can be used to monitor and annually report on the implementation and effectiveness of the Comprehensive Plan.

Performance measures, as identified in the Comprehensive Plan, are specific, meaningful, and easily obtainable items that relate to sustainability and can be reported on an annual basis. They are intended to help assess progress toward achieving the goals and policy direction of each major Comprehensive Plan element. {Note: The measure identified below is specifically called out as matching the above criteria and being important to community sustainability goals and will be reported annually, along with performance measures for other Comprehensive Plan elements. It is not intended to be the only measure that the City may use for community sustainability purposes.

Implementation Action: By 2017, update the City's Hazard Mitigation Plan to reference emerging risks and hazards related to climate change, such as rising sea levels and ocean acidification.

Performance Measure: Annually report on energy usage within the City, both by City government and by the larger Edmonds community.

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:

Plan Map Designation	**Land Use Type**	**Compatible Zoning Classifications**	**Density** Units/Acre
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, CG2; 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	

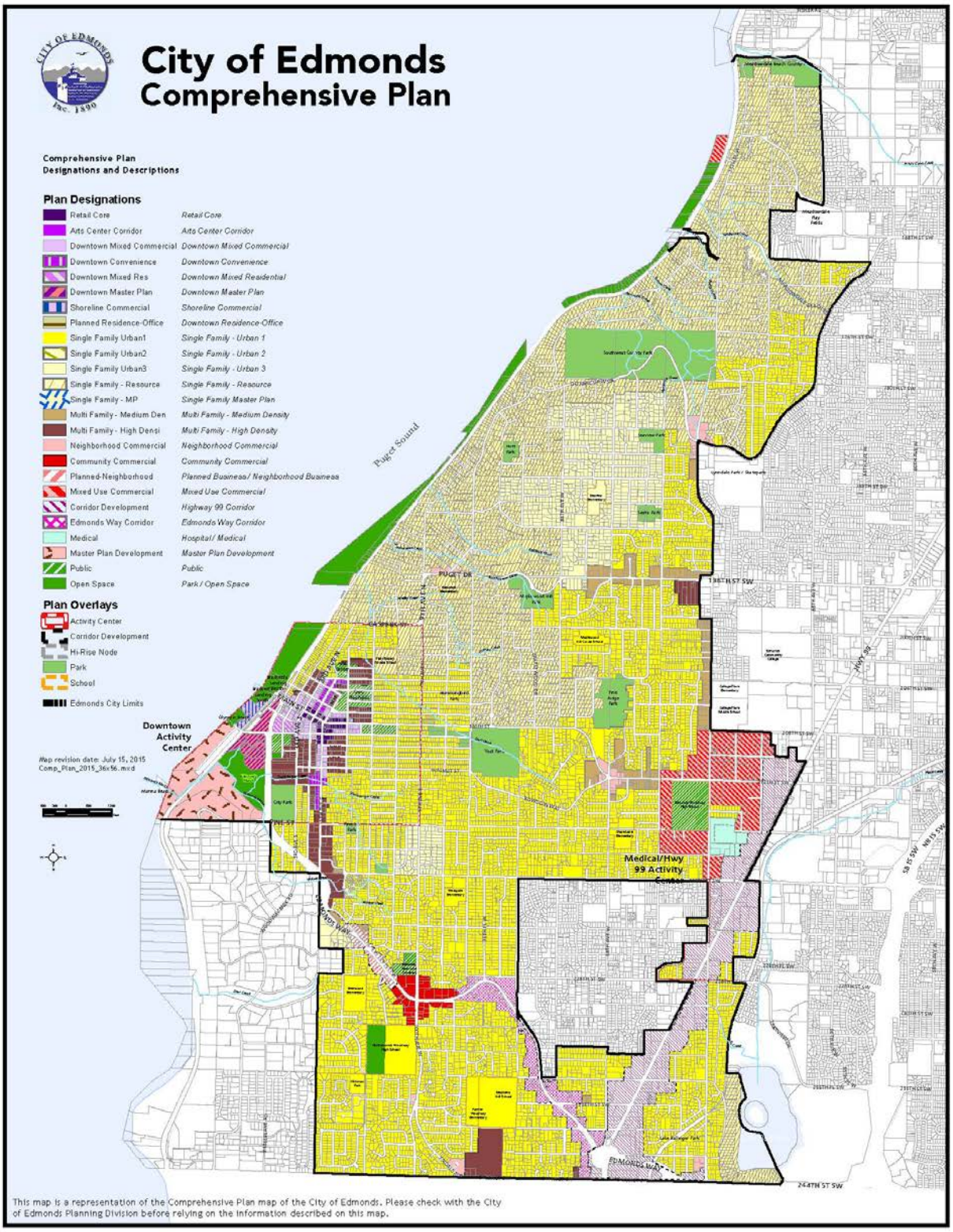

Figure 9: Comprehensive Plan Map

Land Capacity

Background

The Growth Mangement 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
Residential	**3,959.90**	**3,794.00**	**64.1%**	**165.90**	**2.8%**
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%
Commercial*	**423.1**	**380.9**	**6.4%**	**42.2**	**0.7%**
Public Facilities	**1,532.0**	**1,529.1**	**25.9%**	**2.9**	**0.05%**
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%*		
	5,915.0	**5,704.0**	**96.4%**	**211.0**	**3.6%**

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.

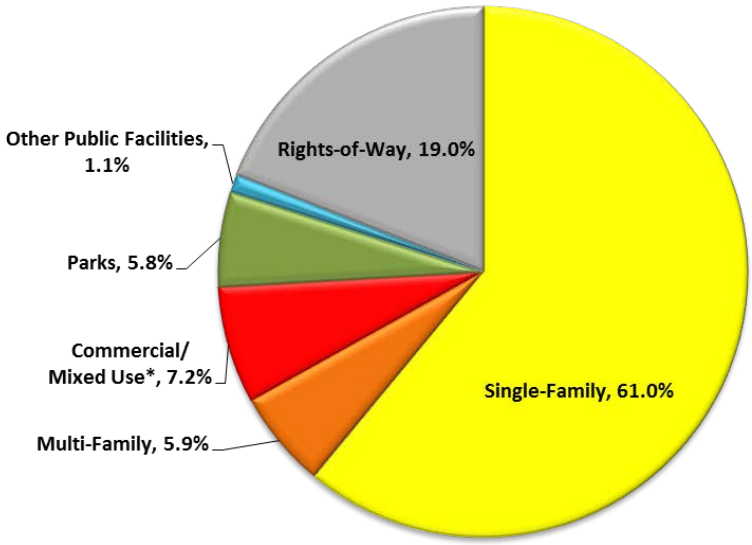

Figure 12: General Zoning Categories by percent of City Land Area

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 CG and CG2 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

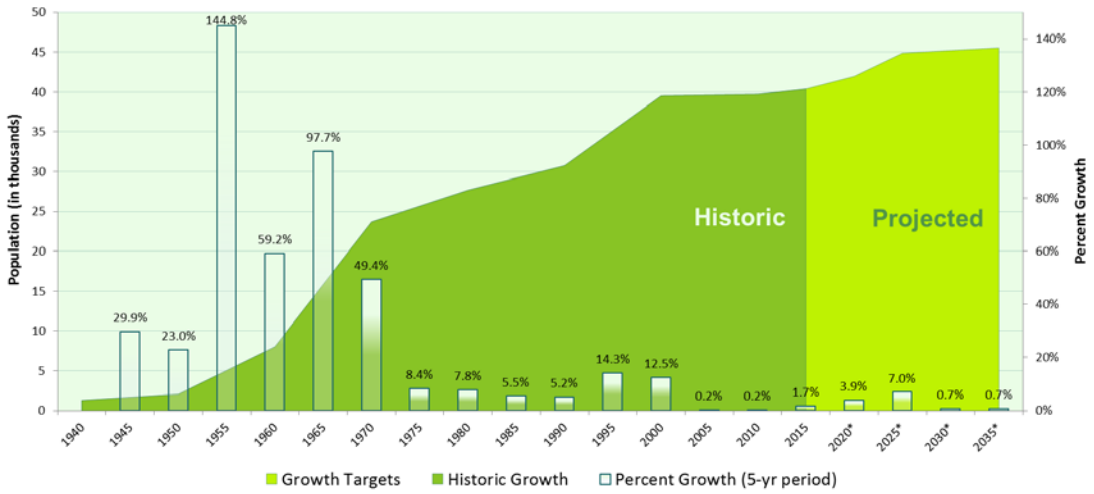

Figure 13: Edmonds Historic Growth vs. Projected Growth

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 [1]	2.7	3.1	3.16	3.64

Figure 14: Edmonds Existing and Projected Growth:

Source: US Census; Puget Sound Regional Council

[1] *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.*

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.

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.

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.

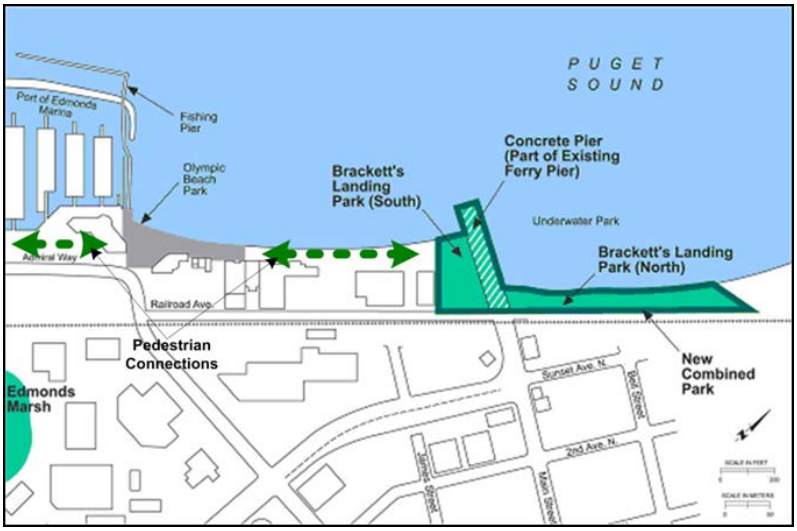

Figure 15: Integration of the Remaining Ferry Pier Structure into Surrounding Parks

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

Plan; the City of Edmonds Comprehensive Plan; and the Port of Edmonds Strategic Plan and Master Plan

Edmonds Crossing would provide:

- Intersection improvements at Pine Street and SR-104;
- Interconnection of Amtrak service to Chicago and Vancouver, B.C., Sounder commuter rail service between Everett and Seattle, and other regional transportation modes;
- Connections to the regional transit system with direct bus service to communities throughout the urban growth area;
- Enhanced ability for people to rideshare, bicycle and walk to connect with travel opportunities at the multimodal center;
- Improved safety and travel on Edmonds local streets and along SR-104 between the ferry terminal and I-5;
- Linkage between Navy facilities at Everett and on the Kitsap peninsula.

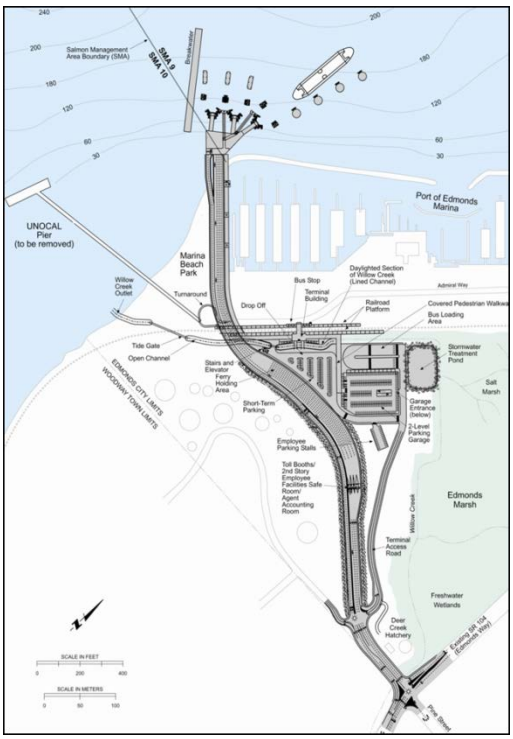

Figure 16: Edmonds Crossing "Preferred Alternative" from the 2004 FEIS

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.

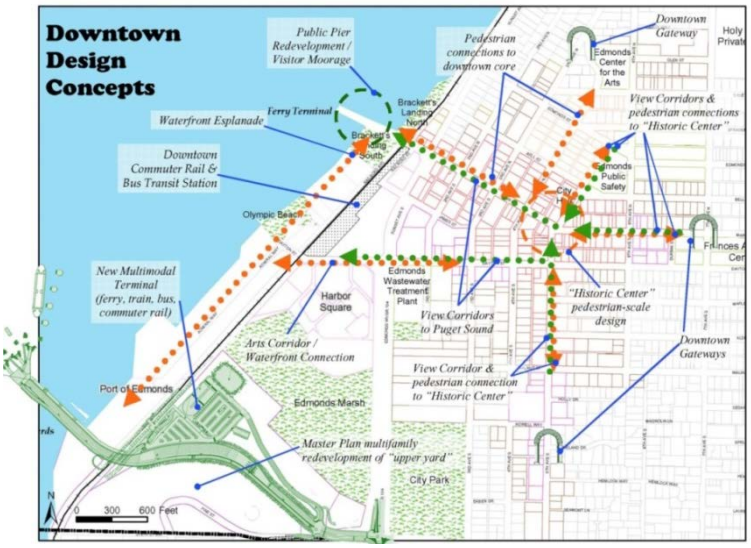

Figure 17: Downtown Design Concepts

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. TheWashington 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 5th 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 theses 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.

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.

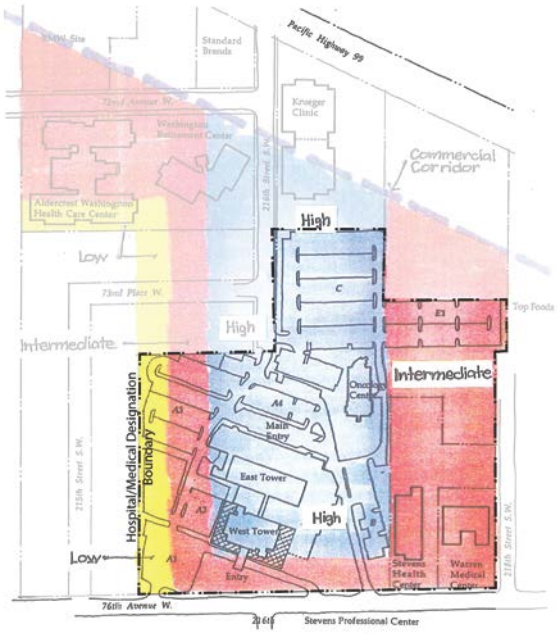

Figure 18: Hospital/Medical Height Envelope Concept

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.

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. During this process, local residents were contacted and asked to participate in two focus groups to identify current problems and future aspirations for the corridor. After this preliminary survey with the residents, the City invited business owners to participate in two charrette meetings to brainstorm ideas and evaluate possible ways to induce redevelopment in the area. After concepts were developed, Berk & Associates, an economics consultant, performed a market assessment of the enhancement strategy. The following diagram summarizes the general approach that resulted from this work: 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.

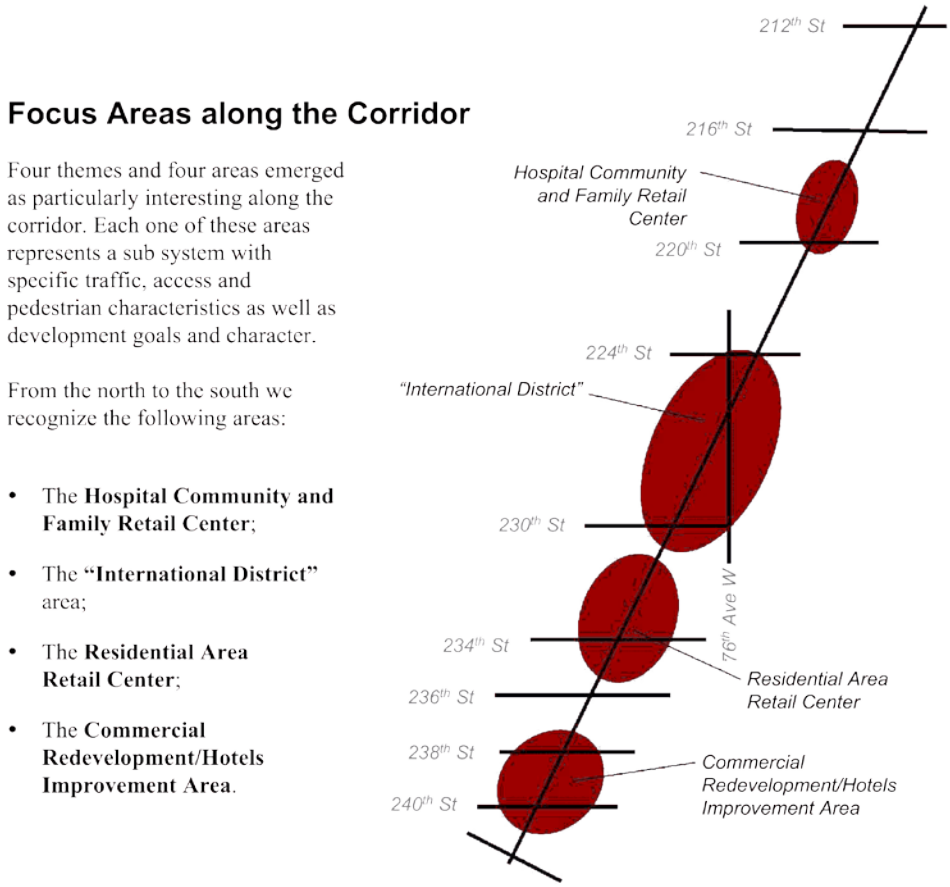

Figure 19: Highway 99 Corridor Themes

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 focus areas, these uses should also comply with the goals and policies outlined for each focus area.

B.3 Provide a system of "focus areas" 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 focus areas identified in the "Highway 99 Corridor Vision" include the following:

The *"Hospital Community and Family Retail Center"* would be positioned to take advantage of its proximity to the many hospital and related medical services in the area and it would be easily reachable from the Interurban trail.

The idea of an *"International District"* is organized around the international flavor of development in the area combined with the concepts of visibility and internal connection. Access to the "District" is marked by specific gateways, and the many focal points for activity in the area (and the new development in between) are connected with a strong pedestrian corridor.

The *"Residential Area Retail Center"* concept allows for mixed use development while providing access and services to adjacent residential neighborhoods.

Similar mixed use development, linked to surrounding neighborhoods, could occur in the *"Commercial Redevelopment/Hotels Improvement Area."* In addition, this area has the potential to provide large sites suitable for larger commercial or mixed use development, such as hotels or large retail complexes. Internal circulation between sites is a key to development.

Figure 20: Highway 99 Corridor Focus Areas

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.

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.

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.

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.iiiThe 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.

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.

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 tht 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 100th 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.

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.

Industrial 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”)

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).

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.

Open Space 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")

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.

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.

Soils and Topography 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”)

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.

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.

Vegetation and Wildlife Goals & Polcies

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”)

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, abnd 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.

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.

Air Pollution 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”)

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.

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.

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.

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.

Urban Growth Areas 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”)

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 consistant and compatible with the general comprehensive plan goals and policies for the City.

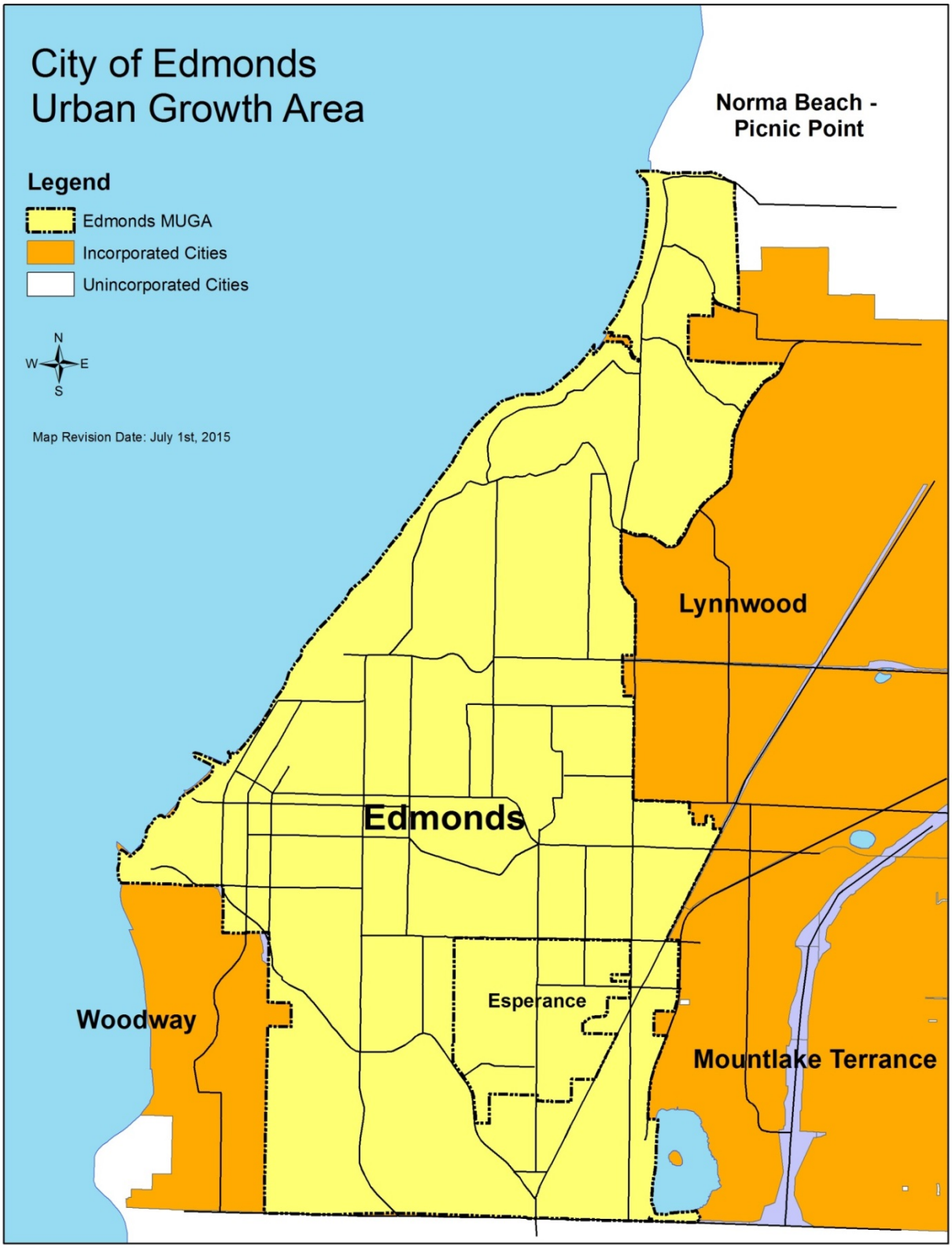


Figure 21: City of Edmonds Urban Growth Area

Housing Element

Introduction. This section looks at the character and diversity of housing in the City of Edmonds. Part of this process includes looking at housing types and affordability. The goal of this section is to provide the necessary information to anticipate housing needs.

General Background

According to the Office of Financial Management (OFM), there were an estimated 18,378 housing units within the City of Edmonds in 2010. This represents an increase of 5 percent in the city's housing stock since 2000, when there were 17,508 housing units. In comparison, over the period 1990-2000, the city's housing stock grew 35.2 percent, or approximately 3.5 percent per year. This increase is largely explained by annexations that occured during the 1990s in the south and southwest portions of the city. Figure 22 summarizes recent growth trends and forecasts for the City of Edmonds.

Of the total stock of housing in 2010, 11,685 (63.5 percent) were single family units, 6,664 (36.3 percent) were multi-family units, and 29 (0.2 percent) were mobile homes or trailers. Compared with Snohomish County as a whole, Edmonds has a lower percentage of single-family homes (63.6 percent vs. 66.9 percent, respectively) and mobile homes (0.2 percent vs. 6.8 percent, respectively) and a higher proportion of multi-family homes (36.3 percent vs. 26.4 percent, respectively).

Much of the existing housing stock was built between 1950 and 1969 (see Figure 23) as Edmonds annexed lands east on Main Street, through Five Corners, and over to the western side of Lake Ballinger. As part of the greater Seattle metropolitan area, Edmonds experienced growth earlier than most in Snohomish County.

		Housing Units	Increase	Percent Increase	Avg. Annual Increase
Census:	1980	10,702			
	1990	12,245	1,543	21.0%	1.9%
	2000	17,508	5,263	35.2%	3.1%
	2010	18,378	870	5.0%	0.5%
Growth Target:	2035	21,168	2,790	15.2%	0.6%

Figure 22: City of Edmonds Housing Growth

Source: US Census; Snohomish County Tomorrow

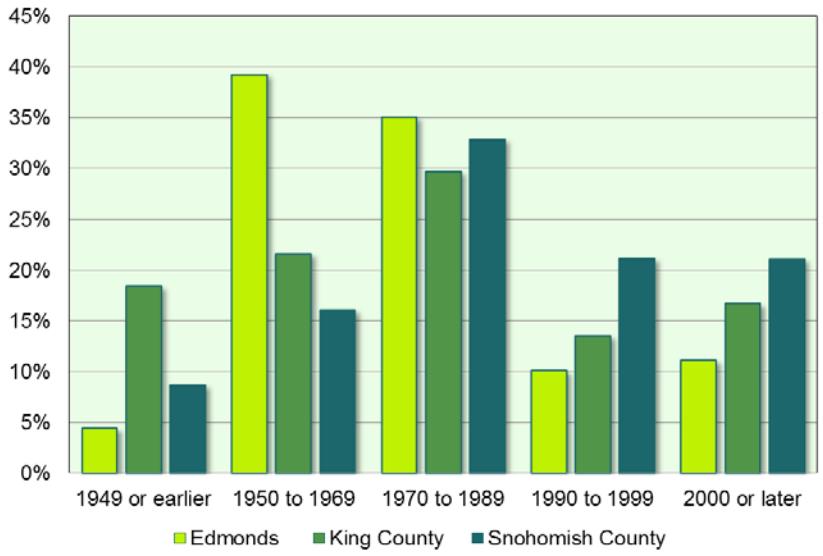


Figure 23: Age Distribution of Housing Stock, City of Edmonds and Snohomish County

Source: American Community Survey

Household Characteristics

At the time of the 2010 Census, Edmonds Housing stock was approximately 94.6 percent occupied. The average household size has declined since 1990, when it was 2.37 persons, to 2.26 persons in 2010. The average household size within the city is expected to decrease to approximately 2.2 persons by 2035 (Snohomish County Tomorrow, 2013).

Understanding how the City's population is changing offers insight for planning housing types that will be in demand. Based on Census data, residents of Edmonds are older than those of Snohomish County, taken as a whole. In 2000, the median age of Edmonds residents was 42.0 years, compared with 34.7 years countywide. By 2010, the median age in Edmonds had increased to 46.3 years, compared to 37.1 years countywide. During the same period, the population of Edmonds residents, 14 years of age and younger, shrank in each age category (Figure 25). A natural increase in population is likely to decline as the female population ages beyond childbearing age. These trends are consistent with national trends.

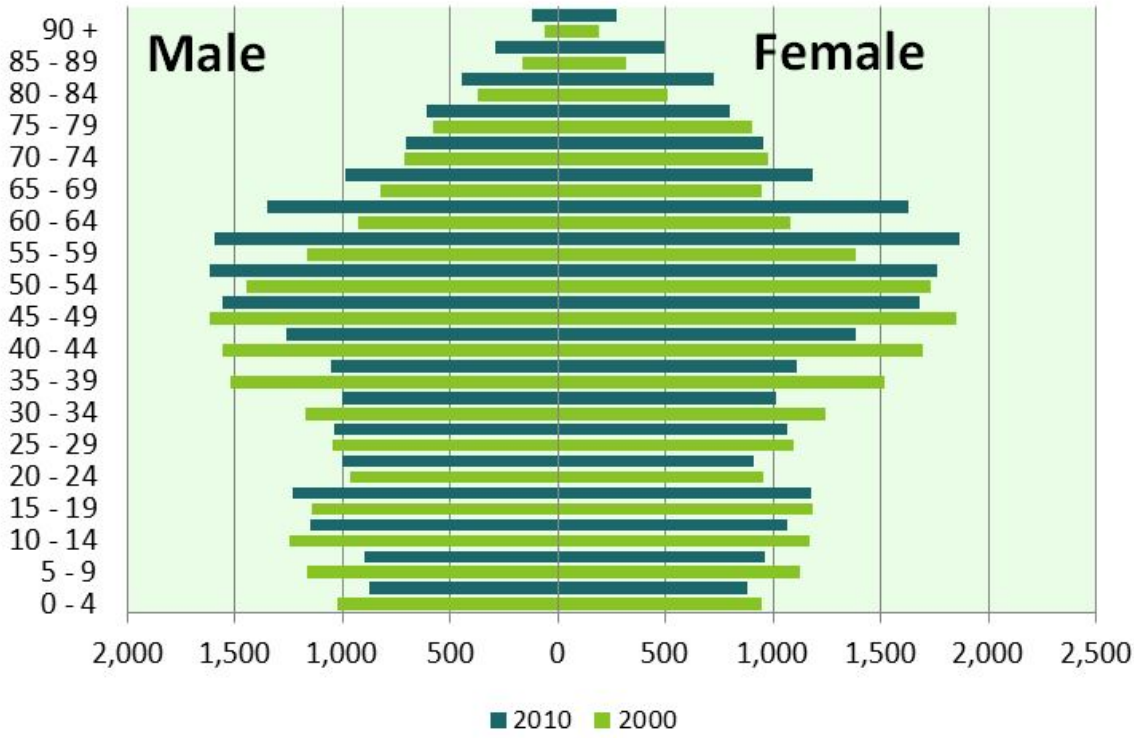


Figure 24: Edmonds Population Pyramid

Source: US Census Bureau, 2000 and 2010

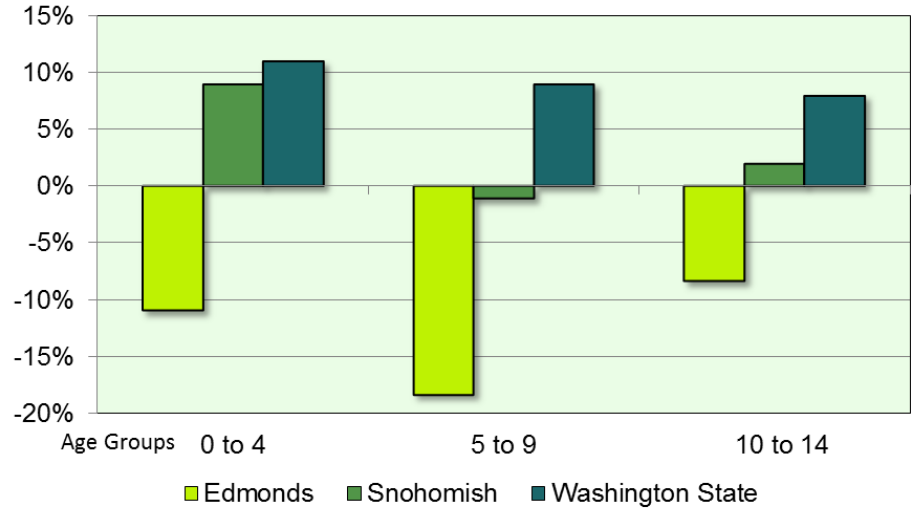


Figure 25: Population Growth of Children 14 years of Age and Younger, 2000 to 2010

Source: US Census Bureau, 2000 and 2010

Household Income: In general, residents of Edmonds earn relatively more income than residents of Snohomish County as a whole. The Edmonds' median household income was $67,228 according to the 2011-2013 American Community Survey 3-year data, similar to the County median of $67,192. This is in contrast to per capita income, which is substantially higher in Edmonds compared to Snohomish County ($40,892 vs. $31,049, respectively). These figures reflect Edmonds' relatively smaller household sizes.

Housing Ownership: According to the 2000 Census, 68.1 percent of the housing units within the city were owner-occupied and 31.9 percent were renter-occupied. This represented an increase in owner-occupancy from the 65.3 percent reported in the 1990 Census. The trend continued into 2010, with 69 percent of the City's housing being occupied by owners. The direction of the trend in housing occupancy is similar for Snohomish County as a whole, although ownership rates countywide were slightly lower in 2010, at 67 percent.

Housing Values: According to the 2011-2013 ACS 3-year data, the median value of owner-occupied units had increased to $371,700 in Edmonds and $276,800 in Snohomish County, with Edmonds approximately 34.3 percent higher than the countywide median. Within Edmonds, median housing values vary considerably between neighborhoods; the highest valued homes are found along the waterfront, while the lowest values are found within interior neighborhoods and east of Highway 99.

Housing Affordability: For the purposes of calculating the housing affordability in Edmonds, this document uses the median income for the Seattle-Bellevue HUD Fair Market Rent Area (HMFA) instead of the Snohomish County Area Median Income (AMI). The Seattle-Bellevue AMI is used as Edmonds is considered a suburb of Seattle, not Everett. The 2013 HMFA AMI for Seattle-Bellevue is $86,700, which is the same as Snohomish County's AMI at $86,700. The 2013 median household income for Edmonds is $67,192.

AMI is an important calculation used by many agencies to measure housing affordability. Standard income levels are as follows:

- Extremely low income: <30 percent AMI
- Very Low Income: between 30 and 50 percent AMI
- Low Income: between 50 and 80 percent AMI
- Moderate income: between 80 and 95 percent AMI
- Middle Income: between 95 and 120 percent AMI

Using rental data obtained from Dupre and Scott by the Alliance for Housing Affordability (AHA), Figure 26 provides a clearer view of what a household looking for a home in Edmonds would expect to pay for rent and utilities. The data includes both single family and multifamily rental units. Housing sizes and the corresponding minimum income required for a full time worker to afford the home are listed. For example, a family of four searching for a 3 bedroom unit could expect to pay on average $1,679 per month for rent and utilities. In order to afford housing, the family would need an annual income of $67,160.

	Average Rent (w/ Utilities)	Minimum Income Required		Lowest Rent	Highest Rent
		Per Hour	Annual		
Studio	$ 833	$ 16.02	$ 33,320	$ 546	$ 1,187
1 Bedroom	$ 887	$ 17.06	$ 35,480	$ 662	$ 1,521
2 Bedroom	$ 1,097	$ 21.10	$ 43,880	$ 777	$ 1,916
3 Bedroom	$ 1,679	$ 32.29	$ 67,160	$ 1,094	$ 4,215
4 Bedroom	$ 2,545	$ 48.94	$ 101,800	$ 1,947	$ 4,347
5 Bedroom	$ 2,844	$ 54.69	$ 113,760	$ 2,276	$ 3,771

Figure 26: Average Rent and Affordability (housing plus utilities) by Size

Source: Dupree and Scott, 2013; National Low Income Housing Coalition, 2014

Figure 27 shows the distribution of rent affordability at different income levels using the Seattle-Bellevue AMI. "Yes" means that the average rent is affordable to a household at that income level, adjusting for size, "Limited" means that the average rent is not affordable but there are lower end affordable units, and "No" means that the entire rent range is not affordable. As seen below, a four bedroom home is not affordable for persons with a household income at 80 percent or below of the HFMA AMI.

Income Level	Number of Bedrooms				
	Studio	1	2	3	4+
Extrememly Low	No	No	No	No	No
Very Low	Limited	limited	Limited	Limited	No
Low	Yes	Yes	Yes	Limited	No
Moderate	Yes	Yes	Yes	Yes	Limited
Middle	Yes	Yes	Yes	Yes	Yes

Figure 27: Distribution of Rent Affordability by Size

Source: Dupree and Scott, 2013

Between 2008 and 2012, 85 percent of home sales in Edmonds were three or four bedrooms in size according to County records. According to tax assessor data, the 2012 median sales price for a single family home in Edmonds was $339,975. Assuming a 20 percent down payment and using average rates of interest, taxes, utilities, and insurance as determined by the Federal Housing Funding Board, the monthly payment for this home would be $1,895. For a family to not be cost burdened, they would require an annual income of at least $75,796, which is above the City's median income.

Figure 28 shows that the percentage of home sales affordable to each income level has changed between 2008 and 2012.

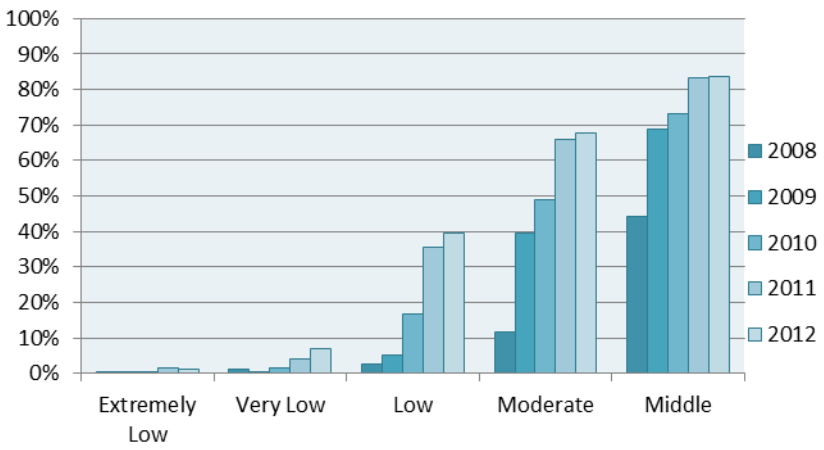


Figure 28: Home Sales Affordability, 2008-2012

Source: Dupree and Scott, 2013

Housing Needs: Edmonds is targeted to grow from a 2013 population of 40,381 to 45,550 by 2035. This translates to an estimated need of 2,790 housing units in the city to accommodate the targeted growth. The Buildable Lands Report for Snohomish County indicates that the majority of this increase will be in redevelopment occurring on multifamily properties, including mixed use projects.

Because the City of Edmonds does not construct housing itself, the housing targets are helpful in assessing needs and providing a sense of the policy challenges that exist. Future housing needs will be met by a combination of the housing market, housing authorities, and governmental housing agencies. However, the City of Edmonds can do things to assist in accommodating projected housing needs, such as adjusting zoning and land use regulations. The City may also be able to assist in supporting the quality of housing through progressive building codes and programs for healthy living.

Forecasting future housing needs for specific populations and income ranges is difficult. One method to arrive at an initial estimate of housing needs is to take the Edmonds' housing target (2,790) and apply the countywide breakdown for each income group. Data shown in Figure 29 is based on household income from the 5-year American Community Survey in 2007-2011. The City of Edmonds will take into account local population and housing characteristics when determining housing targets.

Jurisdiction	Total Projected Housing Unit Growth Need	Under 30% AMI Housing Need (11% of Total)	30-50% AMI Housing Need (11% of Total)	50-80% AMI Housing Need (17% of Total)
Edmonds	2,790	307	307	474

Figure 29: Projected Housing Need

Source: Snohomish County Tomorrow, "Housing Characteristics and Needs in Snohomish County," 2014

As previously mentioned, the median age of Edmonds residents is the highest in Snohomish County at 48.1 years compared to 37.5 years countywide (2011-2013 American Community Survey) and second highest of Washington state cities with a population of 25,000 or more. In 2011, the first persons of the Baby Boom generation turned 65 years of age and represent, what demographers project, the fastest growing age group over the next 20 years. An older population will require specific needs if they are to "age in place." In Edmonds, the effects may be particularly strong. Developing healthy, walkable communities with nearby retail and transit options will help an aging population retain their independence.

Assisted Housing Availability: In 1995 there were two HUD-assisted developments providing a total of 87 units for low-income, senior residents within the City of Edmonds. This was more than doubled by a new development approved in 2004 for an additional 94 units. Since 1995, 167 assisted care living units have been built in the downtown area, specifically targeting senior housing needs. Although the Housing Authority of Snohomish County did not operate any public housing units within Edmonds prior to 1995, it purchased an existing housing complex totaling 131 units in 2002. The Housing Authority continues to administer 124 Section 8 rent supplement certificates and vouchers within the city. In addition, there are currently 36 adult family homes providing shelter for 187 residents. This is a substantial increase from the 13 adult family homes providing shelter for 66 residents in 1995.

Growth Management goals and policies contained in the City's Comprehensive Plan encourage availability of resources to ensure basic community services and ample provisions made for necessary open space, parks and other recreation facilities; preservation of light (including direct sunlight), privacy, views, open spaces, shorelines and other natural features, and freedom from air, water, noise and visual pollution; and a balanced mixture of income and age groups. Land Use policies encourage strategic planning for development and redevelopment that achieve a balanced and coordinated approach to economic development, housing and cultural goals; and encourage a more active and vital setting for new businesses supported by nearby residents, downtown commercial activity and visitors throughout the area. Policies encourage identification and maintenance of significant public and private social areas, cultural facilities, and scenic areas; and maintenance and preservation of historical sites. Commercial Land Use policies encourage identification and reservation of sufficient sites suited for a variety of commercial uses.

Housing goals are directed toward providing housing opportunities for all segments of the city's households; supporting existing neighborhoods and preserving/rehabilitating the housing stock; maintaining high quality residential environments; and providing assistance to developing housing for special needs populations, such as senior, disabled and low-income households. These goals are supported by policies which include review of regulatory impediments to control of housing costs and affirmative measures to support construction of housing for protected groups; encouraging expansion of the types of housing available, including accessory dwelling units, mixed use, and multi-family housing; flexible development standards; and review and revision of development regulations, including assessing the feasibility of establishing time limits for permitting; consolidating permitting; implementing administrative permitting procedures and instituting preapplication hearings.

Other measures to mitigate potential housing impacts include determining whether any public land is available which could be used to help meet affordable housing targets; development of a strategy plan, including target number of units and development timeline; technical assistance programs or information to encourage housing rehabilitation and development of accessory units; and a strong monitoring program with mid-course correction features (see the discussion below).

Strategies to Promote Affordable Housing.

In order to respond to the continuing need to provide affordable housing for the community, the City has undertaken a series of reasonable measures to accomplish this goal, consistent with the policy direction indicated by Snohomish County Tomorrow and the Countywide Planning Policies. These reasonable measures or strategies to promote affordable housing include:

Land Use Strategies

- Upzoning. The City upzoned a substantial area of previously large lot (12,000+ square foot lots) zoning to ensure that densities can be obtained of at least 4.0 dwelling units per acre. The City has also approved changes to its zoning codes to encourage more multifamily development in mixed use areas, especially in corridors served by transit (e.g. Highway 99 along the *Swift* high capacity transit corridor).

- Density Bonus. A targeted density bonus is offered for the provision of low income senior housing in the City. Parking requirements are also reduced for this housing type, making the density obtainable at lower site development cost.

- Cluster Subdivisions. This is accomplished in the city through the use of PRDs. In Edmonds, a PRD is defined as an alternate form of subdivision, thereby encouraging its use as a normal form of development. In addition, PRDs follow essentially the same approval process as that of a subdivision.

- Planned Residential Development (PRD). The City has refined and broadened the applicability of its PRD regulations. PRDs can still be used to encourage the protection of environmentally sensitive lands; however, PRDs can also be used to encourage infill development and flexible housing types.

- Infill Development. The City's principal policy direction is aimed at encouraging infill development consistent with its neighborhoods and community character. This overall plan direction has been termed "designed infill" and can be seen in the City's emphasis and continued work on streamlining permitting, revising codes to provide more flexible standards, and improving its design guidelines. The City is also continuing the process of developing new codes supporting mixed use development in key locations supported by transit and linked to nearby neighborhoods.

- Conversion/Adaptive Reuse. The City has established a historic preservation program intended to support the preservation and adaptive reuse of existing buildings, especially in the historic downtown center. Part of the direction of the plans and regulations for the Downtown/Waterfront area is to provide more flexible standards that can help businesses move into older buildings and adapt old homes to commercial or mixed use spaces. An example is the ability of buildings on the Edmonds Register of Historic Places to get an exception for parking for projects that retain the historic character of the site.

Administrative Procedures

- Streamlined approval processing. The City generally uses either a Hearing Examiner or staff to review and issue discretionary land use decisions, thereby reducing permitting timelines and providing an increased degree of certainty to the process. The City continues to provide and improve on an extensive array of information forms and handouts explaining its permitting processes and standards. The City has also established standards for permit review times, tailored to the type and complexity of the project. For example, the mean processing time for processing land use permits in 2011 was 36 days, less than one-third of the 120-day standard encouraged by the State's Regulatory Reform act.

- Use-by-Right. The City has been actively reviewing its schedule of uses and how they are divided between uses that are permitted outright vs. permitted by some form of conditional use. The City has expanded this effort to include providing clearer standards, allowing more approvals to be referred to staff instead of the Hearing Examiner hearing process.

- Impact mitigation payment deferral. The City's traffic mitigation impact fees are assessed at the time of development permit application, but are not collected until just prior to occupancy. This provides predictability while also minimizing "carrying costs" of financing.

Development Standards

- Front yard or side yard setback requirements. Some of the City's zones have no front or side yard setback requirements, such as in the downtown mixed use zones. In single family zones, average front setbacks can be used to reduce otherwise required front yard setbacks.

- Zero lot line. This type of development pattern can be achieved using the City's PRD process, which is implemented as an alternative form of subdivision.

- Street design and construction. Edmonds has adopted a 'complete streets' policy. Street standards are reviewed and updated periodically, taking advantage of new technologies whenever possible. A comprehensive review and update of the city's codes is underway.

- Alleys. The City has an extensive system of alleys in the downtown area and makes use of these in both mixed use and residential developments.

- Off-street parking requirements. The City has substantially revised its off-street parking standards, reducing the parking ratios required for multifamily development and in some mixed use areas, thereby reducing housing costs and encouraging more housing in areas that are walkable or served by transit.

- Sanitary Sewer, Water, and Stormwater systems. Innovative techniques are explored and utilized in both new systems and in the maintenance of existing infrastructure.

Low-Cost Housing Types

- Accessory dwellings. The City substantially revised its accessory dwelling regulations, providing clearer standards and streamlining their approval as a standard option for any single family lot.

- Mixed-use development. The City has strengthened and expanded its mixed use development approach. Downtown mixed use development no longer has a density cap, and this – combined other regulatory changes – has resulted in residential floor space drawing even with commercial floor space in new developments in the downtown area. Mixed use zoning was applied in the Westgate Corridor, and revised mixed use development regulations have been updated and intensified in the Hospital/Highway 99 Activity Center as well as along Highway 99.

- Mobile/manufactured housing. The City's regulation of manufactured homes has been revised to more broadly permit this type of housing in single family zones.

Housing Production & Preservation Programs

- Housing preservation. The City provides strict enforcement of its building codes, intended to protect the quality and safety of housing. The City has also instituted a historic preservation program intended to provide incentives to rehabilitate and restore commercial, mixed use, and residential buildings in the community.

- Public housing authority / Public and nonprofit housing developers. The City supports the Housing Authority of Snohomish County, as evidenced by its approval of the conversion of housing units to Housing Authority ownership. Edmonds is also a participant in the Alliance for Housing Affordability (AHA) in Snohomish County, which is a consortium of cities pooling resources to collectively address housing needs in the county.

- For-profit housing builders and developers. Many of the strategies outlined above are aimed at the for-profit building market. The City's budget restrictions limit its ability to directly participate in the construction or provision of affordable housing, so it has chosen instead to affect the cost of housing by reducing government regulation, providing flexible development standards, and otherwise minimize housing costs that can be passed on to prospective owners or renters. However, as noted above, the City is also a participant in the Alliance for Housing Affordability in Snohomish County, which is intended to collaborate on housing strategies countywide.

Housing Financing Strategies

- State / Federal resources. The City supports the use of State and Federal resources to promote affordable housing through its participation in the Snohomish County Consortium and the Community Development Block Grant program. These are important inter-jurisdictional efforts to address countywide needs.

Jurisdictions face challenges in meeting affordability goals or significantly reducing the current affordable housing deficit. Edmonds is a mature community with limited opportunities for new development and has limited powers and resources to produce subsidized housing on its own. However, it is hoped that Edmonds' participation in joint planning and coordination initiatives, such as the Alliance for Affordable Housing will point the way to new housing initiatives in the future.

Housing 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")

Housing Goal A. Encourage adequate housing opportunities for all families and individuals in the community regardless of their race, age, sex, religion, disability or economic circumstances.

A.1 Consider opportunities for short-term housing that can meet local needs in case of an emergency or disaster.

Housing Goal B. Ensure that past attitudes do not establish a precedent for future decisions pertaining to public accommodation and fair housing.

Housing Goal C. Provide for special needs populations – such as low income, disabled, or senior residents – to have a decent home in a healthy and suitable living environment, including through the following policies:

C.1. Encourage the utilization of the housing resources of the state or federal government to assist in providing adequate housing opportunities for special needs populations, such as low income, disabled, or senior residents.

C.2. Work with the Alliance for Housing Affordability and other agencies to:

C.2.a. Provide current information on housing resources;

C.2.b. Determine the programs which will work best for the community.

C.2.c. Conduct periodic assessments of the housing requirements of special needs populations to ensure that reasonable opportunities exist for all forms of individual and group housing within the community.

Housing Goal D. Maintain a valuable housing resource by encouraging preservation and rehabilitation of the older housing stock in the community through the following policies:

D.1. Support programs that offer assistance to households in need, such as units with low income or senior householders.

D.2. Enforce building codes, as appropriate, to conserve healthy neighborhoods and encourage rehabilitation of housing that shows signs of deterioration.

D.3. Ensure that an adequate supply of housing exists to accommodate all households that are displaced as a result of any community action.

D.4. Evaluate City ordinances and programs to determine if they prevent rehabilitation of older buildings.

Housing Goal E. Provide opportunities for affordable housing (subsidized, if need be) for special needs populations, such as disadvantaged, disabled, low income, and senior residents through the following policies:

E.1. Aggressively support efforts to fund the construction of housing for seniors, low income, and other special needs populations, while recognizing that units should blend into the neighborhood and/or be designed to be an asset to the area and create pride for inhabitants.

E.2. Aim for city zoning regulations to expand, not limit, housing opportunities for all special needs populations.

Housing Goal F. Provide for a variety of housing that respects the established character of the community.

F.1. Expand and promote a variety of housing opportunities by establishing land use patterns that provide a mixture of housing types and densities.

F.1.a. Provide for mixed use, multifamily and single family housing that is targeted and located according to the land use patterns established in the land use element.

F.2. Encourage infill development that is consistent with or enhances the character of the surrounding neighborhood.

F.2.a. Within single family neighborhoods, encourage infill development by considering innovative single family development patterns such as Planned Residential Developments (PRDs).

F.2.b. Provide for accessory housing in single family neighborhoods to address the needs of extended families and encourages housing affordability.

F.2.c. Provide flexible development standards for infill development, such as non-conforming lots, when development in these situations will be consistent with the character of the neighborhood and with the goal to provide affordable single family housing.

Housing Goal G. Provide housing opportunities within Activity Centers consistent with the land use, transportation, and economic goals of the Comprehensive Plan.

G.1. Promote development within Activity Centers that supports the centers' economic activities and transit service.

G.1.a. Provide for mixed use development within Activity Centers.

G.1.b. Plan for housing that is located with easy access to transit and economic activities that provide jobs and shopping opportunities.

G.1.c. Consider adjusting parking standards for housing within Activity Centers to provide incentives for lower-cost housing when justified by available transit service.

Housing Goal H. Review and monitor permitting processes and regulatory systems to assure that they promote housing opportunities and avoid, to the extent possible, adding to the cost of housing.

H.1. Provide the maximum amount of efficiency and predictability in government permitting processes.

H.1.a. Consider a wide variety of measures to achieve predictability and efficiency, including such ideas as:
…establishing time limits for permitting processes;
…developing consolidated permitting and appeals processes;
…implementing administrative permitting procedures;
…using pre-application processes to highlight problems early.

H.2. Establish monitoring programs for permitting and regulatory processes.

H.2.a. Monitoring programs should review the types and effectiveness of government regulations and incentives, in order to assess whether they are meeting their intended purpose or need to be adjusted to meet new challenges.

Housing Goal I. Increase affordable housing opportunities with programs that seek to achieve other community goals as well.

I.1. Research housing affordability and program options that address Comprehensive Plan goals and objectives.

I.2. Develop housing programs to encourage housing opportunities that build on linkages between housing and other complementary Comprehensive Plan goals.

I.2.a. New programs that address housing affordability should be coordinated with programs that address development of the arts, encourage historic preservation, promote the continued development of Activity Centers and transit-friendly development, and that encourage economic development.

Housing Goal J. Recognize that in addition to traditional height and bulk standards, design is an important aspect of housing and determines, in many cases, whether or not it is compatible with its surroundings. Design guidelines for housing should be integrated, as appropriate, into the policies and regulations governing the location and design of housing.

J.1. Provide design guidelines that encourage flexibility in housing types while ensuring compatibility of housing with the surrounding neighborhood.

J.1.a. Incentives and programs for historic preservation and neighborhood conservation should be researched and established to continue the character of Edmonds' residential and mixed use neighborhoods.

J.1.b. Design guidelines for housing should be developed to ensure compatibility of housing with adjacent land uses.

Implementation Actions and Performance Measures

Implementation actions are steps that are intended to be taken within a specified timeframe to address high priority sustainability goals. In addition, the Comprehensive Plan contains a small number performance measures (no more than one per element) that can be used to monitor and annually report on the implementation and effectiveness of the Comprehensive Plan.

Performance measures, as identified in the Comprehensive Plan, are specific, meaningful, and easily obtainable items that relate to sustainability and can be reported on an annual basis. They are intended to help assess progress toward achieving the goals and policy direction of each major Comprehensive Plan element. {Note: The measure identified below is specifically called out as matching the above criteria and being important to housing goals and will be reported annually, along with performance measures for other Comprehensive Plan elements. It is not intended to be the only measure that the City may use for housing purposes.

Implementation Action: Develop a strategy by 2019 for increasing the supply of affordable housing and meeting diverse housing needs.

Performance Measure: Report the number of residential units permitted each year with a goal of reaching 21,168 units by 2035, or approximately 112 additional dwelling units annually from 2011 to 2035.

Economic Development Element

Introduction and Discussion of Economic Development

The purpose of the Economic Development Element is to state the city's economic development policies clearly in one place, thereby guiding local policymakers and informing the public about issues relating to the local economy.

The chapter is divided into five major sections: Introduction and Discussion of Economic Development, The Edmonds Economy, Economic Development SWOT Analysis, Economic Development Goals and Policies, and Implementation.

Why is economic development important?

The International Economic Development Council provides the following general objective regarding economic development:

"Improving the economic wellbeing of a community through efforts that entail job creation, job retention, tax base enhancements and quality of life."

In simple terms, economic development has traditionally been thought of as meaning encouraging "growth." In recent years, many communities have focused more on how economic development fits within a general framework of community sustainability. This framework attempts to integrate economic prosperity, environmental sustainability, social and political equity, and cultural engagement as the constituent parts of the community's overall health.

With similar objectives in mind economic development in Edmonds can be defined as "the city's goals, policies and strategies for growing the local economy in order to enhance the quality of life." Economic development is essential to preserving the existing level of service and attaining long-range goals for sustainable growth and community vitality.

In general, economic development programs and activities affect the local economy by broadening and strengthening the local tax base, providing a greater range of goods and services for local residents, and by providing meaningful employment and entrepreneurial opportunities.

Economic development priorities vary widely from community to community, but Edmonds' priorities have historically coincided with those of many other Puget Sound area communities, including: creating affordable housing, adding employment, downtown and business district revitalization, small business assistance, expansion of existing businesses, new business recruitment and site selection assistance, community marketing, historic preservation, tourism generation, public relations, streamlining permit processes, and special development or streetscape projects (including public art).

While the state of the economy may change greatly as boom and bust cycles come and go with each passing decade, these economic development priorities seem to stand the test of time. Greater or lesser emphasis may be placed on specific priorities, but for communities in Washington, including Edmonds, these are the main economic development activities to continue to pursue.

The Edmonds Economy

A solid understanding of the local economy helps a community to effectively guide policies, investments, staff resources, and future plans. The following analysis provides a background of the fundamentals of the Edmonds economy, local household and business characteristics, and their impact on municipal revenues.

The Edmonds economy can best be understood by analyzing local demographics and household characteristics, local employment data, and local sales activity.

Population

The US Census Bureau's 2013 estimate lists 40,381 residents in Edmonds. That is a 1.7 percent increase since the official 2010 census, lagging behind both the Snohomish County and Washington State growth figures of 2.9 percent and 2.6 percent, respectively, during that period.

Of further note in understanding the local economy are the following additional demographic factors:

Average age. The 2013 estimated average age in Edmonds is 48.1 years, substantially older than the countywide average age of 37.5, indicating a sizeable retiree population. Several conclusions can be drawn from the relatively older population of Edmonds.

- The size of the labor force is smaller in Edmonds than a similar-sized city with a lower average age.
- While the retiree population includes a segment on fixed incomes, the city's higher-than-average household income figures suggest that there is a sizable segment of retirees who have discretionary income. Coupled with greater free time, these retirees constitute a demographic cohort that is able to engage in leisure activities and associated spending that creates economic activity.
- The housing stock occupied by the older adults and couples may start to see a turn-over in the next decade, potentially providing more housing for younger adults, couples and young families. If this occurs, it could increase the size of the labor force population and increase demand for certain household and personal goods and services, as well as eating/drinking establishments.

- Conversely, if the average age continues to increase, it could mean that fewer younger families and workers will reside in Edmonds. This could have a range of economic impacts that would need to be monitored.

Ethnic make-up. Edmonds and greater Snohomish County exhibit a lesser degree of racial or ethnic diversity than the State as a whole or many parts of the Seattle-Tacoma-Everett metropolitan area. With nearly 80 percent of residents listed as “white,” Edmonds is less ethnically/racially diverse than the following nearby cities:

City	Percentage of Residents listed as "white" in the US Census
Edmonds	79.7
Kirkland	74.3
Mill Creek	66.9
Shoreline	66.8
Seattle	66.7
Everett	66.0
Redmond	58.7
Bellevue	58.2
Lynnwood	56.8

Figure 30: Percentage of Residents Listed as "White" in US Census

Source: American Community Survey 3-yr, 2011-2013

Households. Of the 17,381 households, the degree of home ownership (69 percent) in Edmonds is substantially greater than many nearby cities.

City	Percentage Owner-Occupied Households
Edmonds	69%
Shoreline	65%
Mill Creek	63%
Kirkland	57%
Redmond	54%
Lynnwood	53%
Bellevue	53%
Seattle	48%
Everett	45%

Figure 31: Percentage of Owner-Occupied Households

Source: American Community Survey 3-yr, 2011-2013

Household income. As would be expected by the high percentage of owner-occupied homes in Edmonds, the average household income levels are also higher than regional averages and generally, although not exclusively, higher than other nearby cities. During the period from 2011-2013, the Edmonds' median household income was $67,228 per year, compared with a Snohomish Countywide average of $67,192 and a King Countywide average of $70,998.

Conclusions that can be made from the preceding data regarding ethnic make-up, home ownership and household income include the following:

- With a generally more affluent population, Edmonds residents create demand for a wide variety of goods, services and activities. While nearby communities vie with Edmonds for market share to meet this demand, this fact should be kept in mind when pursuing economic development strategies.

- Edmonds' very robust services sector (see below) provides many related jobs. However, often services-sector jobs pay lower wages than average. Consequently, with higher home prices and rents in Edmonds, services-sector employees may have fewer housing options here. This may create demand for more affordable housing development.

Labor Force. Of the city's total 2013 population of 40,381 the US Census estimates the civilian labor force to be 21,174. This is an important figure to keep in mind when considering the number of jobs in Edmonds. While jobs per capita is often used as an econometric measure, it is can be more insightful to consider jobs per labor force population, which portrays more accurately the availability of jobs for working Edmonds residents.

Employment

The Edmonds economy is diverse and includes employment in the full range of business sectors: construction, finance/insurance/real estate, retail, services, warehousing/utilities/transportation, government, education, and a small amount of manufacturing.

With 13,232 jobs in 2013, Edmonds exhibits a ratio of 0.325 jobs per capita. However, this equates to 0.625 jobs per person in the civilian labor force. The substantial disparity between these two ratios reflects the relatively large amount of Edmonds residents who are retirees and no longer in the labor force.

The following Figure 32 provides a quick comparison of jobs, population and jobs per capita in Edmonds and other Snohomish and King County communities. As can be seen, Edmonds provides a relatively lower number of jobs per capita (0.325) than several other nearby cities. However, as mentioned above, when compared with the 21,174 Edmonds residents in the labor force, the Edmonds economy provides 13,232 jobs – a ratio of 0.62 per Edmonds worker. Nevertheless, according to US Census data, Edmonds-based jobs employ only about 20 percent (approximately 4,200) of these Edmonds labor-force residents. That is to say, up to 80 percent (approximately 17,000) of Edmonds workers travel elsewhere to work. Given that Edmonds households exhibit relatively higher median incomes, while predominately working elsewhere; this seems to suggest that the Edmonds economy does not provide a sufficient supply of higher-wage jobs.

County	City	Total Jobs	Population	# Jobs per Capita	Labor Force	# Jobs per Persons in Civilian Labor Force
King	Redmond	79,649	57,530	1.384	32,593	2.444
King	Bellevue	126,425	133,992	0.944	72,726	1.738
Snohomish	Everett	91,310	105,370	0.867	54,725	1.669
King	Seattle	499,946	652,405	0.766	393,184	1.272
King/Snohomish	Bothell	26,886	35,576	0.756	19,550	1.375
Snohomish	Lynnwood	25,474	36,485	0.698	19,019	1.339
King	Issaquah	22,310	33,566	0.665	18,236	1.223
King	Renton	59,697	97,003	0.615	54,325	1.099
King	Kirkland	41,091	84,430	0.487	48,170	0.853
Snohomish	Mountlake Terrace	7,201	20,674	0.348	12,516	0.575
Snohomish	Edmonds	13,232	40,727	0.325	21,174	0.625
King	Shoreline	15,819	54,790	0.289	29,773	0.531
Snohomish	Marysville	12,409	63,269	0.196	32,448	0.382
King	Kenmore	3,556	21,611	0.165	10,998	0.323
Snohomish	Lake Stevens	4,451	29,949	0.149	15,444	0.288
King	Total	1,183,811	2,044,449	0.579	1,128,768	1.049
Snohomish	Total	264,844	745,913	0.355	391,151	0.677

Sources: Puget Sound Regional Council; American Community Survey 3-yr, 2011-2013

Figure 32: Jobs per Persons in Civilian Labor Force

Jobs by Sector

It is also of interest to analyze the break-down of jobs by sector. By far the largest single source of employment is the "services" sector, comprised of jobs in such areas as health care, accommodations and food service, arts and entertainment, professional services, etc. Swedish-Edmonds and the numerous health care-related businesses in its vicinity provide a significant portion of these jobs in the "services" sector. In summary, this sector comprises nearly 70 percent of Edmonds jobs – substantially above the averages of Snohomish County and several nearby cities:

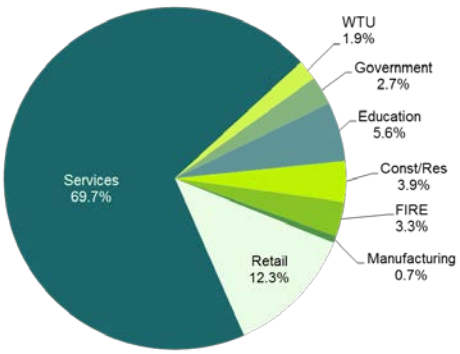


Figure 33: Edmonds Employment by Sector

Source: Puget Sound Regional Council, "Covered Employment Estimates," 2013

City	Percentage of Jobs in Service Sector
Edmonds	70%
Mill Creek	59%
Shoreline	46%
Lynnwood	45%
Snohomish County	35%

Figure 34: Percentage of Jobs in Service Sector

Source: Puget Sound Regional Council, "Covered Employment Estimates," 2013

The second largest employment sector is retail, comprising 12.3 percent of all jobs. While this percentage is generally in line with countywide averages, it is notable that Lynnwood, with its regional shopping mall and nearby shopping centers, exhibits a substantially larger percentage of retail jobs, at 28 percent.

Notwithstanding several major employers, including Swedish-Edmonds, the Edmonds School District, major assisted-living/rehab centers, larger restaurants, major auto dealers and large grocery store outlets, among others, much of Edmonds' employment base is comprised of small businesses. Among these small businesses figure retail shops, eating and drinking establishments, professional services firms, personal services establishments, and many home-based businesses.

The manufacturing sector, in contrast, provides only 87 jobs and constitutes a substantially minor employment sector, which is similar to many suburban Snohomish and King County communities. Conversely, Everett and some areas of unincorporated Snohomish County provide a large number of manufacturing jobs.

- Based on the foregoing snapshot of the Edmonds employment base, the following conclusions can be drawn:
- The services sector will continue to dominate the Edmonds employment base, with continued growth expected, especially in the health care sector.
- While competition exists from nearby communities, the retail sector provides a significant opportunity for additional employment growth.
- The following sectors will likely remain stable: education; government; finance, insurance, real estate; wholesale, transportation, utilities.
- The construction sector is likely to see an upturn as additional commercial, multifamily and mixed-use development occurs throughout the City.

- The manufacturing sector will likely remain small, but growth is likely to increase in the artisanal industries, such as food, beer, spirits and other products, as well as low-impact, specialty manufacturing, such as software, electronics, green technology, etc.

- A substantial gap exists between Edmonds residents in the labor force and Edmonds-based jobs. Additional, higher-paying jobs in all sectors in Edmonds would likely help reduce this gap. Additionally, this would help increase quality of life, reduce regional commuting, and increase the City's tax revenue.

- Conversely, a substantial number of jobs in Edmonds are occupied by residents of other outside communities. Additional housing within a greater distribution along the affordability spectrum could help capture the latent housing demand of many Edmonds workers.

Retail Sales

An analysis of overall retail sales is also very insightful in understanding the Edmonds economy. Comparison with other nearby communities yields an understanding of strengths and weaknesses in local components of retail sales, indicating potential sources of sales "leakage."

Figure 35 shows the top (over $10,000,000) retail sales sectors (by NAICS title) in 2013 of the 50 sectors reporting.

Retail Sector (NAICS title)	Taxable Retail Sales (in millions)
Cars & Other Vehicle Dealers	$ 152.2
Food Service, Caterers, Bars	$ 87.0
Food/Beer/Wine/Liquor Stores	$ 29.4
Construction (new housing)	$ 25.0
Apparel/Accessories/Jewelry Stores	$ 22.8
Health Care and Social Assistance	$ 17.3
Auto/Personal/Household Goods Repair	$ 16.2
Used Merchandise/Pet/Art/Gift/Office Stores	$ 14.3
Construction (exterior, finishing, equipment)	$ 10.9
Pharmacies/Beauty/Personal Care Stores	$ 10.5

Figure 35: Top Retail Sectors in Edmonds, 2013

Source: Puget Sound Regional Council, "Covered Employment Estimates," 2013

As presented in the table, automobiles and other vehicles are the top retail sales category by a wide margin. At just over half of the car-sales figure, the food and drink sector is also substantial.

Another important data set to consider is retail sales per capita, especially as it compares with other nearby communities.

CITY	TAXABLE RETAIL SALES
Lynnwood	$ 57,289
Kirkland	$ 23,199
Shoreline	$ 15,582
Edmonds	$ 15,198
Mukilteo	$ 11,203
Mountlake Terrace	$ 9,522

Figure 36: Taxable Retail Sales per Capita in 2013

Source: American Community Survey 3-yr, 2011-2013

As shown in Figure 36, the city of Lynnwood, with its regional mall and associated shopping centers, captures a great deal of retail sales, with the highest retail sales per capita – approaching four times the amount in Edmonds. Kirkland, a similar-sized city in King County, captures modestly more retail sales, while neighboring Shoreline sees almost the same per-capita sales.

Even more insightful is an estimate of sales per capita within key retail categories as a function of per-capita income, compared with Western US standards. This exercise provides an estimate of the "leakage" of retail sales to other communities that could potentially be captured by Edmonds residents within Edmonds.

One starts by using standards provided by the US Census, Bureau of Labor Statistics, and the Washington Department of Revenue, which indicate that the portion of annual per-capita income routinely spent by Western US residents on the main retail categories listed below is 19.94 percent. Based on the City's per-capita income and population, one can determine the total income anticipated to be spent by Edmonds' residents. Applying the aforementioned 19.94 percent retail sales expenditure rate to the City's total income, one arrives at the anticipated total retail sales by Edmonds' residents, otherwise known as "demand" for these retail categories. By analyzing the City's *actual* retail sales receipts for these categories, one can quantify both the total retail sales "leakage" and the relative gap within each retail category. The following figures break down this analysis:

Description	Total
City Population, 2013 Census estimate	40,381
Per Capita Income, 3-yr ACS 2011-2013	$ 40,892
Total % of CU Income Spent on Categories Listed (Western US Avg.)	19.94%
Avg. Retail Spending Per Capita for Selected Categories (Edmonds)	$ 8,152
Total Income of City's Residents	$ 1,651,259,852
Expected Expenditures by City's Residents for Selected Categories	$ 329,201,769
Estimated Taxable Retail Sales	$ 279,092,756

Figure 37: Edmonds Actual Aggregate Retail Sales as a Percentage of Potential Sales

Source: US Census; American Community Survey 3-yr, 2011-2013; Bureau of Labor Statistics; WA Department of Revenue

Category	% of CU Income Spent on Category (Western US Avg.)	Est. Demand for Category by City's Residents (2013)	Edmonds Taxable Retail Sales for Category (2013)	Ratio of Total Consumed to Total Demanded - the "Gap"
Eating and Drinking Places	4.39%	$ 72,417,652	$ 85,776,628	0.844
Household Textiles	0.22%	$ 3,627,818	$ 1,040,569	3.486
Furniture	0.63%	$ 10,343,492	$ 481,624	21.476
Floor Coverings	0.04%	$ 606,012	$ 1,101,342	0.550
Major Appliances	0.39%	$ 6,408,539	$ -	
Apparel and Services	2.71%	$ 44,787,121	$ 20,189,446	2.218
Footwear	0.52%	$ 8,513,896	$ 1,055,428	8.067
Other Apparel and Services	0.37%	$ 6,179,014	$ 1,529,057	4.041
Vehicle Purchases	4.68%	$ 77,234,377	$ 148,878,789	0.519
Gasoline	3.89%	$ 64,262,080	$ 5,220,946	12.309
Pet Supply	0.77%	$ 12,684,978	$ 2,044,641	6.204
Toys, Hobbies, and Playground Equipment	0.27%	$ 4,408,864	$ 1,354,332	3.255
Personal Care Products	1.07%	$ 17,727,926	$ 10,419,954	1.701
Total	**19.94%**	**$ 329,201,769**	**$ 279,092,756**	**1.180**

Figure 38: Edmonds Actual Retail Sales by Category as Percentage of Potential Sales

Source: US Census; American Community Survey 3-yr, 2011-2013; Bureau of Labor Statistics; WA Department of Revenue

***Note: A ratio of 1:1 would signify a 100* percent *capture in Edmonds of Edmonds' latent demand for that category. A ratio under 1 signifies a greater capture of market demand for a category than Edmonds demand. A ratio over 1 signifies uncaptured demand or a retail sales "leakage" to other communities.*

The principal conclusions to be drawn from the foregoing analysis of retail sales in Edmonds are as follows:

- Among the main retail sales categories, Edmonds captures approximately 84 percent of the total retail sales that would be expected from Edmonds residents, based on Western US average retail sales rates, with up to $57,929,741 of potential spending going elsewhere.

- This figure, however, is skewed substantially by vehicle sales, because the rate of capture in Edmonds is higher than average and the value of vehicle sales is high. Extracting vehicle sales from the equation, Edmonds captures approximately 51 percent of retail sales that would be expected from Edmonds residents, based on Western US average retail sales rates.

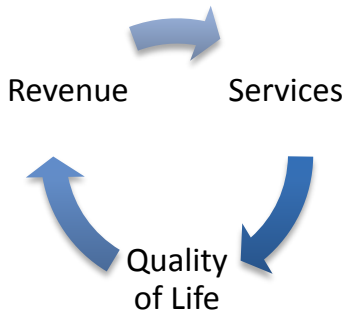
- Consequently, there is an almost 50 percent "leakage" of potential nonvehicle-related retail sales from Edmonds – an amount that could total as high as $125,000,000 annually.

- In addition, while the vehicle sales sector is valuable to the Edmonds economy, the remaining major retail sectors are providing substantially less than Edmonds residents' demand for such goods and services.

- This all points out that, given the volatility and size of the vehicle sales sector, growth in the other sectors could help protect against an over reliance on that sector. In 2013, vehicle sales made up 32.4 percent of the total taxable retail sales for businesses with locations in Edmonds.

City Revenues and Sustainability

Economic development is an important issue not only because it addresses jobs, availability of goods and services and quality of life, but also for its role in supporting city revenues on a sustainable basis.



Of the City's annual tax revenues, property tax comprises 38.9 percent, utility tax 18.4 percent and sales tax 16.9 percent, for a combined total of almost 75 percent of municipal deriving from taxes. Economic vitality is key to ensuring the continued sustainability of these tax revenue sources in order to ensure continued support of valuable city services and the quality of life enjoyed by residents and businesses.

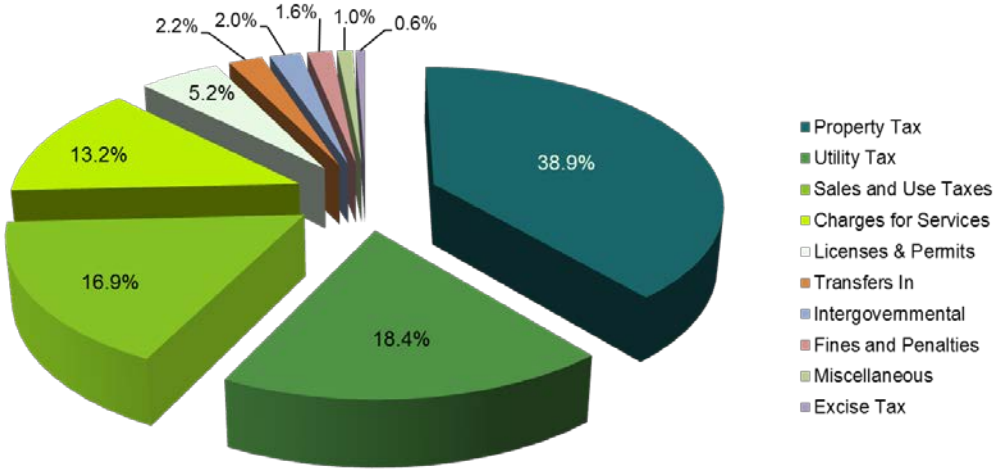


Figure 39: Edmonds General Revenues by Source

Source: City of Edmonds Adopted 2015 Budget

The following figure compares Edmonds against other nearby communities in terms of percentage contributions from sales and property taxes to municipal revenue:

City	Sales Tax	Property Tax
Edmonds	17%	39%
Lynnwood	28%	17%
Mukilteo	20%	34%
Mill Creek	21%	49%
Bothell	14%	14%
Kirkland	12%	18%

Figure 40: Percentage Contribution of Sales and Property Tax

Source: Budget documents from corresponding cities

As one can see, Lynnwood relies substantially more than Edmonds and other nearby communities on retail sales tax, given the presence of the regional shopping mall and associated shopping centers in that community. Edmonds and several other communities rely to a greater degree on property tax revenues. While this is often a more stable continued source of revenue than sales tax revenue, the State-imposed limit of no more than one-percent annual growth in property tax revenue (absent a voter-approved levy) does not keep up with inflation and has transformed this source into more of a revenue baseline rather than a source of growth. In the face of inflationary pressures and increased demands for services, municipalities like Edmonds must seek revenue growth from other sources.

Additionally, in the case of Edmonds, in light of the substantial "leakage" of potential retail sales to other communities, recapture of even a modest amount of this leakage could yield much-needed additional sales tax revenue.

While it is simple to establish a goal of increasing sales tax revenues, it is more difficult to determine how to implement that goal. Many cities have focused on new development because of its potentially positive impact on both sales and property taxes.

Appropriately sited and sized development/redevelopment projects increase:

- Property tax receipts through the "new construction" provision that captures new construction value-based property tax for the first year a project is brought on line and adds that value to the city's future property tax baseline.
- Sales tax revenue from construction materials and activity.
- Sales tax revenue from both personal and business spending accruing from new residents, workers and businesses within newly developed buildings.
- Utility tax revenue from a greater number of utility customers.

Development opportunities in Edmonds are generally limited to redevelopment in the business districts where under-developed parcels may still be found. This does not imply a need for wholesale redevelopment of entire districts, but rather an emphasis on appropriately sited and sized residential,

mixed-use and commercial projects in key locations, such as the Highway 99 corridor, Westgate, Five Corners and select locations in and near Downtown.

Consequently, this chapter includes goals and policies that reflect the need to accommodate appropriate development/redevelopment throughout the various business districts in Edmonds.

Lastly, another source of potential growth in retail sales and the resulting municipal tax revenue could lie in achieving greater energy efficiency in Edmonds' homes and businesses. A 2010 study conducted by Sustainable Edmonds reported that utility consumption just from electricity and natural gas constituted on the order of $35-40 million annually in the 2008-2009 period. While that figure can vary considerably as energy prices vary, a figure on the order of $30+ million suffices for planning purposes. Sustainable Edmonds has further identified that through relatively modest energy-saving interventions on existing homes and businesses, approximately 10 percent savings can be achieved, which could free up approximately $3 million dollars in additional discretionary income among Edmonds residents.

Economic Development SWOT Analysis

Edmonds' current strengths, weaknesses, opportunities, and threats (SWOT) relating to economic development

As a companion to of the foregoing analysis of the fundamentals of the Edmonds economy, the following "SWOT" analysis assists in preparation of the goals and policies for economic development in Edmonds.

Strengths:

- Amenity-rich community with high quality of life
    - Picturesque waterfront setting, with publicly accessible waterfront and rich variety of parks and recreational activities
    - Traditional downtown with array of specialty retailers, food and drink establishments, entertainment and services, complemented by free parking
    - Distinctive neighborhoods and business districts
    - Regionally renowned events and festivals
    - Historic character
- Intermodal transit connections
- Port of Edmonds' role in economic vitality, especially as anchor to strong, growing maritime business sector

- Publicly accessible fiber optic network in the Downtown area
- Strong, prominent and regionally recognized arts community
- Burgeoning health services sector, anchored by Swedish-Edmonds
- Strong and prominent educational infrastructure from public and private K-12 institutions to Edmonds Community College
- International business community, offering diverse array of goods and services, both in Highway 99 "International District" and throughout the City
- Strong social capital and community pride
- High degree of home ownership
- Low rates of unemployment and poverty

Weaknesses:

- Limited retail trade area due to geographical constraints (Puget Sound to the west, distance from I-5) and prominence of major regional retail centers and lifestyle centers in nearby communities
- Potentially restrictive land use and parking regulations in the business districts compared with other communities
- Lack of large, regularly shaped parcels to accommodate redevelopment in commercial areas outside the downtown BC zone
- Limited amusement/family entertainment establishments relative to surrounding communities.
- Shortage of tourism infrastructure, such as full range of accommodations, public restrooms, way-finding signage, etc.
- Shortage of affordable housing opportunities
- Substantial portion of resident labor force commutes away for work, while large number of workers commute in to town for work

Opportunities:

- Location, "character" and natural assets can leverage additional economic development by nurturing existing businesses for growth and expansion and recruiting new, complementary businesses that seek those assets.
- Existing and planned intermodal transit connections can leverage transit-oriented development.

- Through enhanced connectivity, opportunities exist to maximize the synergy and economic impact of the Edmonds Center for the Arts with the Downtown business community,.

- The burgeoning arts community can leverage greater tourism, artisanal manufacturing and associated business.

- Highly skilled, educated workforce provides opportunities for businesses to locate in Edmonds that offer high-paying jobs

- Continued growth in the emerging business sectors of artisanal and craft producers, including microbreweries, distilleries, specialty foods, and low-impact, specialty manufacturing.

- Telecommunication/technology assets can provide better service for existing business customers and attract new business.

- Infrastructure improvements around the business districts can enhance their attractiveness for investment and viability of commercial and mixed-use development.

- Downtown and the Highway 99 corridor near the medical services node around Swedish-Edmonds offer opportunities for additional hospitality facilities.

- Underdeveloped sites in the City's business districts (e.g., Westgate, Fiver Corners, Highway 99 corridor, etc.) offer opportunities for appropriate commercial and/or mixed-use redevelopment projects. Additional population density in business districts can add market demand for goods and services and employee base for new and growing businesses.

- Large numbers of workers who commute to Edmonds create additional demand for affordable housing

- Travelers through Edmonds via the Washington State Ferry system offer potential for greater business activity.

- Senior, more affluent residents provide opportunities for businesses related to that demographic cohort.

- Increased energy efficiency in homes and businesses could free up discretionary income to support more local spending

Threats:

- Retail “leakage” (i.e. loss of potential local sales activity to areas outside of the City of Edmonds)
- Wider variety and availability of housing options and commercial space elsewhere
- Concerns over the long-term fiscal sustainability of City of Edmonds services and infrastructure without additional significant business sector growth
- Increasing volumes of train traffic, with resulting increase in blockage of at-grade crossings, could threaten economic vitality of the waterfront community.

Economic Development 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”)

Economic Development Goal A. Foster a healthy business community that encourages appropriately scaled growth and investment that offers a wide range of goods and services, provides employment, and enhances municipal revenue.

A.1 Continually strive to offer an efficient, timely and predictable regulatory environment within the framework of a strong customer service approach.

A.2 Develop or maintain business recruitment programs, including a tool box of possible incentives, to encourage a wide range of new business development, including retail, service, artisanal manufacturing and professional services sectors.

A.3 Foster business expansion and retention through existing and enhanced programs.

A.4 Prioritize purchasing from local businesses while balancing a concern for cost containment.

A.5 Promote local business through enhanced public awareness campaigns, events, awards programs and other activities.

A.6 Promote emerging business sectors such as artisanal and craft producers, including microbreweries, distilleries, specialty foods, etc., as well as low-impact, specialty manufacturing, including software, electronics, green technology, etc

A.7 Continue to partner with business leaders, organizations and community members, such as the Port of Edmonds, Edmonds Chamber of Commerce, etc., to leverage business opportunities and to solicit and address feedback to enhance the business environment.

A.8 Leverage business opportunities related to travelers to/from Edmonds using the Washington State Ferry system.

A.9 Pursue greater energy efficiency in homes and businesses to free up discretionary income for more local spending.

Economic Development Goal B. Revitalize and enhance the city's business districts, balancing the needs for housing, commerce and employment development with neighborhood character, amenities and scale.

B.1. Adopt land use policies, zoning, and design guidelines that are supportive of economic development, while recognizing neighborhood character, context and impacts.

B.2 Monitor and potentially revise parking requirements in business districts to encourage business development, while reasonably accommodating parking demand.

B.3. Pursue strategic planning efforts and/or develop land use regulations that will encourage viable, appropriately scaled commercial and mixed-use redevelopment of key properties in the City's business districts.

B.4. Continue to foster and enhance the economic vitality of Downtown Edmonds, including retention and growth of existing businesses, attraction of new businesses, and promotion of appropriate in-fill redevelopment. Monitor and enhance the Edmonds Downtown Business Improvement District in its efforts to fund business promotion, marketing, improvement projects, beautification, etc.

B.5. Provide staff support to businesses wishing to explore the potential of additional Business Improvement Districts in other commercial areas to help fund business promotion, marketing, improvement projects, beautification, etc., in a sustainable fashion.

B.6. Promote enhanced connectivity between the Edmonds Center of the Arts and the Downtown business community to maximize synergy and economic impacts.

B.7. Continue to support an historic preservation program that works to identify and preserve historic architectural, archeological and cultural resources for future generations. This can include use of available incentives and the historic preservation building code to encourage property owners to register eligible historic buildings.

B.8. Work to "brand" and promote distinct business districts where there is a natural identity, such as the Highway 99 International District, Westgate, the Swedish Hospital Medical District, and the waterfront, among others.

B.9. Work with property owners, developers and investors to seek appropriate redevelopment in underdeveloped and/or emerging business districts, such as the Highway 99 medical services district, Five Corners, etc. Ensure that redevelopment in business districts provide a quality environment with character, walkability and amenities for patrons and residents to enjoy.

B.10. Implement regulations and/or design guidelines that will ensure the development of quality retail and commercial space that can physically accommodate a variety of future uses.

B.11. Implement infrastructure and technology improvements around business districts to provide enhanced service, retain and attract business.

Economic Development Goal C. Diversify and grow the City's economic make-up to reduce sales leakage, attract spending from nearby communities, enhance local employment, and increase municipal tax revenues to support local services.

C.1. Identify under-represented business sectors and work with partners, property owners and/or developers to recruit new businesses that help fill under-met market demand.

C.2. Leverage technology assets, such as existing fiber connections, to support technology-based businesses and potentially to pursue new revenue streams.

C.3. Focus on recruitment and "buy local" community marketing on consumer spending segments in which there is significant "leakage" and also a strong possibility of recapturing spending.

C.4. Employ strategic marketing opportunities to attract consumer spending from beyond Edmonds.

C.5. Pursue available incentives to foster appropriate redevelopment, where possible.

C.6. Encourage longer hours of business operation and/or more evening uses in the business districts to add options during "peak" hours of consumer spending.

Economic Development Goal D. Support and enhance the community's quality of life for residents, workers and visitors in order to sustain and attract business and investment, and enhance economic vitality.

D.1. In concert with the Housing Element's Goals and Policies, pursue a housing strategy that seeks to accommodate a wide variety of housing options, both in design and affordability, to meet the demands of the full range of the working population, retirees, students, artists, et al.

D.2. Recognizing the value of a progressive community in retaining and attracting business, continue to foster an open and accepting community culture that respects diversity.

D.3. Support and enhance social, cultural, artistic, recreational and other learning activities for residents, workers and visitors.

D.4. Pursue efforts to communicate with the public about the value of economic vitality in sustaining the City's quality of life, services and amenities.

D.5. Integrate programs and activities related to economic prosperity with objectives related to environmental sustainability, social and political equity, and cultural engagement.

Economic Development Goal E. Expand and enhance the tourism sector to attract outside spending to help fuel the local economy.

E.1 Continue to support existing, and provide support to new, events and festivals that attract visitors.

E.2. Continue to support and enhance the arts/culture sector and the visitors that arts/culture events and activities attract.

E.3. Support and enhance sporting, nature, and other outdoor events and activities that attract visitors.

E.4. Strategically employ marketing media and resources to attract visitors. An overall marketing strategy should include a variety of traditional marketing, online marketing, earned media presence and use of social media.

E.5. Market Edmonds as a year-round destination for its waterfront location, historic downtown, arts community and venues, eating and drinking establishments, international shopping and dining, natural amenities, gardens and flower displays, parks and recreational assets, etc.

E.6. Support the tourism infrastructure, including visitor amenities such as public restrooms, the visitors' center, way-finding signage, enhanced waterfront accessibility etc.

E.7. Support efforts to enhance the hospitality infrastructure, including potential for an increased number and/or wider range of lodging establishments Downtown, in the medical services district on Highway 99, and/or in other business districts.

Implementation

The policies in this document were constructed to provide a supportive foundation for future economic development projects, legislation and decisions. Implementing the city's policies will require cooperative involvement on the part of the City, other public entities, and business and community organizations.

As stated throughout this chapter, economic development in Edmonds could require a variety of measures on the part of the City and other entities, including such measures as:

- Staff support, outreach and actions in support of business attraction and expansion, as well as promotion of investment and development
- Legislative actions (such as decisions related to zoning, incentives, fees and taxes, permit/business requirements, etc.)

- City expenditures on such things as amenities and infrastructure, and potential property acquisition

- Actions by the Port of Edmonds to attract and expand marine-related business and activity

- Programs provided by Edmonds Community College that support work-force development, job readiness, job placement, etc.

- Collaborative efforts between the Chamber, City and other entities to create and enhance a positive, business-friendly environment

In addition, as part of a larger regional economy, the City of Edmonds and its partners must continue to work actively with regional economic development organizations such as the Economic Alliance of Snohomish County, the Snohomish County Economic Development Department, the Greater Seattle Trade Alliance, the Washington Economic Development Association, the Puget Sound Regional Council, the Prosperity Partnership, and the Washington State Department of Commerce, among others.

Strategic Action Plan

After approximately two years of work on the part of staff, consultants, the Economic Development Commission, and Councilmembers, together with substantial public involvement, on April 2, 2013 the Edmonds City Council approved the City's Strategic Action Plan (SAP). The plan identifies both short-term (3-5 years) and mid-term (5-10 years) community strategic objectives, as well as specific action tasks and responsible participants, schedules and performance measures to achieve them.

The SAP is organized into five general strategic objectives:

1. Create economic health, vitality and sustainability

2. Maintain, enhance and create a sustainable environment

3. Maintain and enhance Edmonds' community character and quality of life

4. Develop and maintain a transportation and infrastructure system to meet current and future demand

5. Provide responsible, accountable, and responsive government

Each strategic objective is further subdivided into 88 specific action items to achieve implementation.

Strategic Objective 1, as mentioned above, is most directly involved with economic development through a series of action items related to general economic sustainability, marketing of business districts, promotion of business development, business outreach and development and a series of land use standards and design guidelines intended to foster investment and appropriately scaled redevelopment.

However, additional action items (for a total of 22) related to economic development can be found throughout the SAP, illustrating the importance of economic development in the City's strategic direction.

As mentioned above, the SAP spans action items that can be worked on immediately to those that may take many years. Nevertheless, it is incumbent on all participants to begin the process of implementation.

Implementation is scheduled to begin in 2015 pursuant to a Council-approved implementation plan.

Notwithstanding all the above, the SAP does not enshrine the totality of economic development activities to be pursued by the City and its partners. Strategic economic development initiatives, in response to the bulleted items stated earlier will need to be pursued on an on-going basis. These initiatives will in many cases be complementary to action items identified in the SAP.

Performance Measures

Economic development is a tireless activity in pursuit of enhanced economic vitality that is often more influenced by exogenous economic factors than local actions. For this reason it is difficult to measure on a year-to-year basis the performance of the actions of a local agency and its partners on a community's economic health. Did an increase in business activity, home starts or jobs result from local programs, incentives and/or outreach or would those economic successes have arisen otherwise in a booming economy? Conversely, do lower sales, higher unemployment and a sagging construction sector reflect on unsuccessful local economic development programs or more respond to a regional, national or even global economic down-turn?

Whether or not economic success or failure can be attributed to any local actions, it is insightful and informative to monitor the local economy's performance and to attempt to steer economic development strategies in response.

To this end, one of the two most basic performance measures related to a local community's economic health is growth or decline in overall employment.

What's more, in its adopted planning growth targets Snohomish County has allocated 2,269 new jobs to the City of Edmonds for the planning horizon of 2035. While job growth does not follow a straight line year over year, this 20-year planning target provides a good index to gauge annual job growth in Edmonds.

The Comprehensive Plan contains a small number performance measures (no more than one per element) that can be used to monitor and annually report on the implementation and effectiveness of the Comprehensive Plan. Performance measures, as identified in the Comprehensive Plan, are specific, meaningful, and easily obtainable items that relate to sustainability and can be reported on an annual basis. They are intended to help assess progress toward achieving the goals and policy direction of each major Comprehensive Plan element. {Note: The measure identified below is specifically called out as matching the above criteria and being important to economic development goals and will be reported annually, along with performance measures for other Comprehensive Plan elements. It is not intended to be the only measure that the City may use for economic development purposes.

Performance Measure: Report the number of jobs within the City each year with a goal of reaching 13,948 jobs, excluding jobs within the resource and construction sectors, by 2035. This would require adding approximately 95 jobs annually from 2011 to 2035.

Community Culture and Urban Design Element

Community Culture

General. Edmonds is one of the oldest settlements in the southwest county area. It lies within territory once attributed to the Snohomish, Suquamish and Snoqualmie tribes, all of whom spoke Coast Salish languages. Later explorations were made by both British and Americans. Certain geographical areas and sites within Edmonds have special significance because of historical, archeological, architectural, recreational, social, cultural and scenic importance. Contemporary Edmonds has a reputation as an arts community with strong local organizations supporting visual, performing and literary arts.

The citizens of Edmonds recognize the historic significance of culture, environment, arts, beauty, and recreation in our geographic area. A number of professional, non-profit, and volunteer organizations exist to ensure that these combined elements remain a vital part of the community's heritage and quality of life.

Cultural facilities in the City of Edmonds can be divided into three categories:

- Those funded, supported and maintained by private groups and organizations such as the Edmonds Theater, the Phoenix Theatre, and the various art galleries and art-related businesses in town;

- Facilities operated and maintained in public/private partnership such as the Historical Museum, the Wade James Theatre, and ArtWorks at Old Public Works; and,

- Public facilities such as Sno-Isle Regional Library, the Edmonds Center for the Arts (ECA), and the Frances Anderson Community Cultural Center.

Outdoor public gathering spaces include:

- Specific parks and sites such as the Hazel Miller Plaza, Edmonds Library Plaza, Frances Anderson Center amphitheater and the City Park Pavilion, and

- Corridors such as the 4th Avenue Cultural Corridor.

Outdoor gathering spaces provide venues for performing, visual and literary events and opportunities for inclusion of public art. The 4th Avenue Cultural Corridor Plan (2009) was developed to enhance Edmonds' reputation as a cultural destination and stimulate economic activity in the downtown through redevelopment of the public right of way to encourage pedestrian flow between the Edmonds Center for the Arts and downtown retail. The plan includes art elements in a curbless roadway design as well as incorporation of public art and interpretive elements highlighting local history along the corridor.

The City has a current Community Cultural Plan (2014), adopted by reference as a part of the Comprehensive Plan, which provides the vision, goals and implementation strategies for the cultural development of the community. The Community Cultural Plan points to incorporation of public art

and quality design to increase public use and enjoyment of public facilities, spaces, and gateways to the community.

Historic preservation is an important facet of community culture. The City has an inventory of various historic buildings and sites. The Edmonds Historic Preservation Commission (HPC) has been established to promote historic preservation in the community and encourage owners of historically significant properties to voluntarily add them to the Edmonds Register of Historic Places. The HPC partners with other arts and historical organizations, such as the Edmonds South Snohomish County Historical Society and Museum, in pursuing its mission.

Community Culture Goals & Policies

The Community Culture component of the Comprehensive Plan has five goals emphasizing historic, recreational, social, cultural facilities, and scenic values.

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")

Community Culture Goal A. Encourage the identification, maintenance and preservation of historical sites in accordance with the following policies:

A.1 Continue to support an historic preservation program to identify and preserve the city's historic architectural, archeological and cultural resources for future generations to study and enjoy.

A.2 Work with other public agencies and the Edmonds Historic Preservation Commission to determine priorities and incentives for identifying and preserving historic properties. Incentives encouraging the adaptive use of historic properties should be integrated into City codes and development standards.

A.3 Continue to maintain and expand its inventory of historic properties.

A.4 Use a variety of means to promote public awareness and recognition of the value of historic resources, especially those listed on the City's Register of Historic Places. Look for opportunities to partner with other historical, cultural, or arts organizations to jointly promote the City's historic and cultural resources.

A.5 Additions or alterations to significant architectural buildings should not destroy historic materials that characterize the property and should be differentiated from the elements that define the historic property. Development of adjacent properties should be encouraged to be sympathetic to listed historic sites by acknowledging and including historic forms, materials, and architectural details in their design.

A.6 Encourage the adoption of incentives and flexible standards to promote the adaptive use and restoration of historic properties.

A.7 Maintain a HPC strategic plan to help guide the priorities and activities of the Commission.

Community Culture Goal B. Encourage recreational opportunities.

B.1 Encourage public access to significant recreational areas and development of pedestrian friendly connections between areas.

B.2 Significant recreational areas would include, but not be limited to: Puget Sound Shorelines, Lake Ballinger, Edmonds Marsh, Yost Park, Lund's Gulch, etc.

B.3 Compatible land uses should be made of surrounding areas.

B.4 Promote public awareness and recognition of the value of these resources.

Community Culture Goal C. Identify and maintain significant public and private social areas.

C.1 Compatible land uses should be made of surrounding lands including potential for incorporation of public art elements.

C.2 Pursue public and private funding for such social areas such as: Senior Center, Frances Anderson Center, Edmonds Center for the Arts, Edmonds Museum, Wade James Theatre, Maplewood Rock and Gem Club House, and public plazas.

Community Culture Goal D. Identify, maintain and develop cultural facilities – both public and private – in a wide variety of areas, including drama, dance, music, visual arts, literary arts, theaters, museums, and library.

D.1 Encourage compatible land uses surrounding cultural sites including potential for incorporation of public art elements.

D.2 Pursue funding for public purposes and partner with private non-profit organizations to develop and operate cultural facilities.

D.3 Cultural sites would include, but not be limited to: the Wade James Theatre, the Edmonds Center for the Arts, Frances Anderson Center and amphitheater, Museum, Edmonds Theater, Masonic Hall, Old Public Works, and Sno-Isle Library.

Community Culture Goal E. Identify, maintain and enhance scenic areas throughout the city.

E.1 Identify and inventory scenic areas and features within the city which contribute to the overall enjoyment of the environment for both residents and visitors.

E.2 Incorporate scenic and aesthetic design features, such as public art, into the development of public projects.

E.3 Preserve scenic features whenever possible in the development of public projects.

E.4 Use environmental and urban design review of development projects to avoid or mitigate impacts to identified scenic features.

Urban Design

General. The man-made environment is an expression of human culture and reflects, in physical form, the social values of the members of the community. The manner in which the man-made elements are integrated into the natural environment helps create the community's special characteristics and contribute to the quality of life in Edmonds.

The beauty and variety of the natural surroundings in Edmonds and the historical development of the City have combined to create an interesting and visually attractive community. Views, especially views from public corridors and public places, are an important community asset.

However, unsightly development – of poor quality or design – does exist in the City. Aging buildings in some parts of the City can create an aesthetic problem if they are not maintained. Retaining historic buildings can positively reinforce the character of an area such as downtown. The strip type of development along Highway 99 has often resulted in economic underdevelopment of private properties that end up being aesthetically displeasing.

Although utility wires are placed underground where new development takes place, overhead wires still exist in most of the older parts of the City where they interfere with views and create visual blight.

Commercial signs contribute to the color and variety of community life as well as providing an important function but they may also create discordant and unsightly conditions where they are excessive or of poor design.

Street landscaping has been utilized in the past on a limited basis. However, in many areas, parking lots, access roads, streets and buildings can be better integrated with the landscape.

Urban Design Goals & Policies

The general design objectives provided with this goal are intended to provide general guidance, while the subsequent design objectives (Goals B, C and D) for specific locations or situations are intended to supplement the general objectives and add more guidance for those specific situations.

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")

General Design Goal A. Design goals and objectives are intended to provide a set of tools for the City to use to guide future development to result in high quality, well-designed, and sensitive projects that reflect the values of the citizens of Edmonds. The goals and related objectives contained in this section are intended to:

- improve the physical appearance and character of Edmonds,
- improve retail and pedestrian circulation options,

- improve business opportunities,
- protect natural environments using sustainable design practices,
- protect and enhance the residential character of Edmonds.

General Design Objectives

Design Objectives for Site Design. The development of parking lots, pedestrian walkways and landscaping features is an integral part of how a building interacts with its site and its surrounding environment. Good design and site planning improves access by pedestrians, bicycles and automobiles, minimizes potential negative impacts to adjacent development, reinforces the character and activities within a district and builds a more cohesive and coherent physical environment.

A.1 Vehicular Access. Reduce the numbers and width of driveways (curb cuts) in order to improve pedestrian, bicycle and auto safety.

A.2 Layout of Parking. Locating buildings in proximity to the street to facilitate direct pedestrian access and help define the street edge. Parking should be placed to the side and rear.

A.3 Connections On- and Offsite. Design site access and circulation within and between sites to encourage linkages for pedestrians, vehicles, and bicycles. Special attention should be paid to providing and improving connections to transit.

A.4 Building Entry Location. Building entries should be configured to provide clear entry points to buildings, be oriented to pedestrian walkways/pathways, and support the overall intent of the streetscape environment. Space at the entry for gathering or seating is desirable for residential or mixed use buildings.

A.5 Setbacks. Create and maintain the landscape and site characteristics of each neighborhood area and provide a common street frontage tieing each site to its neighbor. Setbacks should be appropriate to the desired streetscape, providing for transition areas between public streets and private building entries where a variety of activities and amenities can occur.

A.6 Open Space. For residential settings, create green spaces to enhance the visual attributes of the development and provide places for interaction, play, seating, and other activities.

A.7 Building/Site Identity. Improve pedestrian access and way-finding by providing variety in building forms, colors, materials and individuality of buildings.

A.8 Weather Protection. Provide covered walkways and entries for pedestrian weather protection.

A.9 Lighting. Provide adequate and appropriate illumination in all areas used by automobiles, bicycles and pedestrians – including building entries, walkways, parking areas, circulation areas and other open spaces – to support activity and security.

A.10 Signage. Encourage signage that provides clear information and direction for properties and businesses while preventing the streetscape from becoming cluttered. Encourage the use of graphics and symbols in signage to support the city's emphasis on uniqueness and the arts.

A.11 Site Utilities, Storage, Trash and Mechanical Systems. Minimize the noise, odor and visual impacts of utility systems using such features as landscaping, building forms, or integrated design.

A.12 Integrating Site Features. Integrate natural landscape features and unique landforms – such as rocky outcroppings or significant trees – into site design whenever possible.

A.13 Landscape Buffers. Use landscaping and/or other features such as fences to maintain privacy and create a visual barrier between incompatible uses. These buffering techniques should also be used to soften hard edges (such as the perimeters of parking lots) and reinforce pedestrian ways and circulation routes. Native plants and rain gardens should be promoted as alternatives to lawns and runoff retention areas.

Design Objectives for Building Form. Building height and modulation guidelines are essential to create diversity in building forms, minimize shadows cast by taller buildings upon the pedestrian areas and to ensure compliance with policies in the city's Comprehensive Plan. Protecting views from public parks and building entries as well as street views to the mountains and Puget Sound are an important part of Edmonds character and urban form.

A.14 Building Form. Encourage new construction to avoid repetitive, monotonous building forms.

A.15 Massing. Reduce the apparent bulk and mass of buildings by encouraging human scale elements in building design and/or by subdividing building masses vertically or horizontally.

A.16 Roof Modulation. Use roof forms to help identify different programs or functional areas within the building and support differentiation of building form and massing. Roof design, in combination with wall modulation, can allow for additional light to enter buildings or pedestrian spaces.

A.17 Wall Modulation. Variation in materials, decorative elements, or other features should be employed to support pedestrian scale environments and streetscapes, or to help break up large building masses to keep in scale with the surrounding environment.

Design Objectives for Building Façade. Building facade objectives ensure that the exterior of a building – the portion of a building that defines the character and visual appearance of a place – is of high quality and demonstrates the strong sense of place and integrity valued by the residents of the City of Edmonds.

A.18 Building Façade Design. Encourage building façades that reinforce the appearance and consistency of streetscape patterns while supporting diversity and identity in building design.

A.19 Window Variety and Articulation. Use window size and placement to help define the scale and character of the building. Use the organization and combinations of window types to reinforce the streetscape character or to provide variation in a façade, as well as provide light and air to the building interior.

A.20 Variation in Facade Materials. Employ variation in materials, colors or design elements on building façades to help define the scale and style of the structure. Variation in façade materials can help reduce the apparent bulk of larger buildings while allowing variety and individuality of building design.

Urban Design Goals & Policies for Specific Areas

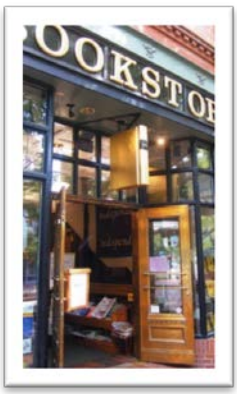
In addition to the general design goal and objectives described above under Goal A, supplemental design objectives are outlined below for specific areas or districts within the city.

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”)

Urban Design Goal B: Downtown/Waterfront Activity Center. Design objectives and standards should be carefully crafted for the Downtown/Waterfront Activity Center to encourage its unique design character and important place-making status within the city.

B.1 Vehicular Access and Parking. Driveways and curb cuts should be minimized to assure a consistent and safe streetscape for pedestrians. When alleys are present, these should be the preferred method of providing vehicular access to a property and should be used unless there is no reasonable alternative available. Configuration of parking should support a “park and walk” policy that provides adequate parking while minimizing impacts on the pedestrian streetscape.

B.2 Pedestrian Access and Connections. Improve pedestrian access from the street by locating buildings close to the street and sidewalks, and defining the street edge. Cross walks at key intersections should be accentuated by the use of special materials, signage or paving treatments. Transit access and waiting areas should be provided where appropriate.



B.3 Building Entry Location. Commercial building entries should be easily recognizable and oriented to the pedestrian streetscape by being located at sidewalk grade.

B.4 Building Setbacks. Create a common street frontage view with enough repetition to tie each site to its neighbor. Encourage the creation of public spaces to enhance the visual attributes of the development and encourage outdoor interaction. In the Waterfront area west of the railroad, buildings should be set back from the waterfront to preserve and provide a buffer from existing beach areas. In the Waterfront area, site layout should be coordinated with existing buildings and proposed improvements to provide views of the water, open spaces, and easy pedestrian access to the beach.

B.5 Building/Site Identity. In the downtown area, retain a connection with the scale and character of downtown through the use of similar materials, proportions, forms, masses or building elements. Encourage new construction to use designs that reference, but do not replicate historic forms or patterns.

B.6 Weather Protection. Provide a covered walkway for pedestrians traveling along public sidewalks or walkways.

B.7 Signage. Lighting of signs should be indirect or minimally backlit to display lettering and symbols or graphic design instead of broadly lighting the face of the sign. Signage using graphics or symbols or that contributes to the historic character of a building should be encouraged.

B.8 Art and Public Spaces. Public art and amenities such as mini parks, flower baskets, street furniture, etc., should be provided as a normal part of the public streetscape. Whenever possible, these elements should be continued in the portion of the private streetscape that adjoins the public streetscape. In the 4th Avenue Arts Corridor, art should be a common element of building design, with greater design flexibility provided when art is made a central feature of the design.

B.9 Building Height. Create and preserve a human scale for downtown buildings. Building frontages along downtown streetscapes should be pedestrian in scale.

B.10 Massing. Large building masses should be subdivided or softened using design elements that emphasize the human scale of the streetscape. Building façades should respect and echo historic patterns along downtown pedestrian streets.

B.11 Building Façade. Provide a human scale streetscape, breaking up long façades into defined forms that continue a pattern of individual and distinct tenant spaces in commercial and mixed use areas. Avoid blank, monotonous and imposing building facades using design elements that add detail and emphasize the different levels of the building (e.g. the top or cornice vs. the pedestrian level or building base).

B.12 Window Variety and Articulation. In the downtown retail and mixed commercial districts, building storefronts should be dominated by clear, transparent glass windows that allow and encourage pedestrians to walk past and look into the commercial space. Decorative trim and surrounds should be encouraged to add interest and variety. Upper floors of buildings should use windows as part of the overall design to encourage rhythm and accents in the façade.

Urban Design Goal C: Highway 99 Corridor. Additional Design Objectives for the Highway 99 Corridor should support its function as a locus of commercial and potential mixed use activity, building on the availability of multiple forms of transportation and its proximate location to surrounding neighborhoods.

C.1 General Appearance and Identity. Design of buildings and spaces along Highway 99 should encourage a feeling of identity associated with different sections of the highway.

C.2 Site Design. Site design should allow for vechicular access and parking as well as safe access and circulation for pedestrians. Whenever possible, sites should provide connections between adjacent businesses and between businesses and nearby residential neighborhoods.

C.3 Landscaping and Buffering. Landscaping, fencing or other appropriate techniques should be used to soften the street front of sites and also used to buffer more intensive uses from adjoining less intensive use areas (e.g. buffer commercial from residential development).

Urban Design Goal D: Neighborhood Commercial Areas. Design in neighborhood commercial areas should seek to support the function of the neighborhood center while paying close attention to its place within the neighborhood setting.

D.1 Landscape and Buffering. Special attention should be paid to transitions from commercial development to surrounding residential areas, using landscaping and/or gradations in building scale to provide compatible development.

Streetscape and Street Trees

General. Trees are a valuable asset to the community.They help absorb stormwater, provide habitat for wildlife, clean pollution from the air, and give both summer shade and aesthetic pleasure. Trees on public property and within the right-of-way are a common feature of urban design.

"Streetscape" is a term that refers to the street environment, often including pedestrian features, landscaping, lighting, pavement materials, and signage. The streetscape plays an important role in the livability and character of Edmonds. Public streets, with their associated walkways and pedestrian spaces, provide the places for people to interact with their neighbors, accommodate public events and commerce, promote human needs for enjoyment and exercise including arts and aesthetics, and can improve the ecological function of the city. When designed properly, the streetscape complements the urban design elements incorporated into the development of private property.

A Streetscape Plan was developed in 2002 by the Parks, Recreation, and Cultural Services Department and updated in 2006. It focused on the public realm along streets, certain areas of the City such as the 4th Avenue Arts Corridor, Highway 99 International area, and downtown. The Streetscape Plan included a Street Tree Plan as an appendix. The Street Tree Plan has since been updated to reflect lessons learned about preferred tree species in certain locations. The Street Tree Plan provides guidance to the City in selecting and maintaining street trees in specific areas.

In 2011, the City adopted a 'Complete Streets' program that prioritizes accommodating the needs of all users – including pedestrians, bicyclists, transit and individual vehicles – in transportation projects. The intent is to create safe environments for people of all ages and abilities while improving transportation options and connections between the City's destinations and centers of activity. A complete streets approach can improve the ability of residents and visitors to experience the City in a variety of ways while improving environmental quality, enhancing economic activity, and promoting healthy lifestyle.

Where feasible, street trees or other landscaping located between the travel lane and the sidewalk can improve the pedestrian experience.

This section has a key goal and several policies specifically related to streetscape and street trees within the public right of way.

Streetscape and Street Trees 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")

Streetscape and Street Trees Goal A. Enhance the public realm through streetscape and street tree choices.

A.1. Encourage improvements to streets that link parks, open spaces, recreation centers, employment centers, and transportation nodes.

A.2. Balance the need for short-term parking for shoppers and loading for businesses with the need for pedestrian-oriented design, especially downtown.

A.3. As opportunities arise, provide for sustainable streetscapes that can enhance the natural environment, help ensure safety, and complement the characteristics of the neighborhood or district in which they are located.

A.4. Promote the planting and maintenence of landscaping and street trees to enhance City gateways and connections; strengthen the character and identify of downtown and other retail/commercial centers; and improve the pedestrian environment.

A.5. Seek to maintain and retain existing healthy trees in the rights-of-way without sacrificing public safety or public infrastructure or allowing a hazard or nuisance.

A.6. Selecting and managing trees for planting in the public rights-of-way should be based on a variety of factors, such as aesthetics, view corridors, safety, maintenence, size, spacing, longevity, location, utilities, and adaptability to the regional environment.

Implementation Actions

Implementation actions are steps that are intended to be taken within a specified timeframe to address high priority Streetscape and Street Tree goals. The actions identified here are specifically called out as being important, but are not intended to be the only actions or measures that may be used by the City.

Action 1: Develop an update to the Street Tree Plan by the end of 2016.

Action 2: Develop an Urban Forest Management Plan by the end of 2017.

Utilities Element

Water

The City of Edmonds has for many years acquired all of its potable water under a long-term wholesale purchase agreement with the Alderwood Water and Wastewater District. The District, in turn, purchases its water from the City of Everett's regional water system. Everett's water source is the upper Sultan River and the water from that basin is collected in Spada Lake, approximately 30 miles east of downtown Everett. It flows from there to Chaplain Reservoir where it is treated and placed into one of four large transmission main lines that move it westward to the urbanized areas of Snohomish County. The City of Edmonds distributes this water on a retail basis to local customers and bills them for this service. Edmonds provides for operation, maintenance, capital improvements, and replacement of the "end-user" system that provides storage to cover peak usage periods and that further provides required fire protection volumes, and maintains the required the minimum and maximum allowable pressures.

Goals, policies, and design criteria for operating the water system are developed as part of the City's Comprehensive Water System Plan (2010). The Water System Plan has detailed information that helps establish priorities for the utility's operation and maintenance budgets as well as its six-year and 20-year Capital Improvement Plans.

Edmonds' current Utility system rate structure was designed to fund a long-range program of replacing the community's aging network of water mains and sewer mains from current rate revenues rather than debt financing. The first three years of this program were approved by City Council on November 19th, 2013 with the first rate increase taking place on 1/1/2014, the second one on 1/1/2015 and the third annual adjustment is set for 1/1/2016. The financial results for this program will be reviewed during budget discussions in 2016 and a decision will be made regarding continuance of the program and the rate structure necessary to support it.

Water System Goals and Policies

Goals, policies, and design criteria for the City's water utility are found in Chapter 5, Policies and Design Criteria, of the 2010 Water System Plan under the following sections: water service, water supply, and facility policies and design criteria. The City's financial policies are described in Chapter 10 of the same Water System Plan and include a recommended utility rate structure and an asset management-based replacement program designed to provide adequate on-going revenues to fully fund operations, maintenance, debt service and the recommended Capital Improvement Plan (CIP).

Sanitary Sewer

The City provides sanitary sewer service to area customers. Its operations include a wastewater treatment plant. The system is described in the City's Comprehensive Sanitary Sewer Plan of 2013.

The Plan evaluates existing and future capacity, material types of the various pieces of infrastructure, pipe inspection assessments of the sewer system, anticipated future wastewater flow rates, and the structural condition of the sewer collection system. Future wastewater flow rates are estimated from

existing flow data using population growth projected within the sewer service area. This growth rate is expected to continue to be modest at an average of 0.5 percent per year.

An implementation plan is provided as part of the adopted Sanitary Sewer Comprehensive Plan. This includes an estimated timeline for constructing selected projects that are in need of maintenance or upsizing. The financial analysis includes asset management of the system along with a utility rate structure to support the policies and goals set forth in the Sanitary Sewer Comprehensive Plan.

Similar to the Water Utility, the Sewer Utility includes a program to convert from debt-financing pipe replacements to one where the program can be funded directly from rate revenues.

Sanitary Sewer System Goals and Policies

The City's policy for sewer service recognizes its function is not to determine allowable land uses within its service area but to respond to the capacity and service levels needs necessary to support the land uses approved in the City's land use planning processes. Development of the City's Comprehensive sewer plan has been guided by policies adopted by the City Council and coordinated with the sewer plans from adjacent agencies.

The adopted Comprehensive Sanitary Sewer Plan provides guidance to the City for management and operation of its sewer system and sets the timing for expansions and upgrades to sewer infrastructure over the next twenty years. The City's adopted Plan serves as a guide for policy development and decision making for the City. It also provides other agencies and the public with information regarding the City's plans for sewer system extensions within its service area. This approach allows the City to maintain its goal of providing high quality service to its customers while protecting environmental quality, primarily the water quality of both Puget Sound and the coastal streams located in Edmonds.

Chapter 2.5 of the Comprehensive Sanitary Sewer Plan (2013) includes specific policies for managing the system.

Storm and Surface Water Management

The City owns and operates an extensive system of drainage pipes and ditches to convey stormwater runoff to streams, lakes, and Puget Sound in a manner designed to prevent and minimize damage to private property, streets, and other infrastructure. A more detailed description of this system is contained in the adopted Storm & Surface Water Management Comprehensive Plan (2010).

Due to extensive alteration of the natural landscape in most areas of the City, the amount of stormwater that runs off the land in larger storm events is substantial, and runoff in all storm events carries a variety of pollutants that wash off of their source areas into receiving waters. The City is faced with the challenge of conveying stormwater runoff safely and cost-effectively while preventing or minimizing adverse high flow impacts (erosion, flooding, and sediment deposition), water quality degradation in lakes and streams receiving runoff, and degradation of aquatic habitat caused by high flows and water quality degradation.

Local governments manage their stormwater under a permit issued by the state Department of Ecology that stems from the Federal Clean Water Act. For many cities in Western Washington, such as Edmonds, the permit is the *Western Washington Phase II Municipal Stormwater Permit*. This

Permit "permits" the City to discharge its collected stormwater into streams, lakes, and Puget Sound if a series of programs and activities are implemented to help improve water quality. This Permit has and will continue to have a significant impact on the workload and operational budget of the Public Works Department. Approximately 2/3 or more of the total stormwater operational budget is spent on permit-related compliance programs.

Storm & Surface Water System Goals & Policies

Goal and policies for the system are contained in the Storm & Surface Water Management Comprehensive Plan (2010). The goals are summarized below.

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")

Storm and Surface Water Management Goal A. Manage the storm and surface water system by combining preservation of natural systems and engineered solutions to:

- Provide for public safety;
- Minimize property damage;
- Preserve and enhance[v] critical areas;
- Promote sustainability;
- Comply with applicable local, state, and Federal regulations.

Storm and Surface Water Management Goal B. To preserve, protect, and (where feasible) restore surface water resources to provide beneficial uses to humans, fish, and wildlife.

Storm and Surface Water Management Goal C. Use public education to increase understanding of sustainability and other environmental values to help protect surface water resources.

Storm and Surface Water Management Goal D. Provide adequate funding through an equitable stormwater utility rate structure and outside funding sources to support necessary programs (including an asset management-based replacement program) that meet goals A, B, and C.

To accomplish these goals, the City developed guiding policies for the flood protection, water quality, aquatic habitat, and stormwater utility funding program areas. More detailed language for goals and polices are in the current adopted version of the Storm and Surface Water Comprehensive Management Plan.

[v] The enhancement of critical areas typically occurs through the planting of native vegetation, the daylighting of creeks, restoration of habitat, and/or other methods found to improve the critical area's functions and values.

Solid Waste

Solid waste collection and disposal is a sophisticated system that continues to evolve in using the most efficient and economical methods. Waste prevention and recycling have risen to become an elemental part of solid waste management planning. Curbside recycling, along with yard and food waste collection service, has become the norm as everyday activities for most residences, businesses, and schools. Engagement in these beneficial behaviors conserves resources, reduces litter, saves energy and contributes to greenhouse gas reduction efforts.

The City is a signatory on the Snohomish County Solid Waste Management Comprehensive Plan and an active participant on the County's Solid Waste Advisory Committee. The County Plan provides a blueprint for which the City is able to provide education and outreach to all sectors in regards to proper disposal and recycling, and opportunities for collection and proper handling of several common unwanted materials.

Solid Waste 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")

Solid Waste Goal A. Continue to support and follow the directives outlined in the Snohomish County Solid Waste Management Comprehensive Plan, including:

A.1 Work directly with County Solid Waste staff to implement recommendations that strengthen recycling, organics diversion, waste prevention, and product stewardship programs.

A.2 Support the County's initiatives to work with the certified solid waste haulers to harmonize services and communication formats, and to expand their educational efforts, especially classroom workshops and presentations in the schools.

Solid Waste Goal B. Strengthen local controls over collection of solid waste in accordance to the following policies:

B.1 Investigate the requirement for city-wide mandatory garbage collection, combined with recycling services.

B.2 Update and revise the original Recycling Ordinance to reflect current and alternative collection methods and service scenarios.

Solid Waste Goal C. Continue to support and provide education and incentives for recycling and other waste diversion practices:

C.1 Continue a program to provide outreach and education to the community in all aspects of best solid waste management practices.

C.2 Provide support for the establishment and expansion of public recycling opportunities, on an ongoing basis, and at all public events.

C.3 Support programs that establish collection and recycling infrastructure for materials that are toxic, hazardous, hard-to-handle or under-recycled.

C.4 Establish a policy that can assist in the reuse, recycling, and proper disposal of construction and demolition debris that is generated by development in the City.

Solid Waste Goal D. Continue to investigate policies for a Zero Waste Strategy.

D.1 Pursue and implement strategies to eliminate or reduce waste and pollution in the production and lifecycle of materials.

D.2 Consider action plans and measures that encourage residents, businesses, and agencies to use, reuse, and recycle materials judiciously.

D.3 Eliminate or reduce use of hazardous materials in City operations.

D.4 Take a leadership role in reducing waste for City operations and events.

Other Utilities

New utility systems and technologies are constantly developing or evolving. Rather than being reactive, the City should seek to plan for these new services as they develop.

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”)

Other Utilities Goal A. Provide for public needs while protecting the character of the community and assuring consistency with other plan goals.

A.1. New technologies should be planned and carefully researched prior to developing new regulations or reviewing siting proposals.

Other Utilities Goal B. Public and private utility plans should be encouraged that identify long-range system needs and that are coordinated with the City’s Comprehensive Plan.

B.1. All utility projects should be coordinated to provide opportunities for projects to address more than one system improvement or maintenance need.

Other Utilities Goal C. Utility structures should be located whenever possible with similar types of structures to minimize impacts on surrounding neighborhoods.

C.1. When such locations are not available, utility structures should be located or sited so that they are as unobtrusive as possible and are integrated with the design of their site and surrounding area.

C.2. Free-standing structures should be discouraged when other siting opportunities are available.

Performance Measures

The Comprehensive Plan contains a small number performance measures (no more than one per element) that can be used to monitor and annually report on the implementation and effectiveness of the Comprehensive Plan. Performance measures, as identified in the Comprehensive Plan, are specific, meaningful, and easily obtainable items that relate to sustainability and can be reported on an annual basis. They are intended to help assess progress toward achieving the goals and policy direction of each major Comprehensive Plan element. {Note: The measure identified below is specifically called out as matching the above criteria and being important to utilities goals and will be reported annually, along with performance measures for other Comprehensive Plan elements. It is not intended to be the only measure that the City may use for utilities purposes.

Performance Measure: Lineal feet of old water, sewer, and stormwater mains replaced or rehabilitated.

Capital Facilities Element

Background

General. The Capital Facilities Element identifies the City's existing and needed capital facilities to support the delivery of public services to the community and its visitors. It also provides related goals and standards for meeting the community's needs. Capital facilities include land and buildings for public purpose. In addition to serving existing residents, capital facilities are planned to meet the community's needs as new development occurs in the future. Because Edmonds is a mature city with a full complement of facilities and services, most capital facility planning is targeted to maintaining existing level of service standards and expanding the quality of life of its citizens with new or expanded facilities.

Service standards are described in the transportation, utility and parks elements. These service standards are used to assist in developing both short and long range capital improvements projects. The capital facilities element identifies these projects and their funding sources for a six-year period. This schedule will be updated on an annual basis and integrated with the City's budget process. The element also identifies public facility needs for the 20-year planning period. Funding sources will vary as specific projects are developed, and will include a variety of public and private sources. The City coordinates on the siting of essential public facilities with its neighboring cities and the county.

Concurrency Management. Introduced in 1990 by the Washington State Legislature with the enactment of the Growth Management Act, the term "concurrency management" is specifically required for transportation facilities and is defined as the process that cities use to ensure that no development or permit is approved by the city unless the necessary capital facilities are in place or that funding is adequate to complete the required improvements within six years. Concurrency for transportation systems is tied to established level-of-service standards. The City has also established an impact fee system for parks in order to provide for growth-related facilities. Other facilities, such as water and sewer systems, are funded and maintained through utility plans and fee structures, as well as grant-supported projects.

Inventory. Publicly owned capital facilities in the City are comprised primarily of those owned by the City of Edmonds. A few of these facilities, while owned by the City, are operated by other entities. For example, fire stations are currently owned by the City but operated by Fire District 1. Other facilities are owned by different governmental agencies, such as the Port of Edmonds and the Edmonds School District.

Following is a map and list of public-owned capitial facilities, as identified in 2015. This inventory focuses on larger properties and buildings; it does not include transportation or utility facilities, since these are discussed, repectively, in the Comprehensive Plan's Transportation Element and in functional plans referenced in the Comprehensive Plan's Utilities Element.

Note: While City-owned parks are included in this Element's inventory, more specific details about them can be found in the Parks Recreation and Open Space Plan, which is also adopted as an element of the Comprehensive Plan.

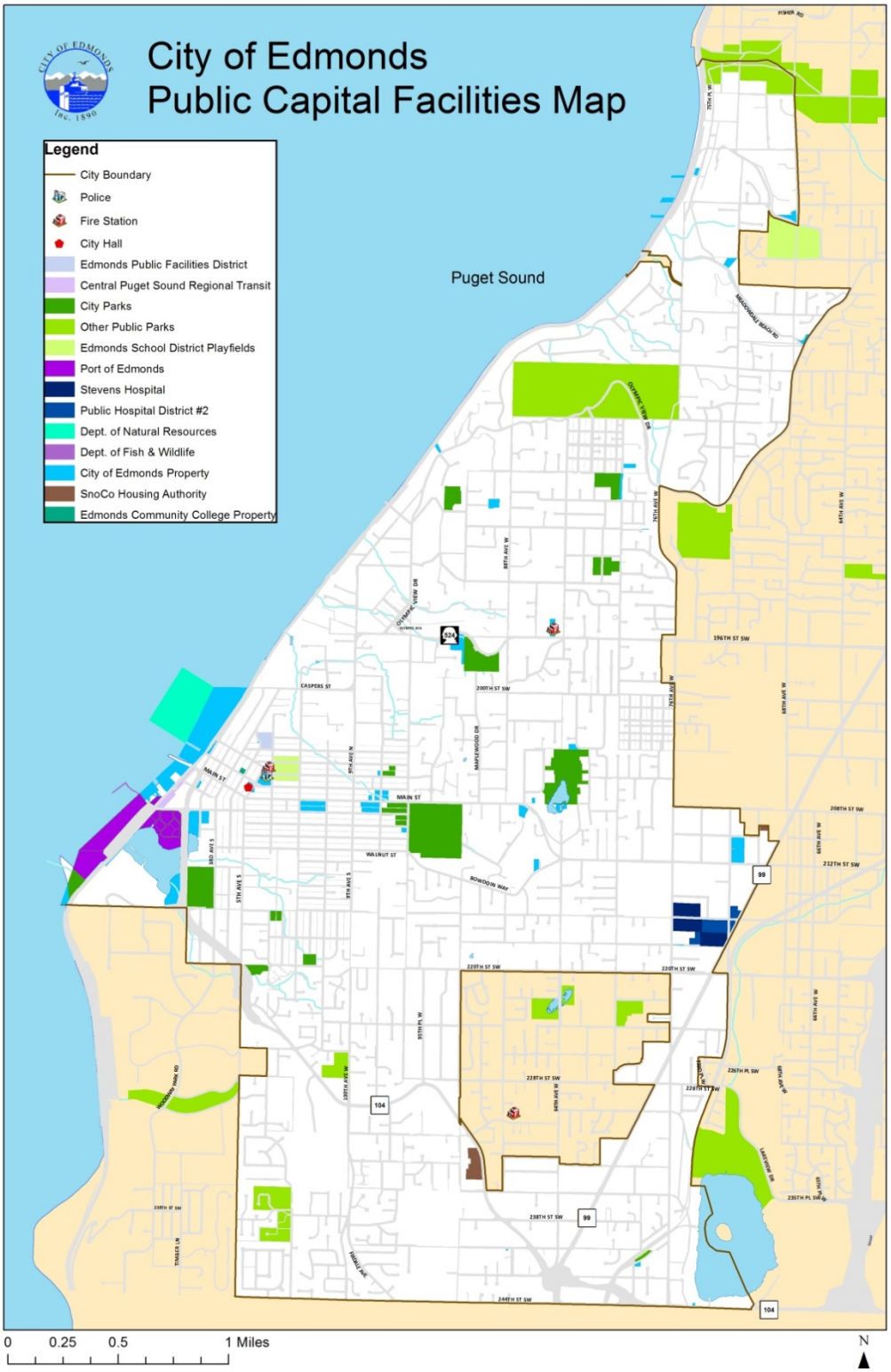


Figure 41: Public Capital Facilities Map

Following is a 2015 map of facilities owned by the Edmonds School District (ESD).

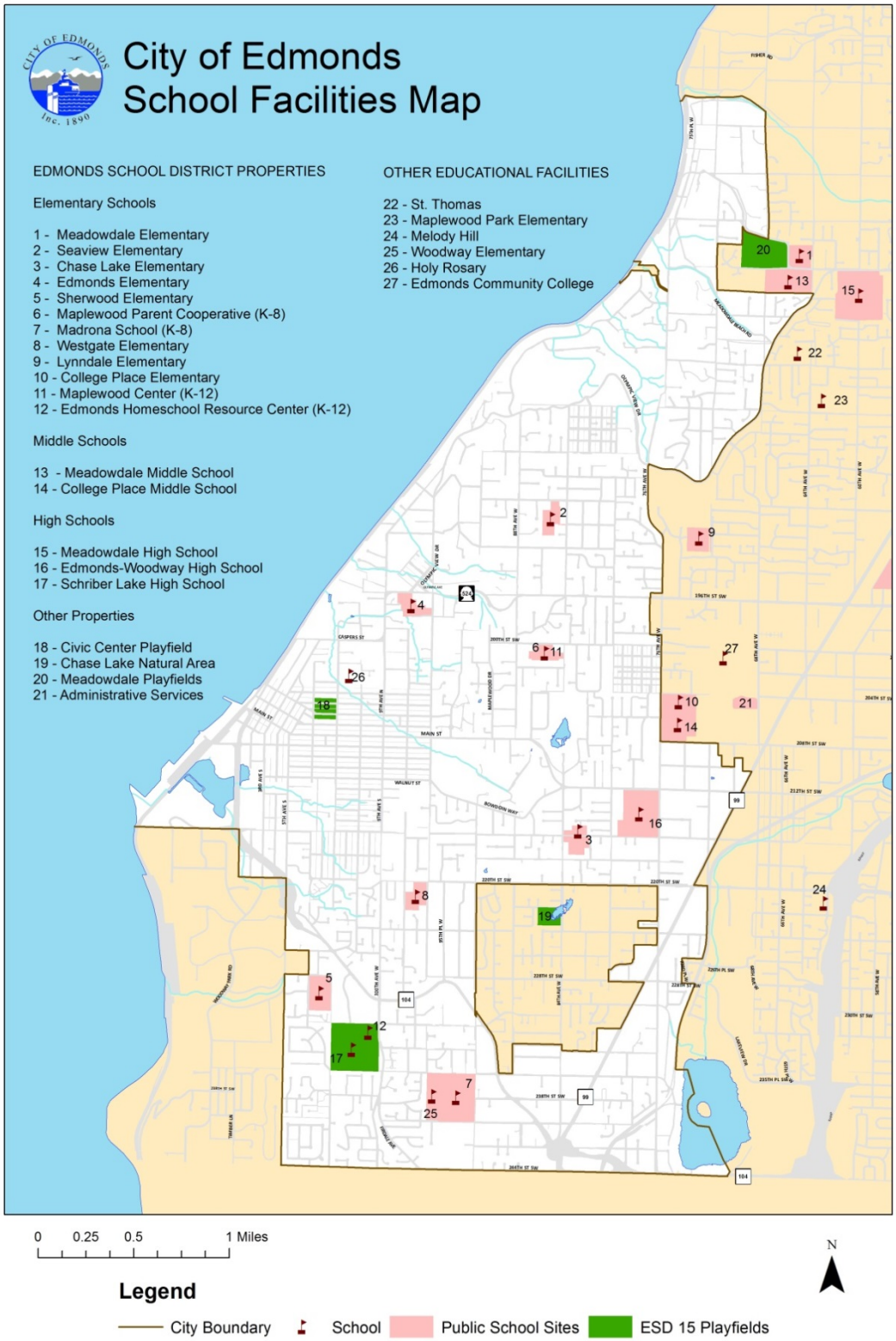


Figure 42: School Facilities Map

Following is a list of publicly-owned facilities in Edmonds and other nearby areas.

Name	Land (Acres)	Buildings (Sq. Ft.)	Ownership
Neighborhood Parks			
Elm St Park	1.85		CoE
Frances Anderson Center Field	1.94		CoE
Haines Wharf	0.69		CoE
Hickman Park	5.61		CoE
Hummingbird Hill Park	1.22		CoE
Mathay Ballinger Park	0.51		CoE
Pine Street Park	1.47		CoE
Seaview Park	6.05		CoE
Sierra Park	5.52		CoE
Subtotal	24.86		
Community Parks			
Civic Center Playfield	7.92		CoE
Boys and Girls Club		6,856	CoE
Stadium		7,140	CoE
Skate Park		6,000	CoE
City Park	13.96		CoE
Yost Memorial Park	44.14		CoE
Pool		4,808	
Subtotal	66.02	24,804	
Regional Parks			
144 Railroad Ave Tidelands	0.9		CoE
Brackett's Landing North	5.11		CoE
Brackett's Landing South	2.22		CoE
Marina Beach Park	3.37		CoE
Olympic Beach	2.82		CoE
Senior Center	2.63		CoE
Subtotal	17.05		
Special Use Parks			
Centennial Plaza	0.08		CoE
Dayton Street Plaza	0.1		CoE
Edmonds Library and Plaza Room	1.29		CoE
Edmonds Memorial Cemetery and Columbarium	6.63		CoE
Anderson Center Field	1.62		CoE
Hazel Miller Plaza	0.09		CoE
Interurban Trail	4.88		CoE
Lake Ballinger Access	0.19		CoE
Meadowdale Community Clubhouse	0.99	3,232	CoE
Ocean Ave Viewpoint	0.2		CoE
Point Edwards Scenic Overlook (easement)	0.1		CoE
Richard F. Anway Park	0.17		CoE
Stamm Overlook	0.36		CoE
Sunset Ave	1.14		CoE
Willow Creek Hatchery	1.68		CoE
Subtotal	19.52	3,232	
Open Space			
Edmonds Marsh	23.37		CoE
Edmonds Marsh Open Space	0.85		CoE
Haines Tidelands	0.44		CoE
Hutt Park	4.53		CoE
Maplewood Hill Park	9.96		CoE
Meadowdale Natural Areas	1.07		CoE
Olympic View Open Space	0.49		CoE
Pine Ridge Park	23.78		CoE
Seaview Reservoir	1.31		CoE
Shell Creek Open Space	1.04		CoE
Wharf Street	0.12		CoE
Willow Creek Park	2.25		CoE
Subtotal	69.21		

Name	Land (Acres)	Buildings (Sq. Ft.)	Ownership
Port of Edmonds Properties			
Marina	8.1		PoE
Waterfront Businesses	14.22		PoE
Harbor Square Business Complex	15.11		PoE
Subtotal	37.43		
Other City Owned Facilities			
Log Cabin Visitor Center/Chamber of Commerce	0.03	372	CoE
City Hall	0.59	34,074	CoE
Edmonds Historical Museum	0.12	2,084	CoE
Edmonds Library and Plaza Room	3.03	19,520	CoE
Fire Station #16		10,700	CoE
Fire Station #17		9,800	CoE
Fire Station #20		6,400	CoE
Fishing Pier Ranger Station		1,200	CoE
Fishing Pier Restroom		918	CoE
Frances Anderson Center		55,000	CoE
Karlsten House	0.22	2,250	CoE
'Old' Public Works	3.94	14,100	CoE
Sewage Treatment Plant		115,200	CoE
Public Safety Complex	2.61	30,940	CoE
Public Works Operation and Maintenance Center	4.35	28,000	CoE
Wade James Theatre	2.34	6,289	CoE
Subtotal	17.23	336,847	
Edmonds School District Properties in Edmonds			
Chase Lake Elementary	10.26	57,697	ESD 15
Edmonds Elementary School	8.58	34,726	ESD 15
Edmonds-Woodway High School	30.19	208,912	ESD 15
Former Woodway High School	39.75	148,740	ESD 15
Edmonds Homeschool Resource (K-12)			ESD 15
Schriber Lake High School			ESD 15
Madrona School (K-8)	31.3	85,505	ESD 15
Maplewood Parent Cooperative (K-8)	7.41	76,554	ESD 15
Maplewood Center (K-12)			ESD 15
Seaview Elementary	8.28	49,420	ESD 15
Sherwood Elementary	13.19	43,284	ESD 15
Westgate Elementary	8.34	44,237	ESD 15
Woodway Elementary	9.89	37,291	ESD 15
Subtotal	167.19	786,366	
Edmonds School District Properties near Edmonds			
Chase Lake Natural Area	10.8		ESD 15
College Place Elementary	9	48,180	
College Place Middle School	18.7	87,031	
Lynndale Elementary School	10	39,043	
Meadowdale High School	39.56	197,306	ESD 15
Meadowdale Middle School	19.38	102,925	ESD 15
Meadowdale Elementary School	8.78	57,111	ESD 15
Meadowdale Playfields	24.09		ESD 15
Subtotal	140.31	531,596	
Other Publically Owned Facilities in Edmonds			
Edmonds Center for the Arts	2.54		PFD
Edmonds Conference Center	0.33	11,252	EDCC
Edmonds Fishing Pier	0.61		WDFW
Edmonds Underwater Park and Higgins Trails	33.21		DNR
Olympic View Water District Maintenance Facility	0.83	7,480	OVWD
Public Utility Water District #1	0.68		PUD
Subtotal	38.2	18,732	
Other Publically Owned Facilities near Edmonds			
Ballinger Playfield and Former Golf Course	52.59		MLT
Esperance County Park	9.59		SnoCo
Meadowdale Beach County Park	144.34		SnoCo
South County Park	118.55		SnoCo
Subtotal	325.07		

Figure 43: List of Publicly-owned Capital Facilities

Future Needs

Future capital facility needs and projects have been identified for the City in a special section "Capital Facilities Projects" at the end of this element. The section is divided into three subsections: General, Transportation, and Stormwater. Within each subsection is a table of capital projects and their anticipated financing over a six-year period. Each section also contains information on longer-term capital projects, for which funding may not yet be available. Some of the projects in the latter category have been considered for an extended period of time and their exact descriptions/costs have not been recently updated.

The Parks, Recreation, and Open Space Plan, adopted as an element of the Comprehensive Plan, includes more information on future capital facility needs for parks, recreation, and open space.

Capital Facilities Goals & Policies

This section identifies key goals for the City in managing its capital facilities.

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")

Capital Facilities Goal A. Establish service standards for all city-provided services in order to provide public facilities and services that meet citizens' needs and enhance the community's quality of life.

A.1 Provide capital facility improvements in order to meet or exceed established service standards.

A.2 Coordinate and set service standards that meet the goals and policies of the comprehensive plan.

A.3 Evaluate and prioritize capital facility projects according to how they achieve established criteria and the goals and policies of the comprehensive plan. Examples of typical criteria include the following:

- A.3.a. Whether the project is needed to achieve or maintain a service standard.
- A.3.b. Whether the facility will contribute to the elimination of a public hazard or safety concern.
- A.3.c. Whether the facility is financially feasible.
- A.3.d. The extent to which the facility will impact annual and long-term budgets.
- A.3.e. Whether the facility is consistent with future facility needs and site considerations.
- A.3.f. The extent to which the facility will impact natural and cultural resources.

Capital Facilities Goal B. Evaluate and coordinate the provision of capital facility improvements with both annual budgeting and long-term financial planning.

B.1. Capital budget decisions will be made consistent with the Edmonds comprehensive plan in accordance with RCW 36.70A.120.

B.2. If probable funding falls short of meeting identified needs, the comprehensive plan shall be re-examined to review how additional funding will be raised, or how land use assumptions will be reassessed to ensure that established service standards will be met.

B.3. Capital improvements will be planned to achieve fiscal responsibility, maintenance of existing facilities, and protect the quality of life of the community.

B.4. The City will continue to adopt multi-year budgets and six-year capital improvement programs as part of its annual budget and planning process.

B.5. Six-year capital improvement programs will be coordinated with long-term (at least 20-year) capital needs

Capital Facilities Goal C. Seek to use a coordinated array of mechanisms and sources of revenue to fund needed capital facilities.

C.1. Make use of the City's budget and structure of funds to identify adequate funding sources for capital facilities.

C.2. Seek grants and cooperative funding agreements to supplement internal City funding of capital facilities that benefit the general public or that are required to meet needs not generated solely by Edmonds residents.

C.3. Make use of regulatory and incentive programs to assist in achieving service standards for City services.

Capital Facilities Goal D. Strategically locate new facilities to complement the delivery of services and provide for efficient and convenient access.

D.1. The location of new or improved capital facilities should take into account existing service delivery systems and the location and access of service populations.

D.2. Ensure that the siting of essential public facilities is not precluded by the implementation of this Comprehensive Plan.

Capital Facilities Goal E. Essential public facilities are necessary to support orderly growth and the delivery of public services. The City's goal is to ensure that these facilities are sited in an efficient, timely manner while acknowledging and mitigating any community impacts created by these facilities.

E.1. Essential public facilities are those defined by state law, through the City's planning process or on application of a service provider.

E.2. Sponsors of essential public facilities should be encouraged to consult with the City prior to choosing a site in order to seek information about potential sites, provide information concerning project proposals, identify potential community impacts, and propose possible siting incentives or mitigation measures.

E.3. The City shall assure adequate public notice and participation in the siting of essential public facilities by reviewing these facilities through a conditional use process, allowing the identification of community impacts and mitigation measures. Because the City's normal notification requirements may not provide for adequate public notice to the project's impact area, the project sponsor shall develop a public participation plan designed to encourage early public involvement in the siting decision and identification of impacts and mitigation measures.

E.4. The City shall develop decision criteria for the siting of essential public facilities which allow the sponsor to demonstrate:

- E.4.a. the need for the facility,
- E.4.b. its consistency with adopted plans and policies,
- E.4.c. its location is designed to serve its service population,
- E.4.d. its location criteria is compatible with the siting of other essential public facilities,
- E.4.e. the site is physically suitable for the facility, and
- E.4.f. the project is able to mitigate community impacts.

E.5. City policies and procedures – including any conditional use process – shall be interpreted and administered in accordance with the admonition contained in the Growth Management Act that no development plan or development regulation may preclude the siting of essential public facilities.

Concurrency Management Goal F. Provide a system of concurrency management that will assure that the facilities needed to support city services are provided in a timely and coordinated manner.

F.1. For transportation facilities, assure that the facilities or services needed to meet level-of-service standards are in place at the time of development, or assure that a financial commitment is in place to complete the improvements or strategies within six years. These facilities or services must be provided by either the City or the appropriate public or private developer.

F.2 For park facilities, new growth or development will create additional demand for park facilities. Fees collected from the "Park Impact Fee" can only be appied to projects resulting from city-wide development growth and cannot be used to mitigate existing shortfalls of the parks system.

Implementation Actions and Performance Measures

Implementation actions are steps that are intended to be taken within a specified timeframe to address high priority sustainability goals. In addition, the Comprehensive Plan contains a small number performance measures (no more than one per element) that can be used to monitor and annually report on the implementation and effectiveness of the Comprehensive Plan.

The Comprehensive Plan contains a small number performance measures (no more than one per element) that can be used to monitor and annually report on the implementation and effectiveness of the Comprehensive Plan. Performance measures, as identified in the Comprehensive Plan, are specific, meaningful, and easily obtainable items that relate to sustainability and can be reported on an annual basis. They are intended to help assess progress toward achieving the goals and policy direction of each major Comprehensive Plan element.

The measure identified below is specifically called out as matching the above criteria and being important to capital facilities goals and will be reported annually, along with performance measures for other Comprehensive Plan elements. It is not intended to be the only measure that the City may use for capital facilities purposes.

Implementation Action: Develop level of service standards for key public facilities by the end of 2017 and consider including the standards in the Comprehensive Plan.

Performance Measure: Project delivery results - based on comparing projects in the Capital Facilities Plan to what is actually done on the projects.

CITY OF EDMONDS

CAPITAL FACILITIES PLAN
2017-2022

Project Name	Purpose	Grant Opportunity	Current Project Phase	(2017-2022) Total Cost	Revenue Source	2017	2018	2019	2020	2021	2022	2023-2037
Aquatic Facility	Meet citizen needs for an Aquatics Center (Feasibility study complete August 2009).	Unknown	Conceptual	$0	Public Vote							
				$0	G.O. Bonds							
				$0								
				$0	**Total**							**5-$23 M**
Civic Center Development	City master plan in progress			$0	Public Vote							
		RCO Land Acquisition	Conceptual	$135,000	REET 1 / Grants	$135,000						
				$0	G.O. Bonds							
				$135,000	**Total**	**$135, 000**				**$1,500,000**	**$1,500,000**	**$3,135,000**
Community Park / Athletic Complex - Old Woodway High School: Phase 2 and 3	In cooperation with ESD#15 develop a community park and athletic complex.	RCO	Phase1 Complete	$0	Capital Campaign							
				$0	REET 2							
				$0	School District							
				$0	Foundation							
				$0	Grants							
				$0	**Total**							**Unknown**
Parks & Facilities Maintenance & Operations Building	Replace / Renovate deteriorating building in City Park.	Unknown	Conceptual	$0	Public Vote							
				$0	G.O. Bonds							
				$0								
				$0	**Total**							**$3-4M**
Waterfront Redevlopment/Waterfront Walkway Completion	Rehabilitate grounds, parking, beach access and area around Senior Center, walkway access.	Unknown	Conceptual	$1,600,000	REET / Grants	**$1,600,000**						
				$0	G.O. Bonds							
				$500,000	Park Impact Fees	**$500,000**						
				$0	Private Partnership							
				$2,100,000	**Total**	**$2,100,000**						
Edmonds Crossing WSDOT Ferry / Mutimodal Facility	Relocate ferry terminal to Marina Beach.		EIS	$0	Federal (Unsecured)							
		US DOT	Completed	$0	State Funds							
				$0	**Total**							**Unknown**
Public Market (Downtown Waterfront)	Acquire and develop property for a year round public market.	Unknown	Conceptual	$0	Grants							
				$0	**Total**							**Unknown**
		Total CFP		**$2,235,000**	**Annual CFP Totals**	**$2,100,000**	**$0**	**$0**	**$0**	**$1,500,000**	**$1,500,000**	

PROJECT NAME: Aquatic Facility	**ESTIMATED PROJECT COST:** $5,000,000 – $23,000,000

***PROJECT DESCRIPTION*:** Implement recommendations of the Aquatics Feasibility Study completed in 2009. Six scenarios were presented and the plan recommended by the consultants was a year round indoor pool with an outdoor recreational opportunity in the summer. The project is dependent upon a public vote.

***PROJECT BENEFIT/ RATIONALE*:** The current Yost Pool, built in 1972, is nearing the end of its life expectancy. The comprehensive study done in 2009 assessed the needs and wants of Edmonds citizens in regard to its aquatic future as well as the mechanical condition of the current pool.

***SCHEDULE:* 2021-2037**

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Eng. & Admin.							
Construction							
1% for Art							
TOTAL							$5m - $23m

**** all or part of this Project may qualify for 1% for the Arts***

PROJECT NAME: Civic Center Development / Stadium Demolition	**ESTIMATED PROJECT COST:** $3,135,000

***PROJECT DESCRIPTION*:** Civic Center Development / Stadium Demolition.
As part of the Master planning process for Civic, and in consideration of the current condition of the stadium, it is being recommended to demolish the current stadium. The City also has some grant funds available to assist with this. In addition, develop a signature downtown park at this site.

***PROJECT BENEFIT/ RATIONALE*:** Civic Center Development / Stadium Demolition.
The Civic Master plan will be complete by early 2017. Funds will be set aside, and grant funds applied for in order to develop the master plan. This is a high priority in the PROS plan.

SCHEDULE: 2017 - 2022

COST BREAKDOWN

PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Construction	$135,000	$0	$0	$0	$1,500,000	$1,500,000
TOTAL	**$135,000**	**$0**	**$0**	**$0**	**$1,500,000**	**$1,500,000**

CITY OF EDMONDS
CAPITAL FACILITIES PLAN DESCRIPTION

PROJECT NAME: Community Park / Athletic Complex at the Former Woodway High School	**ESTIMATED PROJECT COST: Unknown**

***PROJECT DESCRIPTION*:** Develop community park and regional athletic complex with lighted or unlighted fields and recreational amenities in partnership with Edmonds School District, community colleges, user groups, and other organizations. Development dependent upon successful regional capital campaign. $10m - $12M project for all 3 phases.

***PROJECT BENEFIT/ RATIONALE*:** The site is currently an underutilized and under maintained facility with great potential as community multi-use active park. Site has existing controlled access, greenbelt, parking and 4-court tennis facility with substandard fields. Highly urbanized area with 150,000 residents within 5-mile radius. Future maintenance supported by user fees. Phase 1 was completed in 2015 for $4.2M, Phases 2 & 3 will be completed in the future for an additional $6-8M.

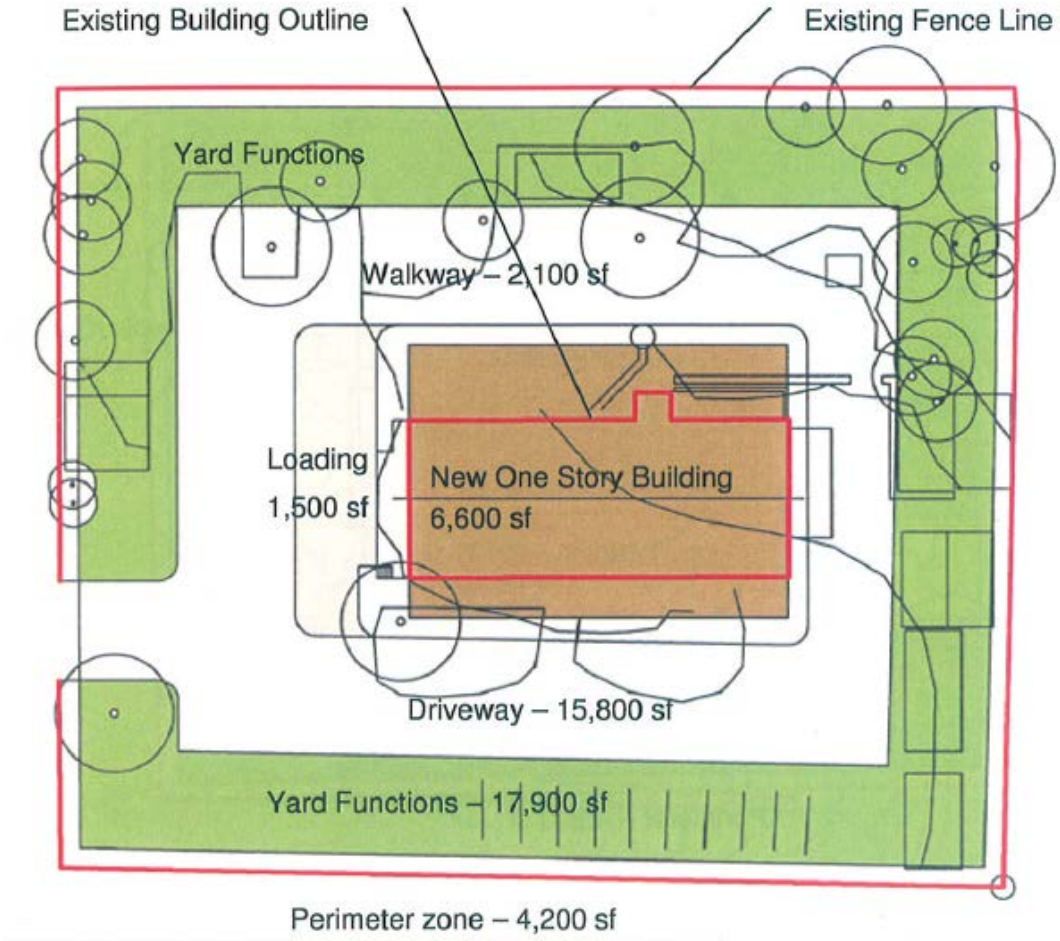
SCHEDULE: 2017-2037

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							
Construction							
1% for Art							
TOTAL							Unknown

** all or a portion of this project may qualify for 1% for the Arts*

PROJECT NAME: Parks & Facilities Maintenance & Operations Building	**ESTIMATED PROJECT COST:** $3-$4 Million



***PROJECT DESCRIPTION*:** The 40 year old maintenance building in City Park is reaching the end of its useful life and is in need of major renovation or replacement.

***PROJECT BENEFIT/ RATIONALE*:** Parks and Facilities Divisions have long outgrown this existing facility and need additional work areas and fixed equipment in order to maintain City parks and Capital facilities for the long term.

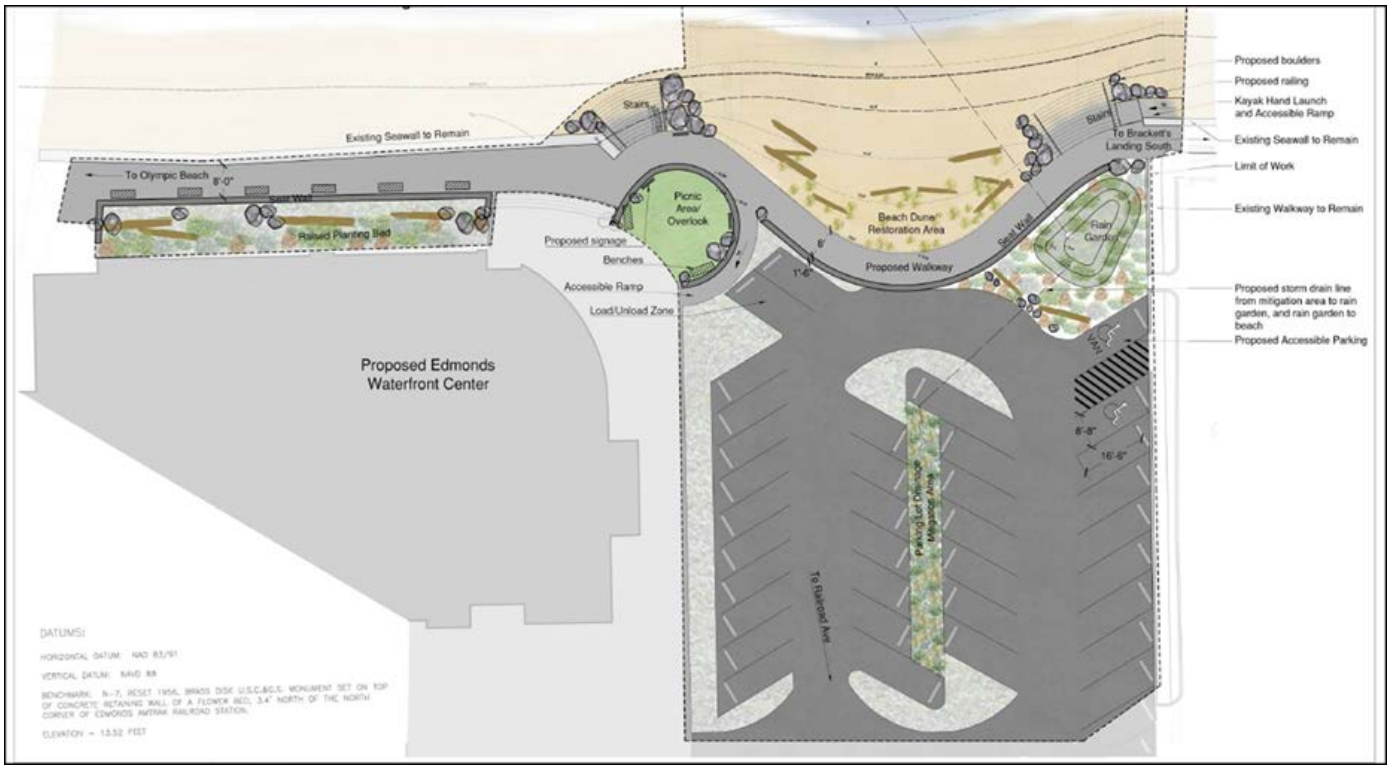
SCHEDULE: Contingent on finding additional sources of revenue from general and real estate taxes.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Eng. & Admin.							
Construction							
1% for Art							
TOTAL							**$3m - $4m**

**** all or part of this Project may qualify for 1% for the Arts***

PROJECT NAME: Waterfront Redevelopment / Waterfront Walkway Completion	**ESTIMATED PROJECT COST:** $2,100,000



***PROJECT DESCRIPTION*:** Work with Sr. Center to renovate surrounding park, parking lot and walkway. Remove creosote pier, reintroduce habitat for fish and wildlife. Increase access to the waterfront. Connect waterfront walkway from Brackett's Landing South to Olympic Beach, including completion in front of the Ebb tide condominiums.

***PROJECT BENEFIT/ RATIONALE*:** Provide a new Senior and Community Center and provide a new beachfront walkway. One of the top priorities in the PROS plan is to open up beachfront access.

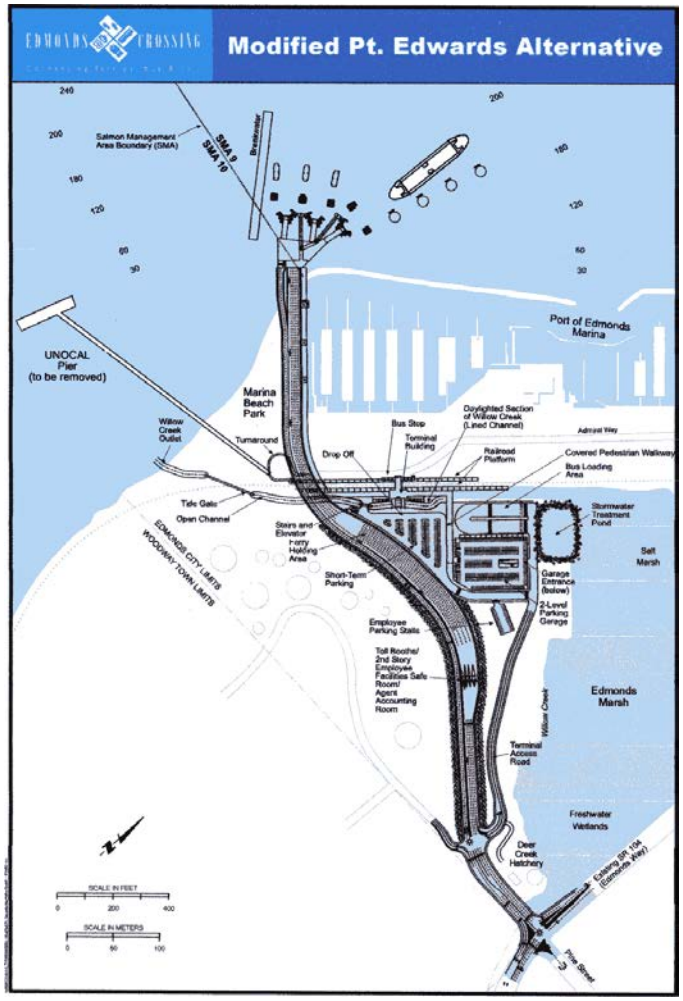
***SCHEDULE:* 2017-2022**

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Eng. & Admin.	$100,000					
Construction	$2,000,000			$0	$0	$0
1% for Art						
TOTAL	**$2,100,000**		**$0**	**$0**	**$0**	**$0**

**** all or part of this Project may qualify for 1% for the Arts***

PROJECT NAME: Edmonds Crossing WSDOT Ferry / Multimodal Facility	**ESTIMATED PROJECT COST:** Unknown



***PROJECT DESCRIPTION*:** Edmonds Crossing is multimodal transportation center that will provide the capacity to respond to growth while providing improved opportunities for connecting various forms of travel including rail, ferry, bus, walking and ridesharing. NOTE: The design of Marina Beach Park is a separate project.
***PROJECT BENEFIT/ RATIONALE*:** To provide an efficient point of connection between existing and planned transportation modes.
SCHEDULE: 2023-2037

COST BREAKDOWN

PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023-2037**
Engineering & Administration							
Right of Way							
Construction							
1% for Art							
TOTAL							**Unknown**

** all or part of this project may qualify for 1% for the Arts*

PROJECT NAME: Public Market (Downtown Waterfront)	**ESTIMATED PROJECT COST:** Unknown

***PROJECT DESCRIPTION*: Work with community partners to establish a public market, year around, on the downtown waterfront area.**

***PROJECT BENEFIT/ RATIONALE*: The project will help to create a community gathering area, boost economic development, bring tourists to town, and will be a valuable asset to Edmonds.**

SCHEDULE:
This project depends on the ability to secure grant funding, and community partners willing to work with the city to establish this. This potentially can be accomplished by 2018.

COST BREAKDOWN							
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023-2037**
Planning/Study							
Eng. & Admin.							
Construction							
1% for Art							
TOTAL							**Unknown**

** all or part of this project may qualify for 1% for the Arts.*

CFP

TRANSPORTATION

City of Edmonds
Capital Facilities Plan (CFP)
Transportation Projects
(2017-2022)

Project Name	Purpose	Grant Opportunity	Project Phase	(2017-2022) Total Cost	Funding Source	2017	2018	2019	2020	2021	2022	2023-2037
Safety / Capacity Analysis												
228th St. SW Corridor Safety Improvements	Realign highly skewed intersection to address safety and improve operations; create new east-west corridor between SR-99 and I-5.		Construction	$25,000	(Federal or State secured)	$25,000						
				$0	(Federal or State unsecured)							
				$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							
228th St. SW from Hwy 99 to 95th Pl. W	Install two-way left turn lanes and sidewalks to improve capacity and pedestrian safety (project split with Snohomish County)	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$375,000	(Federal or State unsecured)					$75,000	$300,000	$8,690,000
				$0	(Unsecured)							
				$0	(Local Funds)							$1,356,000
				$375,000	**Total**					**$75,000**	**$300,000**	**$10,046,000**
76th Av. W @ 212th St. SW Intersection Improvements	Intersection improvements to improve intersection delay and level of service (LOS).		Construction	$3,006,500	(Federal or State secured)	$2,920,000	$86,500					
				$0	(Federal or State unsecured)							
				$0	(Unsecured)							
				$2,086,663	(Local Funds)	$2,073,163	$13,500					
				$5,093,163	**Total**	**$4,993,163**	**$100,000**					
Highway 99 Gateway / Revitalization	Install gateway elements and safety improvements along SR-99 Corridor.		Conceptual	$10,000,000	(Federal or State secured)					$5,000,000	$5,000,000	
				$2,600,000	(Federal or State unsecured)					$1,600,000	$1,000,000	$72,400,000
		State		$0	(Unsecured)							
		Appropriation		$300,000	(Local Funds)	$300,000						
				$12,900,000	**Total**	**$300,000**				**$6,600,000**	**$6,000,000**	**$72,400,000**
SR 524 (196th St. SW) / 88th Ave W Intersection Improvements	Improve intersection safety by converting a stop controlled intersection for NB and SB movements to a signalized intersection.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$744,500	(Federal or State unsecured)				$122,000	$87,500	$535,000	
				$0	(Unsecured)							
				$158,500	(Local Funds)				$71,000	$87,500		
				$903,000	**Total**				**$193,000**	**$175,000**	**$535,000**	
Main St. and 9th Ave S	Install traffic signal to improve intersection delay and Level of Service (mini roundabout is an alternative solution).	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$894,000	(Federal or State unsecured)				$118,000	$776,000		
				$0	(Unsecured)							
				$17,000	(Local Funds)				$17,000			
				$911,000	**Total**				**$135,000**	**$776,000**		
76th Ave. W @ 220th St. SW Intersection Improvements	Convert split phasing operation for EB and WB movements to concurrent through movements, with protected / permissive LT phasing.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$5,637,450	(Federal or State unsecured)				$285,450	$1,557,000	$3,795,000	
				$0	(Unsecured)							
				$287,550	(Local Funds)				$44,550	$243,000		
				$5,925,000	**Total**				**$330,000**	**$1,800,000**	**$3,795,000**	
Hwy 99 @ 212th St SW Intersection Improvements	Widen 212th St. SW to add a westbound left turn lane for 200' storage length and an eastbound left turn lane.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$2,783,000	(Federal or State unsecured)				$152,000	$1,091,000	$1,540,000	
				$0	(Unsecured)							
				$23,000	(Local Funds)				$23,000			
				$2,806,000	**Total**				**$175,000**	**$1,091,000**	**$1,540,000**	

City of Edmonds
Capital Facilities Plan (CFP)
Transportation Projects
(2017-2022)

Project Name	Purpose	Grant Opportunity	Project Phase	(2017-2022) Total Cost	Funding Source	2017	2018	2019	2020	2021	2022	2023-2037
Hwy. 99 @ 216th St. SW Intersection Improvement	Widen 216th St. SW to add a left turn lane for eastbound and westbound movements.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$2,313,000	(Federal or State unsecured)				$142,000	$334,000	$1,837,000	
				$0	(Unsecured)							
				$22,000	(Local Funds)				$22,000			
				$2,335,000	**Total**				**$164,000**	**$334,000**	**$1,837,000**	
Hwy. 99 @ 220th St. SW Intersection Improvement	Widen 220th St. SW and Hwy 99 to add a westbound right turn lane (for 325' storage length) and a soutbound left turn lane (for 275' storage length).	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$3,192,000	(Federal or State unsecured)				$152,000	$1,085,000	$1,955,000	
				$0	(Unsecured)							
				$23,000	(Local Funds)				$23,000			
				$3,215,000	**Total**				**$175,000**	**$1,085,000**	**$1,955,000**	
SR-104 @ 226th St. SW / 15th St. SW Intersection Improvements	Extend left turn storage area for WB movement on SR-104 w/ various bicycle and pedestrian improvements.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$179,000	(Federal or State unsecured)				$15,000	$164,000		
				$0	(Unsecured)							
				$15,000	(Local Funds)				$15,000			
				$194,000	**Total**				**$30,000**	**$164,000**		
SR-104 @ 95th Pl. W Intersection Improvements	Convert EB and WB LT along SR-104 to protected LT phasing; upgrade ADA curb ramps; and add C-Curb for access management	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$485,000	(Federal or State unsecured)				$65,000	$420,000		
				$0	(Unsecured)							
				$10,000	(Local Funds)				$10,000			
				$495,000	**Total**				**$75,000**	**$420,000**		
SR-104 @ 238th St. SW Intersection Improvements	Install traffic signal to improve vehicular and pedestrian safety; revise geometry to allow for safer turns.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$1,311,000	(Federal or State unsecured)				$173,000	$1,138,000		
				$0	(Unsecured)							
				$27,000	(Local Funds)				$27,000			
				$1,338,000	**Total**				**$200,000**	**$1,138,000**		
Olympic View Dr. @ 76th Ave. W Intersection Improvements	Install traffic signal to reduce the intersection delay and improve Level of Service.		Conceptual	$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$1,183,000
				$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$1,183,000**
84th Ave. W (212th St. SW to 238th St. SW)	Install two-way left turn lanes and sidewalk to improve capacity and pedestrian safety (split with Snohomish County)		Conceptual	$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$15,441,000
				$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$15,441,000**

City of Edmonds
Capital Facilities Plan (CFP)
Transportation Projects
(2017-2022)

Project Name	Purpose	Grant Opportunity	Project Phase	(2017-2022) Total Cost	Funding Source	2017	2018	2019	2020	2021	2022	2023-2037
SR-104 @ 100th Ave. W Intersection / Westgate Area Improvements	Implement Westgate Circulation Access Plan, midblock pedestrian crossings along 100th Ave. W, and rechannelization with bike lanes / sharrows along 100th Ave. W.		Conceptual	$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$1,017,468
				$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$1,017,468**
SR-104 @ 76th Ave. W Intersection Improvements	Add a 2nd WB left turn lane (split with Shoreline).		Conceptual	$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$3,017,000
				$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$3,017,000**
Olympic View Dr. @ 174th St. SW Intersection Improvements	Install traffic signal to improve Level of Service and intersection delay.		Conceptual	$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							
				$0	(Unsecured)							$610,000
				$0	(Local Funds)							
				$0	**Total**							**$610,000**
Non-motorized Pedestrian / Bicycle Projects												
Sunset Ave. Walkway from Bell St. to Caspers St.	Provide walkway on the west side of Sunset Ave, with various utility upgrades.	Possible RCO / TIB Grant for construction	Design	$157,121	(Federal or State secured)	$157,121						
				$1,870,000	(Federal or State unsecured)				$1,870,000			
				$0	(Unsecured)							
				$751,129	(Local Funds)	$26,129			$725,000			
				$2,778,250	**Total**	**$183,250**			**$2,595,000**			
Dayton St. between 7th Ave. S to 8th Ave. S Walkway	Provide safe sidewalk along short missing link.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$37,500	(Federal or State unsecured)				$37,500			
				$0	(Unsecured)							
				$37,500	(Local Funds)				$37,500			
				$75,000	**Total**				**$75,000**			
232nd St. SW from 100th Ave. W to SR-104	Improve pedestrian safety along 232nd St. SW from 100th Ave. to SR-104.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$1,205,000	(Federal or State unsecured)					$100,000	$1,105,000	
				$0	(Unsecured)							
				$100,000	(Local Funds)					$100,000		
				$1,305,000	**Total**					**$200,000**	**$1,105,000**	
238th St. SW from 100th Ave. W to 104th Ave. W	Improve pedestrian safety along 238th St. SW from 100th Ave. to 104th Ave.		Construction	$12,000	(Federal or State secured)	$12,000						
				$0	(Federal or State unsecured)							
				$0	(Unsecured)							
				$0	(Local Funds)							
				$12,000	**Total**	**$12,000**						
236th St SW from Edmonds Way (SR-104) to Madrona Elementary	Improve pedestrian safety along 236th St. SW, creating a safe pedestrian connection from SR-104 to Madrona school.		Construction	$50,600	(Federal or State secured)	$50,600						
				$0	(Federal or State unsecured)							
				$0	(Unsecured)							
				$38,000	(Local Funds)	$38,000						
				$88,600	**Total**	**$88,600**						
236th St SW from Edmonds Way (SR-104) to 97th Ave. W	Improve pedestrian safety along 236th St. SW, creating a safe pedestrian connection from SR-104.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$1,288,500	(Federal or State unsecured)				$106,500	$1,182,000		
				$0	(Unsecured)							
				$106,500	(Local Funds)				$106,500			
				$1,395,000	**Total**				**$213,000**	**$1,182,000**		

City of Edmonds
Capital Facilities Plan (CFP)
Transportation Projects
(2017-2022)

Project Name	Purpose	Grant Opportunity	Project Phase	(2017-2022) Total Cost	Funding Source	2017	2018	2019	2020	2021	2022	2023-2037
84th Ave. W from 238th St. SW to 234th St. SW	Improve pedestrian safety along 84th Ave. W. from 238th St. SW to 234th St. SW.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$90,000	(Federal or State unsecured)						$90,000	$495,000
				$0	(Unsecured)							
				$0	(Local Funds)							
				$90,000	**Total**						**$90,000**	**$495,000**
80th Ave. W from 212th St SW to 206th St. SW	Improve pedestrian safety along 80th Ave. W, within proximity to Edmonds-Woodway High School.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$1,439,000	(Federal or State unsecured)				$210,000	$1,229,000		
				$0	(Unsecured)							
				$0	(Local Funds)							
				$1,439,000	**Total**				**$210,000**	**$1,229,000**		
2nd Ave. S from James St. to Main St. Walkway	Provide safe sidewalk along short missing link.		Conceptual	$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							
				$0	(Unsecured)							
				$30,000	(Local Funds)				$30,000			
				$30,000	**Total**				**$30,000**			
Maplewood Dr. from Main St. to 200th St. SW	Provide safe sidewalk, connecting to ex. sidewalk along 200th St. SW (direct link to Maplewood Elementary School).	Possible grant	Conceptual	$0	(Federal or State secured)							
				$1,591,000	(Federal or State unsecured)				$230,000	$681,000	$680,000	
				$0	(Unsecured)							
				$0	(Local Funds)							
				$1,591,000	**Total**				**$230,000**	**$681,000**	**$680,000**	
95th Pl. W from 224th St. SW to 220th St. SW	Provide sidewalk on one side of 95th Pl. W from 224th St. SW to 220th St. SW completing missing link)	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$409,000	(Federal or State unsecured)				$84,000	$325,000		
				$0	(Unsecured)							
				$141,000	(Local Funds)				$21,000	$120,000		
				$550,000	**Total**				**$105,000**	**$445,000**		
218th St. SW from 76th Ave. W to 84th Ave. W	Provide safe sidewalk along a missing link of 218th St. SW. from 76th Ave. to 84th Ave.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$978,000	(Federal or State unsecured)					$100,000	$878,000	
				$0	(Unsecured)							
				$327,000	(Local Funds)					$100,000	$227,000	
				$1,305,000	**Total**					**$200,000**	**$1,105,000**	
Walnut St from 3rd Ave. S to 4th Ave. S Walkway	Provide short missing link.	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$105,000	(Federal or State unsecured)				$105,000			
				$0	(Unsecured)							
				$0	(Local Funds)							
				$105,000	**Total**				**$105,000**			
216th St. SW Walkway from Hwy. 99 to 72nd Ave W	Provide sidewalk on north side of 216th St. SW from Hwy. 99 to 72nd Ave W (completing missing link)	Possible Grant	Conceptual	$0	(Federal or State secured)							
				$137,000	(Federal or State unsecured)				$137,000			
				$0	(Unsecured)							
				$20,000	(Local Funds)				$20,000			
				$157,000	**Total**				**$157,000**			
238th St. SW from SR-104 to Hwy. 99	Provide sidewalk on north side of 238th St. SW from SR-104 to Hwy. 99 (completing missing link)		Design	$316,800	(Federal or State secured)	$316,800						
				$0	(Federal or State unsecured)							
				$0	(Unsecured)							
				$96,200	(Local Funds)	$96,200						
				$413,000	**Total**	**$413,000**						
15th St. SW from 8th Ave. S to 9th Ave. S	Provide sidewalk on south side of 15th St. SW from 8th Ave. S to 9th Ave. S (completing missing link)		Conceptual	$0	(Federal or State secured)							
				$200,000	(Federal or State unsecured)				$200,000			
				$0	(Unsecured)							
				$30,000	(Local Funds)	$30,000						
				$230,000	**Total**	**$30,000**			**$200,000**			

City of Edmonds
Capital Facilities Plan (CFP)
Transportation Projects
(2017-2022)

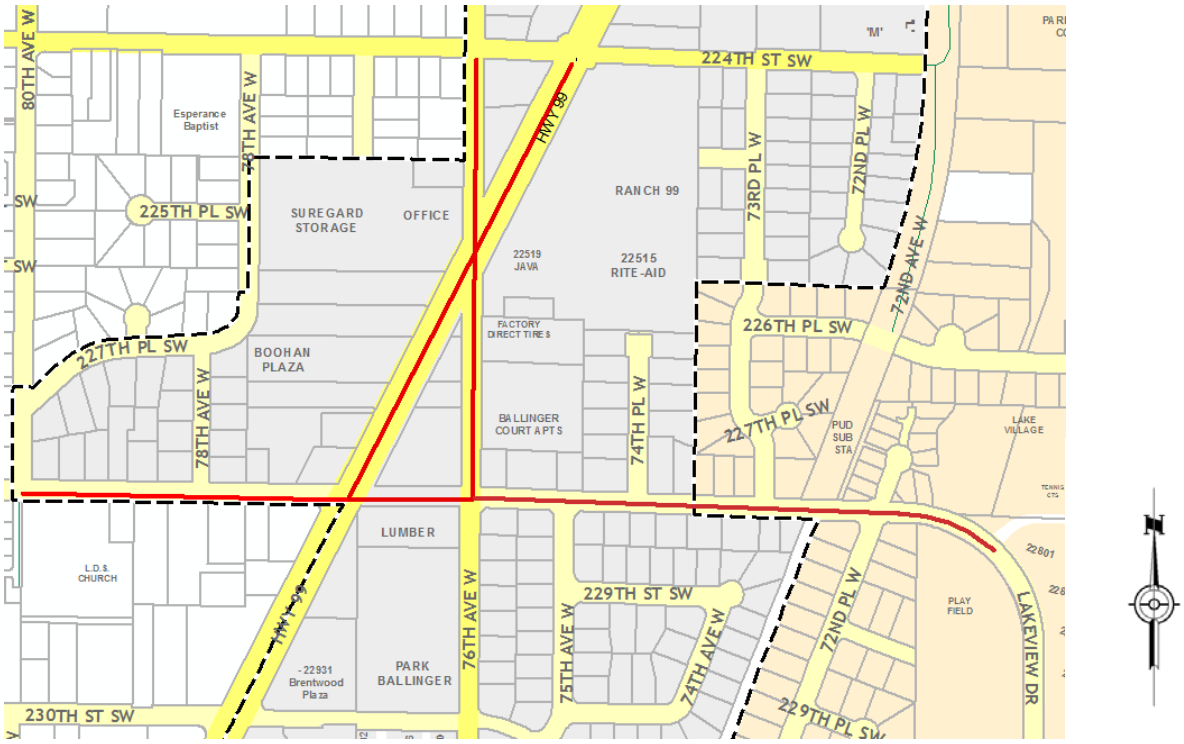
Project Name	Purpose	Grant Opportunity	Project Phase	(2017-2022) Total Cost	Funding Source	2017	2018	2019	2020	2021	2022	2023-2037
Elm Way from 8th Ave. S to 9th Ave. S	Provide sidewalk on one side of Elm Way from 8th Ave. S to 9th Ave. S			$0	(Federal or State secured)							
				$789,000	(Federal or State unsecured)				$156,000	$633,000		
		Possible Grant	Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$789,000	**Total**				**$156,000**	**$633,000**		
Minor Sidewalk Program	Complete short sidewalk stretches throughout the City (annual program)			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							
			Conceptual	$0	(Unsecured)							
				$320,000	(Local Funds)	$70,000	$50,000	$50,000	$50,000	$50,000	$50,000	$700,000
				$320,000	**Total**	**$70,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$700,000**
191st St. SW from 80th Ave. W to 76th Ave. W	Provide sidewalk on one side of 191th St. SW from 80th Ave. to 76th Ave. (completing missing link)			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$630,000
			Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$630,000**
104th Ave. W / Robinhood Lane from 238th St. SW to 106th Ave. W	Provide sidewalk on west side of 104th Ave. from 238th St. SW to 106th Ave. W (completing missing link)			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$990,000
			Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$990,000**
80th Ave. W from 218th St. SW to 220th St. SW	Provide sidewalk on one side of 80th Ave. W from 218th St. SW to 220th St. SW (completing missing link)			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$315,000
			Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$315,000**
84th Ave. W from 188th St. SW to 186th St. SW	Provide sidewalk on one side of 84th Ave. W from 188th St. SW to 186th St. SW			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$315,000
			Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$315,000**
236th St. SW from Hwy. 99 to 76th Ave. W	Provide sidewalk on one side of 236th St. SW from Hwy. 99 to 76th Ave. W			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$765,000
			Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$765,000**
238th St. SW from Hwy. 99 to 76th Ave. W	Provide sidewalk on one side of 238th St. SW from Hwy. 99 to 76th Ave W			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$1,170,000
			Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$1,170,000**

City of Edmonds
Capital Facilities Plan (CFP)
Transportation Projects
(2017-2022)

Project Name	Purpose	Grant Opportunity	Project Phase	(2017-2022) Total Cost	Funding Source	2017	2018	2019	2020	2021	2022	2023-2037
80th Ave. W / 180th St. SW from 188th St. SW to OVD	Provide sidewalk on one side of 80th Ave. W / 180th St. SW from 188th St. SW to OVD			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$1,350,000
			Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$1,350,000**
189th Pl. SW from 80th Ave. W to 76th Ave. W	Provide sidewalk on one side of 189th Pl. SW from 80th Ave. W to 76th Ave. W			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							$585,000
			Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$0	**Total**							**$585,000**
Ferry/Railroad												
Ferry Storage Improvements from Pine St. to Dayton St.	Improve ferry queueing by extending ferry storage area along SR-104 (striping changes).			$0	(Federal or State secured)							
				$357,000	(Federal or State unsecured)				$357,000			
		Possible Grant	Conceptual	$0	(Unsecured)							
				$0	(Local Funds)							
				$357,000	**Total**				**$357,000**			
Traffic Planning Projects												
Trackside Warning System at Dayton St. and Main St. Railroad Crossings	Install wayside horns at both crossings to reduce noise from train horns.			$0	(Federal or State secured)							
				$0	(Federal or State unsecured)							
			Design /	$0	(Unsecured)							
			Construction	$10,000	(Local Funds)	$10,000						
				$10,000	**Total**	**$10,000**						
Edmonds Street Overpass	Install a grade-separated overcrossing over the railroad tracks as an extension of Edmonds Street connecting to Brackett's Landing North park.			$23,820,000	(Federal or State unsecured)	$350,000	$500,000		$500,000	$500,000	$2,470,000	$19,500,000
			Conceptual	$0	(Unsecured)							
				$150,000	(Local funds)	$150,000						
				$23,970,000	Total	**$500,000**	**$500,000**		**$500,000**	**$500,000**	**$2,470,000**	**$19,500,000**
		Total CFP		**$49,300,013**	**Annual CFP Totals**	**$6,570,013**	**$650,000**	**$50,000**	**$6,260,000**	**$18,778,000**	**$21,462,000**	**$130,529,468**

Revenue Summary by Year								
Totals	**Source**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023-2037**
$13,568,021	Total Federal & State (Secured)	$3,481,521	$86,500	$0	$0	$5,000,000	$5,000,000	$0
$30,809,950	Total Federal & State (Unsecured)	$350,000	$500,000	$0	$5,017,450	$13,077,500	$16,185,000	$127,863,468
$0	Unsecured	$0	$0	$0	$0	$0	$0	$610,000
$4,947,042	Local Funds	$2,763,492	$63,500	$50,000	$1,242,550	$700,500	$277,000	$2,056,000

PROJECT NAME: 228th St. SW Corridor Safety Improvements	**ESTIMATED PROJECT COST:** $7,300,000



PROJECT DESCRIPTION: 1) Extend 228th St across the unopened right-of-way to 76th Avenue West 2) Signalize the intersection of 228th St SW @ SR99 and 228th St. SW @ 76th Ave. West 3) Construct a raised median in the vicinity of 76th Avenue West. 4) Add illumination between 224th St SW and 228th St SW on SR 99 5) Overlay of 228th St. SW from 80th Ave. W to ~ 2,000' east of 76th Ave. W.

***PROJECT BENEFIT/ RATIONALE*:** The project will improve access / safety to the I-5 / Mountlake Terrace Park & Ride from SR99. This east / west connection will reduce demand and congestion along two east-west corridors (220th Street SW and SR104). Roadway safety will also be improved as SR 99/ 228th Street SW will become a signalized intersection. 228th St. SW is being overlaid from 80th Pl. W to ~ 1,000 LF east of 72nd Ave. W. as well as 76th Ave. W from 228th St. SW to Hwy. 99. The project consists of various utility upgrades.

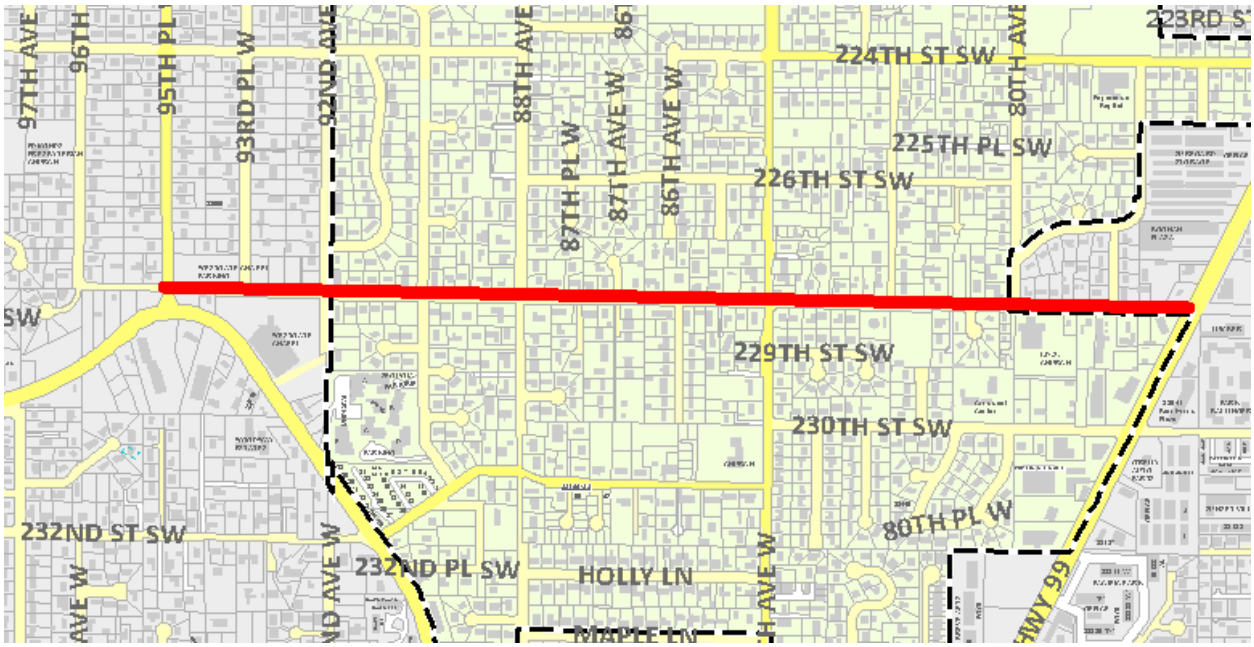
SCHEDULE: Construction began in 2015 and substantial completion was obtained in May 2016. Physical completion is scheduled to be reached in October 2016. The only remaining task in 2017 is the completion of the Federal documentation. Federal and State grants were secured for the construction phase. This project was combined into one construction contract with the Hwy. 99 (Phase 3) Lighting project.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering, Administration, and ROW						
Construction	$25,000					
1% for Art						
TOTAL	**$25,000**					

* All or a portion of this project may qualify for 1% for the arts

PROJECT NAME: 228th St. SW from Hwy. 99 to 95th Pl. W	**ESTIMATED PROJECT COST:** $10,421,000



PROJECT DESCRIPTION: Widen 228th St. SW from Hwy. 99 to 95th Pl. W to three lanes (with two-way left turn lane), with curb and gutter, sidewalk, and bike lanes.
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety and traffic flow along this corridor.
SCHEDULE: The design phase is scheduled to begin in 2021 (pending funding).

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration					$75,000	$300,000	
Construction							$9,821,000
1% for Art							
TOTAL					**$75,000**	**$300,000**	**$9,821,000**

PROJECT NAME: 76th Ave W @ 212th St. SW Intersection Improvements	**ESTIMATED PROJECT COST:** $6,500,000

PROJECT DESCRIPTION: Add a northbound and southbound left-turn lane to convert the signal operation for those approaches from split phasing to protected-permissive phasing. Add a right-turn lane for the westbound, southbound, and northbound movements. The project also consists of various utility upgrades and conversion of overhead utilities to underground.
***PROJECT BENEFIT/ RATIONALE*:** Reduce the intersection delay and improve the existing level of service to LOS C.
SCHEDULE: Design was completed in May 2016. The project was advertised in June 2016 but the lowest bid was rejected since it was ~ approx. $1.3 Million over budget. The project is scheduled to be re-advertised in early 2017. A TIB grant to cover the possible shortfall was submitted in August 2016.

COST BREAKDOWN

PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration & ROW						
Construction	$4,993,163	$100,000				
1% for Art						
TOTAL	**$4,993,163**	**$100,000**				

PROJECT NAME: Highway 99 Gateway/Revitalization	**ESTIMATED PROJECT COST:** $85,000,000

PROJECT DESCRIPTION: The project would include, among other features, wider replacement sidewalks or new sidewalk where none exist today, new street lighting, center medians for access control and turning movements, etc., attractive and safe crosswalks, better stormwater management, targeted utility replacements, potential undergrounding of overhead utilities, landscaping and other softscape treatments to identify the area as being in Edmonds.

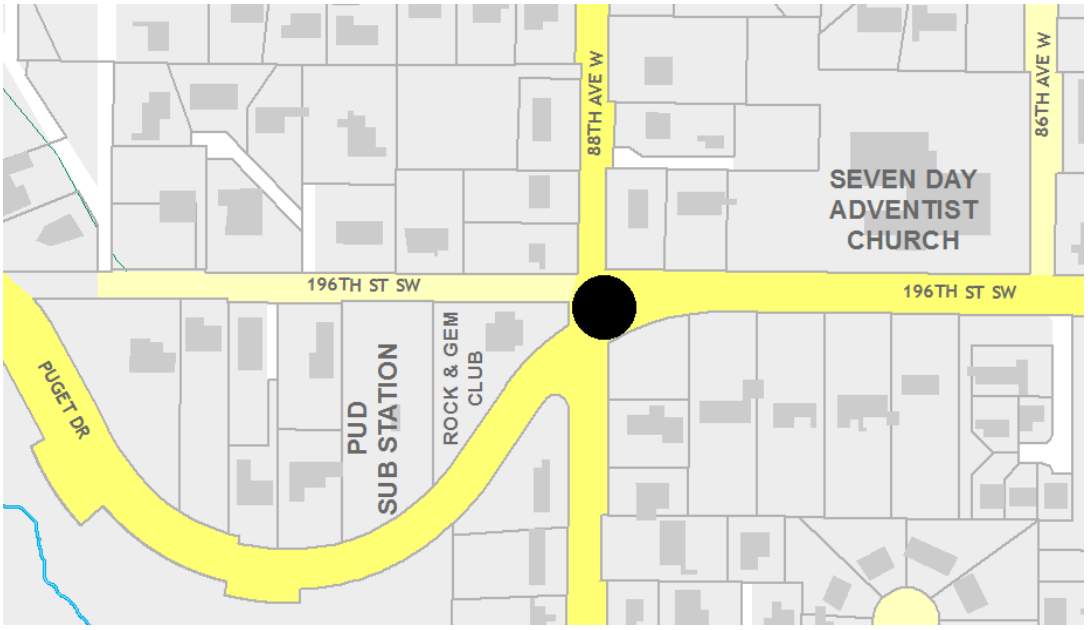
P*ROJECT BENEFIT/ RATIONALE*: Improve aesthetics, safety, user experience, and access management along this corridor. In addition, economic development would be improved.

SCHEDULE: The design phase is scheduled to begin in 2017 (pending approval of the 2017 decision package).An HSIP grant was also submitted in July 2016 for this project. The construction phase is scheduled to begin in 2021 (pending additional funding / $10M from Connecting Washington allocation has been secured).

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration & ROW	$300,000				$6,600,000		
Construction						$6,000,000	$72,400,000
1% for Art							
TOTAL	**$300,000**				**$6,600,000**	**$6,000,000**	**$72,400,000**

PROJECT NAME: SR-524 (196th St. SW)/ 88th Ave. W Intersection Improvements	**ESTIMATED PROJECT COST:** $903,000



PROJECT DESCRIPTION: Install traffic signal at the intersection of 196th St. SW @ 88th Ave. W. The modeling in the *2009 Transportation Plan* indicated that restricting northbound and southbound traffic to right-turn-only (prohibiting left-turn and through movements) would also address the deficiency identified at this location through 2025. This is same alternative as one concluded by consultant in 2007 study but not recommended by City Council. This could be implemented as an alternate solution, or as an interim solution until traffic signal warrants are met. The ex. LOS is F (below City Standards: LOS D). This project was ranked #6 in the Roadway Project Priority in the 2015 Transportation Plan.

***PROJECT BENEFIT/ RATIONALE*:** Improve traffic flow characteristics and safety at the intersection. The improvement would modify LOS to A, but increase the delay along 196th St. SW.

SCHEDULE: The intersection LOS must meet MUTCD traffic signal warrants and be approved by WSDOT since 196th St. SW is a State Route (SR524). No funding is currently allocated to this project (pending grant funding).

COST BREAKDOWN

PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration & ROW				$193,000	$175,000	
Construction						$535,000
1% for Art						
TOTAL				**$193,000**	**$175,000**	**$535,000**

PROJECT NAME: Main St and 9th Ave. S	**ESTIMATED PROJECT COST:** $911,000

***PROJECT DESCRIPTION*:** Installation of a traffic signal (or mini-roundabout is an alternative solution).

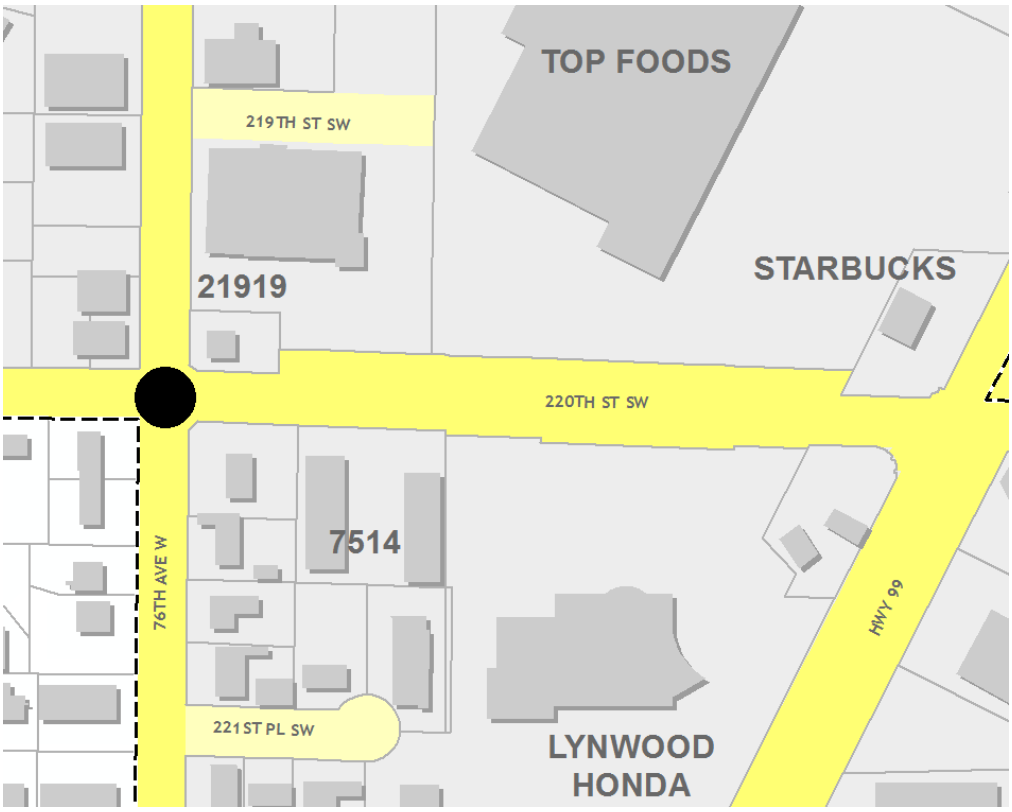
***PROJECT BENEFIT/ RATIONALE*:** The existing intersection is stop-controlled for all approaches and the projected intersection LOS in 2035 is LOS F (below the City's concurrency standards: LOS D). The installation of a traffic signal would improve the intersection delay to LOS B. The project ranked #4 in the Roadway Project Priority of the 2015 Transportation Plan.

SCHEDULE: All phases are scheduled between 2020 and 2021 (unsecured funding)

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering & Administration				$135,000		
Construction					$776,000	
1% for Art						
TOTAL				**$135,000**	**$776,000**	

PROJECT NAME: 220th St SW @ 76th Ave W Intersection Improvements	**ESTIMATED PROJECT COST**: $5,925,000



PROJECT DESCRIPTION: Reconfigure eastbound lanes to a left turn lane and through / right turn lane. Change eastbound and westbound phases to provide protected-permitted phase for eastbound and westbound left turns. Provide right turn overlap for westbound movement during southbound left turn phase. (ROADWAY ROJECT PRIORITY #1 in 2015 Transportation Plan).

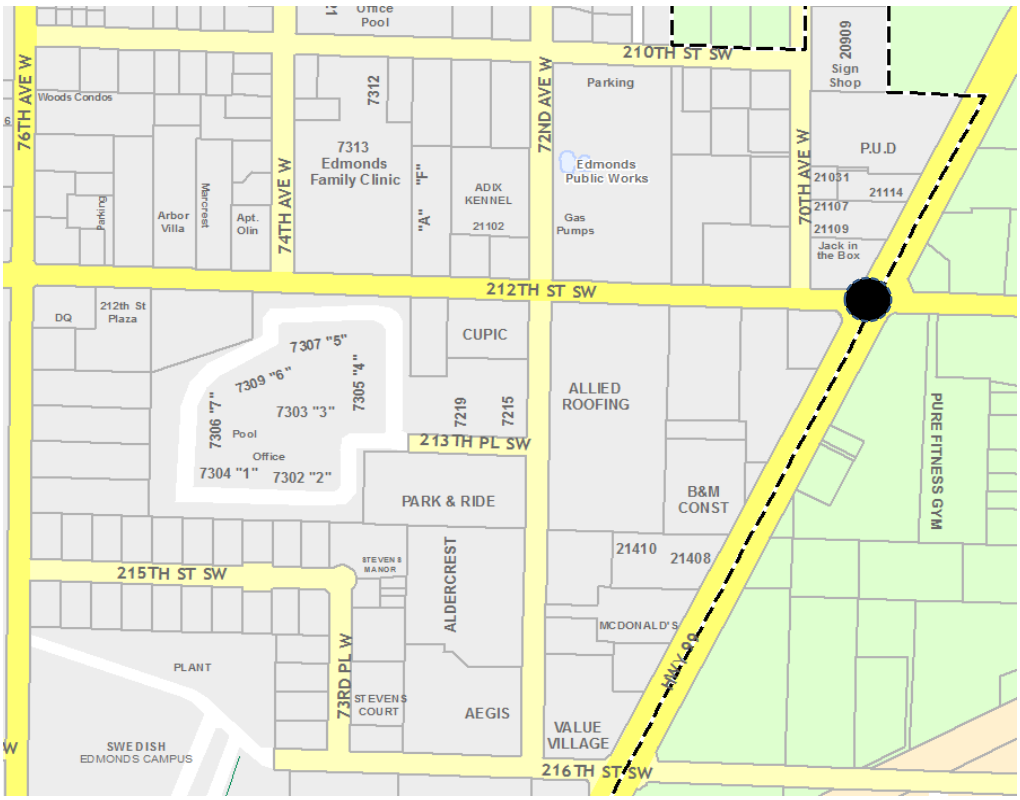
***PROJECT BENEFIT/ RATIONALE*:** Reduce the intersection delay and improve the LOS. The projected LOS in 2035 would be improved from LOS F to LOS D.

SCHEDULE: Engineering, ROW, and construction scheduled between 2020 and 2022 (unsecured funding).

COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & ROW & Administration				$330,000	$1,800,000	
Construction						$3,795,000
1% for Art						
TOTAL				**$330,000**	**$1,800,000**	**$3,795,000**

* All or a portion of this project may qualify for 1% for the arts

PROJECT NAME: Hwy. 99 @ 212th St. SW intersection improvements	**ESTIMATED PROJECT COST:** $2,806,000

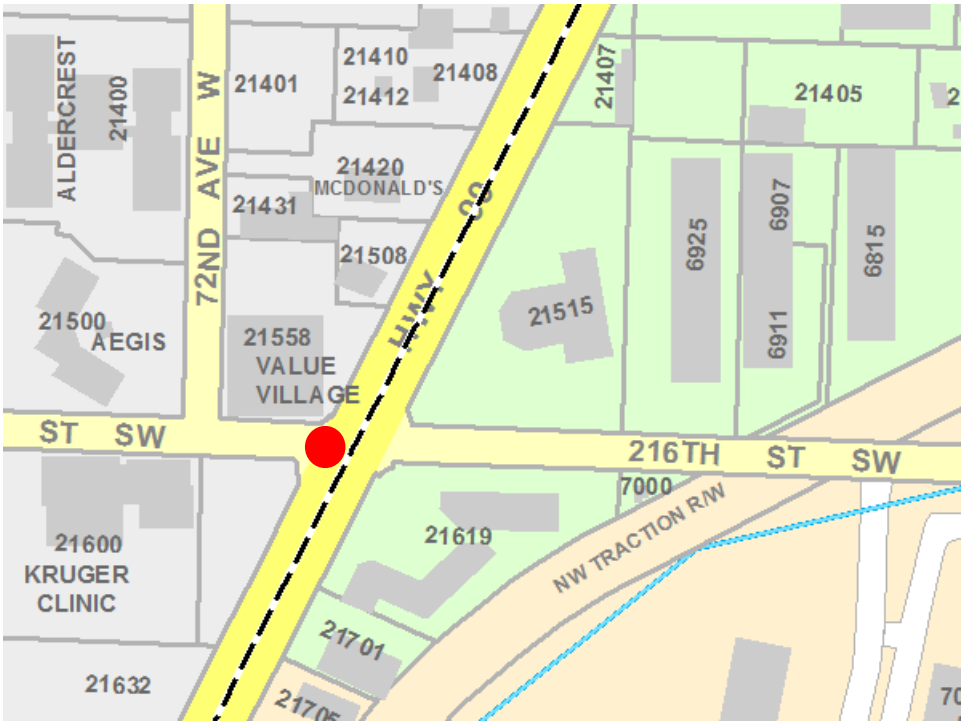


***PROJECT DESCRIPTION*:** Widen 212th St. SW to add a westbound left turn lane for 200' storage length and an eastbound left turn lane for 300' storage length. Provide protected left turn phase for eastbound and westbound movements.(ROADWAY PROJECT PRIORITY in 2015 Transportation Plan: #4)
***PROJECT BENEFIT/ RATIONALE*:** Improve intersection efficiency and reduce delay.
SCHEDULE: All phases are scheduled between 2020 and 2022 (unsecured funding).The project cost is split between Lynnwood and Edmonds since half the project is in Lynnwood.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering, ROW, & Administration				$175,000	$1,091,000	
Construction						$1,540,000
1% for Art						
TOTAL				**$175,000**	**$1,091,000**	**$1,540,000**

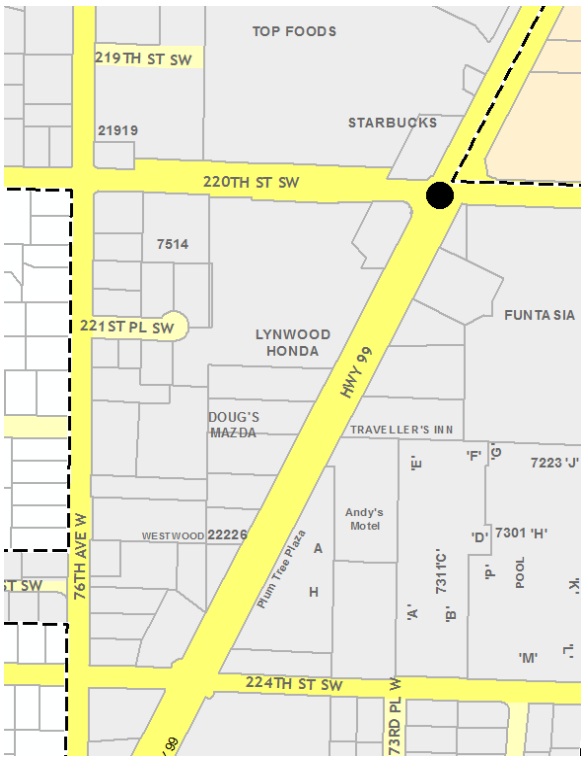
PROJECT NAME: Hwy. 99 @ 216th St. SW intersection improvements	**ESTIMATED PROJECT COST:** $2,335,000



***PROJECT DESCRIPTION*:** Widen 216th St. SW to add a westbound left turn lane for and an eastbound left turn lane. Provide protected-permissive left turn phases for eastbound and westbound movements. This project ranked #3 in the Roadway Project Priority in the 2015 Transportation Plan.
***PROJECT BENEFIT/ RATIONALE*:** Improve intersection efficiency and reduce delay.
SCHEDULE: All phases are scheduled between 2020 and 2022 (unsecured funding).

COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & ROW & Administration				$164,000	$334,000	
Construction						$1,837,000
1% for Art						
TOTAL				**$164,000**	**$334,000**	**$1,837,000**

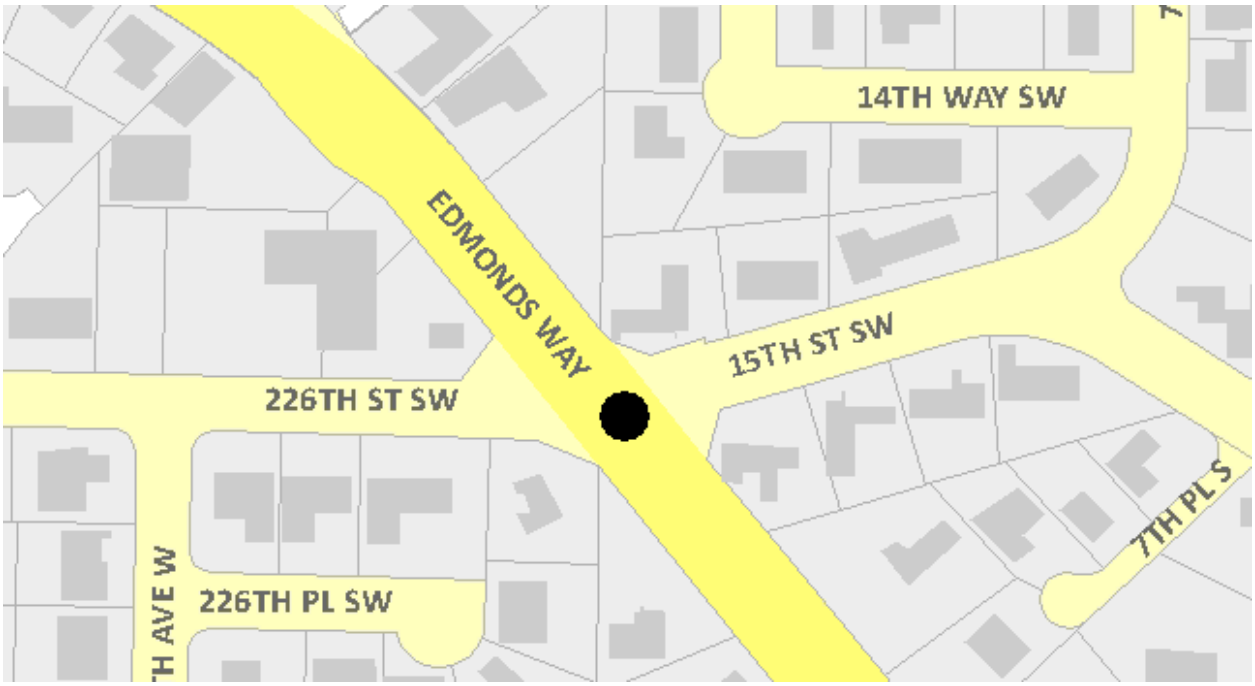
PROJECT NAME: Hwy. 99 @ 220th St. SW intersection improvements	**ESTIMATED PROJECT COST:** $3,215,000



***PROJECT DESCRIPTION*:** Widen 220th St. SW to add Westbound right turn lane for 325' storage length. Widen SR-99 to add 2nd Southbound left turn lane for 275' storage length. (ROADWAY PROJECT PRIORITY in 2015 Transportation Plan: #1).
***PROJECT BENEFIT/ RATIONALE*:** Reduce intersection delay and improve traffic flow and safety.
SCHEDULE: All Phases are scheduled between 2020 and 2022 (unsecured funding for all phases).

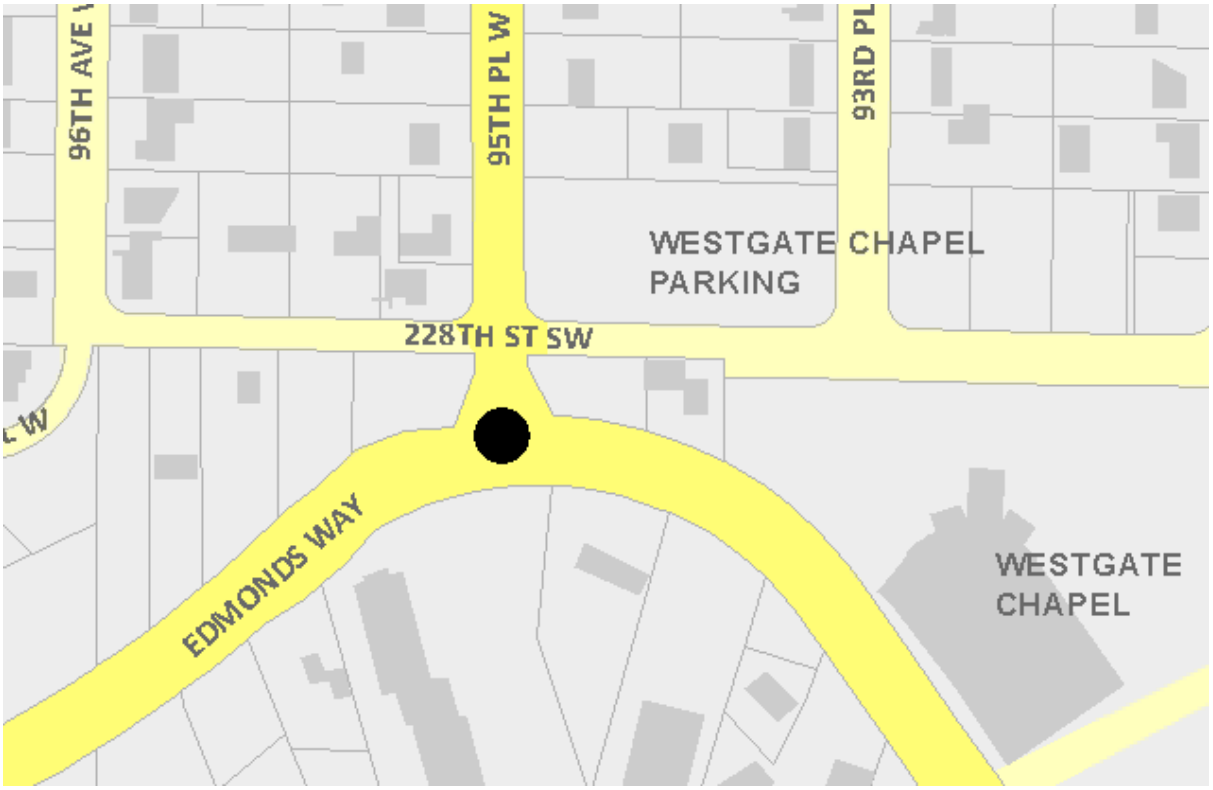
COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration & ROW				$175,000	$1,085,000	
Construction						$1,955,000
1% for Art						
TOTAL				**$175,000**	**$1,085,000**	**$1,955,000**

PROJECT NAME: SR-104 @ 226th St. SW / 15th St. SW Intersection Improvements	**ESTIMATED PROJECT COST:** $194,000



PROJECT DESCRIPTION: Extend the left turn lane for the westbound movement on SR-104. Complete various pedestrian and bicycle intersection improvements. This project was identified in the SR-104 Complete Streets Corridor Analysis (completed in 2015).						
PROJECT BENEFIT/ RATIONALE: Improve non-motorized transportation safety at the intersection and improve traffic flow along the SR-104 corridor.						
SCHEDULE: 2020-2021 (unsecured funding)						
COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration & ROW				$30,000		
Construction					$164,000	
1% for Art						
TOTAL				**$30,000**	**$164,000**	

PROJECT NAME: SR-104 @ 95th Pl. W Intersection Improvements	**ESTIMATED PROJECT COST:** $495,000



PROJECT DESCRIPTION: **U**pgrade all ADA Curb Ramps; and add C-Curb for access management.						
PROJECT BENEFIT/ RATIONALE: Improve intersection safety for pedestrians and vehicles.						
SCHEDULE: 2020-2021 (unsecured funding)						
COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration & ROW				$75,000		
Construction					$420,000	
1% for Art						
TOTAL				**$75,000**	**$420,000**	

PROJECT NAME: SR-104 @ 238th St. SW Intersection Improvements	**ESTIMATED PROJECT COST:** $1,338,000

To Hwy 99

PROJECT DESCRIPTION: Install traffic signal. The warrants are met for such an installation. This project was identified in the *SR-104 Complete Street Corridor Analysis* (completed in 2015).						
PROJECT BENEFIT/ RATIONALE: Improve vehicular and pedestrian safety.						
SCHEDULE: 2020-2021 (unsecured funding)						
COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration & ROW				$200,000		
Construction					$1,138,000	
1% for Art						
TOTAL				**$200,000**	**$1,138,000**	

PROJECT NAME: Olympic View Dr. @ 76th Ave. W Intersection Improvements	**ESTIMATED PROJECT COST:** $1,183,000

***PROJECT DESCRIPTION*:** Install traffic signal (the intersection currently stop controlled for all movements). (ROADWAY ROJECT PRIORITY in 2015 Transportation Plan: #11).
***PROJECT BENEFIT/ RATIONALE*:** The improvement will reduce the intersection delay. The projected Level of Service is LOS F in 2035, which is below the City's concurrency standards (LOS D). The project will improve the Level of Service to LOS B.
SCHEDULE: Engineering and Construction are scheduled between 2023 and 2037 (unsecured funding).

COST BREAKDOWN							
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023-2037**
Planning/Study							
Engineering & Administration							$200,000
Construction							$983,000
1% for Art							
TOTAL							**$1,183,000**

PROJECT NAME: 84th Ave. W (212th St. SW to 238th St. SW)	**ESTIMATED PROJECT COST:** $15,441,000

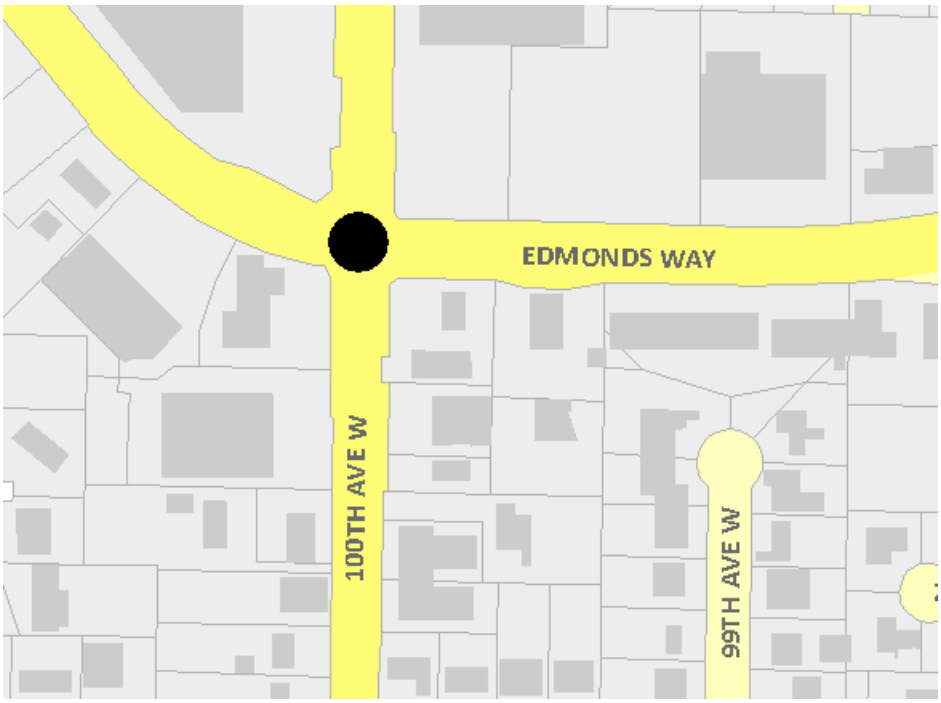
PROJECT DESCRIPTION: Widen 84th Ave. W to (3) lanes with curb, gutter, bike lanes, and sidewalk on each side of the street. (part of this project was ranked #6 in the Long Walkway list of the *2015 Transportation Plan*).
***PROJECT BENEFIT/ RATIONALE*:** Improve overall safety of the transportation system along this collector street: 1) the sidewalk and bike lanes would provide pedestrians and cyclists with their own facilities and 2) vehicles making left turn will have their own lane, not causing any back-up to the through lane when insufficient gaps are provided.
SCHEDULE: Engineering and Construction are scheduled between 2023 and 2037 (unsecured funding). The project cost is split between Snohomish County and Edmonds since half the project is in *Esperance*.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							$2,000,000
Construction							$13,441,000
1% for Art							
TOTAL							**$15,441,000**

** all or part of this project may qualify for 1% for the Arts.*

PROJECT NAME: SR-104 @ 100th Ave. W Intersection Improvements	**ESTIMATED PROJECT COST:** $1,017,468



PROJECT DESCRIPTION: Implement Westgate Circulation Access Plan, install mid-block pedestrian crossing along 100th Ave. W, and re-striping of 100th Ave. W with the potential addition of bike lanes. This project was identified in the *SR-104 Completed Streets Corridor Analysis* (completed in 2015).

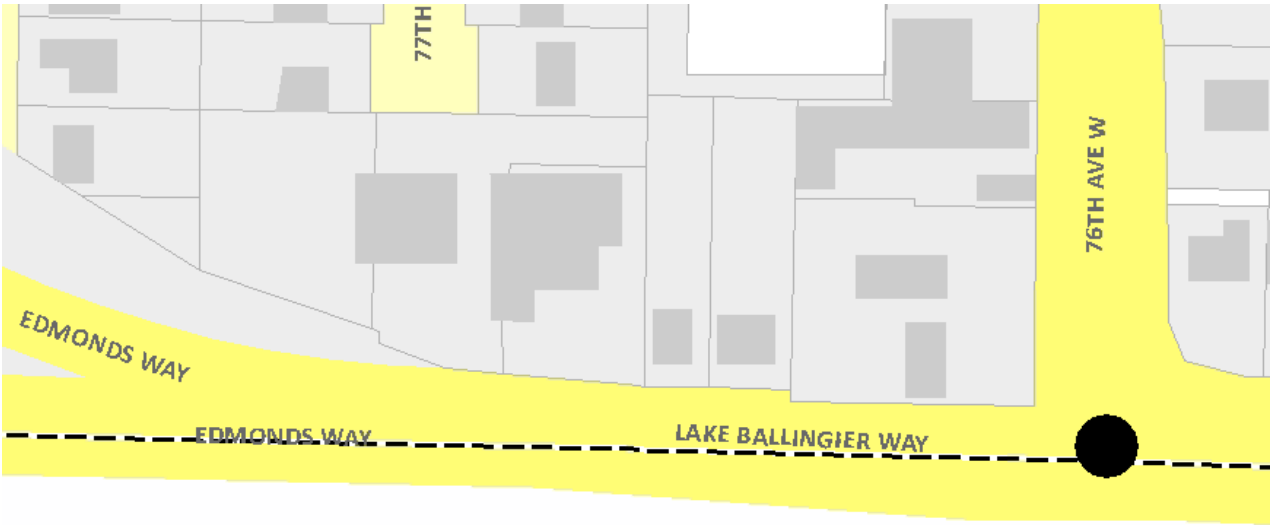
PROJECT BENEFIT/ RATIONALE: Improve access and safety at the intersection and improve non-motorized transportation safety.

SCHEDULE: 2023-2037 (unsecured funding)

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							$150,000
Construction							$867,468
1% for Art							
TOTAL							**$1,017,468**

PROJECT NAME: SR-104 @ 76th Ave. W Intersection Improvements	**ESTIMATED PROJECT COST:** $3,017,000



PROJECT DESCRIPTION: Add a 2nd left turn lane along SR-104. This project was identified in the *SR-104 Complete Street Corridor Analysis* (completed in 2015).

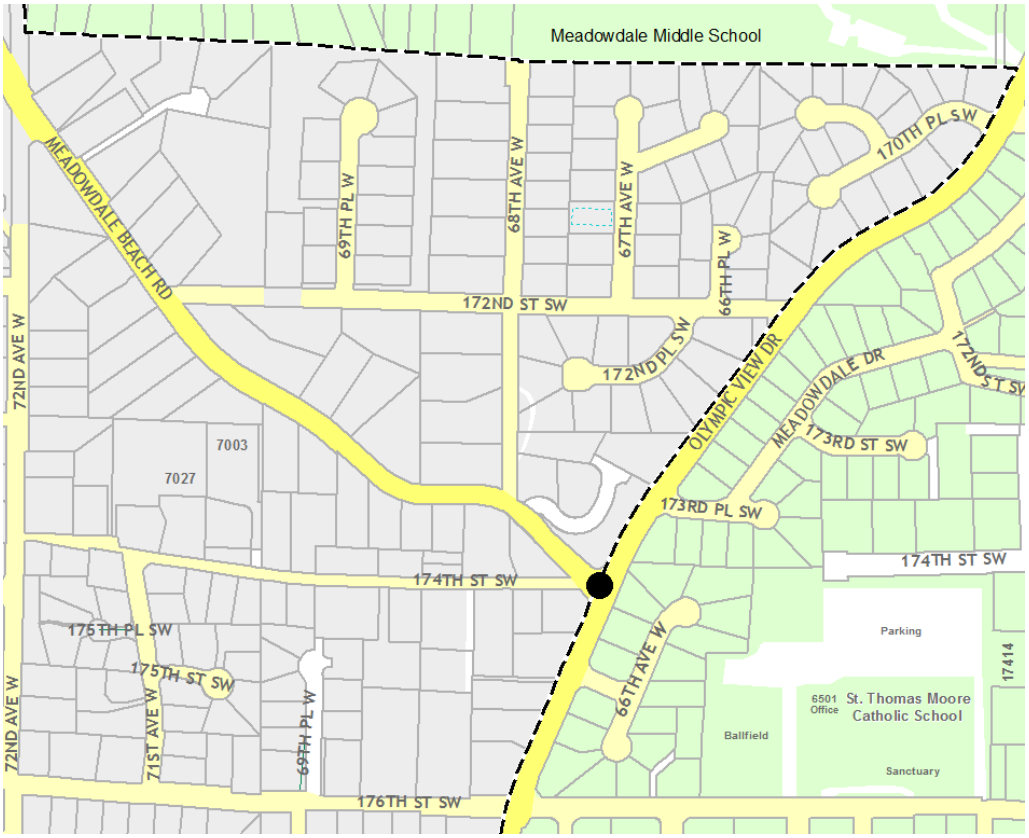
PROJECT BENEFIT/ RATIONALE: Improve access and safety at the intersection and improve non-motorized transportation safety.

SCHEDULE: 2023-2037. The project cost would be split between Shoreline and Edmonds since half the intersection is in Shoreline.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							$453,000
Construction							$2,564,000
1% for Art							
TOTAL							**$3,017,000**

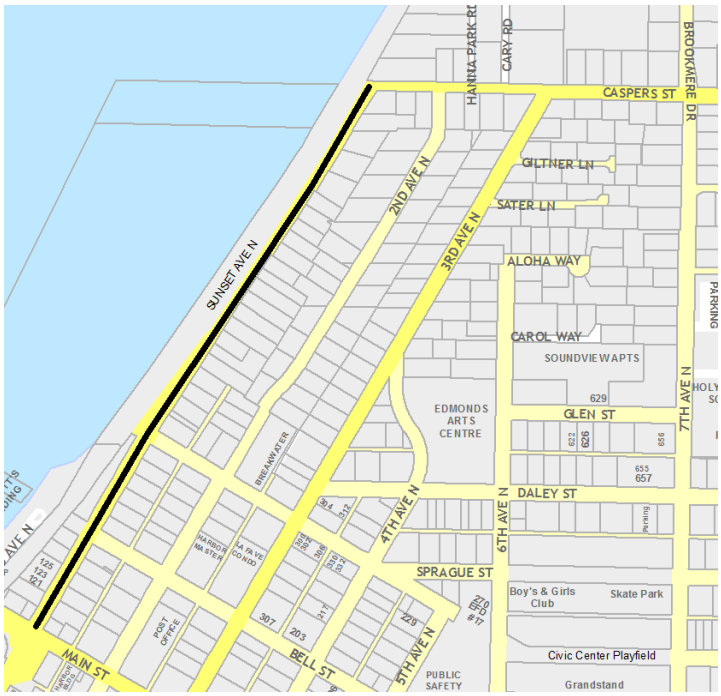
PROJECT NAME: Olympic View Dr. @ 174th St. SW Intersection Improvements	**ESTIMATED PROJECT COST:** $610,000



***PROJECT DESCRIPTION*:** Widen Olympic View Dr. to add a northbound left turn lane for 50' storage length. Shift the northbound lanes to the east to provide an acceleration lane for eastbound left turns. Install traffic signal to increase the LOS and reduce intersection delay. (ROADWAY ROJECT PRIORITY in 2015 Transportation Plan: #13)
***PROJECT BENEFIT/ RATIONALE*:** Improve intersection efficiency and safety of drivers accessing either street.
SCHEDULE: Engineering and Construction are scheduled between 2023 and 2037 (unsecured funding).

COST BREAKDOWN							
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023-2037**
Planning/Study							
Engineering & Administration							$100,000
Construction							$510,000
1% for Art							
TOTAL							**$610,000**

PROJECT NAME: Sunset Ave Walkway from Bell St to Caspers St.	**ESTIMATED PROJECT COST:** $3,000,000



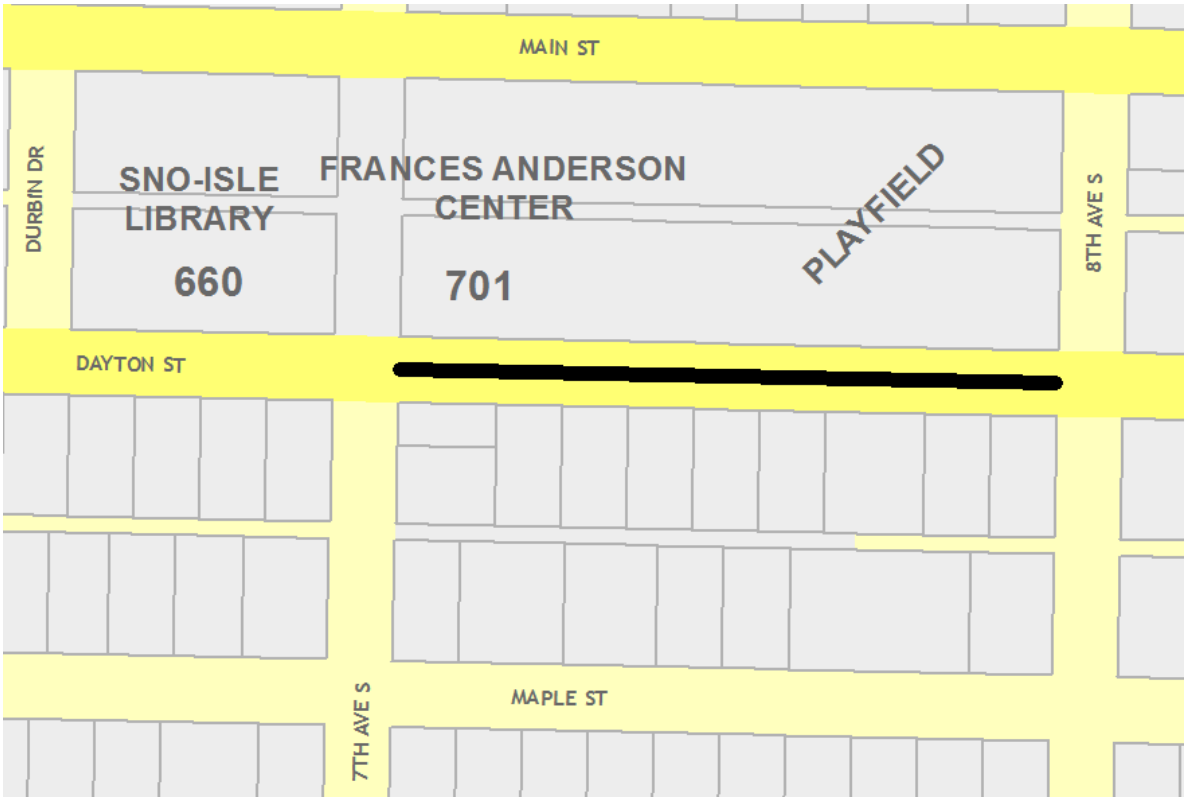
***PROJECT DESCRIPTION*:** Provide a walkway on the west side of the street, facing waterfront (~ 1/2 mile / more recent project).
***PROJECT BENEFIT/ RATIONALE*:** To provide a safe and desirable walking route.
SCHEDULE: Temporary improvements have been installed to evaluate the alignment of the proposed walkway. Additional modification to the temporary improvements will be completed in 2017 (since construction isn't scheduled to occur until 2019 / 2020 when utility improvements are scheduled along this stretch). No grant funding has yet been secured for the construction phase. The design phase will be completed in 2017.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering & Administration	$183,250					
Construction				$2,595,000		
1% for Art						
TOTAL	**$183,250**			**$2,595,000**		

** all or part of this project may qualify for 1% for the Arts.*

PROJECT NAME: Dayton St Walkway between 7th Ave. S and 8th Ave. S	**ESTIMATED PROJECT COST:** $75,000



***PROJECT DESCRIPTION*:** Construct a missing link of sidewalk (approximately 250') on Dayton St. between 7th Ave. S and 8th Ave. S (ranked #2 in Short Walkway Project list in *2015 Transportation Plan).*

***PROJECT BENEFIT/ RATIONALE*:** To provide a safe and desirable walking route.

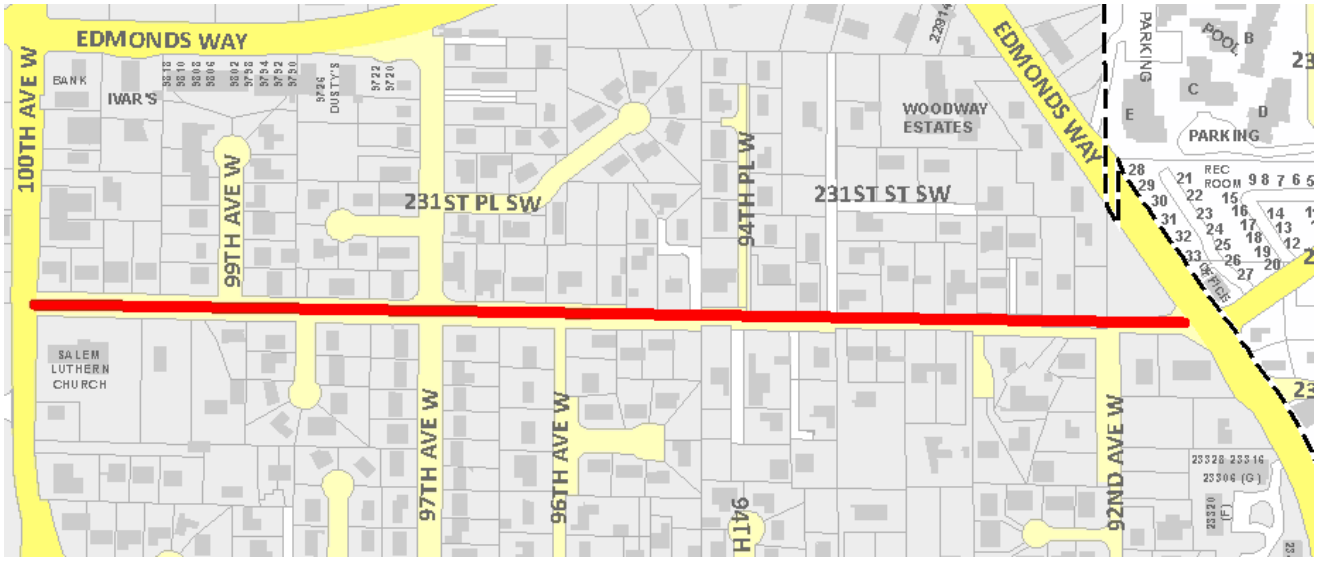
SCHEDULE: Engineering & Construction scheduled for 2020 (unsecured funding).

COST BREAKDOWN

PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration						
Construction				$75,000		
1% for Art						
TOTAL				**$75,000**		

** all or part of this project may qualify for 1% for the Arts.*

PROJECT NAME: 232nd St. SW Walkway from 100th Ave. W to SR-104	**ESTIMATED PROJECT COST:** $1,305,000



PROJECT DESCRIPTION: Install sidewalk along 232nd St. SW from 100th Ave. W to SR-104. This project ranked #3 in the Long Walkway List of 2015 Transportation Plan.
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.
SCHEDULE: 2021-2022 (unsecured funding)

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering & Administration					$200,000	
Construction						$1,105,000
1% for Art						
TOTAL					**$200,000**	**$1,105,000**

PROJECT NAME: 238th St. SW Walkway from 100th Ave. W to 104th Ave. W and Stormwater Improvements	**ESTIMATED PROJECT COST:** $1,400,000

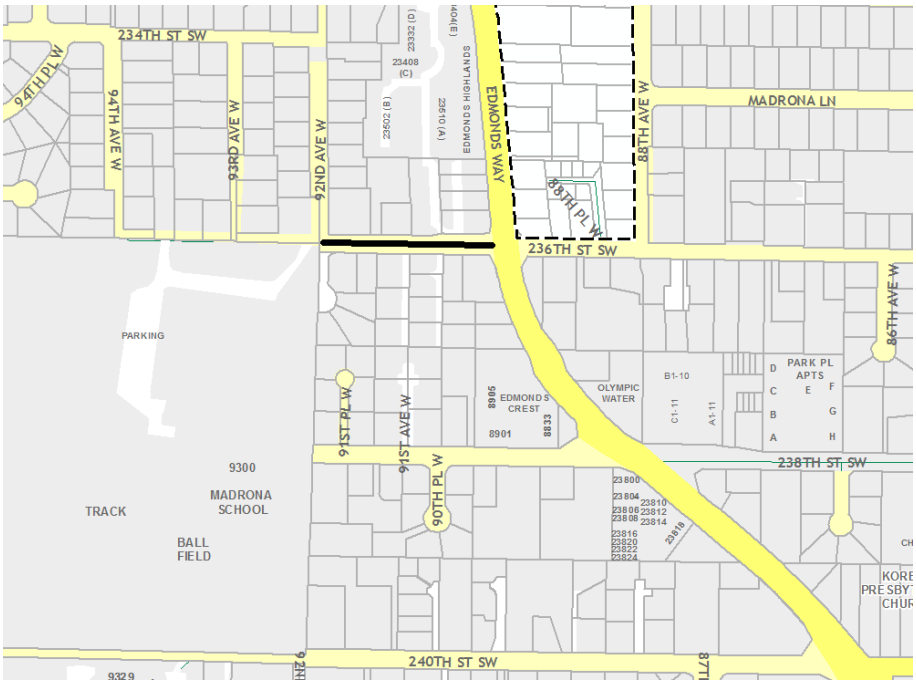
PROJECT DESCRIPTION: Installation of ~ 1,200' of sidewalk on the north side of 238th St. SW from 100th Ave. W to 104th Ave. W. as well as sharrows. Stormwater improvements will also be incorporated into the project.
PROJECT BENEFIT/ RATIONALE: Improve pedestrian safety and create a safe pedestrian connection between 100th Ave. W and 104th Ave. W.
SCHEDULE: Construction is complete. The project was funded by the Safe Routes to School grant program. Stormwater improvements were funded by the Stormwater Utility Fund 422.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							
Construction	$12,000						
1% for Art							
TOTAL	**$12,000**						

** all or part of this project may qualify for 1% for the Arts*

PROJECT NAME: 236th St. SW Walkway from Edmonds Way to Madrona Elementary School	**ESTIMATED PROJECT COST:** $900,000

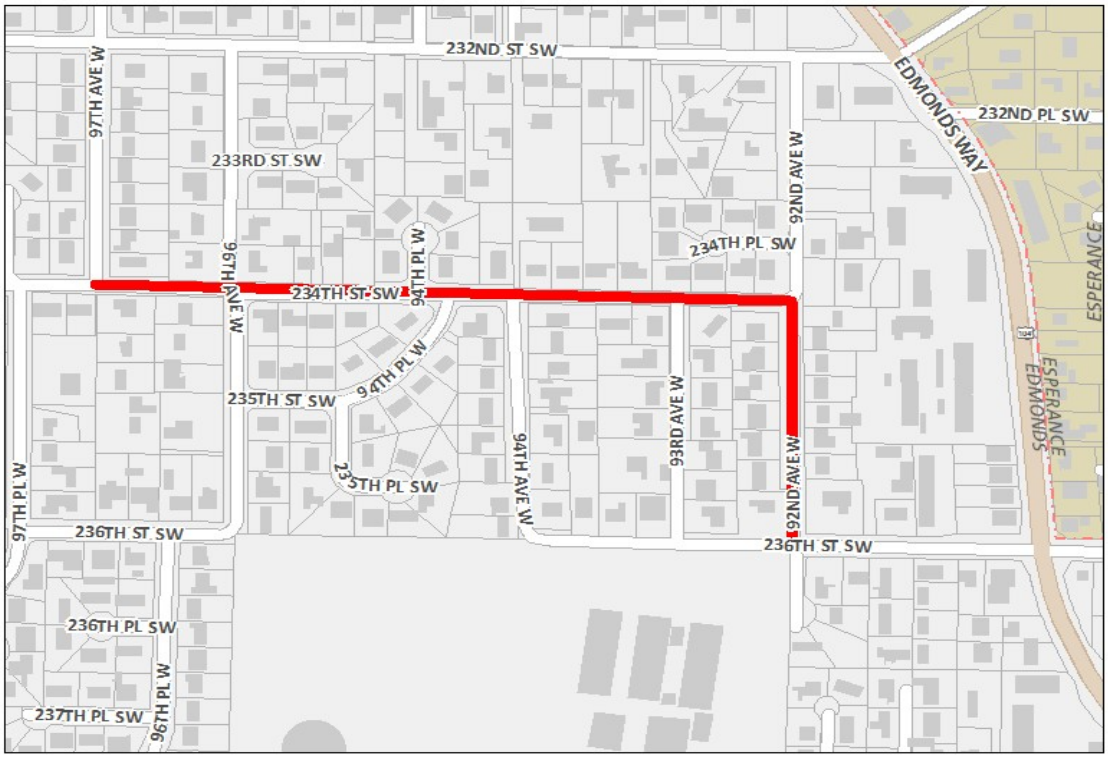


***PROJECT DESCRIPTION*:** Construct an ~ 800' sidewalk on the south side of 236th St. SW from SR-104 to Madrona Elementary as well as the addition of sharrows along that stretch. (This is only part of a stretch of Walkway project, which ranked #1 in the Long Walkway list in the *2009 Transportation Plan*)
***PROJECT BENEFIT/ RATIONALE*:** To provide a safe and desirable walking route near Madrona Elementary School and along 236th St. SW.
SCHEDULE: Construction is scheduled to start in Fall 2016 and be completed by Spring 2017. The project is funded through the *Safe Routes to School Grant program,* Fund 422 for stormwater improvements, and REET funds for the pavement reconstruction.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering & Administration & ROW						
Construction	$88,600					
1% for Art						
TOTAL	**$88,600**					

PROJECT NAME: 236th St. SW Walkway from Madrona Elementary to 97th Ave. W	**ESTIMATED PROJECT COST:** $1,395,000

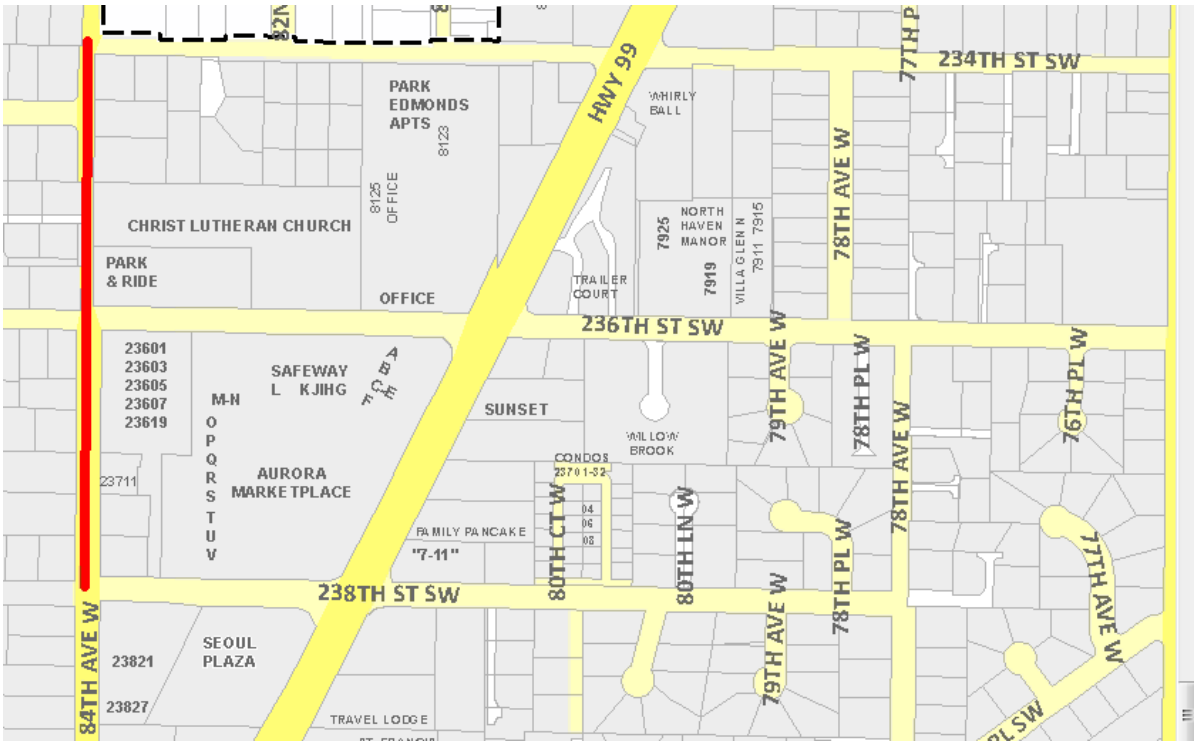


PROJECT DESCRIPTION: Install sidewalk with curb and gutter along 236nd St. SW from Madrona Elementary to 97th Ave. W. This project ranked #4 in Long Walkway list of the 2015 Transportation Plan.
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.
SCHEDULE: 2020-2021 (unsecured funding)

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering & Administration				$213,000		
Construction					$1,182,000	
1% for Art						
TOTAL				**$213,000**	**$1,182,000**	

PROJECT NAME: 84th Ave. W Walkway from 238th St. SW to 234th ST. SW	**ESTIMATED PROJECT COST:** $585,000

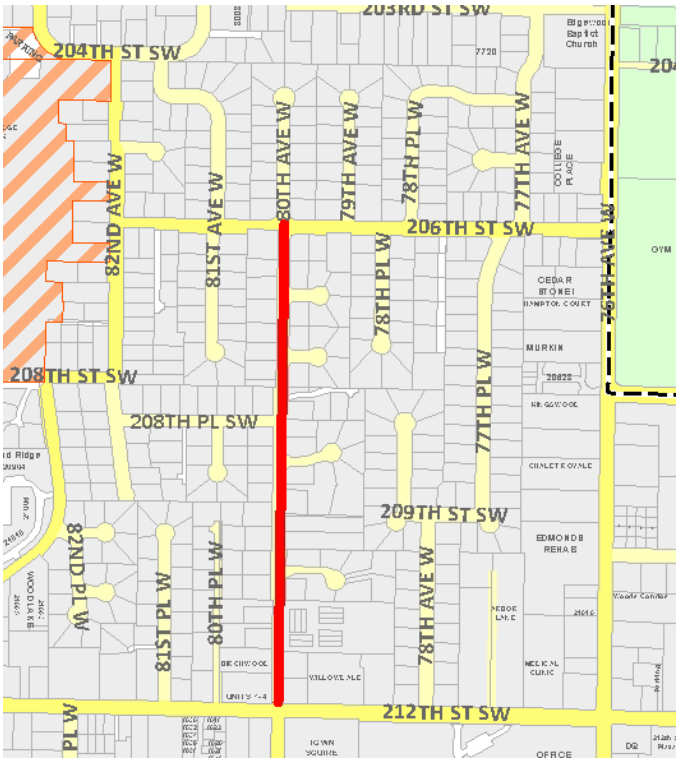


PROJECT DESCRIPTION: Install sidewalk along 84th Ave. W from 238th St .SW to 234th St. SW, with curb and gutter. This project ranked #5 in the Long Walkway List of the 2015 Transportation Plan.
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.
SCHEDULE: Begin design in 2022 (unsecured funding)

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration						$90,000	
Construction							$495,000
1% for Art							
TOTAL						**$90,000**	**$495,000**

PROJECT NAME: 80th Ave. W Walkway from 206th St. SW to 212th ST. SW	**ESTIMATED PROJECT COST:** $1,439,000



PROJECT DESCRIPTION: Install sidewalk along 80th Ave. W from 206th St. SW to 212th St. SW with curb and gutter. This project ranked #1 in Long Walkway List of the 2015 Transportation Plan.
PROJECT BENEFIT/ RATIONALE: The improvements will improve non-motorized transportation safety.
SCHEDULE: 2020-2022 (funding unsecured). A Pedestrian and Bicycle Program grant to fund the design phase was submitted in May 2016 (response scheduled for Spring 2017).

COST BREAKDOWN

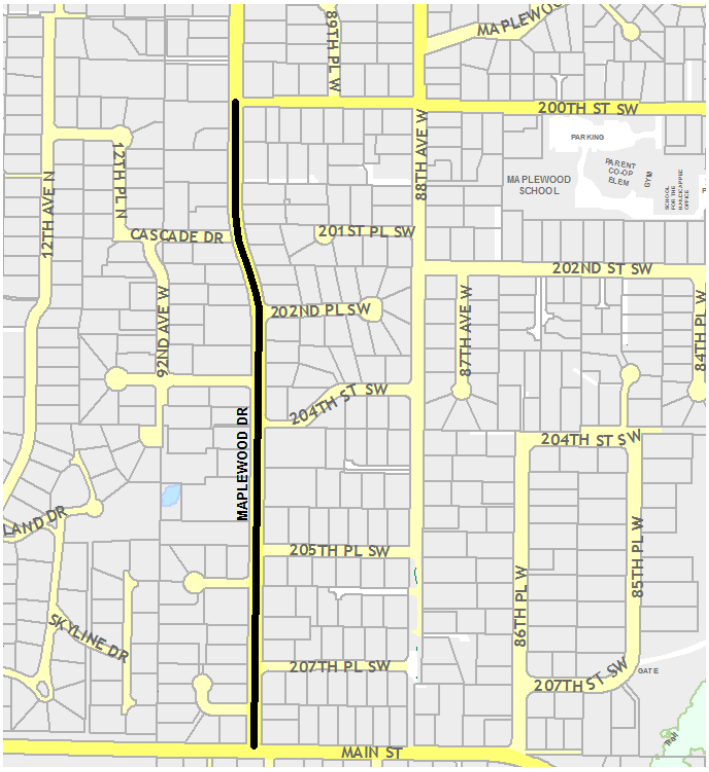
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration & ROW				$210,000		
Construction					$1,229,000	
1% for Art						
TOTAL				**$210,000**	**$1,229,000**	

PROJECT NAME: 2nd Ave. S Walkway from James St. to Main St.	**ESTIMATED PROJECT COST:** $30,000

***PROJECT DESCRIPTION*:** Construct a missing link of sidewalk (approximately 100') on 2nd Ave. S between Main St. and James St. (Ranked #2 in Short Walkway Project list in *2015 Transportation Plan).*						
***PROJECT BENEFIT/ RATIONALE*:** To provide a safe and desirable walking route.						
SCHEDULE: 2020						
COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration						
Construction				$30,000		
1% for Art						
TOTAL				**$30,000**		

* all or part of this project may qualify for 1% for the Arts

PROJECT NAME: Maplewood Dr. Walkway from Main St. to 200th St. SW	**ESTIMATED PROJECT COST:** $1,591,000



***PROJECT DESCRIPTION*:** Construct sidewalk on Maplewood Dr. from Main St. to 200th St. SW (~ 2,700'). A sidewalk currently exists on 200th St. SW from Main St. to 76th Ave. W, adjacent to Maplewood Elementary School (rated #22 in the Long Walkway list of the *2015 Transportation Plan).*
***PROJECT BENEFIT/ RATIONALE*:** Create pedestrian connection between Maplewood Elementary School on 200th St. SW and Main St., by encouraging kids to use non-motorized transportation to walk to / from school.
SCHEDULE: Engineering scheduled for 2020 and construction in 2022 (funding unsecured). A grant application through Safe Routes to School Program was submitted in May 2016 for design funding (response scheduled for Spring 2017).

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering & Administration				$230,000		
Construction					$681,000	$680,000
1% for Art						
TOTAL				**$230,000**	**$681,000**	**$680,000**

** all or part of this project may qualify for 1% for the Arts.*

PROJECT NAME: 95th Pl. W Walkway from 224th ST. SW to 220th St. SW	**ESTIMATED PROJECT COST:** $550,000

PROJECT DESCRIPTION: Install sidewalk along 95th Pl. W from 224th ST. SW to 220th ST. SW, with curb and gutter. This project ranked #9 in the Long Walkway List of the 2015 Transportation Plan.

PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.

SCHEDULE: Engineering scheduled for 2020 and construction in 2021 (funding unsecured). A TIB grant application was submitted in August 2016 to fund this project (response scheduled for November 2016).

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2036
Planning/Study							
Engineering & Administration				$105,000			
Construction					$445,000		
1% for Art							
TOTAL				**$105,000**	**$445,000**		

PROJECT NAME: 218th St. SW Walkway from 76th Ave. W to 84th Ave. W	**ESTIMATED PROJECT COST:** $1,305,000

PROJECT DESCRIPTION: Install sidewalk along 218th St. SW from 76th Ave. W to 84th Ave. W with curb and gutter. This project ranked #2 in Long Walkway List of the 2015 Transportation Plan.						
PROJECT BENEFIT/ RATIONALE: The improvements will improve pedestrian safety.						
SCHEDULE: 2021-2022 (unsecured funding)						
COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration & ROW					$200,000	
Construction						$1,105,000
1% for Art						
TOTAL					**$200,000**	**$1,105,000**

PROJECT NAME: Walnut St. Walkway from 3rd Ave. S to 4th Ave. S	**ESTIMATED PROJECT COST**: $105,000

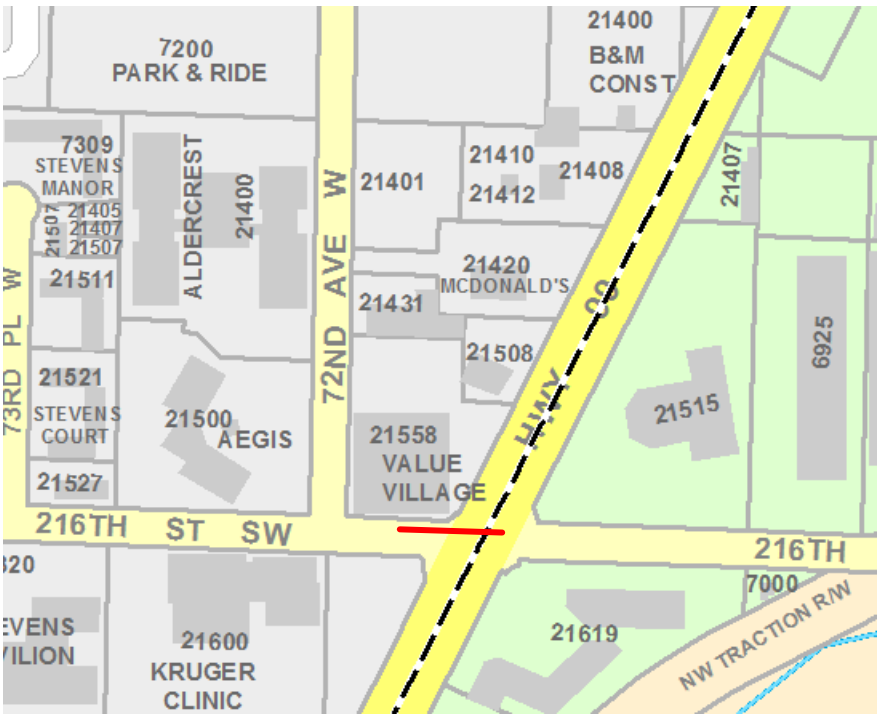
***PROJECT DESCRIPTION*:** Construct a missing link of sidewalk (approximately 350') on Walnut St. between 3rd Ave. S and 4th Ave. S (ranked #3 in Short Walkway Project list in 2015 Transportation Plan).
***PROJECT BENEFIT/ RATIONALE*:** To provide a safe and desirable walking route.
SCHEDULE: Engineering & Construction scheduled for 2020 (unsecured funding).

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering & Administration				$10,000		
Construction				$95,000		
1% for Art						
TOTAL				**$105,000**		

* all or part of this project may qualify for 1% for the Arts

PROJECT NAME: 216th St. SW Walkway from Hwy. 99 to 72nd Ave. W	**ESTIMATED PROJECT COST**: $157,000

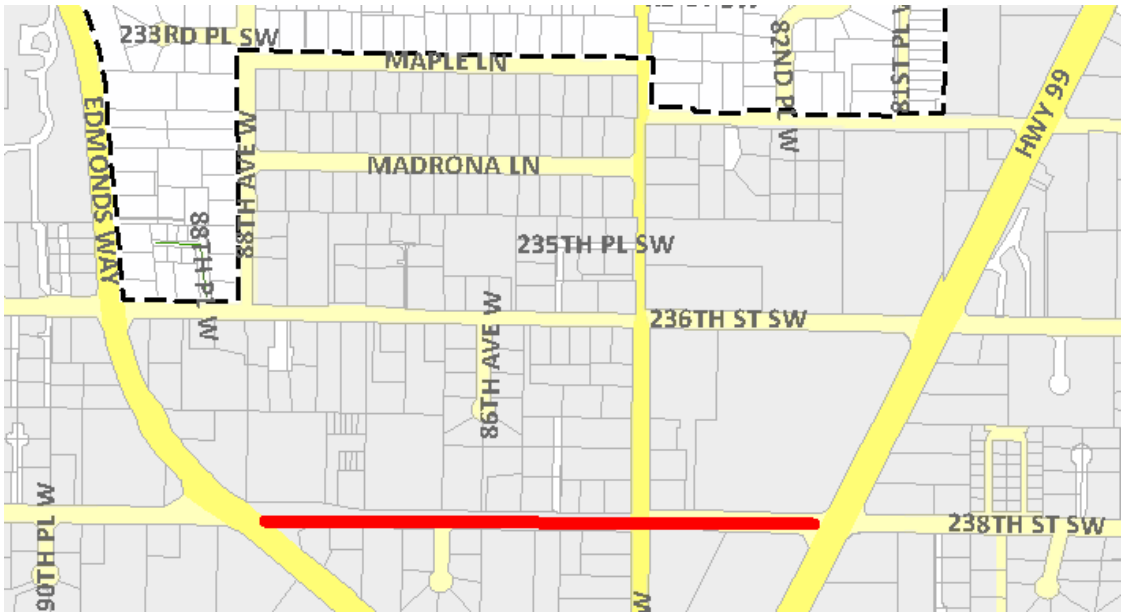


***PROJECT DESCRIPTION*:** Install 150' sidewalk on north side of 216th St. SW from Hwy. 99 to 72nd Ave. W (completing a missing link on north side of stretch). This project ranked #4 in the Short Walkway List (from 2015 Transportation Plan).
***PROJECT BENEFIT/ RATIONALE*:** To provide a safe and desirable walking route.
SCHEDULE: Engineering & Construction scheduled for 2020 (unsecured funding).

COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration				$30,000		
Construction				$127,000		
1% for Art						
TOTAL				**$157,000**		

* all or part of this project may qualify for 1% for the Arts

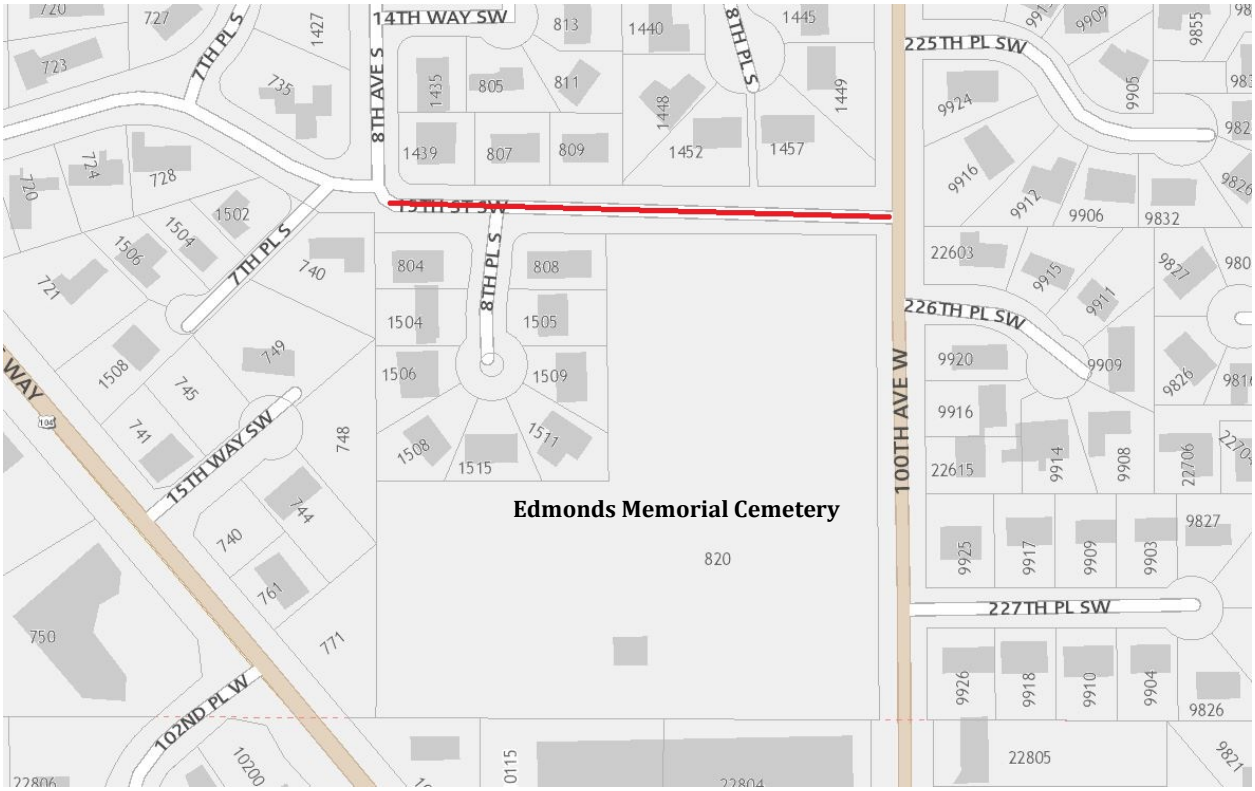
PROJECT NAME: 238th St. SW Walkway from Hwy. 99 to SR-104	**ESTIMATED PROJECT COST:** $491,000



***PROJECT DESCRIPTION*:** Ranked #12 in Long Walkway list from 2015 Transportation Plan. Install 5' sidewalk on the north side of 238th St. SW.							
***PROJECT BENEFIT/ RATIONALE*:** Improve pedestrian safety along that stretch and creating safe pedestrian connection between Hwy. 99 and 76th Ave. W.							
SCHEDULE: The design phase is underway and will be completed by early 2017. Construction is scheduled for 2017. A TIB grant was secured to fund the design and construction phases.							
COST BREAKDOWN							
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023-2037**
Planning/Study							
Engineering & Administration							
Construction	$413,000						
1% for Art							
TOTAL	**$413,000**						

** all or part of this project may qualify for 1% for the Arts.*

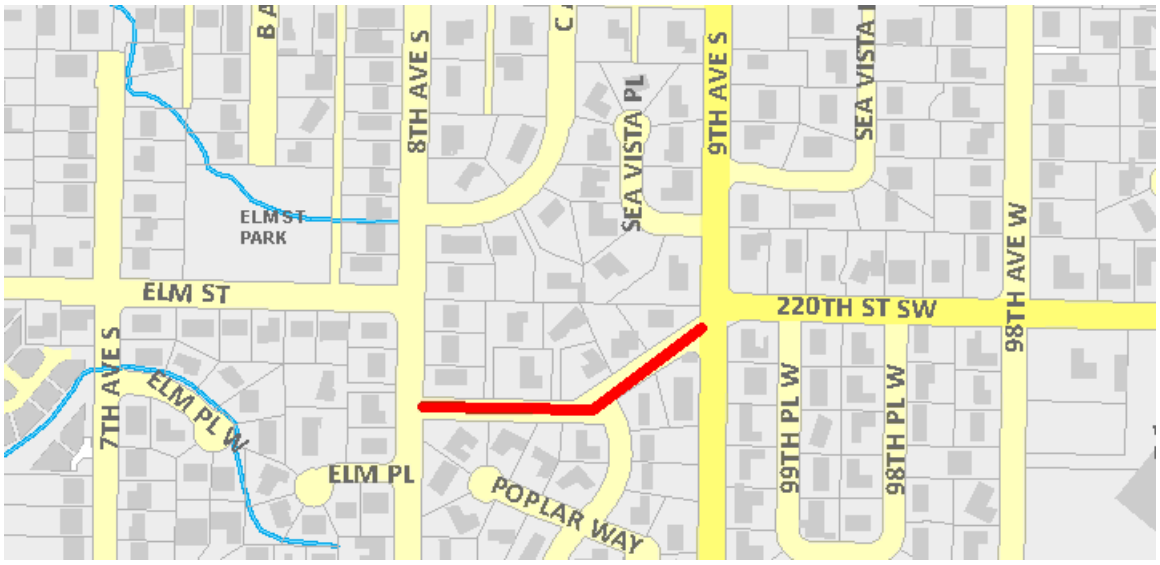
PROJECT NAME: 15th St. SW Walkway from 8th Ave. S to 9th Ave. S	**ESTIMATED PROJECT COST:** $240,000



***PROJECT DESCRIPTION*:** Add missing sidewalk link along 15th St. SW from 8th Ave. S to 9th Ave S						
***PROJECT BENEFIT/ RATIONALE*:** Improve pedestrian safety along that stretch and providing pedestrian connection from 9th Ave. S.						
SCHEDULE: The design phase will be completed in 2017.						
COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration	$30,000					
Construction				$200,000		
1% for Art						
TOTAL	**$30,000**			**$200,000**		

** all or part of this project may qualify for 1% for the Arts.*

PROJECT NAME: Elm Way Walkway from 8th Ave. S to 9th Ave. S	**ESTIMATED PROJECT COST:** $789,000



PROJECT DESCRIPTION: Install sidewalk along Elm Way from 8th Ave. S to 9th Ave. S. This project ranked #6 in the Short Walkway List of the 2015 Transportation Plan.
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.
SCHEDULE: 2020-2021 (funding unsecured). A Safe Routes to School grant application was submitted in May 2016 to fund the design and construction phases of this project (response scheduled for Spring 2017.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering & Administration				$156,000		
Construction					$633,000	
1% for Art						
TOTAL				**$156,000**	**$633,000**	

PROJECT NAME: Minor Sidewalk Program	**ESTIMATED PROJECT COST:** varies

PROJECT DESCRIPTION: Complete missing sidewalk along short segments throughout the City.						
PROJECT BENEFIT/ RATIONALE: Improve pedestrian safety.						
SCHEDULE: annual program						
COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration & ROW	$10,000	$5,000	$5,000	$5,000	$5,000	$5,000
Construction	$60,000	$45,000	$45,000	$45,000	$45,000	$45,000
1% for Art						
TOTAL	**$70,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**

PROJECT NAME: 191th St. SW Walkway from 80th Ave. W to 76th Ave. W	**ESTIMATED PROJECT COST:** $630,000

PROJECT DESCRIPTION: Install sidewalk along 191th St. SW from 80th Ave. W to 76th Ave., with curb and gutter. This project ranked #8 in Long Walkway List of the 2015 Transportation Plan.							
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.							
SCHEDULE: 2023-2037							
COST BREAKDOWN							
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023-2037**
Planning/Study							
Engineering & Administration							$90,000
Construction							$540,000
1% for Art							
TOTAL							**$630,000**

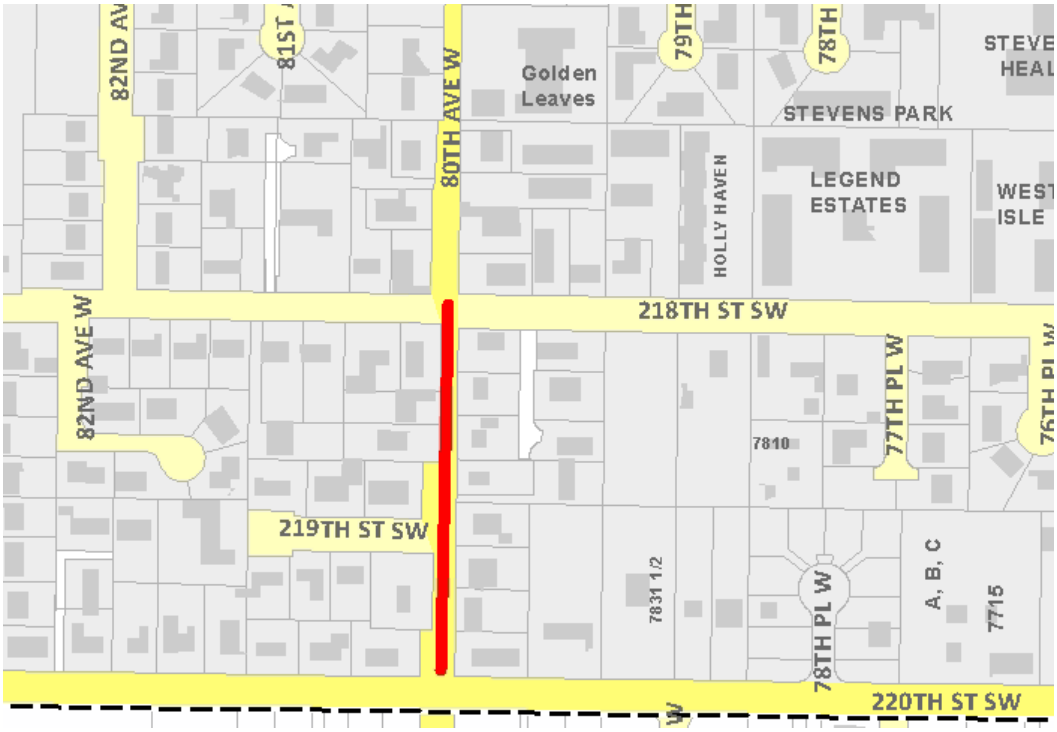
PROJECT NAME: 104th Ave. W Walkway from 238th St. SW to 106th Ave. W	**ESTIMATED PROJECT COST:** $990,000

PROJECT DESCRIPTION: Install sidewalk along 104th Ave. W from 238th ST. SW to 106th Ave. W, with curb and gutter. This project ranked #10 in the Long Walkway List of the 2015 Transportation Plan.
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.
SCHEDULE: 2023-2037

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							$150,000
Construction							$840,000
1% for Art							
TOTAL							**$990,000**

PROJECT NAME: 80th Ave. W Walkway from 218th St. SW to 220th St. SW	**ESTIMATED PROJECT COST:** $315,000

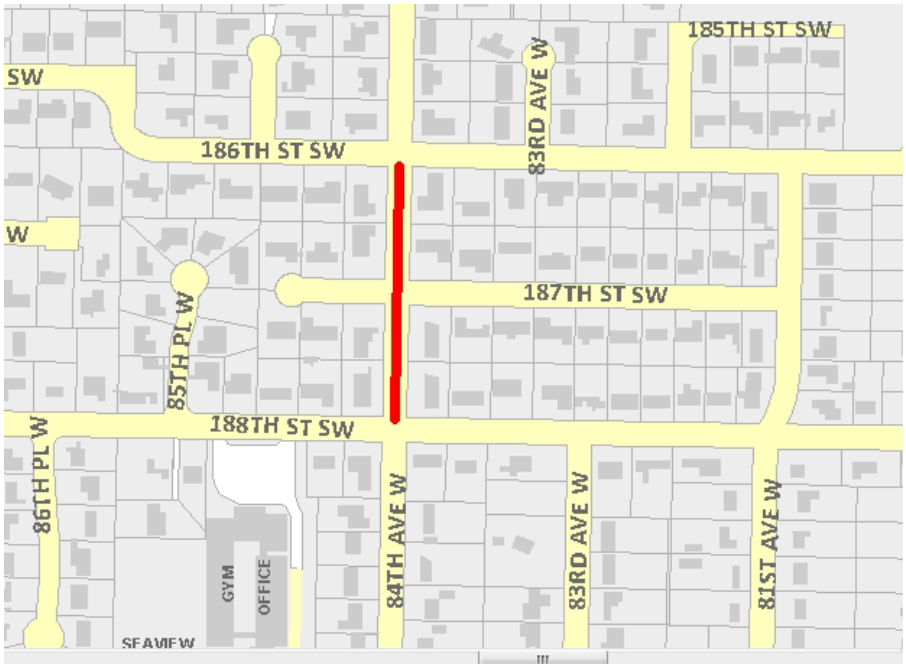


PROJECT DESCRIPTION: Install sidewalk along 80th Ave. W from 218th ST. SW to 220th ST. SW, with curb and gutter. This project ranked #7 in the Short Walkway List of the 2015 Transportation Plan.
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.
SCHEDULE: 2023-2037

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							$55,000
Construction							$260,000
1% for Art							
TOTAL							**$315,000**

PROJECT NAME: 84th Ave. W Walkway from 188th St. SW to 186th St. SW	**ESTIMATED PROJECT COST:** $315,000



PROJECT DESCRIPTION: Install sidewalk along 84th Ave. W from 188th St. SW to 186th St. SW., with curb and gutter. This project ranked #5 in Short Walkway List of the 2015 Transportation Plan.

PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.

SCHEDULE: 2023-2037

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							$60,000
Construction							$255,000
1% for Art							
TOTAL							**$315,000**

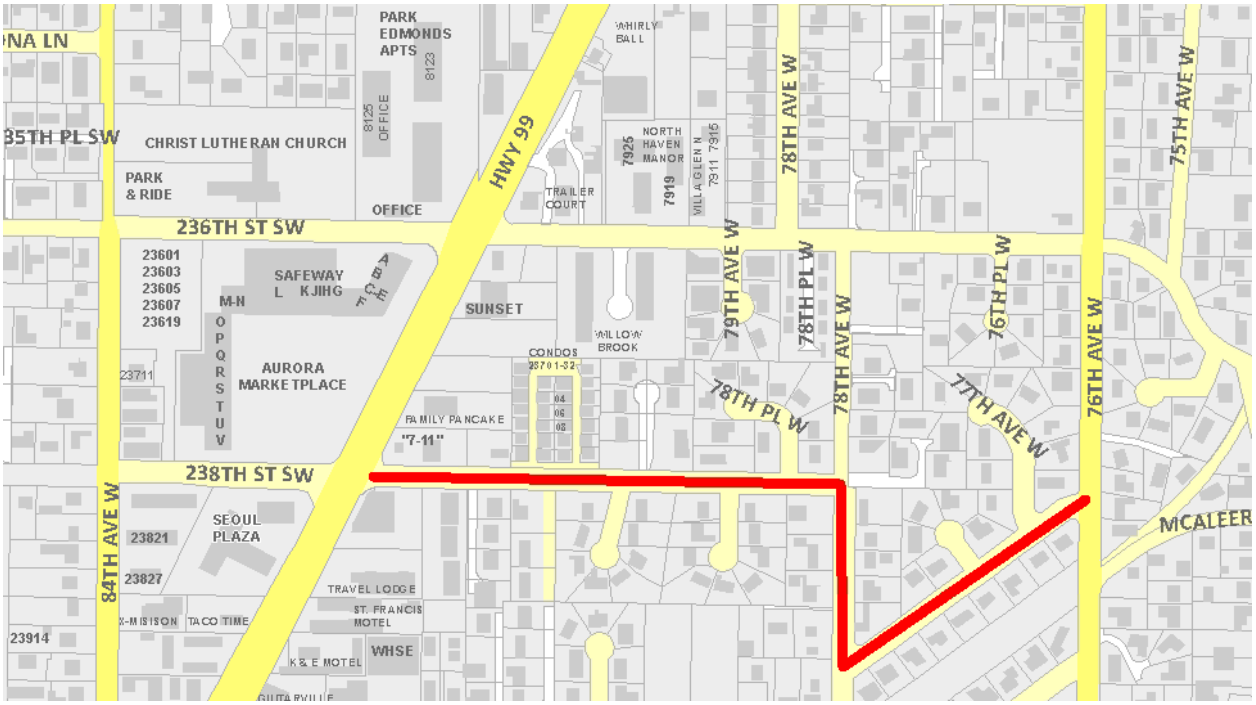
PROJECT NAME: 236th St. SW Walkway from Hwy 99 to 76th Ave. W	**ESTIMATED PROJECT COST:** $765,000

PROJECT DESCRIPTION: Install sidewalk along 236th St. SW from Hwy 99 to 76th Ave. W. This project ranked #11 in Long Walkway List of the 2015 Transportation Plan.
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.
SCHEDULE: 2023-2037

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							$115,000
Construction							$650,000
1% for Art							
TOTAL							**$765,000**

PROJECT NAME: 238th St. SW Walkway from Hwy 99 to 76th Ave. W	**ESTIMATED PROJECT COST:** $1,170,000

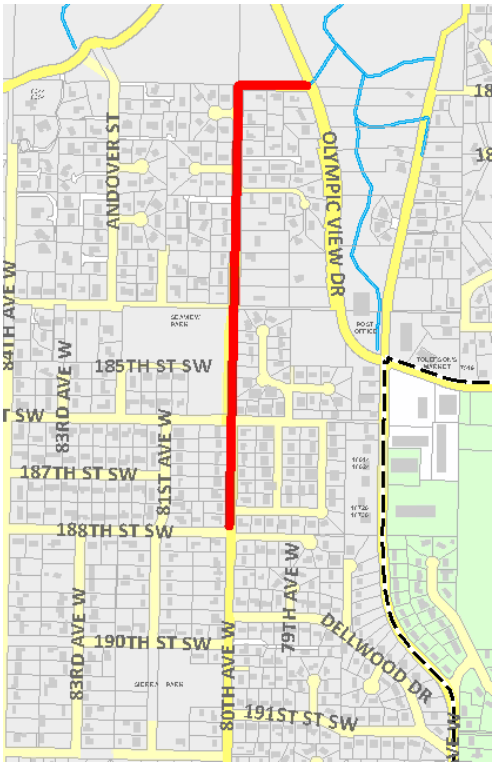


PROJECT DESCRIPTION: Install sidewalk along 238th St. SW from Hwy. 99 to 76th Ave. W This project ranked #12 in Long Walkway List of the 2015 Transportation Plan.
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.
SCHEDULE: 2023-2037

COST BREAKDOWN

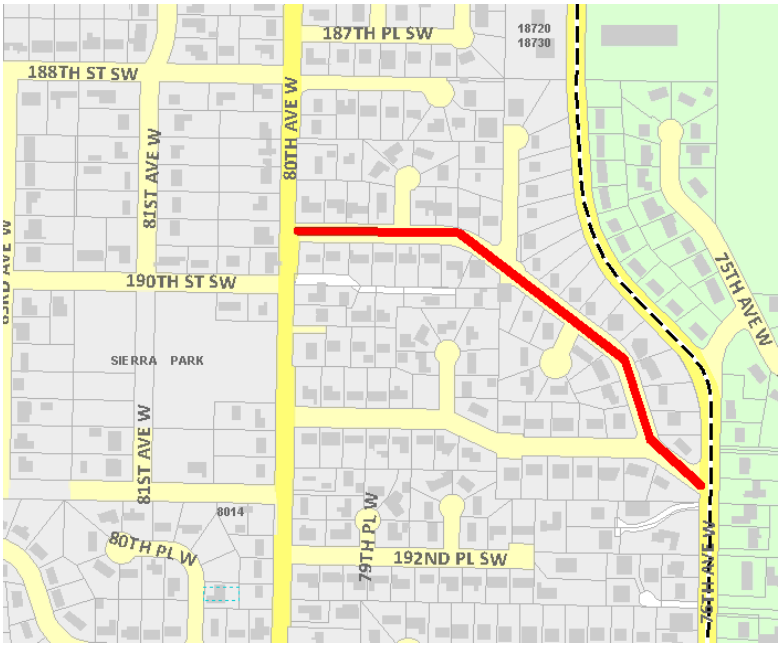
PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study							
Engineering & Administration							$175,000
Construction							$995,000
1% for Art							
TOTAL							**$1,170,000**

PROJECT NAME: 80th Ave. W / 180th St. SW Walkway from 188th St. SW to OVD	**ESTIMATED PROJECT COST:** $1,350,000



PROJECT DESCRIPTION: Install sidewalk along 80th Ave. W from 188th St. SW to OVD. This project ranked #13 in Long Walkway List of the 2015 Transportation Plan.							
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.							
SCHEDULE: 2023-2037							
COST BREAKDOWN							
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023-2037**
Planning/Study							
Engineering & Administration							$270,000
Construction							$1,080,000
1% for Art							
TOTAL							**$1,350,000**

PROJECT NAME: 189th Pl. SW Walkway from 80th Ave. W to 76th Ave. W	**ESTIMATED PROJECT COST:** $585,000



PROJECT DESCRIPTION: Install sidewalk along 189th Pl. SW from 80th Ave. W to 76th Ave. W. This project ranked #14 in Long Walkway List of the 2015 Transportation Plan.							
PROJECT BENEFIT/ RATIONALE: This project would improve pedestrian safety.							
SCHEDULE: 2023-2037							
COST BREAKDOWN							
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023-2037**
Planning/Study							
Engineering & Administration							$115,000
Construction							$470,000
1% for Art							
TOTAL							**$585,000**

PROJECT NAME: Ferry Storage Improvements from Pine St. Dayton St.	**ESTIMATED PROJECT COST:** $357,000

PROJECT DESCRIPTION: Modify existing lane channelization on SR104 to add vehicle storage for ferry users.						
PROJECT BENEFIT/ RATIONALE: Reduce conflicts between ferry storage and access to local driveways.						
SCHEDULE: 2020 (unsecured funding)						
COST BREAKDOWN						
PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Engineering & Administration				$50,000		
Construction				$307,000		
1% for Art						
TOTAL				**$357,000**		

PROJECT NAME: Trackside Warning System @ Dayton and Main St. RR Crossing	**ESTIMATED PROJECT COST:** $350,000

***PROJECT DESCRIPTION*:** Install Trackside Warning System @ Dayton and Main St. Railroad Crossings.
***PROJECT BENEFIT/ RATIONALE*:** Reduce noise from train horns at both intersections.
SCHEDULE: Construction is scheduled to be completed by late 2016 or early 2017.

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022
Planning/Study						
Engineering & Administration						
Construction	$10,000					
1% for Art						
TOTAL	**$10,000**					

** all or part of this project may qualify for 1% for the Arts.*

PROJECT NAME: Edmonds Street Overpass	**ESTIMATED PROJECT COST:** $24,000,000

PROJECT DESCRIPTION: This project builds a grade-separated overcrossing over the railroad tracks as an extension of Edmonds Street connecting to Brackett's Landing north park.

PROJECT BENEFIT/ RATIONALE: Provide access for emergency vehicles, pedestrians, and bicycles. The overpass could be utilized to offload passenger vehicles from a ferry during an extended closure of the railroad track crossings.

SCHEDULE: 2017-2037

COST BREAKDOWN

PROJECT COST	2017	2018	2019	2020	2021	2022	2023-2037
Planning/Study	$500,000	$500,000					
Engineering & Administration				$500,000	$500,000	$770,000	
Right of Way / Environment Mitigation						$1,700,000	
Construction							$19,500,000
TOTAL	**$500,000**	**$500,000**		**$500,000**	**$500,000**	**$2,470,000**	**$19,500,000**

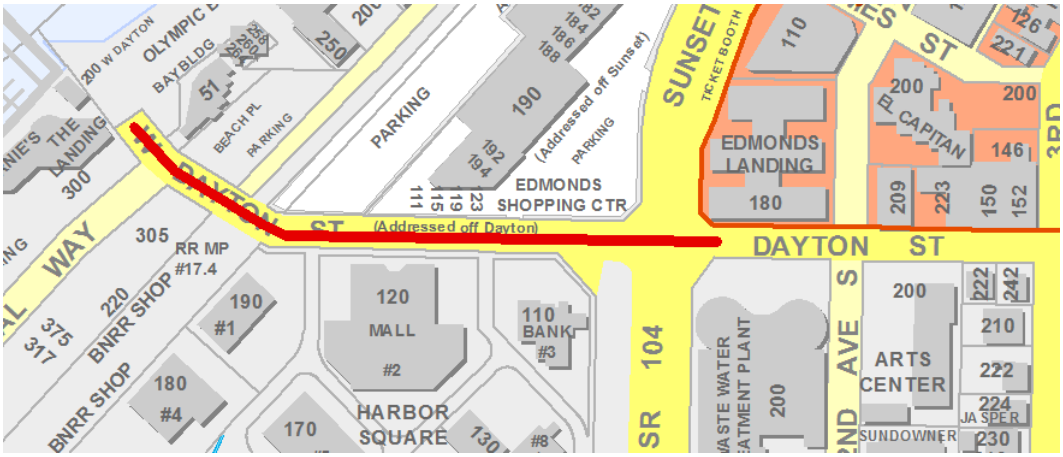
CFP

STORMWATER

Project Name	Purpose	Grant Opportunity Grant/Date	Current Project Phase	(2017-2022) Total Cost	Revenue Source	2017	2018	2019	2020	2021	2022
Dayton St and Hwy 104 Drainage Improvements.	Add lift station and other new infrastructure to reduce intersection flooding.		Design	$0	(Federal or State secured)						
				$0	(Federal or State unsecured)						
				$1,950,000	(Debt/Stormwater Fees)	$1,900,000	$50,000				
				$1,950,000	**Total**	**$1,900,000**	**$50,000**				
Willow Creek/Daylighting	Daylight channel to allow better connnectivity with the Puget Sound to benefit fish and reduce flooding.	RCO SRF Grant Possible Grant/TBD	Study	$0	(Federal or State secured)						
				$4,200,000	(Federal or State unsecured)	$225,000	$225,000	$1,800,000	$1,950,000		
				$1,420,000	(Debt/Stormwater)	$75,000	$75,000	$600,000	$650,000		$20,000
				$5,620,000	**Total**	**$300,000**	**$300,000**	**$2,400,000**	**$2,600,000**		**$20,000**
Perrinville Creek High Flow Reduction/Management Project - Seaview Park Infiltration Facility	Find solution to high peak stream flows caused by excessive stormwater runoff that erodes the stream, causes flooding and has negative impacts on aquatic habitat.	Ecology Grant Possible Grant/TBD	Design	$510,375	(Federal or State secured)	$510,375					
				$1,087,500	(Federal or State unsecured)		$337,500	$375,000	$375,000		
				$582,625	(Debt/Stormwater Fees)	$170,125	$112,500	$125,000	$125,000		$50,000
				$2,180,500	**Total**	**$680,500**	**$450,000**	**$500,000**	**$500,000**		**$50,000**
		Total CFP		**$9,750,500**	**Annual CFP Totals**	**$2,880,500**	**$800,000**	**$2,900,000**	**$3,100,000**	**$0**	**$70,000**

Revenue Summary by Year							
Totals	**Source**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
$510,375	Total Federal & State (Secured)	$510,375	$0	$0	$0	$0	$0
$5,287,500	Total Federal & State (Unsecured)	$225,000	$562,500	$2,175,000	$2,325,000	$0	$0
$3,952,625	Debt / Stormwater Fees	$2,145,125	$237,500	$725,000	$775,000	$0	$70,000

PROJECT NAME: Dayton St and Hwy 104 Drainage Improvements	**ESTIMATED PROJECT COST:** $2,227,700



***PROJECT DESCRIPTION*:** Add lift station in the Beach Place parking lot and other new infrastructure.
***PROJECT BENEFIT/ RATIONALE*:** To reduce flooding at the intersection of Dayton St and State Hwy 104.
SCHEDULE: 2017-2019

COST BREAKDOWN

PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Eng. & Admin.	$100,000					
Construction	$1,800,000	$50,000				
1% for Art	$10,000					
TOTAL	**$1,900,000**	**$50,000**				

PROJECT NAME: Willow Creek Daylighting	**ESTIMATED PROJECT COST:** $5,825,000

Edmonds Marsh as seen from the viewing platform.

Previously restored section of Willow Creek. Source: www.unocaledmonds.info/clean-up/gallery.php

***PROJECT DESCRIPTION*:** Building on the studies completed in 2013 and 2015 that assessed the feasibility of daylighting the Willow Creek channel, this project will likely construct a new tide gate and 1,100 linear ft of new creek channel lined with an impermeable membrane. Funds will be used for design and construction but exact breakdown cannot be assessed at this time.

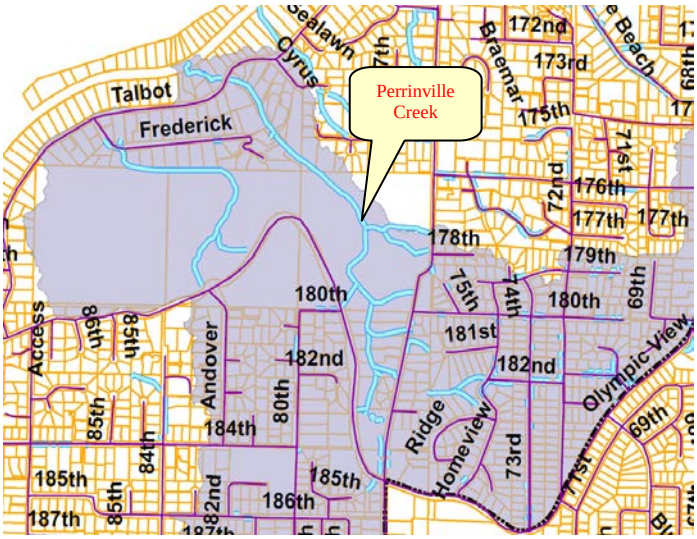
***PROJECT BENEFIT/ RATIONALE*:** The daylighting of Willow Creek will help reverse the negative impacts to Willow Creek and Edmonds Marsh that occurred when Willow Creek was piped in the early 1960s. This project will provide habitat for salmonids, including rearing of juvenile Chinook. This project, along with its companion CIP projects "Edmonds Marsh Channel Improvements" and "Dayton Street Pump Station," will also help reduce the flooding problem at the intersection of SR-104 and Dayton Street.

SCHEDULE: 2017-2025

COST BREAKDOWN

PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Eng. & Admin.	$459,278	$300,000	$300,000	$300,000	$300,000	$300,000
Construction						
1% for Art						
TOTAL	**$459,278**	**$300,000**	**$300,000**	**$300,000**	**$300,000**	**$300,000**

PROJECT NAME: Perrinville Creek High Flow Reduction/Management Project	**ESTIMATED PROJECT COST:** $2,532,950



Perrinville Creek Channel illustrating the channel incision that will be addressed by restoration.

***PROJECT DESCRIPTION*:** A flow reduction study for the Perrinville Creek basin was completed in 2014. This study recommended a number of flow control and water quality projects to improve the conditions in Perrinville Creek. The City applied for and won a grant from the Department of Ecology for $633,750 to design and construct a stormwater infiltration facility in Seaview Park. The 2017 budget is for that facility. The dollars allocated in the out years are to implement additional water quality and flow control projects in the Perrinville Creek basin as recommended by the Flow Reduction Study.

***PROJECT BENEFIT/ RATIONALE*:** Urbanization of the Perrinville Creek Basin has increased flows in the creek, incision of the creek, and sedimentation in the low-gradient downstream reaches of the creek. Before any habitat improvements can be implemented, the flows must be controlled or these improvements will be washed away.

SCHEDULE: 2017-2022

COST BREAKDOWN

PROJECT COST	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Planning/Study						
Eng. & Admin.	$35,000	$50,000	50000	50000	$50,000	$50,000
Construction	$944,000	$400,000	$450,000	$450000		
1% for Art	$3,950	$1,125	$1,250	$1,250		
TOTAL	**$982,950**	**$451,125**	**$501,250**	**$501,250**	**$50,000**	**$50,000**

TRANSPORTATION ELEMENT

Prepared by Fehr & Peers (2015)

With support from:

Perteet Engineering

Henderson, Young, & Co.

EnviroIssues

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Appendices

Appendix A – Goals and Policies Comparison Table
Appendix B – Roadway Functional Classifications and Inventory
Appendix C – Travel Model Transportation Analysis Zones
Appendix D– Walkway Project Ratings

Acronyms

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
BRT	Bus Rapid Transit
CAC	Citizens' Advisory Committee
CIP	Capital Improvement Program
CTR	Commute Trip Reduction
DART	Dial-A-Ride Transit
ECDC	Edmonds Community Development Code
FHWA	Federal Highway Administration
FTE	full time equivalent
GMA	Growth Management Act
LID	Local Improvement District
LOS	level of service
mph	miles per hour
PRSC	Puget Sound Regional Council
RID	Roadway Improvement District
SEPA	State Environmental Policy Act
SP	Sidewalk Program
SR	State Route
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAZ	transportation analysis zone
TBD	Transportation Benefit District
TIB	Transportation Improvement Board
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TSM	Transportation System Management
UAP	Urban Arterial Program
UCP	Urban Corridor Program
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSF	Washington State Ferries
WTP	Washington Transportation Plan

Glossary

Access	The ability to enter a freeway or roadway via an on-ramp or other entry point.
Americans with Disabilities Act (ADA)	A federal act that was passed in 1990 and amended in 2008. ADA requires jurisdictions to provide accessible sidewalks primarily through the installation of ADA-compliant sidewalk ramps. The design requirements address various areas of concern such as curb alignment with crosswalks, narrower sidewalk width, obstacles such as utility poles, placement of the sidewalk adjacent to the curb, or the slope of the ramps. Deficiencies in any of these areas could render a sidewalk or sidewalk ramp to be unsafe or inaccessible for the handicapped, or those who generally have difficulty walking.
Arterial	A major street that primarily serves through traffic, but also provides access to abutting properties. Arterials are often divided into principal and minor classifications depending on the number of lanes, connections made, volume of traffic, nature of traffic, speeds, interruptions (access functions), and length.
Average Daily Traffic (ADT)	The average number of vehicles that travel on a roadway on a typical day.
Capacity	The maximum sustained traffic flow of a transportation facility under prevailing traffic and roadway conditions in a specified direction.
Capital Improvement Program (CIP)	A long-range plan established by a city or county that encompasses its vision and future needs for capital facilities, including fire, police, utilities, and transportation. The CIP also establishes the jurisdiction's project priorities and funding methods.
Commute trip reduction (CTR)	Efforts related to reducing the proportion of trips made in single-occupancy vehicles during peak commuting hours. CTR efforts may include carpooling, telecommuting, compressed work weeks, or using alternative modes to get to work (e.g. walking or biking). Washington State's CTR efforts are coordinated through WSDOT and local governments in counties with the highest levels of automobile-related air pollution and traffic congestion. Qualified employers in these counties are required by law to develop a commuter program designed to achieve reductions in vehicle trips.

Concurrency	A requirement established by Washington State's Growth Management Act that adequate infrastructure be planned and financed to support a jurisdiction's adopted future land use plan. For transportation, adequacy is measured by the impact on a jurisdiction's roadway and/or intersection LOS. If an impact is anticipated to cause the adopted LOS standard to be exceeded, then the jurisdiction must have a strategy in place to increase capacity or manage demand (or a financial plan to put that strategy in place) within 6 years of the transportation impact.
Federal Highway Administration (FHWA)	A major agency of the United States Department of Transportation responsible for ensuring that America's roads and highways continue to be the safest and most technologically up-to-date.
Functional classification	A roadway category that is based on the types of trips that occur on the roadway, the roadway's basic purpose, and the level of traffic that the roadway carries. The functional classification of a roadway can range from a freeway to principal arterial to minor arterial to collector to local access.
Growth Management Act (GMA)	A Washington state law that provides a framework for managing growth through comprehensive plans, development regulations, and other activities. Under the GMA, comprehensive plans must address required topics, including but not limited to land use, transportation, capital facilities, utilities, and housing. The GMA requirements also include guaranteeing the consistency of transportation and capital facilities plans with land use plans.
Highways of Statewide Significance	Highways identified by the Washington State Transportation Commission that provide significant statewide travel and economic linkages.
Level of service (LOS)	A measure of how well a roadway or local signalized intersection operates. For roadways, LOS is typically a measure of traffic congestion based on volume-to-capacity ratios. For local intersections, LOS is typically based on how long it takes a typical vehicle to clear the intersection. Different criteria may be used to gauge the operating performance of transit, non-motorized, and other transportation modes.
Local Improvement District (LID)	Special assessment district in which infrastructure improvements, such as water, sewer, storm water, or transportation system improvements, will benefit primarily the property owners in the district.

Motorized Vehicle	A vehicle that is self-propelled but not operated upon rails, and includes neighborhood electric vehicles as defined in RCW 46.04.357. An electric personal assistive mobility device is not considered a motor vehicle. A power wheelchair or an electric-assisted bicycle is not considered a motor vehicle.
Non- Motorized Vehicle	A device other than a motor vehicle used to transport persons, including, but not limited to, bicycles, skateboards, in-line skates, and roller skates. Electric-assisted bicycles are included in this definition.
Traffic calming	The combination of physical measures and educational efforts to alter driver behavior and improve conditions for non-motorized street users. Physical measures may include bulb-out curb extensions, chicanes, or traffic circles, among other things. Educational efforts may include pavement markings or increased police enforcement.
Transportation Analysis Zone (TAZ)	Areas with similar land use characteristics that are used in travel demand models to assess traffic conditions and operations.
Transportation Benefit District (TBD)	A geographic area designated by a jurisdiction that is a means to funding transportation improvement projects; funding sources can include vehicle license fees, property taxes or sales taxes.
Transportation Demand Management (TDM)	A set of strategies intended to maximize the efficiency of the transportation network by reducing demand on the system. Examples of TDM strategies are encouraging commuting via bus, rail, bicycle, or walking; managing the available parking supply; or creating a compressed work week.
Transportation Improvement Program (TIP)	A long-range (6 years) plan established by a city or county that results from the Capital Improvement Program (CIP) process. The TIP establishes the jurisdiction's transportation deficiencies, project priorities, and possible funding methods.
Transportation System Management (TSM)	A coordinated approach to the construction, preservation, maintenance, and operations of the transportation network with the goal of maximizing efficiency, safety, and reliability. These activities include making intersection and signal improvements, constructing turn lanes, improving signage and pavement markings, and collecting data to monitor system performance.
Travel Demand Forecasting	Methods for estimating the desire for travel by potential users of the transportation system, including the number of travelers, the time of day, travel mode, and travel routes.

Washington Transportation Plan (WTP)	A long-range (20 years) statewide transportation plan adopted by the Washington Transportation Commission. The WTP describes existing transportation conditions in the state, and outlines future transportation needs.

Transportation Element

1. Introduction

The purpose of the Comprehensive Transportation Plan (Transportation Plan) is to guide the development of multimodal surface transportation within the City of Edmonds (City) in a manner consistent with the City's adopted transportation goals, objectives, and policies (presented in Chapter 2). The Transportation Plan serves as the transportation element of the City of Edmonds Comprehensive Plan (Comprehensive Plan). It identifies transportation infrastructure and services needed to support projected land use within the city through the year 2035, in compliance with the State of Washington Growth Management Act (GMA) [RCW 36.70A, 1990, as amended]. Based upon existing and projected future land use and travel patterns, the Transportation Plan describes roadway, pedestrian, bicycle and transit infrastructure and services and provides an assessment of existing and projected future transportation needs. It establishes transportation priorities and guides the development of the six-year Transportation Improvement Program (TIP), Capital Improvements Program (CIP), and Capital Facilities Plan (CFP). The Transportation Plan also establishes implementation strategies that address the transportation needs for the city through the year 2035.

B. Purpose of the Transportation Comprehensive Plan

Based upon the directives of the City's adopted transportation goals and policies, and the requirements of the GMA, the objectives of the Transportation Plan are as follows:

- Address the total transportation needs of the city through 2035;
- Identify transportation improvements necessary to provide a complete system that will function safely and efficiently through the year 2035;
- Ensure consistency with the Land Use Element of the Comprehensive Plan;
- Contribute to economic growth within the city through an efficient transportation system;
- Provide cost-effective accessibility and mobility for people, goods, and services;
- Provide multimodal travel alternatives that are safe and have convenient access to employment, education, and recreational opportunities for urban and suburban residents in the area, in support of the City's Complete Streets Ordinance;
- Identify funding needs for identified transportation improvements and the appropriate contribution by the public and private sectors of the local economy;
- Comply with the requirements of the GMA and State Environmental Policy Act (SEPA); and
- Support improvements to major transportation routes outside the city that will reduce through-traffic in the community.

The Transportation Plan sets a framework for understanding, creating, and prioritizing a transportation network for Edmonds, and it provides metrics for measuring progress towards its implementation.

C. Plan Background

Reports, Plans and Records

This Transportation Plan integrates the analysis and results of numerous plans and prior reports that have been completed for the City. Information was obtained from the following sources:

- City of Edmonds Transportation Element. 2009. Previous transportation plan that established citywide transportation goals and policies and infrastructure and service needs, which was updated for this Plan.
- City of Edmonds Comprehensive Plan. 2009. Current GMA plan that presents the City's planned future land use through 2025, and plans and policies established by the City to support that land use.
- SR 99 Traffic and Circulation Study. 2006. Assesses traffic conditions on State Route (SR) 99, and recommends safety and mobility improvements to be included in the City TIP.
- 2012 Technical Memorandum: SR 104/Westgate Transportation Assessment
- Memorandums prepared as part of the process for a future (SR 104 Complete Streets Corridor Analysis (2015).

Land Use Review

The Edmonds Comprehensive Plan and Edmonds Community Development Code (ECDC) guides development and growth within the city. Future transportation infrastructure and service needs identified in this Transportation Plan were established by evaluating the level and pattern of travel demand generated by planned future land use. Future population and employment projections for the region are provided by the state Office of Financial Management (for population) and the Puget Sound Regional Council (PSRC). Snohomish County works with local jurisdictions to determine the expected distribution and allocation of population and employment between cities and unincorporated county. The transportation analysis presented in this Transportation Plan is based upon the future population and employment allocated to the City of Edmonds, based on the countywide process.

Table 1-1 summarizes the City's existing and projected future land use growth.

Based on the City of Edmonds' adopted regional growth target, the population is expected to reach 45,550 residents by the year 2035 (increased of 5,750 from 2011). The City also anticipates by the year 2035 a total of 21,168 housing units (increase of 2,772 from 2011) and 13,948 jobs (increase of 2,269 from 2011).

Table 1-1. City of Edmonds Existing and Future Land Use Summary

Land Use Type	Unit	Existing (2014)	2035
Single Family	Dwelling Units	10,990	11,790
Multi-Family	Dwelling Units	6,370	8,450
Retail	Jobs	2,240	3,080
Finance, Insurance, Real Estate, Services & Government	Jobs	6,220	7,630
Wholesale, Transportation, Utilities, Manufacturing & Construction	Jobs	140	170
Education	Students	5,760	6,730

1. The model also includes values for park acres, marina slips, and park-and-ride spaces.
2. Excludes land use within Esperance.

D. Regulatory Framework

Growth Management Act (GMA)

Transportation planning at the state, county and local levels is governed by the GMA, which contains requirements for the preparation of the transportation element of a Comprehensive Plan. In addition to requiring consistency with the land use element, the GMA [RCW 36.70A.070 (6)] requires that the following components be included in transportation elements:

- Inventory of facilities by mode of transport;
- Level of service assessment to aid in determining the existing and future operating conditions of the facilities;
- Proposed actions to bring these deficient facilities into compliance;
- Traffic forecasts, based upon planned future land use;
- Identification of infrastructure needs to meet current and future demands;
- Funding analysis for needed improvements, as well as possible additional funding sources;
- Identification of intergovernmental coordination efforts; and
- Identification of demand management strategies as available.

In addition to these elements, GMA mandates that development cannot occur if development causes Level of Service to decline below the adopted standards, unless transportation improvements can be made or other appropriate actions taken, concurrent with development. Such appropriate actions may include transit service, Transportation Demand Management (TDM) strategies, or Transportation System Management (TSM) strategies.

Under the GMA, local governments and agencies must annually prepare and adopt six-year Transportation Improvement Programs (TIPs). These programs must be consistent with the transportation element of the local comprehensive plan and other state and regional plans and policies as outlined below.

Washington Transportation Plan

The Washington Transportation Plan (WTP) presents the State's strategy for developing budgets and implementing improvements over a 20-year planning horizon. The WTP contains an overview of the current conditions of the statewide transportation system, and an assessment of the State's future transportation investment needs. The WTP policy framework sets the course for meeting those future needs.

Puget Sound Regional Council (PSRC) Plans

The PSRC is the Regional Transportation Planning Organization for the area that includes Snohomish, King, Pierce, and Kitsap counties. The PSRC works with local jurisdictions to establish regional transportation guidelines and principles and certifies that the transportation-related provisions within local jurisdictions' comprehensive plans are consistent with the Regional Transportation Plan and conform to GMA requirements.

VISION 2040

VISION 2040 is the region's growth plan through the year 2040. Key to Vision 2040 is the establishment of *Multicounty Planning Policies*, which are designed to help achieve the Regional Growth Strategy and address region-wide issues within a collaborative and equitable framework. The policies are built around several key goals for transportation in the region:

- Maintenance, Management, and Safety – Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- Support the Growth Strategy – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- Greater Options, Mobility, and Access – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

Each policy section contains actions that lay out steps the region will need to take to achieve VISION 2040. This Transportation Element is consistent with the Vision 2040 priorities.

Destination 2040

Transportation 2040 is an action plan for transportation in the central Puget Sound region, consistent with VISION 2040. Adopted in 2010, it identifies investments to support the region's expected growth and improve the service transportation provides to people and businesses. It lays out a financing plan that suggests a long-term shift in how we fund transportation improvements, with more reliance on users paying for transportation improvements. Transportation 2040 also proposes a strategy for reducing transportation's contribution to climate change and its impact on important regional concerns such as air pollution and the health of Puget Sound.

Snohomish County Countywide Planning Policies

The Snohomish County Countywide Planning Policies are written policies used to establish a countywide framework from which the county and cities' comprehensive plans are developed. The Countywide Planning Policies were last amended in 2011. Future amendments will be in response to changes in the countywide growth strategy, changes in the GMA, decisions of the Growth Management Hearings Board, and issues involving local plan implementation.
The County's transportation policies are intended to guide transportation planning by the county and cities within Snohomish County and to provide the basis for regional coordination with the Washington State Department of Transportation (WSDOT) and transit operating agencies. The

policies ensure that the countywide transportation systems are adequate to serve the level of land development that is allowed and forecasted.

Edmonds Comprehensive Plan

The Comprehensive Plan serves as the City's primary growth management tool and must be consistent with the Growth Management Act. A community such as Edmonds, with attractive natural features, a pleasant residential atmosphere and proximity to a large urban center, is subject to constant growth pressures. The Plan is intended to provide a long-range strategy guiding how the City will develop and how services will be provided.

The Comprehensive Plan identifies the City's expected population, housing, and jobs through the year 2035. It contains goals, policies, maps, and narrative—all of which must be consistent and coordinated with each other. Key elements of the Comprehensive Plan include:

- Community sustainability
- Land use
- Transportation (as represented by this Transportation Plan)
- Housing
- Parks, recreation, and open space
- Community culture and urban design
- Economic development.
- Capital facilities
- Utilities

The comprehensive transportation plan serves as the transportation element of the city's comprehensive plan.

E. Public Participation

The Comprehensive Transportation Plan has included a significant amount of community involvement at all stages of the planning and development process. Feedback obtained from open houses, citizen committee involvement, and intergovernmental coordination was very useful to the initial development and subsequent revision of the Transportation Plan, greatly enhancing its effectiveness. These efforts led to more realistic assessments of existing conditions and impacts of forecasted growth, as well as the identification of appropriate measures to address both current and future conditions.

Public Open Houses

Two public open houses were held at Edmonds City Hall to inform the community about the Comprehensive Transportation Plan and gather comments on transportation improvement priorities.

The first open house was held on February 25, 2015. The purpose of this meeting was to introduce the project to citizens, share the existing transportation inventories and existing conditions analyses that had been completed, and gather input from participants on the transportation issues they felt are most important. The second meeting was held on June 10, 2015. The purpose of this meeting was to share the draft list of recommended transportation projects, present cost estimates, discuss the financial outlook for transportation capital projects and solicit citizen input on project priorities.

The public open houses were publicized through notice in the City newsletter, City website, advertisement on the local government channel, and meeting notification in the local newspaper.

Citizen Advisory Transportation Committee

The City of Edmonds Citizen Advisory Transportation Committee is comprised of ten citizens and (1) City Council member who met monthly with the City's Transportation Engineer. The purpose of the Committee was to:

- Monitor and make recommendations relating to motorized and non-motorized transportation issues, systems, and funding;
- Contribute input to updates of the City Comprehensive Transportation Plan and monitor the City's efforts to implement the improvements detailed in the Plan; and
- Enhance communication with the public with regard to transportation needs.

The Transportation Committee provided transportation recommendations for updates reflected in this Transportation Plan. City staff worked with Transportation Committee members throughout the Plan development to update the City's transportation goals and policies, discuss Plan elements, and determine how best to produce a balanced multimodal plan. The Committee also acted as the Walkway Committee, ranking all the proposed Walkway projects (based on various criteria).

Edmonds Bike Group

The long-standing group meets monthly to discuss bicycle transportation issues. Membership includes over 50 residents, with about 10 members who regularly attend monthly group meetings. Members represent Edmonds, Woodway, Lynnwood, and Mountlake Terrace, and are interested in improving citywide bicycle infrastructure and conditions for bicycle travel. The Bike Group helped establish a bike map indicating existing local bicycle facilities (such as bike lanes, bike

routes, and sharrows) and where those should be added as part of future projects. The Bike Group's recommendations are also presented in Chapter 4 of this Transportation Plan.

Intergovernmental Coordination

The following agencies reviewed this Comprehensive Transportation Plan: WSDOT, PSRC, Community Transit, Snohomish County, the City of Mountlake Terrace, the City of Shoreline, the City of Lynnwood, and the Town of Woodway.

F. Overview of the Transportation Plan Elements

This Comprehensive Transportation Plan includes the following elements:

- ***Chapter 2: Goals, and Policies*** – Presents the transportation goals and policies that guide the evaluation of existing and future conditions, and the development of the Recommended Transportation Plan.
- ***Chapter 3: Street System*** – Provides an inventory of existing streets, existing and projected future traffic volumes, assessment of existing and projected future roadway operations, safety assessment, and recommended improvements to address safety and mobility needs.
- ***Chapter 4: Non-Motorized System*** – Provides an inventory of existing walkways and bikeways, assessment of needs, strategy for compliance with the Americans with Disabilities Act (ADA), and recommended improvements to address pedestrian and bicycle mobility and safety.
- ***Chapter 5: Transit and Transportation Demand Management*** – Provides an inventory of existing transit facilities and service, including buses, rail and ferries; and presents strategies to support transit and commute trip reduction.
- ***Chapter 6: Implementation and Financial Plan*** – Provides a summary of the projects, project prioritization, total costs, and financial strategies and projected revenue for recommended improvements through 2035.

2. Goals and Policies

Assessments of existing and future conditions, as well as development of the Transportation Plan, are guided by transportation goals and policies developed by the City. Major updates of the goals and policies take place during updates of the Transportation Element, under the direction of the Citizen Advisory and Technical Advisory Committees.

Goals are generalized statements which broadly relate the physical environment to values. Under each goal, **Policies** are listed that provide specific direction for meeting the goals. In 2011, the City of Edmonds adopted a Complete Streets Ordinance, which pledges that the City will plan, design, and implement transportation projects, accommodating bicycles, pedestrians, and transit riders.

The Transportation Element has six overarching goals that work together to achieve this vision of providing a transportation system that accommodates all users:

1. Provide a safe and user-friendly travel experience for all users
2. Build a transportation system that enhances the City's land use vision
3. Be sustainable- financially, environmentally, and socially
4. Foster an active and healthy community
5. Create a complete and connected system that offers efficient transportation options
6. Partner with other entities to create a logical system that integrates within the regional transportation network

Each of these goals is described in more detail below, and includes specific policies to achieve individual goals. **Appendix A** provides a tabular comparison of goal and policy changes compared to the previous plan.

F.1. Goal 1: Provide a safe and comfortable travel experience for all users

Policy 1.1 Design new streets and, when the opportunity arises, redesign streets to a standard that reduces lane width to accommodate vehicles that use the street most frequently; rather than large vehicles that may use the street only occasionally.

Policy 1.2 Relate required street widths to the function and operating standards for the street.

Policy 1.3 Design street improvements to enhance the safe and efficient movement of pedestrians and bicycle traffic. Incorporate traffic calming measures where appropriate.

Policy 1.4 Design walking paths for use by people at all mobility levels. Improvements to walking paths and curb cuts should meet the requirements of the ADA.

Policy 1.5 Place highest priority on provision of lighting on walking paths, crosswalks and bicycle facilities that regularly carry non-motorized traffic at night. Non-motorized traffic, characterized as any vehicle that does not require a license, includes motorized bicycles, scooters, and Segways, in addition to pedestrians and people riding bicycles.

Policy 1.6 Seek opportunities to improve safety for those who bicycle in the city.

Policy 1.7 Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, Puget Sound Regional Council, Community Transit, Sound Transit, and other entities to ensure critical infrastructure is in place to respond to both natural and human-caused disasters.

F.2. Goal 2: Build a transportation system that enhances the City's land use vision

Policy 2.1 Locate and design transportation facilities to meet the demands of existing and projected land uses as provided for in the Comprehensive Plan.

Policy 2.2 Work with transit agencies to ensure existing and planned transit creates connections to existing and future employment and activity centers.

Policy 2.3 Locate and design transportation facility improvements to respect the community's residential character, natural features, and quality of life.

Policy 2.4 Design local residential streets to prevent or discourage use as shortcuts for vehicle through-traffic. Coordinate local traffic control measures with the affected neighborhood.

Policy 2.5 Design street improvements to encourage downtown traffic circulation to flow in and around commercial blocks, promoting customer convenience and reducing congestion. Separate through-traffic from local traffic circulation to encourage and support customer access.

Policy 2.6 Carefully review parking requirements for downtown development proposals both for autos and bikes to promote development while still ensuring adequate balance between parking supply and demand.

Policy 2.7 Encourage underground parking as part of new development.

Policy 2.8 Provide a complete walking path network in commercial areas, especially downtown, as an element of public open space that supports pedestrian and commercial activity.

Policy 2.9 Reassess the Transportation Improvement Program (TIP) annually to ensure that transportation facility needs, financing, and levels of service are consistent with the

City's land use plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan.

Policy 2.10 Ensure city transportation facilities and services are provided concurrent with new development or redevelopment to mitigate impacts created from such development. Road improvements may be provided at the time of or within 6 years of development.

Policy 2.11 Encourage neighborhoods to fund improvements that exceed City standards (e.g. for parking, median strips, landscaping, traffic calming, walking paths or other locally-determined projects).

Policy 2.12 Guide the development of new streets and maintenance of existing streets to form a well-connected network that provides for safe, direct, and convenient access to the existing roadway network for automobiles, bicycles, and pedestrians. Prioritize transportation investments that reinforce the City's vision of developing near transit-oriented areas.

F.3. Goal 3: Be sustainable- financially, environmentally, and socially

Policy 3.1 Minimize the adverse impact of transportation facility improvements on the natural environment both in established neighborhoods and undeveloped areas.

Policy 3.2 Design streets with the minimum pavement areas needed and utilized innovative and sustainable materials where feasible, to reduce impervious surfaces.

Policy 3.3 Include analyses of geological, topographical, and hydrological conditions in street design.

Policy 3.4 Encourage landscaping along residential streets to preserve existing trees and vegetation, increase open spaces, and decrease impervious surfaces. Landscaping may be utilized to provide visual and physical barriers but should be carefully designed not to interfere with motorists' sight distance and traffic, pedestrian, bicycle, and wheel chair safety. Landscaping improvements should take maintenance requirements into consideration.

Policy 3.5 Encourage underground placements of utilities when existing roadways are improved.

Policy 3.6 Encourage placement of underground conduit for future installation of fiber optic cable as roadways are built or improved.

Policy 3.7 Convert private streets to public streets only when:

a. The City Council has determined that a public benefit would result.

b. The street has been improved to the appropriate City public street standard.

c. The City Engineer has determined that conversion will have minimal effect on the City's street maintenance budget.

d. In the case that the conversion is initiated by the owner(s) of the road, that the owner(s) finance the survey and legal work required for the conversion.

Policy 3.8 Construct walking paths in an ecologically friendly manner, encouraging the use of pervious paving materials where feasible.

Policy 3.9 Maximize efficiencies of existing transportation facilities through:

- Transportation Demand Management.
- Encouraging development to use existing facilities.
- Technologies that improve the efficiency of travel, including signal improvements and changeable message signs.

Policy 3.10 Base the financing plan for transportation facilities on estimates of local revenues and external revenues that are reasonably anticipated to be received by the City.

Policy 3.11 Finance the six-year Transportation Improvement Program (TIP) within the City's financial capacity to achieve a balance between available revenue and expenditures related to transportation facilities. If projected funding is inadequate to finance needed transportation facilities, based on adopted LOS (Level of Service) standards and forecasted growth, the City should explore one or more of the following options:

- Lower the LOS standard
- Change the Land Use Plan
- Increase the amount of revenue from existing sources
- Adopt new sources of revenue

Policy 3.12 Seek funding to complete multimodal solutions to transportation needs.

Policy 3.13 Ensure that ongoing operating and maintenance costs associated with a transportation facility are financially feasible prior to constructing the facility.

Policy 3.14 Ensure that future development pays a proportionate share of the cost to mitigate impacts associated with growth. Future development's payments may take the form of impact fees, SEPA mitigation payments, dedications of land, provision of transportation facilities, or special assessments.

Policy 3.15 Strive to conform to the Federal and State Clean Air Acts by working to help implement PSRC's Vision 2040 and by following the requirements of Chapter 173-420 of the WAC.

Policy 3.16 Support transportation investments that advance alternatives to driving alone, as a measure to reduce greenhouse gas emissions and in turn reduce the effect of citywide transportation on global climate change.

Policy 3.17 Keep roadways operating in safe condition by taking steps to secure roadway funding from a variety of sources to maintain, rehabilitate, or replace roadways. Edmonds will work with its partners to understand street maintenance and rehabilitation needs. Prioritize roadway preservation projects and consider the long term maintenance costs of new capacity as part of the up-front cost of development.

Policy 3.18 Where possible, encourage easements that provide pedestrian connections and protect the natural environment.

Policy 3.19 Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations through investment in equitable modes of transportation, in addition to potential catch-up investment for areas in need as necessary.

F.4. Goal 4: Foster an active and healthy community

Policy 4.1 Encourage active transportation by providing safe facilities for bicycle and pedestrians.

Policy 4.2 Leverage funding opportunities and the City's right of way to complete the arterial walking path system according to the following priority list:

- Arterial roadways without walking paths or shoulders on which transit service is provided;
- Arterial roadways without walking paths or shoulders on which transit service is not provided;
- Arterial roadways with shoulders too narrow or in or poor walking condition for pedestrians;
- Arterial roadways with adequate shoulders for pedestrians but without walking paths; and
- The remainder of the arterial roadway system (e.g. roads with walking paths along one side, or roads with walking paths in disrepair).

Policy 4.3 As funding permits and right of way is available, complete a collector walking path system that connects to transit service and activities such as retail, schools, or parks.

Policy 4.4 When appropriate, acquire easements and/or development rights in lieu of rights-of-way for installation of smaller facilities such as sidewalks, walking paths, and bikeways.

Policy 4.5 Locate utilities and walking path amenities, including but not limited to poles, benches, planters, trashcans, bike racks, and awnings, so as to not obstruct non-motorized traffic or transit access.

Policy 4.6 Locate walking paths and bicycle facilities to facilitate community access to parks, schools, neighborhoods, shopping centers and transit facilities/stops.

Policy 4.7 Place highest priority on pedestrian safety in areas frequented by children, such as near schools, parks, and playgrounds. Provide walking paths in these areas at every opportunity.

Policy 4.8 Maintain existing public walking paths.

Policy 4.9 Periodically review and update walking path construction priorities in the Transportation Plan.

Policy 4.10 Encourage the use of innovative crosswalk treatments, such as pedestrian actuated flashing signals or pedestrian crossing flags.

Policy 4.11 Encourage collaboration across departments to develop a network of walking paths throughout the city. This network could include but not be limited to signed loop trails in neighborhoods, park-to-park walking paths, and theme-related walks.

Policy 4.12 Encourage separation of walking paths from bikeways, where feasible. Multi-use paths should also be encouraged in instances which separating walk and bike paths is unreasonable.

Policy 4.13 Place highest priority for improvements to bicycle facilities and installation of bike racks and lockers near schools, commercial districts, multi-family residences, recreation areas, and transit facilities.

Policy 4.14 Provide bicycle lanes where feasible, to encourage the use of bicycles for transportation and recreation purposes. Sharrows can be provided on lower volume roadways to create motorist awareness.

Policy 4.15 Identify bicycle routes through signage.

Policy 4.16 Ensure that existing public bicycle facilities are maintained and upgraded when feasible.

Policy 4.17 Prioritize connectivity to transit nodes that provide important connections to regional destinations.

Policy 4.18 When bicycle improvements are being considered along a certain stretch, the addition of protected bike lanes will be considered as part of the evaluation.

F.5. Goal 5: Create a complete and connected system that offers efficient transportation options

Policy 5.1 Design all streets where feasible as complete streets that serve automobile, transit, pedestrian and bicycle travel according to City ordinance 3842.

Policy 5.2 Periodically review functional classifications of city streets and adjust the classifications when appropriate.

Policy 5.3 Provide on-street parking as a secondary street function only in specifically designated areas such as in the downtown business district and in residential areas where off-street parking is limited. Streets should not be designed to provide on-street parking as a primary function, particularly in areas with frequent transit service.

Policy 5.4 Encourage parking on one side rather than both sides of streets with narrow rights-of-way, with the exception of downtown.

Policy 5.5 Encourage the efficient movement of people and goods through an effective and inter-connected transportation network that includes: collector and arterial streets, trails, bike paths, public transit and other transportation facilities.

Policy 5.6 Design streets to accommodate emergency service vehicles. Improve emergency service access to the waterfront, especially to west side of train tracks when there is a train crossing.

Policy 5.7 Coordinate traffic signals located within ½ mile of each other to decrease delay and improve operations.

Policy 5.8 Use public rights-of-way only for public purposes. The private use of a public right-of-way is prohibited unless expressly granted by the City.

Policy 5.9 Construct pedestrian facilities on all streets and highways, interconnecting with other modes of transportation.

Policy 5.10 Locate walking paths and additional street features such as benches and shelters along transit routes to provide easy access to transit stops.

Policy 5.11 Explore future funding for a city-based circulator bus that provides local shuttle service between neighborhoods (Firdale Village, Perrinville, Five Corners, Westgate) and downtown.

Policy 5.12 Place priority on coordinating bus routes and bus stop sites in City plans for street lighting improvements.

Policy 5.13 Consider transit stop sites in the design of roadways, walking path improvements and land use permit reviews.

Policy 5.14 Design Arterial and Collector roadways to accommodate buses and other modes of public transportation including the use of high occupancy vehicle priority treatments, transit signal priority, queue bypass lanes, boarding pads and shelter pads, and transit-only lanes where appropriate.

Policy 5.15 Implement multi-modal LOS standards that considers transit and non-motorized operations as well as automobile operations.

Policy 5.16 Provide additional transportation facility capacity when existing facilities are used to their maximum level of efficiency consistent with adopted LOS standards.

Policy 5.17 Encourage the provision of a bus rapid transit system or other high-capacity frequent transit service along SR 104.

F.6. Goal 6: Partner with other entities to create a logical system that integrates within the regional transportation network

Policy 6.1 Provide access between private property and the public street system that is safe and convenient, and incorporates the following considerations:

- Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway. Restrict number of driveways located along arterials. Coordinate with local businesses and property owners to consolidate access points in commercial and residential areas.
- Require new development to consolidate and minimize access points along all state highways, principal arterials, and minor arterials.
- Design the street system so that the majority of direct residential access is provided via local streets.
- For access onto state highways, implement Chapter 468-52 of the Washington Administrative Code (WAC), Highway Access Management -- Access Control Classification System and Standards.

Policy 6.2 Provide safe bicycle connections to existing bicycle facilities in adjacent jurisdictions.

Policy 6.3 Work with transit providers to ensure that transit service within the city is:

- Convenient and flexible to meet community and user needs;
- Dependable, affordable, and maintains regular schedules;

- Provides adequate service during evening hours, weekends, and holidays; and

- Comfortable and safe for all users.

Policy 6.4 Work with transit providers to ensure that public transit is accessible within a quarter (1/4) mile of any address in the city.

Policy 6.5 Work with transit providers to serve designated activity centers with appropriate levels of transit service. Transit stops should be properly located throughout the activity center, and designed to serve local commuting and activity patterns, and significant concentrations of employment.

Policy 6.6 Design new development and redevelopment in activity centers to provide pedestrian access to transit.

Policy 6.7 Work with transit agencies to coordinate public transit with school district transportation systems to provide transit connections for school children.

Policy 6.8 Form a multimodal system that links ferry, rail, bus, auto, and non-motorized travel providing access to regional transportation systems while ensuring the quality, safety, and integrity of local commercial districts and residential neighborhoods.

Policy 6.9 Locate and design a multi-modal transportation center and terminal to serve the city's needs with the following elements:

- A ferry terminal that meets the operational requirements to accommodate forecast ridership demand and that provides proper separation of automobile, bicycle and walk-on passenger loading;

- A train station that meets intercity passenger service and commuter rail loading requirements, and provides the requisite amenities such as waiting areas, storage and bicycle lockers;

- A transit center with connections to major regional destinations;

- A linkage between stations/terminals that meets the operational and safety requirements of each mode, including a link between the multi-modal station terminal to the business/commerce center in downtown Edmonds;

- Safety features that include better separation between train traffic and other modes of travel, particularly vehicle and passenger ferry traffic as well as the general public; and

- Overall facility design that minimizes the impact to the natural environment, in particular the adjacent marshes.

Policy 6.10 Encourage joint public/private efforts to develop and implement transportation demand management and traffic reduction strategies.

Policy 6.11 Work with both public and private entities to ensure the provision of adequate transportation facilities and services necessary to mitigate impacts to Edmonds' transportation system.

Policy 6.12 Participate in local and regional forums to coordinate strategies and programs that further the goals of the Comprehensive Plan.

Policy 6.13 Coordinate with neighboring jurisdictions and regional and state agencies to make transportation system improvements and assure that funding requirements are met.

Policy 6.14 Encourage public transportation providers within the city to coordinate services to ensure the most effective transportation systems possible and provide comfortable stop amenities.

Policy 6.15 Coordinate with neighboring jurisdictions and regional and state agencies to encourage their support of the City's policies and planning processes.

Policy 6.16 Participate on the boards of Community Transit and other public transit providers, and regularly share citizen and business comments regarding transit services to the appropriate provider.

Policy 6.17 Work with Community Transit to provide additional passenger shelters and benches at bus stops sites within Edmonds.

Policy 6.18 Coordinate with local public transit agencies and private transit providers regarding road closures or other events that may disrupt normal transit operations in order to minimize impacts to transit customers.

Policy 6.19 Work with Community Transit and local employers to encourage ridesharing to employment centers and major activity centers.

Policy 6.20 Coordinate with non-City providers of transportation facilities and services on a joint program for maintaining adopted LOS standards, funding and construction of capital improvements. Work in partnership with non-City transportation facility providers to prepare functional plans consistent with the City Comprehensive Plan.

Policy 6.21 Regularly coordinate with WSDOT, Washington State Ferries, Community Transit, King County Metro, Snohomish County, the Town of Woodway, and the Cities of Mountlake Terrace, Lynnwood, Shoreline, and Mukilteo, to ensure planning for transportation facilities is compatible.

Policy 6.22 Encourage and promote the use of electric vehicles as they are developed in all automobile, truck, and commercial vehicle classes. Encourage the use of such vehicles in a way that conditions are safe and don't impede traffic flow. Provide for a broad range of electric charging opportunities at public and private parking venues throughout the city, including standards for new developments that provide parking facilities.

Policy 6.23 Position Edmonds to respond to technical innovations, such as electric vehicles, autonomous vehicles, and other personal mobility devices. Coordinate with regional and private entities to accommodate these modes of transportation that have the potential to provide increased mobility and environmental benefits.

Due to the restructuring of sections when compared to the 2009 Plan, many policy numbers have changed. **Appendix A** shows a comparison table.

3. Transportation Network

This chapter provides an inventory of the existing transportation network in Edmonds, including roadways, pedestrian facilities, bicycle facilities, and transit service. This chapter also includes safety assessment and inventory of parking facilities.

G. Existing Roadway Functional Classification

All streets in the city have a designated functional classification. The functional classification of a street depends on the types of trips that occur on it, the basic purpose for which it was designed, and the relative level of traffic volume it carries. The different classifications of roadways serve different stages of a trip, with some roadways designed to prioritize mobility while others prioritize access to adjacent land uses:

Each road is classified as one of the following:

- **Freeway** – Multi-lane, high-speed, high-capacity road intended exclusively for motorized traffic. All access is controlled by interchanges and road crossings are grade-separated. No freeways pass through Edmonds, though Interstate-5 (I-5) runs to the east of the city limits.

- **Principal Arterial** – Road that connects major activity centers and facilities, typically constructed with limited direct access to abutting land uses. The primary function of principal arterials is to provide a high degree of vehicle mobility, but they may provide a minor amount of land access. Principal arterials serve high traffic volume corridors, carrying the greatest portion of through or long-distance traffic within a city, and serving inter-community trips. On-street parking is often limited to improve capacity for through-traffic. Typically, principal arterials are multi-lane facilities and have traffic signals at intersections with other arterials. Regional bus routes are generally located on principal arterials, as are transfer centers and park-and-ride lots. Principal arterials usually have sidewalks and sometimes have separate bicycle facilities, so that non-motorized traffic is separated from vehicle traffic.

- **Minor Arterial** – Road that connects centers and facilities within the community and serves some through traffic, while providing a greater level of access to abutting properties. Minor arterials connect with other arterial and collector roads, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. Provision for on-street parking varies by location. Although the dominant function of minor arterials is the movement of through traffic, they also provide for considerable local traffic with origins or destinations at points along the corridor. Minor arterials also carry local and commuter bus routes. They usually

have sidewalks and sometimes have separate bicycle facilities, so that non-motorized traffic is separated from vehicular traffic.

- **Collector** – Road designed to fulfill both functions of mobility and land access. Collectors typically serve intra-community trips connecting residential neighborhoods with each other or activity centers, while also providing a high degree of property access within a localized area. These roadways "collect" vehicular trips from local access streets and distribute them to higher classification streets. Additionally, collectors provide direct services to residential areas, local parks, churches and areas with similar land uses. Typically, right-of-way and paving widths are narrower for collectors than arterials. They may only be two lanes wide and are often controlled with stop signs. Local bus routes often run on collectors, and they usually have sidewalks on at least one side of the street.

- **Local Access** – Road with a primary function of providing access to residences. Typically, they are only a few blocks long, are relatively narrow, and have low speeds. Local streets are generally not designed to accommodate buses, and often do not have sidewalks. Cul-de-sacs are also considered local access streets. All streets in Edmonds that have not been designated as an arterial or a collector are local access streets. Local access streets make up the majority of the miles of roadway in the city.

Higher classes (e.g. freeways and arterials) provide a high degree of mobility and have more limited access to adjacent land uses, accommodating higher traffic volumes at higher speeds. Lower classes (e.g., local access streets) provide a high degree of access to adjacent land and are not intended to serve through traffic, carrying lower traffic volumes at lower speeds. Collectors generally provide a more balanced emphasis on traffic mobility and access to land uses.
Cities and counties are required to adopt a street classification system that is consistent with these guidelines (RCW 35.78.010 and RCW 47.26.090). **Figure 3-1** shows the existing road functional classifications for city streets, as well as recommended classification changes.

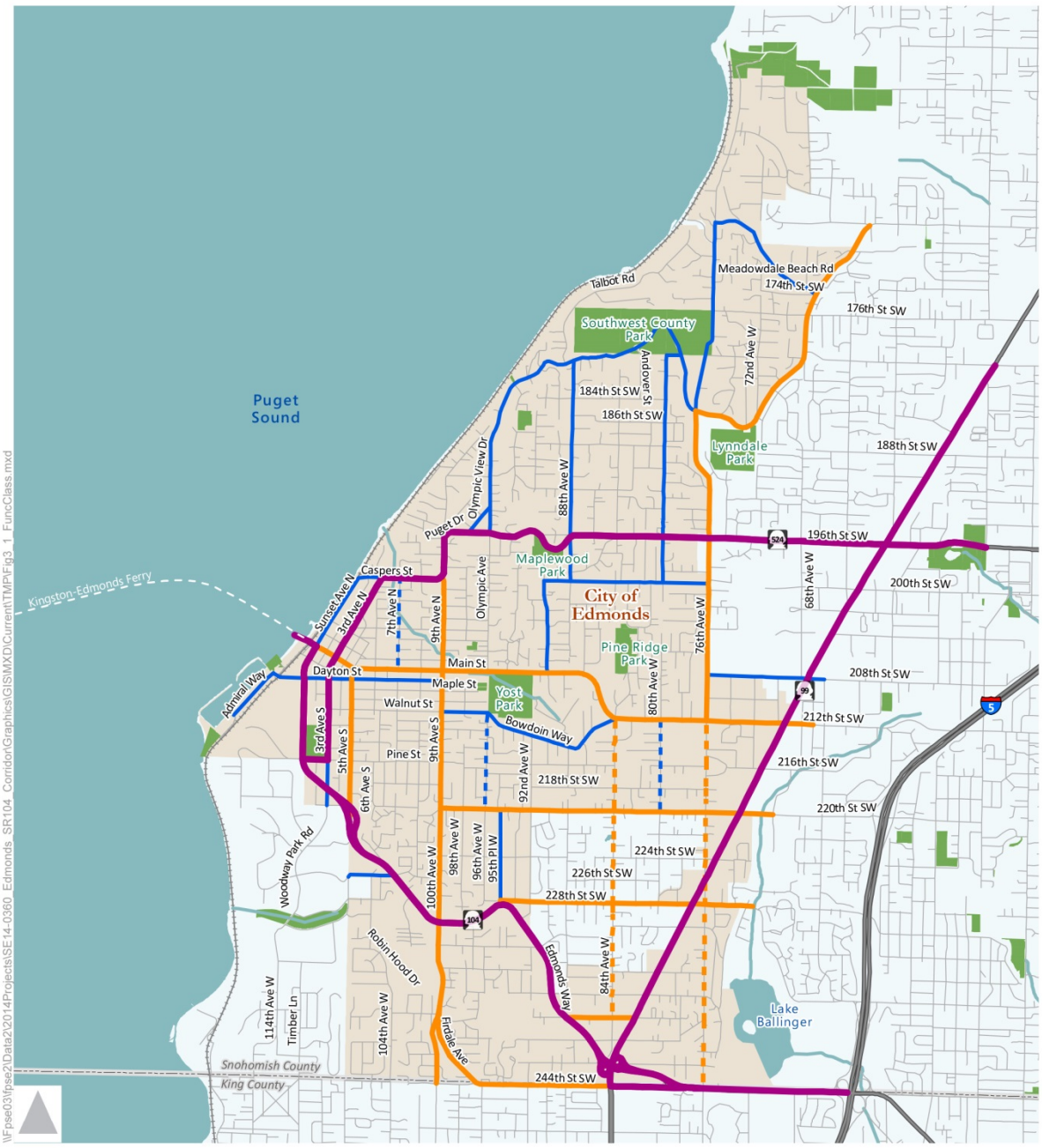


Figure 3-1
Roadway Functional Classification

Figure 3-1 Functional Classification

Table 3- *summarizes the total miles of roadway located within the city by existing functional classification. The table compares the miles of roadway to Federal Highway Administration (FHWA) guidelines (FHWA 1989). The table shows that all miles of all classifications are within guidelines. The total miles of principal and minor arterial are within guidelines for total amount of arterial.*

Table 3-1. Miles of Roadway by Existing Federal Functional Classification

Functional Classification	Miles of Roadway in Edmonds	Proportion of Total Roadway	Typical Proportion based on FHWA Guidelines[1]
Principal Arterial	12	8%	2% – 9%
Minor Arterial	14	9%	7% – 14%
Collector	17	11%	6% – 24%
Local Access	114	72 %	62% – 74%
Total	157	100%	

1. Source: Federal Highway Administration 2013.

Evaluation of Road Functional Classifications

Over time, changes in traffic volumes and shifts in land use and traffic patterns may cause the function of a road to change. Thus, it is important to periodically review the functions city roads serve, and evaluate whether any changes in classification are warranted. The following guidelines are used for evaluating the classifications.

1. **Average Daily Traffic (ADT)** – Roadways with higher functional classifications typically carry higher traffic volumes. On high volume roadways, the demand for traffic mobility is more likely to outweigh the need for access to abutting land. Conversely, where volumes are lower the access function of the street will generally be more important than mobility for traffic. Traffic volumes alone do not provide the basis for classification, but are used in conjunction with the other criteria listed below. However, the following ranges are used as guidelines:
   - Minor Arterial Street: 3,000 to 15,000 ADT
   - Collector Street: 1,000 to 5,000 ADT

2. **Non-motorized use** – The accommodation of non-automobile modes, including walking, bicycling, and transit use is another important measure of a road's function. Roads with higher classifications tend to serve more modes of travel. The more travel modes that a street accommodates, the greater the number of people that street serves, and the more important that street is to the movement of people, goods, and services throughout the city.

3. **Street length** – A street that is longer in length tends to function at a higher classification. This is due to the fact that longer (continuous) streets allow travelers to move between distant attractions with a limited number of turns, stops, and other distractions that discourage them from using streets of lower classification. Longer streets generally supply a higher level of mobility, compared to other streets that provide more access.

4. **Street spacing** – Streets of higher classification usually have greater traffic carrying capacity and fewer impediments to travel. Fewer facilities are needed to serve the traffic mobility demands of the community due to their efficiency in moving traffic. This typically means that fewer streets of higher classification are needed, so there will be greater distances between them. The farther the distance of a street from a higher classification street, the more likely it is that the street will function at a similar classification. A greater number of streets of lower classification are needed to provide access to abutting land. Therefore, they must be spaced more closely and there must be many more of them. It is considered most desirable to have a network of multiple lower classification streets feeding into progressively fewer higher classified streets. Based on these guidelines, typical spacing for the different classifications of roadways are as follows:

   - Principal Arterials: 1.0 mile
   - Minor Arterials: 0.3 to 0.7 mile
   - Collectors: 0.25 to 0.5 mile
   - Local Access: 0.1 mile

5. **Street connectivity** – Streets that provide easy connections to other roads of higher classification are likely to function at a similar classification. This can be attributed to the ease of movement perceived by travelers who desire to make that connection. For example, state highways are generally interconnected with one another, to provide a continuous network of high order roadways that can be used to travel into and through urban areas. Urban arterials provide a similar interconnected network at the citywide level. By contrast, collectors often connect local access streets with one or two higher-level arterial streets, thus helping provide connectivity at the neighborhood scale rather than a citywide level. Local streets also provide a high degree of connectivity as a necessary component of property access. However, the street lengths, traffic control, and/or street geometry are usually designed so that anyone but local travelers would consider the route inconvenient.

   The Federal-Aid Highway Act of 1973 requires the use of functional highway classification to update and modify the Federal-aid highway systems. Thus, the FHWA and WSDOT have adopted a federal functional classification system for city roadways. Allocation of funds, as well as application of local agency design standards, is based on the federal classification. Federal funds may only be spent on federally classified routes.

   Based upon the guidelines provided above, the following changes to functional classifications are recommended:

   - Apply for the following federal functional classification upgrade from local access to collector for the following five road segments:

   - 7th Avenue N, Main Street – Caspers Street
   - 80th Avenue W, 212th Street SW – 220th Street SW
   - 96th Avenue W, 220th Street SW – Walnut Street

   - Apply for the following federal functional classification upgrade from collector to minor arterial for the following six road segments:

- 76th Avenue W, 212th Street SW – NE 205th Street
- 84th Avenue W, 212th Street SW – 238th Street SW

Under the recommended classifications, the total proportion of minor arterial would increase slightly, and the proportion of local access street would decrease slightly, compared to existing conditions. Supporting information can be seen in **Appendix B.**

H. Roadway System Inventory

State Highways

There are three Washington state routes located within the city.

- SR 104 (Edmonds Way) runs roughly east-west between the Edmonds-Kingston Ferry dock and I-5.
- SR 524 (Puget Drive/196th Street SW) runs east-west connecting SR 104 to SR 99, I-5, and ultimately SR 522.
- SR 99 runs north-south on the east side of the city, and is the highest traffic-carrying arterial in Edmonds. From Edmonds, it runs north to Everett, and south through Shoreline to Seattle and the Tacoma metropolitan area.

In 1998, the Washington State Legislature passed Highways of Statewide Significance legislation (RCW 47.06.140). Highways of Statewide Significance promote and maintain significant statewide travel and economic linkages. The legislation emphasizes that these significant facilities should be planned from a statewide perspective, and thus they are not subject to local concurrency standards. (WSDOT 2007)

In Edmonds, SR 104 between the Edmonds-Kingston Ferry Dock and I-5, and SR 99 between the south city limits and SR 104 have been designated as Highways of Statewide Significance. The Edmonds-Kingston ferry route is considered to be part of SR 104, and is also identified as a Highway of Statewide Significance (excluding the ferry terminal). (Washington State Transportation Commission 2009)

City Streets

The city street system is comprised of a grid of principal arterials, minor arterials, collectors, and local streets. **Appendix B** summarizes the city roadways currently classified as principal arterial, minor arterial, or collector. The table shows the existing functional classification, speed limit, number of lanes, and walkway/bikeway characteristics for each of the roadways.

Speed Limits

Figure 3-2 shows speed limits on collectors and arterials in Edmonds. The speed limits range from 25 miles per hour (mph) to 45 mph. The speed limit on most local access streets is 25 mph. The speed limit was dropped on State Route 104, between 5th Avenue S and Dayton Street, from 40 mph to 35 mph in early 2015 (when Pine St. Pedestrian Crossing was added by WSDOT).

Figure 3-2. Speed Limits on City Streets

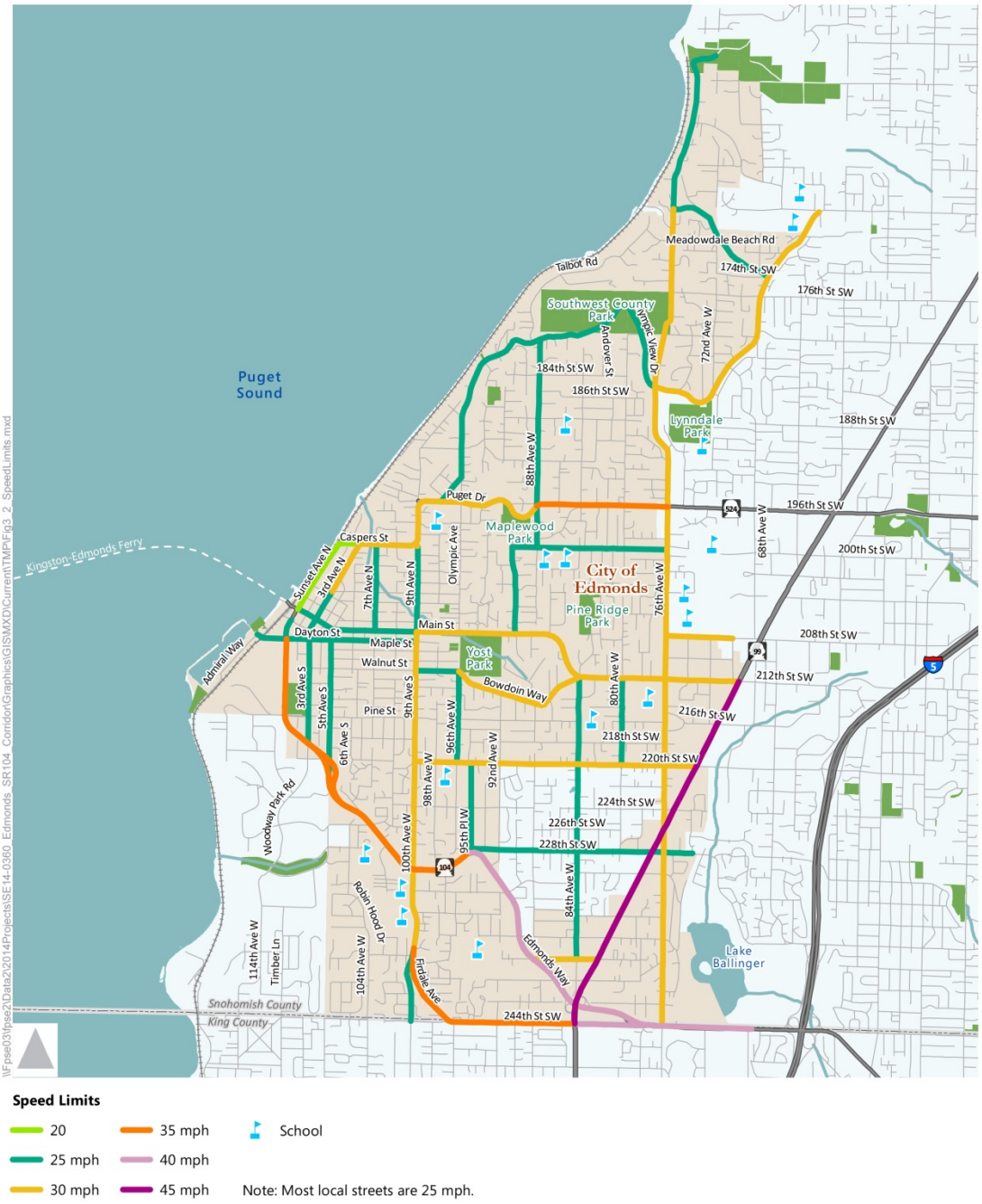


Figure 3-2
Speed Limits on City Streets

Traffic Control

Traffic signals and stop signs are used to provide traffic controls at intersections with high traffic volume. These devices aid in control of traffic flow. In addition, these devices help to minimize collisions at intersections. **Figure 3-3** shows the city intersections controlled by traffic signals and those controlled by all-way stop signs. There are 31 signalized intersections, two emergency signals, and 45 all-way stop controlled intersections in the city. The city maintains all signals except for some located on Highways of Statewide Significance that are maintained by WSDOT.

Traffic Calming Devices

Traffic calming devices are devices installed on any classified streets, to discourage speeding, reduce cut-through traffic, and/or improve safety. Traffic calming devices are currently in place at many locations throughout Edmonds. These measures have been installed as part of capital improvement projects, as opportunities were presented, and occasionally in response to citizen requests.

The following types of traffic calming devices are currently present within the city:

- **Bulb-outs** – curb extensions that are used to narrow the roadway either at an intersection or at mid- block along a street corridor. Their primary purpose is to make intersections more pedestrian friendly by shortening the roadway crossing distance and drawing attention to pedestrians via raised peninsula. Additionally, a bulb-out often tightens the curb radius at the corner, which reduces the speeds of turning vehicles.

- **Chicane** – series of curb extensions that alternate from one side of the street to the other, which narrows the roadway and requires drivers to slow down to travel through the chicane. Typically, a series of at least three curb extensions is used.

- **Partial closure** – involves closing down one lane of a two-lane roadway along with a “Do Not Enter” or “One Way” sign, in order to reduce cut-through traffic.

- **Raised pavement markers** – 4-inch diameter raised buttons placed in design sequence across a road, causing a vehicle to vibrate and alert the motorist to an upcoming situation. Raised pavement markers may be used in conjunction with curves, crosswalks, pavement legends and speed limit signs. They are most effective when used to alert motorists to unusual conditions ahead, and are most commonly used on approaches to stop signs, often in situations where the visibility of a stop sign is limited.

- **Speed cushion** – Similar to speed humps, speed cushions are divided into sections so that wide wheelbase vehicles can straddle them. As such, they can more easily accommodate transit, fire engines, and other emergency response vehicles.

- **Traffic circle** – raised island placed in the center of an intersection which forces traffic into circular maneuvers. Motorists yield to vehicles already in the intersection and only need to consider traffic approaching in one direction. Traffic circles prevent drivers from speeding through intersections by impeding straight-through movement.

- **Radar feedback sign** – An electronic sign that notifies on coming motorists of their current speed in miles per hour. The posted speed limit is also visible to give motorists a reference. The intent of this device is to make drivers more conscientious of their speed in relation to the speed limit.

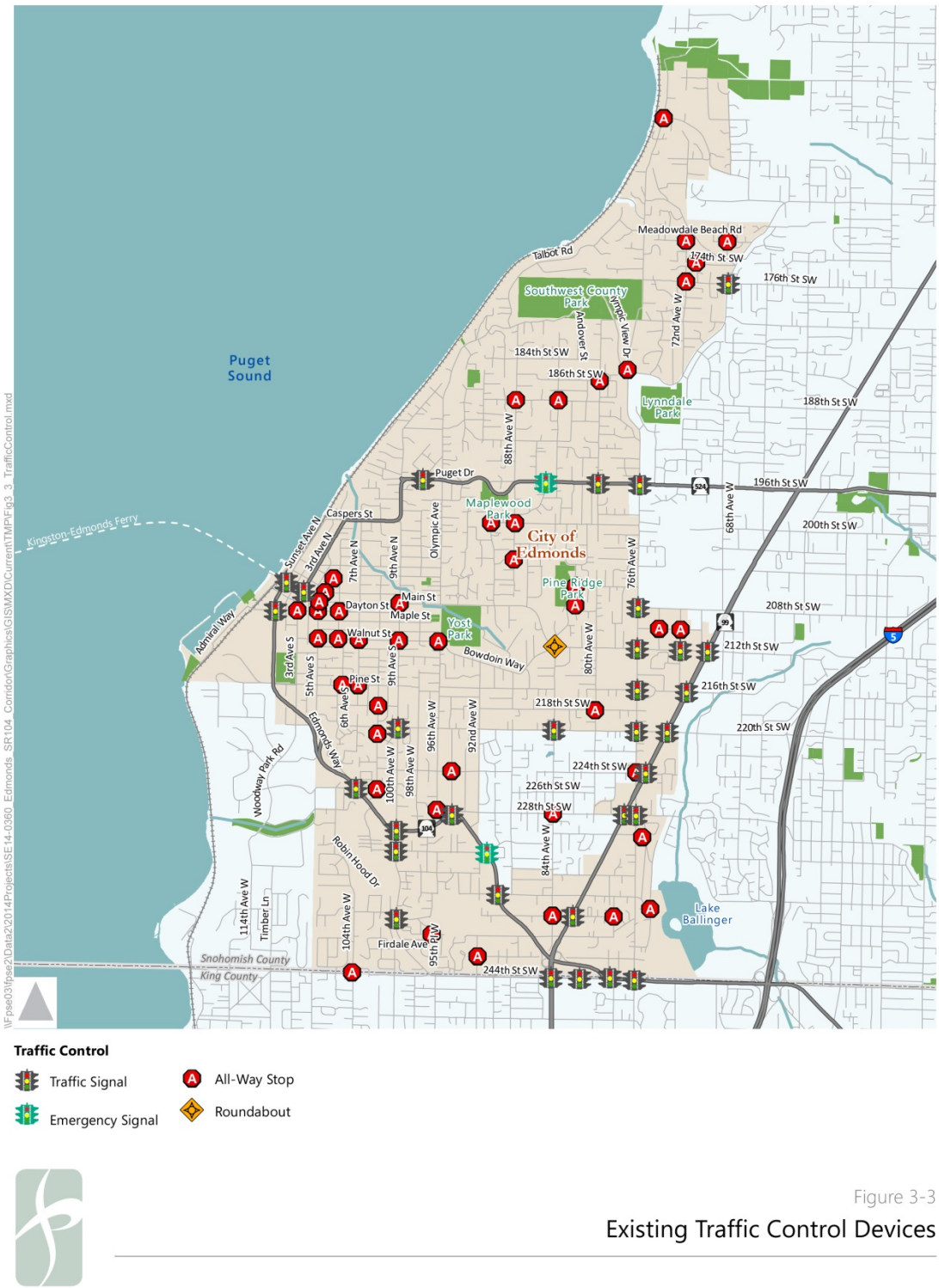


Figure 3-3
Existing Traffic Control Devices

Figure 3-3. Existing Traffic Control Devices

Parking

On-street parking is available throughout most of the city. Parking is accommodated on the street and in private parking lots associated with existing development. Public parking is provided throughout the city at no charge to drivers. In the downtown area, parking is limited to three hours along most of the downtown streets, with certain stalls designated for handicapped parking, one-hour parking, and loading/unloading.

The City has established an employee permit parking program to provide more parking to the general public in high demand parking areas by encouraging Edmonds' business owners and employees to park in lower demand parking areas. The permit authorizes permit employees to park for more than three hours in three-hour parking areas if the parking is part of a commute to work.

Public parking lots, allowing all-day parking, are also provided at various locations in Downtown Edmonds (such as Police Department/Fire Department and City Hall)...The City continues to monitor parking demand and supply and make adjustments as needed. A detailed Downtown parking study will need to be completed in the future to determine if parking is adequate to accommodate parking demand. **Figure 3-4** shows the downtown streets on which three hour parking, one hour parking, and handicapped parking are located.

Street Standards

The Goals and Objectives of the Transportation Plan relate street design to the desires of the local community, and advise that design be at a scale commensurate with the function that the street serves. Guidelines are therefore important to provide designers with essential elements of street design as desired by the community. Essential functions of streets in Edmonds include vehicle mobility, pedestrian access, bicycle access and aesthetics.

The City has adopted street design standards (Edmonds Community Development Code (ECDC) 18.00.040, City of Edmonds Construction Standard Details and Specifications) for residential, business and commercial access roads, and follows established design guidelines for other streets. These are known as the **"Edmonds Standard Details"**. These standard details provide typical roadway cross-sections for different street classifications. They provide flexibility in design to accommodate a variety of physical, operational, and cost issues.

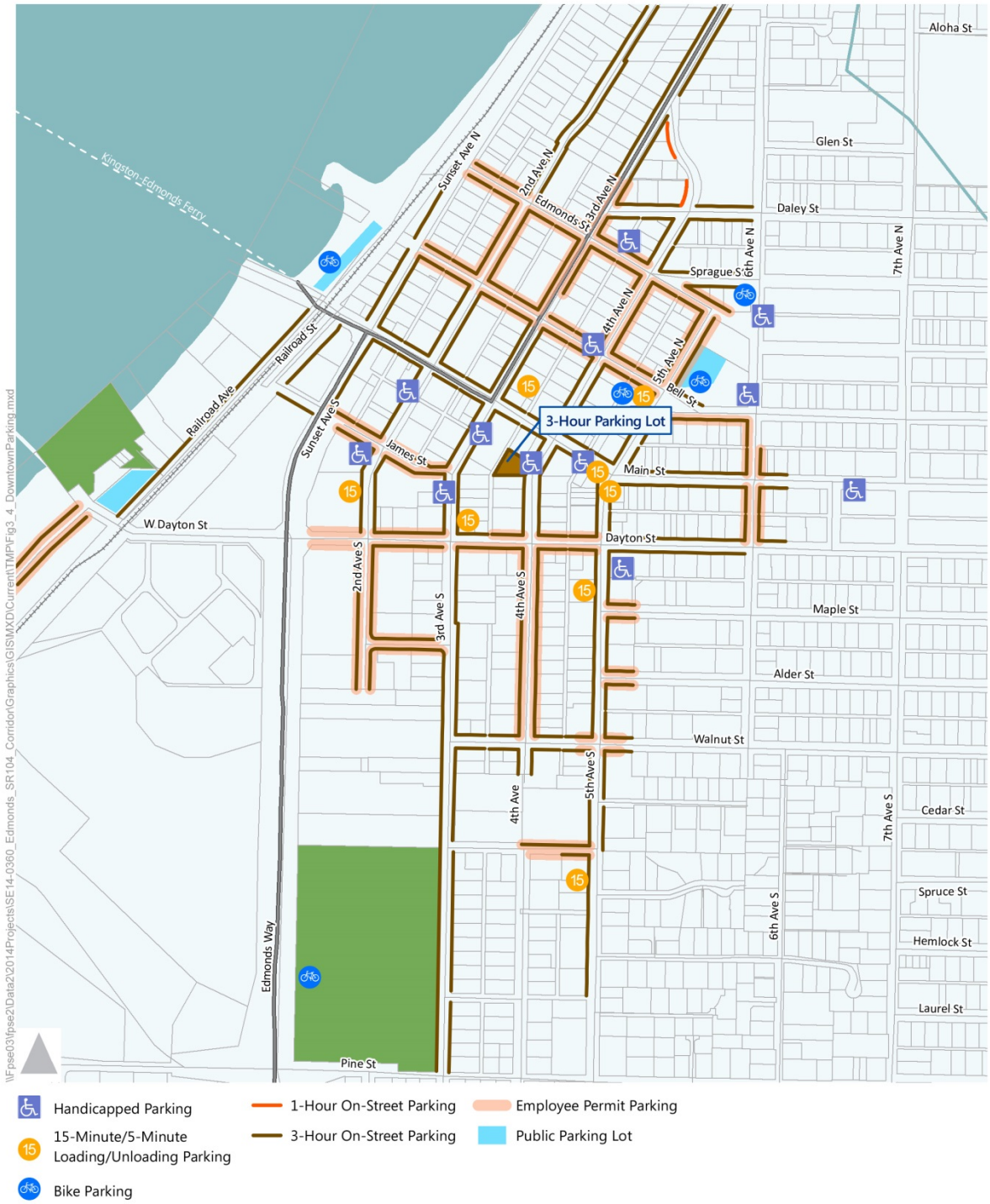


Figure 3-4

Downtown On-Street Parking

Figure 3-4. Downtown On-Street Parking

I. Roadway Conditions

Existing traffic Operations

Traffic volumes

PM peak hour traffic counts were taken at numerous locations throughout the city in November 2014, as shown in **Figure 3-5**. The analysis of existing operating conditions on city roadways is based on these data.

Level of Service

Level of Service (LOS) is the primary measurement used to determine the operating quality of a roadway segment or intersection. The quality of traffic conditions is graded into one of six LOS designations: A, B, C, D, E, or F. **Table 3-2** presents typical characteristics of the different LOS designations. LOS A and B represent the fewest traffic slow-downs, and LOS C and D represent intermediate traffic congestion. LOS E indicates that traffic conditions are at or approaching urban congestion; and LOS F indicates that traffic volumes are at a high level of congestion and unstable traffic flow.

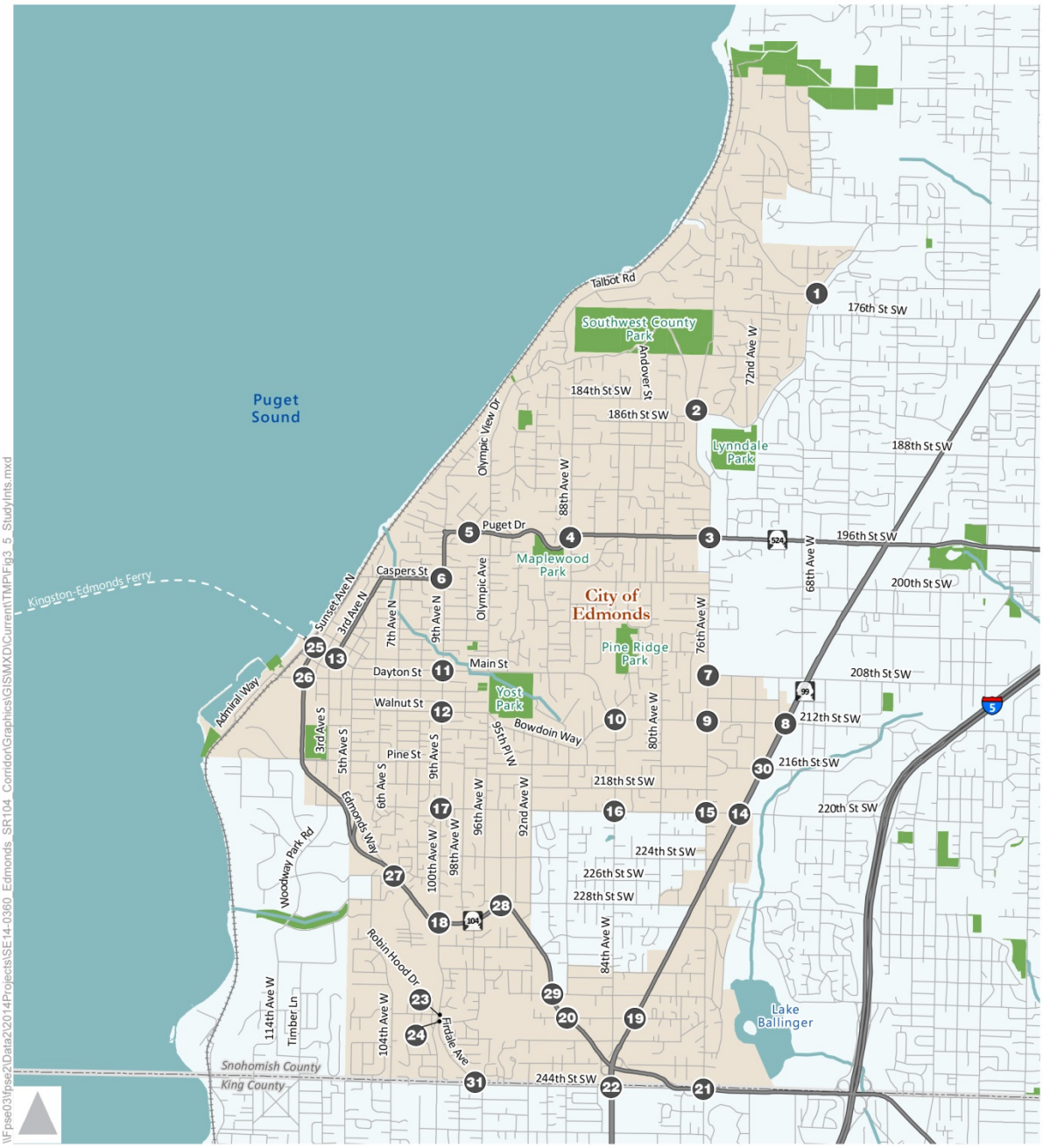
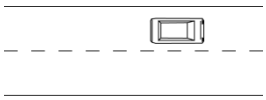
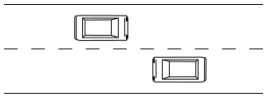
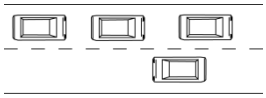
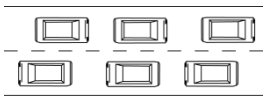
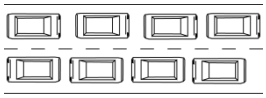
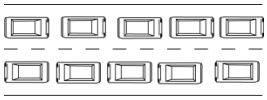


Figure 3-5
Study Area Intersections

Figure 3-5. Study IntersectionsTable 3-2.

Table 3-2: Typical Roadway Level of Service Characteristics

Level of Service		Characteristic Traffic Flow
A		Free flow – Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.
B		Stable flow – Represents reasonable unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
C		Stable flow – In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream required substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
D		Stable flow – Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience- Small increases in traffic flow will generally cause operational problems at this level.
E		Unstable flow – Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns
F		Forced flow – Describes forced or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves that are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclical fashion.

Source: Transportation Research Board 2000

Level of Service Criteria

Methods described in the Highway Capacity Manual (Transportation Research Board 2010) are used to calculate the LOS for signalized and stop-controlled intersections. **Table 3-3** summarizes the LOS criteria for signalized and stop-controlled intersections. LOS for intersections is determined by the average amount of delay experienced by vehicles at the intersection. For stop-controlled intersections, LOS depends on the average delay experienced by drivers on the stop-controlled approaches. Thus, for two-way or T-intersections, LOS is based on the average delay experienced by vehicles entering the intersection on the minor (stop-controlled) approaches. For all-way stop controlled intersections, LOS is determined by the average delay for all movements through the intersection. The LOS criteria for stop-controlled intersections have different threshold values than those for signalized intersections, primarily because drivers expect different levels of performance from distinct types of transportation facilities. In general, stop-controlled intersections are expected to carry lower volumes of traffic than signalized intersections. Thus, for the same LOS, a lower level of delay is acceptable at stop-controlled intersections than it is for signalized intersections.

Table 3-3. Level of Service Criteria for Intersections

	Average Delay per Vehicle (seconds/vehicle)	
LOS Designation	**Signalized Intersections**	**Stop-Controlled Intersections**
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Source: Transportation Research Board 2000

Due to the complexity of calculating the LOS of Roundabouts, Sidra Solutions was used to analyze the roundabout at 212th St. SW and 84th Ave W. The Highway Capacity Manual 2010 method is used to determine an LOS, while geometrical variables are not taken into account, such as entry angle and lane width. The Highway Capacity Manual criteria for stop-controlled intersections (see Table 3-3) is applied, because drivers' expectations for delay at a roundabout more closely resemble expectations at a stop sign than at a signal (e.g. a lower level of delay is considered acceptable).

Concurrency and Level of Service Standard

Under GMA, concurrency is the requirement that adequate infrastructure be planned and financed to support development as it occurs. In practice, the GMA requires that communities can demonstrate the ability to provide adequate service levels within six years of development occurring. LOS standards are used to evaluate the transportation impacts of long-term growth and concurrency. In order to monitor concurrency, the jurisdictions adopt acceptable roadway

operating conditions that are then used to measure existing or proposed traffic conditions and identify deficiencies. The City has adopted LOS standards for city streets and state routes in the city that are subject to concurrency. **Table 3-4** shows the roadway LOS standards.

Table 3-4. Roadway Level of Service Standards

Facility	Standard
City Streets	Arterials: LOS D or better (except state routes) Collectors: LOS C or better
State Highways of Regional Significance	SR 99 north of SR 104; SR 524: LOS E or better
State Highways of Statewide Significance	SR 104; SR 99 south of SR 104: Not subject to City standard, but identify situations where WSDOT standard of D is not being met

LOS is measured at intersections during a typical weekday PM peak hour, using analysis methods outlined in the Highway Capacity Manual (Transportation Research Board 2010) and discussed in the previous section. For intersections of roads with different functional classifications, the standard for the higher classification shall apply.

Intersections that operate below these standards are considered deficient under concurrency. Deficiencies are identified either as existing deficiencies, meaning they are occurring under existing conditions and not as the result of future development, or as projected future deficiencies, meaning that they are expected to occur under future projected conditions. Concurrency management ensures that development, in conformance with the adopted land use element of the Comprehensive Plan, will not cause a transportation facility's operations to drop below the adopted standard. Transportation capacity expansion or demand management strategies must be in place or financially planned to be in place within six years of development use.

Transportation concurrency is a term that describes whether a roadway is operating at its adopted LOS standard. The adopted standard indicates a jurisdiction's intent to maintain transportation service at that level, which has budgetary implications. If a city adopts a high LOS standard, it will have to spend more money to maintain the roadways than if it adopts a low LOS standard. On the other hand, a standard that is too low may lead to an unacceptable service level and reduce livability for the community or neighborhood. Under the GMA, if a development would cause the LOS to fall below the jurisdiction's adopted standard, it must be denied unless adequate improvements or demand management strategies can be provided concurrent with the development. The key is to select a balanced standard—not so high as to be unreasonable to maintain, and not so low as to allow an unacceptable level of traffic congestion.

Highways of Statewide Significance (in Edmonds, SR 104, and SR 99 south of SR 104) are not subject to local concurrency standards. However, WSDOT has established a standard of LOS D for these facilities. The City monitors Highways of Statewide Significance, and coordinates with WSDOT to address any deficiencies that are identified.

Existing Level of Service

Table 3-5 and **Figure 3-6** presents existing PM peak hour LOS for 31 intersections throughout the city. The analysis indicates that all Edmonds City intersections are running to the City's adopted LOS standard. One Highway of Statewide Significance intersection (SR 104 & 238th St SW) is currently operating below the standard.

Table 3-5. Existing PM Peak Hour Intersection LOS

	Intersection	Traffic Control	Existing LOS	Average Delay (sec/veh)	LOS Standard	Jurisdiction
1	174th Street SW and Olympic View Drive	Side Street Stop	C	18	D	Edmonds/ Lynnwood
2	Olympic View Drive and 76th Avenue W	AWSC	C	17	D	Edmonds
3	196th Street SW and 76th Avenue W	Signal	D	51	E	WSDOT / Lynnwood
4	Puget Drive (SR 524) and 88th Avenue W	Side Street Stop	E	35	E	WSDOT / Edmonds
5	Puget Drive and Olympic View Drive	Signal	B	13	E	WSDOT/ Edmonds
6	Caspers Street and 9th Avenue N (SR 524)	Side Street Stop	C	20	E	WSDOT / Edmonds
7	208th Street SW and 76th Avenue W	Signal	A	6	D	Edmonds
8	212th Street SW and SR 99	Signal	D	49	E	WSDOT / Edmonds/ Lynnwood
9	212th Street SW and 76th Avenue W	Signal	D	41	D	Edmonds
10	212th Street SW and 84th Avenue W	Roundabout	B	13	D	Edmonds
11	Main Street and 9th Avenue N	AWSC	D	32	D	Edmonds
12	Walnut Street and 9th Avenue S	AWSC	B	13	D	Edmonds
13	Main Street and 3rd Avenue N (SR-524)	Signal	B	12	E	WSDOT / Edmonds
14	220th Street SW and SR 99	Signal	D	51	E	WSDOT / Edmonds / MLT
15	220th Street SW and 76th Avenue W	Signal	C	29	D	Edmonds
16	220th Street SW and 84th Avenue W	Signal	A	8	D	Edmonds
17	220th Street SW and 9th Avenue S	Signal	B	13	D	Edmonds
18	Edmonds Way (SR 104) and 100th Avenue W	Signal	C	26	D	WSDOT / Edmonds
19	238th Street SW and SR 99	Signal	B	16	E	WSDOT / Edmonds
20	238th Street SW and Edmonds Way (SR 104)	Side Street Stop	E[1]	50	D	Edmonds/ WSDOT
21	SR 104 and 76th Avenue W	Signal	C	23	D	Shoreline/ WSDOT

	Intersection	Traffic Control	Existing LOS	Average Delay (sec/veh)	LOS Standard	Jurisdiction
22	244th Street SW (SR 104) and SR 99	Signal	D	45	D	Shoreline/ Edmonds/ WSDOT
23	238th Street SW and 100th Avenue W	Signal	C	22	D	Edmonds
24	238th Street SW and Firdale Avenue	Signal	B	18	D	Edmonds
25	SR 104 and Main Street	Signal	A	7	D	WSDOT
26	SR 104 and Dayton Street	Signal	A	8	D	WSDOT
27	SR 104 and 226th Street SW	Signal	B	11	D	WSDOT / Edmonds
28	SR 104 and 95th Place W	Signal	A	7	D	WSDOT/ Edmonds
29	SR 104 and 236th Street SW	Signal	A	5	D	WSDOT / Edmonds
30	SR 99 and 216th Street SW	Signal	C	35	E	WSDOT / Edmonds/ Lynnwood
31	244th Street SW and Firdale Avenue	Side Street Stop	B	11	D	Edmonds
27	SR 104 and 226th Street SW	Signal	B	11	D	WSDOT / Edmonds

1. LOS exceeds WSDOT standard for Highways of Statewide Significance.

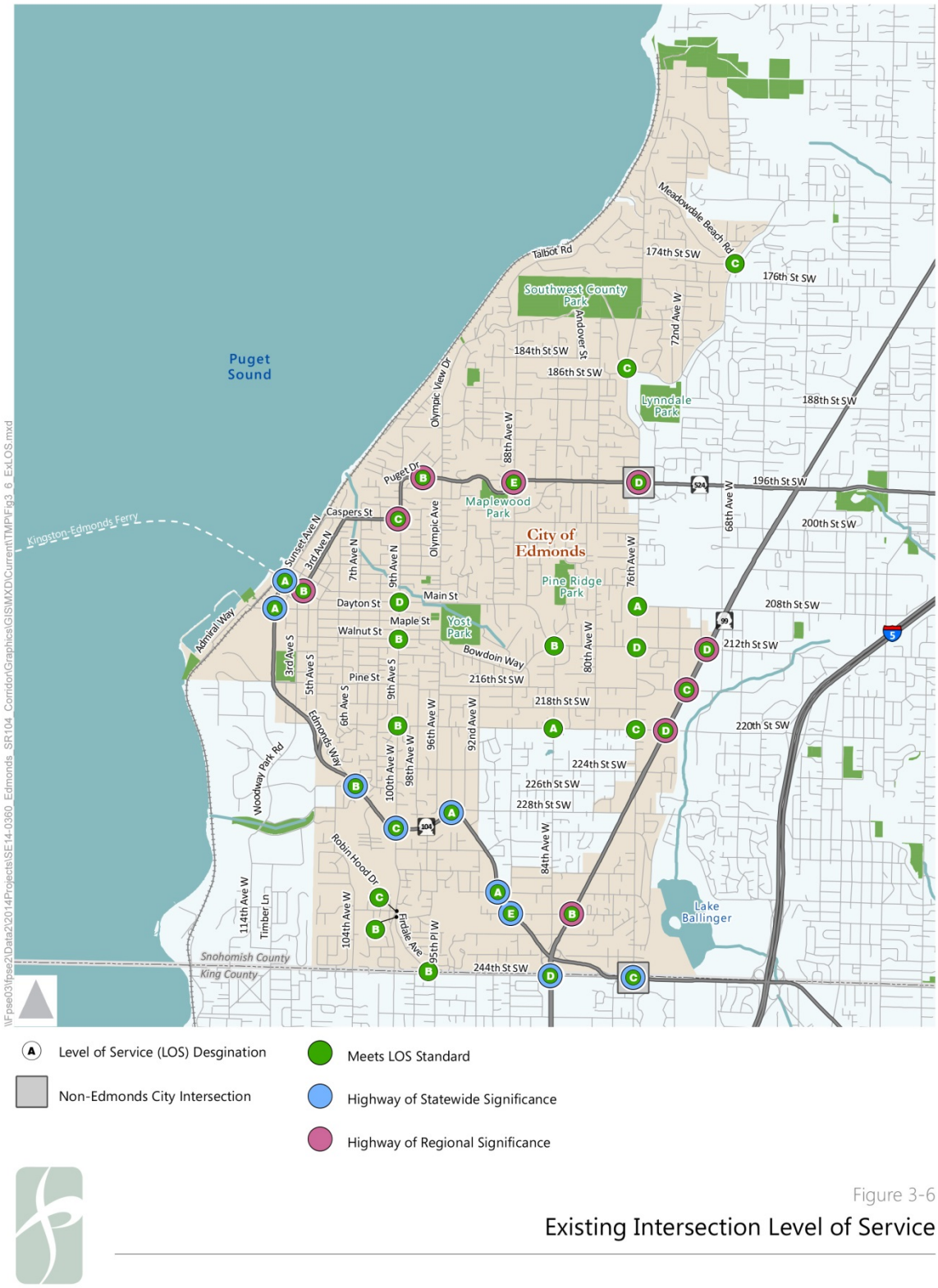


Figure 3-6
Existing Intersection Level of Service

Figure 3-6. Existing Level of Service

Future Traffic Operations

This section presents the methodology used to forecast traffic operating conditions through 2035.

Travel Demand Forecasting Model

The City's travel demand forecasting model was used to analyze future travel demand and traffic patterns for the weekday PM peak hour. The PM peak hour is typically the hour in which the highest level of traffic occurs, and is the time period in which concurrency assessment is based. The major elements of the model include:

- Transportation network and zone structure
- Existing and future land use estimates

The model uses Visum software to estimate PM peak hour vehicle trips using the following steps:

- Trip generation
- Trip distribution
- Network assignment

These fundamental model elements and the key steps of the model are described in the following sections.

Key Elements of the Travel Demand Model

Transportation Network and Zone Structure

The roadway network is represented as a series of links (roadway segments) and nodes (intersections). Road characteristics such as capacity, length, speed, and turning restrictions at intersections are coded into the network. The geographic area covered by the model is divided into transportation analysis zones (TAZs) that have similar land use characteristics. **Appendix C** shows the TAZs that are used in the Edmonds model. The PSRC regional transportation model was used as the basis for both transportation network and TAZ definitions. For the more detailed Edmonds model, some larger TAZs from the regional model were subdivided into smaller TAZs, and the roadway network was analyzed in greater detail.

Land Use Estimates

A citywide land use inventory was completed in 2008 using assessor records, supplemental aerial photos, and field verification. Using recent data from the PSRC and Washington State Employment Security Department, it was determined that the model's 2008 land use assumptions remain representative of existing (2014) conditions. External zones to the model were updated using the recently completed Snohomish County travel demand model to ensure regional consistency. Future year land use patterns and growth were also developed for year 2035. As with the existing year model, the Edmonds future year model was supplemented with external zone data from the 2035 Snohomish County travel demand model. Citywide land use is summarized in **Table 3-6**.

Table 3-6. City of Edmonds Existing and Future Land Use Summary

Land Use Type	Unit	Existing (2014)	2035
Single Family	Dwelling Units	10,990	11,790
Multi-Family	Dwelling Units	6,370	8,450
Retail	Jobs	2,240	3,080
Finance, Insurance, Real Estate, Services & Government	Jobs	6,220	7,630
Wholesale, Transportation, Utilities, Manufacturing & Construction	Jobs	140	170
Education	Students	5,760	6,730

Notes:
- The model also includes values for park acres, marina slips, and park-and-ride spaces.
- Excludes land use within Esperance.

Key Steps of the Travel Demand Model

Trip Generation

The trip generation step estimates the total number of trips produced by and attracted to each TAZ in the model area. The trips are estimated using statistical data on population and household characteristics, employment, economic output, and land uses. Trips are categorized by their general purpose, including:

- Home-based-work, or any trip with home as one end and work as the other end;
- Home-based-other, or any non-work trip with home as one end;
- Non-home-based, or any trip that does not have home at either end.

The trip generation model estimates the number of trips generated per household and employee during the analysis period for each of these purposes. The output is expressed as the total number of trips produced in each TAZ and the total number of trips attracted to each TAZ, categorized by trip purpose.

Trip Distribution

The trip distribution step allocates the trips estimated by the trip generation model to create a specific zonal origin and destination for each trip. This is accomplished using the gravity model, which distributes trips according to two basic assumptions: (1) more trips will be attracted to larger zones (defined by the number of attractions estimated in the trip generation phase, not the geographical size), and (2) more trip interchanges will take place between zones that are closer together than between zones that are farther apart. The result is a trip matrix for each of the trip purposes specified in trip generation. This matrix estimates how many trips are taken from each zone (origin) to every other zone (destination). The trips are often referred to as trip interchanges.

Network Assignment

Each roadway link and intersection node is assigned a functional classification, with associated characteristics of length, capacity, and speed. This information is used to determine the optimum path between all the zones based on travel time and distance. The trips are distributed from each of the zones to the roadway network using an assignment process that takes into account the effect of increasing traffic on travel times. The result is a roadway network with traffic volumes calculated for each segment of roadway. The model reflects the effects of traffic congestion on the roadway network.

Model Calibration

A crucial step in the modeling process is the calibration of the model. The model output, which consists of estimated traffic volumes on each roadway segment, is compared to existing traffic counts. Adjustments are made to the model inputs until the modeled existing conditions replicate actual existing conditions, within accepted parameters. Once the model is calibrated for existing conditions, it can be used as the basis for analyzing future traffic conditions and the impacts of potential improvements to the roadway network.

2035 Traffic Operations without Improvements

Table 3-7 presents projected PM peak hour LOS for city intersections by 2035, and compares them to the 2015 existing conditions. **Figure 3-7** identifies the 2035 LOS conditions, showing the following locations that are projected to operate below the City's adopted LOS standards:

- Olympic View Drive and 174th Street SW
- Olympic View Drive and 76th Avenue W
- 196th Street SW and 88th Avenue W
- 212th Street SW and SR 99
- Main Street and 9th Avenue N
- 220th Street SW and SR 99
- 220th Street SW and 76th Avenue W
- SR 99 and 216th Street SW

There would also be 3 intersections along Highways of Statewide Significance that do not meet WSDOT's recommended LOS of D; however, these intersections are not subject to City concurrency standards. The City still considers exceeding LOS D to be an operational deficiency, and will work with WSDOT to address LOS conditions at these locations:

- SR 104 and 238th Street SW
- SR 104 and Meridian Avenue N
- 244th Street SW and SR 99

Table 3-7. 2035 Intersection Level of Service

	Intersection	2015 LOS	2015 Average Delay (sec/veh)	2035 LOS*	2035 Average Delay (sec/veh)	Jurisdiction
1	174th Street SW and Olympic View Drive	C	18	**F**	**56**	Edmonds/ Lynnwood
2	Olympic View Drive and 76th Avenue W	C	17	**F**	**61**	Edmonds
3	196th Street SW and 76th Avenue W	D	51	E	61	WSDOT / Lynnwood
4	Puget Drive (SR 524) and 88th Avenue W	E	35	**F**	**70**	WSDOT / Edmonds
5	Puget Drive and Olympic View Drive	B	13	D	42	WSDOT/ Edmonds
6	Caspers Street and 9th Avenue N (SR 524)	C	20	D	34	WSDOT / Edmonds
7	208th Street SW and 76th Avenue W	A	6	A	10	Edmonds
8	212th Street SW and SR 99	D	49	**F**	**>150**	WSDOT / Edmonds/ Lynnwood
9	212th Street SW and 76th Avenue W	D	41	D	46	Edmonds
10	212th Street SW and 84th Avenue W	B	13	C	24	Edmonds
11	Main Street and 9th Avenue N	D	32	**F**	**73**	Edmonds
12	Walnut Street and 9th Avenue S	B	13	D	31	Edmonds
13	Main Street and 3rd Avenue N (SR 5524)	B	12	B	16	WSDOT / Edmonds
14	220th Street SW and SR 99	D	51	**F**	**122**	WSDOT / Edmonds / MLT
15	220th Street SW and 76th Avenue W	C	29	**F**	**93**	Edmonds
16	220th Street SW and 84th Avenue W	A	8	B	13	Edmonds
17	220th Street SW and 9th Avenue S	B	13	C	23	Edmonds
18	Edmonds Way (SR 104) and 100th Avenue W	C	26	D	41	WSDOT / Edmonds
19	238th Street SW and SR 99	B	16	D	47	WSDOT / Edmonds
20	238th Street SW and Edmonds Way (SR 104)	**E**	50	**F**	**>150**	Edmonds/ WSDOT
21	SR 104 and 76th Avenue W	C	23	**E**	**77**	Shoreline/ WSDOT
22	244th Street SW (SR 104) and SR 99	D	45	**E**	**78**	Shoreline/ Edmonds/ WSDOT
23	238th Street SW and 100th Avenue W	C	22	A	7	Edmonds
24	238th Street SW and Firdale Avenue	B	18	C	25	Edmonds
25	SR 104 and Main Street	A	7	A	8	WSDOT
26	SR 104 and Dayton Street	A	8	B	10	WSDOT
27	SR 104 and 226th Street SW	B	11	B	16	WSDOT / Edmonds
28	SR 104 and 95th Place W	A	7	B	12	WSDOT/ Edmonds
29	SR 104 and 236th Street SW	A	5	B	13	WSDOT / Edmonds

	Intersection	2015 LOS	2015 Average Delay (sec/veh)	2035 LOS*	2035 Average Delay (sec/veh)	Jurisdiction
30	SR 99 and 216th Street SW	C	35	**F**	**>150**	WSDOT / Edmonds/ Lynnwood
31	244th Street SW and Firdale Avenue	B	11	B	13	Edmonds

* **Bold** indicates that LOS exceeds standard.

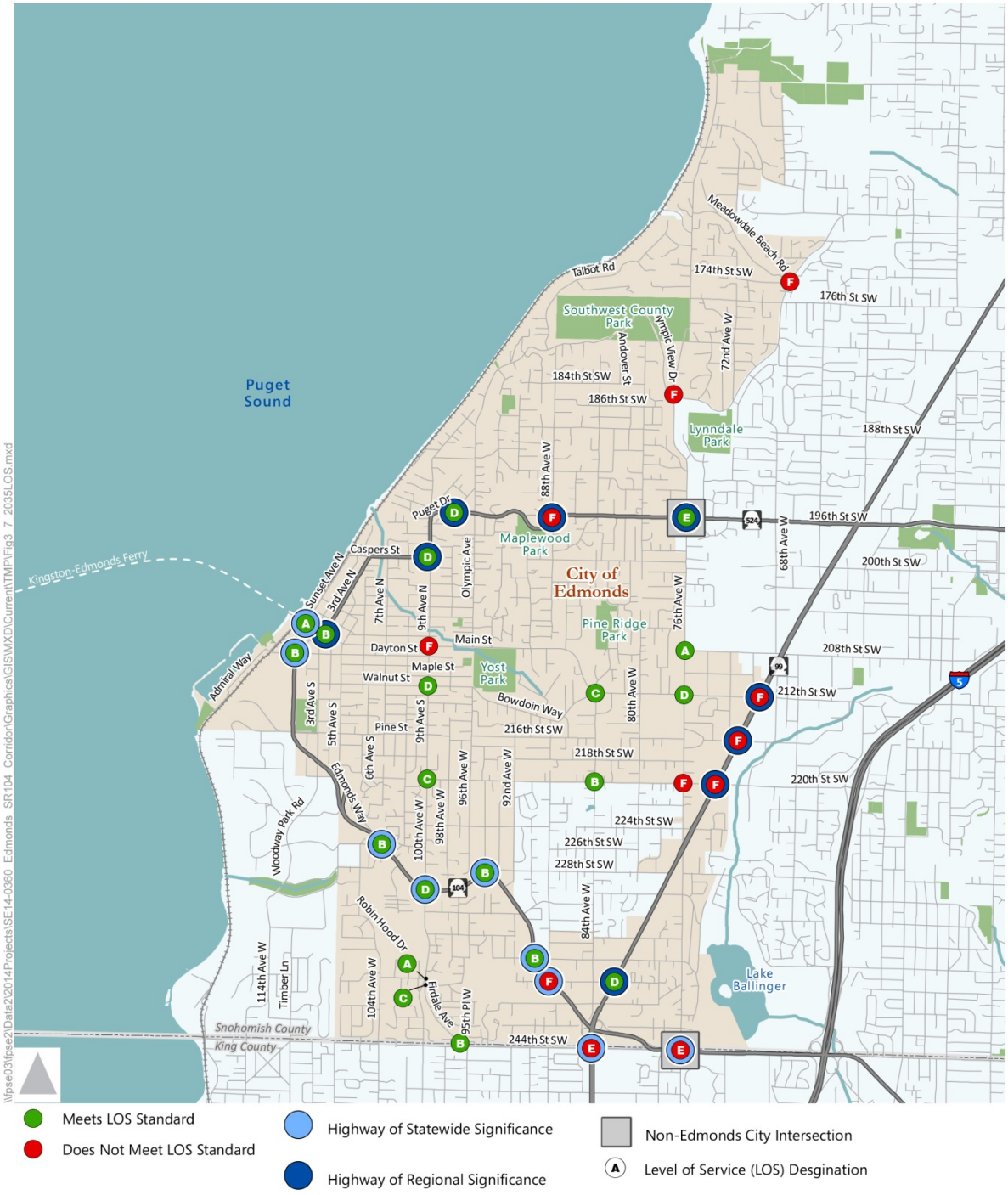


Figure 3-7

2035 Intersection Level of Service

Figure 3-7. 2035 Level of Servic

Safety Assessment

Citywide efforts to provide safe transportation include enforcement of traffic regulations, provision of crosswalks and sidewalks for pedestrians, and provision of well-designed streets for safe driving. Safety also involves ongoing coordination with emergency service providers to ensure access for their emergency equipment. Recommendations to address safety issues are based on assessment of historical collision data, focused sub-area or corridor safety studies, or on citizen feedback. These assessments are described in the following sections.

Collision History

For this Transportation Plan update, historical collision data provided by WSDOT between January 2009 and September 2014 were compiled and evaluated (WSDOT 2014). Collision analysis looks both at the total number of collisions and the rate of collisions per million entering vehicles at an intersection. Both are important safety indicators.

The intersections with the highest number of collisions are located along SR 99, SR 104, and in downtown Edmonds. This pattern is shown in **Figure 3-8**, which is a map showing the relative magnitude of collisions occurring throughout the city.

An intersection that carries higher traffic volumes is more likely to experience a higher level of collisions. To account for this, and to allow collision data to be more accurately compared, the rate of collisions per million entering vehicles was also calculated for all locations. Typically, a collision rate at or greater than 1.0 collision per million entering vehicles raises indicates that further evaluation may be warranted. **Table 3-8** presents the collision data for all study locations having over 0.5 collisions per million entering vehicles

Edmonds' intersection collision rates shown in Table 3-8 are total collisions per million entering vehicles. The rate range for Edmonds is 0.6 to 1.4. This compares to regional average collision rates for (non-Freeway) state routes of between 2.3 to 2.9.

The locations with the rates at or above 1.0 collision per million entering vehicles are as follows (from the highest rate to the lowest rate):

- Main Street and 3rd Avenue N (SR 524)
- Edmonds Way (SR 104) and 100th Avenue W
- 220th Street SW and 76th Avenue W
- SR 104 and Main Street
- 212th Street SW and 84th Avenue W
- 238th Street SW and SR 99

Another comparison is collision rates per 1,000 population. On that basis, Edmonds has a rate of around 11.5. In comparison with 24 other cities in the state with comparable populations, this rate is the fifth lowest and is below the average rate of 16.4. Comparative rates for other nearby cities include Shoreline (12.0), Lynnwood (32.9), and Bothell (21.3). Rates for some smaller cities include Kenmore (19.6), Mountlake Terrace (23.9) and Mukilteo (16.6).

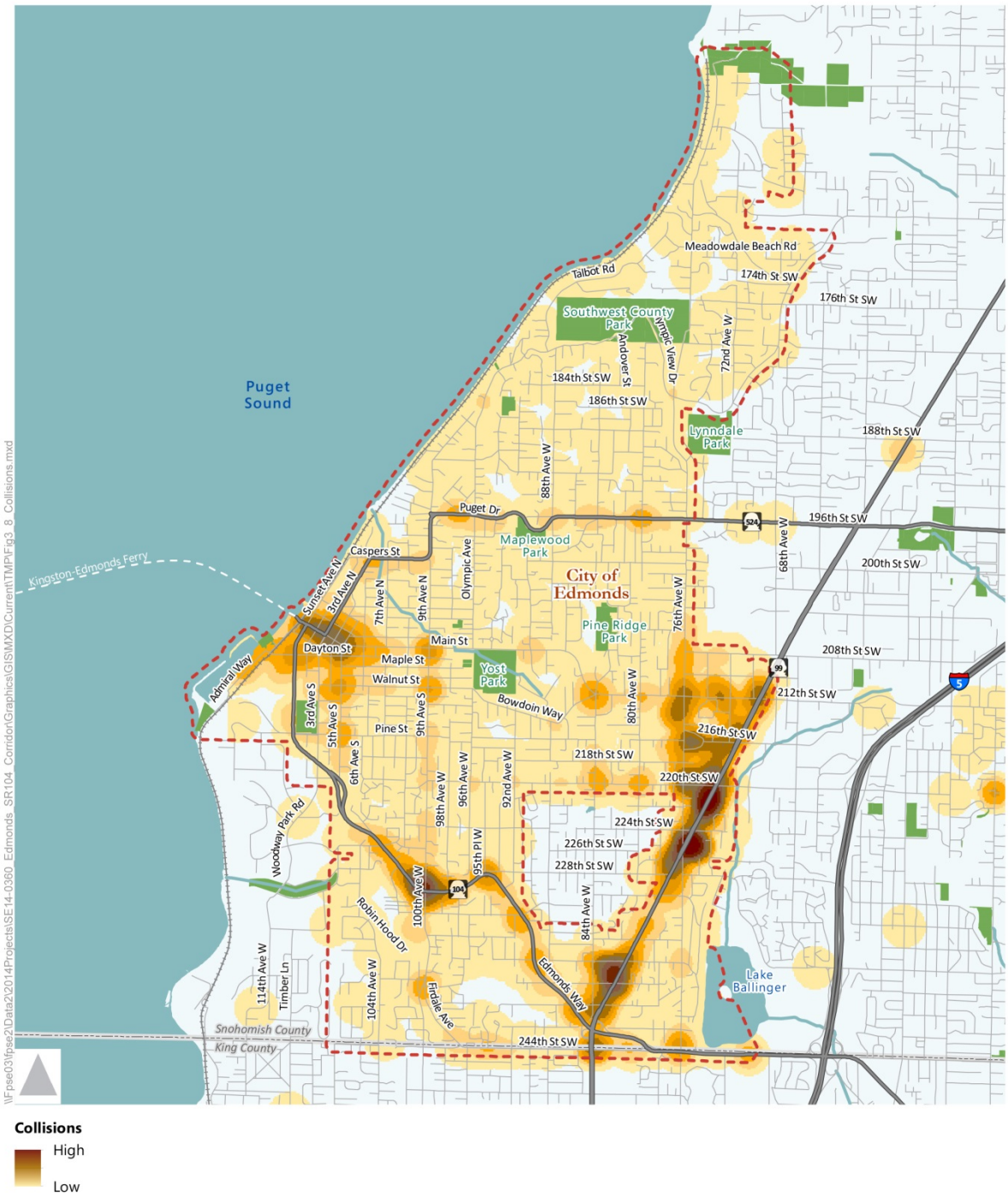


Figure 3-8
Vehicle Collisions

Figure 3-8 Collision Map

Table3-8. High Collision Locations

Intersection	Collisions between January 2009 and September 2014	Average Collisions per Million Entering Vehicles
Main Street and 3rd Avenue N (SR 524)	28	1.4
Edmonds Way (SR 104) & 100th Avenue W	90	1.4
220th Street SW and 76th Avenue W	51	1.2
SR 104 and Main Street	19	1.2
212th Street SW and 84th Avenue W	30	1.1
238th Street SW and SR 99	75	1.1
Main Street and 9th Avenue N	25	0.9
Walnut Street and 9th Avenue S	22	0.9
SR 104 and 95th Place W	33	0.8
SR 104 and Dayton Street	21	0.7
220th Street SW and SR 99	64	0.7
212th Street SW and 76th Avenue W	29	0.6
212th Street SW and SR 99	48	0.6

Source: WSDOT 2014.

J. Recommended Roadway Capital Projects

Proposed roadway capital projects were identified based on the review of intersection Level of Service and safety. These capital projects supplement the list of projects within the city's current Transportation Improvement Plan, including ongoing maintenance (e.g. overlays, signal and sidewalk upgrades), traffic calming, and other operational enhancements. The proposed roadway projects are presented in **Table 3-9** and illustrated in **Figure 3-9**.

Level of Service Projects

Capital roadway improvement projects were developed to address situations where the intersection LOS does not meet the city's standards under existing or 2035 projected conditions. These projects are needed to improve operation and capacity at intersections that do not meet the City's LOS standards.

Safety Projects

The City considers improvements to all modes (vehicle, bicycle, pedestrian, and transit) in the design of road projects. The proposed intersection and road improvements will include elements to support

and promote alternative mode operations and safety. Many of the projects that would improve intersection LOS also would improve intersection safety for motorists and other users.

Actions are also recommended on the following streets to improve vehicle and pedestrian safety:

- 238th Street SW, between SR 104 and SR 99
- 84th Avenue W, between 212th Street S and 238th Street SW
- SR 104 Access Management and Pedestrian Crossings
- SR 99 Access Management (Tied to SR 99 Revitalization Project)
- 228th St. SW from SR 99 to 95th Pl W

State Highway Projects

Intersections located on SR 104 are not subject to City's LOS standards; however, capital roadway improvement projects were developed as part of the SR 104 Complete Streets Corridor Analysis to address intersection operations and are included in the project list. Additional projects along SR 104 have been developed to address non-motorized and safety issues. The City is working with WSDOT for implementation of these improvements, or alternative projects to meet the same mobility objectives. The project list also includes several intersection projects along SR 99, consistent with WSDOT's and the city's LOS standards.

Table 3-9 Recommended Roadway Improvements

ID	Location	Improvement	Jurisdiction
1	174th Street SW and Olympic View Drive	Widen Olympic View Drive to add a northbound left turn lane for 50-foot storage length. Shift the northbound lanes to the east to provide an acceleration lane for eastbound left turns.	Edmonds/ Lynnwood
2	Olympic View Drive and 76th Avenue W	Install traffic signal. Widen 76th to add a northbound left turn lane for 175-foot storage length.[2]	Edmonds
4	Puget Drive and 88th Avenue W	Install traffic signal.[1]	Edmonds
8	SR 99 and 212th Street SW	Widen 212th to add a westbound left turn lane for 200-foot storage length and an eastbound left turn lane for 300-foot storage length. Provide protected left turn phase for eastbound and westbound movements.	WSDOT / Edmonds/ Lynnwood
11	Main Street and 9th Avenue N	Install traffic signal.[2]	Edmonds

ID	Location	Improvement	Jurisdiction
14	SR 99 and 220th Street SW	Widen 220th to add a 325-foot westbound right turn lane and a 300-foot eastbound right turn lane. Widen 220th to add a second westbound left turn lane.	WSDOT / MLT / Edmonds
15	220th Street SW and 76th Avenue W	Widen 220th to add a left turn lane for eastbound and westbound movements.	Edmonds
20	238th Street SW and SR 104	Install a signal and provide protected left turn phase for northbound and southbound.	Edmonds/ WSDOT
21	SR 104 and 76th Avenue W	Widen SR 104 to add second westbound left turn lane for 325-foot storage length. Provide right turn phase for northbound movement during westbound left turn phase. Add bicycle lane striping on 76th Avenue W.	Shoreline / WSDOT
30	SR 99 at 216th Street SW	Widen to allow one left turn lane, one through lane and one right turn lane in eastbound and westbound directions, with 100-foot storage length for turn lanes. Add eastbound right turn overlap with northbound protected left turn.	WSDOT / Edmonds/ Lynnwood
A	84th Avenue W, between 212th Street S and 238th Street SW	Widen to three lanes with curb, gutter, bike lanes and sidewalk.	Edmonds/ Snohomish County
A	238th Street SW, between SR 104 and SR 99	Widen to three lanes with curb, gutter, bike lanes, and sidewalk.	Edmonds
C	228th Street SW, between SR 99 and 95th Pl. W	Widen to three lanes with curb, gutter, bike lanes and sidewalk, as well as intersection improvements at 228th @ 95th	Edmonds/ Snohomish County

1. Analysis indicates that restricting northbound traffic to right-turn-only (prohibiting through and left-turn movements) would also alleviate the deficiency identified. This could be implemented as an interim solution until traffic signal warrants are met.
2. An alternative that also would meet the LOS Standard would be a compact urban roundabout.

Note that the upcoming construction project at Intersection #9 (212th Street SW/76th Avenue W) will maintain an acceptable LOS at that location through 2035. Without that project, this intersection would exceed the LOS in the future.

Figure 3-10 shows the 2035 LOS conditions, comparing with and without improvements. For those intersections that do not meet the city's LOS standard, the previously listed projects were identified to improve the LOS conditions. **Table 3-10** compares the LOS and delay values between the two 2035 conditions for the key intersections listed in Table 3-9.

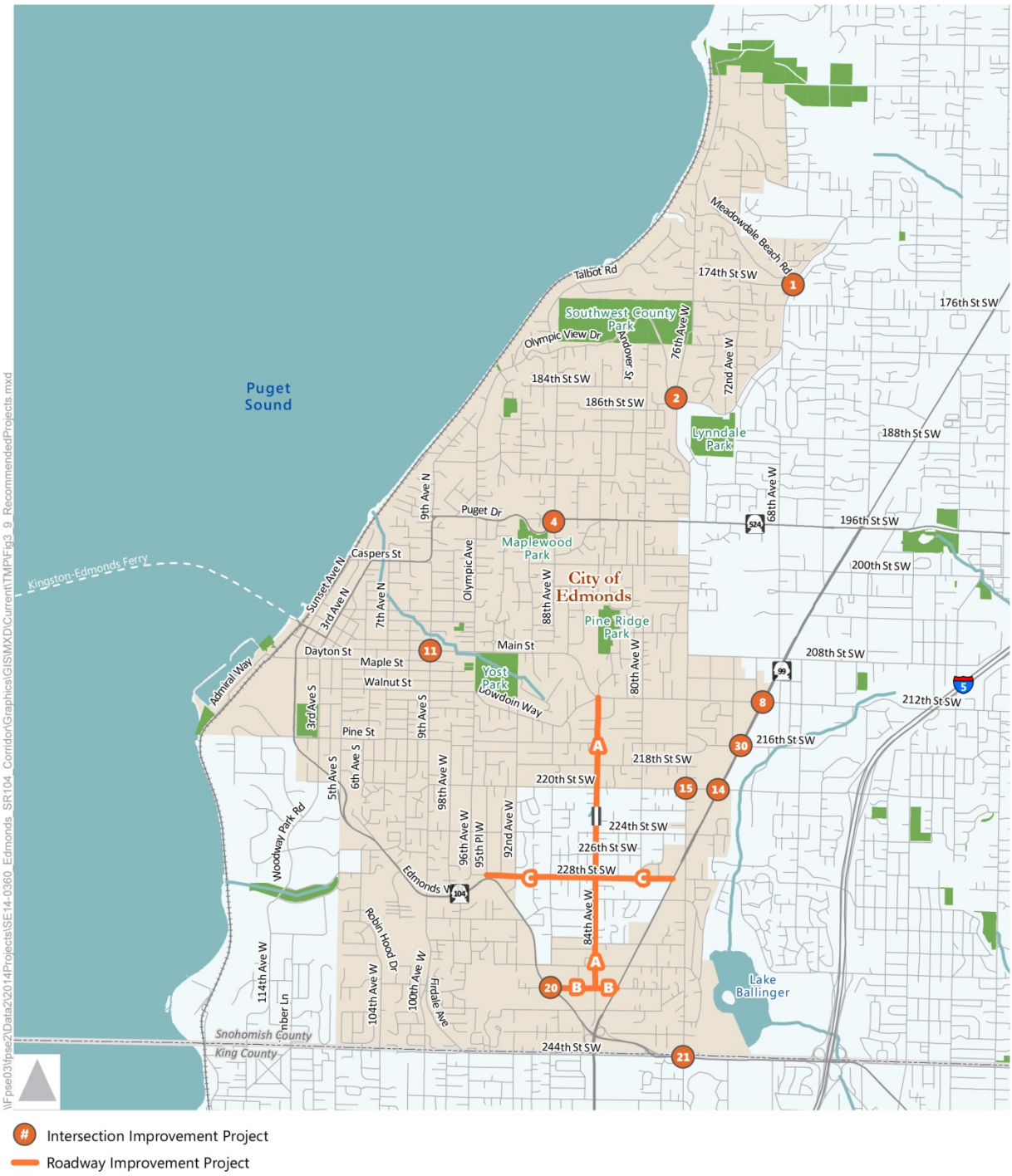


Figure 3-9

Recommended Roadway Capital Projects

Figure 3-9 Recommended Capital Road Improvements

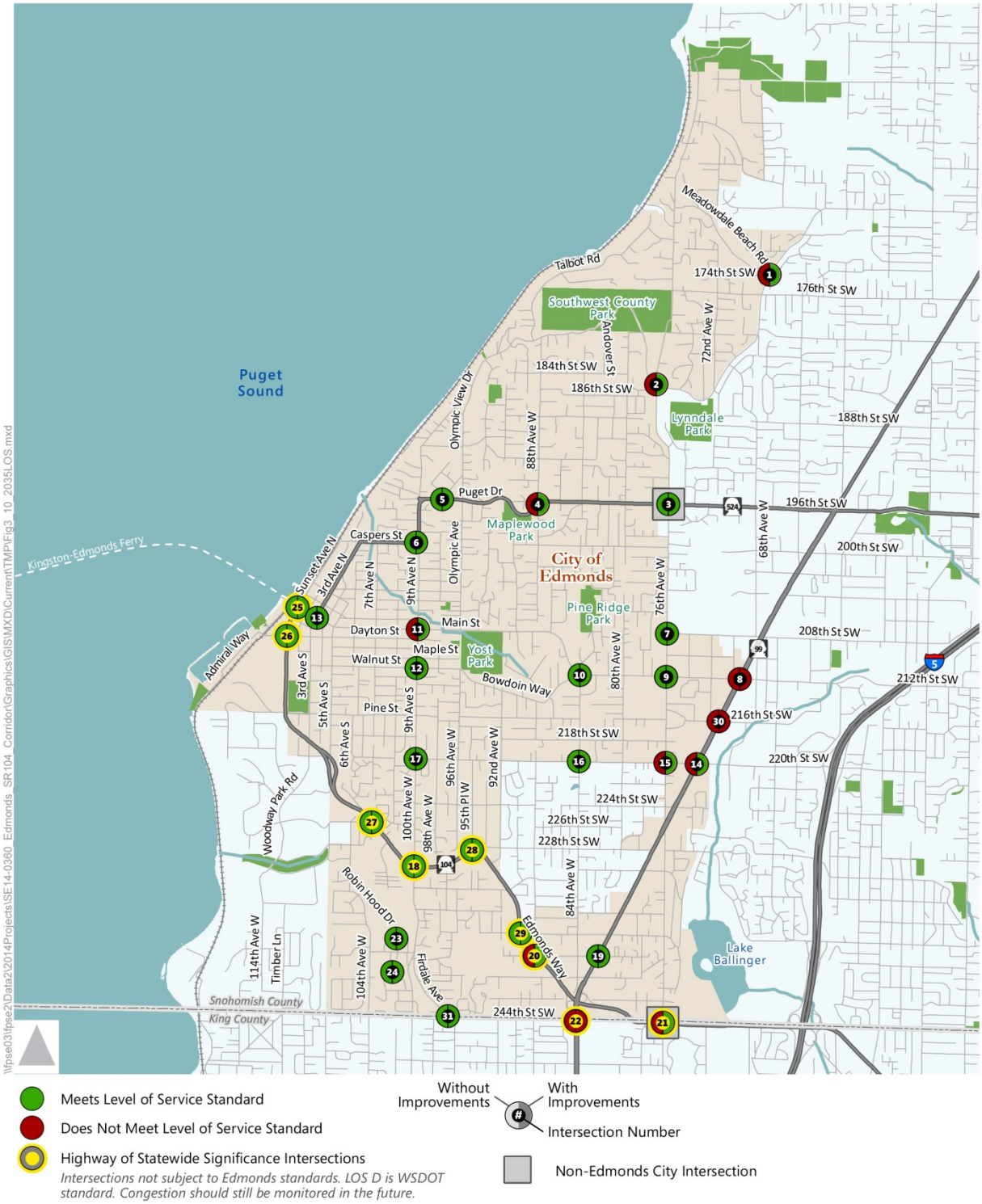


Figure 3-10. 2035 Level of Service with and without Improvements

Table 3-10 Changes in 2035 Intersection Level of Service with Proposed Roadway Improvements

	Intersection	2035 LOS	2035 Average Delay (sec/veh)	2035 LOS w/ Improvements	2035 Average Delay w/ Improvements(sec/veh)	Jurisdiction
1	174th Street SW and Olympic View Drive	F	56	C	22	Edmonds/ Lynnwood
2	Olympic View Drive and 76th Avenue W	F	61	C	19	Edmonds
4	Puget Drive (SR 524) and 88th Avenue W	F	70	A	13	Edmonds
8	212th Street SW and SR 99	F	>150	**F**	**127**	Edmonds/ Lynnwood
11	Main Street and 9th Avenue N	F	73	B	14	Edmonds
14	220th Street SW and SR 99	F	122	E	61	Edmonds
15	220th Street SW and 76th Avenue W	F	93	D	44	Edmonds
20	238th Street SW and Edmonds Way (SR 104)	F	>150	B	12	Edmonds/ WSDOT
21	SR 104 and 76th Avenue W	E	77	D	47	Shoreline/ WSDOT
30	SR 99 and 216th Street SW	F	>150	**F**	**93**	Edmonds/ Lynnwood

* **Bold** indicates that LOS exceeds standard.

Roadway Project Priority

The roadway projects presented in this Transportation Plan were identified to address a variety of mobility and safety issues. The projects were prioritized according to five criteria presented in **Table 3-11**.

Table 3-11 Prioritization Criteria for Roadway Projects

Criteria	Weight	Description	Points	
Concurrency	3	Is the project required to meet concurrency?	3	Existing concurrency deficiency
			2	Concurrency deficiency identified in the future
			1	At LOS standard, near failing
			0	Does not address a concurrency deficiency
Safety	3	Does the project address identified safety issues?	3	≥ 1.5 collisions per million entering vehicles or among the highest total collisions within city
			2	1.0 - 1.5 collisions per million entering vehicles and/or addresses non-motorized safety issue
			1	<1.0 collisions per million entering vehicles
			0	No historical vehicle safety issues identified
Grant Eligibility	2	Does the project include elements, such as strong safety and/or non-motorized components, which would make it more attractive for state or federal grant funding?	3	High eligibility
			2	Medium eligibility
			1	Low eligibility
			0	No eligibility
Multimodal Elements	2	Does the project include elements that improve safety or mobility for pedestrians, bicyclists, and/or transit?	3	Improves transit and non-motorized travel
			2	Improves non-motorized travel
			1	Improves transit mobility
			0	Does not include multimodal elements
Magnitude of Improvement	1	At how many locations will the project improve travel conditions?	3	Improves LOS at 3 or more locations and/or improves non-motorized safety along a length of roadway
			2	Improves LOS and/or improves non-motorized safety at two locations
			1	Improves LOS and/or improves non-motorized safety at one location

Table 3-12 lists the roadway projects in ranked order, based upon the criteria described in **Table 3-11**. Projected costs of the recommended roadway projects are provided in Chapter 6 (Implementation and Financial Plan) of this Transportation Plan.

Table 3-12 Roadway Project Priority

	Criteria	Concurrency		Safety		Grant Eligibility		Multimodal Elements		Magnitude		
	Weight	3		3		2		2		1		Weighted Total
Rank	Project	Raw	Wtd	Raw	Wtd	Raw	Wtd	Raw	Wtd	Raw	Wtd	
1	220th St & 76th Ave.	2	6	3	9	2	4	1	2	2	2	23
1	220th St & SR 99	2	6	3	9	2	4	1	2	2	2	23
3	SR 99 & 216th St SW	2	6	3	9	1	2	2	4	1	1	22
4	Main St & 9th Ave.	2	6	1	3	2	4	3	6	1	1	20
4	212th St. & SR 99	2	6	3	9	1	2	1	2	1	1	20
6	196th St SW (SR 524) & 88th Ave.	2	6	2	6	1	2	2	4	1	1	19
6	84th Ave W, between 212th St S and 238th St SW	0	0	2	6	2	4	3	6	3	3	19
6	228th Street SW, between Hwy. 99 and 95th Pl. W	0	0	2	6	2	4	3	6	3	3	19
9	238th St SW, between Edmonds Way and 84th	0	0	2	6	2	4	3	6	2	2	18
10	SR 104 & 238th St	0	0	2	6	2	4	3	6	1	1	17
11	Olympic View Drive & 76th Ave W	2	6	1	3	1	2	2	4	1	1	16
11	SR 104 & 76th Ave NE	2	6	1	3	2	4	1	2	1	1	16
13	Olympic & 174th St SW	2	6	1	3	1	2	1	2	1	1	14

Wtd = Weighted = raw score X criterion weight

Traffic Calming Program

The city has adopted a Neighborhood Traffic Calming program, which is designed to assist residents and the City staff in responding to neighborhood traffic issues related to speeding, cut-through traffic, and safety. Implementation of a traffic calming program allows traffic concerns to be addressed consistently and traffic calming measures to be efficiently developed and put into operation. This section summarizes key elements of the traffic calming program.

The two main purposes of traffic calming techniques are to:

- Reduce the use of certain streets for cut-through traffic, and
- Reduce overall speeds.

Traffic calming devices are currently in place at many locations throughout Edmonds. These measures have been installed as part of capital improvement projects, as opportunities were presented, and occasionally in response to citizen requests.

A key component of any successful traffic calming program is citizen initiation and ongoing resident involvement. The traffic calming process begins when residents gather eight or more signatures on a petition, requesting that the City initiate a study. The City then undertakes a comprehensive traffic study, gathering data on vehicle speeds, traffic volumes, collision history, nighttime lighting conditions, and non-motorized transportation activity. If the study reveals a need for traffic calming, a three-phase approach to remediate traffic issues is used. Phase 1 is the start of the process, with the residents filing a petition and the City reviewing whether or not the application qualifies. Phase 2 focuses on solutions that can be quickly deployed, including education, signage, striping modifications, and more police enforcement. If a follow up study indicates that these solutions are not sufficiently effective, Phase 3 traffic calming measures are considered. Phase 3 measures, which are generally more costly and require more time to deploy, might include physical devices such as curb bulbs, chicanes, and traffic circles. The need for citizen involvement greatly increases in Phase 3, because each potential solution requires resident approval prior to implementation (see 2009 Transportation Plan / Appendix B for additional details).

Residential Neighborhood Issues

Residents periodically express concerns about speeding or a high level of cut-through traffic on residential streets.

Cut-Through Traffic – When congestion occurs on arterials and collector routes motorists begin to use local streets as cut-thorough routes. Maintaining the efficiency of arterial and collector routes is the most effective way to avoid or reduce cut-through traffic. However, there are times when drivers will use residential streets as shortcuts.

Speeding Traffic – Vehicles traveling well above the speed limit on residential streets reduces safety and is of concern to residents. Some residential streets have wide travel lanes that can encourage speeding because the motorist perceives the street is safe and intended for higher speeds.

Preservation and Maintenance Programs and Projects

The City's transportation infrastructure is comprised primarily of streets with pavements, sidewalks, illumination, and traffic control, including traffic signals, signs, and pavement marking. Transportation infrastructure requires maintenance, repair, rehabilitation, updating, and replacement to maintain serviceability, reliability, and safety, and to protect the public's investment. Maintenance of existing infrastructure enables efficiency of transportation operations, and reduces the need for

more expensive capital improvements. A detailed Citywide Pavement Rating Study was completed in 2012, and the street condition for every street was analyzed. This allowed the City to prioritize future overlay projects.

Maintenance of the City's transportation infrastructure is provided primarily by the City's Public Works Department. Activities include the following.

Pavement Preservation Program

The projects include spot repairs of failed pavement, full surface and taper grinding of pavement, curbing and sidewalk repairs, and minor storm water system modifications. The projects also incorporate traffic calming measures. In coordination with this transportation plan, future projects will include retrofit of curb ramps for ADA compliance, and may include delineating bike lanes and other bike route improvements (see Chapter 4 for a more detailed discussion). Selection of projects includes reviewing the capital improvement plans for water, sewer, and storm to determine if utility improvements are programmed within the roadway segment under consideration. If there are, the projects schedules will be coordinated. Depending of the level of failure for full surface repairs, options include an overlay, a completed resurfacing, a chip seal, or a slurry seal.

The Principal Arterial, Minor Arterials, and Collectors are all rated once every 2 years as part of the WSDOT Pavement Condition Survey. Those streets are assigned a Pavement Condition Index (PCI) ranging from 0-100:

- **91– 100: Excellent** (only routine maintenance necessary: activities are performed to maintain a safe traffic condition and include pothole patching, patching around utility structures, and crack sealing).
- **61 – 90: Good** (Repair activities are done within the initial 10 year life of a new pavement helps to prevent potholes from occurring. These activities may mean placing a new surface (2 inches or less) on an existing road way to provide a better all-weather surfaces, a better riding surface, and to extend or renew the pavement life).
- **41 – 61: Fair** (Rehabilitation work generally consists of the preparatory work activities and either thin or thick overlay. Preparatory work may involve digging out defective asphalt, base and sub base. A rehab project typically extends the roadway life between 10 –15 years).
- **Less than 40:** Poor / Severe (Reconstruction is required as a majority of the pavement or underlying base course has failed and can no longer serve as competent foundation for flexible pavements like asphalt).

Under existing conditions, 70% of city arterials and collectors are in Excellent to Fair condition, based upon these guidelines. The remaining 30% are in Poor to Fail condition. Under the ideal cycle, roads with functional classification of collector or above receive an overlay once every 20 years; and local roads receive an overlay once every 25 years.

Citywide Signal Improvements

As traffic signals age, their functionality becomes more limited and they become more difficult to maintain. The City upgrades traffic signals to maintain functionality, and to incorporate new technology.

Citywide Cabinet and Controller Upgrades

A signal controller is located in a controller cabinet at each traffic signal, and determines phases and cycle length for the signal it operates. Signal controllers are comprised of many types and many manufacturers, and as they age, their functionality becomes more limited and they become more difficult to maintain. The City upgrade signal controllers once their life cycle has been reached, in order to maintain functionality and accommodate modern traffic control equipment (when grant funds are secured).

Arterial Street Signal Coordination Improvements

The city coordinates traffic signals located within 1/2 –mile of each other, to maximize the operating efficiency of the overall roadway system.

Signal Coordination are planned for the following stretches:

- 220th St. SW from 76th Ave. W to SR 99
- 76th Ave W from 220th St. SW to 208th St. SW
- SR 104 from 226th St. SW to 236th St.

The following specific maintenance projects are also currently planned***:***

- Puget Drive/Olympic View Drive Signal Upgrades – Rebuild signal
- 238th Street SW/100th Avenue W Signal Upgrades – Rebuild complete signal system
- Main St. @ 3rd Avenue Signal Upgrades – Rebuild signal
- ADA Curb ramps upgrades

K. Non-Motorized System

This section provides an inventory of existing non-motorized facilities and an assessment of improvement needs. The term 'non-motorized' refers to pedestrians and human-powered vehicles, which for the most part are bicycles[6]. The chapter provides recommendations to improve pedestrian and bicycle mobility and safety.

Pedestrians

In 2002, the City of Edmonds completed its Comprehensive Walkway Plan. The plan included goals and objectives for non-motorized transportation in the city, in addition to a walkway inventory, a review of facility standards, and recommendations for walkway projects. The Walkway Plan has been updated in subsequent years, culminating in a full update as part of the 2015 plan.

Existing Pedestrian Facilities

Pedestrian facilities within the city include sidewalks, walkways, roadway shoulders, and off-road trails. Those facilities are typically more concentrated in areas with high pedestrian activity, such as

[6] Electric Assisted Bicycles can be considered within this definition for purposes of this report.

the downtown area, commercial and business centers, near schools and other public facilities. **Figure 3-11** illustrates the locations within Edmonds that have pedestrian-intensive land uses.

Figure 3-12 illustrates the existing sidewalks and walkways within the city. The figure shows that the sidewalk system is most complete inside the core area bounded by SR 104, 92nd Avenue W, and SR 524. Outside of this area, sidewalks are primarily located along roads classified as collectors or arterials. Raised and striped walkways are generally associated with schools and provide safe walking routes.

The federal ADA was passed in 1990 and amended in 2008. ADA requires jurisdictions to provide accessible sidewalks primarily through the installation of ADA-compliant sidewalk ramps. The design requirements address various areas of concern such as curb alignment with crosswalks, narrower sidewalk width, obstacles such as utility poles, placement of the sidewalk adjacent to the curb, or the slope of the ramps. Most of the city's sidewalk ramps were constructed in the 1980s or later. As pedestrian improvements are made along roadway corridors, the City has upgraded sidewalk ramps or installed new ones in accordance with current standards. Of approximately 350 intersections with existing ADA curb ramps in Edmonds, 65 intersections were found to fully meet ADA standards, and 24 intersections partially met ADA standards.

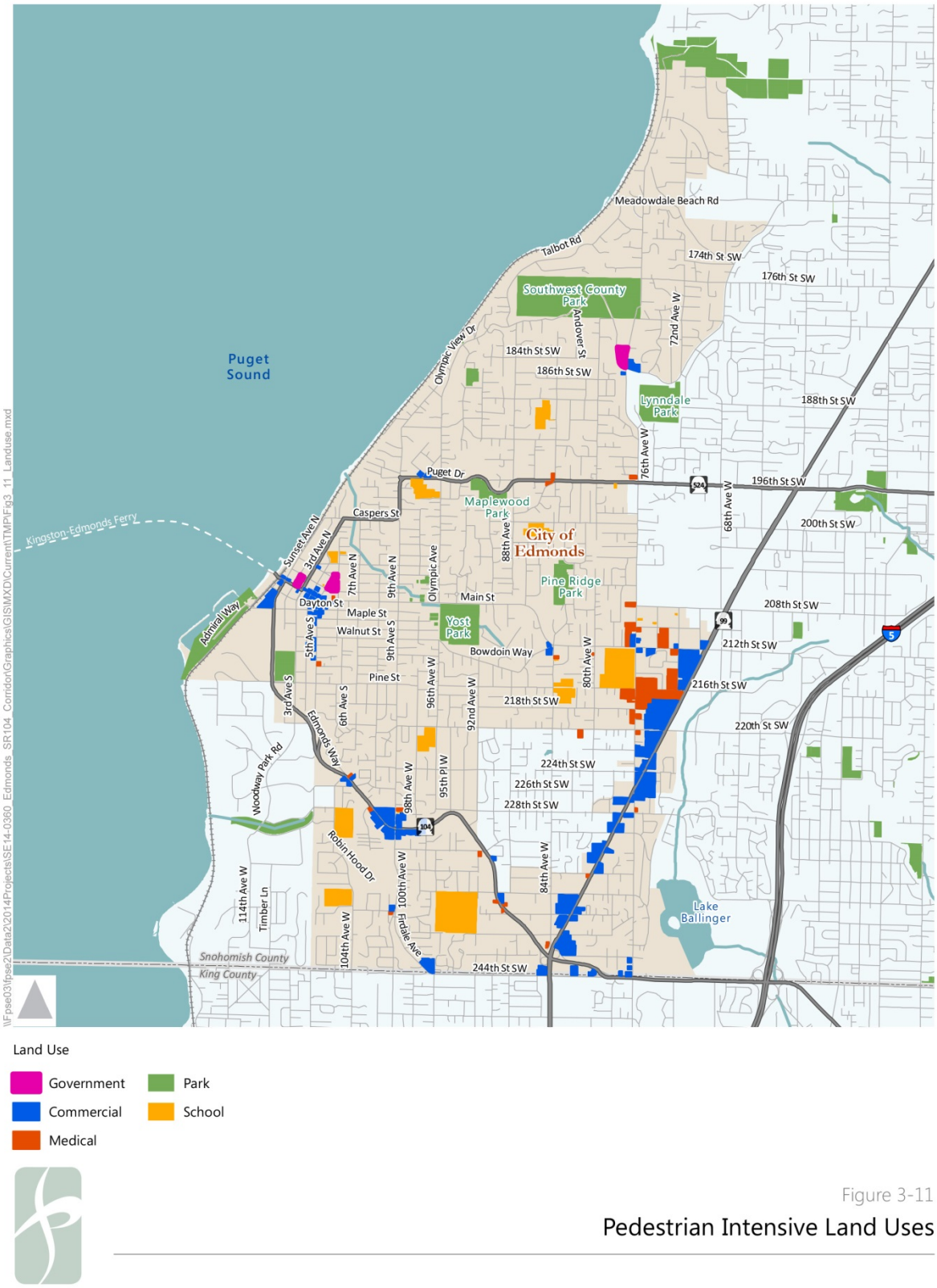


Figure 3-11

Pedestrian Intensive Land Uses

Figure 3-11. Pedestrian Intensive Land Uses

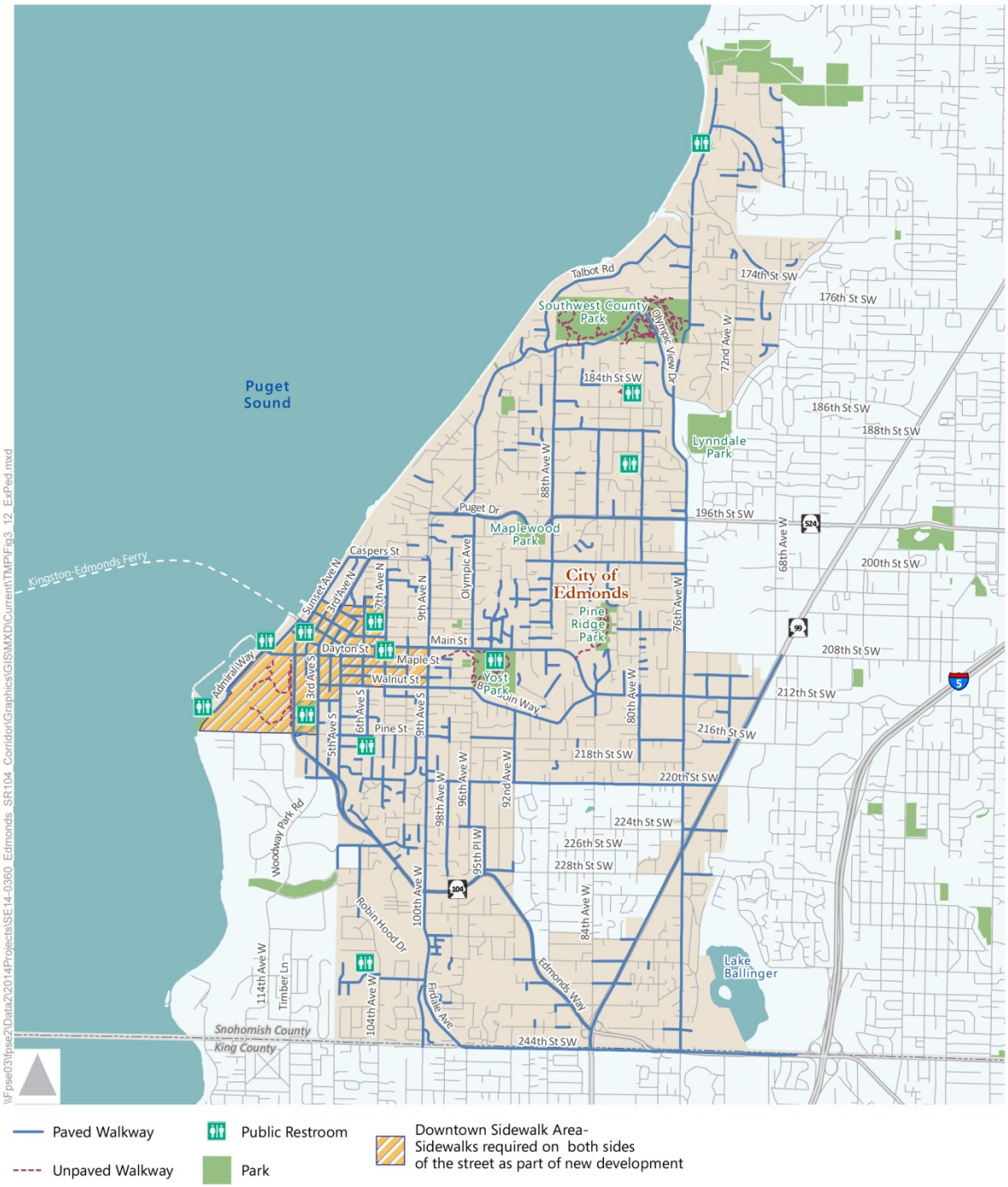


Figure 3-12
Existing Pedestrian Facilities

Figure 3-12. Existing Pedestrian Facilities

Recommended Pedestrian Improvements

This section presents recommended pedestrian improvements, which consist of new sidewalk connections to improve pedestrian mobility and safety, and upgrades of curb ramps to conform to ADA standards. Selected pedestrian crossing treatments are also identified.

Walkway Prioritization Process

Major gaps in the city walkway system were identified by the Transportation Committee. To address those gaps, the committee developed criteria to evaluate and prioritize walkway improvement projects. These criteria were used to prioritize improvements to walkway sections that were identified based on input from public meetings, Walkway Committee meetings, and deficiencies determined from a review of the existing city walkway inventory.

The criteria were weighted according to their importance. A system of points was developed to evaluate each proposed project against each criterion. The result was a weighted average score that helps to compare and prioritize proposed projects. **Table 3-13** describes the walkway prioritization criteria and their relative weights and point systems.

Table 3-13. Prioritization Criteria for Walkway Projects

Criteria	Weight	Description	Points	
Pedestrian Safety	5	How safe is the route for pedestrians? Does this improvement: ▪ Separate pedestrians from vehicular traffic, especially in high traffic areas? ▪ Improve width of walkway and surface conditions? ▪ Address potential conflicts at road crossings?	3	Strong concerns for pedestrian safety along this route
			2	Some concerns for pedestrian safety along this route
			1	This route is very similar to other routes in Edmonds
			0	Not a safety concern
Connectivity to Services, Facilities, and Links	5	Does this route connect to facilities or services such as schools, parks, churches, community centers, businesses, transit routes, or existing sidewalk? Does this improvement: ▪ Provide direct access to facilities or services? ▪ Ensure that the route links to a safe direct access to facilities or services?	3	Route provides significant access to 3 or more services and facilities
			2	Route provides access to services and facilities
			1	Route provides access to 1 service or facility
			0	Route does not provide access to services or facilities

Criteria	Weight	Description	Points	
Pedestrian Level of Activity	3	Is this a well-traveled route, or would it be, if improved? Level of activity may be determined by: ▪ Measured counts ▪ Identification by the public and staff, through observation and experience	3 2 1 0	Route is utilized by a significant number of pedestrians Route is utilized consistently by pedestrians Route is occasionally used by pedestrians Route is not utilized by pedestrians
Distance from Schools	3	Is this route within a mile of a public school?	3 2 1	Route is an Elementary school route or close proximity to school Route provides access to High school students Route is within 0.5 mile of school
Connectivity with Transit Services	2	Is this route also a route for transit or provide access to transit?	3 2 1	This route is on a public transit route with transit stops This route is within 650 feet from a public transit route with transit stops This route provides a principal pedestrian access corridor to public transit where sidewalks do not exist on adjacent pedestrian routes. (Beyond 650 feet from a public transit route.)
Environmental Impacts	1	Will the development of the route have any impacts on the environment? Environmental impacts include: ▪ Wetlands ▪ Shorelines ▪ Wildlife habitat ▪ Aesthetics	3 2 1 0	Route has no negative environmental impact and aesthetically improves the area Route has some negative environmental impact but aesthetically improves the area Route has some negative environmental impact Route will have major negative impact on the environment

Walkway sections were analyzed separately depending on the section length. Walkway sections longer than 1,000 feet are defined as “long walkways” and walkway sections shorter than 1,000 feet are defined as “short walkways”. **Table 3-14** summarizes the walkways that were considered for walkway improvements by the type of projects (i.e., short walkway or long walkway). The projects are listed in ranked order by the total points and by priority level, and split up between short and long walkways. **Figure 3-13** shows the locations of the walkway projects. Higher priority projects are shown in green in the figure, with lower priority projects shown in red. Projected costs of the recommended walkway projects are provided in Chapter 4 (Implementation and Financial Plan) of this Transportation Plan. A more detailed summary of each project’s limits, existing conditions, and point tally is provided in **Appendix D**.

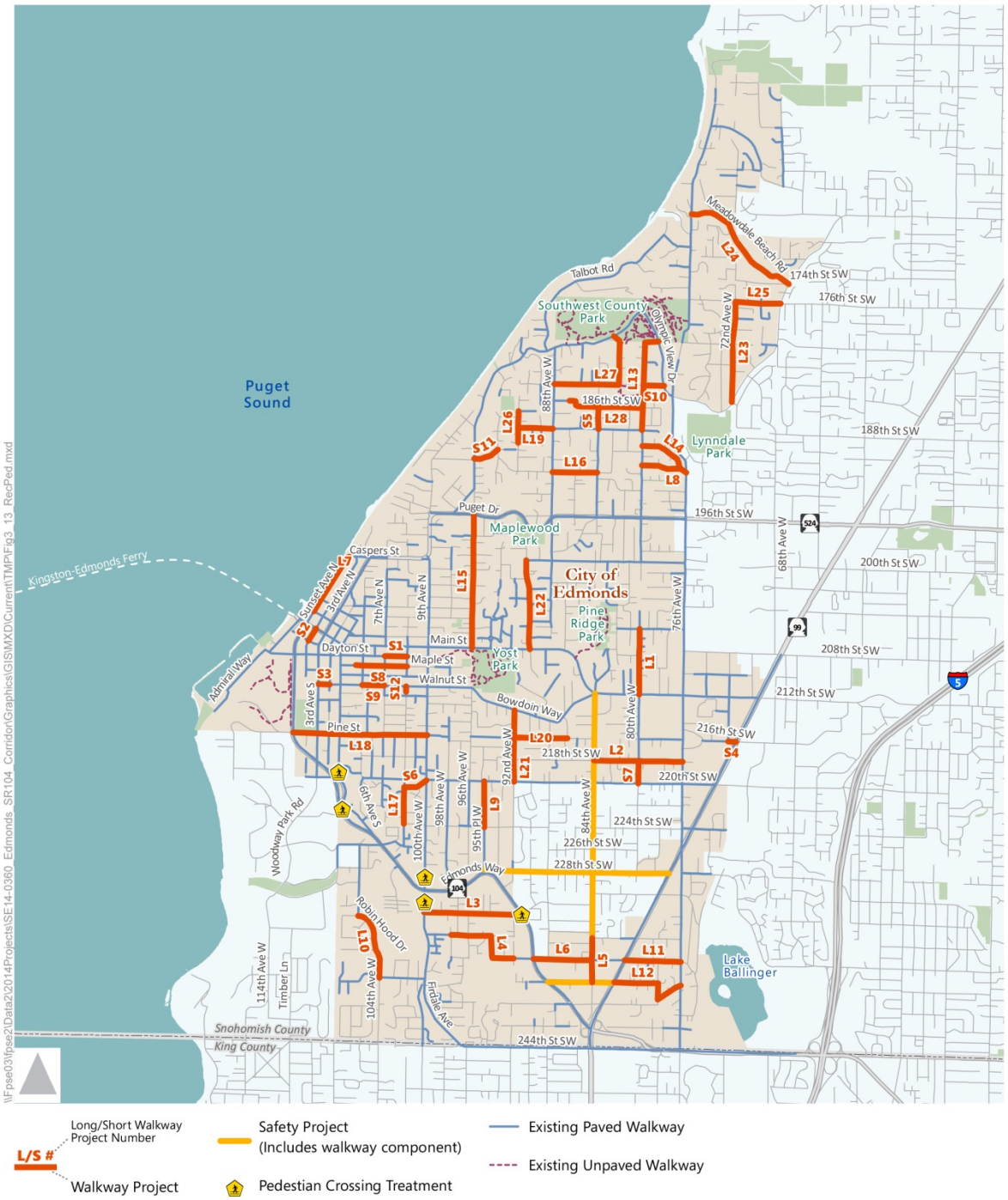


Figure 3-13
Recommended Pedestrian Projects

Figure 3-13. Recommended Walkway Projects

Table 3-14. Recommended Walkway Projects

ID	Street Name	From	To	Total Points	Priority
Short Walkway Projects					
S1	Dayton St.	7th Ave. S	8th Ave. S	48	1
S2	2nd Ave.	Main St.	James St.	42	1
S3	Walnut St.	3rd Ave. S	4th Ave. S	39	1
S4	216th St. SW	72nd Ave. W	SR 99	39	1
S5	84th Ave. W	188th St. SW	186th St. SW	38	1
S6	Elm Way	8th Ave. S	9th Ave. S	35	2
S7	80th Ave. W	218th St. SW	220th St. SW	34	2
S8	Maple St.	West of 6th Ave. S	8th Ave. S	32	2
S9	Walnut St.	6th Ave. S	7th Ave. S	32	2
S10	Paved (184th St. SW)	80th Ave. W	OVD	31	2
S11	190th Pl. SW	94th Ave. W	OVD	27	2
S12	8th Ave.	Walnut Ave.	South of Walnut	24	2
Long Walkway Projects					
L1	80th Ave. W	206th St. SW	212nd St. SW	49	1
L2	218th St. SW	76th Ave. W	84th Ave. W	48	1
L3	232nd St. W	100th Ave W	SR 104	46	1
L4	236th St. SW / 234th St. SW	SR 104	97th Pl. W	45	1
L5	84th Ave. W	238th St. SW	234th St. SW	44	1
L6	236th St. SW	SR 104	East of 84th Ave. W	44	1
L7	Sunset Ave.	Bell St.	Caspers St	42	1
L8	191st. St SW	80th Ave. W	76th Ave. W	41	1
L9	95th Pl. W	224th St. SW	220th St. SW	41	1
L10	104th St. SW / Robin Hood	238th St. SW	106th Ave. W	39	1
L11	236th St. SW	Hwy. 99	76th Ave. W	39	1

ID	Street Name	From	To	Total Points	Priority
L12	238th St. SW	Hwy. 99	76th Ave. W	39	1
L13	80th Ave. W / 180th St. SW	188th St. SW	OVD	37	1
L14	189th Pl. SW	80th Ave. W	76th Ave. W	36	1
L15	Olympic Ave.	Puget Dr.	Main St.	35	2
L16	192nd St. SW	84th Ave. W	88th Ave. W	35	2
L17	8th Ave. W	14th St. SW	Elm Way	35	2
L18	Pine St.	9th Ave. W	SR 104	32	2
L19	188th St. SW	88th Ave. W	92nd Ave. W	32	2
L20	216th St. SW	86th Ave. W	92nd Ave. W	32	2
L21	92nd Ave. W	Bowndoin St.	220th St. SW	32	2
L22	Maplewood Dr.	Main St.	200th St. SW	32	2
L23	72nd Ave. W	OVD	176th St. SW	32	2
L24	Meadowdale Beach Rd	OVD	76th Ave. W	29	2
L25	176th St. SW	72nd Ave. W	OVD	27	2
L26	92nd Ave. W	189th Pl. SW	186th Pl. SW	26	2
L27	Andover St. / 184th St. SW	184th St. SW / 88th Ave. W	OVD / Andover St.	26	2
L28	186th St. SW	Seaview Park	8608 185th Pl SW	24	2

1. Project L27 is an L-shaped project in which sidewalks are proposed on either side of Andover Street (the north-south leg), and on the north side of 184th Street SW (the east-west leg).

In addition to the walkway projects, a variety of non-motorized enhancements were identified as part of the SR 104 Corridor Analysis. Figure 3-13 shows several proposed pedestrian crossing treatments along SR 104 and connecting streets.

Pedestrian access to transit stops is also a critical element of the walkway improvement program. The City will continue to work with Community Transit to ensure that access to transit stops is as convenient and safe as possible. Community Transit offers its support in securing funds related to improving access to the existing transit system and transit facilities.

Pedestrian Level of Service Standard

The city has developed a pedestrian LOS standard that ties directly to the proposed walkway plan. As shown in **Table 3-15,** the LOS measure uses a simple red, yellow, green scale to identifywhether a pedestrian facility improvement is consistent with the proposed walkway plan. The city can use these LOS standards to monitor how well the walkway plan is being implemented over time.

Table 3-15. Pedestrian Level of Service Standards

LOS	Within Pedestrian Priority Network
	Provides pedestrian facility* as shown in Walkway plan
	Provides a lower-level pedestrian facility* than recommended in Walkway plan
	No pedestrian facility provided

* Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

Curb Ramp Upgrade Program

In an effort to upgrade the sidewalk ramps to meet ADA requirements, the City has developed a Curb Ramp Upgrade Program that prioritizes future sidewalk ramp improvements at sub-standard locations. Priorities for future sidewalk new ramp installations or ramp upgrades are determined based on the following priority order:

- Downtown intersections receive priority over other locations;
- Arterial streets receive priority over local access streets;
- Intersections receive higher priority if they are near community centers, senior centers, or health facilities; transit stops, schools, or public buildings; or commercial areas and parks.

Implementation of the curb ramp upgrade program will occur over time, due to the costs of those upgrades, and available funding. As part of asphalt overlay projects, all ramps adjacent to the paving work must be upgraded to meet ADA standards and new ramps installed where none exist. Sidewalk ramps will also be installed as part of street reconstruction and sidewalk construction projects. Private redevelopment will also fund some ramp upgrades as part of required frontage improvements.

Bicycles

The City prepared a comprehensive Bikeway Plan in 2009. This plan was revised as part of the current study to outline a list of improvement projects for the bicycle system. The types of recommended bicycle facilities range from shared-use paths to bike lanes to bicycle parking.

- **Shared use paths and trails** – off-street facilities that cater to both pedestrians and cyclists. Where paved, these facilities provide a high amenity connection for nonmotorized users of all ages and all abilities.
- **Bike lanes** – portions of roadways that have been designated by striping, signing, and pavement markings for the preferential or exclusive use by cyclists.

- **Bike routes** – shared streets used by bikes and cars. Signed shared roadways are shared roadways that have been identified as preferred bike routes by posting bike route signs.
- **Bike Sharrows-** Some bike routes are proposed to have sharrows, which are marked within the travel lane and identify that bicycles are sharing the roadway. Sharrows are commonly used to indicate where on the roadway a cyclist should ride, and also to remind motorists to share the lane with bicycles when present.
- **Bike Parking**- There have been many bicycle parking facilities implemented over the past several years. Convenient bike parking is an important incentive to encourage more bicycling within the city.

Note that these bicycle facilities can be used by human-powered and electric-assisted bicycles. Given the hilly terrain in Edmonds, the use of electric-assisted bicycles could be expected to increase.

Bicycle Facility Inventory

Figure 3-14 shows existing bicycle facilities within the city, which include bicycle routes, bicycle lanes, trails, sharrows and bicycle parking facilities. The Interurban Trail, which links the cities of Seattle, Shoreline, Edmonds, Mountlake Terrace, Lynnwood, and Everett, runs through the southeastern portion of Edmonds. Trails are also located along the city's beaches and within city parks.

There are also easy connections for cyclists to ferries, Sound Transit's Sounder service, and Community Transit. Bicycles are allowed on all of these systems. WSF provides a reduced fare for bicycles, Sound Transit provides bike racks, and all Community Transit vehicles have bike racks.

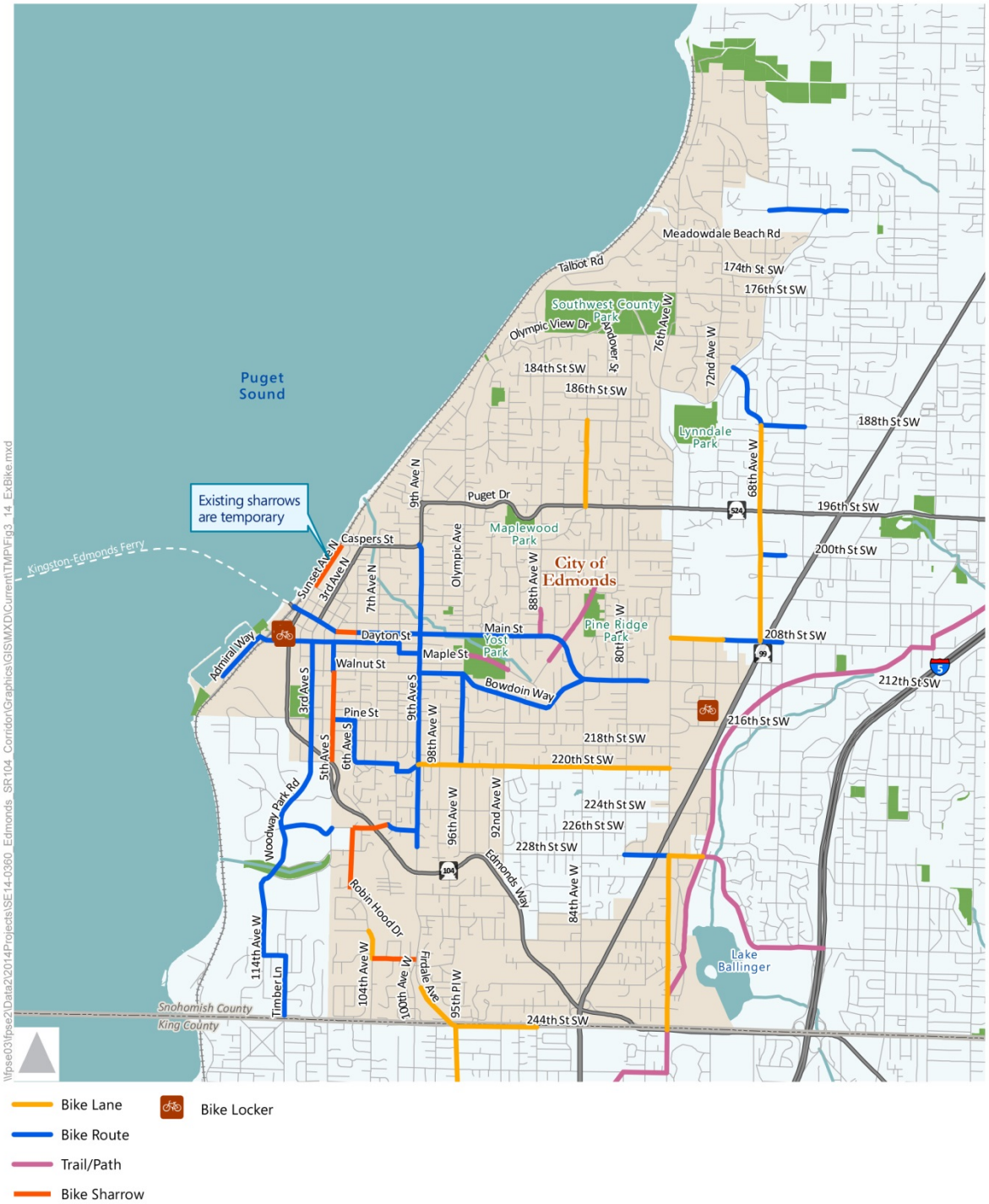


Figure 3-14
Existing Bicycle Facilities

Figure 3-14. Existing Bicycle Facilities

Recommended Bicycle Facilities

The city worked with the Edmonds Bike Group to develop recommended bicycle facilities. **Figure 3-15** shows the recommended bicycle facilities along with the existing bicycle system for reference. The bicycle projects include bicycle lanes or bicycle routes that can be added as part of future roadway improvement projects. The projects are concentrated around two major efforts: creating east-west bicycle connections between downtown Edmonds and the Interurban Trail, and creating north-south bicycle connections between the northern and southern portions of Edmonds.

The primary east-west bicycle projects include:

- Main St, 212th St SW
- Pine St, Elm St, 220th St SW

The primary north-south bicycle projects include:

- 3rd Ave S, Woodway Park Rd
- 9th Ave S, 100th Ave W
- 84th Avenue W
- 76th Avenue W

Other bicycle projects include:

- Olympic View Drive
- 224th St SW
- 88th Ave W, 84th Ave W

Table 3-16 shows the degree to which the bicycle plan has been implemented to date, along with the amount needed for completion. The table shows that while pedestrian trails and paths, as well as bicycle parking, is at or near full planned completion, other facilities are not as far along. Many miles of additional bicycle facilities are recommended by either upgrading existing bicycle classifications or by locating new bicycle facilities.

Table 3-16 Existing and Recommended Bicycle Facilities

Bicycle Facility	Existing	Recommended
Bicycle Lane (miles)	4.4	14.0
Bicycle Route (miles)	8.8	26.0
Bicycle Sharrows (miles)	1.7	4.6
Trail/Path (miles)	2.4	2.4
Bicycle Parking/ racks (locations)	62	67

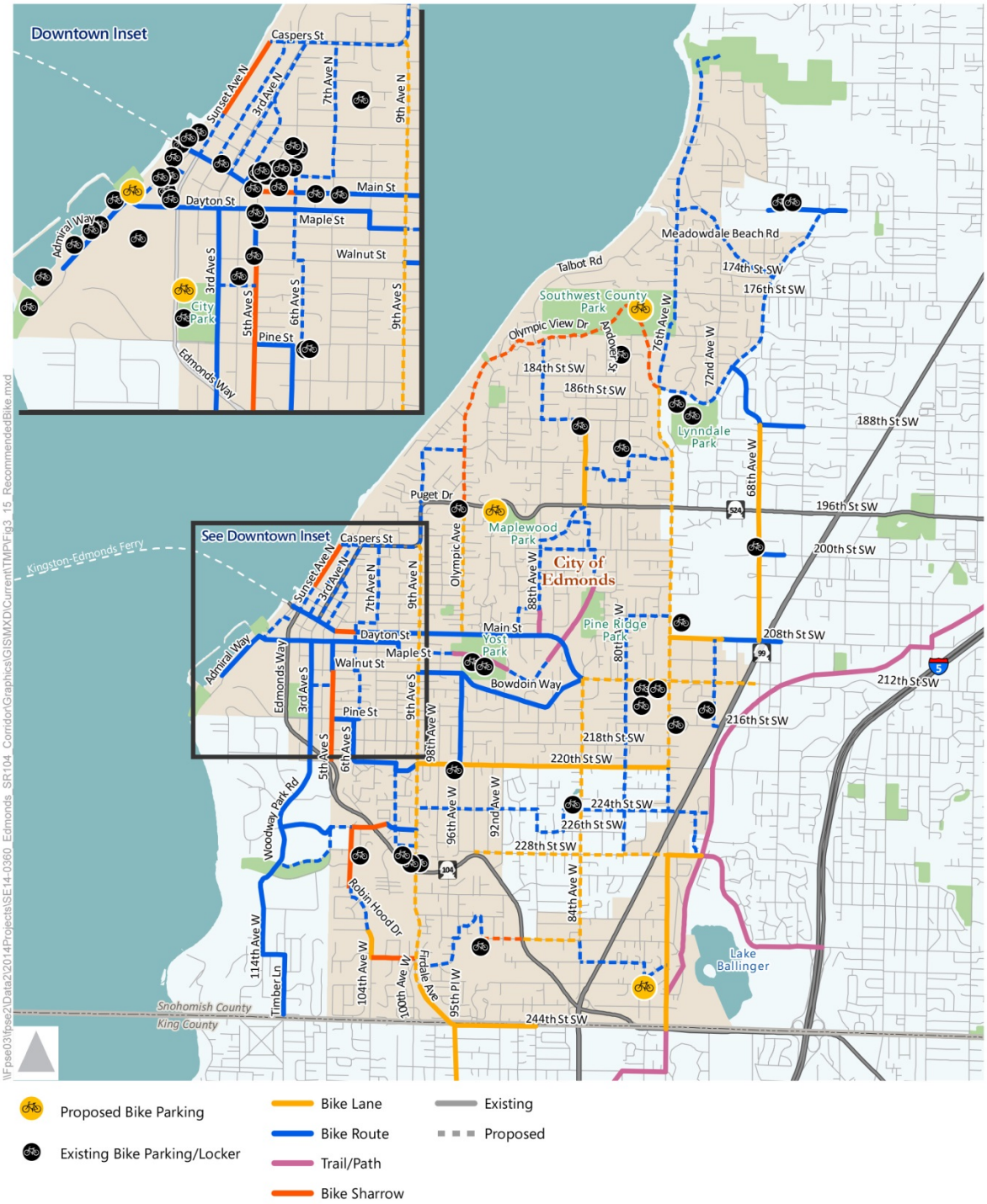


Figure 3-15
Recommended Bicycle Facilities

Figure 3-15 Recommended Bicycle Facilities

Bicycle Facility Level of Service Standards

The city has developed a bicycle LOS standard that ties directly to the proposed bicycle plan. As shown in **Table 3-17** the LOS measure uses a simple red, yellow, green scale to identify the whether a bicycle facility improvement is consistent with the proposed bicycle plan. The city can use these LOS standards to monitor how well the bicycle plan is being implemented over time.

Table 3-3 Bicycle Level of Service Standards

LOS	Within Bicycle Network
🟢	Provides bicycle facility* as shown in the Bicycle Plan
🟡	Provides a lower-level facility* than recommended in the Bicycle Plan
🔴	No bicycle facility provided

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bicycle lanes; buffered bicycle facility; separated trail.

Bicycle Loops

The bicycle plan focusses on facilities needed to provide a safe and comfortable cycling environment. As a guide to bicyclists desiring to ride around Edmonds, **Figure 3-16** shows three bicycle loops of various difficulties and lengths that are recommended along roads that have low speeds and low vehicle volumes. The Edmonds Bike Group helped establish these three bicycle loops.

- The **short bicycle loop** has an easy level of difficulty and a distance of 5 miles.
- The **medium bicycle loop** is a medium level of difficulty route; it follows a similar route as the short bicycle loop, but has an additional 2 miles for a total length of 7 miles.
- The **long bicycle loop** is a scenic route designed for experienced cyclists. The total distance for the long bicycle loop is 20 miles with a portion located in the Town of Woodway.

Riders on these loops can take advantage of the facilities provided within the bicycle plan.

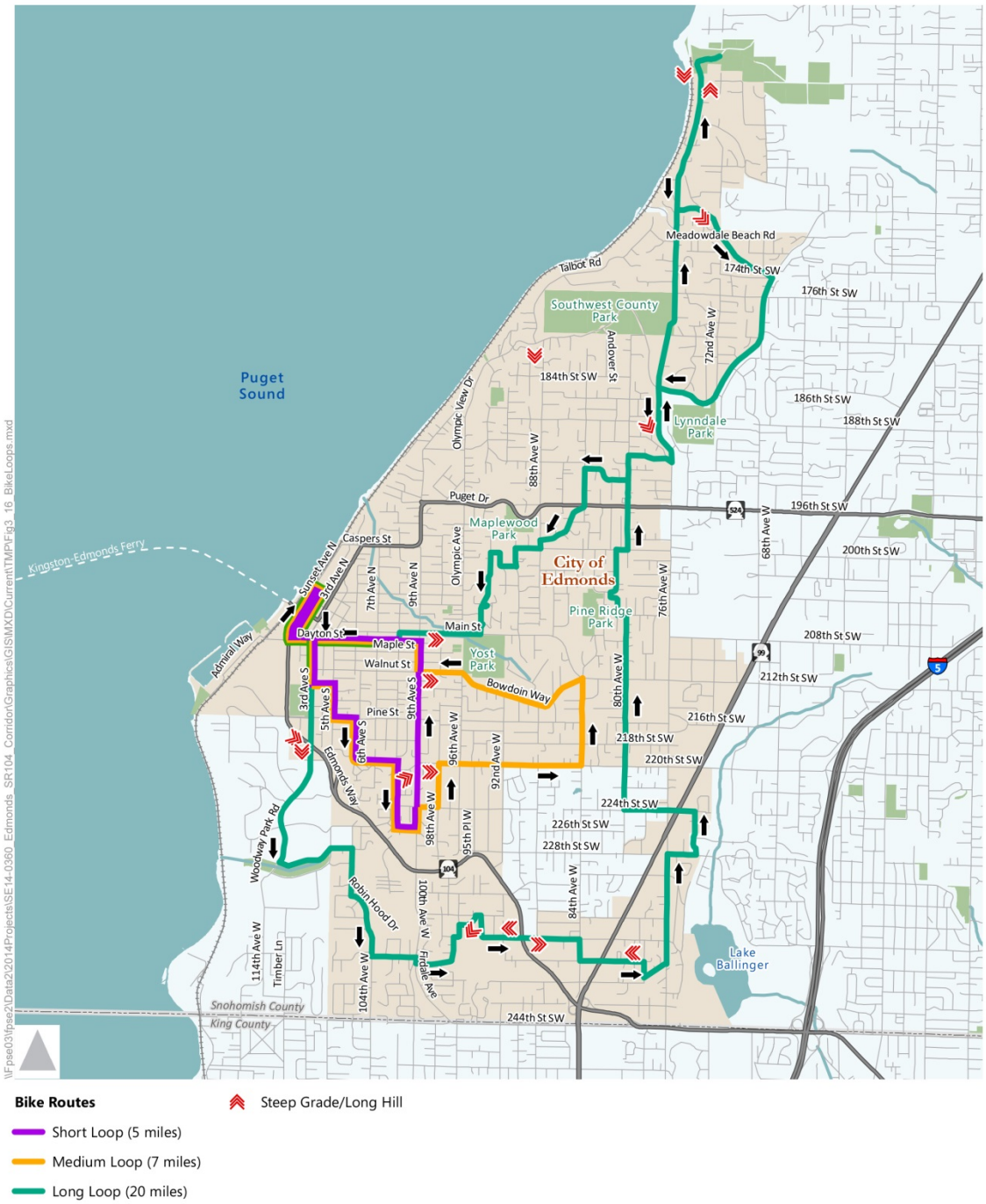


Figure 3-16
Recommended Signed Bicycle Loops

Figure 3-16 Recommended Signed Bicycle Loops

L. Transit

This section provides an inventory of existing transit facilities and services, including buses, rail and ferries. Strategies to increase transit use are also presented.

Existing Bus Service

Community Transit

Community Transit, the major provider of public transit for Snohomish County, operates three types of transit service in the city:

- Fixed bus route service
- Rideshare services
- Dial-A-Ride Transit (DART) paratransit service

Fixed Route Bus Service

Fixed bus routes are local or commuter services that operate on a standardized schedule. **Figure 3-17** shows the bus routes that serve the city. Most of this service is provided by Community Transit, although Sound Transit connections are available along I-5. SWIFT Bus Rapid Transit also operates through the city along SR 99.

Table 3-18 summarizes bus routes serving the city, which provide two-way service between destinations in the city and surrounding areas, from morning through evening. Commuter bus routes serving the city, which provide service to major employment destinations in Snohomish and King Counties, are also shown. Commuter routes typically operate only during the weekday morning and evening peak commute periods. Every Community Transit bus is equipped to accommodate wheelchairs. All buses are also equipped with bicycle racks.

Table 3-4. Community Transit Bus Routes

Route Number	Route Description	Days of Operation	Hours of Operation (approximate)	October 2014 Average Weekday Daily Boardings
101	Aurora Village (Shoreline) to Mariner Park and Ride	Weekdays and Saturdays	5:00 am – 11:00 pm (Weekdays); 6:00 am -10 pm (Saturdays)	1,603
115	Aurora Village Transit Center to Mariner Park & Ride	Weekdays and Saturdays	5:00 am – 11:00 pm (Weekdays); 6:00 am -10 pm (Saturdays)	2,424
116	Edmonds to Silver Firs	Weekdays and Saturdays	5:00 am – 11:00 pm (Weekdays); 6:00 am -10 pm (Saturdays)	2,131
119	Mountlake Terrace to Ash Way Park & Ride	Weekdays and Saturdays	6:00 am – 11:00 pm (Weekdays); 6:00 am -10 pm (Saturdays)	545
130	Lynnwood to Edmonds	Weekdays and Saturdays	5:20 am- 10:00 pm (Weekdays); 7:00 am-10:30 pm (Saturdays)	971
196	Alderwood Mall to Edmonds	Weekdays and Saturdays	6:00 am-10:30 pm (Weekdays); 7:00 am-10:30 pm (Saturdays)	613
405	Downtown Seattle to Edmonds P&R	Daily (Peak travel)	6:00 am-9:00 am & 3:00 pm – 7:00 pm (Weekdays)	277
416	Downtown Seattle to Edmonds	Daily (Peak travel)	6:00 am-9:00 am & 3:30 pm – 7:00 pm (Weekdays)	223
871	University District to Edmonds P & R	Daily (Peak travel)	6:00 am-10:30 am & 12:30 pm – 7:00 pm (Weekdays)	801
Swift	Aurora Village to Everett Swift Station	Weekdays and Saturdays	5:00 am – 11:00 pm (Weekdays); 6:00 am -10 pm (Saturdays)	5,667

Source: Community Transit 2015

Accessibility to fixed route transit is considered to be ideal when transit stops are located within 0.25 mile of residents. **Figure 3-17** shows the proportion of Edmonds residents living within 0.25 mile of a fixed-route local or commuter transit service. Approximately 60%[7] of Edmonds' population lives within 0.25 mile of local bus service, and approximately 74% of the Edmonds population lives within 0.25 mile of either local or commuter service. Transit coverage was reduced when Community Transit eliminated some bus routes after 2010.

[7] Value being confirmed and updated

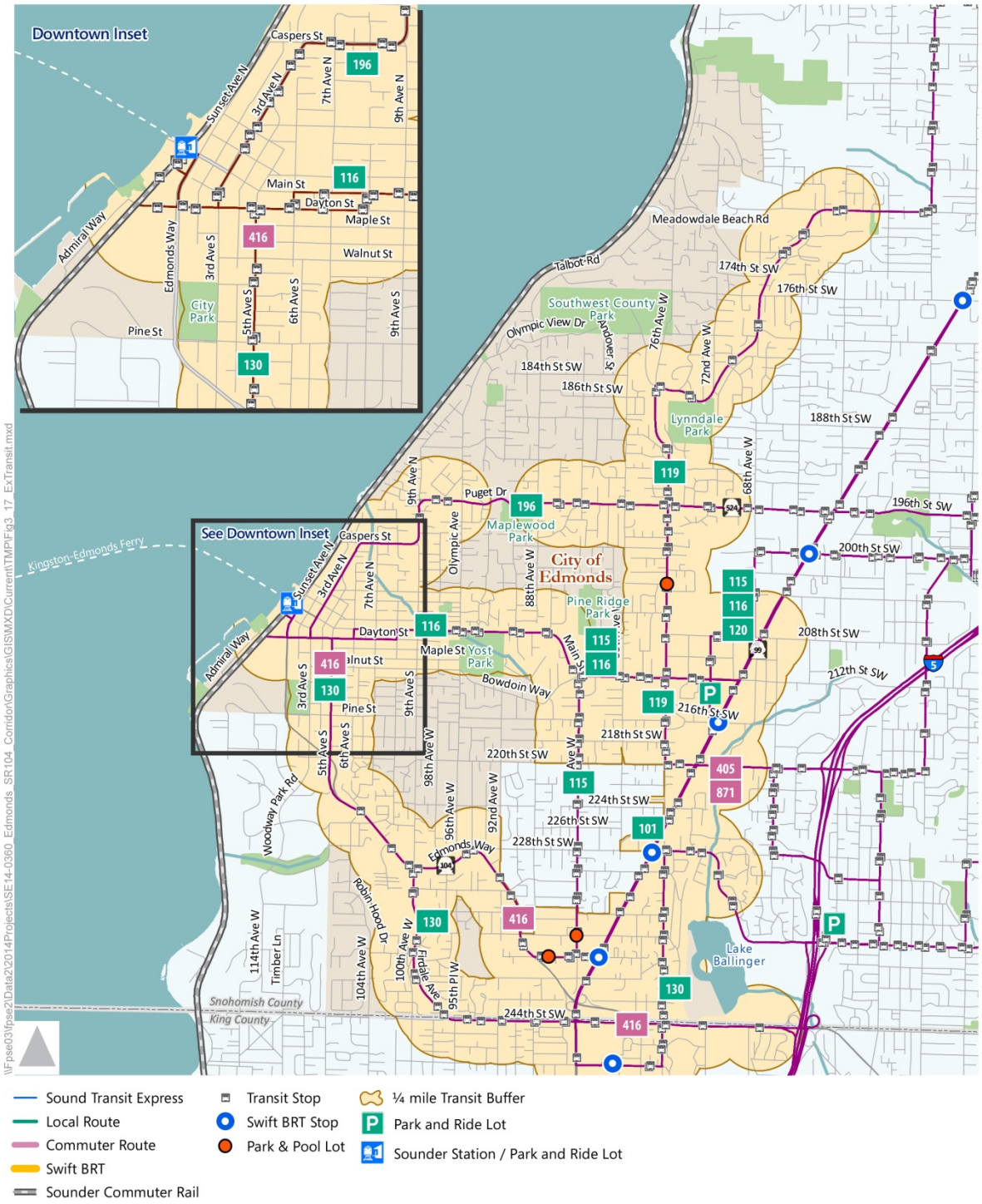


Figure 3-17

Existing Access to Transit

Figure 3-17. Existing Access to Local and Commuter Transit

Rideshare Services

For citizens who are disinclined or unable to use fixed-route bus service, the following rideshare services are available:

- Commuter Vanpools – Community Transit provides vehicles, driver orientation, vehicle maintenance, and assistance in forming vanpool groups.
- Carpools – Community Transit provides ride-matching services for people seeking carpool partners.

DART Paratransit

DART is a specialized bus service provided by Community Transit for those who are unable to use regular bus service due to a disability. Service is available to all origins and destinations within 0.75 mile of local, non-commuter bus routes.

King County Metro Transit

King County Metro does not provide local service within Edmonds, but connections are available between Community Transit and Metro routes at the Aurora Village Transit Center just south of the city.

Sound Transit Express Bus

Sound Transit provides regional bus service to the urban portions of Snohomish, King, and Pierce counties, but does not have an established express bus stop in Edmonds. Sound Transit express bus service is available at transit centers and park-and-ride lots in the vicinity of Edmonds (Swamp Creek, Lynnwood Transit Center, and Mountlake Terrace Transit Center) and can be accessed by Community Transit.

Park-and-Ride Facilities

The primary commuter parking facility in the city is the Edmonds park-and-ride lot located at 72nd Avenue West and 213th Place SW. This facility, which has a capacity for 255 cars, is owned by WSDOT and operated by Community Transit. This facility offers bus service to Lynnwood, downtown Seattle, Redmond, Everett, Shoreline and Seattle's University District. The average utilization rate of this facility is 71%. (Community Transit 2008)

Many routes also serve the Edmonds Senior Center, Edmonds Station and Edmonds Ferry Terminal. Parking available in the vicinity of these facilities includes a total of 220 spaces near the ferry terminal and 156 spaces at the Edmonds Station. Edmonds Community College also serves as a transit hub, but no public parking is available at this location. **Table 3-19** summarizes the park-and-ride lots that serve Edmonds.

Table 3-19. Park-and-Ride Facilities Serving Edmonds

Lot Name	Location	Routes	Parking Capacity
Edgewood Baptist Church	20406 76th Avenue W	119	10
Calvary Chapel Edmonds	8330 212th Street SW	115, 116	10
Edmonds Lutheran Church	23525 84th Avenue W	115	15
United Presbyterian Church of Seattle	8506 238th Street SW	416	64
Edmonds Park-and-Ride	21300 72nd Avenue W	405, 871	255
Mountlake Terrace Transit Center	236th Street SW and I-5 Northbound Ramp	130, 871, King County Metro	880
Edmonds Ferry Terminal	SR 104	WSF	220
Edmonds Station	210 Railroad Avenue	110, 116, 130, 196, 416, Sounder, Amtrak	156

Source: Community Transit, Sound Transit and WSF

Outside of the city, the Lynnwood Transit Center and Aurora Village Transit Center are the major hubs for transferring between Community Transit local routes. Other transfer hubs include Edmonds Community College and Mountlake Terrace Transit Center. These Community Transit routes connect with King County Metro service at Aurora Village, Mountlake Terrace, and Bothell; Everett Transit in the City of Everett; the Washington State Ferry at the Edmonds and Mukilteo Terminals; with Sound Transit at various park-and-ride lots in the south Snohomish County; and Island Transit in the City of Stanwood.

Rail Service

Passenger rail service in Edmonds is provided by Sound Transit's Sounder commuter rail and Amtrak's intercity rail. The rail station is located at 211 Railroad Avenue and can be accessed by Community Transit.

Sounder Commuter Rail

Operated by Sound Transit, the Sounder commuter rail line operates between Seattle and Everett, with stops in Edmonds and Mukilteo. Through a partnership with Amtrak, Amtrak trains are also available for commuters along this route. Sounder operates four southbound trains during the morning commute period and four northbound trains during the evening commute period. Amtrak operates one additional train in each direction during both the morning commute period and the evening commute period. Additional parking is needed at the train station to accommodate the rising number of daily transit riders using this service. Sound Transit currently leases a parking lot from various property owners.

Amtrak Service

Amtrak operates two routes with stops in Edmonds: the Amtrak Cascades and the Empire Builder.

Amtrak Cascades

Edmonds serves as a stop along the Seattle – Vancouver route. Service is daily, with two northbound trains and two southbound trains stopping in Edmonds per day. From Edmonds, the two northbound trains terminate in Vancouver, British Columbia. Both southbound Cascades trains originate in Vancouver, BC.

The Cascades route's northbound service provides connections to Everett, Mount Vernon, and Bellingham in Washington State, and Surrey, Richmond, and Vancouver in British Columbia. Travelers who wish to take rail south to destinations between Seattle and Portland are best served by traveling to Seattle to take the Seattle–Portland route.

Empire Builder

The Empire Builder provides cross-country service between Seattle and Chicago. Its route traverses the states of Washington, Idaho, Montana, North Dakota, Minnesota, Wisconsin, and Illinois. Service is daily, with one eastbound train departing from Edmonds each evening (5:12 pm). One westbound train arrives in Edmonds each morning (9:10 am).

Washington State Ferries

The Edmonds-Kingston ferry route connects the northern portion of the Kitsap Peninsula and the Olympic Peninsula with northern King and southern Snohomish Counties. The route is 4.5 nautical miles long, and takes approximately 30 minutes to traverse. The Edmonds-Kingston route operates seven days per week year round, with average headways ranging between 35 and 70 minutes.

In 2013, the Edmonds-Kingston route carried 3.9 million people, at an average of 12,200 passengers per day. This is slightly less than the 4.3 million people the route carried in 2006. The annual Washington State Ferries Traffic Statistics Report indicates that in-vehicle boardings were the most prevalent, with about 86 percent of passengers boarding in this manner on the average weekday. Walk-on passengers constituted 14 percent of all passengers on an average weekday.

Future transit Improvements

Chapter 2 of this Transportation Plan identifies a number of specific goals and policies aimed at enhancing transit options and operations in the City. This section describes actions the City could take to improve transit availability and ease of use, working closely with transit service providers.

Priority Transit Corridors

Figure 3-18 depicts a future transit system with potential priority transit corridors shown in green. These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive. With the expected opening of Link Light Rail to Lynnwood during the planning horizon, it is likely that several Community Transit bus routes will be redesigned within Edmonds and surrounding areas to integrate with light rail.

Transit Level of Service

A proposed Transit Level of Service policy is shown in **Table 3-20**. One primary LOS measure would be related to the provision of transit stop amenities along the priority transit corridors. Providing good pedestrian access to stops would also be a goal that the city could work cooperatively with Community Transit to achieve. The final measure, Quality of Service, is outside of the city's control, but the LOS policy would guide the city's discussions with Community Transit and other transit providers. A green LOS would be a desired standard to strive for as the plan is implemented.

Table 3-20 Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities*	Pedestrian Access	Quality of Service (Optional)+
	More than 80% of transit stops meet amenity minimum provisions	Sidewalks and marked crosswalks serving stops	All day frequent service; adequate parking at park-and-rides and stations
	More than 60% of transit stops meet amenity minimum provisions	Sidewalks and marked crosswalks serving some stops	Peak period service; may be some parking overflow at park-and-rides and stations
	Less than 60% of transit stops meet amenity minimum provisions	General lack of sidewalks and marked crosswalks	N/A

* Amenities include bus stop shelter, bench, flag post, and/or concrete waiting area; these amenities are determined based on the number of people using a transit stop as defined by a transit agency.
+Consider the adequacy of parking provided at park-and-rides and transit stations

Additional Fixed Route Transit Service

The City will continue to coordinate with Community Transit regarding additional bus transit service on Olympic View Drive or east of 76th Avenue N.

In addition, the City adopted a policy (see Policy 8.12 in Chapter 2) to explore future funding for a city-based circulator bus that provides local shuttle service between neighborhoods (Firdale Village, Perrinville, Five Corners, Westgate) and downtown.

Washington State Ferries

WSDOT is planning to implement a ferry reservation system along commuter routes in the Central Puget Sound. Depending on its design, a reservation system could have impacts on ferry traffic arrival times and queuing areas. The City will work closely with WSDOT to implement a reservation system that meets regional and local needs.

Edmonds Crossing Multimodal Facility

The City is also a partner in the Edmonds Crossing multimodal ferry, bus, and rail facility. Sound Transit is planning to relocate Edmonds station as part of the larger Edmonds Crossing Multimodal project being led by WSDOT. While there is no funding for this relocation, the multimodal facility would be an important transit hub for the city.

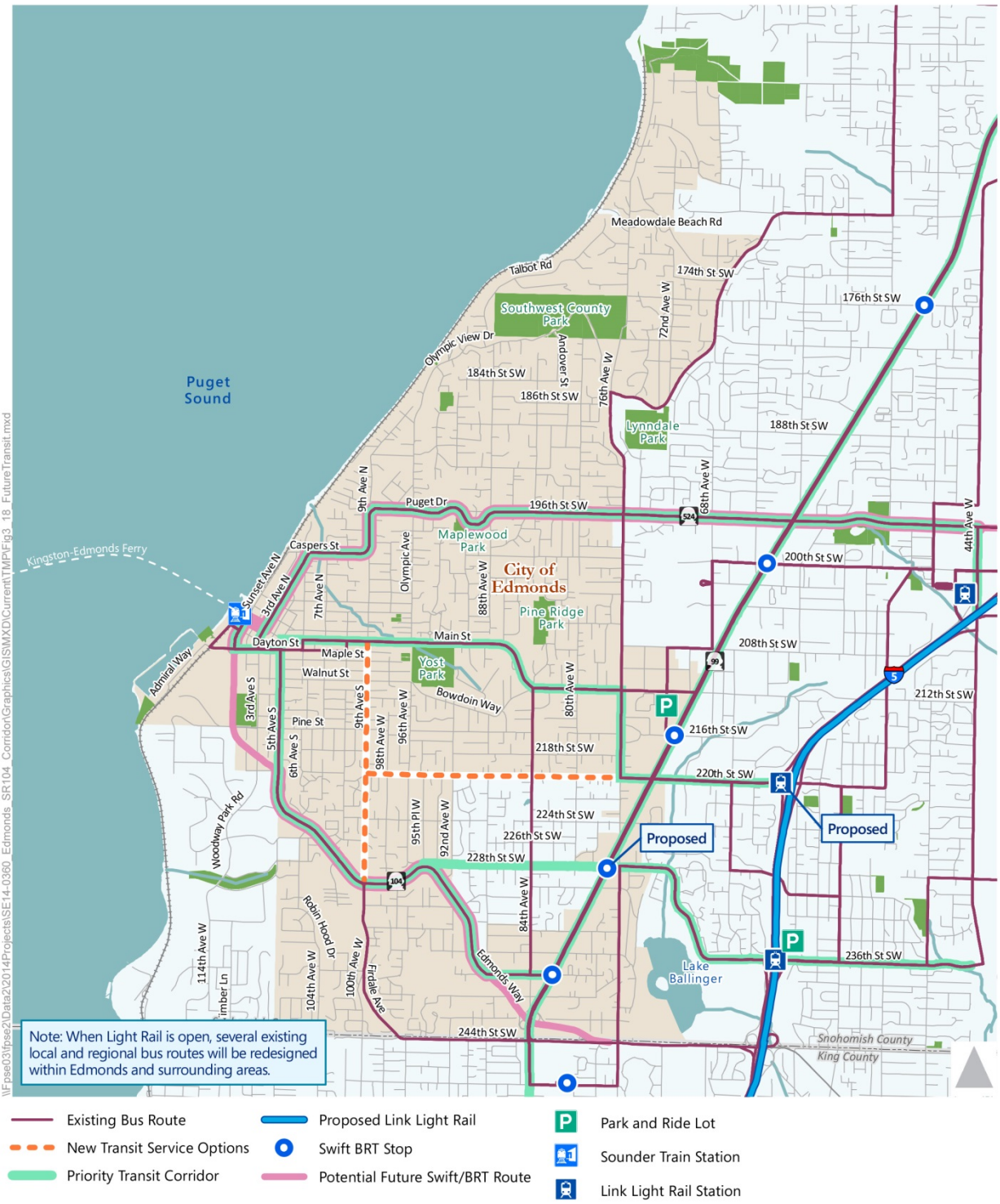


Figure 3-18

Future Priority Transit Corridors

Figure 3-18. Future Priority Transit Corridors

M. Goods Movement

In addition to the railroad line, movement of freight through Edmonds occurs primarily along SR 104, SR 99, and 76th Ave W, as shown in Figure 3-19. SR 104 provides the only truck route into downtown Edmonds. Truck routes on 76th Ave W and Olympic View Drive connect Edmonds to cities in the north, while SR 99 connects Edmonds to cities in the North, East and South. For connections within the city, 4th Ave W, 220th St SW and 9th Ave S are designated for trucks. Beyond these primary routes, delivery vehicles use many other streets to reach their final destinations.

A few areas prohibit certain types of vehicles. The downtown area between SR 104 and 9th Ave S only allows single unit trucks, while SR 524, Olympic View Drive within the city, and a few other roads are prohibited for hauling.

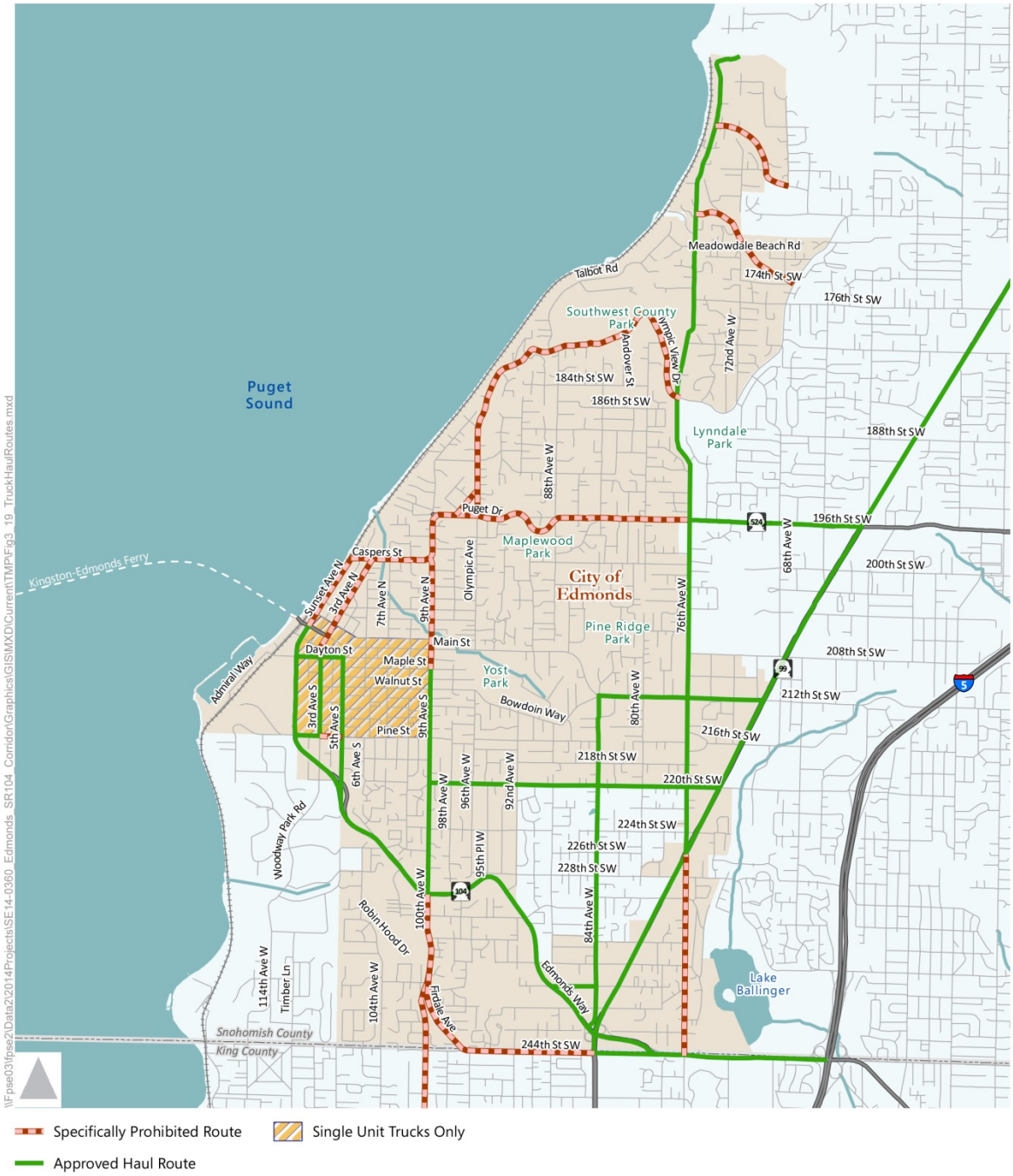


Figure 3-19
Truck Haul Routes

Figure 3-19. Truck Routes

N. Transportation Demand Management

TDM consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include the following benefits:

- Travelers switch from driving alone to high-occupancy vehicle modes such as transit, vanpools, or carpools.
- Travelers switch from driving to non-motorized modes such as bicycling or walking.
- Travelers change the time they make trips from more congested to less congested times of day.
- Travelers eliminate trips altogether either through means such as compressed work weeks, consolidation of errands, or use of telecommunications.

Within the State of Washington, alternative transportation solutions are necessitated by the objectives of the Commute Trip Reduction (CTR) Law. Passed in 1991 as a section of the Washington Clean Air Act (RCW 70.94), the CTR Law seeks to reduce workplace commute trips. The purpose of CTR is to help maintain air quality in metropolitan areas by reducing congestion and air pollution. This law requires Edmonds to adopt a CTR plan requiring private and public employers with 100 or more employees to implement TDM programs. Programs provide various incentives or disincentives to encourage use of alternative transportation modes other than the single-occupant vehicle.

The City promotes TDM through policy and/or investments that may include, but are not limited to, the following:

- Parking management;
- Trip reduction ordinances;
- Restricted access to facilities and activity centers; and
- Transit-oriented and pedestrian-friendly design.

The City can support the CTR Law and regional vehicle trip reduction strategies by working with employers to encourage the reduction of commuter single-occupant vehicle use. Community Transit assists employers in developing plans that meet specific trip reduction needs as required by the CTR Law. Flex time, parking management, vanpooling, and carpooling are some of the available options. Community Transit offers free Employee Transportation Coordinator Training Workshops for employers affected by CTR. Transportation consulting services are also available to interested employers not affected by CTR. Community Transit also conducts community outreach programs that fall within the realm of TDM.

There are three employers in Edmonds that participate in the CTR program: the City of Edmonds, Stevens Hospital, and Edmonds Family Medicine Clinic. Each employer measures its progress toward its goal of reducing single-occupant vehicle trips by conducting an employee survey every other year. Community Transit assists in this effort, and reviews the results to see if the employers are in compliance with CTR goals.

O. SR 104 Complete street corridor analysis

During the development of the transportation plan, the City conducted a parallel study of the SR 104 corridor. Working with a Technical Advisory Committee and conducting extensive public outreach, the City developed a corridor vision that is based on the following guiding principles:

- Support both local and regional mobility
- Improve circulation and safety for biking, walking, and transit access
- Reinforce land use vision, including at Westgate
- Create a sense of arrival in Edmonds and tie to the waterfront
- Coordinate with the state and other entities
- Take a phased approach that provides benefits over time
- Promote environmental sustainability and economic vitality

The City used these principles to identify and prioritize a set of 19 corridor recommendations. The projects focused on pedestrian and vehicular safety, improved access, and corridor identity. One of the focus areas of the study was the Westgate area. The plan identified several access and circulation improvements in Westgate that can be tied to redevelopment of properties in the area. Details regarding the study are found in the SR 104 Complete Street Corridor Analysis report (2015).

P. SR 99 Gateway / Revitalization

The City conducted a focused assessment of the SR 99 corridor in 2006. This study identified several multi-modal and safety projects. One of the key projects, the 228th Street connection between SR 99 and 76th Avenue, will be constructed in 2016.

As part of the current transportation plan update, the City further examined traffic safety along SR 99. It identified the need to add a center median and left turn pockets (from 238th St. SW to 212th St. SW) to provide safer access management throughout the corridor. The ongoing SR 99 Gateway/Revitalization project will seek to provide additional safety and urban design improvements.

Q. Edmonds Waterfront At-Grade Crossing

Railroad use for freight transport has greatly increased and is expected to increase even more in the future. The frequency and greater length of trains means that access between the west side and east side of the rail is blocked for longer periods of time. This has significant implications for people needing to access either side—whether for emergency, business, residential, recreational, or other needs.

A priority of the city has been to find a solution to the at-grade railroad crossings at Main and Dayton Streets to the waterfront. The need is evident for providing emergency access, pedestrian/bicycle access, and access to the ferry and other land uses. Various options have been discussed, each with certain advantages, disadvantages, and costs. To determine the best option(s), the city has secured funds as part of the *2015 Legislative transportation package*.

4. Implementation and Financial Plan

This chapter provides a summary of the projects, project prioritization, total costs, projected revenue, and implementation strategies for recommended improvements through 2035. It also includes a performance measure, consistent with the criteria for performance measures in other parts of the Comprehensive Plan.

R. Performance Measure

The Comprehensive Plan contains a small number of performance measures (no more than one per element) that can be used to monitor and annually report on the implementation and effectiveness of the Comprehensive Plan. Performance measures, as identified in the Comprehensive Plan, are specific, meaningful, and easily obtainable items that relate to sustainability and that can be reported on an annual basis. They are intended to help assess progress toward achieving the goals and policy direction of each major Comprehensive Plan element.

The measure identified below is specifically called out as matching the above criteria and being important to transportation goals and will be reported annually, along with performance measures for other Comprehensive Plan elements. It is not intended to be the only measure that the City may use for transportation purposes.

Performance Measure: Number of linear feet of sidewalk renovated or added to the City's sidewalk network.

S. Project Costs

Preliminary costs for proposed transportation projects were estimated at a planning level, based on 2015 dollars. Estimates were based on typical unit costs, as applied to each type of improvement, and are not the result of preliminary engineering. Annual programs such as asphalt street overlay show projected expenditures beginning in 2010. These planning-level estimates of probable cost were the basis for the financial plan.

Table 4-1 summarizes the estimated costs for the recommended transportation projects and programs through 2035. The table shows that the cost of fully funding all operations, safety, and maintenance projects and programs through 2035 is $158 Million.

Table 4-1. Costs of Transportation Projects

ID	Location	Project	Cost
Roadway Projects			
1	174th Street SW and Olympic View Drive	Widen Olympic View Drive to add a northbound left turn lane for 50-foot storage length. Shift the northbound lanes to the east to provide an acceleration lane for eastbound left turns.	$610,000
2	Olympic View Drive and 76th Avenue W	Install traffic signal. Widen 76th to add a northbound left turn lane for 175-foot storage length.[2]	$1,183,000
4	Puget Drive and 88th Avenue W	Install traffic signal.[1]	$903,000
8	212th Street SW and SR 99	Widen 212th to add a westbound left turn lane for 200-foot storage length and an eastbound left turn lane for 300-foot storage length. Provide protected left turn phase for eastbound and westbound movements.	$2,806,000
11	Main Street and 9th Avenue N	Install traffic signal.[2]	$911,000
14	220th Street SW and SR 99	Widen 220th to add a 325-foot westbound right turn lane and a 300-foot eastbound right turn lane. Widen 220th to add a second westbound left turn lane.	$3,215,000
15	220th Street SW and 76th Avenue W	Widen 220th to add a left turn lane for eastbound and westbound movements.	$4,314,000
20	SR 104 @ 238th Street SW	Install a signal and provide protected left turn phase for northbound and southbound. (Note; Project is also part of the SR 104 Complete Streets Corridor)	$1,339,000

ID	Location	Project	Cost
21	SR 104 and 76th Avenue W	Widen SR 104 to add second westbound left turn lane for 325-foot storage length. Provide right turn phase for northbound movement during westbound left turn phase. (Note: Project is also part of the SR 104 Complete Streets Corridor)	$3,017,000
30	SR 99 at 216th Street SW	Widen to allow one left turn lane, one through lane and one right turn lane in eastbound and westbound directions, with 100-foot storage length for turn lanes. Add eastbound right turn overlap with northbound protected left turn.	$2,335,000
	SR-99 Gateway / Revitalization	Add center median and left turn pockets along the corridor (from 238th St. SW to 212th St. SW) to provide safer access management throughout. Enhance urban design features.	10,000,000
A	84th Avenue W, between 212th Street S and 238th Street SW	Widen to three lanes with curb, gutter, bicycle lanes, and sidewalk.	$15,441,000
B	238th Street SW, between SR 104 and SR 99	Widen to three lanes with curb, gutter, bicycle lanes and sidewalk.	$3,045,000
C	Add 228th ST. SW from SR 99 to 95th Pl.	Widen to three lanes with curb, gutter, bicycle lanes and sidewalk.	$10,146,000
		Sub Total	**$59,265,000**
Non-Motorized Projects			
	Citywide Walkway Projects (Short)		$2,317,500
	Citywide Walkway Projects (Long)		$28,485,000
	ADA Curb Ramp Upgrades and Transition Plan		$4,189,500
	Audible Pedestrian Signals		$25,000

ID	Location		Project	Cost
	Citywide Bikeway Projects			$555,000
			Sub Total	**$35,572,000**
Preservation and Maintenance Programs and Projects				
	Annual Street Overlays	2016-2021	Grind pavement, overlay	$12,000,000
		2022-2035		$30,000,000
	Citywide Signal Improvements	2016-2021	Upgrades to existing signals, for maintenance and technology	$25,000
		2022-2035		$75,000
	Citywide Cabinet and Controller Upgrades		Upgrades to existing traffic signal cabinets elements for maintenance and technology	$650,000
	Puget & Olympic View Drive		Signal rebuild	$500,000
	238th / 100th Ave Signal Upgrades		Rebuild complete signal system and install video detection	$750,000
	Main @ 3rd Ave. Signal Upgrades		Rebuild completed signal system	$375,000
			Sub Total	**$44,375,000**
Other Projects				
	Citywide Traffic Calming Program			$200,000
	SR 104 Complete Streets Corridor Analysis Projects			$5,903,000[3]

ID	Location	Project	Cost
	Operational Enhancements		$240,000
	Future Transportation Plan Updates		$575,000
	Debt Service on 220th Street SW Project		$324,500
	4th Avenue Corridor Enhancement		$4,325,000
	Debt Service for 100th Ave W. Stabilization Project		$373,000
	Edmonds Waterfront At-Grade Crossing Alternative Study		$625,000
	80th Ave. W Sight Distance		$292,000
	Arterial Street Signal Coordination		$50,000
	Citywide Protective / Permissive Traffic Signal Conversion		$20,000
	Trackside Warning System		$300,000
	228th Corridor Improvements Project – SR 99 to 76th Ave W		$1,000,000[4]
	212th St SW and 76th Ave W Intersection Improvements		$4,347,000[4]
		Sub Total	**$18,574,500**
		GRAND TOTAL (2016-2035)	**$157,786,500**

1. Analysis indicates that restricting northbound and southbound traffic to through and right-turn-only (prohibiting left-turn movements) would also alleviate the deficiency identified. This could be implemented as an interim solution until traffic signal warrants are met. Roadway re-alignment will also need to be analyzed, in order to increase intersection sight distance,

2. An alternative that also would meet the LOS Standard would be a roundabout.
3. Cost does not include roadway improvements at SR 104/76th Ave W, which are shown as Project 21 above, as well as the projects at SR 104/238th, which are shown as project 20 above.
4. Will be constructed in 2016

T. Revenue Sources

Current Sources of Revenue

Revenue sources the City currently uses to pay for transportation improvements are listed below, and **Table 4-2** lists estimates of the potential amount of revenue the City may receive during 2016 – 2035 from these current sources of revenue. *The estimates for 2016-2035 are based on the annual average amount received by the City from 2008 through 2013 unless noted otherwise below.*

- *Grants – State and federal grants may be obtained through a competitive application process. Each grant program is for specific types of projects, such as capacity, congestion relief, safety, mobility, sidewalks and/or bicycle routes. Edmonds' success in obtaining grants depends on having projects that match each grant program's requirements.*

- *Real Estate Excise Tax* –This is a tax on all sales of real estate, measured by the full selling price, and the City receives a tax of 0.5 percent. The 2016-2035 estimates are based on continuing the recent increases for street preservation that were appropriated in 2014 and 2015. The amount could be increased or decreased as a matter of City policy.

- *General Fund* – The General Fund includes a broad range of taxes and fees such as sales tax and property taxes. These revenue sources may be used for all City activities. *The estimates for 2016-2035 transportation costs are based on the average of the 2014 and 2015 appropriations for street preservation.* These amounts are not guaranteed under current City policies.

- *Motor Vehicle Fuel Tax* – The motor vehicle fuel tax is collected by the State and 2.4 cents per gallon are distributed to cities for roadway construction purposes. The money is distributed based on the population of each city.

- *Traffic Impact / Mitigation Fees* – Impact fees are paid by developers to mitigate the impacts on the transportation system caused by their development. The 2016-2035 estimates are based on the 2009 rates of approximately $1,000 per trip for the 4,000 additional trips that are expected between 2016 and 2035.

- *Stormwater Funds* – The City's stormwater utility uses a portion of its revenue to pay for portions of transportation capital improvements that include stormwater control components.

- *Transfers from Capital Fund* – The Capital Fund for stormwater also makes transfers to pay for eligible portions of transportation projects.

- *Interest Income* – The City deposits the revenues listed above in safe interest-bearing accounts until the money is needed for capital projects. The amount of interest that is earned is used for the same capital projects.

Table 4-2 summarizes potential revenue projected through 2035, from the current sources described above.

Table 4-2. Potential Transportation Revenues- Current Sources

Source	Amount
Grants (unsecured)	$18,594,500
Real Estate Excise Tax for Street Preservation	15,810,000
Transfers from General Fund for Street Preservation	11,290,000
Motor Vehicle Fuel Tax	8,000,000
Traffic Impact / Mitigation Fees	4,000,000
Stormwater Funds	1,481,900
Transfers from Capital Fund	535,800
Interest Income	56,000
TOTAL	**$59,768,200**

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Based upon the total costs of recommended projects summarized in Table 4-1, and the potential revenue from current sources listed in Table 4-2, the estimated total revenue shortfall through 2035 is $98 Million.

Other Potential Financing Options

The City will continue to explore new options to fund transportation projects and programs that are important to citizens. Options that could be considered include the sources described below. *Estimates are provided for 2016-2035, and the basis for each estimate is summarized below.*

- *Transportation Benefit District* – Edmonds has enacted a Transportation Benefit District (TBD) in 2009 with a $20 per year vehicle license fee, Washington state law allows local governments to establish a TBD and accompanying funding sources to provide for the preservation, maintenance, and construction of local transportation infrastructure. The City has limited funding to pay for necessary transportation preservation and maintenance. This has resulted in the need to provide an ever-increasing annual contribution from the City's general fund to the street fund in order to continue preserving and maintaining transportation infrastructure.

  A TBD can also collect additional annual vehicle license fees of up to $80 (limited to a total of $100) per license per year and/or a 0.2% sales tax, subject to voter approval. In 2010, the voters rejected a request to add an additional $40 License Fee to fund transportation improvements, such as walkways, intersection improvements, corridor enhancements, roadway improvements throughout the City. In order to give the City some perspective on future revenues should another TBD vote occur, the vehicle license fee estimate shown in Table 4-3 is based on an additional $80 license fee per year for 40,000 vehicles. The sales tax estimate is based on an additional 0.2% sales tax extrapolated from the amount of existing sales taxes collected in recent years by the City.

- ***Red light Cameras***: in April 2009, a study was completed for the installation of red light cameras at (2) City intersections. The study demonstrates that a significant number of drivers were running the red light at those intersections. However, City Council rejected the installation of red light cameras in a 4 - 3 vote.

- *Business License Fee for Transportation* – Cities have the option of including a fee to fund transportation projects as part of business license fees. This is typically an annual fee that is charged per full time equivalent (FTE) employee. In order for this type of fee to be successful, cities typically collaborate very closely with business owners, to identify projects and programs for funding that would be of most benefit to local businesses. The 2016-2035 estimate assumes $50 per year per full-time equivalent employee for 15,000 employees.

- *Red Light Violation Fines*– Cities can charge fines for violating red lights at signalized intersections and use the amount of fine revenue that exceeds program costs to pay for transportation safety projects. In April 2009, a study was completed for the installation of red light cameras at two City intersections. The study demonstrated that a significant number of drivers were running the red light at those intersections. At that time, the City Council rejected the installation of red light cameras. Should this topice be addressed in the future, the revenue estimate in Table 4-3 is based on an assumption that each violation would produce $50 slated for transportation safety improvements (based on the experience of another Washington city).

- *Transportation Levy*– Cities can ask voters to approve an increase in property taxes and dedicate the levy proceeds to transportation. . The 2016-2035 estimate assumes a levy rate of $0.20 (based on the recent successful experience of another Washington city).

- *Non-Motorized Mitigation Fees*– Some Washington cities have developed a mitigation fee program under SEPA to obtain mitigation from developers for the impacts on bicycle and pedestrian facilities caused by their development. The estimate for 2016-2035 assumes that the mitigation program will collect approximately 20% of the cost of the non-motorized projects.

- *Local Improvement District/Roadway Improvement District* –LIDs, enabled under RCW 35.43, are a means of assisting benefitting properties in financing needed capital improvements. A special type of LID is a Roadway Improvement District (RID). LIDs may be applied to water, sewer and storm sewer facilities, as well as roads; but RIDs may only be applied to street improvements. LIDs and RIDs are special assessment districts in which improvements will specially benefit primarily the property owners in the district. They are created under the sponsorship of a municipal government and are not self-governing special purpose districts. To the extent and in the manner noted in the enabling statutes, they must be approved by both the local government and benefited property owners. No estimates are made for 2016-2035 because a study has not been conducted to determine specific projects that would meet the eligibility requirements for an LID or RID.

- **Reallocation of REET Funds to Transportation Projects**- The City could allocate a higher proportion of REET to transportation projects, up to the limit of 0.5 percent. No estimate is provided, since the reallocation would be a policy decision requiring tradeoffs between expenditures on other city projects.

- *Additional Grants* – Revenue projections summarized in Table 4-2 assume that the City will be able obtain future grant funding at levels consistent with what has been obtained historically. It may be possible for the City to obtain higher levels of grant funding than what has been historically obtained. However, state and federal grants are obtained through a highly competitive process, and other municipalities are also likely to increase their requests for grant funding to address their own revenue shortfalls. It is likely that only a small

portion of the City's revenue shortfall could be covered through additional grant funding, therefore no estimates are included for 2016-2035.

Table 4-3 summarizes potential levels of revenue that could be obtained by these additional sources, if they were approved by the City Council and by citizens. The table shows that the transportation funding shortfall could be covered by a combination of these optional revenue sources.

Table 4-3. Potential Transportation Revenue- Additional Optional Sources

Source	Amount
TBD License Fee (at $80 per license per year)	$ 64,000,000
TBD Sales Tax (at 0.2%)	24,000,000
Business License Fee for Transportation (at $50 per year per full-time equivalent employee)	15,000,000
Red Light Violation Fine (at $50 per violation after program costs) – must be used for safety projects.	29,200,000
Transportation Levy (at $0.20 per year)	7,600,000
Non-motorized Mitigation Fee (at 20% of project costs)	4,250,000
Local Improvement District / Roadway Improvement District	Not Estimated
REET Funds Reallocation to Transportation	Not Estimated
Additional Grants	Not Estimated
	$144,050,000

U. Implementation Plan

Transportation Improvement Plan (2016-2035)

The Comprehensive Transportation Plan serves to guide the development of surface transportation within the City, based upon evaluation of existing conditions, projection and evaluation of future conditions that result from the City's adopted future land use plan, and priorities stated by Edmonds citizens.

A six-year Transportation Improvement Program (TIP) is prepared each year, which identifies transportation projects needed to respond to planned growth of the community, and to meet safety and mobility objectives. The TIP integrates City transportation improvement projects and resources with other agencies in order to maximize financing opportunities such as grants, bonds, city funds, donations, impact fees, and other available funding.

The TIP is maintained as follows:

1. Provide for annual review by the City Council as part of the Capital Improvement Plan (CIP) contained in the Comprehensive Plan capital facilities element.

2. Ensure that the TIP:

   - Is consistent with the Comprehensive Plan;
   - Defines a project's need, and links it to LOS and facility plans;
   - Includes construction costs, timing, and funding sources; and considers operations and maintenance impacts where appropriate; and
   - Establishes project development priorities.

Table 4-4 summarizes the recommended Transportation Improvement Plan, 2016 through 2035, which is a comprehensive multimodal plan that is based on extensive public input and reflects a major update of the 2009 Plan. The table also identifies which projects are recommended for inclusion in the 2016-2021 TIP. In comparison to revenues, the TIP has a substantial funding shortfall.

Table 4-4. Transportation Improvement Plan 2016-2035

Project	2016 – 2021	2022 – 2035	Total
Annual Street Overlays	$ 12,000,000	$ 30,000,000	$ 42,000,000
Citywide Signal Improvements	25,000	75,000	100,000
Citywide Cabinet and Controller Upgrades	650,000		650,000
Puget & Olympic View Drive	500,000		500,000
238th / 100th Ave Signal Upgrades	750,000		750,000
Puget Drive / 196th St SW / 88th Avenue W	903,000		903,000
Main Street / 9th Avenue N	911,000		911,000
Olympic View Drive / 76th Avenue W		1,183,000	1,183,000
220th Street SW / SR 99	3,215,000		3,215,000
220th Street SW / 76th Avenue W	4,314,000		4,314,000
84th Avenue W, 212th Street SW - 238th Street SW (50% split with Snohomish County)		15,441,000	15,441,000

Project	2016 – 2021	2022 – 2035	Total
80th Avenue Sight Distance		292,000	292,000
Main St / 3rd Ave signal upgrade	375,000		375,000
212th Street SW / SR 99	2,806,000		2,806,000
216th Street / SR 99	2,335,000		2,335,000
174th Street SW / Olympic View Drive		610,000	610,000
238th Street SW / Edmonds Way (SR 104)		1,339,000	1,339,000
238th Street SW, SR104 - SR 99		3,045,000	3,045,000
228th St. SW, SR 99 – 95th Pl		10,146,000	10,146,000
SR 104 / 76th Avenue W (50% Split cost with Shoreline)		3,017,000	3,017,000
Citywide Walkway Projects	8,800,500	22,002,000	30,802,500
ADA Transition Plan	1,570,000	2,619,500	4,189,500
Citywide Bikeway Projects	160,000	395,000	555,000
Citywide Traffic Calming Program	60,000	140,000	200,000
Future Transportation Plan Updates	175,000	400,000	575,000
SR 104 Complete Streets Corridor Analysis Projects	1,172,600*	4,730,400	5,903,000
Debt Service for 100th Ave. W Stabilization Project	$206,000	$167,000	$373,000
Debt Service on 220th Street SW Project	242,000	82,500	324,500
4th Avenue Corridor Enhancement	4,325,000		4,325,000
SR-99 Gateway / Revitalization (Planning/Design phase only)	10,000,000		10,000,000
Audible Pedestrian Signals	25,000		25,000
Edmonds Waterfront At-Grade Crossing Alternative Study	625,000		625,000
Operational Enhancements	70,000	170,000	240,000
Upgrade to citywide Protected permissive phasing	20,000		20,000
Trackside Warning System	300,000		300,000
Arterial Street Signal Coordination	50,000		50,000
228th Corridor Improvements Project: SR 99 - 76th Ave W	1,000,000		1,000,000

Project	2016 – 2021	2022 – 2035	Total
212th St SW and 76th Ave W Intersection Improvements	4,347,000		4,347,000
MODIFY TOTAL	**$61,932,500**	**$95,854,400**	**$157,786,500**
Projected Revenue	**$17,096,630**	**$42,671,570**	**$59,768,200**
Shortfall, Unless Alternative Funding Identified	**$44,835,470**	**$53,182,830**	**$98,018,300**

* Note: Assumes following projects for 2016-20121: Ferry Terminal Storage, 226th Street SW, 95th Place W.

Interjurisdictional Coordination

The City will coordinate with the following agencies to implement projects and strategies presented in this Transportation Plan:

- Apply to the FHWA to implement recommended updates to the federal functional classification of some city streets, as summarized in Table 3-2.
- Coordinate with WSDOT on projects to address future operational deficiencies on SR 104.
- Coordinate with Snohomish County for joint agency funding of the proposed 84th Avenue improvement.
- Coordinate with PSRC to include projects in the regional transportation plan so that they will be eligible for funding.
- Coordinate with WSDOT and the FHWA to move forward with the Edmonds Crossing Multimodal Project.
- Coordinate with Community Transit to implement transit investments that are consistent with the City's priorities; including construction of additional bus shelters and benches, and new transit routes.

V. Contingency Plan in Case of Revenue Shortfall

Some revenue sources are very secure and highly reliable. However, other revenue sources are volatile, and therefore difficult to predict with confidence. To cover the shortfall identified in the previous section, or in the event that revenue from one or more of these sources is not forthcoming in the amounts forecasted in this Transportation Plan, the City has several options:

- Change the LOS standard, and therefore reduce the need for road capacity improvement projects.
- Increase the amount of revenue from existing sources, such as the option to reallocate REET funds.
- Find new sources of revenue which could include additional TBD funding, business license fee for transportation, red light violation fines, transportation levy, non-motorized mitigation fees, LID/RIDs, and/or federal and state grants.
- Require developers to provide such facilities at their own expense.

- Change the Land Use Element in the Comprehensive Plan to reduce the amount of development, and thus reduce the need for additional public facilities; or to further concentrate growth along higher capacity roads that are served by transit.

APPENDIX A

Goals and Policies Comparison Table

Old Policy Number	New Policy	Reason
1.1	2.1	
1.2	2.3	
1.3	3.1	
1.4		Redundant with Policy 3.1 (new reference)
1.5		Covered by Policies 1.1, 1.2, 1.3 (new references)
2.1	3.2	
2.2	4.1	
2.3		Covered within Policy 3.2 (new reference)
2.4	5.1	
3.1	2.4	
3.2	5.2	
3.3	5.3	
3.4	5.4	
3.5	1.1	
3.6	1.2	
3.7	3.3	
3.8	3.4	
3.9	3.5	
3.10	3.6	
3.11	1.3	
3.12		Covered within Policy 2.4 (new reference)
3.13	2.5	
3.14	2.6	
3.15	6.1	
3.16	2.7	
4.1	5.5	
4.2		Overly specific, recommend this be included in Design Standards.
4.3	4.2	

Old Policy Number	New Policy	Reason
4.4	5.6	
4.5	5.7	
5.1		This should be covered in Development Standards.
5.2	5.8	
5.3	4.4	
5.4	3.7	
6.1	5.9	
6.2	1.4	
6.3		The Transportation Advisory Group felt this is an ongoing process that is unnecessary to put in policy.
6.4	3.8	
6.5	4.5	
6.6	1.5	
6.7	4.6	
6.8	5.10	
6.9		This seemed like more of an implementation item than a policy.
6.10	4.8	
6.11	4.7	
6.12	4.9	
6.13		This seemed like more of an implementation item than a policy.
6.14		This seemed like more of an implementation item than a policy.
6.15		This seemed like more of an implementation item than a policy.
6.16	4.10	
6.17	4.11	
6.18	4.12	
6.19	2.8	

Old Policy Number	New Policy	Reason
7.1		This seemed like more of an implementation item than a policy.
7.2		This seemed like more of an implementation item than a policy.
7.3		This seemed like more of an implementation item than a policy.
7.4		This seemed like more of an implementation item than a policy.
8.1	1.6	
8.2	4.13	
8.3	6.2	
8.4	4.14	
8.5	4.15	
8.6		
8.7	4.16	
9.1	6.3	
9.2	6.4	
9.3	6.5	
9.4	6.6	
9.5	6.7	
9.6		Covered by Policy 6.9 (new reference)
9.7	6.8	
9.8		Covered by Policy 6.9 (new reference)
9.9	6.9	
9.10	6.10	
9.11	6.11	
9.12	5.11	
10.1	6.12	
10.2	6.13	
10.3	6.14	

Old Policy Number	New Policy	Reason
10.4	6.15	
10.5	6.16	
11.1	5.12	
11.2		
11.3	5.13	
11.4	6.17	
12.1	5.14	
12.2	6.18	
13.1		Overly specific, recommend this be included in Design Standards.
13.2		Overly specific, recommend this be included in Design Standards.
13.3		Overly specific, recommend this be included in Design Standards.
14.1		This seemed like more of an implementation item than a policy.
15.1		Replaced by new multimodal LOS Policy
15.2		Replaced by new multimodal LOS Policy
15.3		Replaced by new multimodal LOS Policy
15.4		Replaced by new multimodal LOS Policy
15.5		Replaced by new multimodal LOS Policy
15.6	2.9	
15.7	5.15	
16.1	2.10	
16.2	3.9	
16.3	5.16	
16.4		This policy belongs more

Old Policy Number	New Policy	Reason
		in the Land Use Element than Transportation Element.
16.5	6.19	
17.1	6.20	
17.2	6.21	
18.1	3.10	
18.2	3.11	
18.3	2.11	
18.4	3.12	
19.1		The Transportation Advisory Group felt this is an ongoing process that is unnecessary to put in policy.
19.2		Policy was out of date
19.3	3.13	
20.1		This policy was not considered enforceable.
20.2	3.14	
21.1		Duplicative of Policy 6.11 (new reference).
21.2		Duplicative of Policy 6.11 (new reference).
22.1		This seemed like more of an implementation item than a policy.
22.2		This seemed like more of an implementation item than a policy.
22.3		This seemed like more of an implementation item than a policy.
22.4		This seemed like more of an implementation item than a policy.
22.5		This seemed like more of an implementation item than a policy.
22.6		This seemed like more of an implementation item than a policy.
22.7		This seemed like more of an implementation item than a policy.
22.8		This seemed like more of an implementation item than a policy.
22.9		This seemed like more of an implementation item than a policy.
23.1	3.15	
23.2	3.16	
	1.7	
	2.2	
	2.12	Removed language referring to a new transit/urban center

APPENDIX B

Supplemental Data

Table B-1 Summary of Existing and Recommended Federal Functional Classifications

Road	Location	Existing	Recommended
No Recommended Changes			
SR 104 (Main Street, Sunset Avenue, Edmonds Way, 244th Street SW)	Edmonds-Kingston Ferry Dock – East City Limits	Principal Arterial	---
244th Street SW	SR 99 – SR 104	Principal Arterial	---
SR 99	244th Street SW – 208th Street SW	Principal Arterial	---
SR 524 (3rd Avenue N, Caspers Street, 9th Avenue N, Puget Drive, 196th Street SW)	Main Street – 76th Avenue W	Principal Arterial	---
3rd Avenue S	Pine Street – Main Street	Principal Arterial	---
Pine Street	Sunset Avenue – 3rd Avenue S	Principal Arterial	---
Main Street	Sunset Avenue – 84th Avenue W	Minor Arterial	---
Olympic View Drive	76th Avenue W – 168th Street SW	Minor Arterial	---
212th Street SW	84th Avenue W – SR 99	Minor Arterial	---
220th Street SW	SR 99 – East City Limits	Minor Arterial	---
228th Street SW	95th Place W – East City Limits	Minor Arterial	---
228th Street SW	SR 99 – East City Limits	Minor Arterial	---
238th Street SW	SR 104 – SR 99	Minor Arterial	---
244th Street SW	Firdale Avenue – SR 99	Minor Arterial	---
5th Avenue S	SR 104 – Main Street	Minor Arterial	---
100th Avenue W, Firdale Avenue, 9th Avenue S, 9th Avenue N	244th Street SW – Caspers Street	Minor Arterial	---
76th Avenue W	212th Street SW – Olympic View Drive	Minor Arterial	---
Meadowdale Beach Road	76th Avenue W – Olympic View Drive	Collector	---
Olympic View Drive	Puget Drive – 76th Avenue W	Collector	---
Walnut Street, Bowdoin Way	9th Avenue S – 84th Avenue W	Collector	---
W Dayton Street, Dayton Street	Admiral Way - 5th Avenue S	Collector	---
208th Street SW	76th Avenue W – SR 99	Collector	---
76th Avenue W, 95th Place W	Olympic View Drive – North City Limits	Collector	---

Road	Location	Existing	Recommended
Olympic Avenue	Puget Drive – Olympic View Drive	Collector	---
Maplewood Drive, 200th Street SW	Main Street – 88th Avenue W	Collector	---
84th Avenue W	212th Street SW – 240th Street SW	Collector	---
88th Avenue W	200th Street SW - Olympic View Drive	Collector	---
95th Place W	SR 104 – 220th Street SW	Collector	---
226th Street SW	108th Avenue W – SR 104	Collector	---
3rd Avenue S	Elm Street – Pine Street	Collector	---
Recommended Higher Classification			
7th Avenue N	Main Street – Caspers Street	Local Street	Collector
80th Avenue W	212th Street SW - 220th Street SW	Local Street	Collector
80th Avenue W	200th Street SW - 196th Street SW	Local Street	Collector
96th Avenue W	220th Street SW – Walnut Street	Local Street	Collector
Dayton Street	5th Avenue S – 100th Avenue W	Local Street	Collector
76th Avenue W	212th Street SW – NE 205th Street	Collector	Minor Arterial
84th Avenue W	212th Street SW – 238th Street SW	Collector	Minor Arterial
220th Street SW	100th Avenue W – SR 99	Collector	Minor Arterial
Recommend Lower Classification			
Admiral Way	South of W Dayton Street	Collector	Local Street

Table B-2 Inventory of City Streets

Existing City Classification	Street[1]	Location	Speed Limit (mph)	Number of Lanes	Sidewalk	Bikeway
Principal Arterial	SR 104	Pine Street – 244th Street SW	35 – 40	4 – 5	2 sides	None
	SR 99	244th Street SW – 212th Street SW	45	7	2 sides	None
	Sunset Avenue	Dayton Street – Main Street	25	3	2 sides	None
	Main Street	Sunset Avenue – Ferry Terminal	25	4 – 5	2 sides	None
	244th Street SW	SR 99 – East City Limits	40	4 – 5	2 sides	None
Minor Arterial	Caspers Street	3rd Avenue N – 9th Avenue N	30	2 – 3	2 sides	None
	Firdale Avenue	244th Street SW – 238th Street SW	25-35	3	2 sides	None
	Main Street	Sunset Avenue – 84th Avenue W	25 – 30	2	2 sides	None
	Olympic View Drive	76th Avenue W – 168th Street SW	30	2-3	2 sides	None
	Puget Drive/196th Street SW	9th Avenue N – 76th Avenue W	30 – 35	2 – 4	2 sides partially	None
	3rd Avenue N	Main Street – Caspers Street	25 – 30	2	2 sides	None
	5th Avenue S	SR 104 – Main Street	25	2	2 sides	None
	9th Avenue	220th Street SW – Caspers Street	25 – 30	2	2 sides	None
	9th Avenue N	Caspers Street – Puget Drive	30	3	2 sides	None
	76th Avenue W	244th Street SW – SR 99	30	2	2 sides	None
	76th Avenue W	SR 99 – 212th Street SW	30	2 – 4	2 sides	None

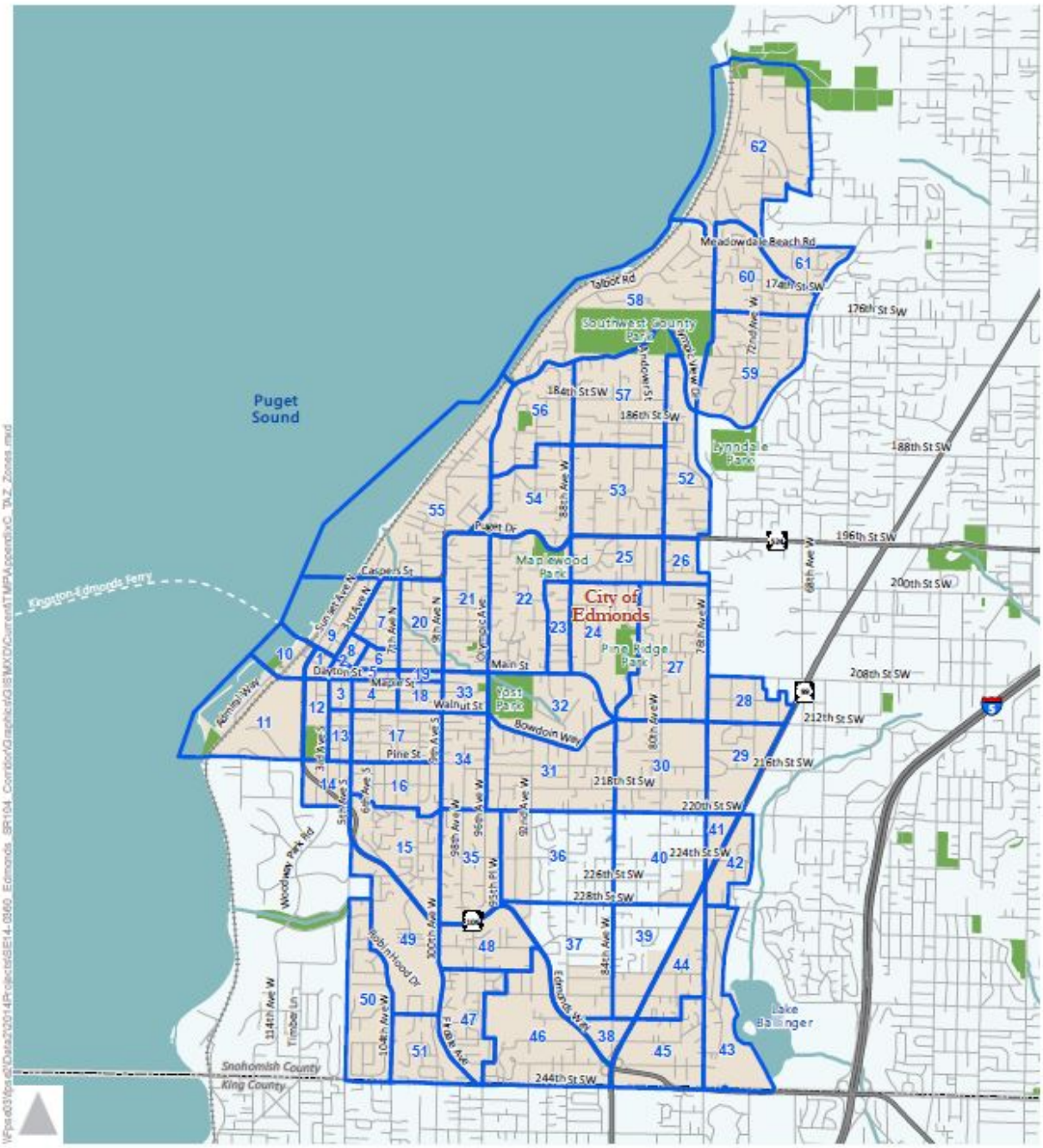
Existing City Classification	Street[1]	Location	Speed Limit (mph)	Number of Lanes	Sidewalk	Bikeway
	76th Avenue W	212th Street SW – Olympic View Drive	30	2 – 4	2 sides	None
	100th Avenue W	South City Limits – 238th Street SW	35	2	2 sides	None
	100th Avenue W	238th Street SW – SR 104	30 – 35	4	2 sides	None
	100th Avenue W	SR 104 – 220th Street SW	30	2 – 4	2 sides	None
	212th Street SW	84th Avenue W – 76th Avenue W	30	2 – 3	2 sides	Bike route
	212th Street SW	76th Avenue W – SR 99	30	4	2 sides	None
	220th Street SW	9th Avenue S – 84th Avenue W	30	2	2 sides	Bike lanes
	220th Street SW	84th Avenue W – SR 99	30	2 – 3	2 sides	None
	228th Street SW	SR 99 – East City Limits	25	2	2 sides	None
	228th Street. SW	95th Place Way - SR-99	25	2	Very short	None
	238th Street SW	SR 104 – SR 99	30	2	2 sides partially	None
Collector	Dayton Street	Admiral Way – 9th Avenue S	25	2 – 3	2 sides	None
	Maplewood Drive	Main Street – 200th Street SW	25	2	None	None
	Meadowdale Beach Road	76th Avenue W – Olympic View Drive	25	2	None	None
	Olympic View Drive	Puget Drive – 76th Avenue W	25	2	1 side	None
	Walnut Street, Bowdoin Way	9th Avenue S – 84th Avenue W	25 – 30	2	2 sides	None
	3rd Avenue S	SR 104 – Main Street	25	2	2 sides mostly	None

Existing City Classification	Street[1]	Location	Speed Limit (mph)	Number of Lanes	Sidewalk	Bikeway
	7th Avenue N	Main Street – Caspers Street	25	2	2 sides mostly	None
	76th Avenue W, 75th Place W	Olympic View Drive – North City Limits	25 – 30	2	1 side	None
	80th Avenue W	212th Street SW – 220th Street SW; 200th Street SW-Olympic View Drive	25	2	1 side partially	None
	84th Avenue W	238th Street SW – 212th Street SW	25	2	Very short 2 sides	None
	88th Avenue W	200th Street SW - Olympic View Drive	25	2	1 side	None
	95th Place W	SR 104 – 220th Street SW	25	2	1 side	None
	96th Avenue W	220th Street SW – Walnut Street	25	2	None	None
	200th Street SW	Maplewood Drive – 76th Avenue W	25	2	1 side	None
	208th Street SW	76th Avenue W – East City Limits Add Sunset Ave from Main St. to Caspers St. (20mph / 1 side sidewalk / temp. sharrow) Add Bowdoin from 95th to 84th Ave. (30 mph / 2 side sidewalk)	30	2	None	Bike lane

1. All other city streets not listed in this table are local access streets.

APPENDIX C

Travel Model Transportation Analysis Zones



Legend

City TAZ Boundaries

DRAFT

Appendix C

Transportation Analysis Zones

APPENDIX D

Walkway Project Ratings

City of Edmonds

Walkway Route Selection Matrix

Walkway Selection Criteria:	Weighting Factor (WF)
Pedestrian Safety (PS)	5
Connectivity - Services / Facilities / Links (CSFL)	5
Activity (ACT)	3
Distance from School (DS)	3
Connectivity to transit routes and facilities (CT)	2
Environmental Impacts (EI)	1

Ranking	STREET NAME	FROM	TO	ROADWAY CLASSIFICATION	PS (Pedestrian Safety)	Pts. (RATING = WF x Pts.)	CSFL (Connectivity)	Pts. (RATING = WF x Pts.)	ACT (Activity)	Pts. (RATING = WF x Pts.)	DS (Distance from school)	Pts. (RATING = WF x Pts.)	CT (Connectivity to transit routes and facilities)	Pts. (RATING = WF x Pts.)	EI (Environmental Impacts)	Pts. (RATING = WF x Pts.)	Approximate Length	TOTAL POINTS	Unit Cost	Est. Cost
1	Dayton St.	7th Av. S	8th Av. S	Collector Street	3	15	3	15	2	6	3	9	1	2	1	1	250'	48	$300/LF	$75,000
2	2nd Av.	Main St.	James St.	Local Street	3	15	3	15	2	6	1	3	1	2	1	1	100'	42	$300/LF	$30,000
3	Walnut St.	3rd Av. S	4th Av. S	Local Street	3	15	2	10	2	6	1	3	2	4	1	1	350'	39	$300/LF	$105,000
4	216th St. SW	72nd Ave. W	Hwy 99	Local Street	2	10	2	10	3	9	1	3	3	6	1	1	350'	39	$450/LF	$157,500
5	84th Av. W	188th St. SW	186th St. SW	Local Street	2	10	2	10	2	6	3	9	1	2	1	1	700'	38	$450/LF	$315,000
6	Elm Way	8th Ave. S	9th Ave. S	Local Street	2	10	2	10	2	6	2	6	1	2	1	1	750'	35	$300/LF	$225,000
7	80th Ave. W	218th St. SW	220th St. SW	Local Street	2	10	2	10	2	6	1	3	2	4	1	1	700'	34	$450/LF	$315,000
8	Maple St.	West of 6th Av. S	8th Av.S	Local Street	2	10	2	10	2	6	1	3	1	2	1	1	250'	32	$300/LF	$75,000
9	Walnut St.	6th Av. S	7th Av. S	Local Street	2	10	2	10	2	6	1	3	1	2	1	1	700'	32	$300/LF	$210,000
10	Paved Trail (184th St. SW)	80th Ave. W	OVD	Trail	2	10	2	10	1	3	1	3	2	4	1	1	1000'	31	$450/LF	$450,000
11	190th Pl. SW	94th Av. W	OVD	Local Street	2	10	1	5	2	6	1	3	1	2	1	1	700'	27	$450/LF	$315,000
12	8th Av.	Walnut Av.	South of Walnut	Local Street	1	5	2	10	1	3	1	3	1	2	1	1	150'	24	$300/LF	$45,000

City of Edmonds

Walkway Route Selection Matrix

Walkway Selection Criteria:	Weighting Factor (WF)
Pedestrian Safety (PS)	5
Connectivity - Services / Facilities / Links (CSFL)	5
Activity (ACT)	3
Distance from School (DS)	3
Connectivity to Transit routes and Facilities (CT)	2
Environmental Impacts (EI)	1

Ranking	*Street Name*	*From*	*To*	*PS* Pedestrian Safety	RATING = WF x Pts.	*CSFL* Connectivity - Services / Facilities / Links	RATING = WF x Pts.	*ACT* Activity (ATC)	RATING = WF x Pts.	*DS* Distance From School	RATING = WF x Pts.	*CT* Connectivity to Transit Routes and Facilities	RATING = WF x Pts.	*EI* Environmental Impacts	RATING = WF x Pts.	Approximate Length	TOTAL POINTS	PRIORITY	Unit Cost	Est. Cost
				Pts.		Pts.		Pts.		Pts.		Pts.		Pts.						
1	**80th Av. W**	206th St. SW	212nd St. SW	3	15	3	15	3	9	2	6	1	2	2	2	2000 '	49	1	450	*$900,000*
2	**218th St. SW**	76th Ave. W	84th Av. W	3	15	3	15	3	9	2	6	1	2	1	1	2700 '	48	1	450	*$1,215,000*
3	**232nd St. W**	100th Ave. W	SR-104	3	15	3	15	1	3	2	6	3	6	1	1	2900 '	46	1	450	*$1,305,000*
4	**236th St. SW / 234th St. SW**	SR-104	97th Pl. W	3	15	2	10	2	6	3	9	2	4	1	1	3100 '	45	1	450	*$1,395,000*
5	**84th Ave. W**	238th St. SW	234th St. SW	3	15	3	15	2	6	1	3	2	4	1	1	1300 '	44	1	450	*$585,000*
6	**236th St. SW**	SR-104	East of 84th Av. W	3	15	3	15	2	6	1	3	2	4	1	1	2100 '	44	1	450	*$945,000*
7	**Sunset Ave.**	Bell St.	Caspers St	2	10	3	15	3	9	1	3	2	4	1	1	2600 '	42	1	450	*$1,170,000*
8	**191st. St SW**	80th Ave. W	76th Av. W	3	15	3	15	1	3	1	3	2	4	1	1	1400 '	41	1	450	*$630,000*
9	**95th Pl. W**	224th St. SW	220th St. SW	3	15	3	15	1	3	1	3	2	4	1	1	1300 '	41	1	450	*$585,000*
10	**104th Ave W / Robin Hood**	238th St. SW	106th Av. W	3	15	2	10	1	3	2	6	2	4	1	1	2200 '	39	1	450	*$990,000*
11	**236th St. SW**	Hwy. 99	76th Ave. W	3	15	2	10	1	3	2	6	2	4	1	1	1700 '	39	1	450	*$765,000*

City of Edmonds

Walkway Route Selection Matrix

Walkway Selection Criteria:	Weighting Factor (WF)
Pedestrian Safety (PS)	5
Connectivity - Services / Facilities / Links (CSFL)	5
Activity (ACT)	3
Distance from School (DS)	3
Connectivity to Transit routes and Facilities (CT)	2
Environmental Impacts (EI)	1

Ranking	*Street Name*	*From*	*To*	*PS* Pedestrian Safety	RATING = WF x Pts.	*CSFL* Connectivity - Services / Facilities / Links	RATING = WF x Pts.	*ACT* Activity (ATC)	RATING = WF x Pts.	*DS* Distance From School	RATING = WF x Pts.	*CT* Connectivity to Transit Routes and Facilities	RATING = WF x Pts.	*EI* Environmental Impacts	RATING = WF x Pts.	Approximate Length	TOTAL POINTS	PRIORITY	Unit Cost	Est. Cost
				Pts.		Pts.		Pts.		Pts.		Pts.		Pts.						
12	**238th St. SW**	Hwy. 99	76th Av. W	3	15	2	10	2	6	1	3	2	4	1	1	2600 '	39	1	450	*$1,170,000*
13	**80th Av. W / 180th St. SW**	188th St. SW	OVD	3	15	2	10	2	6	1	3	1	2	1	1	3000 '	37	1	450	*$1,350,000*
14	**189th Pl. SW**	80th Av. W	76th Ave. W	2	10	3	15	1	3	1	3	2	4	1	1	1300 '	36	1	450	*$585,000*
15	**Olympic Ave.**	Puget Dr.	Main St.	2	10	2	10	2	6	2	6	1	2	1	1	4000 '	35	2	450	*$1,800,000*
16	**192nd St. SW**	84th Av.W	88th Av. W	2	10	2	10	2	6	2	6	1	2	1	1	1300 '	35	2	450	*$585,000*
17	**8th Ave. W**	14th St. SW	Elm Way	2	10	2	10	2	6	2	6	1	2	1	1	1100 '	35	2	450	*$495,000*
18	**Pine St.**	9th Ave. W	SR 104	2	10	2	10	2	6	1	3	1	2	1	1	4000 '	32	2	450	*$1,800,000*
19	**188th St. SW**	88th Ave. W	92nd Av. W	2	10	2	10	2	6	1	3	1	2	1	1	1000 '	32	2	450	*$450,000*
20	**216th St. SW**	86th Ave. W	92nd Av. W	2	10	2	10	2	6	1	3	1	2	1	1	2450 '	32	2	450	*$1,102,500*
21	**92nd Av. W**	Bowndoin St.	220th St. SW	2	10	2	10	2	6	1	3	1	2	1	1	2250 '	32	2	450	*$1,012,500*
22	**Maplewood Dr.**	Main St.	200th St. SW	2	10	2	10	2	6	1	3	1	2	1	1	2700 '	32	2	450	*$1,215,000*

City of Edmonds

Walkway Route Selection Matrix

Walkway Selection Criteria:	Weighting Factor (WF)
Pedestrian Safety (PS)	5
Connectivity - Services / Facilities / Links (CSFL)	5
Activity (ACT)	3
Distance from School (DS)	3
Connectivity to Transit routes and Facilities (CT)	2
Environmental Impacts (EI)	1

Ranking	*Street Name*	*From*	*To*	*PS* Pedestrian Safety	RATING = WF x Pts.	*CSFL* Connectivity - Services / Facilities / Links	RATING = WF x Pts.	*ACT* Activity (ATC)	RATING = WF x Pts.	*DS* Distance From School	RATING = WF x Pts.	*CT* Connectivity to Transit Routes and Facilities	RATING = WF x Pts.	*EI* Environmental Impacts	RATING = WF x Pts.	Approximate Length	TOTAL POINTS	PRIORITY	Unit Cost	Est. Cost
				Pts.		Pts.		Pts.		Pts.		Pts.		Pts.						
23	**72nd Av. W**	OVD	176th St. SW	2	10	2	10	2	6	1	3	1	2	1	1	2900 '	32	2	450	*$1,305,000*
24	**Meadowdale Beach Rd**	OVD	76th Av. W	2	10	2	10	1	3	1	3	1	2	1	1	3800 '	29	2	450	*$1,710,000*
25	**176th St. SW**	72nd Ave. W	OVD	2	10	1	5	2	6	1	3	1	2	1	1	1400 '	27	2	450	*$630,000*
26	**92nd Av. W**	189th Pl. SW	186th Pl. SW	2	10	1	5	1	3	1	3	2	4	1	1	1000 '	26	2	450	*$450,000*
27	**Andover St. / 184th St. SW**	184th St. SW / 88th Ave. W	OVD / Andover St.	2	10	1	5	1	3	1	3	2	4	1	1	3500 '	26	2	450	*$1,575,000*
28	**186th St. SW**	Seaview Park	8608 185th Pl SW	2	10	1	5	1	3	1	3	1	2	1	1	1700 '	24	2	450	*$765,000*