



Agenda
Edmonds City Council
SPECIAL MEETING NOTICE

BRACKETT ROOM
121 5TH AVE N, CITY HALL - 3RD FLOOR, EDMONDS, WA 98020

AUGUST 20, 2024, 6:30 PM

PERSONS WISHING TO JOIN THIS MEETING VIRTUALLY IN LIEU OF IN-PERSON ATTENDANCE CAN CLICK ON OR PASTE THE FOLLOWING ZOOM MEETING LINK INTO A WEB BROWSER USING A COMPUTER OR SMART PHONE:

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- 1. CALL TO ORDER**
- 2. COUNCIL BUSINESS**
 1. Comprehensive Plan Draft Housing Element (90 min)

ADJOURNMENT

City Council Agenda Item

Meeting Date: 08/20/2024

Comprehensive Plan Draft Housing Element

Staff Lead: Navyusha Pentakota

Department: Planning & Development

Preparer: Michelle Martin

Background/History:

Under the Growth Management Act (GMA) in Washington State, local governments are required to evaluate the density and capacity of urban growth areas (UGAs). The land use element of the Comprehensive Plan outlines the general distribution, location, and extent of various land uses within the city, including housing, employment, commercial, industry, recreation, open and green spaces, and other public facilities. It provides the blueprint for future growth by outlining the desired land use patterns and growth intensities through the Future Land Use Map. The future land use map is policy-oriented, that guides future zoning changes.

Per RCW 36.70A.070, the land use element must

- Provide details on **population density and building intensities**
- Achieve **environmental justice** and **public health equity**, including efforts to create or worsen environmental health disparities
- Consider **urban planning approaches** that promote **physical activity** and reduce **per capita vehicle miles traveled** within jurisdictions
- **Reduce greenhouse gas emissions**
- Account for **infrastructure needs** and **green spaces**
- Aim to create a **balanced, sustainable, and safe environment** for all

Edmonds has been allocated population, housing, and employment growth targets through County Planning Policies. These projections are based on the official 20-year population projections for Snohomish County from the Office of Financial Management and distributed as represented in Puget Sound Regional Council's Vision 2050 Regional Growth Strategy.

The City of Edmonds has a housing stock of 19,005 units per the 2020 census. According to the county's distribution of growth, there will be an estimated 28,073 housing units by 2044, an approximate increase of 9,000 more housing units and 3,058 jobs. Recent 2023 legislation requires GMA planning cities to include more "missing middle" housing types and accessory dwelling units (ADUs) to address growing concerns about housing needs and affordability. These newly adopted house bills aim to transition the residential zone character from predominantly single-family to a more diverse range of housing types, ensuring affordability across income levels.

Together, the land use and housing elements of the Comprehensive Plan must ensure that enough land is designated to meet the housing needs at different affordability levels, including emergency and permanent supportive housing for the most vulnerable populations.

The Growth Management Act, PSRC regional growth strategies, Multi-County Planning Policies, and Snohomish County Policies offer guidance for developing land use and growth patterns that align with state, regional, and county goals.

Together, the land use and housing elements of the Comprehensive Plan must ensure that enough land is designated to meet the housing needs at different affordability levels, including emergency and permanent supportive housing for the most vulnerable populations.

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Staff Recommendation

No recommendation is needed.

This session is an informational briefing and discussion with the City Council. Planning Board members will also be present to provide an overview of their previous discussions with staff, how they collaborated with the staff to discuss the draft goals and policies and how they provided their recommendations and suggestions for improvements.

Edmonds is unique in its historic character and natural beauty compared to the surrounding cities. It is essential to appreciate its identity and incorporate new developments without losing the city's uniqueness.

As cities evolve, their comprehensive land use plans must adapt to meet emerging needs and challenges. Population growth and increasing density require cities to adopt more efficient land use strategies. New land-use designations should manage urban sprawl, protect natural resources, and support sustainable development while increasing density through a clear land-use framework. This includes developing multi-family housing and mixed-use areas that integrate residential, commercial, and recreational spaces to accommodate a growing urban population while enhancing overall livability. Transportation and connectivity are also crucial considerations. As cities focus on reducing car dependency, land use plans are increasingly incorporating walkable and bike-friendly infrastructure. Integrating public transit systems into land use planning helps create more connected and accessible urban environments. There is a focus on providing diverse housing options and fostering economic growth through innovation districts and support for local businesses. The plan also emphasizes preserving historic character, integrating cultural heritage and involving diverse community voices to ensure that all groups' needs are addressed, promoting equitable development that benefits the entire population.

Considering the above requirements, the city has adopted a neighborhood centers and hubs approach where designated areas are identified to accommodate growth. These areas focus on enabling mixed-use, multi-family developments, creating walkable neighborhoods with essential services, community facilities, and employment opportunities. Goals and policies must be set forth to achieve the overall vision in promoting growth that is compliance with the state and regional land use vision.

The City is committed to transparency in developing the goals and policies by engaging the community at various stages. On May 28th and 30th, citywide meetings were held, during which staff presented the City's approach, drafted goals and policies, and gathered public feedback. The community expressed support and constructive feedback about the City's direction. These suggestions were incorporated into the draft goals and policies for further discussion with the Planning Board.

Staff met with the planning board thrice (June 26th, July 10th, and July 24th) to discuss the draft goals and policies for the Land Use and Housing elements. During the meeting on July 10th, the planning board

formed two subcommittees, a Land Use subcommittee, and a Housing subcommittee, to provide suggestions and comments on the draft goals and policies.

The subcommittees provided comments, which were included in the agenda packet for the meeting on July 24th. During the meeting, the Planning Board discussed the comments/recommendations provided, shared their perspectives, highlighted areas needing more focus, and identified opportunities to address any missing aspects. Attached is the revised Land Use draft document, incorporating all the Planning Board's comments. A matrix that shows how each of the Planning Board's comment has been addressed is attached for reference. Additionally, there's another matrix provided as a cheat sheet to help understand how the existing goals and policies have been combined, modified, or deleted in the updated draft.

The revised drafts are not final. Changes will be made based on the discussion and feedback provided by the City Council during this study session. At the end of August, the revised drafts will be published as part of the draft plan, allowing the public to comment.

Attachments:

Draft Land Use Goals and Policies revised
Existing Vs Updated Goals Policies Matrix
Planning Board Comments Matrix



Comprehensive Plan Land Use Element Draft Goals & Policies

Guiding Principle: Grow mindfully with a place-driven approach that integrates all aspects of the built environment- land use, transportation, economic development, infrastructure, and social amenities to foster well-designed and livable environments for all.

Structure

1. Citywide
2. Neighborhood Centers and Hubs
3. Activity Centers – Downtown, H-99
4. Single Use Areas
 - a) Residential Neighborhoods
 - b) Commercial
 - c) Industrial
 - d) Open Space
5. Natural Environment
 - a) Critical Areas
 - b) Soils And Topography
 - c) Habitat, Vegetation, And Wildlife
 - d) Tree Canopy

Citywide

Goal LU-1 **Goal LU-1 Ensure growth enhances the quality of life for current and future residents, workers, businesses, and visitors while upholding the community's vision**

Policy LU-1.1 Direct new growth to areas with existing infrastructure and services to promote efficiency, reduce environmental impacts, and enhance community cohesion.

- Policy LU-1.2 Promote place-based solutions to mitigate existing corridor development to enable walkability, livability and access to open space, while encouraging efficient land use management
- Policy LU-1.3 Support and maintain significant public investments, including government and cultural facilities, landscaping, street furnishings, public art, and civic features that enhance the pedestrian experience and foster community.
- Policy LU-1.4 Building design should discourage automobile access and curb cuts that interfere with pedestrian and bicycle activity and break up the streetscape. Encourage the use of alley entrances and courtyards to beautify the back alleys in the commercial and mixed-use areas in the downtown area.
- Policy LU-1.5 Prioritize capital facility investments, including open space and community gathering places in historically underserved areas
- Policy LU-1.6 New developments shall consider environmental and socioeconomic impacts
- Policy LU-1.7 Implement appropriate zoning regulations to create opportunities for housing and jobs consistent with state and regional goals and targets for the planning period ending in 2044, as shown in Table YY.
- Policy LU-1.8 Foster vibrant retail, office, and entertainment spaces supported by local residents and the broader Edmonds community in activity, neighborhood centers and hubs,
- Policy LU-1.9 Enhance Edmonds' imageability by preserving and leveraging its strong visual quality.
- Policy LU-1.10 Find opportunities in creative placemaking to celebrate the Edmonds Arts community and promote local craftsmanship.

Call out: PROS Plan details a gap analysis of the park system which was conducted to examine and assess the current distribution of parks throughout the City. The analysis reviewed the locations and types of existing facilities, land use classifications, transportation/ access barriers, and other factors to identify preliminary acquisition target areas.

Additional analysis was conducted to examine the park system through an equity lens. The analysis illustrates which parks may be underdeveloped or require additional upkeep or enhancements, which could guide future capital planning to bring parity to existing developed parks.

This analysis should be part of assessment studies conducted under Policy LU 1.3.

Goal LU-2 Maintain and grow a welcoming environment that promotes a sense of belonging among residents, visitors, and businesses.

- Policy LU-2.1 Ensure land use decisions do not negatively impact historically marginalized communities by applying Department of Commerce criteria and analysis methods to evaluate racially disparate impacts.
- Policy LU-2.2 Continue to support pedestrian scale development through appropriate land use regulations and design guidelines
- Policy LU-2.3 Ensure topography is addressed creatively to preserve public views across the city.
- Policy LU-2.4 When feasible, frame views from public areas to the Puget Sound and Olympic Mountains and to other natural settings in the city
- Policy LU-2.5 Develop a ‘complete streets’ street typology manual that considers land use in street design and functionality.
- Policy LU-2.6 Develop a street activation toolkit to facilitate community led events that temporarily utilize the right of way for local gatherings in all centers and hubs.
- Policy LU-2.7 Utilize the Green Street manual as a tool to identify and design transportation and stormwater projects citywide.
- Policy LU-2.8 De-pave underutilized or undefined impervious areas through landscaping, high quality furnishings, permeable surfaces and tree canopy while incorporating green infrastructure.
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Neighborhood Centers and Hubs

Goal LU-3 Promote development within the centers and hubs as the focus for growth in a way that enhances a sense of place and provides a good quality of life for all residents.

- Policy LU-3.1 Encourage multi-family residential development alongside a diverse mix of retail and commercial spaces within centers and hubs to enable efficient land utilization and strengthen community cohesion.
- Policy LU-3.2 Establish Centers and Hubs as focal points for residents’ needs, services, jobs, housing with mobility options and recreational opportunities.
- Policy LU-3.3 Conduct a well-reasoned analysis of local policies and regulations contributing to racially disparate impacts, displacement, and exclusion at neighborhood level and take necessary actions to undo impacts.
- Policy LU-3.4 Collaborate with organizations and agencies to support local businesses at risk of displacement, ensuring they have the resources to thrive
- Policy LU-3.5 Incentivize development that provides signature pedestrian facilities and public space, supports local business and incorporates affordable housing.

Policy LU-3.6 Coordinate with Community Transit to enable last-mile connections to support transit use.

Policy LU-3.7 Manage the transition between the core of neighborhood centers to the surrounding community with stepped-down densities and heights, and retail uses that are more neighborhood serving and associated with less traffic demand.

Goal LU-4 Enable mixed-use areas to be distinct, human-scale environments that foster placemaking opportunities.

Call out: WHAT IS HUMAN SCALE?

"Human scale" refers to the design of buildings, streets, and spaces that consider the physical and sensory experiences of people. It's about creating environments that people find comfortable, engaging, and conducive to their daily activities, fostering a sense of belonging and community.

Key aspects of human scale are

Built form: Design elements shall be scaled and designed with human dimensions and senses in mind - such as the first 30' of building height, widths of buildings, frequent entrances, and the distances between buildings to ensure that proportions are relatable and do not detract from the pedestrian experience

Facades: Textures, materials, and transparency to create visual interest at the pedestrian eye level

Pedestrian-Friendly Details: Streets adhere to complete street design standards with landscaping, wide sidewalks, and calm vehicular traffic.

Ensure that urban spaces are accessible to people of all ages and abilities. This includes designing for mobility, providing ramps and elevators, and creating spaces that are easy to navigate for everyone.

Policy LU-4.1 Support satellite civic uses and capital investments to serve as anchors in centers and hubs.

Policy LU-4.2 Adopt regulations that reduce barriers for mixed use, multifamily developments while ensuring context appropriate design.

Policy LU-4.3 Transition overhead wires and poles to underground facilities.

Policy LU-4.4 Promote pedestrian-friendly ground-level activities and street-facing storefronts and commercial spaces that create opportunities for community engagement in all mixed-use areas.

Policy LU-4.5 Identify festival streets that could serve as periodic public spaces, designed with the goal of pedestrian comfort and providing flexibility to accommodate occasional events

Goal LU-5 Foster healthy and thriving community places.

Policy LU-5.1 Support active transportation (e.g., walking and bicycling) access to public facilities, schools, parks and open space, employment centers, and other amenities and resources.

Policy LU-5.2 Support increased greenspace, tree canopy, and integration of nature within urban settings.

Policy LU-5.3 Adopt tools to minimize impacts on adjacent lower-density residentially zoned properties, such as landscape buffers, tree retention, high-quality design elements, adequate parking, and low lighting and noise levels.

Policy LU-5.4 Open space shall be equitably distributed throughout the centers and hubs, promoting active and passive recreation, foster social interactions and community engagement

Policy LU-5.5 Facilitate partnerships between the city, neighborhoods, business, and property owners/developers to reduce or share costs associated with neighborhood improvements.

Policy LU-5.6 Encourage space sharing between properties to serve neighborhood businesses for staging garbage, recycling and compost

Policy LU-5.7 Find opportunities to integrate small open spaces such as pocket parks, expanded outdoor café seating areas, and intimate plazas appropriate for small community gatherings and impromptu meetings between neighbors.

Goal LU-6 Support efficient parking management strategies

Policy LU-6.1 Foster shared parking arrangements between different land uses (e.g., office and residential) to optimize the use of existing parking spaces.

Policy LU-6.2 Encourage adaptable building design for parking garages with flat floors, which will allow for future use conversion.

Policy LU-6.3 Consider introducing parking maximums instead of minimums to limit the number of parking spaces in new developments.

Policy LU-6.4 Require developers to unbundle parking costs from rent, allowing tenants to opt out of paying for parking spaces they do not need.

Activity Centers

Downtown

Goal LU-7 Strengthen and expand the unique identity of Downtown

- Policy LU-7.1 Encourage the adaptive reuse of historic structures by facilitating seismic retrofits, accessibility, and code upgrades
- Policy LU-7.2 Reinforce the public realm along the “5th Ave and Main St corridor” supporting various retail, public uses, and pedestrian activities.

Goal LU-8 Strengthen and expand the creative identity of Edmonds Downtown Creative District.

- Policy LU-8.1 Strengthen meaningful connections and representation of indigenous culture, past and present
- Policy LU-8.2 Add flexibility for creative uses, including retail, small-scale production spaces, and live work uses.
- Policy LU-8.3 Explore programs that support interim, transitional, or temporary creative uses that can transform underutilized spaces with temporary arts
- Policy LU-8.4 Continue to explore strategies to nurture the working arts through access to supportive facilities (working spaces and venues) and facilitating an affordable cost of living.

Highway 99 Activity Center and Subarea

Goal LU-9 Enable Hwy-99 Subarea’s transition from single-use – highway-oriented commercial uses to a mixed-use, walkable environment.

- Policy LU-9.1 Explore mechanisms and adopt development standards that encourage uses that redefine the character of the corridor.
- Policy LU-9.2 Leverage the proximity of the light rail station when proposing changes to land use or encouraging a diverse mix of uses. Prioritize developments that complement transit access, such as mixed-use buildings, pedestrian-friendly amenities, and services that enhance the station area's vibrancy and connectivity.
- Policy LU-9.3 Promote pedestrian- and bike-friendly growth, with a focus on providing safe access, through-block connections, adequate lighting, and high-quality streetscapes. Adjust block sizes, parking arrangements, and streetscape requirements as necessary to support these goals.
- Policy LU-9.4 Explore funding opportunities at the state and regional level for infrastructure improvements that can support the subarea’s land use strategies
- Policy LU-9.5 Establish a structured and regular schedule for engaging with the Highway 99 community to ensure ongoing, meaningful participation and input following the process outlined in the Equitable Engagement Framework.

- Policy LU-9.6 Increase frequency and visibility of pedestrian crossings at key cross streets and bus stops on Highway 99.
- Policy LU-9.7 Apply traffic calming best practices to facilitate pedestrian, business, and residential access while maintaining traffic capacity along Highway 99. Continue to collaborate with WSDOT to develop a circulation management plan.
- Policy LU-9.8 Prioritize access through side streets and minimize curb cuts for new and existing developments to enhance safety while minimizing impacts to surrounding residential neighborhoods.

Goal LU-10 Emphasize the unique opportunities along the Gateway, International, and Health districts along Highway 99.

- Policy LU-10.1 Foster and enhance the unique character of the International District by
- Protecting and supporting the business cluster while mitigating displacement due to redevelopment.
 - Incorporating culturally significant design elements into public spaces, buildings, and infrastructure to preserve and enhance the districts' unique identity
- Policy LU-10.2 Develop the Gateway District as a distinct transition point on Highway 99 by
- Promoting urban design features in the southern gateway district and the northern entry to Edmonds along HWY 99 that create a sense of arrival.
 - Integrating public art, high-quality streetscape features, and encourage high-quality gateway features on private development within these areas.
- Policy LU-10.3 Develop the **Health district** as a complement to the Medical Activity Center, to grow a diverse and comprehensive health-focused area. Encourage research partnerships, health and wellness advocacy and education opportunities. Expand housing choices to meet specific needs such as short-term housing for families and individuals, specialized housing for people with chronic illnesses and disabilities, especially for low-income groups.

Goal LU-11 Redefine the existing subarea plan based on neighborhood action planning framework (refer to Community Culture and Design Goal XX) to explore opportunities, develop guidelines to create a design identity for each district along the H99 corridor

- Policy LU-11.1 Support neighborly transitions between single-family residential and higher scaled development on selected parcels within subarea boundary. Explore increasing the height allowance for some parcels adjacent to Highway 99 and SWIFT BRT bus stops while ensuring the net growth capacity of the Highway 99 subarea is not affected.

- Policy LU-11.2 Consider branding elements expressed through public and local art, street furniture, bus shelter designs, pavement patterns, special lighting fixtures, colored crosswalks, or banners.
- Policy LU-11.3 Wayfinding elements should indicate that the corridor is within the City of Edmonds and show how connections can be made to key Edmonds destinations.

Single-Use Areas

Residential Neighborhoods

- Policy LU-11.4 Ensure the availability of quality housing to all sections of the community, accommodating the spectrum of housing needs and preferences.
- Policy LU-11.5 Encourage and monitor the shift from single-family dominant residential zoning to low-density and medium-density residential zones to provide a wide variety of housing types and sizes, while keeping the quality of living a priority.
- Policy LU-11.6 Remove development standards and regulations that act as barriers limiting the possibility of middle housing in residential zones, including concerns of residents.
- Policy LU-11.7 Encourage middle housing typologies of different sizes and affordability levels to make housing available for individuals and families of all sizes, in compliance with the state legislation.
- Policy LU-11.8 Apply contextually appropriate standards and regulations to transition between low density, medium residential and mixed-use zone

Commercial Areas

Goal LU-12 Locate commercial development in Edmonds to take advantage of its unique economic opportunities while being compatible with the surrounding neighborhood.

- Policy LU-12.1 The design and location of all commercial sites should provide for convenient and safe access for customers, employees, and suppliers.
- Policy LU-12.2 All commercial developments should be designed to minimize the impacts of traffic and noise.
- Policy LU-12.3 Discourage future proliferation of poorly connected strip commercial areas along Edmonds streets and highways.
- Policy LU-12.4 Encourage location of vehicular parking behind buildings to promote a pedestrian friendly street frontage.

- Policy LU-12.5 Minimize curb cuts where possible, especially along streets with pedestrian traffic.
- Policy LU-12.6 Promote inclusion of public amenities such as pocket parks, plazas, and community spaces in commercial developments.

Industrial Areas

- Goal LU-13 **Ensure that any new industrial development in Edmonds contributes to economic growth and stability while preserving the quality of life and protecting the environment**
- Policy LU-13.1 Light industrial uses should be given preference over heavy industrial uses. The industry type should not degrade Edmonds' natural or residential living environment
- Policy LU-13.2 Adequate buffers for landscaping, compatible transitional land uses and open space should be utilized to protect surrounding land areas from the adverse effects of industrial land use. Particular attention should be given to protecting residential areas, parks and other public-institutional land uses.
- Policy LU-13.3 All industrial areas should be located where direct access can be provided to regional ground transportation systems (major State Highways and/or railroad lines).

Open Space

- Goal LU-14 **Expand and enhance open space in the community to improve environmental quality and overall community well-being**
- Policy LU-14.1 Evaluate the suitability of undeveloped public properties to serve as open space
- Policy LU-14.2 No city-owned property should be relinquished until all possible community uses have been explored
- Policy LU-14.3 All feasible means should be used to preserve the following open spaces:
- Natural and green belt areas adjacent to highways and arterials with the priority to highways classified as scenic.
 - Areas which have steep slopes or are in major stream drainage ways, particularly those areas which have significance to Edmonds residents as water sheds or natural drainage ways.
 - Bogs and wetlands.
 - Land which can serve as buffers between high noise environments and sensitive uses.

- Lands which would have unique suitability for future passive or active recreational use.

Goal LU-15 Ensure Edmonds future land use patterns support the goals as defined in Edmonds PROS PLAN

- Policy LU-15.1 Provide an interconnected park system that offers a wide variety of year-round recreation opportunities and experiences which support and enhance Edmonds' cultural identity and the natural environment
- Policy LU-15.2 Preserve and pursue opportunities to expand public access and enjoyment of Edmonds open space and recreational facilities
- Policy LU-15.3 Conserve and provide access to natural resource lands for habitat conservation, recreation, and environmental education

Environment

Goal LU-16 Ensure that new development be compatible with the natural constraints of slopes, soils, geology, drainage, vegetation and habitat.

Critical Areas

- Policy LU-16.1 Designate and protect critical areas using the best available science (BAS) pursuant to RCW 36.70A.172 and long-range climate change projections.
- Policy LU-16.2 In addition to regulations, provide incentives (such as density bonus for implementing low-impact development techniques, technical assistance, and resources to developers on green building certifications etc.) that encourage environmental stewardship, resource conservation, and environmental enhancement during development activities.
- Policy LU-16.3 Implement performance-based standards that encourage developers to meet specific environmental outcomes rather than prescriptive requirements.
- Policy LU-16.4 When an alteration to a critical area or its buffer is proposed, such alteration shall be avoided, minimized, or compensated for in the following sequential order of preference:
- Avoiding the impact altogether
 - Minimizing the impact.
 - Rectifying the impact
 - Minimizing or eliminating the hazard, where the critical area poses a hazard (such as a landslide area)
 - Reducing or eliminating the impact over time
 - Compensating for the impact
 - Monitoring the mitigation and taking remedial action where necessary
 - Implementing financial surety, code enforcement, and adaptive management to ensure mitigation success

- Requiring fencing, signage, and establishment of native growth protection area.

Apply adaptive management¹ to critical area regulations to monitor and evaluate their effectiveness and update regulations that do not achieve the level of protection prescribed in the regulations.

Goal LU-17 Encourage low impact development approaches for managing stormwater, protecting, and improving water quality, minimizing flooding and erosion.

- Policy LU-17.1 Encourage retaining native vegetation, reducing impervious surfaces, and protecting habitat.
- Policy LU-17.2 Promote the use of best management practices (BMPs) for stormwater to enhance infiltration and reduce runoff, such as permeable pavements, green roofs, green streets, rain gardens, and retention basins.

Goal LU-18 Protect groundwater resources used for public water supplies such as the Critical Aquifer Recharge Areas (CARAs) based on the best available science to ensure effective protection measures.

- Policy LU-18.1 Implement zoning regulations that limit land use activities that could negatively impact groundwater recharge, such as, extensive paving.
- Policy LU-18.2 Restrict or prohibit activities that pose a high risk of contaminating the aquifer, such as chemical storage, waste disposal.
- Policy LU-18.3 Develop projects that actively enhance aquifer recharge, such as artificial recharge basins, managed aquifer recharge (MAR) systems, and restoring natural recharge areas.
- Policy LU-18.4 Collaborate with Olympic View Water and Sewer District to monitor periodic assessment of groundwater levels, recharge rates, and quality and ensure the data is publicly available.

Soil and Topography

Goal LU-19 Facilitate responsible development practices in areas with steep slopes and potentially hazardous soil conditions.

- Policy LU-19.1 Designate areas where development is restricted or prohibited based on slope gradients and soil stability assessments.

¹ Adaptive management of ecosystems and socio-ecological systems is **an iterative process in which management actions are followed by targeted monitoring**

- Policy LU-19.2 Require special permits for developments in identified high-risk areas, ensuring thorough review and compliance with safety standards.
- Policy LU-19.3 Flexible lot line adjustment and lot combination and division should be allowed in these areas to preserve the site and reduce impervious surfaces, cuts, and fills.
- Policy LU-19.4 Streets and access ways should be designed to conform to the natural topography, reduce runoff and minimize grading of hillsides.
- Policy LU-19.5 Create special design and building standards based upon best management practices to mitigate the impacts of development on and adjacent to steep slopes, erosion hazard, and landslide hazard areas.
- Grading, filling, and tree cutting should be restricted to building pads, reasonable construction clearance, driveways, access ways and other impervious surfaces.
 - Grading should not jeopardize the stability of any slope, or of an adjacent property.
 - Only minimal amounts of cut and fill on hillsides should be permitted so that the natural topography can be preserved. Fill should not be used to create a yard on steeply sloped property.
 - Fill and excavated dirt shall not be pushed down the slope.
 - Minimize deforestation and encourage planting of deep-rooted vegetation and mulch (of suitable native varieties) to prevent siltation of drainage ways and improve stability on steep slopes
 - Ensure proper design and maintenance of drainage systems to manage surface water runoff and prevent soil saturation
- Policy LU-19.6 Regularly update City building and development codes to incorporate the best and latest standards for minimizing damage caused by seismic activities and consider such hazards when locating land uses and intensities.
- Policy LU-19.7 Maintain an inventory of seismic risk buildings. Encourage the seismic retrofitting of historic buildings by allowing property owners to sell unused development capacity to nearby parcels, thus providing financial incentives for necessary upgrades while preserving the historic character of the community.
- Policy LU-19.8 Establish buffers around the perimeter of undevelopable landslide hazard areas to avoid the potential to undermine such areas and minimize the risk to human life and safety

Habitat, Vegetation and Wildlife

Goal LU-20 Preserve and enhance natural habitats woodlands, marshes, wetlands and other natural areas.

- Policy LU-20.1 Improve water quality, fisheries habitat, and wildlife resources consistent with adopted state and federal standards.

- Policy LU-20.2 Participate in regional efforts to recover Priority Habitats and Species² including watershed planning, restoration, implementation efforts, the WRIA 8 Salmon Recovery Council, and other recovery actions.
- Policy LU-20.3 Prevent introduction of invasive plant and animal species into natural areas. Prioritize the use of native plants in landscape on public properties, right of ways and apply best available science to support habitat restoration and expansion.
- Policy LU-20.4 Identify and implement targeted public projects to improve salmon habitat ensuring the protection and recovery of salmon population. The projects may target habitat restoration, fish passage improvements, habitat monitoring and assessment and water flow management.

Goal LU-21 Promote and increase public awareness and pride in Edmonds wildlife heritage.

- Policy LU-21.1 Through partnerships and coordination, maintain education and recreational programs and activities for all age levels.
- Policy LU-21.2 Construct and maintain public educational displays that identify some of the more common plants and animals and their ecosystems and habitats, including at streams, beaches, and marshes.

Tree Canopy

Goal LU-22 Expand the tree canopy cover over the next 20 years with a goal of no net loss, ensuring the protection, preservation, and expansion of urban forestry resources.

- Policy LU-22.1 Invest in tree plantings areas in areas that have documented high summer temperatures, risk of flooding and low tree canopy to enhance ecosystem services and improve equity.
- Policy LU-22.2 Reassess city tree canopy at five-year intervals to monitor change and make strategic management decisions.
- Policy LU-22.3 Include a tree planting budget and a maintenance plan in all rights-of-way and other capital transportation projects.
- Policy LU-22.4 Prioritize tree preservation within riparian corridors, wetlands, and associated buffers, and minimize deforestation on steep slopes to maintain stability.
- Policy LU-22.5 Reduce clearcutting or other development impacts on the urban forest
- Policy LU-22.6 Promote “Right tree, right place” which ensures a balanced combination of long-lived native trees and nursery-grown street trees, planted in locations that are suitable for their growth and contribute to a sustainable urban forest.

² <https://wdfw.wa.gov/species-habitats/at-risk/phs>

- Policy LU-22.7 Partner with local nurseries, gardening clubs, environmental organizations, and schools to promote tree care initiatives and provide resources such as give away trees and/or tree vouchers for use in Edmonds.
- Policy LU-22.8 Create volunteer programs to assist elderly or disabled residents with tree care tasks, leveraging community involvement and support.
- Policy LU-22.9 Preserve and protect significant trees within the community, ensuring they continue to provide environmental, aesthetic, and social benefits.
- Establish a tree protection ordinance that outlines the criteria for significant trees (factors such as size, species, age, historical significance, and ecological value) and specifies the protections afforded to them.
 - Require permits for any activity that could potentially impact significant trees, including pruning, removal, and construction activities within the tree's critical root zone.
 - Mandate the replacement of removed significant trees with appropriate species and sizes, ensuring no net loss of tree canopy

Goal/Policy in the existing Comprehensive Plan		Staff notes on how it is adapted in the update
Downtown/Waterfront Area Goal A.	Promote downtown Edmonds as an attractive setting for retail, office, entertainment and associated businesses supported by nearby residents and the larger Edmonds community and as a destination for visitors from throughout the region.	Promoting all neighborhood centers and hubs. Modified this to be a more generic citywide goal
A.1	Ensure that the downtown/waterfront area continues – and builds on – its function as a key identity element for the Edmonds community.	LU-7 - Strengthen and expand the unique identity of Downtown
A.2	Enhance Edmonds’ visual identity by continuing its pedestrian-scale of downtown development, enhancing its shoreline character, and protecting and building on the strong visual quality of the “5th and Main” core.	Addressed in the Waterfront section
A.3	Encourage a more active and vital setting for new retail, office, entertainment and associated businesses supported by nearby residents and the larger Edmonds community, downtown commercial activity and visitors from throughout the region.	Modified - Foster vibrant retail, office, and entertainment spaces supported by local residents and the broader Edmonds community.

A.4	Enhance shoreline features to include a full spectrum of recreational activities, park settings, natural features (such as the Edmonds Marsh), and marina facilities. Improve public access to the shoreline and link waterfront features by establishing a continuous esplanade along the shoreline. The esplanade will be constructed over time through public improvements and Shoreline Master Program requirements placed on private development.	Addressed in the Waterfront section
A.5	Support the development and retention of significant public investments in the downtown/waterfront area, including government and cultural facilities that help draw residents and visitors to downtown.	Applies to not only Downtown/Waterfront, but to all neighborhood centers and hubs. Modified to - Promote place-based solutions to mitigate existing corridor development to enable walkability, livability and access to open space
A.6	Provide greater residential opportunities and personal services within the downtown, especially to accommodate the needs of a changing population	Deleted. Includes policies related to housing dev in compliance with the house bills.
Downtown/Waterfront Area Goal B.	Continue to plan for and implement improvements in the downtown/waterfront area that resolve safety conflicts while encouraging multi-modal transportation and access to the waterfront.	Addressed in Transportation

B.1	Future development along the waterfront should support the continuation and compatible design of three regional facilities: Edmonds Crossing at Pt. Edwards; the Port of Edmonds; and the regional parks, beaches and walkways making up the public shoreline.	Addressed in the Waterfront section
B.2	Plan for improvements to resolve transportation and safety conflicts in the downtown/waterfront area.	Addressed in Transportation
B.3	Provide a more efficient transportation system featuring improved bus service, pedestrian and bicycle routes, and adequate streets and parking areas.	Addressed in Transportation
Downtown/Waterfront Area Goal C.	Continue to plan for and implement the Edmonds Crossing multimodal transportation center at Point Edwards – pursuing the design, permitting, land acquisition and development of the project, as resources allow. The completion of Edmonds Crossing will help address the competing needs of three regional facilities (transportation, parks and open space – including the Edmonds Marsh, and the Port of Edmonds) while providing opportunities for redevelopment and linkage between downtown Edmonds and its waterfront.	Removed all Edmonds Crossing/Pont Edwards references. Modified polices will be included in the Transportation Element

C.1	Utilize the Point Edwards site to its best community and regional potential by developing a multimodal transit center with compatible development in the surrounding area. In addition to the regional benefits arising from its multi modal transportation function, an essential community benefit is in removing intrusive ferry traffic from the core area which serves to visually and physically separate downtown from the waterfront.	Removed all Edmonds Crossing/Pont Edwards references. Modified polices will be included in the Transportation Element
C.2	When feasible, establish a Point Edwards multimodal transportation center which provides convenient transportation connections for bus, ferry, rail, auto, pedestrians and bicycle riders and makes Edmonds an integrated node in the regional transportation system. The new terminal should be planned to reduce negative impacts to downtown Edmonds – such as grade separation/safety concerns and conflicts with other regional facilities – while providing the community with unique transportation resources and an economic stimulus to the larger community.	Removed all Edmonds Crossing/Pont Edwards references. Modified polices will be included in the Transportation Element

C.3	Extend Downtown westward and connect it to the shoreline by encouraging mixeduse development and pedestrian-oriented amenities and streetscape improvements, particularly along Dayton and Main Streets. Development in this area should draw on historical design elements found in the historic center of Edmonds to ensure an architectural tie throughout the Downtown Area. Pursue redevelopment of SR-104 and the existing holding lanes once the ferry terminal moves to Point Edwards.	Addressed in the Waterfront section
C.4	Improve traffic conditions by removing ferry traffic impacts from the downtown core.	Addressed in Transportation
Downtown/Waterfront Area Goal D.	Define the downtown commercial and retail core along streets having the strongest pedestrian links and pedestrian-oriented design elements, while protecting downtown’s identity.	LU-1.2 Promote place-based solutions to mitigate existing corridor development to enable walkability, livability and access to open space
D.1	Encourage opportunities for new development and redevelopment which reinforce Edmonds’ attractive, small town pedestrian oriented character. Provide incentives to encourage adaptive reuse as an alternative to redevelopment of historic structures in order to preserve these resources. These historic structures are a key component of the small town character of Edmonds and its economic viability. Height limits that reinforce and require pedestrian-scale development are an important part of this quality of life, and should be implemented through zoning regulations and design guidelines.	Refer to LU-1.2, 1.4, 2.2, etc- multiple policies enhance the pedestrian oriented character , historic preservation policies in the housing element

D.2	Gradually remove large and inadequately landscaped paved areas and provide for green infrastructure.	LU 2.8
D.3	Provide pedestrian-oriented amenities for citizens and visitors throughout the downtown/waterfront area, including such things as: <ul style="list-style-type: none"> • Weather protection, • Street trees and flower baskets, • Street furniture, • Public art and art integrated into private developments, • Pocket parks, • Signage and other way-finding devices, • Restrooms. 	LU-1.3. Transportation element also includes policies related to wayfinding signange and street charcater ad streetscaping
D.4	Strive for the elimination of overhead wires and poles whenever possible.	LU 4.3
D.5	Coordinate new building design with old structure restoration and renovation.	Addressed in Housing
D.6	Develop sign regulations that support the pedestrian character of downtown, encouraging signage to assist in locating businesses and public and cultural facilities while discouraging obtrusive and garish signage which detracts from downtown pedestrian and cultural amenities.	redundant
D.7	Provide lighting for streets and public areas that is designed to promote comfort, security, and aesthetic beauty while being appropriate for its location.	Addressed in Transportation

D.8	Building design should discourage automobile access and curb cuts that interfere with pedestrian and bicycle activity and break up the streetscape. Encourage the use of alley entrances and courtyards to beautify the back alleys in the commercial and mixed use areas in the downtown area.	LU-1.4
Downtown/Waterfront Area Goal E.	Identify supporting arts and mixed use residential and office areas which support and complement downtown retail use areas. Provide for a strong central retail core at downtown’s focal center while providing for a mixture of supporting commercial and residential uses in the area surrounding this retail core area. Emphasize and plan for links between the retail core and these supporting areas.	Applicable to not just downtown, but also centers and hubs. Refer to LU3.1
E1	Support a mix of uses downtown which includes a variety of housing, commercial, and cultural activities.	Redundant
Downtown/Waterfront Area Goal F.	Focus development between the commercial and retail core and the Edmonds Center for the Arts on small-scale retail, service, and multi-family residential uses.	Redundant
Downtown/Waterfront Area Goal G.	Develop gateway/entrance areas into downtown which serve complementary purposes (e.g. convenience shopping, community activities).	Not relevant to Land Use
Downtown/Waterfront Area Goal H.	Explore alternative development opportunities in the waterfront area, such as specifically encouraging arts-related and arts-complementing uses.	Addressed in the Waterfront section

H.1	Improve and encourage economic development opportunities by providing space for local businesses and cottage industries and undertaking supporting public improvement projects. Of particular significance is the enhancement of economic development opportunities resulting from the Edmonds Crossing project and the enhancement of Edmonds as an arts and water-oriented destination.	Redundant . Edmonds crossing reference deleted
Medical/Highway 99 Activity Center and Highway 99 Corridor		
Medical/Highway 99 Activity Center Goal A.	Expand the economic and tax base of the City of Edmonds by providing incentives for business and commercial redevelopment in a planned activity center.	Not only activity centers, but also neighborhood centers and hubs. LU 3.4, 5.5,
Medical/Highway 99 Activity Center Goal B.	Provide for an aesthetically pleasing business and residential community consisting of a mixed use, pedestrian-friendly atmosphere of attractively designed and landscaped surroundings and inter-connected development.	LU-11
B.1	Encourage a more active and vital setting for new retail, office, and service businesses, supported by nearby residents and visitors from other parts of the region.	Redundant. Apply citywide. Refer to policies under LU-1, LU-2

B.2.	Provide street trees, buffers, and landscape treatments which encourage and support an attractive mixed use pattern of development characterized by pedestrian walkways and centralized parking. Use these same features, in concert with site and building design, to provide a transition from higher-intensity mixed use development to nearby single family residential areas.	Policies under LU3
B.3.	Provide a pleasant experience for pedestrians and motorists along major streets and in a planned activity center, and provide a gateway along 212th Street SW into the City of Edmonds.	refer to LU-10.2
Medical/Highway 99 Activity Center Goal C.	Recognize and plan for the distinct difference in opportunities and development character provided by the Highway 99 corridor versus the local travel and access patterns on local streets.	Refer to LU-10
C.1	Uses adjoining the Highway 99 Corridor should provide more intensive levels of mixed use development, including higher building heights and greater density. However, pedestrian linkages to other portions of the activity center – and adjoining focus areas along the Highway 99 Corridor – should still be provided in order to assist pedestrian circulation and provide access to transit.	Policies under LU-9
Medical/Highway 99 Activity Center Goal D.	Promote the development of a mixed use area served by transit and accessible to pedestrians.	Redundant

D.1	Provide a more efficient transportation system featuring increased bus service, pedestrian and bicycle routes as well as adequate streets and parking areas. Transit service should be coordinated by transit providers and take advantage of links to future high-capacity transit that develops along corridors such as Highway 99.	Addressed in the Transportation Element
Medical/Highway 99 Activity Center Goal E.	To provide a buffer between the highintensity, high-rise commercial areas along SR 99 and the established neighborhoods and public facilities west of 76th Avenue West as indicated in the 1994 Stevens Memorial Hospital Master Plan (see Figure 18 below).	Applies to all activity centers, neighborhood centers and hubs - Refer to LU-3.7. Removed reference to the Memorial Hospital Plan.
E.1	Support a mix of uses without encroaching into single family neighborhoods. Uses adjoining single family neighborhoods should provide transitions between more intensive use areas through a combination of building design, landscaping and visual buffering, and pedestrian-scale streetscape design. • Low: Maximum height of two stories. • Intermediate: Maximum height of five stories. • High: Maximum height of nine stories.	Future Land Use designation will replace this
Medical/Highway 99		
Activity Center Goal F.	To discourage the expansion of strip commercial development and encourage a cohesive and functional activity center that allows for both neighborhood conservation and targeted redevelopment that includes an appropriate mix of single family and multiple dwelling units, offices, retail, and business uses, along with public facilities.	Redundant - LU-1.2, 3.1,3.2

F.1.	In some cases, heavy commercial development (e.g. wholesale or light industrial uses) may still be appropriate where these uses are separated from residential uses.	Not relevant. There is no dedicated Commercial in FLUM framework. It's all mixed use.
Medical/Highway 99 Activity Center Goal G.	To provide an integrated network of pedestrian and bicycle circulation that connects within and through the activity center to existing residential areas, the high school, the hospital, and transit services and facilities.	Addressed in the Transportation Element
G.1	Development should be designed for both pedestrian and transit access.	Addressed in the Transportation Element
Highway 99 Corridor Goal A.	Improve access and circulation. Access to businesses for both pedestrians and automobiles is difficult along major portions of the corridor. The inability of pedestrians to cross the street and for automobiles to make safe turns is a critical limitation on enhanced development of the corridor into a stronger economic area. Better pedestrian crossings are also needed to support transit use, especially as Highway 99 becomes the focus of future high capacity transit initiatives.	Addressed in the Transportation Element
A.1	Provide for pedestrian access and circulation within development focus areas, while coordinating with high-capacity transit along the Highway 99 corridor.	Addressed in the Transportation Element
A.2	Use traffic signals, access management, and rechannelization to facilitate pedestrian, business, and residential access while maintaining traffic capacity along SR 99. The City should work collaboratively with WSDOT on these issues, and to develop a circulation management plan. In some cases the impacts of the traffic signals can be enhanced by access management, rechannelization and other measures.	Lu-9.3,9.4.9.5 Also Addressed in the Transportation Element

A.3	Make the corridor more attractive and pedestrian-friendly (e.g., add trees and landscaping) through a combination of development requirements and – when available – public investment.	Addressed in the Transportation Element
A.4	Route auto traffic to encourage efficient access to new and existing development while minimizing impacts to surrounding residential neighborhoods.	Modified. LU 9.7
Highway 99 Corridor Goal B.	The City should consider the different sections along the corridor and emphasize their unique opportunities rather than view the corridor as an undifferentiated continuum. Street improvements and, in some cases regulatory measures can encourage these efforts. Focus on specific nodes or segments within the corridor. Identity elements such as signage should indicate that the corridor is within the City of Edmonds, and show how connections can be made to downtown and other Edmonds locations.	Redundant - LU-10, LU-11
B.1.	New development should be high-quality and varied – not generic – and include amenities for pedestrians and patrons while encouraging sustainable practices.	Applies Citywide- LU-1.6,2.2
B.2	The City will encourage the retention of commercial uses which provide high economic benefit to the city, such as new auto dealerships, and encourage these types of uses to locate within the Highway 99 Corridor. When these uses are proposed to be located within one of the corridor’s districts, these uses should also comply with the goals and design standards outlined for each district.	Deleted. Economic Development Element will address retention of commercial uses which provide high economic benefit

<p>B.3</p>	<p>Provide a system of “districts” along the corridor which provide opportunities for clusters of development, or themed development areas. Providing focus points for development is intended to help encourage segmentation of the long Highway 99 corridor into distinct activity nodes which will encourage an Edmonds character and identity for the corridor. Concepts for the different districts are identified in the “Highway 99 Subarea Plan,” and include the following.</p> <p>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</p>	<p>Some of this is achieved through H-99 sub area plan and transportation improvement projects. Rest is achieved through polices under Goal 10,11</p>
<p>Residential Area Goals</p>		
<p>Residential Goal A.</p>	<p>High quality residential development which is appropriate to the diverse lifestyle of Edmonds residents should be maintained and promoted. The options available to the City to influence the quality of housing for all citizens should be approached realistically in balancing economic, social, aesthetic and environmental considerations.</p>	<p>Housing Element</p>

A.1	Encourage those building custom homes to design and construct homes with architectural lines which enable them to harmonize with the surroundings, adding to the community identity and desirability.	Housing Element
A.2	Protect neighborhoods from incompatible additions to existing buildings that do not harmonize with existing structures in the area.	Housing Element
A.3	Minimize encroachment on view of existing homes by new construction or additions to existing structures	LU-2.3,2.4
A.4	Support retention and rehabilitation of older housing within Edmonds whenever it is economically feasible.	Housing Element
A.5	Protect residential areas from incompatible land uses through the careful control of other types of development and expansion based upon the following principles: A.5.a Residential privacy is a fundamental protection to be upheld by local government. A.5.b Traffic not directly accessing residences in a neighborhood must be discouraged. A.5.c Stable property values must not be threatened by view, traffic or land use encroachments. A.5.d Private property must be protected from adverse environmental impacts of development including noise, drainage, traffic, slides, etc.	Addressed the same through various policies
A.6	Require that new residential development be compatible with the natural constraints of slopes, soils, geology, drainage, vegetation and habitat.	Redundant . Refer to LU-1.6 andv goals under the Environment Section within the Land Use Element
Residential Goal B.	A broad range of housing types and densities should be encouraged in order that a choice of housing will be available to all Edmonds	Addressed in the Housing Element. (Some of the policies are modified per house

B.1	Planned Residential Development. Provide options for planned residential development solutions for residential subdivisions.
B.1.a	Encourage single-family homes in a PRD configuration where significant benefits for owner and area can be demonstrated (trees, view, open space, etc.).
B.1.b	Consider attached single-family dwelling units in PRD's near downtown and shopping centers as an alternative to multiple-family zoning.
B.2	Multiple. The City's development policies encourage sustainable high quality site and building design to promote coordinated development and to preserve the trees, topography and other natural features of the site. Stereotyped, boxy multiple unit residential (RM) buildings are to be avoided.
B.2.a	Location Policies. B.2.a.i. RM uses should be located near arterial or collector streets.
B.2.b	Compatibility Policies. B.2.b.i RM developments should preserve the privacy and view of surrounding buildings, wherever feasible. B.2.b.ii The height of RM buildings that abut single family residential (RS) zones shall be similar to the height permitted in the abutting RS zone except where the existing vegetation and/or change in topography can substantially screen one use from another. B.2.b.iii The design of RM buildings located next to RS zones should be similar to the design idiom of the single family residence.

bill requirements)

B.2.c	General Design Policies. B.2.c.i The nonstructural elements of the building (such as decks, lights, rails, doors, windows and window easements, materials, textures and colors) should be coordinated to carry out a unified design concept. B.2.c.ii Site and building plans should be designed to preserve the natural features (trees, streams, topography, etc.) of the site rather than forcing the site to meet the needs of the imposed plan.	
B.3	Mobile Homes. Update design standards to ensure quality parks heavily landscaped both for screening exterior and for appearance of interior.	
Commercial Area Goals		
Commercial Development Goal A.	Commercial development in Edmonds shall be located to take advantage of its unique locational opportunities while being consistent and compatible with the character of its surrounding neighborhood. All commercial development should be designed and located so that it is economically feasible to operate a business and provide goods and services to Edmonds residents and tourists in a safe, convenient and attractive manner, in accordance with the following policies:	Achieved through our growth strategy - Neighborhood centers and hubs approach
A.1	A sufficient number of sites suited for a variety of commercial uses should be identified and reserved for these purposes. The great majority of such sites should be selected from parcels of land already identified in the comprehensive plan for commercial use and/or zoned for such use.	Achieved through our growth strategy - Neighborhood centers and hubs approach

A.2	Parcels of land previously planned or zoned for commercial use but which are now or will be identified as unnecessary, or inappropriate for such use by additional analysis, should be reclassified for other uses.	New Future Land Use Designations will address this
A.3	The proliferation of strip commercial areas along Edmonds streets and highways and the development of commercial uses poorly related to surrounding land uses should be strongly discouraged.	redundant - LU1.2
A.4	The design and location of all commercial sites should provide for convenient and safe access for customers, employees and suppliers.	Transportation
A.5	All commercial developments should be carefully located and designed to eliminate or minimize the adverse impacts of heavy traffic volume and other related problems on surrounding land uses.	
A.6	All commercial developments should be carefully located and designed to eliminate or minimize the adverse impacts of heavy traffic volume and other related problems on surrounding land uses.	
Commercial Development Goal B.	The Westgate Community Commercial Area. Westgate is comprised of commercial development serving a dual purpose: services and shopping for both local residents and regional traffic. The intent of the community commercial designation is to recognize both of these purposes by permitting a range of business and mixed use development while maintaining a neighborhood scale and design character.	
B.1.	Permit uses in Westgate that serve both the local neighborhood and regional through-traffic	

B.2.	Encourage mixed-use development, including offices and retail spaces in conjunction with residential uses, in a walkable community center that includes a variety of amenity and open spaces. The intent is to establish a connection between neighborhoods; create a desirable center for local residents, while being inviting to visitors; and unify the larger Westgate district with a distinctive character.	Redundant
B.3.	Create mixed-use walkable, compact development tht is economically viable, attractive and community-friendly.	
B.4	Improve connectedness for pedestrian and bicycle users in a transit-friendly environment.	
B.5	Prioritize amenity spaces for informal and organized gatherings.	
B.6.	Emphasize green building construction, stormwater infiltration, and a variety of green features.	
B.7	Establish a flexible regulating system that creates quality public spaces by regulating building placement and form.	
B.8.	Ensure civic and private investments contribute to increased infrastructure capacity and benefit the surrounding neighborhoods and the community at large.	
B.9	Encourage the development of a variety of housing choices available to residents of all economic and age segments	
Commercial Development Goal C.	Neighborhood Commercial areas are intended to provide a mix of services, shopping, gathering places, office space, and housing for local neighborhoods. The scale of development and intensity of uses should provide a middle ground between the more intense commercial uses of the Highway 99 Corridor/ Medical area and the Downtown Activity Area.	
C.1	Neighborhood commercial development should be located at major	Modified & Addressed under Citywide

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

olicies, Neighborhood Centers & Hubs as the commercial zones are the areas identified either as centers /hubs

	<p>C.6.a Five Corners</p> <p>C.6.a.i In the Five Corners neighborhood commercial area, development should be oriented to the street and respond to the unique character of the intersection, including a planned intersection improvement. Parking should be provided at the rear of development, where possible, or underground.</p> <p>C.6.a.ii Development shall not be more than four stories in height, and the design should focus on breaking up the mass and bulk of buildings by incorporating such features as setbacks, varying rooflines, and landscaping into the design of the site. The mix of uses should include not less than one quarter commercial space.</p> <p>C.6.a.iii At a minimum, commercial uses should be located on the ground level of development. Commercial or residential uses may occupy upper levels.</p> <p>C.6.a.iv. As a major intersection, streetscape and way-finding design should create an attractive “gateway” to the downtown and other neighborhoods. Intersection and street design should accommodate and encourage pedestrian connections throughout the neighborhood commercial area.</p>
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	<p>C.6.b. Firdale Village</p> <p>C.6.a.i In the Firdale Village commercial area, development should include an attractive mix of uses that create a “neighborhood village” pedestrian-oriented environment. Commercial spaces shall be oriented toward the street in order to maximize visibility, and parking should be primarily accommodated either behind or underneath structures.</p> <p>C.6.a.ii Development shall not be more than four stories in height, and the design should focus on breaking up the mass and bulk of buildings by incorporating such features as setbacks, varying rooflines, and landscaping into the design of the site. The mix of uses should include not less than one quarter commercial space.</p>
Commercial Development Goal D.	<p>The Westgate Corridor is generally located between the 100th Avenue W (9th Avenue S)/Edmonds Way intersection and where Edmonds Way turns north to enter the downtown area. By virtue of this location, this corridor serves as both a key transportation corridor and as an entry into the downtown. Long-established neighborhoods lie near both sides of the corridor. The plan for this corridor is to recognize its multiple functions by providing opportunities for small-scale businesses while promoting compatible development that will not intrude into established neighborhoods.</p>



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

Commercial Development Goal E.	The Edmonds Way Corridor consists of portions of Edmonds Way between the 100th Avenue West intersection and Highway 99. This corridor serves as a key transportation corridor, and also provides a key link between Edmonds and Interstate 5. Established residential areas lie on both sides of the corridor. An established pattern of multiple family residential development lies along much of the corridor, while small-scale businesses can be found primarily near intersections. A major concern is that the more intensive development that occurs along the corridor should not interfere with the flow of through traffic or intrude into adjoining established communities.
E.1	Permit uses in planned multiple family or small-scale business developments that are designed to minimize contributing significantly to traffic congestion.
E.2	Provide for transit and pedestrian access to development.
E.3	Use design review to encourage the shared or joint use of driveways and access points by development onto SR-104 in order to support the movement of traffic in a safe and efficient manner. Site access should not be provided from residential streets unless there is no feasible alternative.
E.4	Use design review to ensure that development provides a transition to adjacent residential neighborhoods. For uses in transitional areas adjacent to single family neighborhoods, use design techniques such as the modulation of facades, pitched roofs, stepped-down building heights, multiple buildings, and landscaping to provide designs compatible with single family development. Make use of natural topography to buffer incompatible development whenever possible.

<p>Commercial Development Goal F.</p>	<p>Sexually Oriented Businesses are regulated by specific licensing and operating provisions in the City Code. However, land use and zoning regulations are also required to mitigate and reduce the adverse secondary effects of these uses. These secondary effects are detailed in the findings adopted by Ordinance No. 3117 on October 15, 1996. As commercial uses, sexually oriented businesses should be limited to areas which can support the traffic and site requirements of these businesses while also assuring that their adverse secondary effects are mitigated.</p>	<p>Deleted. Planning Board Discussion/recommendation</p>
<p>Industrial Land Use Goals & Policies</p>		
<p>Industrial Land Use Goal A.</p>	<p>A select number of industrial areas should be located and developed which are reasonably attractive and contribute to the economic growth and stability of Edmonds without degrading its natural or residential living environment, in accordance with the following policies:</p>	<p>LU-13</p>
<p>A.1</p>	<p>Light industrial uses should be given preference over heavy industrial uses.</p>	<p>LU-13.1</p>
<p>A.2</p>	<p>The clustering of industrial uses in planned industrial parks should be required when the site is adequate.</p>	<p>Do not recommend</p>
<p>A.3</p>	<p>Adequate buffers of landscaping, compatible transitional land uses and open space should be utilized to protect surrounding land areas from the adverse effects of industrial land use. Particular attention should be given to protecting residential areas, parks and other public-institutional land uses.</p>	<p>LU 13.2</p>

A.4	All industrial areas should be located where direct access can be provided to regional ground transportation systems (major State Highways and/or railroad lines).	LU 13.3
Open Space Goals & Policies		
Open Space Goal A.	Open space must be seen as an essential element determining the character and quality of the Edmonds environment, in accordance with the following policies.	LU 14
A.1	Undeveloped public property should be studied to determine its suitability and appropriate areas designed as open space. No city-owned property should be relinquished until all possible community uses have been explored.	LU14.1

<p>A.2</p>	<p>All feasible means should be used to preserve the following open spaces:</p> <p>A.2.a Lands which have unique scientific or educational value.</p> <p>A.2.b Areas which have an abundance of wildlife, particularly where there are linked wildlife corridors or habitats of rare or endangered species.</p> <p>A.2.c Natural and green belt areas adjacent to highways and arterials with the priority to highways classified as scenic.</p> <p>A.2.d Areas which have steep slopes or are in major stream drainage ways, particularly those areas which have significance to Edmonds residents as water sheds or natural drainage ways.</p> <p>A.2.e Land which can serve as buffers between residential and commercial or industrial development.</p> <p>A.2.f Bogs and wetlands.</p> <p>A.2.g Land which can serve as buffers between high noise environments and adjacent uses.</p> <p>A.2.h Lands which would have unique suitability for future passive or active recreational use.</p> <p>A.2.i Areas which would have unique rare or endangered types of vegetation. -</p>	<p>LU14.3</p>
<p>A.3</p>	<p>Open space should be distributed throughout the urban areas in such a manner that there is both visual relief and variety in the pattern of development and that there is sufficient space for active and passive recreation. Provide views and open space in areas of high density housing by requiring adequate setback space and separation between structures.</p>	<p>Made this relavant to the PROS plan</p>

Open Space Goal B.	Edmonds possesses a most unique and valuable quality in its location on Puget Sound. The natural supply of prime recreational open space, particularly beaches and waterfront areas, must be accessible to the public, in accordance with the following policies:	Waterfront
B.1	Edmonds saltwater shorelines and other waterfront areas should receive special consideration in all future acquisition and preservation programs.	
B.2	Wherever possible, provide public access to public bodies of water.	
Soils and Topography Goals & Policies		
Soils and Topography Goal A.	Future development in areas of steep slope and potentially hazardous soil conditions should be based on site development which preserves the natural site characteristics in accordance with the following policies:	LU19
A.1	Large lots or flexible subdivision procedures, such as PRD's, should be used in these areas to preserve the site and reduce impervious surfaces, cuts and fills.	Modified LU19.3
A.2	Streets and access ways should be designed to conform to the natural topography, reduce runoff and minimize grading of hillsides.	LU 19.4
Soils and Topography Goal B.	Development on steep slopes or hazardous soil conditions should preserve the natural features of the site, in accordance with the following policies:	LU 19.5

	<p>Grading and Filling.</p> <p>B.1.a Grading, filling, and tree cutting shall be restricted to building pads, driveways, access ways and other impervious surfaces.</p> <p>B.1.b Grading shall not jeopardize the stability of any slope, or of an adjacent property.</p> <p>B.1.c Only minimal amounts of cut and fill on hillsides should be permitted so that the natural topography can be preserved. Fill shall not be used to create a yard on steeply sloped property.</p> <p>B.1.d Fill and excavated dirt shall not be pushed down the slope.</p>
	<p>Building Construction.</p> <p>B.2.a Buildings on slopes of 15 percent or greater shall be designed to cause minimum disruption to the natural topography.</p> <p>B.2.b Retaining walls are discouraged on steep slopes. If they are used they should be small and should not support construction of improvements which do not conform to the topography.</p> <p>B.2.c Water detention devices shall be used to maintain the velocity of runoff at predevelopment levels.</p>



	<p>Erosion Control.</p> <p>B.3.a Temporary measures shall be taken to reduce erosion during construction.</p> <p>B.3.b Natural vegetation should be preserved wherever possible to reduce erosion and stabilize slopes, particularly on the downhill property line.</p> <p>B.3.c Slopes should be stabilized with deep rooted vegetation and mulch, or other materials to prevent erosion and siltation of drainage ways.</p>	
Vegetation and Wildlife Goals & Policies		
Vegetation and Wildlife Goal A.	The city should ensure that its woodlands, marshes and other areas containing natural vegetation are preserved, in accordance with the following policies:	LU 20
A.1	Critical areas will be designated and protected using the best available science (BAS).	LU 16.1
A.2	The removal of trees should be minimized, particularly when they are located on steep slopes or hazardous soils. Subdivision layouts, buildings and roads should be designed so that existing trees are preserved.	LU 22
A.3	Trees that are diseased, damaged, or unstable should be removed.	Tree code
Vegetation and Wildlife Goal B.	The city should promote and increase public awareness and pride in its wildlife heritage. Special emphasis should be directed toward preserving the natural habitats (woodlands, marshes, streams and beaches) of the city's wildlife in accordance with the following policies:	LU 21

B.1	Establish and maintain a variety of educational and recreational programs and activities for all age levels	LU 22
B.2	Erect and maintain educational displays that identify some of the more common plants and animals and their ecosystems and habitats, including at streams, beaches, and marshes.	LU 22
B.3	Prevent the unnecessary disturbance of native species and their respective habitats.	
B.4	Encourage landscaping and site improvement on city-owned property which recognizes value of habitat in overall site design.	
Air Pollution		
Air Pollution Goal A.	Clean air is a right to all citizens of the City of Edmonds and should be protected and maintained in accordance with the following policies:	Climate Element
A.1	Discourage expansion of arterials which will substantially increase line sources of pollution.	
A.2	Encourage arrangements of activities which will generate the fewest necessary automobile trip miles while avoiding undue concentration of like uses.	
A.3	Support, through political action, strong enforcement policies and ordinances in the regional pollution control agency.	
A.4	Support, by political action and financial participation, the establishment of public transportation in the community as an alternative to dependence on individual vehicles.	
A.5	Encourage programs supporting commute trip reduction.	
Noise Pollution Goals & Policies		

Noise Pollution Goal A.	Preserve the quiet residential environment of the city by limiting increases in noise and reducing unnecessary noise where it now exists in accordance with the following policies:	Mandated through code already
A.1	The city should partner with other jurisdictions in seeking to enforce appropriate noise standards within the city.	
A.2	Any ordinances adopted by the city should recognize the variety and quality of noise environments, including natural ecosystems.	
A.3	It is the policy of the city to minimize noise created by the railroad.	
Urban Growth Areas Goals & Policies		
Urban Growth Area Goal A.	Plan for the logical extension of services and development within the City’s urban growth area.	Included in the narrative. Can leave the policies as is if recommended.
A.1	Encourage the annexation of the City’s designated urban growth area into the city.	
A.2	To provide for orderly transitions, adopt comparable zoning and comprehensive plan designations for areas annexing into the City.	
A.3	Adopted plans and policies for the urban growth areas shall be consistent and compatible with the general comprehensive plan goals and policies for the City.	

Draft Land use Goals & Policies		
Goal/ Policy Number	Planning Board comment/ suggestion	Staff Notes
LU-1.1 and LU-2.3	<p>Conflict with one another.</p> <p>LU-1.1 sets a policy of adding infrastructure and resources where they are already strong.</p> <p>LU-2.3 sets a policy of adding infrastructure and resources where they are weak.</p>	Reorganize citywide & centers/hubs specific
L 1.1	Remove the word water supply	Removed
LU 1	Promote development of hubs and centers as the focus for growth in a way that enhances a sense of place and provides good quality of life for all residents.	Added new goal LU3
LU 1.2	This policy seems in conflict with HWY 99 development	<p>Modified language - Promote place based solutions to mitigate existing corridor developments to enable walkability and livability</p> <p>Narrative will include something on these lines - We have existing land use patterns that limit the walkability, livability. Place based approach shall prevent future corridor dev</p>
LU 1.3		<p>Modified - Prioritize civic uses and services near centers and hubs</p> <p>Added new policy underneath - New developments shall consider environmental, economic, social, and human health impacts.</p>
LU 1.6	revised to say: Implement appropriate zoning regulations to create opportunities for housing and jobs consistent with state and regional goals and targets for the planning period ending in 2044, as shown in Table YY.	Added revised text
General Suggestion	<p>Unless a goal or policy is based on a specific asset of a neighborhood or subarea, apply that goal or policy to all Edmonds neighborhoods.</p> <p>For example, either aim to maintain views everywhere in Edmonds, or drop policies about maintaining views.</p> <p>Similarly, make open space, pocket parks, trails, gathering spaces, recreational facilities, and tree canopy policies apply to all neighborhoods and subareas of Edmonds.</p>	Suggestion has been applied throughout element

<p>General Suggestion</p>	<p>Extract policies within specific areas, like Downtown, that apply to other hubs and centers as well and include them in the hubs and centers section. Or if they apply to all areas create a section for that if it doesn't exist. To that end, the Goal LU-3 would be better to read: "Support downtown Edmonds in its role as a destination for the entire city and as a regional destination." Don't use "human scale." It's too jargony.</p>	<p>Suggestion has been applied throughout element with exception of removing term "human scale"; this term will be called out in the document and defined</p>
<p>Reformat</p>	<p>Hard to follow, has missing elements, and puts specific neighborhood goals on the same level as overall City-wide goals.</p> <p>Suggest adding a definitions section to explain the terms in the document</p> <p>Suggested structure-</p> <ol style="list-style-type: none"> 1. Growth (comply with State direction) 2. Equity (add infrastructure & public assets equitably) 3. Neighborhoods (LU-9, LU-10, LU-11, & LU-3 "human scale" as a City-Wide goal) <ol style="list-style-type: none"> a. Downtown b. Creative District c. Hwy 99 d. Edmonds Way Corridor e. Hubs and Centers f. Single-Family/Multi-Family Residential i. Maintain current neighborhood-specific assets 4. Other Land Uses <ol style="list-style-type: none"> a. Commercial b. Industrial c. Open Space d. Waterfront (unless it has a standalone element) 5. Prevent Environmental Degradation <ol style="list-style-type: none"> a. Critical Areas b. Soils & Topography c. Habitat, Vegetation & Wildlife 6. Human Services 	<p>Structure has been changed per PB's recommendation to -</p> <ol style="list-style-type: none"> 1. Citywide 2. Neighborhood Centers and Hubs 3. Activity Centers – Downtown, H-99 4. Single Use Areas <ol style="list-style-type: none"> a) Residential Neighborhoods b) Commercial c) Industrial d) Open Space 5. Natural Environment <ol style="list-style-type: none"> a) Critical Areas b) Soils And Topography c) Habitat, Vegetation, And Wildlife d) Tree Canopy
	<p>Suggestion for a Policy related to Equity</p> <p>Promote equity by investing in underserved neighborhoods where infrastructure and public resources are currently weaker than they are in other places (for example, parks, trails, libraries, community centers, sidewalks, storm water systems, etc.)</p> <p>This includes not adding more infrastructure and public assets where they are already plentiful and strong. For example, not adding more public facilities and resources to Downtown or the Creative District.</p>	<p>This was discussed at the meeting and staff agrees that capital investments in infrastructure should be prioritized in areas that have been traditionally underserved. However, investments in downtown should not be discouraged if they are achieved through development partnerships, compliance requirements and/or grants</p>

Attachment: Planning Board Comments Matrix (Comprehensive Plan: Draft Land Use Element)

	Add policies from 2020 - "Quality construction of housing is important to retain localized heritage and aesthetics"	As we have modified / combined the existing goals & policies , where is this specific one now I believe they meant quality goals under each element.
	Revise/ reorganize policies LU-1.1, LU-3.2, LU-5.1.	This is again in relation to goal 1.1 , 2.3 discussion
LU 14	Goal of zoning for Sexually Oriented Businesses be removed if its not a LAW	Removed; the law is met by having it in our code.
	Suggestion for a Citywide Goal	
	Human/pedestrian-scaled and public-transportation-oriented structures and infrastructure be a goal for all of Edmonds. Human scaled structures and infrastructure include walkability, human scaled building heights, ground-floor pedestrian engagement, mixed use	
	Include a policy of no new construction in the critical areas of the waterfront that will be submerged at high tide by sea level rise by the end of the century, and that the at-risk areas of the waterfront become a low-infrastructure park, as was requested by Edmonds citizens in the recent Waterfront design-input sessions.	Will be addressed in the Waterfront section of goals & policies
LU 1.2	Conflicts with Edmonds Way Plan for corridor based design	Agreed; corridor development policy has been revised.
LU 2	Bad grammar	
LU 2.1, 2.2,2.3	How do you reconcile the policy to promote development in areas with existing infrastructure and also say to invest in underserved areas?	Revise the existing - Need two different policies - Enable growth , leverage services and amenities in areas where its appropriate and where there is infrastructure Enable capital facilities and investments in underserved areas
LU 2.4	The first and second sentences are two separate policies and may well conflict as it is written. In the first sentence, perhaps you are meaning to say " Conduct community input and engagement in the planning and development process, and consider needs and preferences heard from the diverse voices in the community. " The second sentence should be a standalone policy and should state that not only will analysis be done, but it will be factored into planning and development processes.	Community engagement policy will be added as a common policy for all the elements in the final document. The later part is policy LU-2.1
LU 3	Can we make this apply to hubs and centers not just downtown?	Made it more general
LU 3.2,3.3,3.4	should apply to all centers and hubs otherwise it appears to prioritize downtown, when other policies say there will be equity across hubs and centers. There could be a policy in this section that focuses on government and cultural facilities that draw residents and visitors to downtown.	Changed

LU 3.1	The first sentence is narrative that doesn't belong in a policy. The policy should read: "Provide incentives and address systemic challenges to bring historic structures into the future including seismic retrofits, accessibility, and code upgrades that encourage adaptive reuse	LU-7.1
LU 3.5	Do we have data that says people want paid parking? The policy would be better to say "Develop a parking plan that includes parking management strategies that align with the overall goal of parking in the downtown area.	Specified in the Transportation Element
LU 3.6	No street parking?	Curb space management will be addressed as a part of the transportation element
LU 3.7	"Important public views" is weird - Applicable throughout the city	Modified. Refer to LU 2.3, 2.4
LU 3.9	This should be in all hubs and centers	LU 4.3
LU 4	Can we make this an overarching Goal, not just for Downtown?	Yes, addressed via policies under Goals 1,2
LU 5.2	Remove Dayton St.	Made this a citywide - Activity centers, neighborhood centers and hubs
LU 6	should be focused on developing hubs along HWY 99 a goal such as: "Transform the HWY 99 sub area to focus on three distinct districts that provide nearby communities with mixed-use, walkable environments with a sense of place."	Achieved through LU-9, LU-10.1, 10.2, 10.3
LU 6.2	Why is this just in HWY 99?	There is an overall community engagement goal, but this specifies equitable engagement specifically in H99 area as most of the marginalized communities are identified in this area per EEF
LU 6.6, 6.7	should be focused in relation to developing the three hubs and centers.	Needs special focus along the corridor. Also addressed in the Transportation Element
LU 6.8	Explicitly require access off SR 104, consistent with 2020 Comp Plan.	LU 9.8
LU 6.9 (text related to implementation)	Included in what? Is this a comment? Why is this only H99	Made this a citywide goal - LU 2.7,2.8
LU 7	Define the districts in the Goal?	LU 10
LU 7.1	Isn't this true for all hubs and centers?	yes it is. But this is specific to H-99
LU 8	this should be for the entire city.	Community Design element specifies developing neighborhood action planning framework
LU 8.1	I oppose this policy The emergency ordinance requiring step backs for buildings provide sufficient transition. No need to go further. Also, 85' tall buildings anywhere in the city are not the right scale for the community.	
LU 9.9	Not sure this will fly...developers need to be able to offer what the market desires	
LU 9.10	How can the city require this?	Existing practice

LU 10	Please put this in common language. "Activate the ground plane" and "integrated place-making approach" are terms the lay person is not familiar with.	Simplified
LU 13	Does this Goal conflict with the Centers/Hubs approach?	Deleted
From existing Comp Plan	Can we pull in D4 and D5 from excising comp plan? Limit access for commercial businesses to SR104	Added D4, D5 doesn't apply as we are deviating from corridor development