

Public Hospital District #2 Board Special Meeting Agenda

JUNE 13, 2018
12:00 to 4:00 p.m.

Verdant Community Wellness Center

- | | | | |
|----|--|-------------------|------------------|
| 1. | Call to Order
Lunch | President Knutsen | 12:00 |
| 2. | Conversation with Stakeholders on Community Health
Issues | All | 12:00
to 2:00 |
| 3. | Value Village Planning Discussion | All | 2:00 to
3:30 |
| 4. | Process for filling Commissioner positions | All | 3:30 to
4:00 |
| 5. | Adjourn | President Knutsen | 4:00 |

**PUBLIC HOSPITAL DISTRICT NO. 2 OF SNOHOMISH COUNTY, WASHINGTON
VERDANT HEALTH COMMISSION**

**SPECIAL MEETING
June 13, 2018
12:00 p.m.
Verdant Community Wellness Center**

**Commissioners
Present**

Deana Knutsen, President
J. Bruce Williams, M.D., Commissioner
Bob Knowles, Commissioner
Karianna Wilson, Secretary (12:15 p.m. arrival)

**Commissioners
Excused
Staff**

Fred Langer, Commissioner

Robin Fenn, Superintendent
George Kosovich, Assistant Superintendent
Lisa King, Finance Director
Jennifer Piplic, Marketing Director
Sue Waldin, Community Wellness Program Manager
Sandra Huber, Outreach Specialist
Nancy Budd, Social Worker
Karen Goto, Executive Assistant

Guests

Mayor Dave Earling, City of Edmonds
Chief Al Compaan, City of Edmonds
Councilman Dave Teitzel, City of Edmonds
Mayor Nicola Smith, City of Lynnwood
Chief Tom Davis, City of Lynnwood
City Manager Scott Hugill, City of Mountlake Terrace

Other Attendees

Paul Krauss, City of Lynnwood
Patrick Doherty, City of Edmonds

Call to Order

The Special Meeting of the Board of Commissioners was called to order by President Knutsen at 12:07 p.m.

**Conversation with
Stakeholders on
Community Health
Issues**

Superintendent Fenn began the discussion by asking the guests from the cities of Lynnwood, Edmonds & Mountlake Terrace to share their perspectives on health and wellness issues currently facing their communities.

Mayor Earling encouraged the commissioners to consider the economic growth and development impact on any development of the Value Village

property. He provided an overview of the City of Edmonds Highway 99 Subarea Plan (E:46:18) and noted that there are no height restrictions for the Value Village parcel. He would like to see the building scale well with the hospital and include mixed use residential and commercial which could include a hotel, exercise facility, medical office space, a community gathering place and a healthy restaurant.

Chief Compaan stated that, in addition to Mayor Earling's ideas, there is a need for a space where individuals can be housed while they are being connected to services. He noted that the police are collaborating on the ChART project in South Snohomish County and it often takes time to get people into services like substance use treatment and there is currently no safe option for police to leave people awaiting services.

Chief Davis agreed with Chief Compaan and noted that their shared police social worker is now working with 80+ clients. The goal of the program is not to identify more clients and add resources—instead they want to see those clients making progress.

Mayor Smith said homelessness is not necessarily the problem—it is a symptom of other community issues. She stated we need to stop the bleed. For example, every 11 hours there is a reported domestic violence (DV) incident in Lynnwood (these are just the reported cases). There is no DV shelter in South Snohomish County. We also need to do more early intervention and prevention work with youth to keep them out of the justice system. We need more affordable housing with prevention and drug treatment options.

Councilmember Tietzel shared information about the City of Edmonds work on homeless and opioids. The city has set aside \$250,000 on each issue and is currently working with a consultant on a needs assessment for homelessness. He said there is a need to help people develop life skills so they can maintain stability once housed.

like a diversion center. He also asked about successful models of collaboration. Chief Compaan referenced Dawson Place as a strong model of collaboration. Superintendent Fenn noted that the board packets include examples from Akron, OH, Spokane, WA and Honolulu, HI.

All South Snohomish County communities are currently facing the same issues including homelessness, drugs, and the need for a diversion-type center in south county (E:48:18). Services for aging populations and youth mental health were important to all three cities as well.

Value Village Planning Discussion

The Value Village lease will end in 2021 with a one-year out clause and bonds will be paid back by December 2020. Current bonding capacity is estimated at \$29 million (E:49:18)

Commissioners discussed pros and cons of selling the Value Village property rather than building on it. They also discussed the property as a potential hotel-next-to-hospital concept, a domestic violence shelter, or medical-related housing. Commissioner Knusten reminded the board that Verdant is quickly outgrowing the Community Wellness Center in Lynnwood.

The board authorized Superintendent Fenn to engage with a broker to look for other potential land in the district that could be used for a diversion center or domestic violence shelter. Commissioners also requested an updated property appraisal of the Value Village site. Findings will be presented at the September 2018 regular board meeting.

Process for Filling Commissioner Positions

Commissioner Williams will remain in the district until July 27, 2018, with his last board meeting on July 25, 2018.

A timeline for filling the position (E:50:18) was presented. Commissioner Wilson will not be available for the September 26 board meeting so a special evening meeting will need to be scheduled for candidate interviews. The board agreed to interview the top three candidates.

How to handle possible conflicts of interest by candidates was discussed.

Commissioner Knutsen shared that Commissioner Williams will be hard to replace. She expressed interest

in candidates with clinical backgrounds and noted that we will want to be aware of any potential conflicts of interest.

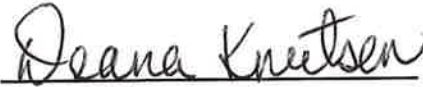
There was discussion about the fact that the person appointed would need to run for election in 2019 if they wanted to continue in the role for the duration of the term.

The group agreed that a letter and resume sent to jobs@verdanthhealth.org are appropriate submissions for interested candidates.

Adjourn

The meeting was adjourned at 3:35 p.m.

ATTEST BY:



President



Secretary

E:46:18

6.13.2018

EDMONDS HIGHWAY 99

SUBAREA PLAN

FINAL AUGUST 2017



ACKNOWLEDGEMENTS

Mayor: Dave Earling

City Council:

Diane Buckshnis
Adrienne Fraley-Monillas
Kristiana Johnson
Thomas Mesaros, President
Mike Nelson
Dave Teitzel
Neil Tibbott

Planning Board:

Matt Cheung
Todd Cloutier
Alicia Crank
Phil Lovell
Nathan Monroe, Vice Chair
Carreen Nordling Rubenkonig, Chair
Daniel Robles
Mike Rosen

City Staff:

Shane Hope, Development Service Director
Robert Chave, Planning Manager
Brad Shipley, Associate Planner
Bertrand Hauss, Transportation Engineer

CONTENTS

INTRODUCTION.....2

Document Overview
The Planning Context
The Planning Process
Past Planning Efforts
Planned Action EIS Overview

VISION + COMMUNITY VALUES.....8

Vision Goals
Community Values

BACKGROUND + EXISTING CONDITIONS.....12

The Study Area
Unique Districts
Existing Land Use Patterns
Existing Transportation
Existing Economic Conditions and Market Trends

COMMUNITY + STAKEHOLDER ENGAGEMENT.....26

Technical Advisory Committee
Key Stakeholder Interviews
Community Visioning Workshop
Public Open House
Online Survey and General Comments
Web Outreach and Social Media
Engagement Outcomes

CONSTRAINTS + CHALLENGES.....34

Land Use Constraints + Challenges
Economic Constraints + Challenges
Transportation/Infrastructure Constraints &
Challenges

OPPORTUNITIES.....38

Land Use Opportunities
Economic Opportunities
Transportation/Infrastructure Opportunities

ALTERNATIVE SCENARIOS.....44

Land Use and Transportation Scenarios
Scenario Building Blocks
Development Capacity Analysis

IMPLEMENTATION STRATEGIES, POLICY RECOMMENDATIONS + ACTIONS.....50

Zoning and Development
Affordable Housing
Signage and Wayfinding
Transit
Transportation Infrastructure

APPENDIX.....99

A. Planned Action Environmental Impact Statement



INTRODUCTION

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

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

DOCUMENT OVERVIEW

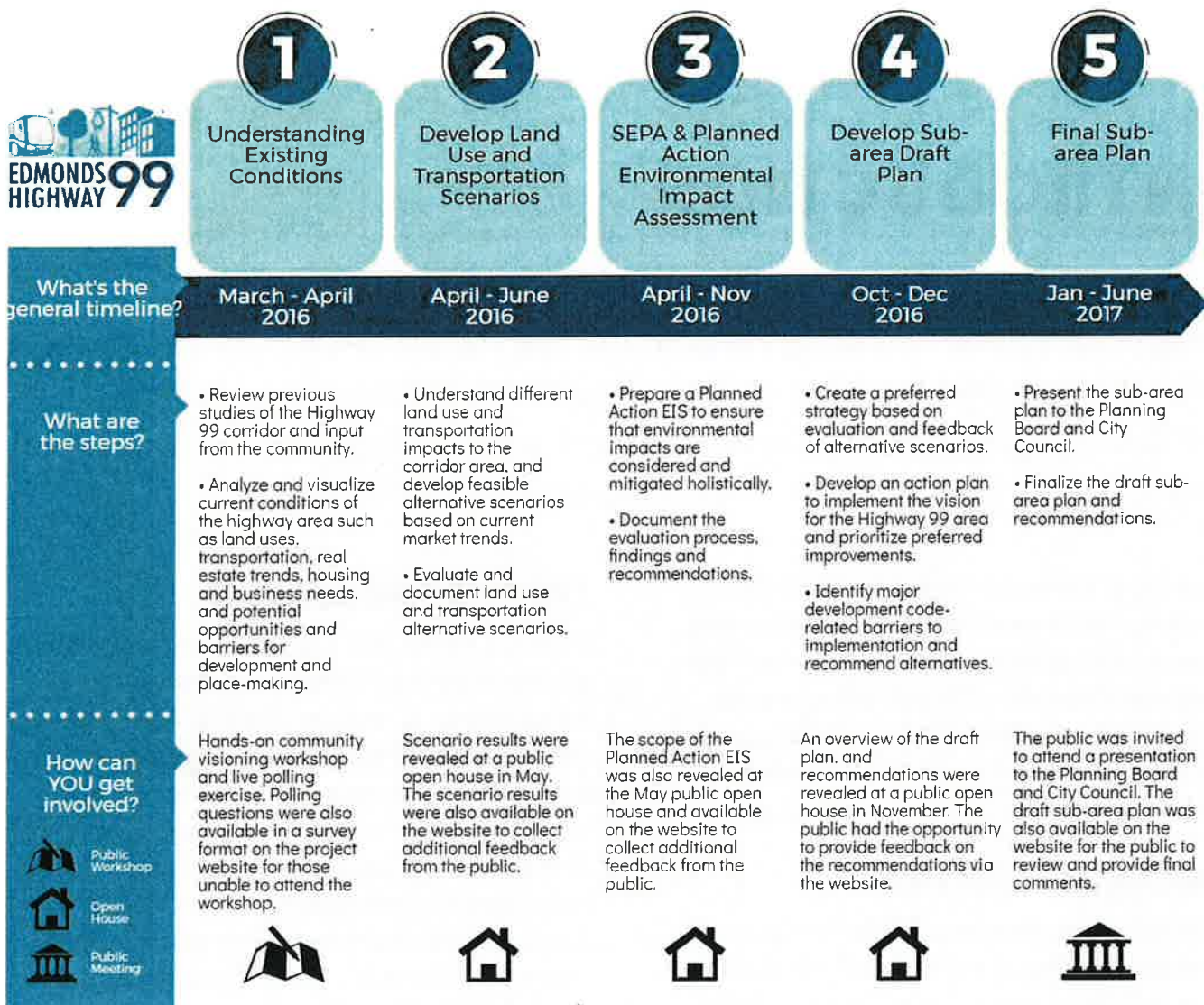
This document provides guidance for how the corridor should grow and change in the future and sets forth the opportunities and actions needed to address the challenges on Highway 99. The Plan identifies the constraints and opportunities for land use, transportation, and economic development. It describes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

THE PLANNING CONTEXT

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

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

THE PLANNING PROCESS



PAST PLANNING EFFORTS

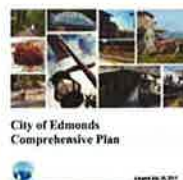
During a City Council retreat in 2002, the Highway 99 corridor was identified as one of the areas of greatest potential for generating tax revenue for the city. Subsequently, the Highway 99 Task Force was formed at the City Council retreat in 2003 to study and make recommendations on how to maximize economic growth along the Highway 99 corridor. As a result, the City of Edmonds Highway 99

Enhancement project began engaging neighborhood representatives and business and property owners in 2004 to identify key local objectives and recommendations along the corridor. This subarea plan is intended to augment the work started in 2004 and set forth concrete actions steps to move towards implementing land use and transportation improvements on Highway 99. The Highway 99 Subarea Plan is a result of many years of study and careful planning.



2004 Highway 99 Enhancement Project

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



2015 City of Edmonds Comprehensive Plan

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



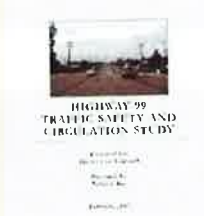
2004 Highway 99 Enhancement Project Market Assessment

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



2014 City of Edmonds Comprehensive Transportation Plan

The Transportation Plan serves as the transportation element of the City's Comprehensive Plan. It identifies transportation infrastructure and services needed to support projected land use within the city through the year 2035. Several intersections along Highway 99 were identified for transportation improvements to provide safer access management throughout the corridor and additional safety and urban design improvements.



2007 Highway 99 Traffic Safety and Circulation Study

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

PLANNED ACTION ENVIRONMENTAL IMPACT STUDY (EIS) OVERVIEW

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

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

FIGURE 1: PLANNED ACTION EIS PROCESS

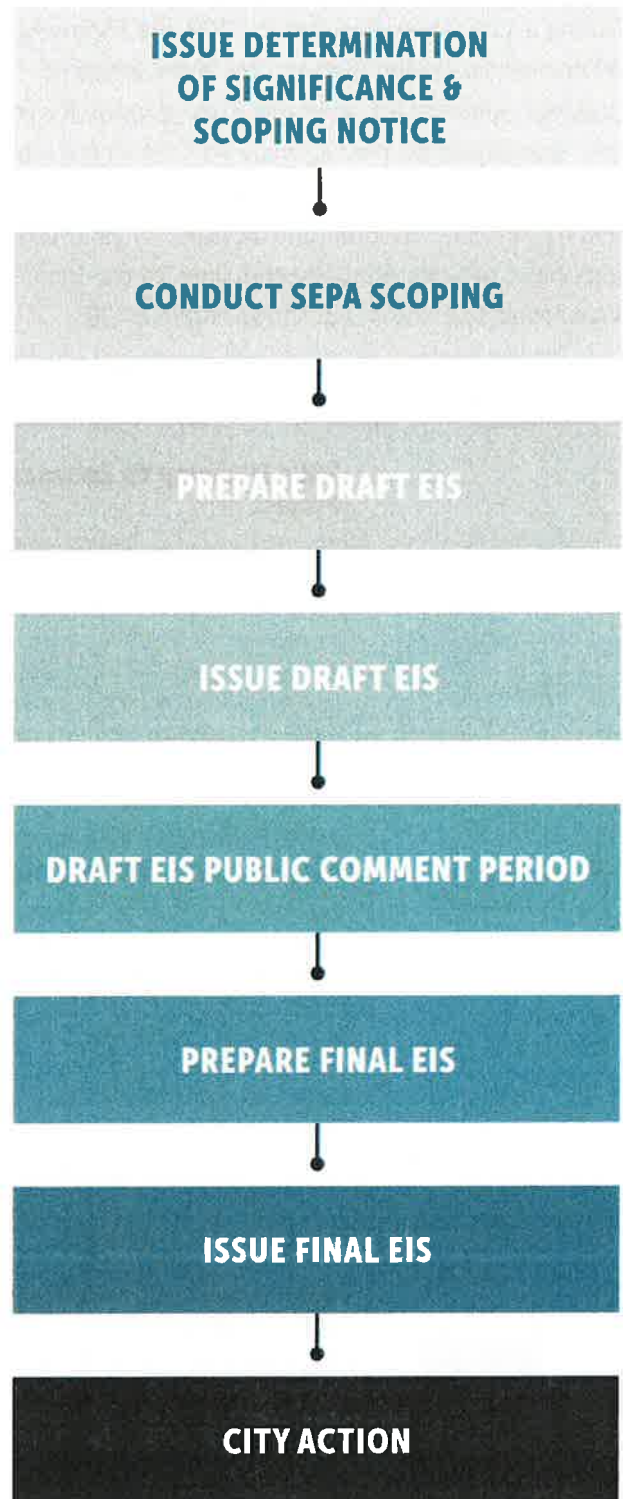
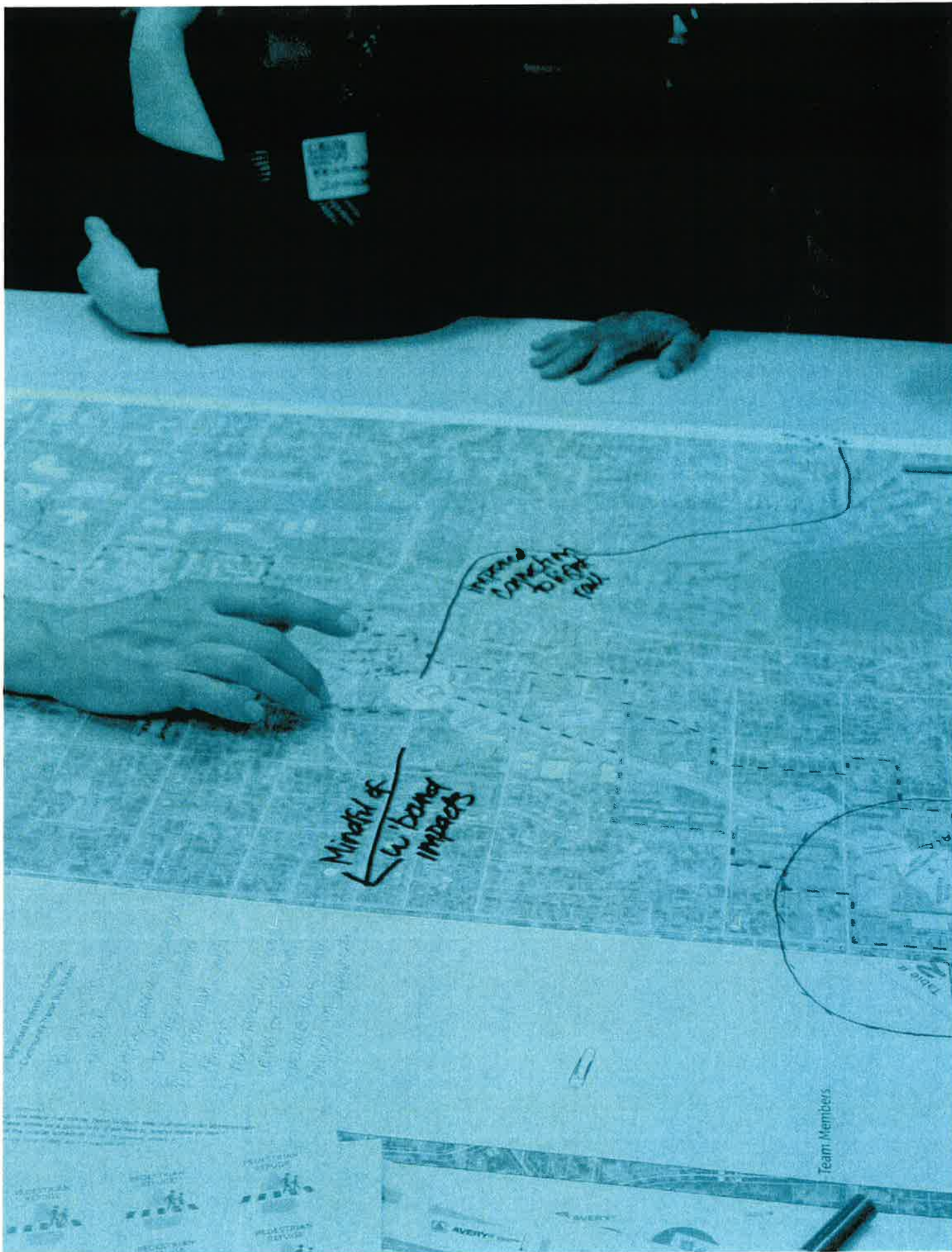


TABLE 1: KEY FEATURES OF EACH ALTERNATIVE IN THE EIS

FEATURES	ALT. 1 NO ACTION	ALT. 2 PREFERRED ALTERNATIVE
New Housing Units by 2035	1,224	3,325
New Jobs by 2035	2,317	3,013
New commercial sq.ft. by 2035	994,958	1,634,685
Comprehensive Plan	No change	Proposed update to Highway 99 subarea maps and text to clearly identify three distinct districts in the subarea anchored around major transportation gateways and employment clusters (See Figure 2, page 14.)
Zoning Designations	No change	Rezone the CG2, RM-1.5, BN, and portions of the RM-2.4 and BC zones throughout the study area to CG (see page 56).
Development Code Amendments	Existing development regulations would remain unchanged	<p>In summary, development code amendments include the following (For a more detailed description of code amendments, see the Recommendations chapter on page 50.)</p> <ul style="list-style-type: none"> » Building height and CG zone consolidation » Transit-supportive parking standards » Building frontage standards » Building transparency standards » Park lot location » Pedestrian Activity Zone » Ground floor setback » Upper story setbacks
Transportation Improvements	Future improvements would continue to occur on an incremental basis with new development and as planned by the City's Transportation Master Plan and WSDOT plans.	Improvements to the Highway 99 Corridor and adjacent local streets would include measures to maintain level of service standards, increase east/west connectivity, provide greater bicycle and pedestrian mobility, and improve access to transit (see page 83 for a complete list of proposed improvements).



VISION + COMMUNITY VALUES

The Vision for the Edmonds Highway 99 area establishes a framework for the Subarea Plan and describes an ideal snapshot of how the area could evolve in the future.

The vision is based on the knowledge and ideas of Edmonds residents and stakeholders gathered during public workshops, stakeholder interviews, and through public surveys. The Edmonds community shared a wide-range of creative ideas for improvements that will enable people to enjoy safe and easy access to Highway 99's diverse services and amenities, better access to the area's robust transit system, and more opportunities for affordable housing, jobs, and destinations.

THE VISION GOALS

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

Economic Development

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

Safety and Walkability

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

Housing and Development

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

Identity

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

Transportation

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

COMMUNITY VALUES



CONNECTIVITY

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



WALKABILITY

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



SAFETY

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



HEALTHY BUSINESSES

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



DESTINATIONS

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



BEAUTIFICATION

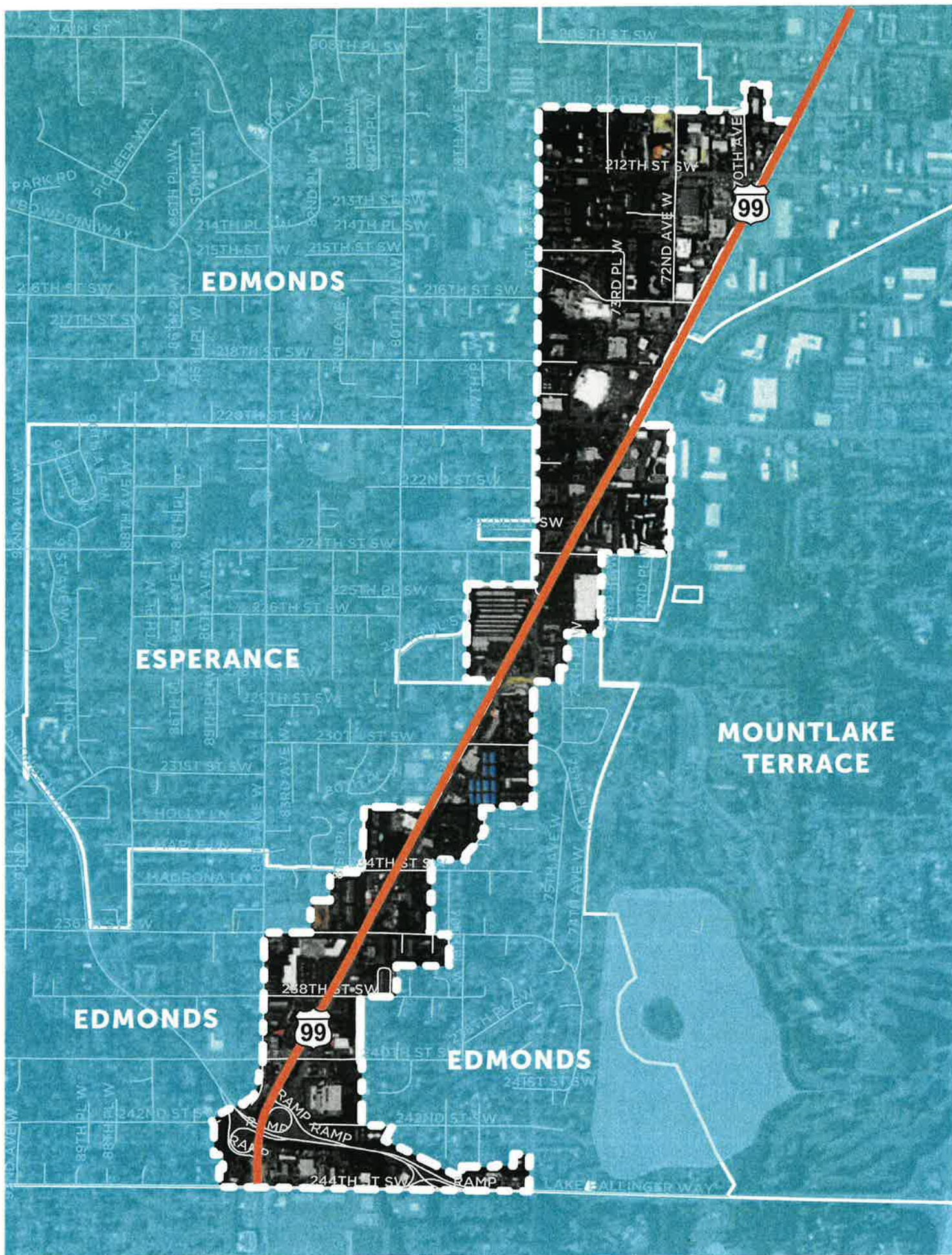
Create a more attractive place for residents and visitors through landscaping and urban design.



AFFORDABLE HOUSING

Encourage affordable housing options for a mix of income levels - low income, workforce, and moderate-income.


This page is left intentionally blank.



BACKGROUND + EXISTING CONDITIONS

THE STUDY AREA

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



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

Key Assets in the Corridor Area:

1. Opportunity to build on the momentum of ongoing neighborhood improvements in Shoreline along Highway 99 while creating a mixed-use corridor that is distinctly Edmonds.
2. High-quality transit facilities already in place – Community Transit, Sound Transit, and Swift BRT – providing links to housing, employment and other amenities to the Seattle Metro region.
3. Distinct districts are already emerging along the corridor area – the International District and Health District – that provide core services and amenities for Edmonds' diversifying population.
4. Corridor area is already a major urban center and mixed-used district for Edmonds with retail uses adjacent to apartments and single-family neighborhoods.
5. The business and developer community and residents alike are ready to see positive changes in the area and are excited for the opportunity to create a pedestrian-friendly, transit-oriented environment.

UNIQUE DISTRICTS

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

HEALTH CARE DISTRICT

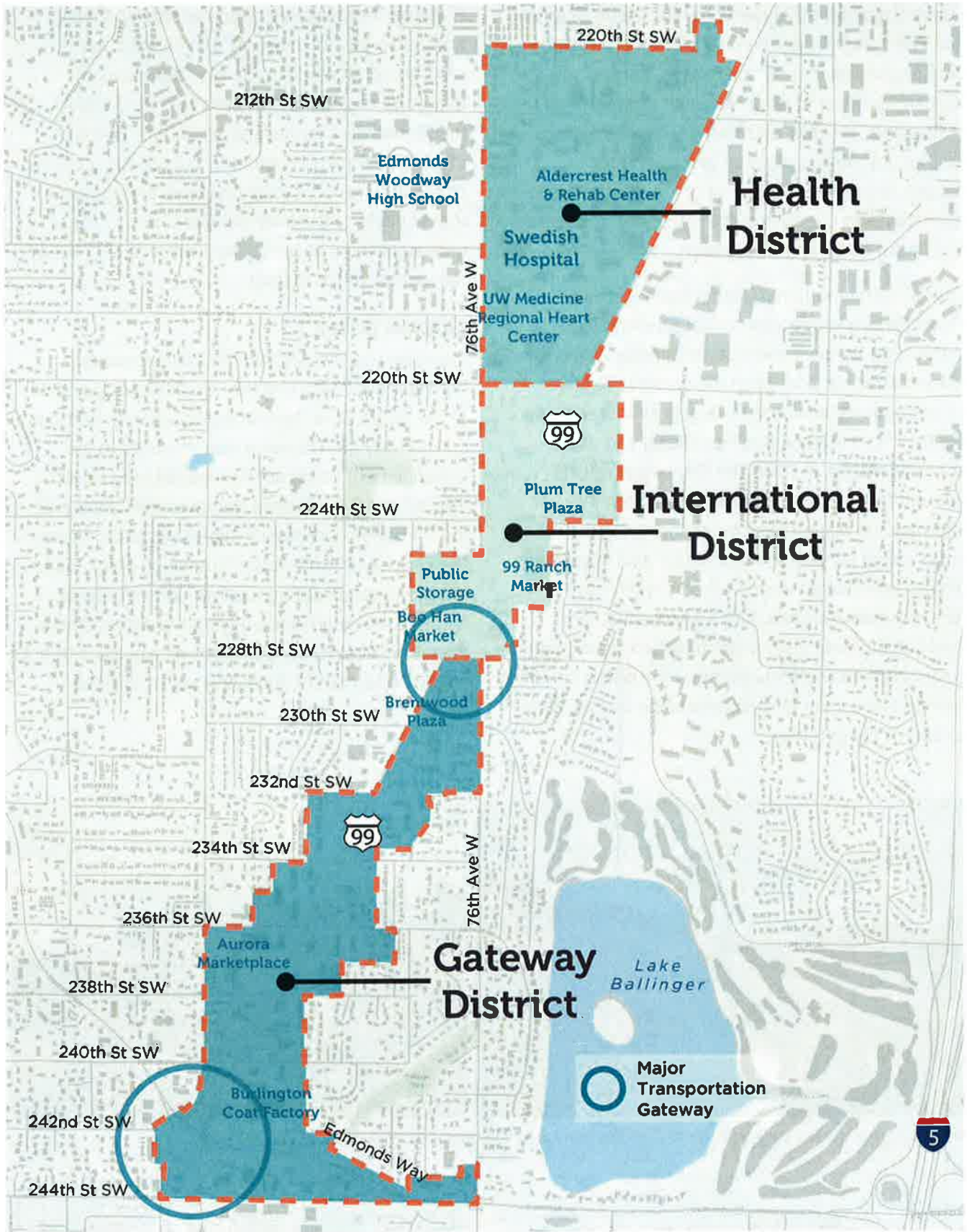
Located approximately between SW 208th St. to SW 220th St., the Health Care District is home to variety of health care facilities and offices, most notably the Swedish Hospital Edmonds Campus. The Edmonds campus includes 34 facilities and services, 217 beds, over 450 physicians and specialists and more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

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



Edmonds Health Care District

FIGURE 2: DISTINCT DISTRICTS AND MAJOR DESTINATION WITHIN CORRIDOR AREA



INTERNATIONAL DISTRICT

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

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

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

GATEWAY DISTRICT

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



International businesses along Highway 99. Left: Boo Han Plaza; right: Ranch 99 Market

EXISTING LAND USE PATTERNS

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

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

ZONING ASSESSMENT

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

As of 2016, there are eight zoning designations:

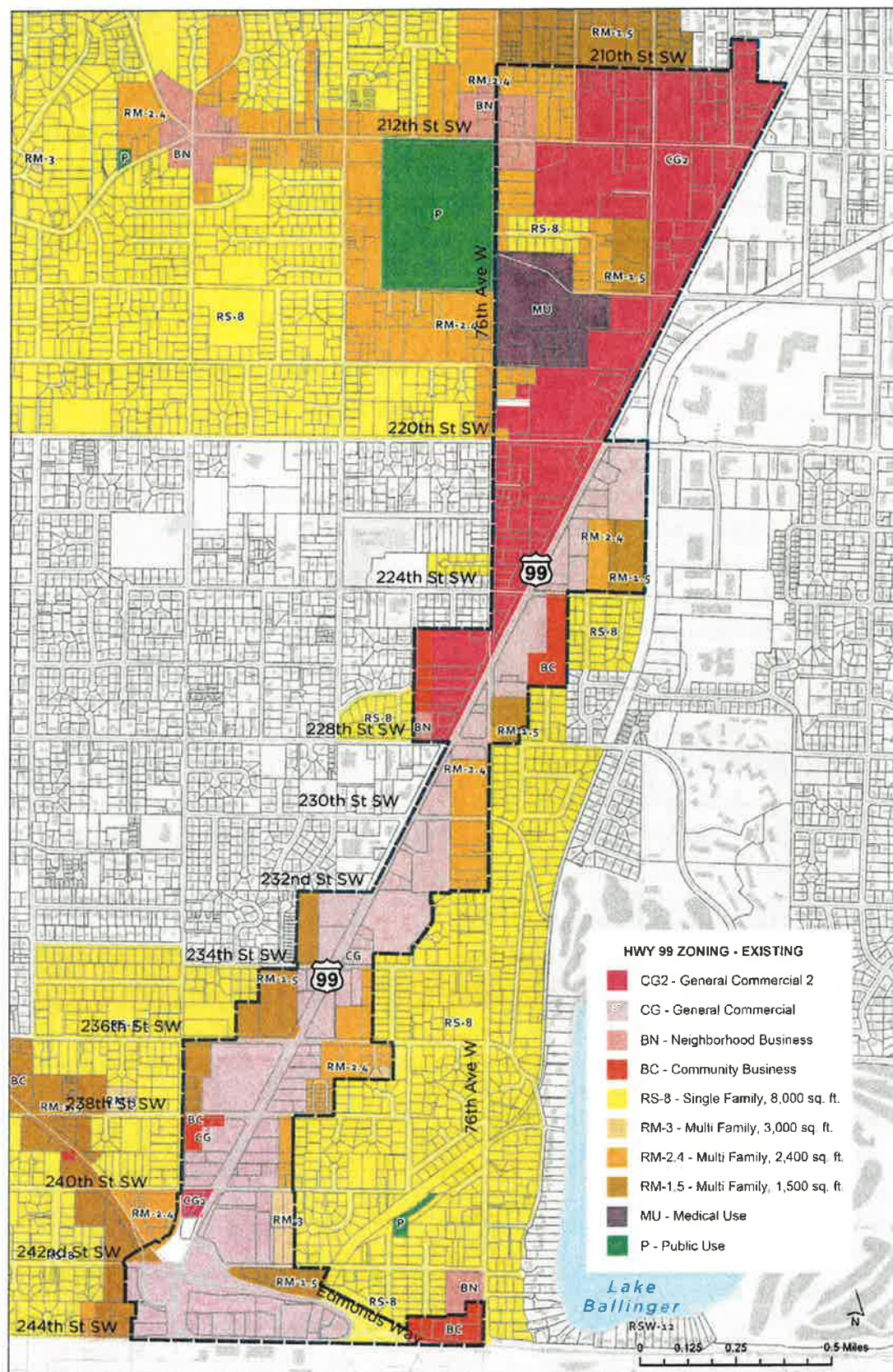
- » **CG and CG2:** General Commercial
- » **NB:** Neighborhood Business
- » **BC:** Community Business
- » **MU:** Medical Use
- » **RM-1.5:** Multifamily
- » **RM-2.4:** Multifamily
- » **RS-8:** Single Family Residential

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

TABLE 2: DISTRIBUTION OF LAND USES WITHIN STUDY AREA

DEVELOPED LAND USE TYPE	TOTAL SQUARE FEET	% OF TOTAL
Commercial	5,729,924	50%
Multi-Family Residential	3,070,474	27%
Industrial	1,123,311	10%
Single Family Residential	643,907	6%
Public & Educational	808,607	7%
TOTAL	11,376,223	100%

FIGURE 3: CURRENT ZONING MAP FOR STUDY AREA



the areas surrounding the study area is established by the cities of Edmonds, Lynnwood, Mountlake Terrace, Shoreline and Snohomish County. In general, areas to the south, west and northeast are zoned for a mix of commercial and residential uses; areas to the east, southeast and southwest are zoned primarily for single family residential uses; and areas to the north and northwest are zoned for a mix of residential and public uses. Specific zoning designations in the area surrounding the study area are shown in Table 3.

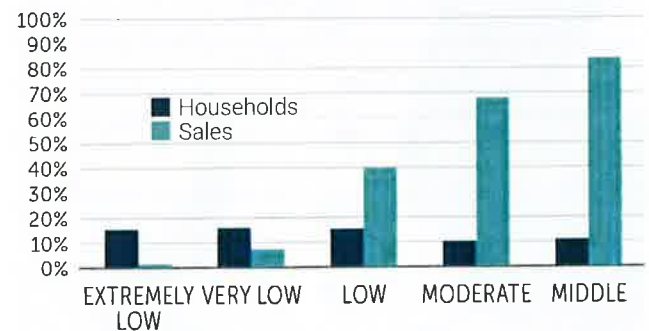
TABLE 3: ZONING DESIGNATIONS IN THE STUDY AREA

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

EXISTING HOUSING

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

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



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

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

INCOME LEVEL	STUDIO	1-BED	2-BED	3-BED	4+ BED
Extremely 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

Source: Dupre and Scott, 2013

EXISTING TRANSPORTATION

REGIONAL ACCESS

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

FIGURE 5: REGIONAL CONTEXT



STREET NETWORK

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

TRANSIT SERVICE

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

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

FIGURE 6: CURRENT TRANSIT SERVICE

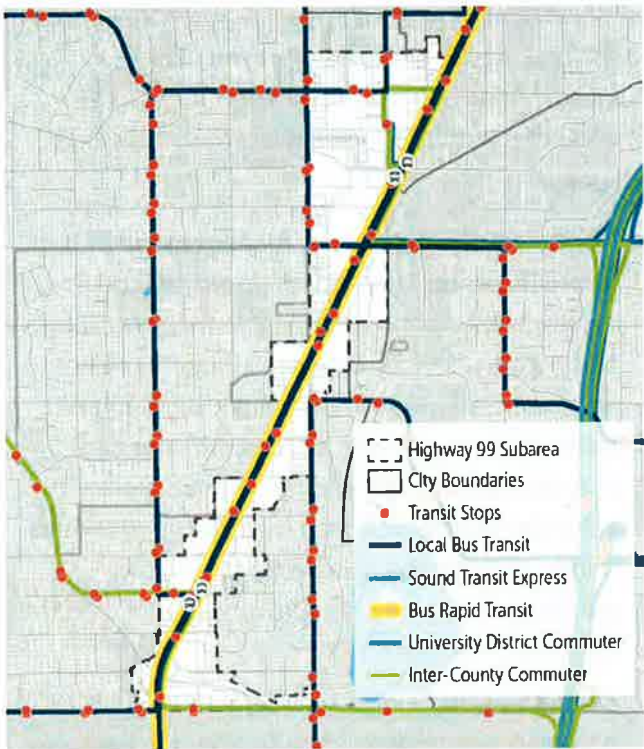


FIGURE 7: EXISTING SIDEWALKS

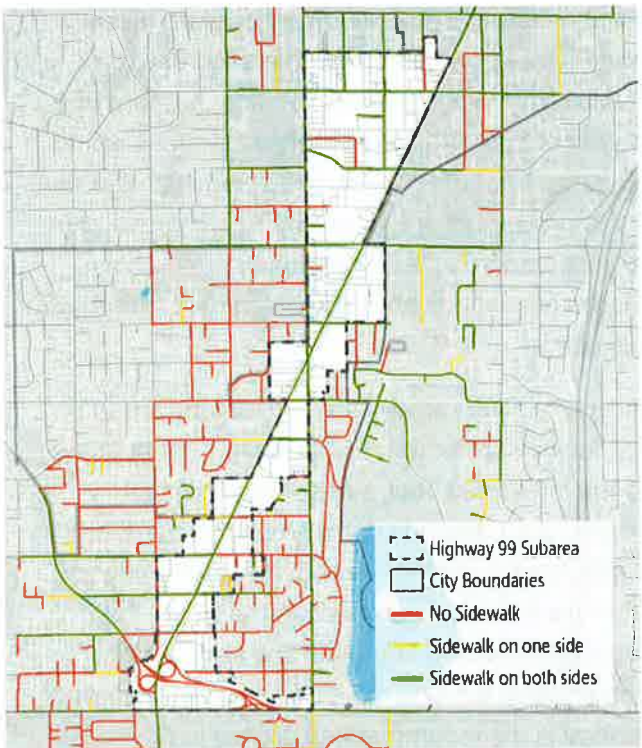


FIGURE 8: CURRENT TRANSIT FREQUENCY

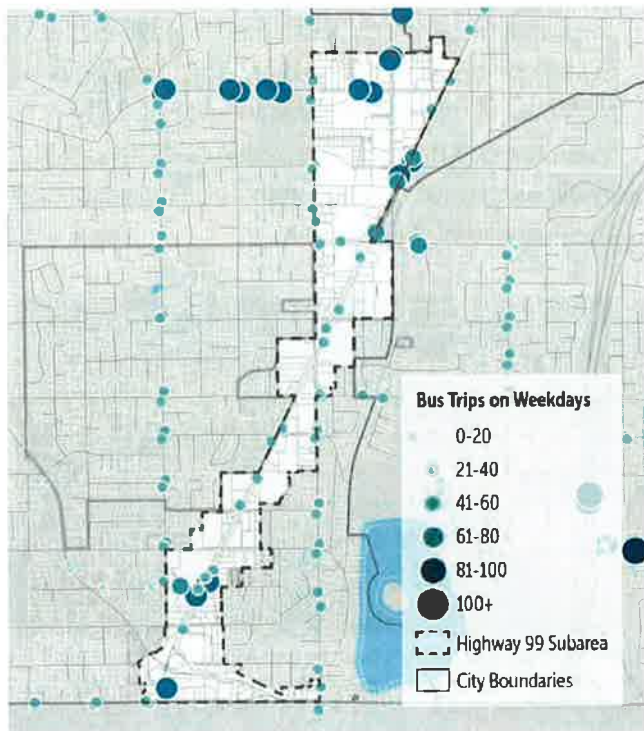
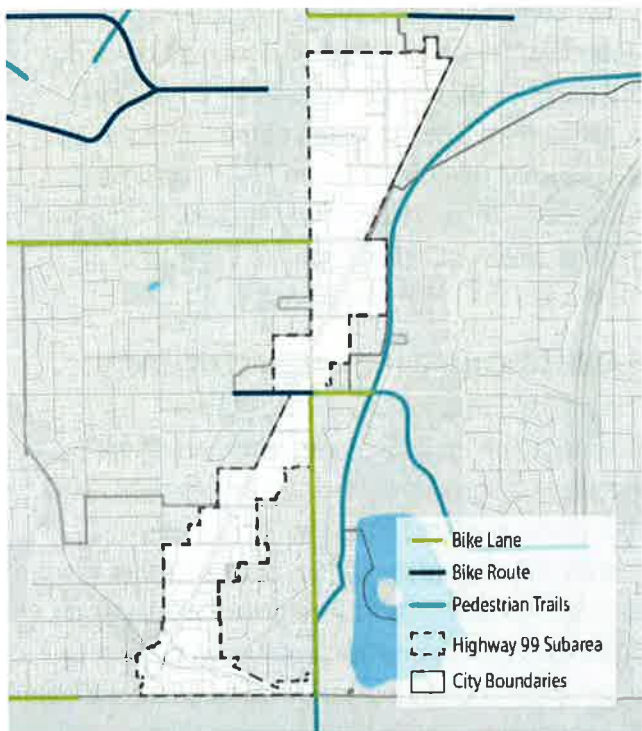


FIGURE 9: EXISTING BIKE AND TRAIL INFRASTRUCTURE



PEDESTRIAN AND BICYCLE FACILITIES

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

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

PLANNED TRANSIT SERVICE

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

PLANNED TRANSPORTATION IMPROVEMENTS

The City of Edmonds identifies planned transportation improvements surrounding the Highway 99 subarea in their 2015 Comprehensive Plan and in studies conducted for specific operational and safety conditions within the corridor. The 2015 Comprehensive Plan develops a balanced multimodal transportation system to serve the anticipated growth throughout the City and region. Within the Edmonds Highway 99

subarea the planned transportation improvements emphasize access to Highway 99 and connections to the downtown, surrounding residential neighborhoods and major transportation nodes. The improvements fall into several general areas including:

» **Traffic safety and access management**

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

A recent example of the implementation of access management is the segment of Highway 99 between 224th Street SW and 228th Street SW where the center median of Highway is a combination of Type-C curbing ("c-curb") and a raised concrete barrier median. This installation prohibits all movements that would normally cross the centerline and provides bi-directionality by allowing u-turns at the signalized intersections at either end of the segment.



Type-C curbing and raised concrete barrier median at intersection of 76th Avenue and Highway 99 between 224th Street and 228th Street

- » **Expansion of the citywide bicycle network:** The City's 2015 Comprehensive Transportation Plan includes proposed bicycle facilities that expand the coverage of the existing bikeway system and connect various parts of the City. Within the plan area the proposed bikeway network emphasizes new east-west crossings of Highway 99 with connections to the Interurban Trail as well as north-south facilities paralleling Highway 99. The proposed bikeway network in the plan area is a combination of bicycle lanes (exclusively marked lanes for bikes) and designated bicycle routes where bicyclists and motorists share travel lanes. Bike facilities are frequently implemented in stages as part of other roadway improvement projects. For example, bike lanes were added to 220th Street SW between 84th Avenue W and 76th Avenue W as part of a recent pavement overlay improvement of 220th Street SW. In the next stage of bikeway implementation, bike lanes will be added to 76th Avenue W from 220th Street SW to Olympic View Drive.



Example of exclusively marked bike lane



Example of bicycle route shared with bicyclists and motorists

- » **Intersection improvements for vehicular, pedestrian and bicycle safety:** This area of improvements focuses on closing gaps in the pedestrian system by constructing sidewalks but also includes reconstructing intersection approaches on streets intersecting Highway 99 to delineate traffic lanes, improve traffic signal phasing, and add bike lanes—all of which are intended to improve safety and also improve multimodal circulation for accessing and crossing Highway 99. These planned improvements are considered "Complete Streets" projects since they emphasize improving conditions for all users.

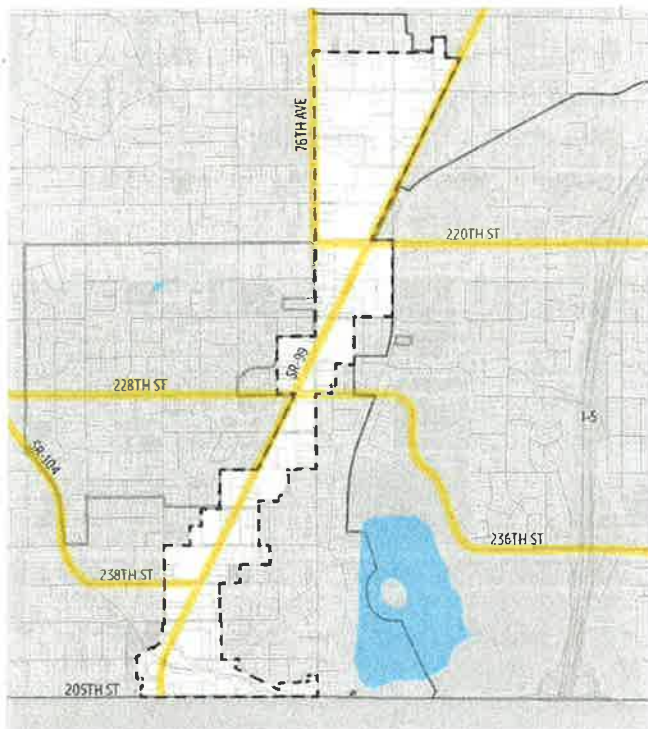
A recent example of this type of improvement was the extension of 228th Street SW from Highway 99 to 76th Avenue W—a short, but strategic, complete street segment that improves pedestrian and bicycle circulation, access to transit, and removes a substantial obstacle to a crucial complete street corridor—228th Street SW/Lakeview Drive—connecting the plan area to Sound Transit's Mountlake Terrace transit terminal and future light rail station.



Recently complete intersection improvements on 228th and Highway 99 to 76th Ave.

- » **Priority Transit Corridors:** Improvements that focus on improving the mobility of transit on key transit corridors, improving pedestrian and bicycle access to transit stops, and enhancing transit stop environments with pedestrian amenities to encourage ridership. Priority Transit Corridors include Highway 99, 220th Street SW, 228th Street SW, and 238th Street SW each of which are currently important routes for Community Transit's local and Swift Rapid routes. The types of improvements in this category such as Transit Signal Priority, improved bus service and route interconnection, accessibility, and improved stops and stations, are cooperative projects between multiple agencies.

FIGURE 10: PRIORITY TRANSIT CORRIDOR



EXISTING ECONOMIC CONDITIONS & MARKET TRENDS

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

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

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

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



High parking requirements may impede new development

2. RESIDENTIAL USES WILL LIKELY BE THE PRIMARY DRIVER OF DEVELOPMENT ALONG THE CORRIDOR

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



Mixed-use, residential development

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

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

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

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



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

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

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



The permitting process is an important aspect of development.



COMMUNITY + STAKEHOLDER ENGAGEMENT

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

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



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

Members of the Technical Advisory Committee

City of Edmonds

- » Bertrand Hauss, Transportation Engineer

Community Transit

- » Eric Goodman, Transportation Service Planner
- » Carol Thompson, Director of IT Operations

Sound Transit

- » Patrice Hardy, Government Relations Manager
- » Kathy Leotta, Senior Transportation Planner

Washington State Department of Transportation (WSDOT)

- » Annie Johnson, Transportation Planner
- » Mike Swires, Traffic Engineer

Puget Sound Regional Council (PSRC)

- » Ben Bakkenta, Growth Management Planning Program Manager

TECHNICAL ADVISORY COMMITTEE (TAC)

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

KEY STAKEHOLDER INTERVIEWS

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

COMMUNITY VISIONING WORKSHOP

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

Outreach Activity Timeline



Both activities asked participants to envision and share their ideas about what kinds of changes they would like to see in the future, such as commercial, housing, or mixed use development, new pedestrian crossing, safety improvements, new traffic signals, traffic calming measures, wider sidewalks and others.

PUBLIC OPEN HOUSES

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

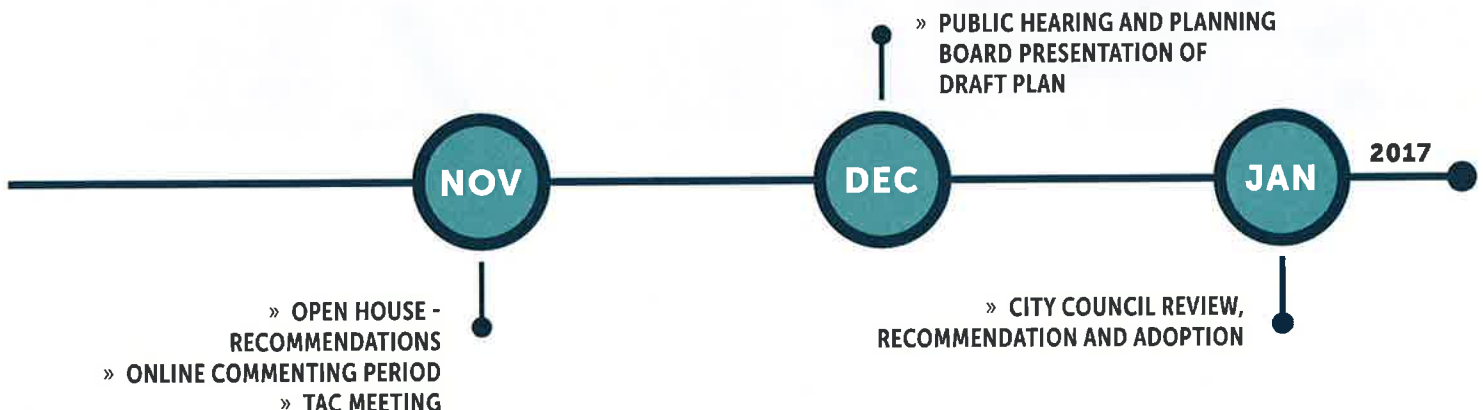
ONLINE SURVEY AND GENERAL COMMENTS

The polling questions presented at the visioning workshop were also available in a survey format on the project website. The survey collected 167 responses and asked participants to share their top

priority of housing, business, and infrastructure. See pages 27-28 for combined results from live polling and survey responses. The public also had opportunities throughout the planning process to share general comments about the near and long-term land use and transportation scenarios, the scope of the Planned Action EIS, and key elements of the implementation strategies and recommendations for the subarea.

WEB OUTREACH AND SOCIAL MEDIA

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



WE ASKED EDMONDS...

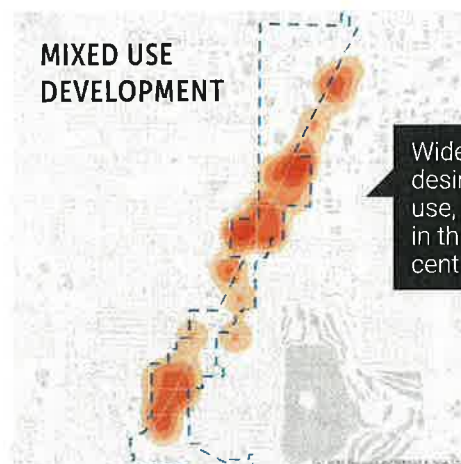
HOUSING DEVELOPMENT

Widespread
desire for
housing,
particularly in
the south end.



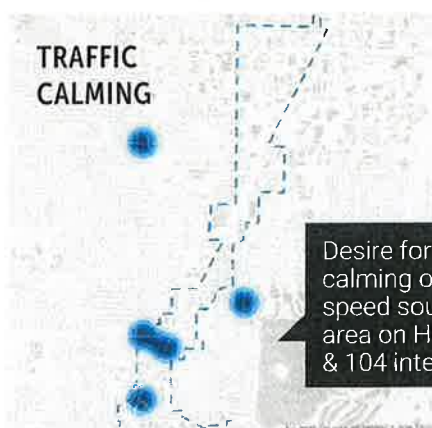
MIXED USE DEVELOPMENT

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



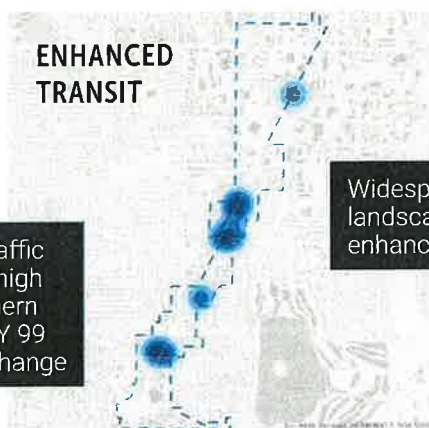
TRAFFIC CALMING

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



ENHANCED TRANSIT

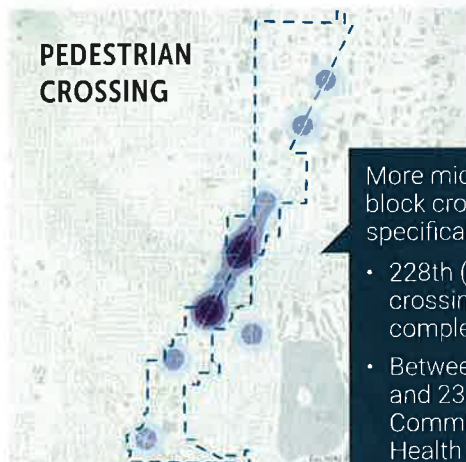
Widespread desire for
landscaped median
enhancements



LANDSCAPED MEDIAN



What types of improvements would you like to see happen and where?

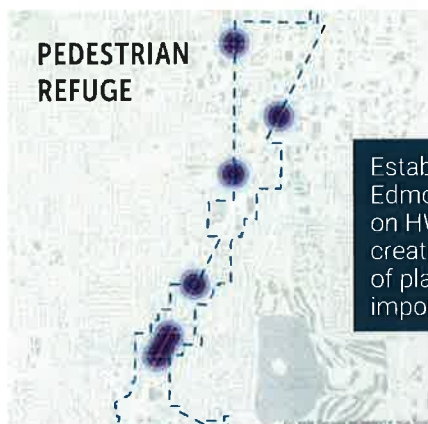


More mid-block crossing specifically on:

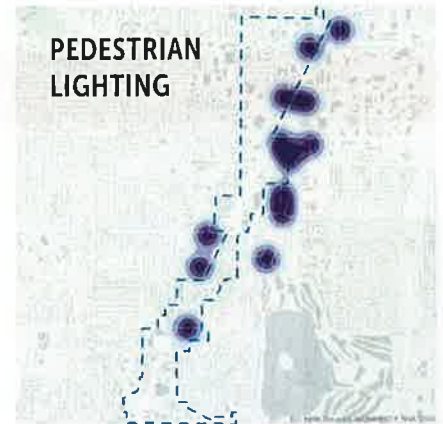
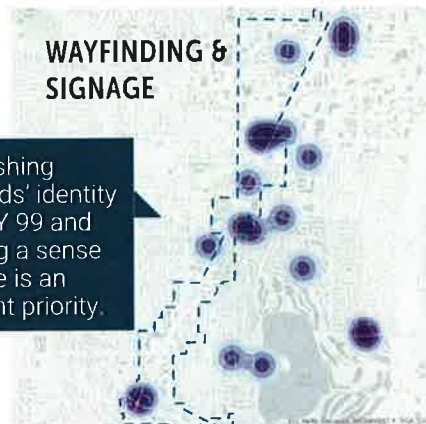
- 228th (new crossing completed)
- Between 230th and 234th near Community Health Center



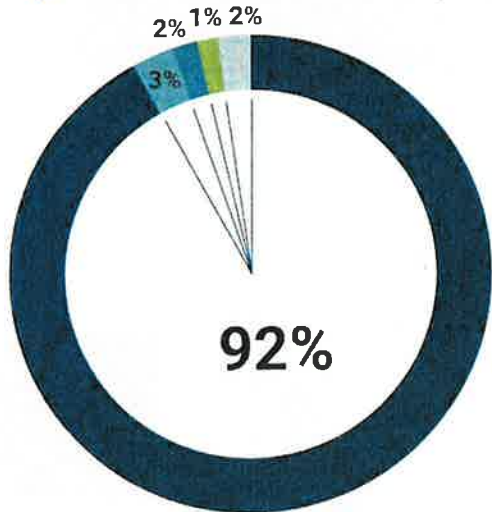
Pedestrian safety is a major concern throughout the corridor



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

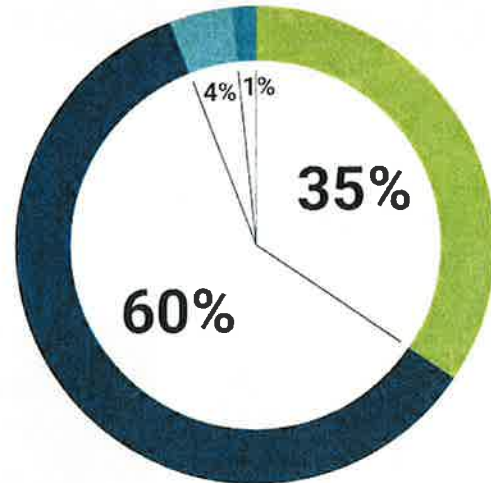


How do you typically travel to work and errands?



- PARK WITHIN SIGHT OF EACH DESTINATION
- WALK, BIKE OR BUS
- PARKING ONCE AND WALK BETWEEN SHOPS
- OTHER / NOT SURE

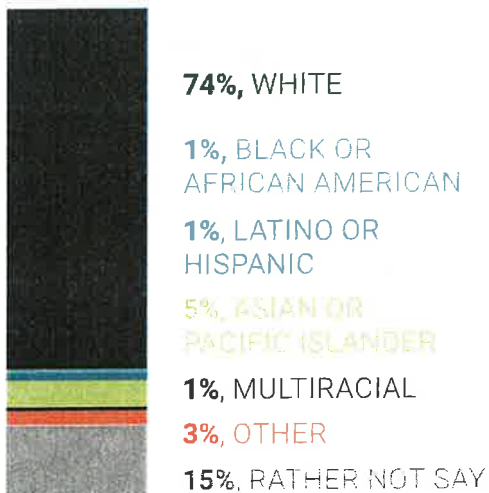
When shopping or running errands, I like to...



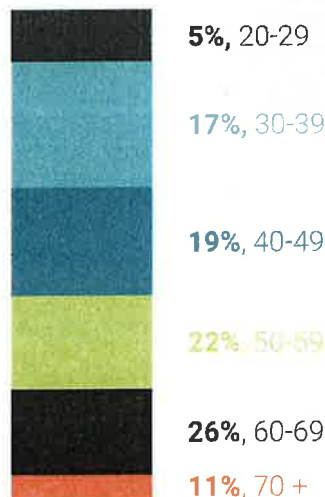
- DRIVE MYSELF
- BIKE
- BUS
- WALK
- OTHER

Demographics of Participants

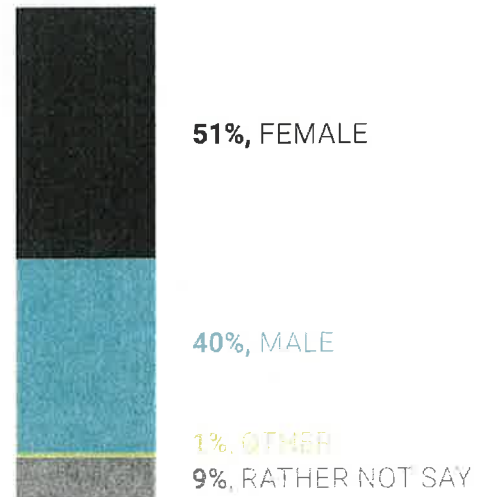
RACE



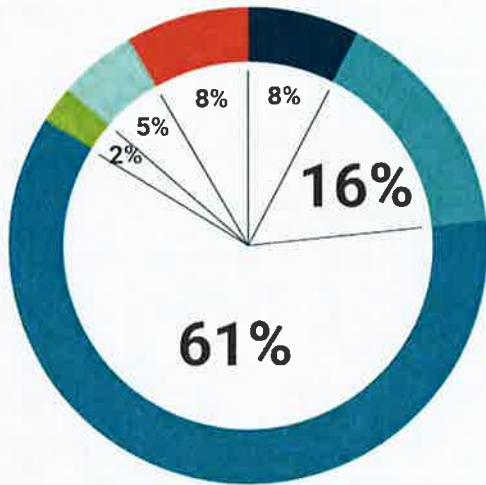
AGE



GENDER



If you could do just one thing for the corridor, what would be your top priority for...

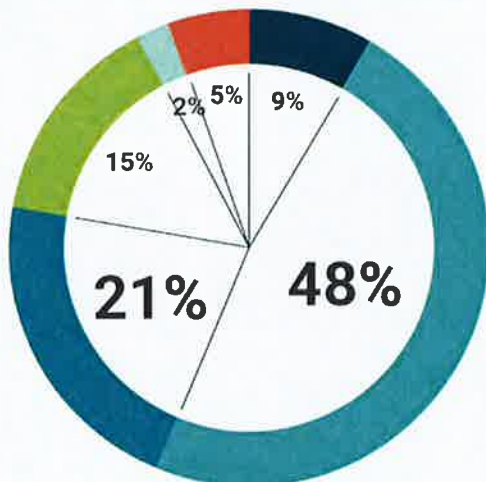
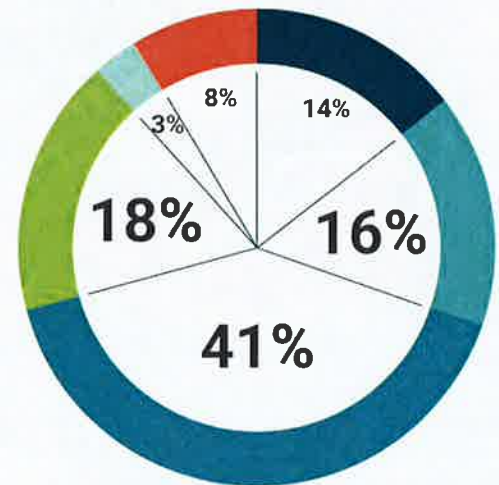


HOUSING

- ADD MORE HOUSING
- ADD MORE AFFORDABLE HOUSING UNITS
- BEAUTIFICATION, BLIGHT REMOVAL, CODE ENFORCEMENT
- HOMEOWNERS ASSISTANCE FOR REHABILITATION
- NO CHANGE
- SOMETHING ELSE

BUSINESS

- CATALYST DEVELOPMENT ON MAJOR SITES
- STOREFRONT IMPROVEMENTS
- BRING NEW BUSINESS AND JOBS TO THE AREA
- INVEST IN HOMEGROWN ENTREPRENEURS
- NO CHANGE
- SOMETHING ELSE



INFRASTRUCTURE

- ADDRESS PARKING - MANAGEMENT AND SHARE
- PUBLIC SPACE IMPROVEMENTS AND BEAUTIFICATION
- SAFETY IMPROVEMENTS FOR BIKES OR PEDESTRIANS
- BETTER CONNECTIONS FOR BIKES AND PEDESTRIANS
- NO CHANGE
- SOMETHING ELSE



CONSTRAINTS + CHALLENGES

LAND USE CONSTRAINTS & CHALLENGES

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

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

Key Takeaways: Constraints + Challenges

Land Use

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

Economic

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

Transportation and Infrastructure

- » Commute patterns of resident and outside labor force can cause traffic and safety issues
- » Poor or lack of safe pedestrian crossings, traffic lights, and sidewalks

ECONOMIC CONSTRAINTS & CHALLENGES

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

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

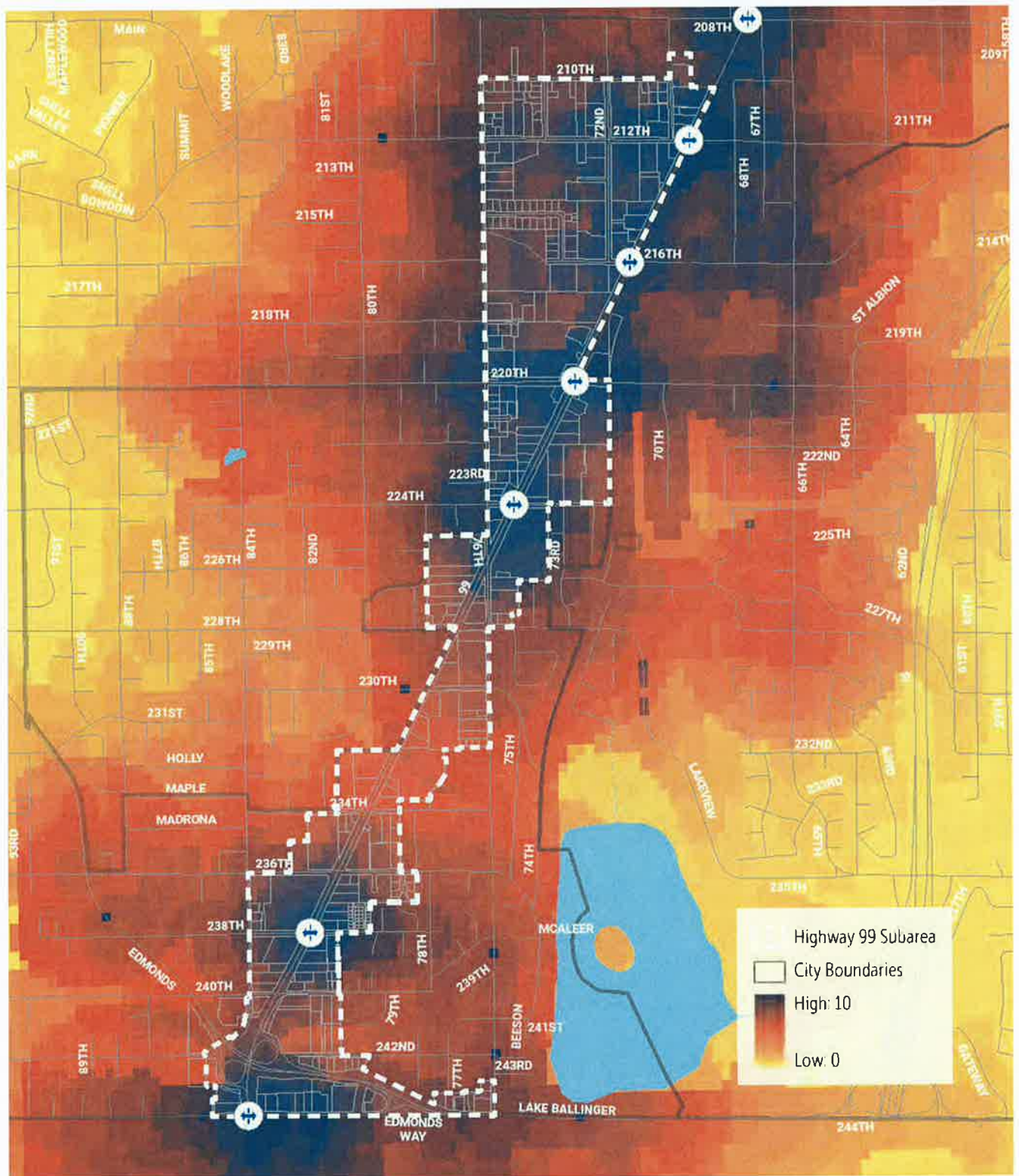
TRANSPORTATION AND INFRASTRUCTURE CONSTRAINTS & CHALLENGES

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

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



FIGURE 11: SAFETY HEAT MAP WITHIN THE STUDY AREA





OPPORTUNITIES

LAND USE OPPORTUNITIES

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

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

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

Key Takeaways: Opportunities

Land Use

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

Economic

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

Transportation and Infrastructure

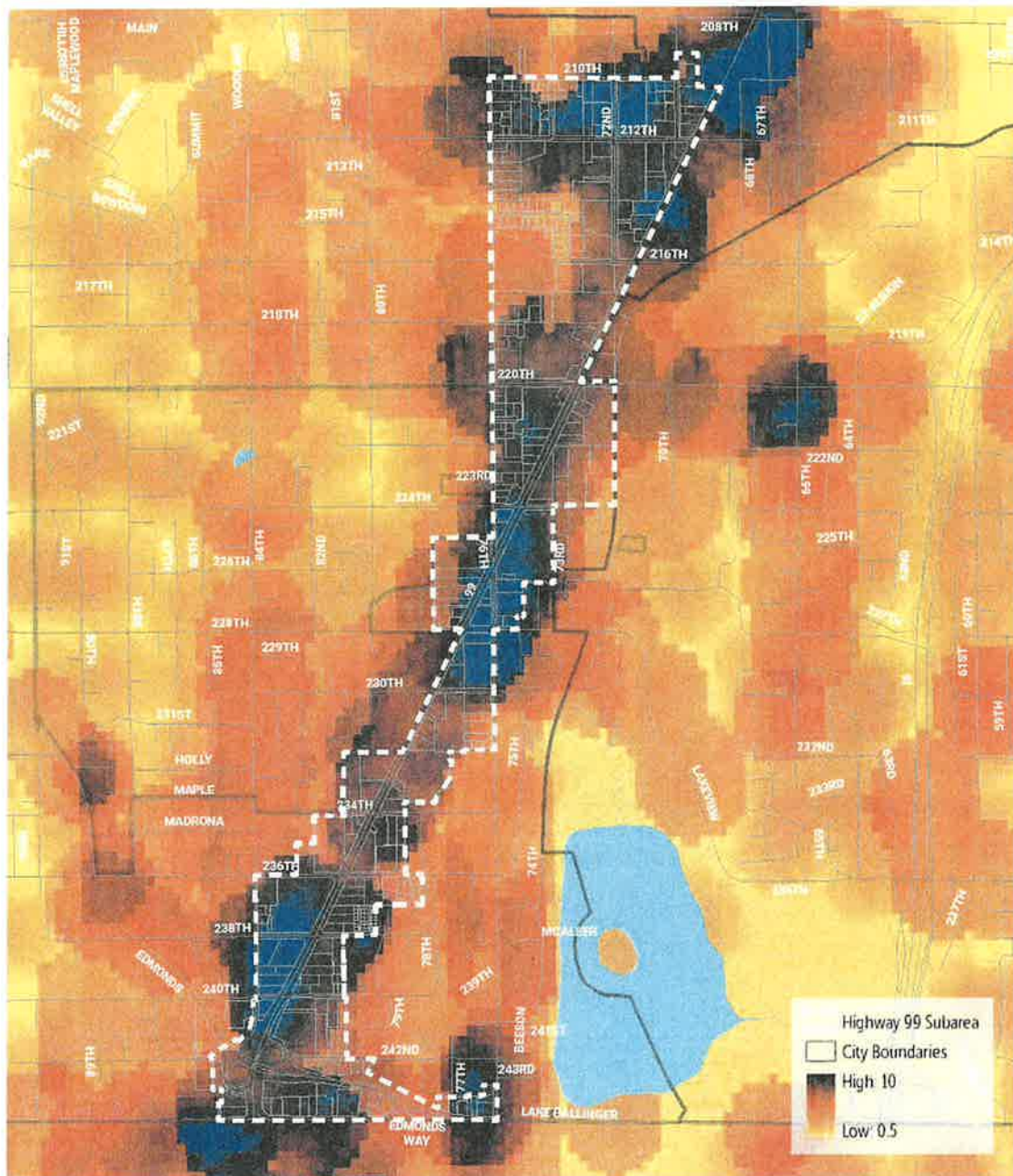
- » Providing a complete transportation system with efficient and cost-effective accessibility and mobility
- » Providing safe and convenient access all throughout the subarea especially for pedestrians

OPPORTUNITIES

Although some areas have good urban form, there are also opportunities for better integrated land uses along the corridor. Many parcels are less than 25% covered with buildings, presenting an opportunity for redevelopment and increased density in the area. In addition, much of the buildings are between 25 and 60 years old and are nearing the end of their functional lifespan. Just a

few new buildings or historic buildings along the corridor are expected to remain the same for the foreseeable future. Furthermore, there are many low-to-moderate value buildings and just a few new, higher value buildings in the area. This means that there is great potential for reinvestment and redevelopment along the corridor.

FIGURE 12: URBAN FORM WITHIN STUDY AREA



ECONOMIC OPPORTUNITIES

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

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

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

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

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

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

FIGURE 13: LAND VALUE PER SQUARE FEET

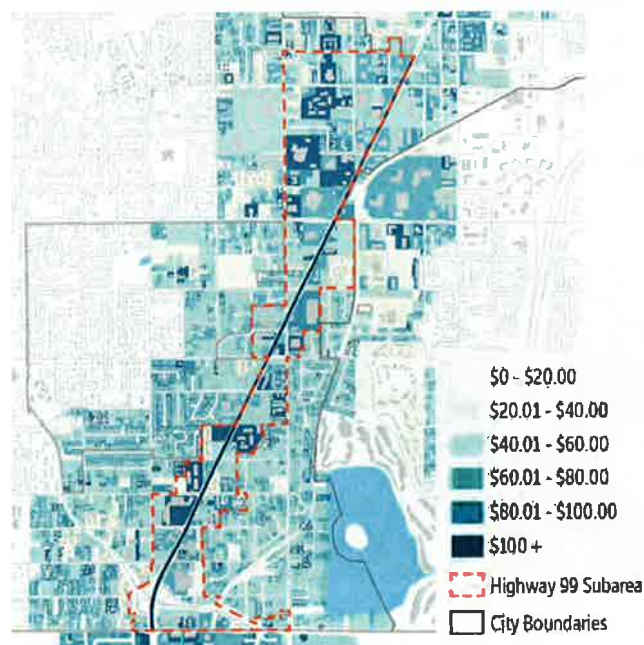
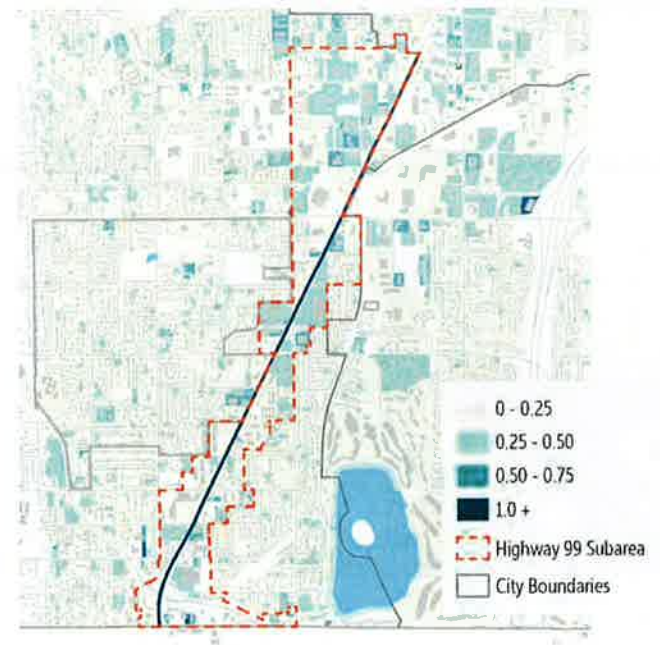


FIGURE 14: FLOOR AREA RATIO



TRANSPORTATION & INFRASTRUCTURE OPPORTUNITIES

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

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

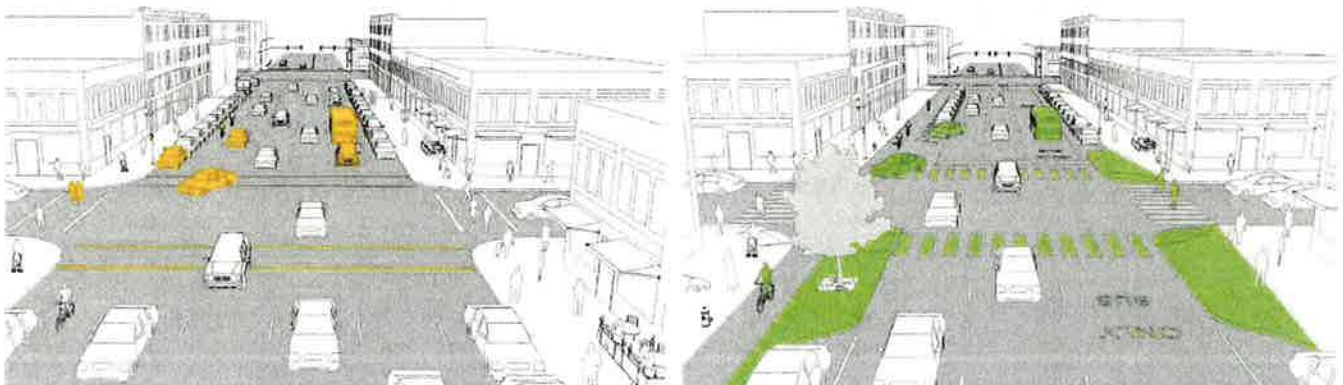
Opportunities for maintaining a rapid transit system include:

- » Implementing a Transit Signal Priority system that allow BRT vehicles to trigger a change in traffic signal phasing in favor of the buses approaching a signalized intersection.
- » Strongly enforcing the corridor's BAT lanes and improving their effectiveness through better access management and their use as queue jumping lanes.

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

- » Transforming the approaches of streets intersecting HWY 99 into "Complete Streets" that improve the environment for all users to access and cross the corridor. Complete Street improvements might trade-off automobile travel lanes to create space for sidewalks and bike lanes, or might add a vehicular turning lane allowing for protected signal movements that eliminate conflicts with crossing pedestrians.
- » Strategic placement of new traffic signals and pedestrian crossings that break up the longest segments of HWY 99 without safe crosswalks.
- » Reconfigure high-speed corners and ramps to slow traffic and install pedestrian-activated flashing beacons at uncontrolled crossings.

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



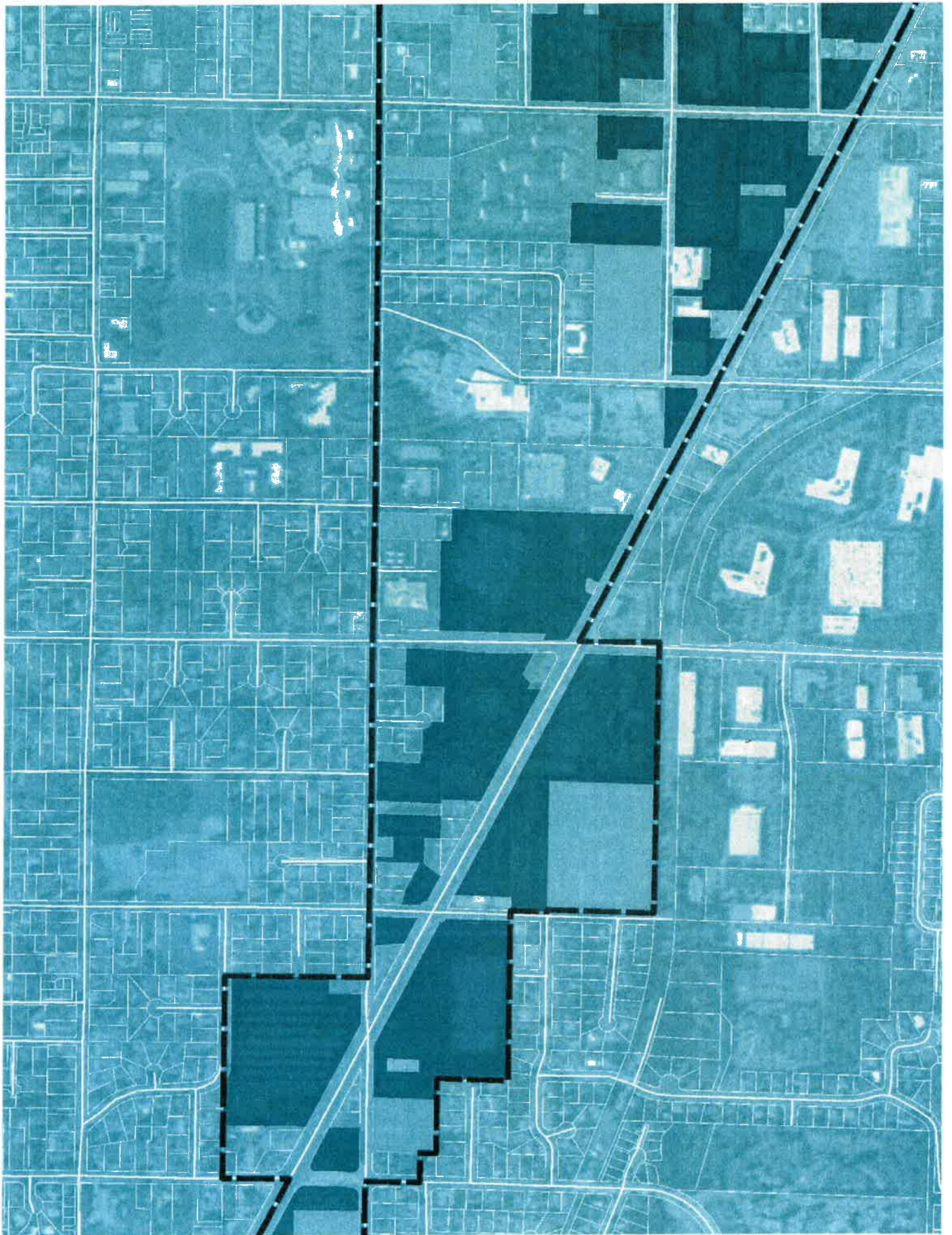
Source: CityLab, The Atlantic

Transportation improvements within the Plan Area should take advantage of the opportunities provided by key assets within the Plan Area.

- » The Interurban Trail is a key asset in the corridor. Improving access to the trail with short and strategically located pedestrian and bicycle-only connections from HWY 99 can increase the trail's usefulness for shorter trips as well as longer distance travel.
- » Capitalize on the successful extension of 228th Street to break up large blocks and create more complete street connections to Edmond's designated Priority Transit Corridors to provide better pedestrian access to transit stops and improve overall mobility.
- » Encourage transit use by enhancing transit stops in Priority Transit Corridors with amenities that make stops attractive, comfortable, and safe for waiting passengers.



The Interurban Trail



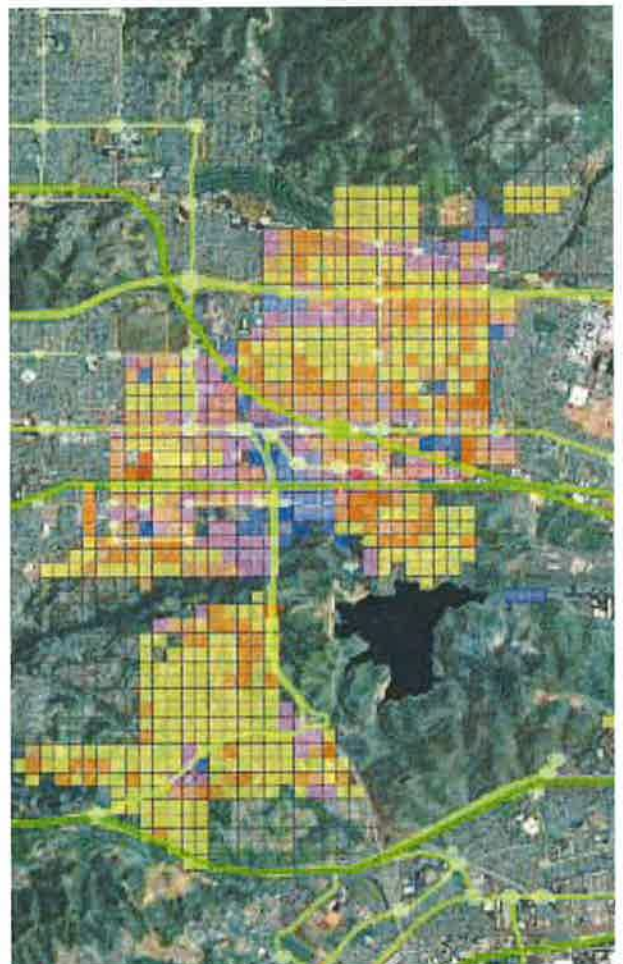
ALTERNATIVE SCENARIOS

LAND USE AND TRANSPORTATION SCENARIOS

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

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

Envision Tomorrow is a suite of planning tools that includes analysis and scenario design applications. The analysis tools allow users to analyze aspects of their current community using commonly accessible GIS data, such as tax assessor parcel data and Census data. The scenario design tools allow users to digitally map alternative future



Sample scenario

ALTERNATIVE SCENARIOS

development scenarios on the landscape, and compare scenario outcomes in real time for a range of measures from public health, fiscal resiliency and environmental sustainability.

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

SCENARIO BUILDING BLOCKS

Each of the scenarios was constructed using a range of building types calibrated to the Edmonds market. Within a context such as the HWY 99 study area, a range of buildings could be anticipated. However, existing roadway conditions and regulatory requirements have precluded the

development of the mixed-use and residential building types desired by the public – predominantly three and four story apartments, and five and six story mixed-use buildings.

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

TABLE 5: BUILDING TYPE CHARACTERISTICS

BUILDING CHARACTERISTICS	THREE-STORY APARTMENTS	SIX-STORY MIXED-USE RESIDENTIAL	SIX STORY MIXED-USE OFFICE	TEN-STORY MIXED-USE OFFICE AND RESIDENTIAL
Parking ratios	0.75 spaces per dwelling unit	<ul style="list-style-type: none"> » 0.75 spaces per dwelling unit » No parking required for first 2,000 sq ft. commercial » 2.0 spaces per 1,000 sqft above 2,000 	<ul style="list-style-type: none"> » No parking required for first 2,000 sq ft. » 2.0 spaces per 1,000 sqft above 2,000 	<ul style="list-style-type: none"> » 0.75 spaces per dwelling unit » No parking required for first 2,000 sq ft. commercial » 2.0 spaces per 1,000 sqft above 2,000 commercial
Housing density (dwelling units per acre)	51.2	82.6	-	49.02
Employment density (jobs per acre)	-	33.6	208.5	208.98
Average dwelling unit size in square feet	850	759	-	759
Average rent	\$1,700 / unit	\$1,669 / unit	<ul style="list-style-type: none"> » \$22 / sqft retail » \$26 / sqft office 	<ul style="list-style-type: none"> » \$1,669 / unit » \$22 / sqft retail » \$26 / sqft office
Achievable land cost per square foot	\$41-\$49	\$80-\$94	\$36-\$43	\$70-\$79

Given the assumption that these investments and regulatory changes would take place, four primary building types came forward as the most likely to occur in the HWY 99 study area: three-story apartments, six-story mixed-use residential or office, six-story mixed-use office, and ten-story mixed-use office and residential in which the mixed-use buildings would include ground floor retail and service uses with either residential or office on the upper floors. These building types were used to construct the HWY 99 scenarios, and Table 5 summarizes the building characteristics of the four building types.

SCENARIO ALTERNATIVES

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

SCENARIO ALTERNATIVE 1: NO ACTION

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

SCENARIO ALTERNATIVE 2: PREFERRED ALTERNATIVE

Public feedback expressed a desire for a dual emphasis of both housing and employment, resulting in an area characterized by mixed-use development with an increase in residential development, greater intensity of development, and street-frontage and pedestrian amenities. Higher building intensity was focused in the high-rise



Three-story apartment building type



Six story mixed-use building type with ground floor retail and residential above



Ten-story mixed-use building type with ground floor office and residential above

node surrounding the Swedish Edmonds Campus, bringing a broader range of uses to the district, and the highest growth potential.

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

ALTERNATIVE SCENARIOS

TABLE 6: EXISTING AND PLANNED ACTIVITY UNITS

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

FIGURE 16: ALTERNATIVE 1 (NO ACTION)

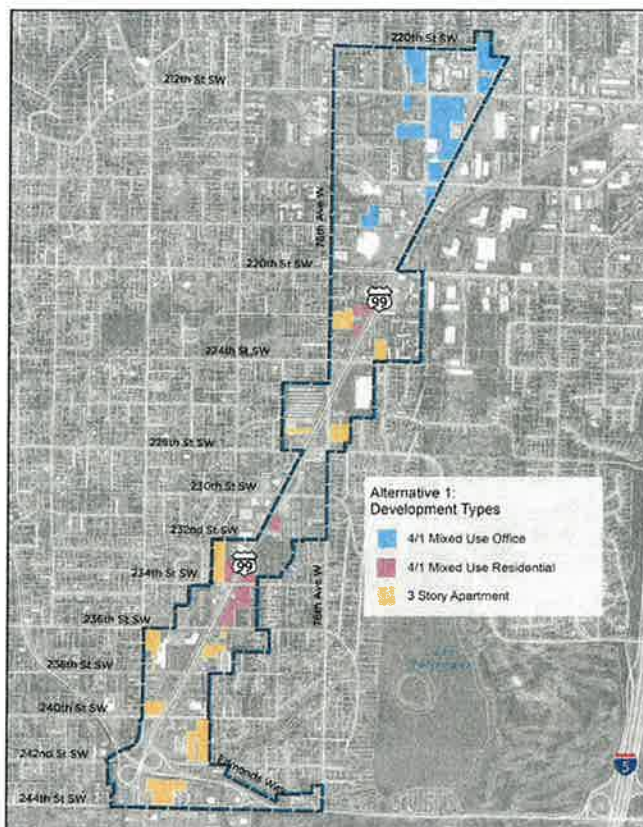
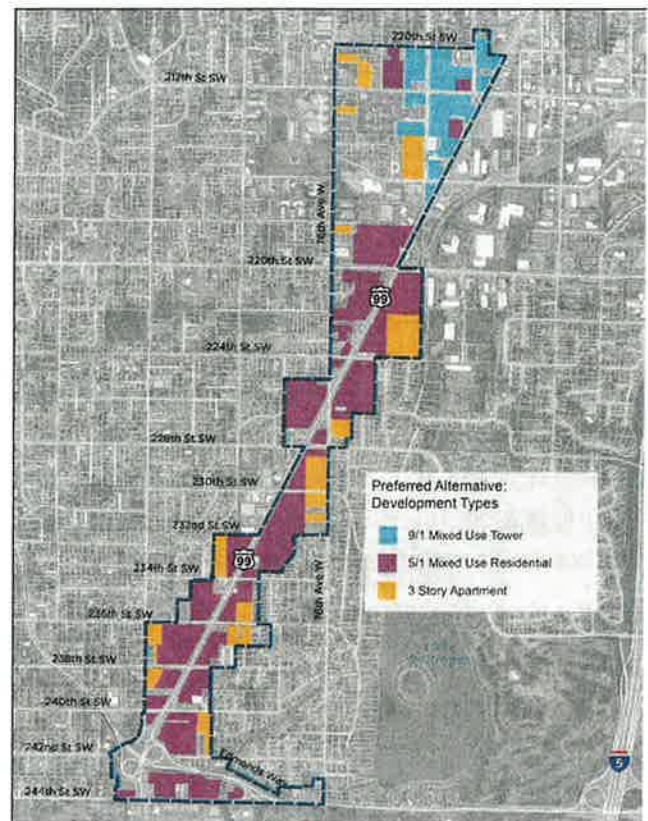


FIGURE 17: PREFERRED ALTERNATIVE (MIXED USE)



DEVELOPMENT CAPACITY ANALYSIS

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

Because current zoning in the study area allows for a mix of uses, maximum development capacity was estimated for two alternatives. Under the first alternative, future growth would continue based on existing development regulations and past development trends. Alternative 2, which is the preferred alternative, assumes future mixed

use growth with a mix of residential, commercial, and office development, an area-wide rezone, amendments to development regulations, and transportation improvements. Table 7 shows the maximum development capacity numbers in comparison to existing development in the study area and the preferred alternative. Development capacity estimates are not a prediction that a certain amount of development will occur or when it may occur, but instead a measure of the maximum development that could occur in a given area. As Table 7 shows, estimated development capacity is significantly greater than the sum of existing and new growth planned under the alternatives and indicate sufficient development capacity in the study area to accommodate growth under the alternatives.

TABLE 7: DEVELOPMENT CAPACITY ANALYSIS

	HOUSING	JOBS
Maximum Development Capacity¹	18,450	26,028
Existing Development	1,579	3,797
2035 GROWTH TARGETS (NEW JOBS & HOUSING)		
Alternative 1 (No Action)	1,224	2,317
Preferred Alternative (Mixed Use, High-Rise Node)	3,325	3,013
2035 TOTAL DEVELOPMENT ESTIMATE		
Alternative 1 (No Action)	2,803	6,114
Preferred Alternative (Mixed Use, High-Rise Node)	4,904	6,810
RATIO OF MAX. DEVELOPMENT CAPACITY TO 2035 TOTAL DEVELOPMENT ESTIMATE		
Alternative 1 (No Action)	6.6	4.3
Preferred Alternative (Mixed Use, High-Rise Node)	3.8	3.8

1: Assumes all parcels are developed to the maximum extent allowed under current zoning, with a relatively balanced mix of jobs and housing growth. It is not expected that the study area will completely redevelop to the maximum allowable extent.



IMPLEMENTATION STRATEGIES, POLICY RECOMMENDATIONS + ACTIONS

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

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

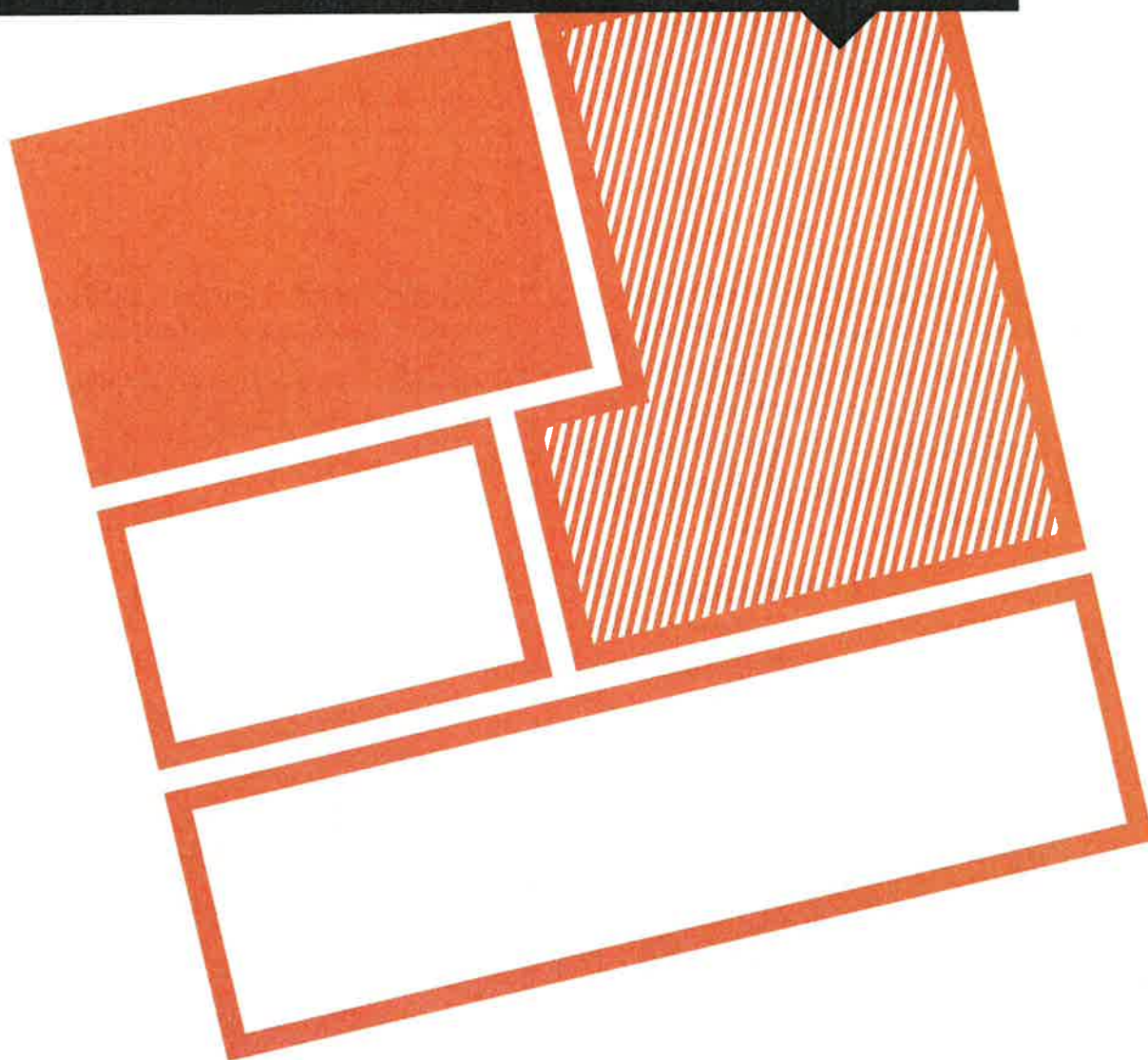
- » Identification of actions to support public and private investment, including recommendations to amend Edmonds land use and transportation policies and regulations for the entire 99 Subarea

- » Specific land use and transportation strategies, actions, policies and investments
- » Specific recommended changes to zoning and development standards
- » Timing and priority actions - organized into short, medium and long term action items
- » Matrix of potential capital improvement projects along with preliminary costing and relevant partner agencies



Artist's rendering of what future development could potentially look like on the northwest corner of Highway 99 and 234th intersection.

ZONING & DEVELOPMENT RECOMMENDATIONS



1

STRENGTHEN ECONOMIC OPPORTUNITY

RECOMMENDATION 1.1

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



RECOMMENDATION 1.2

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



RECOMMENDATION 1.3

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

RECOMMENDATION 1.4

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

RECOMMENDATION 1.5

Consider unique designs for streetscape improvements in the area, such as unique signage and lighting.

2

ENCOURAGE SUSTAINABLE BUILDING PRACTICES

RECOMMENDATION 2.1

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



RECOMMENDATION 2.2

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



RECOMMENDATION 2.3

The use of solar panels and green building practices, even beyond current standards, should be encouraged and incentivized.



3

MODIFY MAP IN COMPREHENSIVE PLAN TO IDENTIFY DISTRICTS

THE ISSUE TODAY:

The HWY 99 area has had several plans and studies in the past that have designated unique subdistricts within the HWY 99 area. This process has affirmed two of those subareas and changed one other. The subareas include a Hospital District at the north end, an International district in the center and a Gateway District in the south. The current Comprehensive Plan includes a subdistrict map that designates four focus areas, but does not reflect the community's desire for a southern "gateway" district that defines the entry into Edmonds.

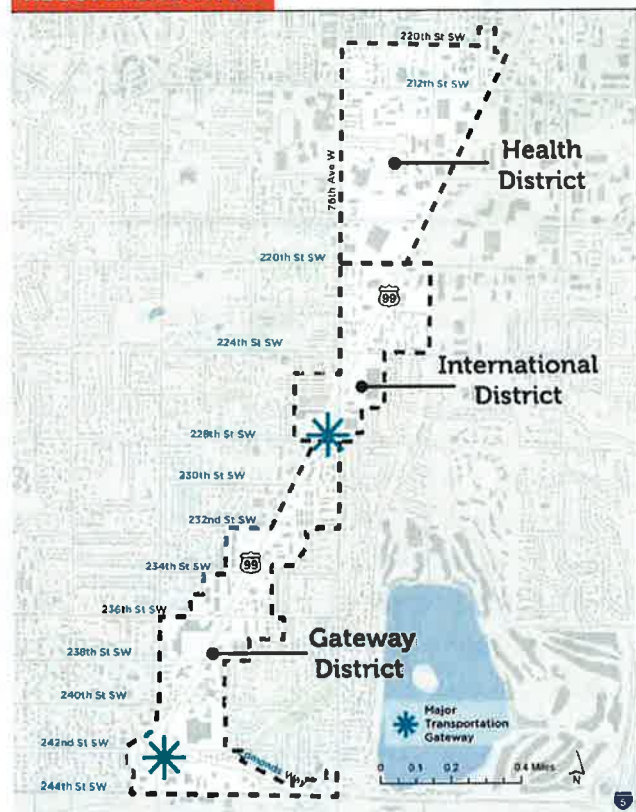
RECOMMENDATION 3.1

Replace the current Comprehensive Plan maps and text with updated materials that clearly identify the three distinct districts anchored around major transportation gateways and employment clusters, such as the hospital and international businesses.

CURRENT MAP



RECOMMENDATION





4

CONSOLIDATE CG AND CG-2 INTO A SINGLE CG ZONE

THE ISSUE TODAY:

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

RECOMMENDATION 4.1

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



5

SIMPLIFY ZONING DESIGNATIONS AND ALIGN ZONING WITH COMPREHENSIVE PLAN

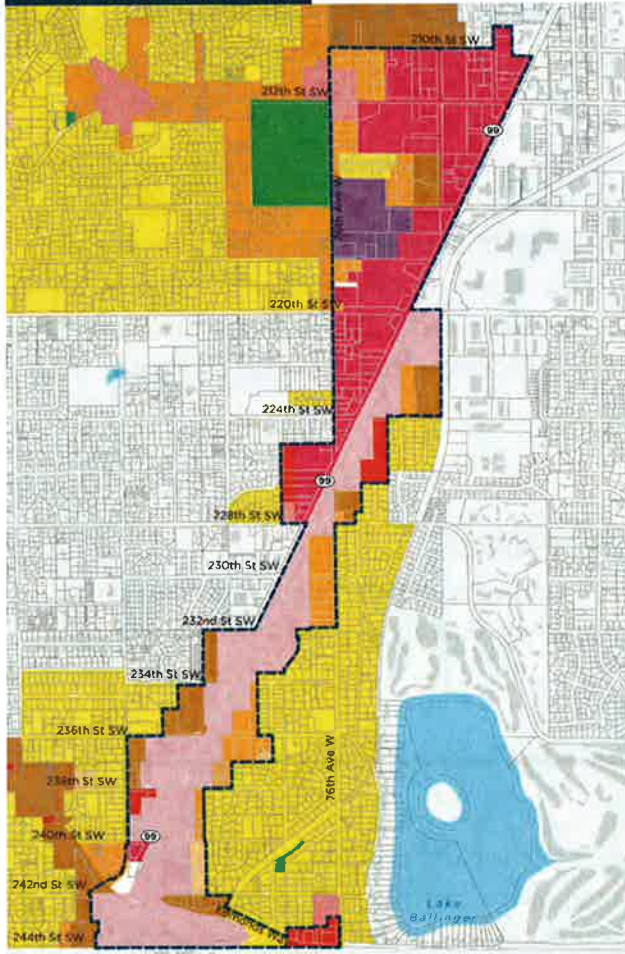
THE ISSUE TODAY:

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

RECOMMENDATION 5.1

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

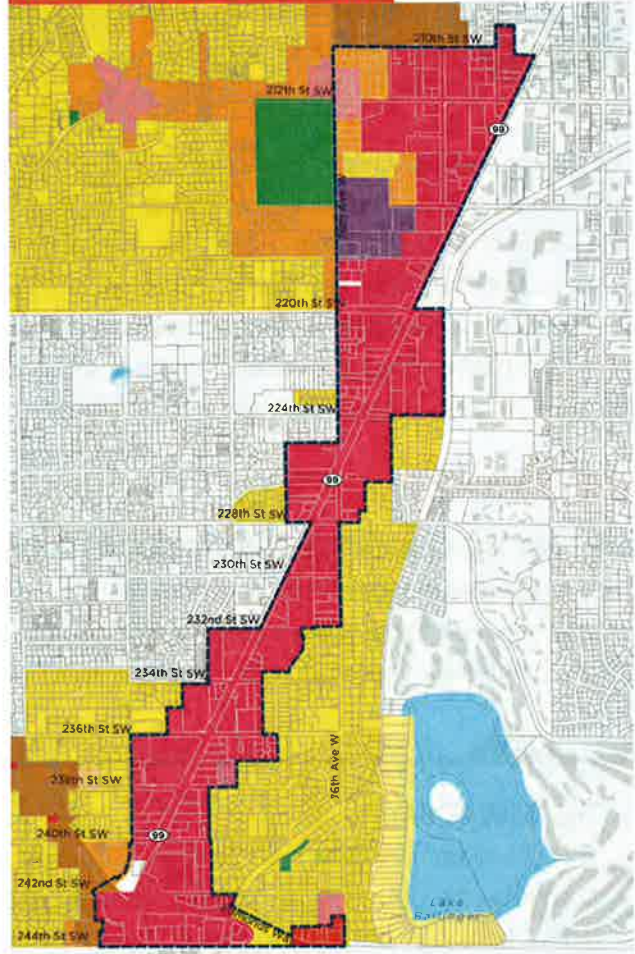
CURRENT ZONING MAP



CURRENT ZONING

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

RECOMMENDED ZONING MAP



RECOMMENDED ZONING

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

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSIT OPTIMIZATION

6

MODIFY CURRENT DESIGN STANDARDS

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

ACCESS AND PARKING

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

Current standards require that not more than 50 percent of a project's total parking spaces may be located between the building's front facade and the primary street. Parking lots may not be located on corner locations adjacent to public streets.

THE ISSUE TODAY:

This standard can allow too much parking on street fronts, which impacts pedestrian activity and hinders a vibrant urban street. This standard is attempting to encourage more parking in the rear of buildings, but it is regulating the location of a percentage of the parking rather than the amount of building front should be located towards the road. Depending on the project or lot size, the amount of parking in the front could still be very large with the existing standard. Regulating the percentage of the frontage that needs to be occupied by building instead of parking area is a more appropriate approach.



RECOMMENDATION 6.1**PEDESTRIAN-ORIENTED DESIGN**

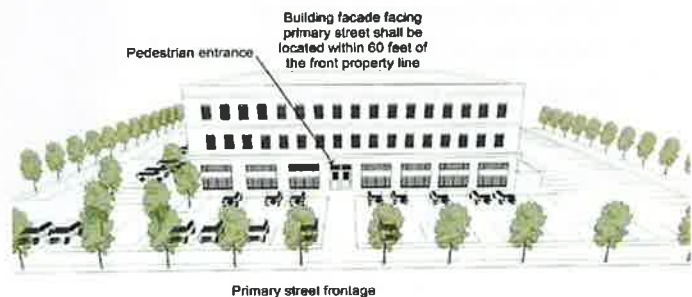
- » On a primary frontage, a minimum of 50% of the building facade should be within 20 feet of the property line where the primary frontage exists (at the edge of Pedestrian Activity Zone).

**WHAT'S THE BENEFIT?**

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

RECOMMENDATION 6.3**ALTERNATIVE WALKABLE DESIGN AREA**

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

**RECOMMENDATION 6.2****GROUND FLOOR TRANSPARENCY**

- » 50% of primary frontage building façade shall be made of transparent windows and doors.
- » All other street-facing facades within 30 feet of a public street require 30% transparency.



SCREENING, BUFFERING, AND AMENITY SPACE

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

Currently the design standards require a dense Type IV landscaping buffer, a minimum of four feet wide, along all street frontages. Amenity space is not specifically required for development of a site.

THE ISSUE TODAY:

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



RECOMMENDATION 6.5

PEDESTRIAN ACTIVITY ZONE

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



RECOMMENDATION 6.6

AMENITY SPACE

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

WHAT'S THE BENEFIT?

Allows for a range of active uses like sidewalk cafes and amenities such as public art, street furniture, street trees, bus shelters, pavement patterns, lighting, etc.



SETBACK AND BUFFERS FOR USES ADJACENT TO SINGLE-FAMILY ZONES

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

Ground Floor Setback:

- » Current front setback in RM-1.5 (the current multifamily zone near Highway 99) is 15' (ECDC 16.30.030).
- » Where commercial, institutional, medical and multifamily uses are adjacent to residential zones, current standards require a 15' setback (ECDC 16.60.020).
- » Where commercial, institutional, medical uses are adjacent to residential zones, current standards require a dense 10' landscaping buffer (ECDC 16.60.030.A.1.f)
- » Where office and multifamily uses are adjacent to single-family zones, current standards require a minimum 4' wide and 10' tall landscaping buffer (ECDC 16.60.030.A.1.h)

Upper Floor Setback:

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

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

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

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

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

THE ISSUE TODAY:

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



RECOMMENDATION 6.5

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

RECOMMENDATION 6.7

GROUND FLOOR SETBACK

- » For frontages facing Highway 99, require a front setback of 10 feet from the property line to accommodate a Pedestrian Activity Zone.
- » Keep current 15 feet setback and 10' landscaping requirements for lot line adjacency with single family zones.

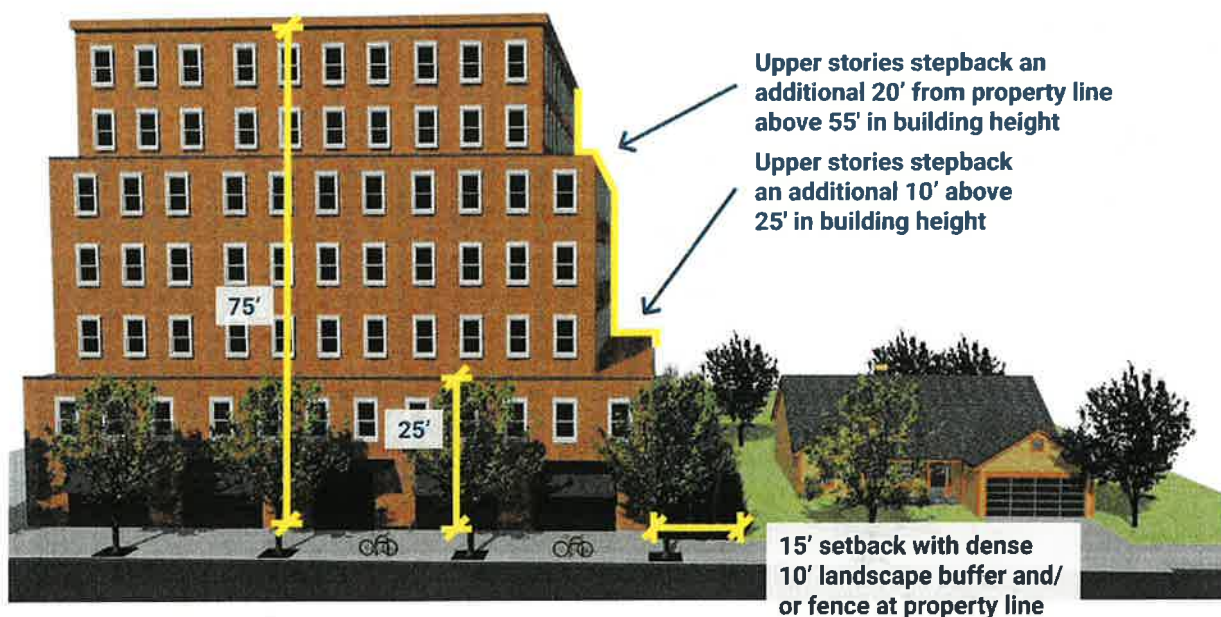
RECOMMENDATION 6.8

UPPER FLOOR STEPBACK

- » Zero upper floor stepback up to 25 feet in height (30 feet is the maximum height in RM 1.5, which is the predominant zone surrounding the commercial zones on Highway 99).
- » Minimum 10 feet stepback above 25 feet in height on sides with lot line adjacency to single family zones. The portion of the building above 55 feet in height shall be stepped back at least 20 feet from a residential zone boundary.
- » Stepback areas can be used for active outdoor space such as balconies.

WHAT ABOUT THE CITY OF SHORELINE?

- » For developments consisting of three or more dwelling units located on a single parcel, the setback shall be 15 feet along any property line abutting R-4 or R-6 zones.
- » 10' stepback above 45' in mixed-use zone only





ADOPT TRANSIT-SUPPORTIVE PARKING STANDARDS

HWY 99 has many local and regional transit options as well as regional trails and bike routes, giving residents many travel options. In transit-rich areas, it is common for communities to reduce required on-site parking to encourage higher intensity and mixed-use development. Parking is also expensive and high parking requirements can raise costs, which results in

higher rents and reduced affordability. Current estimates for the cost of structured parking is anywhere from \$20,000-25,000 per space, and underground parking can exceed \$50,000 per space. Edmonds should adopt new, transit supportive parking standards for the Highway 99 area.

CURRENT PARKING STANDARDS FOR RESIDENTIAL AND COMMERCIAL

RESIDENTIAL

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

COMMERCIAL

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

RECOMMENDATION 7.1

RESIDENTIAL

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

WHAT'S THE BENEFIT?

Reducing parking minimums and following market demand for parking encourages people to ride transit or walk. This helps relieve congestion and improving environmental conditions.

RECOMMENDATION 7.2

COMMERCIAL

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

AFFORDABLE HOUSING RECOMMENDATIONS



8

ENACT MULTIFAMILY TAX EXEMPTION (MFTE) PROGRAM

RECOMMENDATION 8.1

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



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

WHAT IS A MFTE PROGRAM?

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

9

CONTINUE OR ENHANCE FEE WAIVER PROGRAM FOR AFFORDABLE HOUSING

RECOMMENDATION 9.1

The City should continue or enhance its program to allow the reduction of transportation and park impact fees for projects that include affordable housing.

10

FACILITATE A MIXED-USE, MIXED-INCOME DEMONSTRATION PROJECT

RECOMMENDATION 10.1

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

RECOMMENDATION 10.2

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

RECOMMENDATION 10.3

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

RECOMMENDATION 10.4

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

RECOMMENDATION 10.5

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

RECOMMENDATION 10.6

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

RECOMMENDATION 10.7

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



11

EXPAND USE OF FINANCING TOOLS

RECOMMENDATION 11.1

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

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

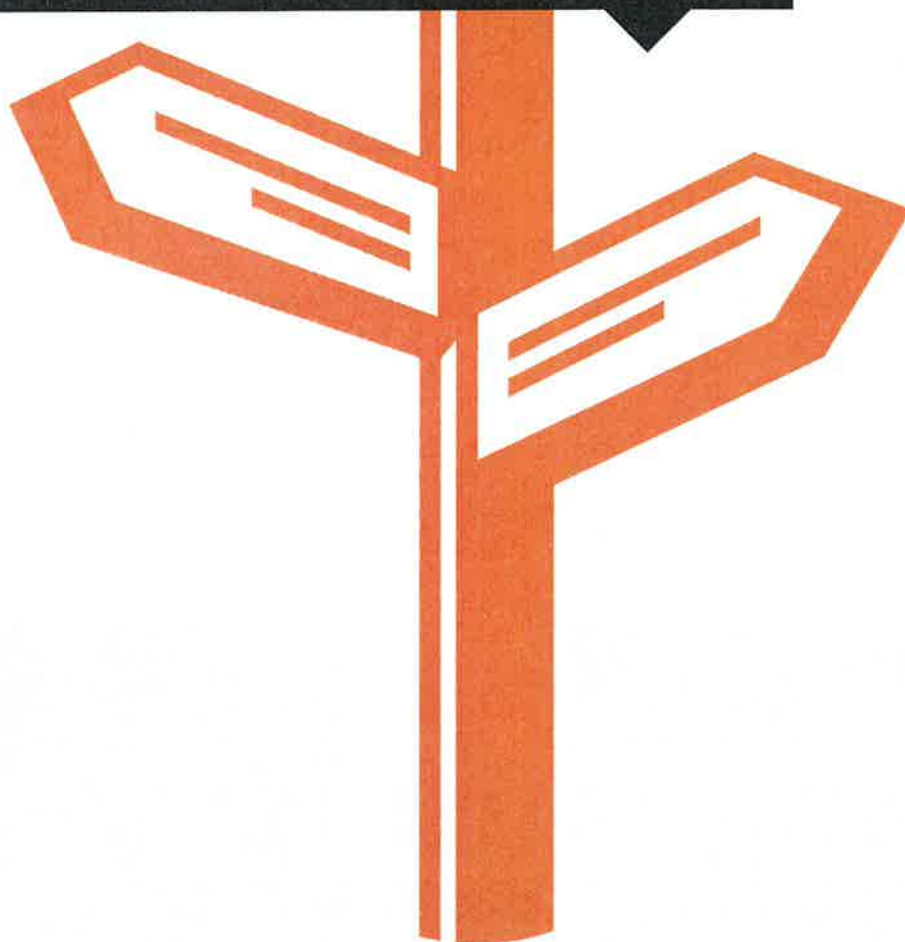
WHAT'S THE BENEFIT?

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



Lovejoy Station in Portland, Oregon is a five-story apartment community that serves residents with incomes between 40% and 80% area median income.

SIGNAGE + WAYFINDING **RECOMMENDATIONS**



12

GATEWAY SIGNAGE AT HWY 99/ HWY 104 INTERCHANGE

RECOMMENDATION 12.1

The public process identified the need to clearly establish the identify of Edmonds at the south end of the study area, through gateway features, such as signage and landscaping. The design treatments should clearly indicate an arrival into Edmonds and distinguish this stretch of HWY 99 from Shoreline. This could be accomplished in tandem with the realignment of the on and off ramps of HWY 104 proposed in the project list.



13

TRANSIT GATEWAY SIGNAGE/STATION AT HWY 99/228TH

RECOMMENDATION 13.1

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



14

IMPROVE WAYFINDING SIGNAGE
ALONG THE CORRIDOR**RECOMMENDATION 14.1**

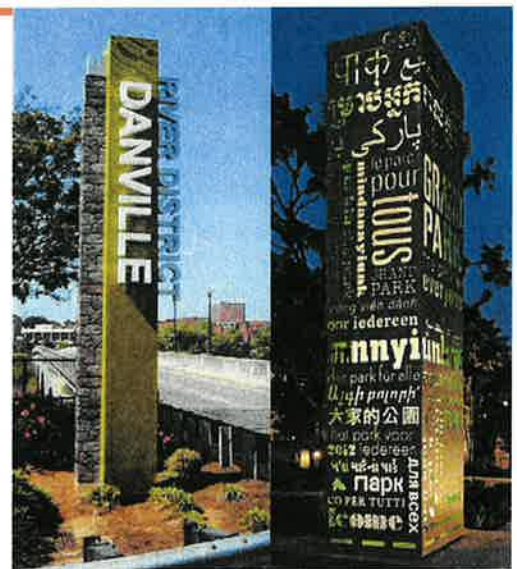
Many amenities and community destinations exist near HWY 99, but the public process revealed that finding these amenities can be difficult, particularly for visitors. Wayfinding signage with a uniquely Edmonds identity should point out safe auto, bicycle and pedestrian routes to surrounding amenities.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



15

DEVELOP A UNIQUE DISTRICT
DESIGN IDENTITY**RECOMMENDATION 15.1**

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

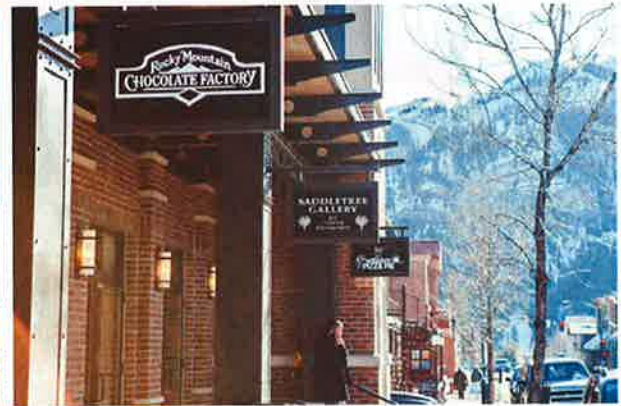


16

PROHIBIT NEW POLE SIGNS

RECOMMENDATION 15.1

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



TRANSIT RECOMMENDATIONS



17

IMPROVE TRANSIT TRANSFERS

RECOMMENDATION 17.1

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

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

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



Highway 99 and 228th will be a Key Intersection: The intersection improvements completed in May 2016 provide a key connection to the future regional rail in Mountlake Terrace and I-5. The new signalized intersection provides safer left turns, bike lanes, safe pedestrian crossings, lighting, sidewalks, and stormwater management.

18

**INCENTIVIZE ALTERNATIVE
TRANSPORTATION OPTIONS****RECOMMENDATION 18.1**

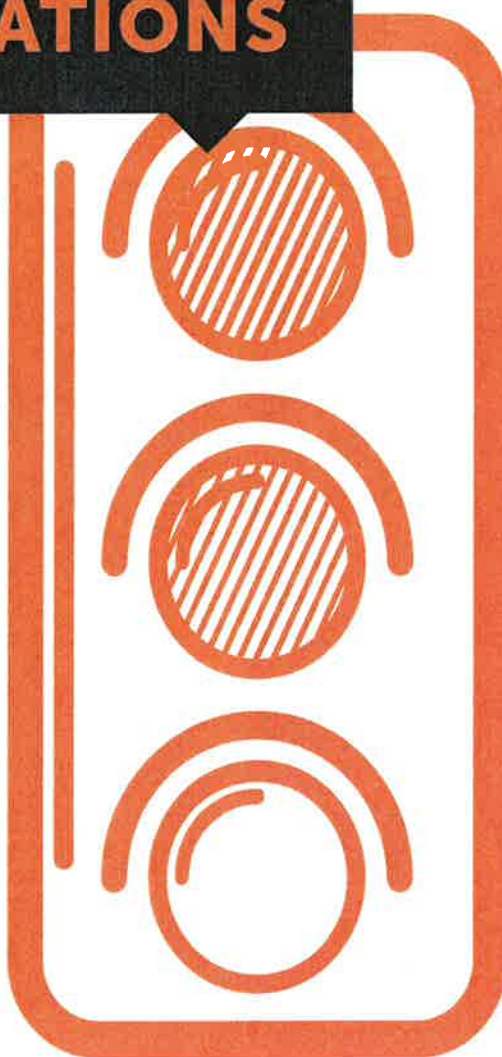
A robust and resilient transit system offers a wide range of options to commuters and the community. This includes convenient access to regional transit and transportation facilities, but also the finer grained connections that allow for quick, short connections to be made. The City should consider impact fee reductions and on-site parking reduction allowances for development project that offer or accommodate alternative transportation options on-site. Examples of on-site alternative transportation options include subsidized transit passes for residents, on-site car share parking, bicycle parking, electric car charging stations and temporary parking for private ride sharing services, such as Uber and Lyft.





This page is left intentionally blank.

TRANSPORTATION INFRASTRUCTURE RECOMMENDATIONS



19

EXPAND USE OF GRANT PROGRAMS TO FUND SAFETY IMPROVEMENTS AND PEDESTRIAN FACILITIES

RECOMMENDATION 19.1

The City should actively seek to make use of local, state and federal funds and funding mechanisms to expand opportunities for safety improvements and pedestrian and bike-friendly enhancements within the HWY 99 area. Below is a list of some key grant programs that should be considered:

- » Safe Routes to School Program (Pedestrian & Bicycle projects within two miles of a school)
- » Pedestrian and Bicycle Program
- » Highway Safety Improvement Program (HSIP)
- » Congestion Mitigation & Air Quality Program (CMAQ)



The following includes a detailed list of short term and long term transportation improvements that include projects identified in previous plans and projects that have arisen as part of this process.

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

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

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

KEY TRANSPORTATION IMPROVEMENTS

CLOSE THE MOST SIGNIFICANT GAP IN PEDESTRIAN CROSSINGS WITHIN THE CORRIDOR

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

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

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

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

FIGURE 20: SAFETY HEAT MAP SHOWING GAP IN PEDESTRIAN CROSSING



IMPROVE PEDESTRIAN ACCESS FROM THE SOUTH AT THE SR 104 INTERCHANGE

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

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

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

As a short-term interim improvement, install pedestrian activated Rectangular Rapid Flashing Beacons (RRFB's) with high-visibility crosswalk markings at the pedestrian crossings of the

SR 104 on and off-ramps and provide new, or redirect existing, safety lighting to illuminate the crosswalks.

FIGURE 21: 90-DEGREE STOP CONTROL INTERSECTION TO AN OFF-RAMP CONFIGURATION

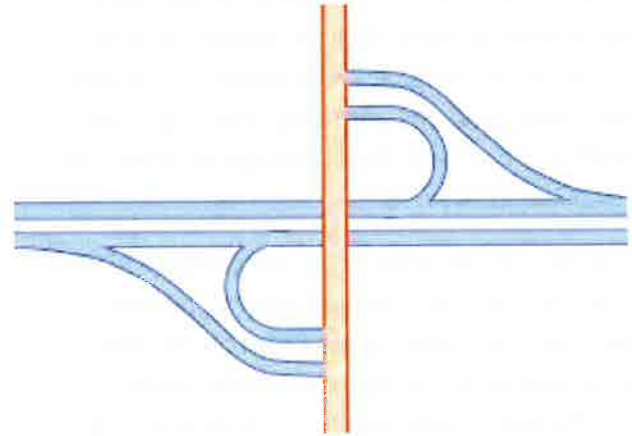


FIGURE 22: RECTANGULAR RAPID FLASHING BEACONS (RRFB'S)



ENCOURAGE WALKING AND BICYCLING TO ACCESS PLAN AREA FROM SURROUNDING NEIGHBORHOODS

During the public workshop residents of the Plan Area expressed concern regarding the safety of walking and bicycling to the HWY 99 corridor from their neighborhoods. Their concerns focused on the rural nature of connecting streets which lack sidewalks and lighting, and have overgrown vegetation restricting sight distance. These concerns extended onto HWY 99 where there was

a general consensus on the need for safety and street lighting on HWY 99 and on the residential streets feeding into the corridor, particularly pedestrian-scaled lighting. The conditions described above limit the resident's desire to access HWY 99 as a pedestrian or bicyclists particularly at night. Specific streets identified in the workshop include 240th Street SW between 84th Avenue W and 80th Way W and approach HWY 99 and 224th Street SW approaching 76th Avenue and HWY 99.

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

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

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

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

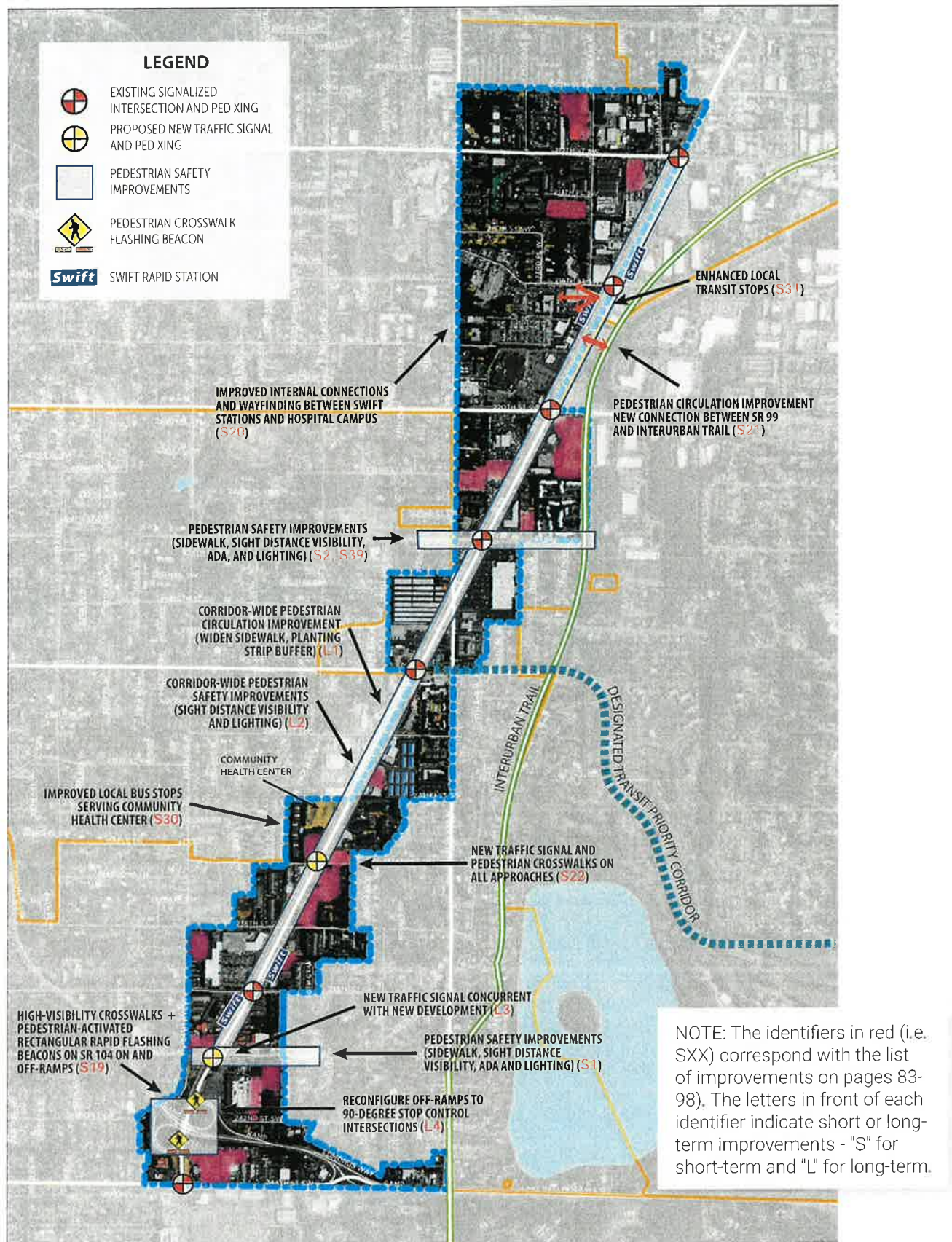
IMPROVE CONNECTIONS BETWEEN TRANSIT AND MAJOR EMPLOYMENT CENTERS

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

This Plan recommends improving the connection between the Swift Stations at 216th Street SW and the Swedish Hospital Campus by implementing a pedestrian walkway system (potentially covered) internal to the campus with wayfinding to direct pedestrians to the various campus facilities including future land uses that support hospital expansion such as hotels and medical office buildings within the Health Care District.

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

FIGURE 24: PROJECT SUPPORTIVE TRANSPORTATION IMPROVEMENTS



This page is left intentionally blank.

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

IMPROVE PEDESTRIAN SAFETY AND ACCESS TO/FROM HIGHWAY 99 CORRIDOR		
MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
S1	Pedestrian Safety	Improve sidewalks, sight distance visibility, street and safety lighting on 240th from 84th Ave W to 80th Way W (primarily along commercial frontages)
S2	Pedestrian Safety / Ped Circulation	Implement safety improvements at 224th and 76th Avenue W including constructing new or improving existing sidewalks on both sides of 224th approaching 76th Ave and SR 99.
Not Shown	General Safety	General need for safety and street lighting on residential streets surrounding SR 99, particularly pedestrian-scaled lighting.
S3	Regionally Significant Transit Emphasis Corridor	<p>Workshop participants identified the need to widen sidewalks on 228th east of SR 99. In the Summer of 2016 a number of pedestrian improvements were completed in this regionally significant multimodal corridor (see notes). Where narrow sidewalks still remain within the corridor or on connecting residential streets, the following pedestrian improvements may be considered in-lieu of widening sidewalks:</p> <ol style="list-style-type: none"> 1. Buffer pedestrians from moving traffic with street trees in tree wells constructed within parking lanes. 2. Consistent application of high visibility crosswalk markings at intersections. 3. Ensure street lighting illuminates entire width of street. Currently, street lights are located on one side of the street. Intersections with marked crosswalks should have safety lighting illuminating each end of crosswalks. 4. Install bus shelters at local bus stops with street lighting. Where right of way wont permit a shelter, use curb extensions to add width.
S4	Pedestrian and Vehicular Safety / Ped Circulation	Sidewalk construction projects: 216th St. SW from 72nd Ave. W to SR 99
S5	Pedestrian and Vehicular Safety / Ped Circulation	Sidewalk construction projects: 236th St. SW from HWY. 99 to 76th Ave. W
S6	Pedestrian and Vehicular Safety / Ped Circulation	Sidewalk construction projects: 238th St. SW from HWY. 99 to 76th Ave. W
S7	Complete Streets Impvts	238th Street SW, between SR 104 and SR 99. Widen to three lanes with curb, gutter, bike lanes, and sidewalk.
S8	Complete Streets Impvts	228th Street SW, between SR 99 and 95th Pl. W Widen to three lanes with curb, gutter, bike lanes and sidewalk, as well as intersection improvements at 228th @ 95th.

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

IMPROVE PEDESTRIAN SAFETY AND ACCESS TO/FROM HIGHWAY 99 CORRIDOR

NOTES	SOURCE
This type of corridorwide frontage improvement typically occurs as a condition of approval when the fronting property redevelops.	Workshop
224th Street, as a route, provides access to a few destination such as the interurban trail, but is not a primary route to major generators. However, many residential neighborhoods feed into 224th and it may serve as a lower volume and lower speed alternative for pedestrians and bicyclists. Near SR 99 224th lacks sidewalks on one or both sides of the street.	Workshop
Many of the workshop participants commented on the lack of street lighting on streets intersecting or paralleling SR 99. Safety lighting (lighting that illuminates intersection corners where pedestrians are expected to cross) and street lighting (overhead lighting that generally illuminates the width of the street) as well as pedestrian-scaled lighting (lighting on 12-17-foot tall standards that illuminate the pedestrian walkway) are fundamental prerequisites for walkable areas. Streets that cannot be safely traveled by pedestrians and bicyclists at night, will experience limited travel during the day.	Workshop
228th Street SW is one of the study area's only Complete Streets. It connects the SR 99 corridor to numerous destinations including Highway 104 into downtown, the interurban trail, parks and recreational facilities, and the Mountlake Terrace Transit Center where Sound Transit's extension of the Lynnwood LINK light rail will connect with local, commuter, and regional busses by the year 2023. 228th is also a local bus route. Class II bicycle lanes on 228th connect SR 99 to the interurban trail. The City recently extended 228th from 76th Avenue to complete its connection to SR 99. Other recent pedestrian improvements in the corridor include new ADA compliant ramps at corners, sidewalk repair, driveways moved to side streets, and an improved crosswalk at the Interurban Trail crossing with new curb extensions. The very narrow sidewalks on 228th that once connected to the Trail (two to three feet wide) have been augmented with a multi-use path parallel to the west side of the street extending to the Interstate 5. The pedestrian environment along some segments of 228th need improvement.	Workshop
Project identified as a high priority in the Comprehensive 2015 Transportation Element	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects
Project identified as a high priority in the Comprehensive 2015 Transportation Element	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects
Project identified as a high priority in the Comprehensive 2015 Transportation Element	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects
This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2022-2035.	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects
This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2022-2035.	Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects

COMMUNITY AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

IMPROVE BICYCLE CIRCULATION ACROSS AND PARALLEL TO HIGHWAY 99 CORRIDOR		
MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
S9	Bicycle Circulation	Class II bike lanes on 212th Street from Main Street to 68th Avenue crossing SR 99.
S10	Bicycle Circulation	Bike route designation on 224th Street SW from 84th Avenue W across SR 99 to interurban trail.
S11	Bicycle Circulation	Class II bike lanes on 228th Street SW from SR 104 across SR 99 to existing Class II lanes on 76th Avenue W.
S12	Bicycle Circulation	Class II bike lanes on 76th Avenue W from 208th to 220th and bike route designation to 224th Street SW.
S13	Bicycle Circulation	Bike route designation on 238th Street SW from 84th Avenue W across SR 99 to existing Class II bike lanes on 76th Avenue W.
S14	Bicycle Circulation	Class II bike lanes on 84th Avenue W from 212th Street SW to 236th Street SW and bike route designation on 84th Avenue W south to 238th Street SW.
S15	Bicycle Circulation	Class II bike lanes on 236th Street SW from SR 104 to 84th Avenue W.
S16	Bicycle Circulation	Bike route designation on 80th Avenue W from 206th Street SW to 228th Street SW
S17	Bicycle Circulation	Bike route designation on 72nd Avenue W from 208th Street SW to 216th Street SW and continuing on 216th Street SW to SR 99.
S18	Bicycle Circulation	Bike route designation on 73rd PI W from 224th Street SW to 226th PI SW.

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

IMPROVE BICYCLE CIRCULATION ACROSS AND PARALLEL TO HIGHWAY 99 CORRIDOR	
NOTES	SOURCE
	City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element
	City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element
	City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element
	City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element
	City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element
	City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element
	City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element
72nd Avenue from 208th to 212th is a heavily utilized transit route. Because of the frequency of buses on this street, Community Transit recommends providing bicycle lanes instead of a route designation, or, if bicycle lanes cannot be provided, to relocate the route designation to an alternative parallel street.	City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element
	City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR		
MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
S19	Pedestrian Safety	Install pedestrian activated Rectangular Rapid Flashing Beacons (RRFB's) with high-visibility crosswalk markings at the pedestrian crossings of the SR 104 on and off-ramps and provide safety lighting to illuminate the crosswalks.
Not Shown	Pedestrian and General Multimodal Circulation	Implement corridorwide wayfinding signage to local districts and major multimodal facilities

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR

NOTES

SOURCE

This is an interim improvement prior to the proposed reconfiguration of the ramp termini to eliminate high-speed movements.

DKS Associates

A corridorwide wayfinding system should be established providing signing at key intersections connecting to major destinations such as downtown, train station, SWIFT stops, nearest bicycle facilities, interurban trail access, parks and open space, local districts along the corridor, and freeway access.

Workshop and DKS Associates

COMMUNITY DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT		
MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
S20	Access to/from Transit and Major Employment Center	Improve connection between the Swedish Hospital Campus and the Swift Stations at 216th Street SW by implementing a pedestrian walkway system (potentially covered) internal to the campus with wayfinding to direct pedestrians to the various campus facilities including future land uses that support hospital expansion such as hotels and medical office buildings within the Health Care District.
S21	Access to/from Transit and Interurban Trail	Provide pedestrian and bicycle links that connect the Interurban Trail to the SWIFT Stations and Community Transit bus stops serving the Health Care District. When the property on the east side of SR 99 between 216th Street SW and 220th Street SW redevelops, require the development to dedicate an easement connecting the trail to SR 99.
S22	Pedestrian Safety / Access to Transit	"New pedestrian crossing at 234th Street which is the approximate mid-point of the large gap in crossings. This crossing may be achieved as shown in the notes column."
S24	"Traffic Safety Access Management / Safe Pedestrian Crossing"	Install raised median (with potential gateway features) between 240th and 238th. Channelize westbound traffic on 240th for right turns only. Allow u-turns at 238th. See note [1] below.
S25	"Traffic Safety Access Management / Safe Pedestrian Crossing"	236th Street to 234th Street. Install raised median and limited c-curb on SR 99. Restrict left turns from stop-controlled 236th Street.
S26	"Traffic Safety Access Management / Safe Pedestrian Crossing"	234th Street to 230th Street. Install raised median and limited c-curb on SR 99. Restrict left turns from stop-controlled 234th Street.
S27	"Traffic Safety Access Management / Safe Pedestrian Crossing"	230th Street to 228th Street. Install raised median and limited c-curb on SR 99. Restrict left turns from stop-controlled 234th Street.

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT

NOTES	SOURCE
The SWIFT stations at 216th Street SW serve corridor's largest employment center--the Swedish Hospital campus and its associated medical offices. The SWIFT bus rapid transit system and these stations are an ideal opportunity for employees and patients/visitors to access the campus by transit. However, the connection between the stations and the various facilities in the campus are by 216th Street SW and SR 99 driveways requiring pedestrians to walk up steep grades and through parking lots to access building entrances. The lack of connections, direction and amenities discourages people from taking transit to the site.	Community Transit and DKS Associates
The Interurban Trail generally parallels SR 99 and its alignment is closest to SR 99 between 216th Street SW and 220th Street SW--with only one parcel of land separation--an opportunity to provide a more direct link to the SWIFT stations (via crosswalks) and Community Transit bus stops located on the near and far sides of 216th Street SW. When the under-utilized land separating the trail from SR 99 redevelops, a condition of approval should require the property owner to dedicate an easement for this connection.	Community Transit and DKS Associates
A. With significant high density development at 234th node, potentially intersection would warrant a traffic signal (see long-term improvements) B. Install a HAWK pedestrian activated signal C. Install a temporary two-stage unsignalized crossing in the interim timeframe before a signal is warranted.	DKS Associates
The crossing at this location should be a priority given it improves access to the community health facility from transit and closes a 3,500 foot gap in protected crossings within this segment of Highway 99	
Improvements at 240th are geared towards obtaining a pedestrian crossing of SR 99 to close one of the crossing gaps in the corridor and to improve vehicular safety and access to the Burlington Coat Factory site. 240th Avenue at SR 99 is one of the highest vehicular collision locations in the corridor and it is not prudent to add an unsignalized crossing at this location. Current crossing demand is too low to warrant a short-term pedestrian crossing improvement. See long-term improvements.	SR 99 Access Management and Cross Section Focused Assessment
For long segments with numerous driveways, use intermittently placed medians to allow left turn in/out functions at key driveways. Access managed segments must permit u-turns at adjacent signalized intersections. Use median to restrict left turns from stop-controlled side streets with high collision histories unless the restriction conflicts with a short-term improvement or other proposed change in traffic control.	SR 99 Access Management and Cross Section Focused Assessment

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT, CONT'D.		
MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
S28	"Traffic Safety Access Management / Safe Pedestrian Crossing"	224th Street to 220th Street. Install raised median and limited c-curb on SR 99.
S29	Safe Pedestrian Crossing / Development Access	Install traffic signal at SR 99 / 234th including pedestrian crosswalks on all approaches.

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

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

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

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

IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

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

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT		
MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
S34	Pedestrian and Vehicular Safety / Ped Circulation	Safety improvements at the intersection of SR 99 / 224th Street SW and between 224th and 76th Avenues (particularly LT into Ranch 99 Market).
S35	Intersection Capacity & Safety / Ped Safety	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.
S36	Intersection Capacity & Safety / Ped Safety	SR 99 and 220th Street SW Widen 220th to add a 325-foot westbound right turn lane and a 300-foot eastbound right turn lane. Widen 220th to add a second westbound left turn lane. (This would add about 24 additional feet of crosswalk distance).
S37	Intersection Capacity & Safety / Ped Safety	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.
S38	Intersection Capacity	Signal Coordination on 220th St. SW from 76th Ave. W to SR 99.
Not Shown	Access Management & Traffic Flow Improvements	"Consideration of operational strategies to help SR 99 traffic flow optimization, including: <ul style="list-style-type: none"> - U-turns (recommended at intersections in the access management memorandum). - Jug handle movement accommodations at intersections. - Use of adaptive traffic signals."

NOTES:

1. From the southern border at the county line (MP 43.50) until approximately 1/4 mile to the north, just past the interchange area but before 240th Street SW (MP 43.72), SR 99 is designated as **Limited Access Partially Controlled**. This is defined as "At-grade intersections are allowed for selected public roads and approaches for existing private driveways, no commercial approaches allowed, and no direct access if alternate public road access is available".
2. From the point just north of the SR 104 interchange (MP 43.72) northward through both Edmonds and Lynnwood (MP 43.72 - 48.92), the designation of SR 99 is **Managed Access Class 4**.

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT

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

3. **State of Washington Legal Requirements of M4 Highways.** Class 4 Managed Access highways are designed to have a posted speed limit of 30 to 35 mph in urbanized areas and 35 to 45 mph in rural areas. In urban areas and developing areas where higher volumes are present or growth that will require a change in intersection control is expected in the foreseeable future, it is imperative that the location of any public access point be planned carefully to ensure adequate traffic progression. Where feasible, major intersecting roadways that might ultimately require intersection control changes are planned with a minimum of ½-mile spacing. Private access connections to the highway are spaced 250 feet apart, only a single access for individual or contiguous parcels under the same owner, and variance permits may be allowed.
4. **Within Incorporated Cities.** Under RCW 35.78.030 and RCW 47.50, incorporated cities and towns have jurisdiction over access permitting on streets designated as state highways. Accesses located within incorporated cities and towns are regulated by the city or town and no deviation by WSDOT will be required. Document decisions made on these accesses in the DDP.

PROPOSED LONG-TERM TRANSPORTATION IMPROVEMENTS

IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR		
MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
L1	Pedestrian Circulation	Widen sidewalks on SR 99 from 212th street to 240th Street to include a minimum 4-foot wide planting strip to buffer pedestrians from moving traffic. Use space for placement of appropriate street trees.
L2	Vehicular / Pedestrian Safety	Install street lighting on SR 99 corridor to close gaps and to achieve uniform spacing and illumination. Install safety lighting at intersections as part of this improvement.

SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT		
MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
L3	Pedestrian Circulation	Install new signal at 240th (with crosswalks on all four legs) concurrent with new development at 240th node. Consolidate and relocate driveways to 240th (helps meet signal warrants)
L4	Vehicular / Pedestrian Safety	Reconfigure off-ramps as conventional 90-degree stop control intersections. The Rectangular Rapid Flashing Beacons (RRFB's) recommended as an interim short-term improvements (S19) may continue to be used with the reconfigured ramps.

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR

NOTES	SOURCE
This improvement requires approximately 6-feet of right of way. The City should require dedication of right of way (or a permanent public access easement) from private property when redeveloped. Dedication or easement may also be used when properties adjacent to local bus stops redevelop in order to obtain width for ADA compliance and bus shelters.	"Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates"
This improvement may also be implemented in conjunction with district identity, streetscape, or themed urban design projects.	"Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates"

SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT

NOTES	SOURCE
This improvement requires approximately 6-feet of right of way. The City should require dedication of right of way (or a permanent public access easement) from private property when redeveloped. Dedication or easement may also be used when properties adjacent to local bus stops redevelop in order to obtain width for ADA compliance and bus shelters.	"Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates"
This improvement may also be implemented in conjunction with district identity, streetscape, or themed urban design projects.	"Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates"

PROPOSED LONG-TERM TRANSPORTATION IMPROVEMENTS

IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
----------------	------------------	----------------------------

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

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

IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT

MAP IDENTIFIER	IMPROVEMENT TYPE	DESCRIPTION OF IMPROVEMENT
L10	Access Management	238th Street to 236th Street. Install raised median and limited c-curb on SR 99.
L11	Access Management	228th Street to 224th Street. Install raised median and limited c-curb on SR 99.
L12	Access Management	220th Street to 216th Street. Install raised median and limited c-curb on SR 99.
L13	Access Management	216th Street to 212th Street. Install raised median and limited c-curb on SR 99.

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

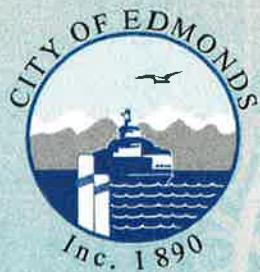
NOTES	SOURCE
These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive.	Comprehensive Plan 2015 Transportation Element
These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive.	Comprehensive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

IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT

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

APPENDIX A: PLANNED ACTION ENVIRONMENTAL IMPACT STATEMENT

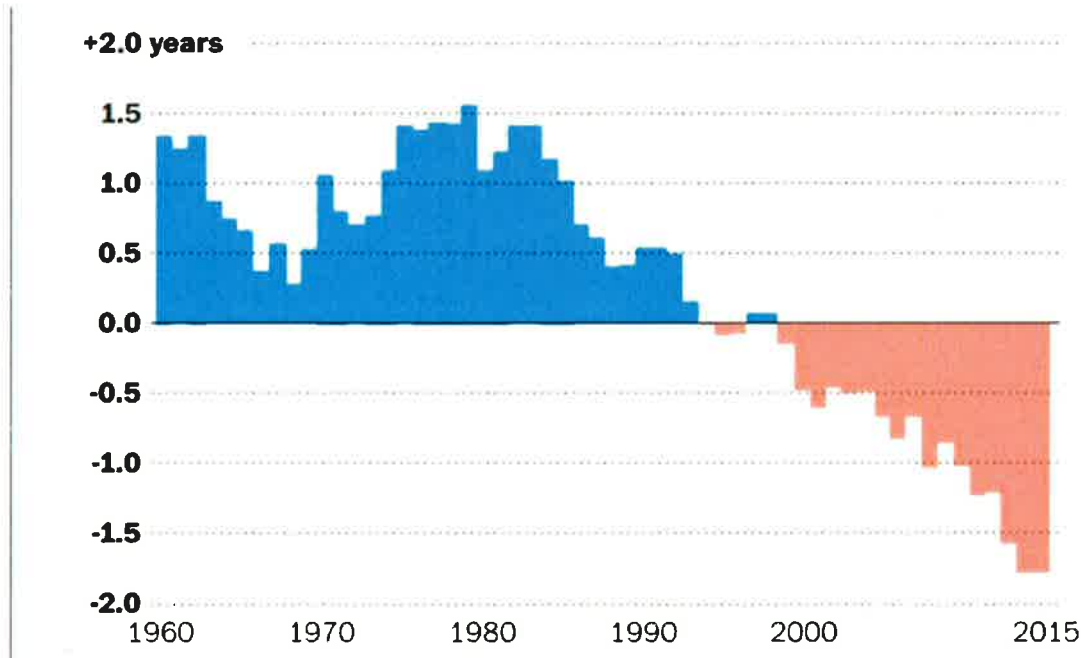
**Edmonds Highway 99 Subarea Plan
JUNE 2017**



E:47:18
6.13.2018

Americans are dying younger than people in other rich nations

By [Washington Post](#) on Dec 27, 2017 at 8:12 p.m



American lives are shorter on average than those in other wealthy nations and the gap is growing ever wider, according to the latest data released by the Centers for Disease Control and Prevention. As recently as 1979, the typical American could expect to live roughly 1.5 years longer than the average resident of one of the other countries in the Organization for Economic Co-operation and Development - a group of 35 wealthy, predominately Western nations.

The typical American baby born in 1979 could expect to live about 73.9 years, while the typical baby born in one of the other 34 OECD countries would live roughly to age 72.3. But by 2015 that gap had flipped. The average American born that year could expect to live a little less than 79 years, while the typical baby born in an OECD country had an expected life span of nearly 81 years.

[▶ Listen Live](#)

[All Transmitters Operating Normally \(http://hawaiipublicradio.org/post/all-transmitters-are-operating-normally-0\)](http://hawaiipublicradio.org/post/all-transmitters-are-operating-normally-0)

Homeless H4 Project: Hygiene, Healthcare, Housing and Humanitarian Services

By [WAYNE YOSHIOKA \(/PEOPLE/WAYNE-YOSHIOKA\)](#) • DEC 18, 2017

 [Tweet \(http://twitter.com/intent/tweet?](http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&text=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project)

[url=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&text=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project](http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&text=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project)

 [Share \(http://facebook.com/sharer.php?](http://facebook.com/sharer.php?u=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&t=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project)

[u=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&t=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project](http://facebook.com/sharer.php?u=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&t=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project)

 [Google+ \(https://plus.google.com/share?url=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm\)](https://plus.google.com/share?url=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm)

 [Email \(mailto:?](mailto:?subject=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project)

[subject=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project](mailto:?subject=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project)

Emergency medical care for Honolulu's homeless cost taxpayers millions of dollars each year. Now, there's a possible solution. HPR's Wayne Yoshioka reports.

Listen

2:33

Homeless H4 Project

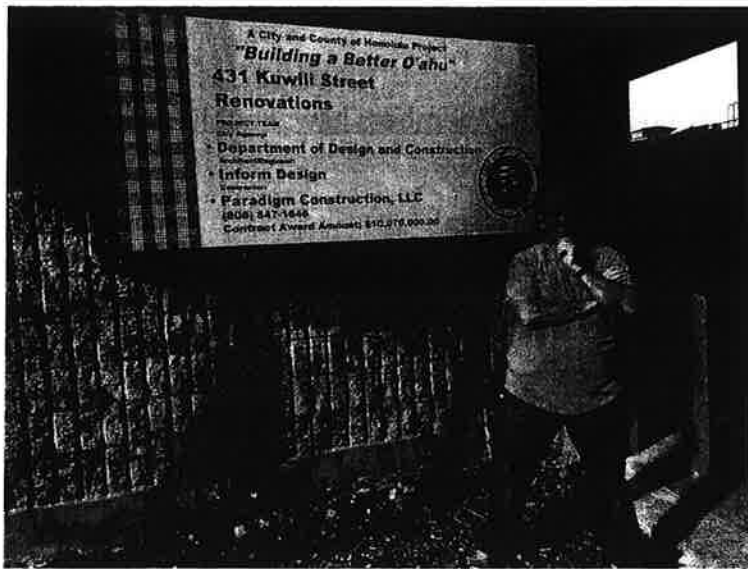
A former clothing manufacturing building on Kuwili Street in Iwilei is the site of the future Homeless H-4 Project. Plans call for a Hygiene Center on the first floor, healthcare on the second, and housing for about 40 people on the third and fourth. Senator Josh Green is also an emergency room doctor on the Big Island.



(<http://mediad.publicbroadcasting.net/p/khpr/files/st>

Homeless H4 (Hygiene, Healthcare, Housing, Humanitarian) project on Kuwili Street in Iwilei.

CREDIT WAYNE YOSHIOKA



(http://mediad.publicbroadcasting.net/p/khpr/files/styles/x_large/public/2017/12/IMG_0439.jpg)

Senator Josh Green, an emergency room physician, is co-founder of Hawai'i Homeless Healthcare Hui which is spearheading the Homeless H4 Project.

CREDIT WAYNE YOSHIOKA

"The average individual who's homeless for a long time ends up spending tens and tens of thousand of dollars going to the emergency department, getting taken there by the medics, by the police having to pick people up, the average person spending \$80-thousand per year and then not getting any better. The moment you put a roof over somebody's head with the H4 project, we're gonna decrease the cost by 43 percent."

The Hawai'i Medical Service Association is contributing 8 million dollars for the project and Queens Medical Center will provide physicians and staff for healthcare. The City and County of Honolulu purchased the building for 6 million dollars. Mayor Kirk Caldwell says other cities have them but the H4 project is the first of its kind in Hawai'i.

"This is a public-private partnership. The City is bringing to the table, the infrastructure in terms of the building. We're bringing some of the money to build out, and we're reaching out to the private sector to provide the wrap-around services. It's something that we can't do, as you know, all counties in the State of Hawai'i are not in the healthcare business and so we need assistance from the private sector to do that."

Another 10 million dollars is budgeted for construction. Honolulu City Councilmember, Joey Manahan, says the center will serve the largest concentration of homeless people in Honolulu.

"I think we'll have 4 or 5 showers as well as washing machines for people to do laundry for free and I think that's a huge other component that a lot of homeless individuals kinda need because they've been living out, exposed, for so long."

Requests for Proposals to operate the hygiene center will go out soon. Senator Green says once the project is completed in 4-6 months it can be duplicated statewide.



(<http://mediad.publicbroadcasting.net/p/khpr/files/sty>)





Honolulu Mayor, Kirk Caldwell, discusses the Homeless H4 Project with Department of Community Services director, Pam Witty-Oakland.

CREDIT WAYNE YOSHIOKA

“We spend \$2 billion a year on Medicaid. If we could save 40 percent of that, that’s \$800 million. If we save even a fraction of that, it will help the taxpayer, it will help keep premiums down but most importantly it will help keep people who are really having a tough go. And that’s a chronically homeless individual.”

, or HPR News, I’m Wayne Yoshioka.

TAGS: [HOMELESS H4 PROJECT \(/TERM/HOMELESS-H4-PROJECT\)](#) [DR. JOSH GREEN \(/TERM/DR-JOSH-GREEN\)](#)
[431 KUWILI STREET \(/TERM/431-KUWILI-STREET\)](#) [QUEEN'S MEDICAL CENTER \(/TERM/QUEENS-MEDICAL-CENTER\)](#)
[HMSA \(/TERM/HMSA\)](#) [HPR NEWS \(/TERM/HPR-NEWS\)](#)

-  [Tweet \(http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&text=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project\)](http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&text=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project)
-  [Share \(http://facebook.com/sharer.php?u=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&t=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project\)](http://facebook.com/sharer.php?u=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm&t=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project)
-  [Google+ \(https://plus.google.com/share?url=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm\)](https://plus.google.com/share?url=http%3A%2F%2Fwww.tinyurl.com%2Fy7548cdm)
-  [Email \(mailto:?subject=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project\)](mailto:?subject=Homeless%20H4%20Project%3A%20Hygiene%2C%20Healthcare%2C%20Housing%20and%20Humanitarian%20Services%20Project)

0 Comments khpr

 Login ▾

 Recommend  Share

Sort by Best ▾



Start the discussion...

LOG IN WITH

OR SIGN UP WITH DISQUS 

Name

Be the first to comment.

 Subscribe  Add Disqus to your siteAdd DisqusAdd  Disqus' Privacy PolicyPrivacy PolicyPrivacy

Programs (<http://hawaiipublicradio.org/programs>)

Terms of Service (<http://hawaiipublicradio.org/terms-service>)

Contact (<http://hawaiipublicradio.org/contact>)

Privacy (<http://hawaiipublicradio.org/privacy-policy>)

Support (<http://members.hawaiipublicradio.org>)

© 2018 Hawaii Public Radio



ADM Crisis Center Family Information

The ADM Crisis Center includes a 16 bed, sub-acute medical detox facility staffed by nurses, counselors, counselor interns, and administrative staff. During your family member or loved one's stay at the ADM Crisis Center, he/she will receive a nursing assessment and chemical dependency assessment, along with 24-hour medical care with medication management. He/she will be required to attend all scheduled activities which include participation in self-help groups, individual counseling, group counseling, and 12-step meetings. Recreational activities may include yoga and art therapy. Referrals to treatment services and other needed services in the community will be made during their stay, and they will receive support from recovery coaches.

What To Expect

- Individuals can expect to be at the ADM Crisis Center for 3-5 days; however the stay could be extended based on medical necessity.
- If you are concerned about the well-being of your loved one, you may call and leave a message with a counselor intern or a nurse at 330-996-7730.
- Your family member or loved one will need to complete a consent form in order for staff to discuss their progress with you and/or accept any drop-offs.
- If your family member or loved one is in need of approved items, staff will contact you, and you may drop off the requested items from 7:00 a.m. to 10:00 a.m. or 4:30 p.m. to 7:30 p.m. Drop-offs are not permitted at any other time. The ADM Crisis Center is located at 15 Frederick Avenue in Akron.
- Prior to discharge, it is beneficial for a family member to attend a 15-minute meeting to provide information that allows the family member to learn how he/she can be an effective part of the client's recovery process.
- Oriana House offers the Family Matters Education Program to family members and friends of Oriana House clients affected by addiction and offers to provide encouragement and support. Positive family involvement can assist in continued sobriety. Ask a staff member of the ADM Crisis Center for more information about these weekly, evening meetings.



Oriana House, Inc., is an affiliate of the
County of Summit

ADM  **Alcohol, Drug Addiction & Mental Health Services Board**

The Summit County
ADM *Crisis*
Center

*If you or someone you love
needs help overcoming an
addiction, call our caring,
professional staff. We are here
to help you get started on the
road to recovery.*

Treatment works. People recover.



The Summit County ADM Crisis Center provides a starting point for Summit County residents to access comprehensive alcohol and drug abuse treatment services.

More than 7,000 people use the chemical dependency treatment services provided at the ADM Crisis Center each year. Individuals may come to the Crisis Center on their own, or with the help of a loved one. They may also be referred by employers, physicians, social service agencies, law enforcement officers, or other criminal justice professionals.

The County of Summit Alcohol, Drug Addiction, and Mental Health Services (ADM) Board chose Oriana House to operate the chemical dependency treatment programs. Psychiatric emergency services are provided on the top level of the Crisis Center by Portage Path Behavioral Health. Having assessment and treatment resources available to those in need is the first step in creating stronger, safer communities in Summit County.



Summit County ADM Crisis Center
15 Frederick Avenue • Akron, OH • 44310
330.996.7730



The Summit County ADM Crisis Center provides a compassionate and cost-effective point of entry to comprehensive alcohol and drug treatment services for Summit County residents.

Central Assessment

Central Assessment provides chemical dependency evaluations with treatment recommendations and referrals for adult, Summit County residents seeking alcohol and chemical dependency treatment services. Clients can be self-referred or referred by family, friends, community agencies, courts, or probation or parole officers.

Individuals in need of alcohol and chemical dependency treatment services can call 330-996-7730 to make an appointment for an assessment. Walk-ins are also accepted Monday through Friday from 8 a.m. - 1 p.m. Assessments can last up to three hours.

Following the assessment, clients are referred to residential or nonresidential treatment programs depending on their level of need.

Cost is based on a sliding fee scale and some insurance is accepted.

For more information, on any of these services call 330-996-7730.

Detoxification

Detoxification is a set of interventions aimed at managing alcohol and other drug withdrawal. The detoxification process consists of three essential components: evaluation, stabilization, and preparation for entry into substance abuse treatment. The Detoxification Unit provides medically supervised inpatient and outpatient services to adult, Summit County residents who are intoxicated or experiencing withdrawal symptoms. A licensed treatment counselor does a comprehensive assessment to determine the appropriate level of detoxification care and follow-up treatment.

Sub-acute (inpatient) Detox: Round-the-clock nursing care and medical support from a physician are provided. Medications are used to treat withdrawal from alcohol, opiates (including heroin and prescription drugs), and sedatives. Individuals usually remain in the Detoxification Unit for three to five days.

Ambulatory (outpatient) Detox: Ambulatory Detoxification may be an option for individuals with a supportive home environment. An appointment is made with a treatment counselor, medical staff, and a treatment readiness facilitator to discuss expectations, medication, and counseling. The treatment counselor will make a referral for treatment which will continue upon completion of ambulatory detox. If eligible, a physical exam and the first dosage of medication is scheduled. The individual needs to return daily to the ADM Crisis Center initially to receive medications and counseling support for a period of three to five days.

Cost is based on a sliding fee scale and some insurance is accepted.

Peer Support

Support Groups
Peer support groups meet regularly at the ADM Crisis Center to help keep people motivated and on-track while waiting to begin residential treatment. Led by trained recovery coaches, these groups help people face challenges by pairing them alongside others who are going through similar struggles and providing information and encouragement.

Recovery Coaches
These individuals have gone through recovery and are trained to serve as personal guides and mentors to others who are seeking or in recovery. Recovery coaches spend time with the individuals they support and are available to help them with all aspects of their recovery.

Treatment Readiness

A Treatment Readiness Group holds daily, open meetings Monday through Friday, allowing individuals to be engaged in the recovery process while they await services for their next level of care. There are two group facilitators (a licensed treatment counselor and a recovery coach) who help clients identify and respond to their individual barriers. The facilitators also help the clients develop and practice relapse prevention skills.

Drop-In Center

The Drop-In Center is for adult, Summit County residents who require a short stay in a safe environment so they may sufficiently recuperate from the immediate effects of alcohol and/or drugs. Clients may be self-referred or brought to the Drop-In Center by police. Clients remain in the Drop-In Center and are monitored for withdrawal symptoms until the effects of the substance have dissipated. Assessments and referral services to community treatment agencies are offered.

There is no cost to the client for the Drop-In Center.



Summit Link

The Summit Link program monitors individuals who have a pending misdemeanor charge related to drugs or alcohol and have been ordered by the court to undergo treatment counseling. Clients are assessed, referred to residential or nonresidential treatment programs, and monitored for compliance and coordination of treatment services.

Clients are not charged any fees for the Summit Link program.

Oriana House, Inc.

Oriana House has been involved in helping people overcome their addictions since 1981.

The Summit County ADM Board is responsible for providing treatment and prevention services for Summit County residents who experience addictions or mental illnesses. The ADM Board contracts with more than 25 community agencies to provide these essential services for people at critical times in their lives.

Oriana House is proud to be a part of the Summit County ADM system.

*For more information on
alcohol and drug abuse treatment services
offered at the
Summit County ADM Crisis Center,
call 330-996-7730.*

It is the policy of Oriana House, Inc., to not discriminate based on race, color, religion, sex, national origin, disability, age, sex (wages), genetics, gender, sexual orientation, HIV status, retaliation, and military/veteran status.



www.orianahouse.org



www.admboard.org

VERDANT BOARD DECISION STATUS*E:49:18
6.13.2018***Today's Date: 13 June 2018****Decision Area: Value Village property**

Relevant Background Information: There is interest by the Board of Commissioners in developing the current Value Village property into something that better supports the mission of Public Hospital District #2. At the December 2017 Board Retreat, the Commissioners indicated that they would like a decision made about this property by the end of calendar year 2018.

Previous Decisions Made on This Issue

Date of Decision	Action Taken/Decision Made	Outcome
January 2017	February 2017 Board study session to focus on Value Village property	Discussion on Value Village property shelved until February 2017 Board study session
February 2017	Board decision to "make a decision" about Value Village lease by December 2017 Board discussed the pros and cons of 1) keeping Value Village property status quo; 2) developing medical office building; and 3) developing a behavioral health center Commissioner proposed that a Board committee be formed to work on this issue Commissioners interested in community feedback Commissioners wanted a Gantt Chart of activities towards Value Village property development	Fenn tasked with developing Gantt Chart and obtaining community feedback for June 2017 Board study session
June 2017	Results of commissioner and staff surveys on Value Village property shared Results of community conversations on Value Village property shared Gantt Chart on activities shared	Decision on Value Village property shelved until later date
August 2017	Presentation by Patrick Doherty (City of Edmonds Planning) on the Highway 99 Plan	No outcome; information only
September 2017	Process of data collection, staff and Board surveys, community conversations and mapping of current medical office buildings reviewed	Decision on Value Village property shelved until December 2017 Board retreat
December 2017	Discussion of Value Village at Board retreat	Directive to Fenn to continue process until a decision could be made with the hopes that a decision will be finalized by the Fall of 2018 with design/architect plans being planned for December 2018 or early Spring 2019
January 2018	New lease signed with Value Village	New lease with Value Village (terminates 2021)
March 2018	Fenn presented list of items to be included in a binder for each commissioner for the June 2018 Value Village discussion and asked for additional items to include	No outcome; information only

Next Decision Milestone or Deadline: June 2018 Board Study Session

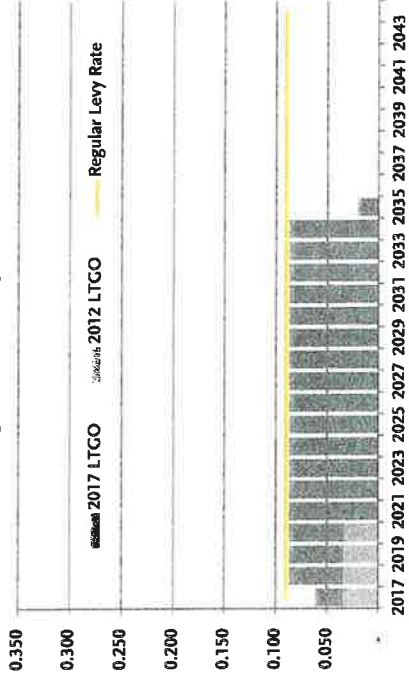
PHD No. 2, Snohomish County (Verdant Health)

LTGO Levy Analysis

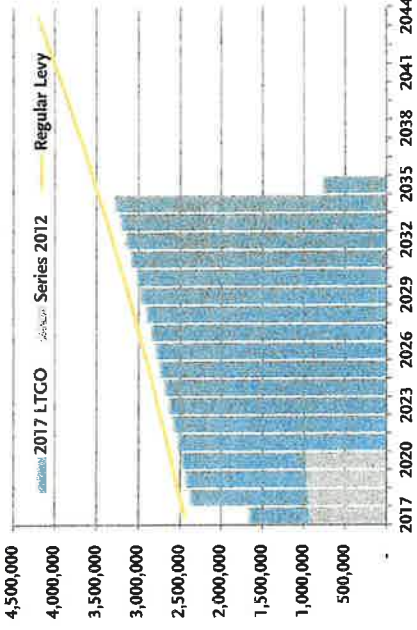
Pro-Forma Levy Analysis

\$28.7MM Debt Capacity

Regular Annual Levy Rates

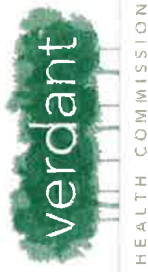


Debt Service and Levy Amounts



Year	Assessed Valuation ⁽¹⁾	Regular Levy ⁽¹⁾	Regular Levy Rate	Series 2012 Debt Service	Principal	2017 LTGO Interest	Debt Service	Total LTGO Debt Service	Surplus Levy	Levy Coverage	Percentage of M&O Levy
2017	27,059,319,772	2,462,398	0.091	947,550	-	716,875	716,875	1,664,425	797,973	1.48x	68%
2018	27,600,506,167	2,511,646	0.091	957,350	-	1,433,750	1,433,750	2,391,100	120,546	1.05x	95%
2019	28,152,516,291	2,561,879	0.091	971,100	35,000	1,433,750	1,468,750	2,439,850	122,029	1.05x	95%
2020	28,715,566,617	2,613,117	0.091	983,650	70,000	1,432,000	1,502,000	2,485,650	127,467	1.05x	95%
2021	29,289,877,949	2,665,379	0.091	-	1,105,000	1,428,500	2,533,500	2,533,500	131,879	1.05x	95%
2022	29,875,675,508	2,718,686	0.091	-	1,215,000	1,373,250	2,588,250	2,588,250	130,436	1.05x	95%
2023	30,473,189,018	2,773,060	0.091	-	1,325,000	1,312,500	2,637,500	2,637,500	135,560	1.05x	95%
2024	31,082,652,798	2,828,521	0.091	-	1,445,000	1,246,250	2,691,250	2,691,250	137,271	1.05x	95%
2025	31,704,305,854	2,885,092	0.091	-	1,570,000	1,174,000	2,744,000	2,744,000	141,092	1.05x	95%
2026	32,338,391,971	2,942,794	0.091	-	1,705,000	1,095,500	2,800,500	2,800,500	142,294	1.05x	95%
2027	32,985,159,811	3,001,650	0.091	-	1,845,000	1,010,250	2,855,250	2,855,250	146,400	1.05x	95%
2028	33,644,863,007	3,061,683	0.091	-	1,995,000	918,000	2,913,000	2,913,000	148,683	1.05x	95%
2029	34,317,760,267	3,122,916	0.091	-	2,155,000	818,250	2,973,250	2,973,250	149,666	1.05x	95%
2030	35,004,115,473	3,185,375	0.091	-	2,320,000	710,500	3,030,500	3,030,500	154,875	1.05x	95%
2031	35,704,197,782	3,249,082	0.091	-	2,495,000	594,500	3,089,500	3,089,500	159,582	1.05x	95%
2032	36,418,281,738	3,314,064	0.091	-	2,685,000	489,750	3,154,750	3,154,750	159,314	1.05x	95%
2033	37,146,647,372	3,380,345	0.091	-	2,880,000	385,500	3,215,500	3,215,500	164,845	1.05x	95%
2034	37,889,580,320	3,447,952	0.091	-	3,080,000	191,500	3,281,500	3,281,500	166,452	1.05x	95%
2035	38,647,371,926	3,516,911	0.091	-	740,000	37,000	777,000	777,000	2,739,911	4.53x	22%
2036	39,420,319,365	3,587,249	0.091	-	-	-	-	-	3,587,249	N/A	0%
2037	40,208,725,752	3,658,994	0.091	-	-	-	-	-	3,658,994	N/A	0%
2038	41,012,900,267	3,732,174	0.091	-	-	-	-	-	3,732,174	N/A	0%
2039	41,833,158,273	3,806,817	0.091	-	-	-	-	-	3,806,817	N/A	0%
2040	42,669,821,438	3,882,954	0.091	-	-	-	-	-	3,882,954	N/A	0%
2041	43,523,217,867	3,960,613	0.091	-	-	-	-	-	3,960,613	N/A	0%
2042	44,393,682,224	4,039,825	0.091	-	-	-	-	-	4,039,825	N/A	0%
2043	45,281,555,869	4,120,622	0.091	-	-	-	-	-	4,120,622	N/A	0%
2044	46,187,186,986	4,203,034	0.091	-	-	-	-	-	4,203,034	N/A	0%
Total:					\$ 28,675,000	-	-	-	-	-	-

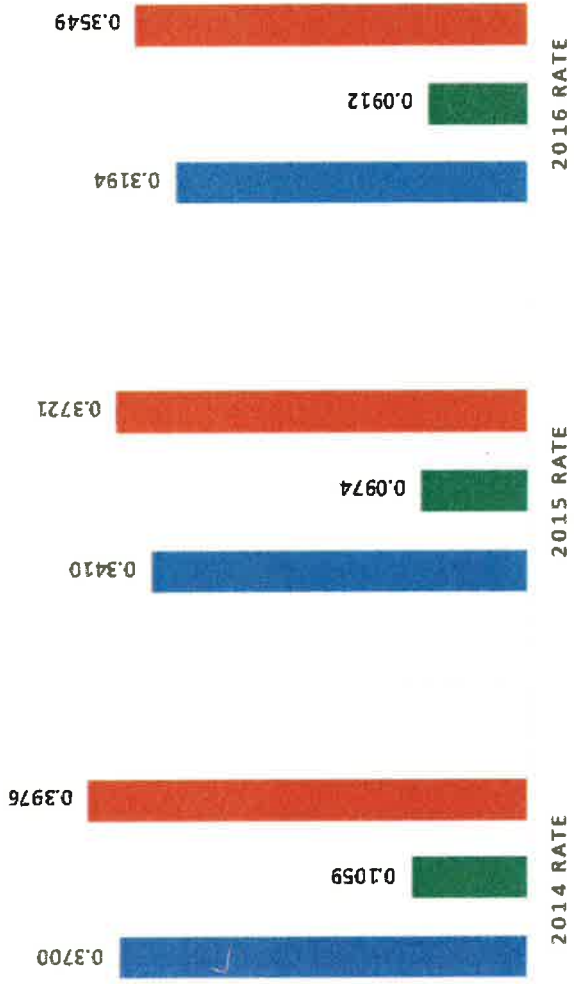
Notes: ⁽¹⁾ Assumes annual growth rate of 2.0%.



Verdant Health Commission
Building the Foundation for a Healthier Community

Maintenance and Operations Tax Levy: Recent Rates

- Evergreen Health Monroe (PHD#1)
- Verdant Health Commission (PHD#2)
- Cascade Valley Hospital and Clinics (PHD#3)

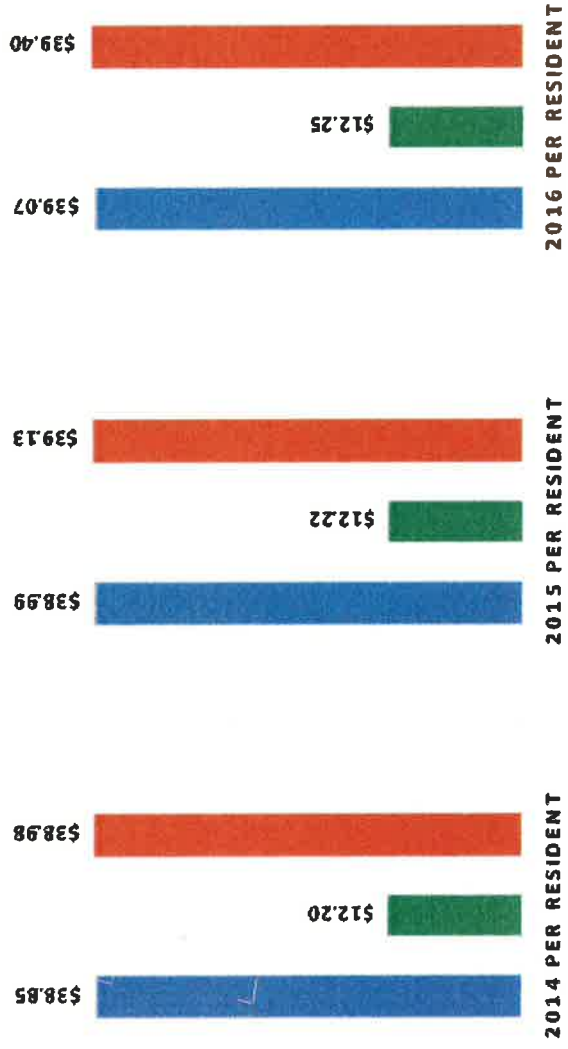




Verdant Health Commission
Building the Foundation for a Healthier Community

Maintenance and Operations Tax Levy: Per Resident Per Year

- Evergreen Health Monroe (PHD#1)
- Verdant Health Commission (PHD#2)
- Cascade Valley Hospital and Clinics (PHD#3)



SOURCES AND USES OF FUNDS

Public Hospital District No. 2, Snohomish County, Washington
(Verdant Health Commission)
Series 2017A LTGO Bonds and Series 2017B Revenue Bonds

Dated Date 06/01/2017
Delivery Date 06/01/2017

Sources:	Series 2017 LTGO Bonds	Series 2017 Revenue Bonds	Total
Bond Proceeds:			
Par Amount	28,675,000.00	34,075,000.00	62,750,000.00
Premium	3,280,510.50		3,280,510.50
	31,955,510.50	34,075,000.00	66,030,510.50

Uses:	Series 2017 LTGO Bonds	Series 2017 Revenue Bonds	Total
Project Fund Deposits:			
Project Fund	31,382,010.50	30,000,000.00	61,382,010.50
Other Fund Deposits:			
Debt Service Reserve Fund		3,392,555.19	3,392,555.19
Delivery Date Expenses:			
Cost of Issuance	573,500.00	681,500.00	1,255,000.00
Other Uses of Funds:			
Additional Proceeds		944.81	944.81
	31,955,510.50	34,075,000.00	66,030,510.50

BOND PRICING

Public Hospital District No. 2, Snohomish County, Washington
(Verdant Health Commission)
Series 2017 LTGO Bonds

Bond Component	Maturity Date	Amount	Rate	Yield	Price	Yield to Maturity	Call Date	Call Price	Premium (-Discount)
Serial Bonds:									
	12/01/2019	35,000	5.000%	2.340%	106.422				2,247.70
	12/01/2020	70,000	5.000%	2.510%	108.293				5,805.10
	12/01/2021	1,105,000	5.000%	2.690%	109.729				107,505.45
	12/01/2022	1,215,000	5.000%	2.810%	111.088				134,719.20
	12/01/2023	1,325,000	5.000%	2.950%	112.044				159,583.00
	12/01/2024	1,445,000	5.000%	3.060%	112.913				186,592.85
	12/01/2025	1,570,000	5.000%	3.170%	113.542				212,609.40
	12/01/2026	1,705,000	5.000%	3.260%	114.117				240,694.85
	12/01/2027	1,845,000	5.000%	3.340%	113.418 C	3.465%	12/01/2026	100.000	247,562.10
	12/01/2028	1,995,000	5.000%	3.410%	112.810 C	3.628%	12/01/2026	100.000	255,559.50
	12/01/2029	2,155,000	5.000%	3.490%	112.120 C	3.775%	12/01/2026	100.000	261,186.00
	12/01/2030	2,320,000	5.000%	3.550%	111.606 C	3.887%	12/01/2026	100.000	269,259.20
	12/01/2031	2,495,000	5.000%	3.620%	111.010 C	3.992%	12/01/2026	100.000	274,699.50
	12/01/2032	2,685,000	5.000%	3.690%	110.417 C	4.086%	12/01/2026	100.000	279,696.45
	12/01/2033	2,880,000	5.000%	3.750%	109.912 C	4.163%	12/01/2026	100.000	285,465.60
	12/01/2034	3,090,000	5.000%	3.810%	109.410 C	4.233%	12/01/2026	100.000	290,769.00
	12/01/2035	740,000	5.000%	3.860%	108.994 C	4.291%	12/01/2026	100.000	66,555.60
		28,675,000							3,280,510.50

Dated Date	06/01/2017
Delivery Date	06/01/2017
First Coupon	12/01/2017
Par Amount	28,675,000.00
Premium	3,280,510.50
Production Underwriter's Discount	31,955,510.50 111.440316%
Purchase Price	31,955,510.50 111.440316%
Accrued Interest	
Net Proceeds	31,955,510.50

BOND DEBT SERVICE

Public Hospital District No. 2, Snohomish County, Washington
(Verdant Health Commission)
Series 2017A LTGO Bonds and Series 2017B Revenue Bonds

Period Ending	Principal	Coupon	Interest	Debt Service
12/01/2017			1,544,787.50	1,544,787.50
12/01/2018	805,000	4.000%	3,089,575.00	3,894,575.00
12/01/2019	820,000	** %	3,057,375.00	3,877,375.00
12/01/2020	845,000	** %	3,024,225.00	3,869,225.00
12/01/2021	1,860,000	** %	2,989,725.00	4,849,725.00
12/01/2022	1,945,000	** %	2,904,275.00	4,849,275.00
12/01/2023	2,035,000	** %	2,814,325.00	4,849,325.00
12/01/2024	2,130,000	** %	2,719,675.00	4,849,675.00
12/01/2025	2,230,000	** %	2,620,025.00	4,850,025.00
12/01/2026	2,335,000	** %	2,515,125.00	4,850,125.00
12/01/2027	2,445,000	** %	2,404,675.00	4,849,675.00
12/01/2028	2,565,000	** %	2,285,425.00	4,850,425.00
12/01/2029	2,690,000	** %	2,160,025.00	4,850,025.00
12/01/2030	2,820,000	** %	2,028,200.00	4,848,200.00
12/01/2031	2,960,000	** %	1,889,700.00	4,849,700.00
12/01/2032	3,105,000	** %	1,744,025.00	4,849,025.00
12/01/2033	3,260,000	5.000%	1,590,875.00	4,850,875.00
12/01/2034	3,420,000	5.000%	1,427,875.00	4,847,875.00
12/01/2035	3,595,000	5.000%	1,256,875.00	4,851,875.00
12/01/2036	3,775,000	5.000%	1,077,125.00	4,852,125.00
12/01/2037	3,960,000	5.000%	888,375.00	4,848,375.00
12/01/2038	4,160,000	5.250%	690,375.00	4,850,375.00
12/01/2039	4,380,000	5.250%	471,975.00	4,851,975.00
12/01/2040	4,610,000	5.250%	242,025.00	4,852,025.00
	62,750,000		47,436,662.50	110,186,662.50

BOND DEBT SERVICE

Public Hospital District No. 2, Snohomish County, Washington
(Verdant Health Commission)
Series 2017 Revenue Bonds

Period Ending	Principal	Coupon	Interest	Debt Service
12/01/2017			827,912.50	827,912.50
12/01/2018	805,000	4.000%	1,655,825.00	2,460,825.00
12/01/2019	785,000	4.000%	1,623,625.00	2,408,625.00
12/01/2020	775,000	4.000%	1,592,225.00	2,367,225.00
12/01/2021	755,000	4.000%	1,561,225.00	2,316,225.00
12/01/2022	730,000	4.000%	1,531,025.00	2,261,025.00
12/01/2023	710,000	4.000%	1,501,825.00	2,211,825.00
12/01/2024	685,000	4.000%	1,473,425.00	2,158,425.00
12/01/2025	660,000	4.000%	1,446,025.00	2,106,025.00
12/01/2026	630,000	4.000%	1,419,625.00	2,049,625.00
12/01/2027	600,000	4.500%	1,394,425.00	1,994,425.00
12/01/2028	570,000	4.500%	1,367,425.00	1,937,425.00
12/01/2029	535,000	4.500%	1,341,775.00	1,876,775.00
12/01/2030	500,000	4.500%	1,317,700.00	1,817,700.00
12/01/2031	465,000	4.500%	1,295,200.00	1,760,200.00
12/01/2032	420,000	4.500%	1,274,275.00	1,694,275.00
12/01/2033	380,000	5.000%	1,255,375.00	1,635,375.00
12/01/2034	330,000	5.000%	1,236,375.00	1,566,375.00
12/01/2035	2,855,000	5.000%	1,219,875.00	4,074,875.00
12/01/2036	3,775,000	5.000%	1,077,125.00	4,852,125.00
12/01/2037	3,960,000	5.000%	888,375.00	4,848,375.00
12/01/2038	4,160,000	5.250%	690,375.00	4,850,375.00
12/01/2039	4,380,000	5.250%	471,975.00	4,851,975.00
12/01/2040	4,610,000	5.250%	242,025.00	4,852,025.00
	34,075,000		29,705,037.50	63,780,037.50



76th Professional Commons

Warren Building

Stevens Health Center

Edmonds Medical Plaza

Swedish Edmonds Hospital

Swedish Cancer Institute Radiation Oncology

Parking Garage

Edmonds Pavilion

Swedish Cancer Institute Medical Oncology

Swedish Radia Imaging Center

Kruger Clinic

Aegis

Aldercrest Rehab

The Everett Clinic

Nordone Mechanical Contractors

Value Village

Texaco

McDonalds

Canopy World



P - Parking
P - Parking
... - Walkway from Garage to Hospital
- Construction Zone
- Restricted, EMS Only

To/From I-5

NORTH

Swedish Edmonds Hospital

Owner: PHD2
21601 76th Ave W
Parcel #00580700002500

Value Village

Owner: PHD2
21558 Hwy 99
Parcel #00580700002201

Swedish Kruger Medical Office Building (Formerly: Kruger Clinic)

Owner: PHD2
21600 Hwy 99
Parcel #00580700002900

Swedish Radia Imaging Center

Owner: PHD2
21700 Hwy 99
Parcel #00580700003000

Swedish Cancer Institute Medical Oncology

Owner: Swedish?
21632 Hwy 99
Parcel #?

Edmonds Medical Pavilion (Building Only)

Owner: Stevens Pavilion LLC Leased by: Healthcare Realty
7320 216th Street SW
Parcel #00580700002902

Edmonds Health Center (Formerly: Stevens Health Center)

Owners: Healthcare Realty
21701 76th Ave W
Parcel #00580700002702

Edmonds Medical Plaza

Owner: Healthcare Realty
21616 76th Ave W
Parcel #00461000100101

Stevens Health Center

Owners: Healthcare Realty
21701 76th Ave. W
Parcel #00580700002702

Warren Medical Center

Owner: Healthcare Realty
21727 76th Ave W
Parcel #00580700002701

Everett Clinic Building (Formerly: Premier Orthopedics)

Owner: Edmonds Medical Bldg. Assoc. LLC
21401 72nd Ave W
Parcel #00580700002208

76th Ave Professional Commons

Owner: Mastgech LLC

21911 76th Ave W (behind WinCo)

Parcel #00545500200100

Aegis of Edmonds Assisted Living

Owner: ASC Edmonds LLC

21500 72nd Ave W

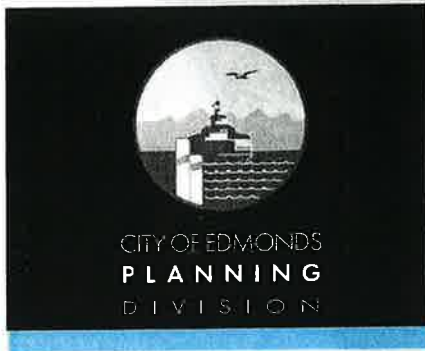
Parcel #00580700002300

Aldercrest Health & Rehab Center

Owner: FCE Aldercrest LLC

21400 72nd Ave W

Parcel #00580700002301



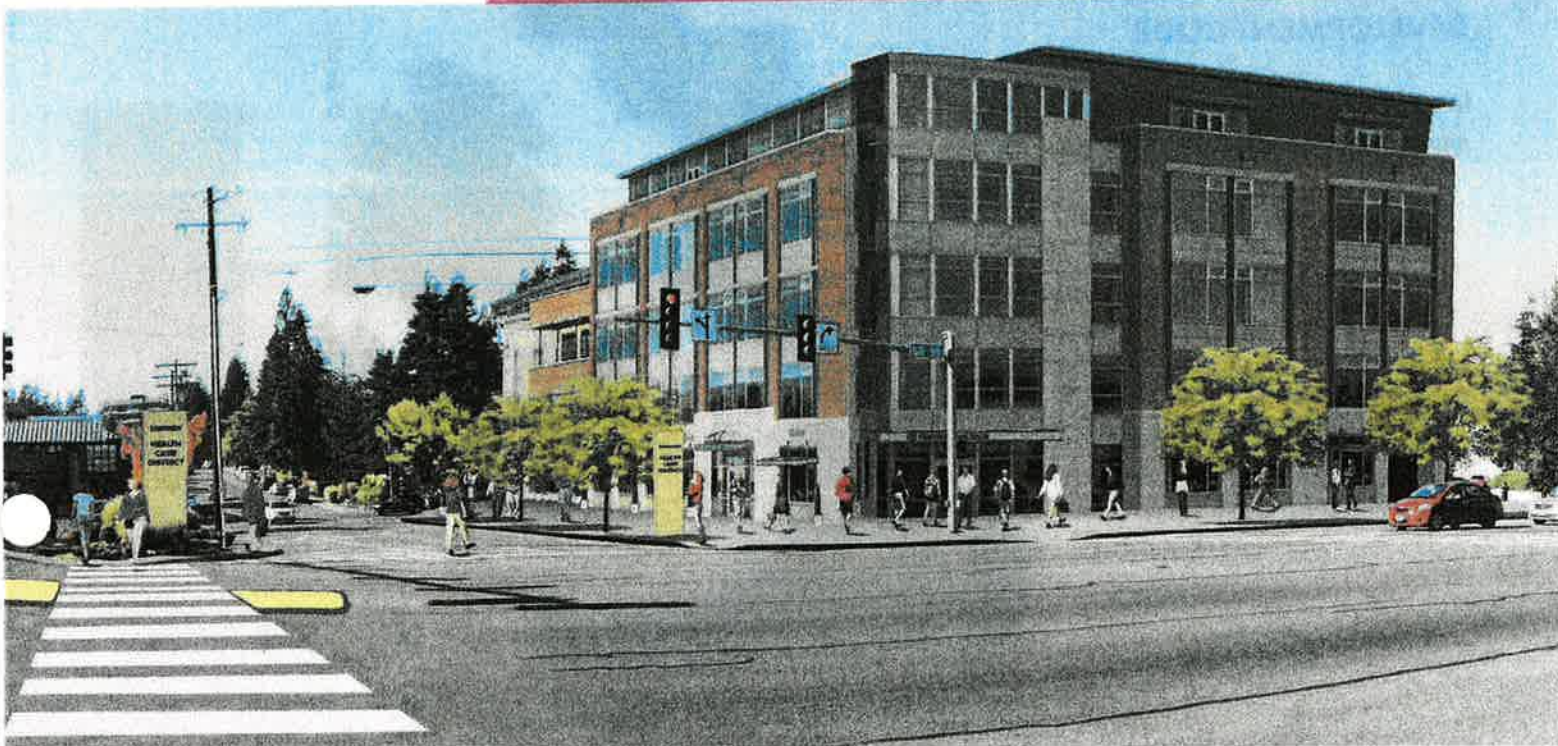
city of edmonds

Highway 99

Subarea Plan

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

Example of public and private investment at 216th Street and Highway 99.



Notes from Board Study Session 7 February 2017 Value Village property discussion

Status Quo (Do Nothing)			MOB		BHC	
PROS	CONS	PROS	PROS	CONS	PROS	CONS
Positive cash flow We have time to figure it out 1-year lease gives us flexibility We can see future plans and adjust accordingly Capital investment Low borrow rate VV serves community	Don't know VV's intent Is it what we want at the "front door" to corridor? Potential financial loss Risk of unknown future construction costs Potential loss of money	Source of revenue Choice of tenants Mission driven Consistent with health corridor	Meeting community need Agencies can respond to RFQ and they can operate. VHC not responsible for operations Location could be ideal	Timelines for corridor are unknown No eager tenant yet Unknown market needs--saturation? Unknown: 76 TH MOB/Warren Bldg. plans? High cost to build	Is need real or perceived? High cost to build Unknown reimbursement for BH services Unknown who will operate Location could be problematic--NIMBY	

Additional comments:

Before decisions can be made, we need to know:

- Who are our clients/patients?
- What are their needs?
- What is the best way to serve those needs?
- Where is the best place to serve those needs?
- What are the barriers?
- What are our timelines for decision making?

Need more information:

- Needs of community
- Other property options in our area
- What are VV's intentions?
- What are the plans for 76th property/Warren Bldg.?
- What do our stakeholders believe we should do with the property? (Who are stakeholders? MCOs, HCA, legislators, SE/Prov, Community, residents/those in need)

Next Steps:

- Fenn will develop Gant chart for March Board meeting

Criteria Considered	Medical Office Building	Mental Health Center
Aligns with Verdant Mission Vision & Values	✓	✓
Supports Strategic Priority		✓
High Community Need		✓
Financial Return	✓	?
Verdant Retains Ownership	✓	✓
Enhances Hospital Campus	✓	✓
Fits Within Development Authority of PHD	✓	✓
No Compete with Swedish/Edmonds	✓	✓
Others Goals		

Summary of Value Village Conversations to Date 9 June 2017

Three conversations held:

****all numbers do not include Verdant Health Commission staff****

- January (Swedish Edmonds Staff) N=4
- April (CEO Roundtable) N=5
- May (Verdant Partner Roundtable) N=24

General questions asked (though tailored somewhat differently for each group of partners):

- Biggest health need(s) in the community that could be addressed with this space?
- What are pressing community health needs?
- What do you see as the best use of the Value Village space?
- Anything that should NOT be put into that space?

Overarching themes for use of space:

- Behavioral health facility (including inpatient, outpatient, suboxone/MAT, a needle exchange site, detox, etc.)
- Community center similar to VCWC (including a large kitchen space, meeting rooms, training for providers, Early Head Start, wrap-around services)
- Housing
- A place to provide programs/space for behavioral health, veterans, youth, seniors, programs that emphasize the whole family
- A "respite" type center for those discharging from the hospital including those with Alzheimer's/dementia

Next steps re: conversations with partners and stakeholders:

- Once we develop more targeted ideas of what we want from the space, additional people with whom we need to have conversations will be identified.
- These additional conversations will be scheduled in late fall of 2017 when we have more clarity on what our options are.

(N=4)

Bullet points from conversation with Swedish Edmonds (10 Jan 2017)

Behavioral health needs:

- ED is overcrowded with BH patients (there has been a decrease in involuntary placements)
- More inpatient beds
- Partial day program
- "bridge clinic" program
- Incorporate pharmacy navigators into BH programming
- Primary patients needing more: geriatric and older adolescents
- More interventions with EMS
- Embedding psychiatry with PCP

Campus needs:

- Inpatient beds
- Mother/baby unit w/operating room (but not necessarily off campus)
- ORs need updating
- Outpatient dialysis
- They are attempting to expand access w/hours and days for cancer care. Trying to fully utilize what they already have

MOB is lower on list of their priorities.

CEO Roundtable
Community Conversation re: Value Village Property
4 April 2017

N=5 (not including VHC staff)

Questions asked:

- Biggest health needs in the community that could be addressed with this space?
- Pressing community health needs?
- Best use of the Value Village space?

Responses:

- It is a prime piece of Route 99 development
- What impact will light rail on 220th have in the future?
- What is the impact of population expansion? There will be a need for more housing units. It should be made into housing.
- What about transitional housing for Swedish Edmonds discharges?
- There will be an increase in the senior population. What about a geriatric center of excellence? Intergenerational programs?
- Whatever it is, it needs to be preventive and address the root of the problem.
- A veterans' clinic. Closest one is in Seattle.
- Whatever goes in there, could it be a site for the new EdCC Bachelors of Human Services interns? They could provide support for behavioral health and other social service programs.
- We have big issues with homelessness, opiates and mental health. What about a South County Justice Center?
- We need places for youth.

Verdant Partner Roundtable
Community Conversation re: Value Village Property
5 May 2017

N=24 (not including VHC staff)

Questions asked:

- Biggest health needs in the community that could be addressed with this space?
- Pressing community health needs?
- Best use of the Value Village space?

Responses:

- A larger community center/space
 - VCWC is often full; community has "outsized" the space; with a larger space, more meetings and programs could be held
 - Community is outgrowing other community meeting spaces as well
- A larger, commercial kitchen
- Training opportunities similar to "Home Economics" for those residents who need it
 - What are licensing/regulation requirements?
 - Prepare food and take it to homes of those in need
 - A community kitchen with employment opportunities (e.g. apprenticeship program)
- Collaborate with farmers' markets
- SNAP match programs
- A place for agencies to be centralized
 - Help reduce client barriers to accessing services
- Programs for families
- State funded early learning site (EHS/ECEAP)
- Drop-in childcare
- Round-the-clock childcare
- Adult day health center for those with Alzheimer's or dementia AND their families (respite)
- Community garden for Swedish Edmonds patients and the community
- Home base for mobile medical services
- A place to provide Suboxone treatment with daily dosing
- Provide training for behavioral health
- Something to decrease opioid problem, provide behavioral health treatment
- A needle exchange site
- "Dawson Place" with wraparound services
- Look at the "Marysville Health Corridor"
- Young kids and teens have increasing needs
 - Provide mental health counselling for adolescents
 - Detox center for adolescents
- Overall, be flexible for the changing needs of the community

**CEO Roundtable
Community Conversation re: Value Village Property
4 April 2017**

N=5 (not including VHC staff)

Questions asked:

- Biggest health needs in the community that could be addressed with this space?
- Pressing community health needs?
- Best use of the Value Village space?

Responses:

- It is a prime piece of Route 99 development
- What impact will light rail on 220th have in the future?
- What is the impact of population expansion? There will be a need for more housing units. It should be made into housing.
- What about transitional housing for Swedish Edmonds discharges?
- There will be an increase in the senior population. What about a geriatric center of excellence? Intergenerational programs?
- Whatever it is, it needs to be preventive and address the root of the problem.
- A veterans' clinic. Closest one is in Seattle.
- Whatever goes in there, could it be a site for the new EdCC Bachelors of Human Services interns? They could provide support for behavioral health and other social service programs.
- We have big issues with homelessness, opiates and mental health. What about a South County Justice Center?
- We need places for youth.



HEALTH COMMISSION

Verdant Health Commission

Building the Foundation for a Healthier Community

Review of Survey Results

Over 50% of us said there was a great need for funding/programming for:

- Uninsured
- Those with mental health issues
- Those with addiction issues

Over 50% of us said there was some need for funding/programming for:

- Children age 13 to 17
- Young adults age 18 to 24
- Seniors (age 65+)
- Homeless
- Disabled
- Social service providers
- Adults with chronic health conditions
- Children with chronic health conditions
- Patients the hospital is unable to appropriately d/c to community



Verdant Health Commission

Board of Commissioners/Staff Retreat 9 June 2017

Review of Survey Results

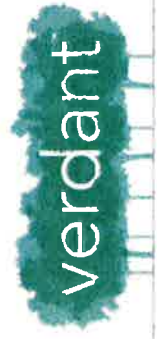
What big ideas do you have for VCWC programming?

Commissioners:

- None
- Continued engagement of our priorities with Dental and Mental Health - we could do another RFP for either or both.

Staff:

- The impact of the current political situation on stress levels for youth at schools and the impact on their learning abilities or their use of drugs and alcohol to cope. Maybe in house support (as in at the schools) in a way that doesn't single anyone out.
- More in the area of youth mental health support, including one-time sessions for parents around specific issues or topics. What are we seeing that's causing stress for youth, and therefore impacting parents, and what can we do about it?
- Better engagement of providers: offer more CME/CEU at VCWC. Get our VCWC programming better aligned with our strategic priorities. More classes specific to substance use/mental health. Support groups for veterans' families.
- Engage with substance use providers to support residents in the district in accessing needed services Expand training for professionals and parents around treatment and resources for internet overuse and addiction Support for the LGBTQ community via provider trainings and community events
- Programs that reach a diverse community in terms of gender, age, & ethnic group.



Verdant Health Commission

Board of Commissioners/Staff Retreat 9 June 2017

Review of Survey Results

What big ideas do you have for the Value Village property?

Commissioners:

- I am open to ideas, I am not in favor of anything that is related to mental health services for adults. I could see something around child services. I could also see keeping as is until there is a compelling reason to develop.
- Open to all possibilities, but don't think we should operate a facility of any kind.

Staff:

- Youth behavioral health, inpatient or space for counseling and group sessions (or both?) Preferably a place run by another organization. I don't think we want to manage usage (if there are scheduling needs) in another facility, at least not without staffing support.
- Integrated community programs with a focus on behavioral health
- 1. A drop-off center for people under the influence. This is where law enforcement could bring someone who was high or inebriated instead of taking them to the ER or jail. It could be attached to a detox center that offered detox for adults and youth. Would also have counseling rooms where providers could do AOD/MH treatment. 2. A larger version of VCWC but with an upstairs that is leased out or given to providers including a women's health clinic or a clinic that focuses on veterans' health issues. NOT a hotel. NOT a MOB. NOT apartments.
- Behavioral Health Services for youth and adults Learning Lab to support lifestyle changes for chronic disease prevention to include culinary instruction, nutrition education, exercise, mindfulness, and personalized health coaching. Idea based on research out of Harvard School of Public Health
- Something that will benefit the community that pays taxes into the PHD2; not something for other service providers.
- Facility with a Behavioral/Mental Health Focus including Substance Abuse for Youth or Seniors



Verdant Health Commission

Board of Commissioners/Staff Retreat 9 June 2017

Overview of Value Village Community Conversations/Data to Date

Data:

- Mapping of all MOBs with ownership
- Continued review of local data (e.g., demographic, Medicaid status, BH, dental, 2-1-1, EMS)

Conversations:

- 3 to date (n=33)
- General questions asked
- Top identified responses:
 - BH facility
 - Community center
 - Housing
 - Service site (e.g., veterans, clinic, BH)
 - Respite center/Alzheimer's & dementia
 - Respite center/Hard-to-place hospital discharges

Next Steps:

- Continued review of data
- Targeted conversations in Fall 2017 once we move towards more clarity

Chapter 16.40 BUSINESS AND COMMERCIAL ZONES – PURPOSES

Sections:

16.40.000 Purposes.

16.40.000 Purposes.

The general purposes of the business and commercial (B or C) zones are:

- A. To provide for areas for commercial uses offering various goods and services according to the different geographical areas and various categories of customers they serve;
- B. To provide for areas where commercial uses may concentrate for the convenience of the public and in mutually beneficial relationships to each other;
- C. To provide for residential uses, community facilities and institutions which may appropriately locate in commercial areas;
- D. To require adequate landscaping and off-street parking and loading facilities;
- E. To protect commercial uses from hazards such as fire, explosion and noxious fumes, and also nuisances created by industrial uses such as noise, odor, dust, dirt, smoke, vibration, heat, glare and heavy truck traffic.

The Edmonds City Code and Community Development Code are current through Ordinance 4112, passed May 15, 2018.

Disclaimer: The City Clerk's Office has the official version of the Edmonds City Code and Community Development Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

AMENDMENT TO LEASE AGREEMENT

THIS AMENDMENT TO LEASE AGREEMENT (this "**Amendment**") is made and entered into as of the 29th day of November, 2017, between PUBLIC HOSPITAL DISTRICT NO. 2, SNOHOMISH COUNTY, WASHINGTON ("**Landlord**"), and TVI, INC., a Washington corporation ("**Tenant**").

RECITALS

A. On or about December 31, 1997, Landlord and Shop & Save Incorporated, a Washington corporation, Tenant's predecessor-in-interest ("**Shop & Save**") entered into a lease (the "**1997 Lease**") for the premises as defined in Section 1(f) of the 1997 Lease.

B. Rather than exercising the option to extend the 1997 Lease, Landlord and Tenant elected to enter into a new lease dated as of November 20, 2003 (the "**2003 Lease**"). As a result, the 1997 Lease was superseded and replaced by the 2003 Lease, such that the 1997 Lease is of no further force or effect (except for such items that explicitly survive termination).

C. The 2003 Lease was assigned from Shop & Save to Tenant pursuant to that certain Assignment and Assumption of Lease and Landlord's Consent, dated as of March 22, 2004.

D. Rather than exercising the option to extend the 2003 Lease, Landlord and Tenant decided to enter into a new lease dated as of June 3, 2013 (the "**2013 Lease**"). As a result, the 2003 Lease was superseded and replaced by the 2013 Lease, such that the 2003 Lease is of no further force or effect (except for such items that explicitly survive termination).

E. In order to extend the 2013 Lease, Landlord and Tenant have decided to enter into this Amendment, which, among other things, shall extend the Term of the 2013 Lease, all on the terms and conditions as provided for herein. All capitalized terms used but not defined in this Amendment shall have the meaning ascribed to them in the 2013 Lease.

Accordingly, in consideration of the foregoing and the mutual covenants herein contained, it is hereby agreed as follows:

AGREEMENT

1. Recitals. The foregoing recitals are incorporated herewith as if fully set forth herein.
2. Amendment. By the terms of this Amendment, Landlord and Tenant hereby agree to amend the terms of the Lease, and the parties agree that the terms of this Amendment are incorporated into the Lease. In the event of a conflict between this Amendment and the Lease, the provisions of this Amendment shall prevail.
3. Extension of Term. The current Term of the 2013 Lease is scheduled to expire on December 31, 2018 (the "Termination Date"). The Term of the Lease is hereby extended for a period of three (3) years, so that the new Termination Date shall be December 31, 2021 (the "Revised Expiration Date"). The period from December 31, 2018 through the Revised Expiration Date is hereby referred to hereinafter as the "Extended Term".

4. Basic Rent. The Basic Rent owing to Landlord from Tenant each month during the Extended Term shall be as follows:

Basic Rent Schedule

Period	Annual Rent per RSF	Monthly Rent*	Annual Excise Tax*	Annual Rent*
1/1/19 – 12/31/21	\$13.00	\$27,641.77	\$37,707.23	\$331,377.23

* The amounts shown in the table above are based on the tax rate of 12.84%. These amounts are subject to change based on the actual Washington State Excise Tax Rate.

In addition to the Basic Rent amounts set forth above, Tenant shall pay any amounts due and owing under Section 4(b) of the 2013 Lease, including excise tax on Basic Rent.

5. Right to Terminate Early. Notwithstanding anything to the contrary in the 2013 Lease, from and after January 1, 2019, Landlord and Tenant shall each have the right to terminate the 2013 Lease at any time thereafter for any reason or for no reason at all by providing at least one (1) year prior written notice of termination to the other party, in which notice the party electing to exercise this early termination right shall specify the “**Early Termination Date.**” If either party elects to terminate the 2013 Lease early as provided herein, the Early Termination Date shall operate as if that date were the time originally fixed for the termination of the 2013 Lease, and the 2013 Lease shall come to an end with the same force and effect as if such Early Termination Date were the date herein provided for the normal expiration hereof. With respect to Landlord’s early termination right, Tenant recognizes that such early termination right is important to Landlord and that any delay caused by the failure of Tenant to vacate the Premises pursuant to this paragraph can cause irreparable harm to the Landlord and other future tenants. Therefore, Landlord and Tenant agree that time is of the essence of this paragraph and that if Landlord exercises the early termination right under this paragraph and any dispute arises between Landlord and Tenant with respect to the provisions of this paragraph, any other provisions of the 2013 Lease notwithstanding, Tenant will vacate the Premises upon early termination of the 2013 Lease as provided above, and Tenant waives any rights in law or equity to possession of the Premises.

6. Miscellaneous.

a. No Brokers. Landlord and Tenant each represents and warrants to the other that it has not had any dealings with any realtors, brokers or agents in connection with the negotiation of this Amendment, and each party agrees to hold the other harmless from the failure to pay any realtors, brokers or agents and from any cost, expense or liability for any compensation, commission or changes claimed by any other realtors, brokers or agents claiming by, through or on behalf of it with respect to this Amendment and/or the negotiation hereof.

b. Full Force and Effect. Except as expressly amended herein, the Lease is unmodified and remains in full force and effect.

c. Condition of Premises. Tenant acknowledges and agrees that its possession of the Premise after the Effect Date hereof is a continuation of Tenant’s possession of the Premises under the Lease. Tenant is familiar with the condition of the Premises, and has accepted same in their existing condition “AS IS”, without any further obligation of Landlord to remodel, improve, or alter the Premises, to perform any construction or work of improvement upon the Premises, or to provide Tenant with any additional construction or refurbishing allowance.


d. Status of Lease. As of the date hereof, Tenant acknowledges and agrees that Landlord has performed all obligations of Landlord under the Lease and that there are no offsets, counterclaims, remaining tenant improvement allowances, or defenses against Landlord, and that the Lease is in full force and effect. Tenant hereby confirms that all alterations, additions, improvements and tenant improvement allowances required to be performed or paid by Landlord pursuant to the Lease have been performed and/or paid by Landlord and were accepted by Tenant.

e. Counterparts. This Amendment may be executed in counterparts, each of which, when combined, shall constitute one single, binding agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment the day and year first above written.


LANDLORD:

SNOHOMISH COUNTY PUBLIC HOSPITAL
DISTRICT NO. 2, a Washington municipal corporation
dba Verdant Health Commission

By: 
Name: ROBERT FENN
Its: SUPERINTENDENT
Date: 11.29.2017

TENANT:

TVI INC.,
a Washington corporation

By: 
Name: MICHAEL ENSING
Its: SECRETARY & TREASURER
Date: NOVEMBER 22, 2017

STATE OF WASHINGTON

COUNTY OF ~~KING~~ Snohomish

SS.

I certify that I know or have satisfactory evidence that Robin Fenn is the person who appeared before me, and said person acknowledged that said person signed this instrument, on oath stated that said person was authorized to execute the instrument and acknowledged it as the Superintendent of SNOHOMISH COUNTY PUBLIC HOSPITAL DISTRICT NO. 2, a Washington municipal corporation dba Verdant Health Commission, to be the free and voluntary act of such entity for the uses and purposes mentioned in the instrument.

Dated this 29th day of November, 2017.



Karen Y. Goto
(Signature of Notary)

Karen Y. Goto

(Legibly Print or Stamp Name of Notary)

Notary public in and for the state of Washington,
residing at Snohomish County

My appointment expires 4.8.2018

STATE OF WASHINGTON

COUNTY OF KING

SS.

I certify that I know or have satisfactory evidence that MICHAEL GASHNE is the person who appeared before me, and said person acknowledged that said person signed this instrument, on oath stated that said person was authorized to execute the instrument and acknowledged it as the General Treasurer of TVI, Inc., a Washington corporation, to be the free and voluntary act of such entity for the uses and purposes mentioned in the instrument.

Dated this 22ND day of NOVEMBER, 2017.



David Hatlestad
(Signature of Notary)

(Signature of Notary)

DAVID HATLESTAD

(Legibly Print or Stamp Name of Notary)

Notary public in and for the state of Washington,
residing at KING COUNTY

My appointment expires APRIL 19, 2019



City of Edmonds Zoning

Zoning Designations and Descriptions

- ▲ Historic Sites, Sites on Edmonds Register of Historic Places
- Rezoning, Contract Rezoning (contractual requirements apply)
- PRD - PRD - Planned Residential Development

Single Family

- RS-6 Single Family, 6,000 sq. ft. lots
- RS-8 Single Family, 8,000 sq. ft. lots
- RS-10 Single Family, 10,000 sq. ft. lots
- RS-12 Single Family, 12,000 sq. ft. lots
- RS-13 Waterfront Single Family, 12,000 sq. ft. lots
- MS-10 Single Family, 20,000 sq. ft. lots
- MS-40 Single Family, Master Plan

Multi Family

- RM-3 Multi Family, 3,000 sq. ft. of lot area per unit
- RM-2.4 Multi Family, 2,400 sq. ft. of lot area per unit
- RM-1.5 Multi Family, 1,500 sq. ft. of lot area per unit
- RM-EW Multi Family, RM Edmonds Way

Downtown Business

- BD1 Downtown Retail Core
- BD2 Downtown Mixed Commercial
- BD3 Downtown Convenience Commercial
- BD4 Downtown Mixed Residential
- BD5 Downtown Arts Corridor
- OK Office Residential

Commercial

- WBU Westgate Mixed Use
- BP Planned Business
- BN Neighborhood Business
- FWU Finale Village Mixed Use
- BC Community Business
- BC-EW Community Business, BC Edmonds Way
- CG General Commercial

Waterfront

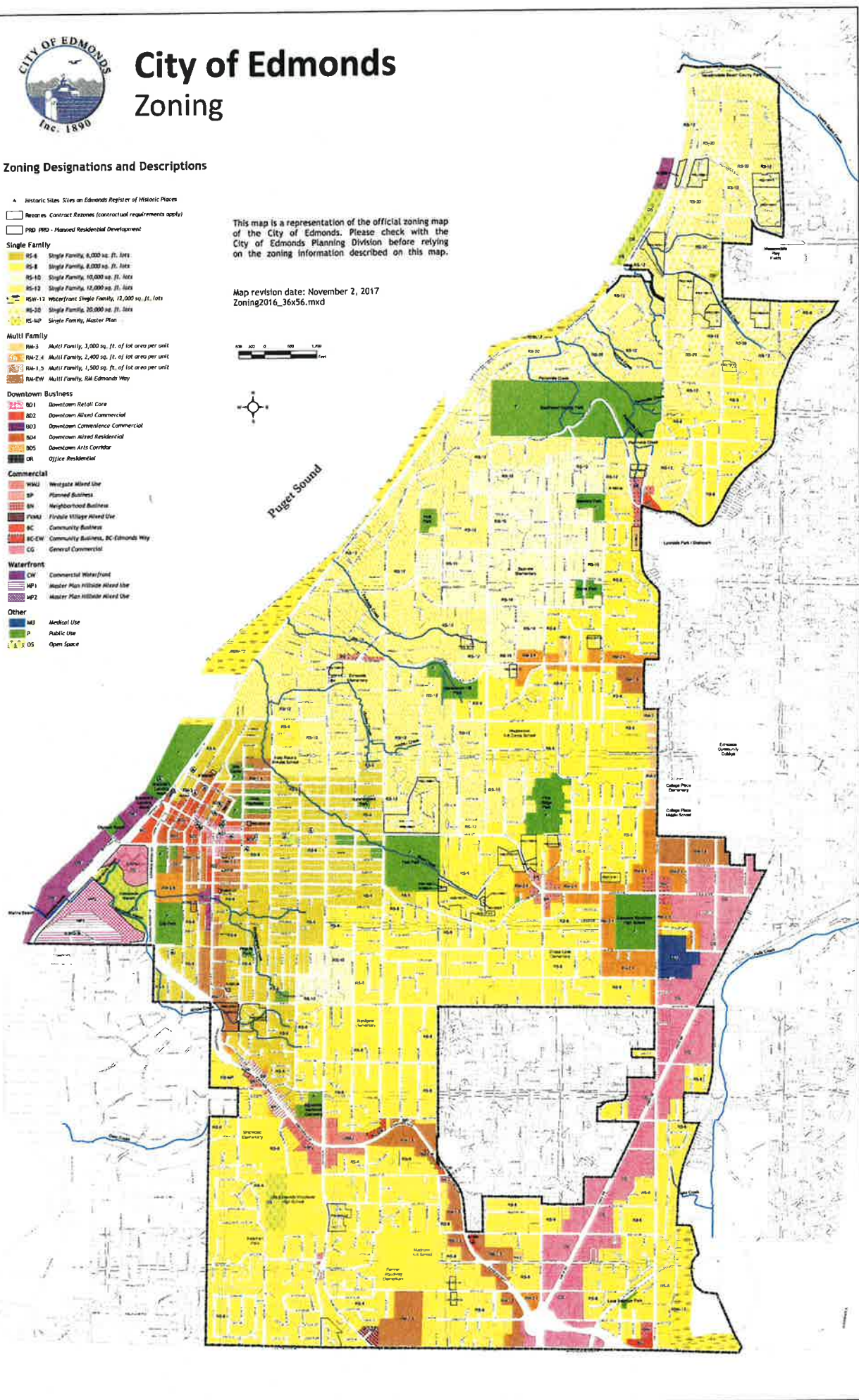
- OW Commercial Waterfront
- MP1 Master Plan Hillside Mixed Use
- MP2 Master Plan Hillside Mixed Use

Other

- MU Medical Use
- P Public Use
- OS Open Space

This map is a representation of the official zoning map of the City of Edmonds. Please check with the City of Edmonds Planning Division before relying on the zoning information described on this map.

Map revision date: November 2, 2017
Zoning2016_36x56.mxd



Chapter 16.60 CG – GENERAL COMMERCIAL ZONE

Sections:

- 16.60.000 CG zone.
- 16.60.005 Purposes.
- 16.60.010 Uses.
- 16.60.015 Location standards for sexually oriented businesses.
- 16.60.020 Site development standards – General.
- 16.60.030 Site development standards – Design.
- 16.60.040 Operating restrictions.

16.60.000 CG zone.

A. This chapter establishes the general commercial zoning district.

B. Definitions. For purposes of this chapter, the following definitions apply:

1. "Amenity space" means outdoor space for uses that are considered to provide an amenity or benefit to people.
2. "Auto sales use" means facilities for the commercial sale of motor vehicles, including buildings and areas typically associated with auto sales use, such as areas for the display and storage of automobiles that are sold or serviced as part of the overall auto sales use.
3. "Frontage" means the front part of a property or building adjacent to a street.
4. "Primary frontage" (or "primary street frontage") means the frontage for a property that is adjacent to only one street or, for a property that is adjacent to more than one street, the frontage that is adjacent to the street that is considered primary over any other streets to which the property is adjacent.
5. "Step-back" means the upper portion of a building that is required to be set (or stepped) further back than the minimum setback otherwise required by ECDC 16.60.020(A).

C. Where this chapter conflicts with any other, this chapter shall prevail for the general commercial district. [Ord. 4078 § 1 (Exh. 1), 2017; Ord. 3981 § 1 (Att. A), 2014; Ord. 3635 § 1, 2007].

16.60.005 Purposes.

The CG zone has the following specific purposes in addition to the general purposes for business and commercial zones listed in Chapter 16.40 ECDC:

- A. Encourage economic vitality through businesses, investment, redevelopment, and efficient use of land;
- B. Encourage safe and comfortable access for pedestrians, transit, and motorists;
- C. Encourage attractive mixed-use development, affordable housing, and a variety of commercial uses; and
- D. Recognize the district's evolving identity and sense of place, including distinctions between different parts of the district, and be sensitive to adjacent residential zones. [Ord. 4078 § 1 (Exh. 1), 2017; Ord. 3981 § 1 (Att. A), 2014; Ord. 3635 § 1, 2007].

16.60.010 Uses.

A. Permitted Primary Uses.

1. All permitted or conditional uses in any other zone in this title, except as specifically prohibited by subsection (C) of this section or limited by subsections (B) and (D) of this section;
2. Halfway houses;
3. Sexually oriented businesses, which shall comply with the location standards set forth in ECDC 16.60.015, the development regulations set forth in Chapter 17.50 ECDC, and the licensing regulations set forth in Chapter 4.52 ECC.

B. Permitted Secondary Uses.

1. Off-street parking and loading areas to serve a permitted use.
2. Indoor storage facilities that either comprise less than 40 percent of a permitted primary use of the building in which they are located or are in a separate accessory building or buildings comprising less than 40 percent of the total leasable building space used for the parcel's permitted primary use(s).
3. Outdoor storage areas that are integral to a permitted primary use, such as storage or display areas for automobile sales, building materials or building supply sales, or garden/nursery sales; provided, that such outdoor uses are screened from adjacent residential zoning districts.

C. Prohibited Uses.

1. Mobile home parks.
2. Storage facilities or outdoor storage areas intended as a primary use, not secondary to a permitted use. Automobile wrecking yards, junk yards, or businesses primarily devoted to storage or mini storage are examples of this type of prohibited use.

D. Uses Requiring a Conditional Use Permit.

1. Aircraft landings as regulated by Chapter 4.80 ECC. [Ord. 4078 § 1 (Exh. 1), 2017; Ord. 3981 § 1 (Att. A), 2014; Ord. 3635 § 1, 2007].

16.60.015 Location standards for sexually oriented businesses.

All sexually oriented businesses shall comply with the requirements of this section, the development regulations set forth in Chapter 17.50 ECDC, and Chapter 4.52 ECC. The standards established in this section shall not be construed to restrict or prohibit the following activities or products: (1) expressive dance; (2) plays, operas, musicals, or other dramatic works; (3) classes, seminars, or lectures conducted for a scientific or educational purpose; (4) printed materials or visual representations intended for educational or scientific purposes; (5) nudity within a locker room or other similar facility used for changing clothing in connection with athletic or exercise activities; (6) nudity within a hospital, clinic, or other similar medical facility for health-related purposes; and (7) all movies and videos that are rated G, PG, PG-13, R, and NC-17 by the Motion Picture Association of America.

A. Separation Requirements. A sexually oriented business shall only be allowed to locate where specifically permitted and only if the following separation requirements are met:

1. No sexually oriented business shall be located closer than 300 feet to any of the following protected zones, whether such protected zone is located within or outside the city limits:
 - a. A residential zone as defined in Chapter 16.10 ECDC;
 - b. A public use zone as defined in Chapter 16.80 ECDC.

2. No sexually oriented business shall be located closer than 300 feet to any of the following protected uses, whether such protected use is located within or outside the city limits:

- a. A public park;
- b. A public library;
- c. A nursery school or preschool;
- d. A public or private primary or secondary school;
- e. A church, temple, mosque, synagogue, or other similar facility used primarily for religious worship;
- f. A community center such as an amusement park, public swimming pool, public playground, or other facility of similar size and scope used primarily by children and families for recreational or entertainment purposes;
- g. A permitted residential use located in a commercial zone;
- h. A museum; and
- i. A public hospital or hospital district.

3. No sexually oriented business shall be located closer than 500 feet to any bar or tavern within or outside the city limits.

B. Measurement. The separation requirements shall be measured by following a straight line from the nearest boundary line of a protected zone specified in subsection (A) of this section or nearest physical point of the structure housing a protected use specified in subsection (A) of this section to the nearest physical point of the tenant space occupied by a sexually oriented business.

C. Variance from Separation Requirements. Variances may be granted from the separation requirements in subsection (A) of this section if the applicant demonstrates that the following criteria are met:

- 1. The natural physical features of the land would result in an effective separation between the proposed sexually oriented business and the protected zone or use in terms of visibility and access;
- 2. The proposed sexually oriented business complies with the goals and policies of the community development code;
- 3. The proposed sexually oriented business is otherwise compatible with adjacent and surrounding land uses;
- 4. There is a lack of alternative locations for the proposed sexually oriented business; and
- 5. The applicant has proposed conditions which would minimize the adverse secondary effects of the proposed sexually oriented business.

D. Application of Separation Requirements to Existing Sexually Oriented Businesses. The separation requirements of this section shall not apply to a sexually oriented business once it has located within the city in accordance with the requirements of this section. [Ord. 4078 § 1 (Exh. 1), 2017; Ord. 3981 § 1 (Att. A), 2014; Ord. 3635 § 1, 2007].

16.60.020 Site development standards – General.

A. Table. Except as hereinafter provided, development requirements shall be as follows:

	Minimum Lot Area	Minimum Lot Width	Minimum Street Setback	Minimum Side/Rear Setback	Maximum Height	Maximum Floor Area
CG	None	None	5'/10' ²	0'/15' ¹	75' ³	None

¹ Fifteen feet from all lot lines adjacent to RM or RS zoned property; otherwise no setback is required by this subsection.

² The five-foot minimum width applies only to permitted outdoor auto sales use; otherwise the minimum is 10 feet.

³ None for structures located within an area designated as a high-rise node on the comprehensive plan map.

B. Maximum height for purposes of this chapter need not include railings, chimneys, mechanical equipment or other exterior building appurtenances that do not provide interior livable space. In no case shall building appurtenances together comprise more than 20 percent of the building surface area above the maximum height.

C. Pedestrian Area.

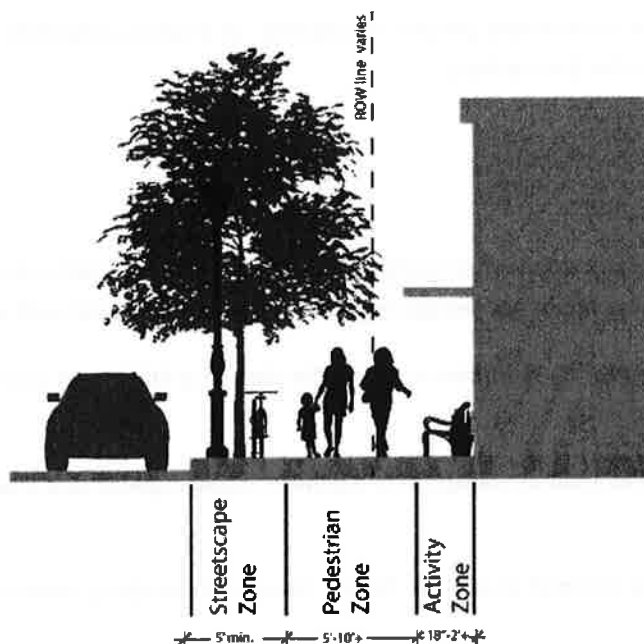
1. For purposes of this chapter, the pedestrian area described herein is the area adjacent to the street that encompasses the public right-of-way from the edge of the curb (or, if no curb, from the edge of pavement) and the street setback area, as identified in the table in subsection (A) of this section.

2. The pedestrian area is composed of three zones: the activity zone, the pedestrian zone, and the streetscape zone. Providing improvements to the pedestrian area, as needed to be consistent with this subsection on at least the primary street, is required as part of development projects, excluding development that would not add a new building or that consists of building improvements that do not add floor area equaling more than 10 percent of the building's existing floor area or that consists of additional parking stalls that comprise less than 10 percent of the existing parking stalls or that consists of development otherwise exempted under this chapter.

a. **Activity Zone.** The activity zone shall be the open-air pedestrian area from the building front to the edge of the pedestrian zone. The activity zone is the section of the pedestrian area that is reserved for activities that commonly occur immediately adjacent to the building facade. Typical amenities or activities included in the activity zone include, but are not limited to, sidewalks, benches, potted plants, outdoor dining and shopping. The area shall be paved to connect with the pedestrian zone in an ADA-accessible manner. Stairs, stoops and raised decks or porches may be constructed in a portion of the activity zone.

b. **Pedestrian Zone.** The pedestrian zone is located between the activity zone and the streetscape zone. The pedestrian zone consists of a minimum five-foot clear and unobstructed path for safe and efficient through traffic for pedestrians. Architectural projections and outdoor dining may be permitted to encroach into the pedestrian zone only where a minimum five-foot clear path and seven-foot vertical clearance is maintained within the pedestrian zone.

c. **Streetscape Zone.** The streetscape zone is located between the curb or pavement edge to the edge of the pedestrian zone and shall be a minimum of five feet wide. The streetscape zone is the section that is reserved for pedestrian use and for amenities and facilities that commonly occur between the adjacent curb or pavement edge and pedestrian through traffic. Typical amenities and facilities in the streetscape zone include, but are not limited to, street trees, street lights, benches, bus stops, and bike racks. Street trees shall be required in conformance with the Edmonds Street Tree Plan.

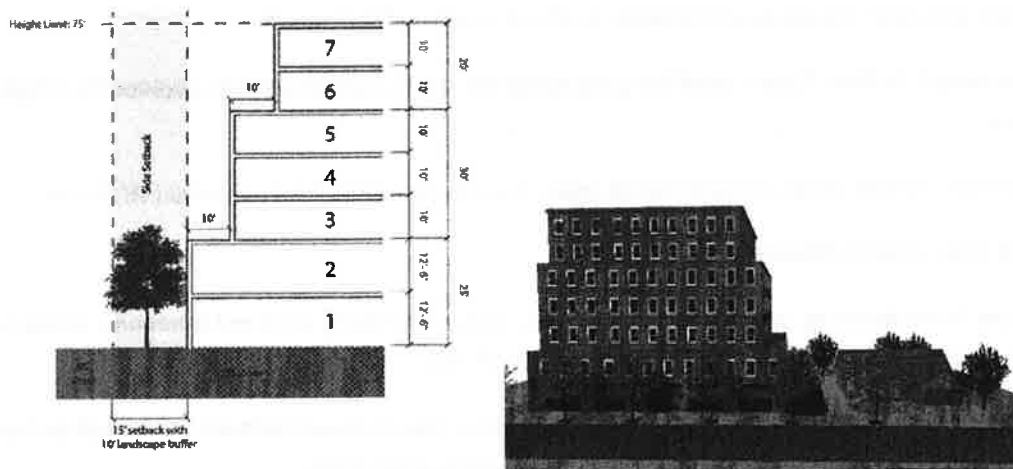


Note: Numerical Ranges for the Pedestrian Zone and the Activity Zone are typical but do not control over other requirements of this chapter.

(Illustration: Pedestrian area)

D. Building Step-Back When Adjacent to RS Zones.

1. The portion of the buildings above 25 feet in height shall step back no less than 10 feet from the required setback to an adjacent RS zone. That portion of the building over 55 feet in height shall be step back no less than 20 feet from the required setback to an adjacent RS zone.
2. Balconies, railings, parapets and similar features that do not enclose an interior space may extend into the step-back area in order to encourage more human activity and architectural features.



(Illustration: Setback and “step-back” of building adjacent to RS zones)

[Ord. 4078 § 1 (Exh. 1), 2017; Ord. 3981 § 1 (Att. A), 2014; Ord. 3635 § 1, 2007].

16.60.030 Site development standards – Design.

Design review by the architectural design board is required for any project that includes buildings exceeding 75 feet in height as identified in ECDC 16.60.020. Projects not exceeding this height may be reviewed by staff as a

Type I decision. Regardless of what review process is required, all projects proposed in the CG zone must meet the design standards contained in this section.

A. Screening and Buffering.

1. General.

- a. Retaining walls facing adjacent property or public rights-of-way shall not exceed seven feet in height. A minimum of four feet of planted terrace is required between stepped wall segments.
- b. Tree landscaping may be clustered to soften the view of a building or parking lot, yet allow visibility to signage and building entry.
- c. Stormwater facilities shall be designed to minimize visual impacts and integrate landscaping into the design.
- d. All parking lots are required to provide Type V interior landscaping, consistent with Chapter 20.13 ECDC.
- e. Type I landscaping is required for commercial, institutional and medical uses adjacent to single-family or multifamily zones. The buffer shall be a minimum of 10 feet in width and continuous in length.
- f. Type I landscaping is required for residential parking areas adjacent to single-family zones. The buffer shall be a minimum of four feet in width and continuous in length.
- g. Type I landscaping is required for commercial and multifamily uses adjacent to single-family zones. The buffer shall be a minimum of four feet in width and 10 feet in height and continuous in length.
- h. If there is a loading zone and/or trash compactor area next to a single-family or multifamily zone, there shall be a minimum of a six-foot-high masonry wall plus a minimum width of five feet of Type I landscaping. Trash and utility storage elements shall not be permitted to encroach within street setbacks or within setbacks adjacent to single-family zones. Mechanical equipment, including heat pumps and other mechanical elements, shall not be placed in the setbacks.
- i. Landscape buffers, Type I, shall be used along the edge of parking areas adjacent to single-family zones.
- j. Outdoor storage areas for commercial uses must be screened from adjacent RS zones.

2. Parking Lots Abutting Streets.

- a. Type IV landscaping, minimum five feet wide, is required along all street frontages where parking lots, excluding for auto sales use, abut the street right-of-way.
- b. For parking lots where auto sales uses are located, the minimum setback area must be landscaped to include a combination of vegetation and paved pedestrian areas.
- c. All parking located under the building shall be completely screened from the public street by one of the following methods:
 - i. Walls that have architectural treatment meeting at least three of the elements listed in subsection (D)(2)(e) of this section;
 - ii. Type III planting and a grill that is 25 percent opaque; or

iii. Grill work that is at least 80 percent opaque.

B. Parking, Access, and Bicycle Storage Standards.

1. Parking Requirements. Vehicle parking shall be provided as follows:

- a. Nonresidential uses, one space per 500 square feet of leasable building space; and
- b. Residential uses, an average of 0.75 space per unit that is less than 700 square feet, an average of 1.25 parking spaces per unit that is between 700 and 1,100 square feet, and otherwise 1.75 spaces per unit.
- c. In addition, guest parking for residential uses at a minimum ratio of one guest space for every 20 required parking spaces.
- d. For mixed-use development, a portion of the parking spaces may be shared between residential and commercial uses provided the director finds that the proposal is supported by a parking study and/or nationally recognized parking standards and that the site plan assures access for all shared parking uses.
- e. Parking meeting the nonresidential parking requirements shall be open to the public throughout business operating hours.

2. The first 3,000 square feet of commercial space in a mixed-use development with a shared parking plan is exempt from off-street parking requirements.

3. The development services director may approve a different ratio for the vehicle parking required by standards of subsection (B)(1) of this section when an applicant submits parking data illustrating that the standards do not accurately apply to a specific development. The data submitted for an alternative parking ratio shall include, at a minimum, the size and type of the proposed development, and the anticipated peak and average parking loads of all uses. The director may approve a parking ratio that is based on the specific type of development and its primary users in relationship to:

- a. An analysis conducted using nationally recognized standards or methodology, such as is contained in the Urban Land Institute's most recent version of the publication "Shared Parking" or the latest version of the Institute of Transportation Engineers publication "Parking Generation"; or
- b. A site-specific parking study that includes data and analysis for one or more of the following:
 - i. One-quarter-mile proximity to a bus rapid transit station and methodology that takes into account transit-oriented development;
 - ii. Use of transportation demand management policies, including but not limited to free or subsidized transit passes for residents and workers;
 - iii. On-site car-share and bike-share facilities;
 - iv. Uses that serve patients, clients, or tenants who do not have the same vehicle parking needs as the general population; or
 - v. Other methods that reduce the need for vehicle parking.

4. All off-street surface parking shall be located to the side or rear of the primary building, except as otherwise allowed by this chapter, and shall be screened from the sidewalk by a wall or plantings between two to four feet in height. Outdoor parking areas shall comprise 40 percent or less of the public street

frontage area within 100 feet of the primary street for the lot or tract and, on corner lots, may not be located at the corner. The requirements of this subsection do not apply to permitted auto sales uses.

5. **Electric Vehicle Charging Stations.** One or more electric vehicle charging stations must be provided for all new development that includes housing. Required charging stations shall be installed to serve at least 10 percent of the required residential parking stalls. In addition, either additional stations or planned capacity (or a combination thereof) that can double the amount of initially required stations shall be provided. For this subsection, "planned capacity" means site design and construction that includes electrical wiring connection and ventilation, compliant with the city's building codes, to support potential or actual future electric vehicle charging stations.

6. **Bicycle Storage Spaces.** Bicycle storage spaces for multifamily housing, excluding housing for assisted living or other specialized facilities where the development services director finds that the targeted population is not likely to use bicycles, shall be provided for residents at a ratio of one bicycle storage space for each residential unit under 700 square feet and two bicycle storage spaces for each residential unit greater than 700 square feet. Bicycle storage spaces shall consist of storage racks, lockers, or other secure space to accommodate sheltered, safe, and convenient bicycle storage for building residents. Such space may be in a vehicle parking garage or another appropriate location but shall not be provided as open storage on a deck or balcony. Where sheltered bicycle storage is being provided within a dedicated common space of the building, the total number of required bicycle storage spaces may be reduced by up to 50 percent from that which is otherwise required; provided, that one or more secure bicycle racks, useable by visitors, for at least four bicycles is provided within the front setback of the property.

7. **Driveways Accessing Highway 99.** All driveway connections to Highway 99 must meet the applicable requirements of the Washington State Department of Transportation, including minimum requirements for distance between driveway access connections, which may be up to 250 feet to help promote traffic safety and minimize pedestrian-vehicle conflicts.

8. **Paths within Parking Lots.**

a. Pedestrian paths in parking lots shall be delineated by separate paved routes that meet federal accessibility requirements and that use a variation in textures and/or colors and may include landscape barriers and landscape islands.

b. Pedestrian paths shall be provided at least every 180 feet within parking lots. These shall be designed to provide access to on-site buildings as well as to pedestrian walkways that border the development.

c. Pedestrian paths shall be a minimum of six feet in width and shall be separated from the parking area either horizontally or vertically (e.g., with curbs). Where paths cross vehicular lanes, raised traffic tables should be considered if feasible.

d. Parking lots shall have pedestrian connections to the main sidewalk at a minimum of every 100 feet.

9. **Bonus for Parking Below or Above Ground Floor.**

a. For projects where at least 50 percent of the parking is below or above the ground floor of the building, the following standards may be applied regardless of any ECDC standards that otherwise conflict:

i. The minimum drive aisle width may be reduced to 22 feet.

ii. The maximum ramp slope may be increased to 20 percent.

iii. A mixture of full and reduced width parking stalls may be provided without demonstrating the stalls could also be provided at full width dimensions.

10. Drive-Through Facilities. Drive-through facilities such as, but not limited to, banks, cleaners, fast food, drug stores, and espresso stands, shall comply with the following:

- a. Drive-through windows and stacking lanes shall not be located along the facades of the building that face a street.
- b. No more than one direct entrance or exit from the drive-through shall be allowed as a separate curb cut onto an adjoining street.

11. Pedestrian and Transit Access.

- a. Pedestrian building entries must connect directly to the public sidewalk and to adjacent developments if feasible.
- b. Internal pedestrian routes shall extend to the property line and connect to existing pedestrian routes where applicable. Potential future connections shall also be identified such that pedestrian access between developments can occur without walking in the parking or access areas.
- c. Where a transit station or bus stop is located in front of or adjacent to a parcel, pedestrian connections linking the station or stop directly to the development are required.
- d. Pedestrian routes shall connect buildings on the same site to each other.

C. Site Design and Layout. Overall, the design and use of each site shall be based on the building/street relationship and on the integration of pedestrian features. This will take the form of either a pedestrian-oriented design area or an alternative walkable design area, as described in subsections (C)(1) and (2) of this section; provided, that an exceptions process, pursuant to subsection (C)(3) of this section, may be allowed under the provisions of this section. Additional site design and layout standards in this section must also be met.

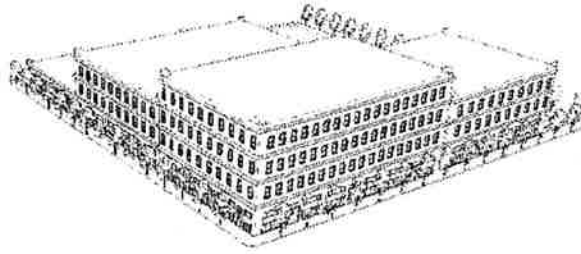
1. Pedestrian-Oriented Design Area. Unless otherwise permitted under subsection (C)(2) or (3) of this section, development must meet the requirements of this subsection for a pedestrian-oriented design area.

a. Primary Frontage. At least 50 percent of a building's facade facing the primary public street shall be located within 20 feet of the property line where the primary street frontage exists. The illustration below provides an example of this concept. The requirement does not apply to buildings that are behind another building on the same lot when the other building has a footprint of at least 3,000 square feet and has met the requirement. Where site constraints preclude strict compliance with the requirement, the building line shall be measured one foot behind the line created by that constraint. On a corner lot or a lot with frontages on multiple streets, the development services director shall determine the primary street frontage considering the following:

- i. The street classification of the adjacent streets;
- ii. The prevailing orientation of other buildings in the area;
- iii. The length of the block face on which the building is located; or
- iv. Unique characteristics of the lot or street.

b. The building must include a prominent pedestrian entry on the primary frontage. Vehicle parking, other than where permitted for vehicle sales use, shall not be located within the first 20 feet of the

primary street frontage. The first 20 feet of the primary street frontage may include building space, landscaping, artwork, seating areas, outdoor displays, and pedestrian and bicycle facilities.



2. Alternative Walkable Design Area Option. An alternative to the pedestrian-oriented design area requirements of subsection (C)(1) of this section may be allowed by the development services director only for sites that the director has found to have unique and significant constraints related to pedestrian access and for which a phased design plan to increase pedestrian access and connectivity has been submitted to the development services department. While they currently may be largely auto-oriented, walkable design areas have a high potential for walking, bicycling and transit service. If a development is allowed to use this standard, it shall be subject to the requirements of this subsection.

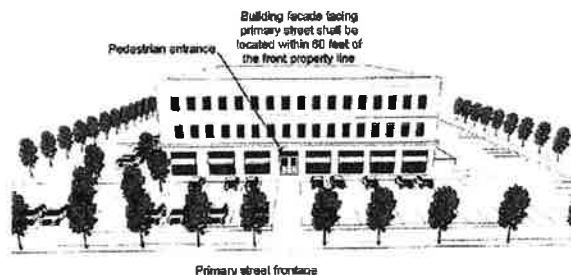
a. **Building Placement.** For any new building permitted on a property after August 1, 2017, a minimum of 50 percent of the building's facade facing the primary street shall be located within 60 feet of the front property line or within 65 feet where a five-foot landscaping area is provided between the parking lot and the sidewalk. When site constraints preclude strict compliance with this requirement, the building line shall be measured one foot behind the line created by that constraint.

b. On a corner lot or a lot with frontages on multiple streets, the development services director shall determine the primary street frontage considering the following:

- i. The street classification of the adjacent streets;
- ii. The prevailing orientation of other buildings in the area;
- iii. The length of the block face on which the building is located;
- iv. The location of any alley or parking areas; or
- v. Unique characteristics of the lot or street.

c. No more than one double-sided row of parking spaces shall be allowed in the front of a building on its primary frontage.

d. A pedestrian entrance must be located on the primary frontage.



e. Required amenity spaces, under subsection (C)(4) of this section, shall be located to connect the building to the street as much as practicable; provided, that amenity space may also be located between buildings where the space will be used in common.

3. Exceptions Process for Pedestrian or Walkable Design. An exception to the exact requirements of subsection (C)(1) or (2) of this section may be allowed by the hearing examiner under a Type IIIA decision process to provide for design flexibility that still encourages pedestrian orientation and efficient land uses when the following criteria are met:

- a. The property is located within 300 feet of a highway interchange and has unique pedestrian access constraints or is primarily used for motor vehicle sales;
- b. The development provides business and pedestrian areas that are near the primary street frontage and likely to be active throughout the day and evening;
- c. The development features a prominent building entry for pedestrian use that is highly visible and connected by a well-lit walkway from the primary street frontage;
- d. At least 25 percent of the required amenity space shall be located to connect the building to the street in a manner that encourages pedestrian use and include seating, landscaping, and artwork;
- e. Where a site has multiple buildings (excluding accessory utility buildings), 50 percent or more of the required amenity space shall be located between buildings to allow for shared use;
- f. No more than 50 percent of vehicle parking, other than that associated with a permitted vehicle sales facility use, may be located within 20 feet of the front property line;
- g. One or more buildings on the site must have at least two stories of useable space.

4. Amenity Space. Amenity space is intended to provide residents, employees, and visitors with places for a variety of outdoor activities.

- a. An area equivalent to at least five percent of the building footprint shall be provided as amenity space. If a vehicle parking area is being added to the site without the concurrent development of a building of at least 2,000 square feet, amenity space must be provided to equal at least five percent of the additional parking area.
- b. The amenity space shall be outdoor space that incorporates pedestrian-oriented features, such as, but not limited to, seating, paths, gazebos, dining tables, pedestrian-scale lighting, and artwork. A minimum of 10 percent of the required amenity space shall be comprised of plantings, which may include tree canopy areas and other shade or screening features. Native vegetation is encouraged.
- c. The majority of the required amenity space must be provided in one or more of the following forms:
 - i. Recreation areas: an open space available for recreation. The area may be spatially defined by landscaping rather than building frontages. Its surface shall consist primarily of hardy groundcover or a material conducive to playground or recreational use. Decorative landscape features, such as flower beds, shall not comprise more than 15 percent of the total area.
 - ii. Plazas: an open space available for community gathering and commercial activities. A plaza shall be spatially defined primarily by either building facades, with strong connections to interior uses, or close proximity to the public sidewalk, especially at the intersection of streets. Its surface shall be primarily hardscape; provided, that trees, shade canopies, and other landscaping, as well as water features and artwork, may add visual or environmental features to the space.
 - iii. Squares or courtyards: an open space available for unstructured recreation or community gathering purposes. A square is spatially defined by building facades with strong connections to

interior uses. Its surface shall be primarily hardscape, supplemented by trees and other landscaping. Water features and artwork are optional.

iv. Exception. A community garden may comprise a portion of any amenity space; provided, that it:

- (A) Is located more than 20 feet from a primary street frontage;
- (B) Is dedicated to ongoing use by residents of the site, including for growing edible produce; and
- (C) Includes facilities for watering the garden and storing garden supplies.

5. Lighting. All lighting shall be shielded and directed downward and away from adjacent parcels. This may be achieved through lower poles at the property lines and/or full "cut off" fixtures.

a. Parking lots shall have lighting poles that are a maximum of 25 feet in height. Pedestrian paths or walkways and outdoor steps shall have pedestrian-scaled lighting focused on the travel path. Pole height shall be a maximum of 14 feet, although lighting bollards are preferred.

b. For pedestrian paths and walkways on internal portions of the site, solar-powered lighting may be sufficient.

c. Entries shall have lighting for safety and visibility integrated with the building/canopy.

D. Building Design Standards.

1. General. To provide variety and interest in appearance, the following design elements should be considered, and a project shall demonstrate how at least four of the elements will be used to vary the design of the site:

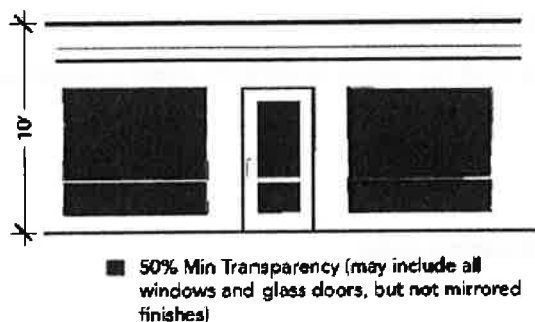
- a. Building massing and unit layout;
- b. Placement of structures and setbacks;
- c. Location of pedestrian and vehicular facilities;
- d. Composition and character of open space, plant materials and street trees;
- e. Variety in architectural elements, facade articulation, and/or building materials;
- f. Roof variation in slope, height and/or materials.

2. Building Design and Massing.

a. Buildings shall convey a visually distinct "base" and "top," which may be achieved through differences in massing elements and/or architectural details.

b. The bulk and scale of buildings of over 3,000 square feet in footprint shall be mitigated through the use of massing and design elements such as facade articulation and modulation, setbacks, step-backs, distinctive roof lines or forms, and other design details.

c. Primary Frontage. On the primary frontage, to provide visual connection between activities inside and outside the building, 50 percent of the building facade between two and 10 feet in height, as measured from the adjacent sidewalk, shall be comprised of windows or doors that are transparent, the bottom of which may not be more than four feet above the adjacent sidewalk. A departure from this standard may be approved when the facade will not be visible from the public street due to the placement of other buildings on the site; provided, that the requirements of subsection (D)(2)(e) of this section shall apply.



i. On the primary frontage, no vehicle parking shall be located within the first 20 feet of the first level of a building facing the street except where such parking is underground.

d. All Other Building Frontages. All street-facing facades within 30 feet of a public street, other than for the primary frontage or those facing an alley or the last block of a dead-end street, shall comply with the standard below.

i. Thirty percent of the building facade between two and 10 feet in height shall be made of windows or doors that are transparent, the bottom of which may not be more than four feet above the adjacent sidewalk. Windows shall not be mirrored or have glass tinted darker than 40 percent in order to meet this requirement.

e. Wall Treatment. Building facades not subject to all requirements of subsection (D)(2)(c) or (d) of this section are intended to not display blank, unattractive walls to the public or to other building tenants. To accomplish this, walls greater than 30 feet in length shall have architectural treatment that incorporates at least four of the following elements into the design of the facade:

- i. Masonry (except for flat concrete block).
- ii. Concrete or masonry plinth at the base of the wall.
- iii. Belt courses of a different texture and color.
- iv. Projecting cornice.
- v. Projecting metal or wood canopy.
- vi. Decorative tilework.
- vii. Trellis containing planting.
- viii. Medallions.
- ix. Artwork or wall graphics.
- x. Vertical differentiation.
- xi. Decorative lighting fixtures.
- xii. Glazing.
- xiii. An architectural element not listed above that is approved by the director to meet the intent of this subsection. [Ord. 4078 § 1 (Exh. 1), 2017; Ord. 3981 § 1 (Att. A), 2014; Ord. 3736 § 11, 2009; Ord. 3635 § 1, 2007].

16.60.040 Operating restrictions.

A. Enclosed Building. All uses shall be carried on entirely within a completely enclosed building, except the following:

1. Public utilities;
2. Off street parking and loading areas;
3. Drive-in business;
4. Secondary uses permitted under ECDC 16.60.010(B);
5. Limited outdoor display of merchandise meeting the criteria of Chapter 17.65 ECDC;
6. Public markets; provided, that when located next to a single-family residential zone, the market shall be entirely within a completely enclosed building;
7. Outdoor dining meeting the criteria of Chapter 17.75 ECDC;
8. Motorized and nonmotorized mobile vending units meeting the criteria of Chapter 4.12 ECC.

B. Interim Use Status – Public Markets. Unless a public market is identified on a business license as a year-round market within the city of Edmonds, a premises licensed as a public market shall be considered a temporary use. As a temporary activity, any signs or structures used in accordance with the market do not require design review. When a location is utilized for a business use in addition to a public market, the public market use shall not decrease the required available parking for the other business use below the standards established in this chapter.

C. Ongoing Uses.

1. Audio equipment at drive-through facilities shall not be audible off site.
2. Development subject to the standards of this chapter shall continue to meet the standards of this chapter except as specifically permitted otherwise. [Ord. 4078 § 1 (Exh. 1), 2017; Ord. 3981 § 1 (Att. A), 2014; Ord. 3932 § 8, 2013; Ord. 3902 § 5, 2012; Ord. 3635 § 1, 2007].

The Edmonds City Code and Community Development Code are current through Ordinance 4112, passed May 15, 2018.

Disclaimer: The City Clerk's Office has the official version of the Edmonds City Code and Community Development Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

E: 50:18
6.13.2018

RCW 42.12.070 Filling nonpartisan vacancies

- (1) Where one position is vacant, the remaining members of the governing body shall appoint a qualified person.**
- (2) If the body fails to appoint a qualified person within ninety (90) days of the occurrence of the vacancy, the authority of the governing body shall cease and the county legislature shall appoint a qualified person.**
- (3) Each person who is appointed shall serve until a qualified person is elected at the next election at which a member of the governing body normally would be elected (i.e.. November 2019).**
- (4) The elected person shall take office immediately and serve the remainder of the unexpired term (expires 2021).**

Timeline:

July 26, 2018 Board announcement of vacancy; advertise in various media sources, press release, e-news and post on website that applications and letters are being accepted August 1, 2018

July 31, 2018 Commissioner Williams resignation effective

August 17, 2018 Applications Due

August 22, 2018 Applications reviewed at regular board meeting

August 22, 2018 Presentation/comments from candidates accepted (limit 5 minutes per speaker)

September 26, 2018 Interviews with candidates held in Executive Session

October 24, 2018 Appointment of new commissioner announced and oath of office is given