
Medical/Highway 99 Activity Center and Highway 99 Corridor

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

A. Goals for the Medical/Highway 99 Activity Center.

- To expand the economic and tax base of the City of Edmonds by providing incentives for business and commercial redevelopment in a planned activity center;
- 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;
- 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;
- Promote the development of a mixed use area served by transit and accessible to pedestrians;
- To provide a buffer between the high-intensity, high-rise commercial areas along SR 99 and the established neighborhoods and public facilities west of 76th Avenue West;
- 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 mixes of single family and multiple dwelling units, offices, retail, and business uses, along with public facilities;
- To 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;
- 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.

Within the activity center, policies to achieve these goals include the following:

- A.1. 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.
- A.2. 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.
- A.3. Development should be designed for both pedestrian and transit access.
- A.4. 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.
- A.5. Support a mix of uses without encroaching into single family neighborhoods. Uses adjoining single family neighborhoods should provide transitions between more intensive uses areas through a combination of building design, landscaping and visual buffering, and pedestrian-scale streetscape design.
- A.6. 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.
- A.7. 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.