Edmonds-Kingston Ferry

Sounder Train

Bus Rapid Transit

Future Light Rail
project area
What’s Been Adopted?

- Highway 99 Subarea Plan
- Highway 99 Planned Action EIS
- Development Code Update
- Expanded MFTE Program to include project area
High Performing Properties
Underutilized Properties
A public workshop kicked-off the process by identifying community values and priorities.
Hosted multiple open house events to discuss and receive feedback on plan details
Community Values

Connectivity  Destinations  Beautification

Safety  Walkability  Affordable Housing  Healthy Businesses
Pedestrian safety is a major concern throughout the corridor.
Enhanced transit connections to future light rail.
Desire for **housing** throughout the corridor.
# Alternative Scenarios

<table>
<thead>
<tr>
<th></th>
<th>HWY 99 Corridor Total Acres</th>
<th>Total Activity Units</th>
<th>Activity Units / Acre</th>
<th>Population</th>
<th>Pop/Acre</th>
<th>Jobs</th>
<th>Jobs/Acre</th>
<th>Housing Units</th>
<th>Housing Units / Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Conditions</strong></td>
<td>352.55</td>
<td>9,669</td>
<td>27.4</td>
<td>5,872</td>
<td>16.65</td>
<td>3,797</td>
<td>10.77</td>
<td>1,579</td>
<td>4.47</td>
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<tr>
<td><strong>Alternative 1 (No Action)</strong></td>
<td>352.55</td>
<td>13,226</td>
<td>27.5</td>
<td>7,112</td>
<td>20.17</td>
<td>6,114</td>
<td>17.34</td>
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<td>7.95</td>
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<tr>
<td><strong>Alternative 2 (Preferred Alternative)</strong></td>
<td>352.55</td>
<td>15,999</td>
<td>45.4</td>
<td>9,189</td>
<td>26.1</td>
<td>6,810</td>
<td>19.3</td>
<td>4,904</td>
<td>13.9</td>
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</table>
Design Concept

Parking areas may comprise 40% or less of street frontage.
Standards to ensure safe, comfortable and activated pedestrian environment
- **Consolidated** CG zone
- More **predictable** outcomes for community
- Design standards that will increase **vitality** & ensure **transition** to neighborhoods
Work with Community Transit and other transit partners to improve transit transfers.

- Incentivize alternative transportation options.
- Improve safety of existing highway.
Design for complete streets along transit corridors that intersect with Hwy 99.

- Provide signalized crossing at 234th St. SW.
- Improve transit stop environment.
Development proposals consistent with the SEPA Planned Action Ordinance:

- Do not have to undergo an environmental threshold determination, and
- are not subject to SEPA appeals.

The City shall base its decision on review of a SEPA checklist and plan documents.
Height limits standardized at 75 ft. in the consolidated CG zone

High-rise buildings, no specified maximum height, possible in northern subarea near hospital and southern subarea near SR 104. Design Review required.
Street Setback: 10 ft. or 5 ft. for permitted auto sales use

Side/Rear Setback: 0 ft. or 15 ft. when adjacent to RM- or RS-zoned property.

Upper-level Step-back required for projects adjacent to SF zones
Parking Requirements

Aimed to encourage transit-oriented development options

0.75 parking spaces per residential unit <700 sq. ft.
1.25 parking spaces per residential unit of 700-1100 sq. ft.
1.75 parking spaces per residential units >1100 sq. ft.

Guest parking: 1 space/per 20 units

Commercial: 1 per 500 sf. *(first 3,000 sq. ft. exempt)*
10% of required parking spaces must be equipped with EV charging stations with planned capacity for an additional 10%

1 bicycle storage space per residential unit <700 sq. ft.
2 bicycle storage spaces per residential unit of >700 sq. ft.
The Edmonds City Council implemented the MFTE program within the corridor.
Edmonds program provides:

12-year exemption period if the project includes at least 20% of units as affordable to rent or buy to low- and moderate-income households

(Low-income = 80% of AMI; moderate-income = 115% of AMI)