

CITY OF LYNNWOOD

ORDINANCE NO. 1342

AN ORDINANCE AMENDING CHAPTERS 18.20 AND 18.24 OF THE LYNNWOOD MUNICIPAL CODE AND THE COMPREHENSIVE PLAN AND AMENDING THE OFFICIAL MAP OF THE COMPREHENSIVE PLAN OF THE CITY OF LYNNWOOD AND MAKING CERTAIN CHANGES IN THE LAND USE AND ARTERIAL DESIGNATIONS SHOWN THEREON.

WHEREAS, after proper notice, due hearing was held by the City Planning Commission to consider an amendment to the official map of the Comprehensive Plan of the City of Lynnwood; and

WHEREAS, at such hearing the City Planning Commission recommended to the City Council that such amendment to the Comprehensive Plan was desirable; and

WHEREAS, the City Council duly considered Findings of Fact and Conclusions of Law proposed by the Planning Commission in recommendation of such amendment; and

WHEREAS, upon motion duly made, the City Council of the City of Lynnwood has determined to amend the official map of the Comprehensive Plan of the City of Lynnwood,

NOW, THEREFORE, the City Council of the City of Lynnwood do ordain as follows:

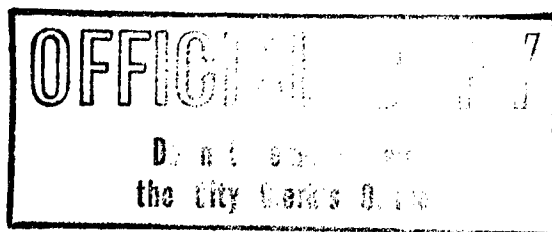
SECTION 1. That Chapter 18.20 of the Lynnwood Municipal Code and the Official Map of the Comprehensive Plan of the City of Lynnwood and the Comprehensive Plan of the City of Lynnwood should be and the same are hereby amended as set forth in this ordinance. That insofar as the Official Map of the Comprehensive Plan of the City of Lynnwood conflicts with the maps hereafter adopted by this ordinance, the same should be and is hereby repealed.

SECTION 2. That the Official Map of the Comprehensive Plan of the City of Lynnwood is hereby amended by changing the planned uses from:

low density residential, medium density residential, high density residential, multiple family, neighborhood business, office and service, urban commercial, commercial recreation, planned commercial development, general commercial, general industrial, light industrial, industrial park business park, community facilities (elementary school, junior high, senior high, parks and open space, fire station, library, city hall, medical facility

to the following uses, further defined in Section 4 of this ordinance:

< 2 (i.e., less than or equal to two) dwelling units per acre, < 4 (i.e., less than or equal to four) dwelling units per acre, < 12 (i.e., less than or equal to twelve) dwelling units per acre, multiple family, neighborhood business, office and service, urban commercial, commercial recreation, planned commercial development, general commercial, light industrial, industrial park business park, public and private open space,



community facilities (elementary school, junior high school, senior high school, parks and recreation, fire station, library, city hall and medical facility) in accordance with the area delineated upon that certain map attached hereto and by this reference incorporated herein and the Official Comprehensive Plan and the Comprehensive Plan Map of the City of Lynnwood should be and the same are hereby amended in accordance with the planned uses as set forth on said attached map marked attachment "A".

SECTION 3. That the official map of the Comprehensive Plan of the City of Lynnwood is hereby amended by changing the transportation classifications from freeway, primary arterial, secondary arterial, and collector to freeway, principal arterial, minor arterial, and collector. The arterial street plan, as depicted on the above referenced official Comprehensive Plan Map, replaces that Arterial Street Plan as referenced in Section 18.20.010 of the Lynnwood Municipal Code. These changes are consistent with the 1990 Transportation Plan which the City Council accepted by motion (with amendments) to use for planning purposes on March 22, 1982.

SECTION 4. That the following planned land use classification of the Lynnwood Comprehensive Plan be generally described as follows:

- A. < 2 D.U./Acre - This land use classification is intended to provide for low density single family residential development, to meet contemporary building and living standards.
- B. < 4 D.U./Acre - This land use classification is intended to provide for medium density single family residential development designed to meet contemporary building and living standards.
- C. < 12 D.U./Acre - This land use classification is intended to provide for high density single family residential development. The development could take several forms, including, but not limited to, traditional detached single family, duplex and/or cluster development.
- D. Multiple Family - This land use classification is intended to provide for a variety of multiple family developments including low, medium, and high density apartments, condominiums and high rise apartments and compatible uses. The density of such developments should be determined based on the existing infrastructure, surrounding zoning, surrounding land uses and the environmental impacts of the development on the area.

Neighborhood Business - The neighborhood business land use classification is intended to provide sources of consumer goods within a convenient distance of a sufficient number of households to support it. The neighborhood business area should reflect a shopping center character, with a clustered nucleus of stores and adequate parking, arranged to maximize the separation of vehicular and pedestrian traffic and located on fully improved streets for easy access by both pedestrians and autos.

Office and Service - The Office and Service land use classification is intended to provide areas for the location of office buildings of unrestricted height and size to accommodate executive, administrative, clerical, professional or scientific staffs of business or professional concerns, and other compatible or complementary uses. High standards for aesthetic quality are emphasized to enhance the image of the area as well as the City.

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the City Clerk's Office.

Office and Service uses may also provide a compatible transition between established business districts and residential areas, providing the scale of structures and the variety of business uses are adjusted accordingly, allowing small offices and other businesses which have a higher degree of compatibility with residential areas than other businesses, due to a lower ratio of traffic generation, quiet daytime operations with little or no night activity, and characteristically smaller buildings which are more harmonious with a residential area than typical commercial buildings.

Also, services needed by the traveling public are appropriate if they are so located that they can be reached conveniently and safely with a minimum of traffic congestion and do not create an adverse impact on the uses within the area.

- G. Urban Commercial - The intended purpose of this classification is to create the equivalent of a central business area consisting of retail stores, offices, service establishments, recreation and entertainment, medical and professional service, and such other activities as are common to a central business district. By excluding most uses which rely on outdoor sales, display or storage, it is intended to encourage the concentration of a maximum variety of indoor stores and establishments within the areas to which this classification is applied, as a contribution to the convenience of shoppers and patrons.
- H. Commercial Recreation - The intended purpose of this land use classification is to provide areas for the location of private commercial recreation facilities to serve both local and regional needs. Because the scale of such facilities can be large, aesthetics, circulation, traffic congestion and other environmental impacts should be carefully considered.
- I. Planned Commercial Development - The planned commercial development classification is intended to allow and encourage the controlled development of commercial uses in areas where, because of traffic flows, adjacent uses or other land use factors, conventional commercial development and other alternative land uses are not desirable. It is intended that PCD districts may be located adjacent to existing planned regional shopping centers, major highway or industrial and business park developments where appropriate, but not adjacent to residential neighborhoods as designated by the Comprehensive Plan. The purpose of the district is to allow the planned commercial development of contiguous parcels under multiple ownerships with a high degree of coordination and control, with particular emphasis on integrated traffic flows.

General Commercial - The intended purpose of the general commercial classification is to provide a place for commercial uses which are oriented toward auto-borne clientele. This classification may also include outdoor and light industrial type uses. Many of these uses tend to locate along arterials and, by nature of their activity, create a high degree of turning movements which may impede the flow of arterial traffic. Also, commercial development extending along arterials may reflect a low aesthetic quality at locations which have maximum visual exposure to residents and visitors. Because of the potential adverse impacts of this type of development, it is not intended to encourage extension of this type of development but to encourage the improvement of the existing strip development

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- K. Light Industrial - The light industrial classification is intended to provide an area where light manufacturing and wholesaling operations involving little retail contact may be carried on. The character of development of this area should be such that it will be in keeping with high standards of industrial parks, and generally improving the area.
- L. Industrial Park/Business Park - The purpose of this classification is to provide a district within the city for industrial parks and business parks. Other compatible uses are included, particularly those of a professional or business office, wholesale, manufacturing and research and development nature, providing they are capable of operating in a manner that is consistent with the intent of this classification. It is specifically intended to be a practical district for tracts which, by reason of small size, might otherwise find difficulty in developing within an industrial park or business park as usually understood by the general public.
- M. Open Space - The purpose of this land use classification is to provide areas with low rates of coverage by buildings and accessory uses, with large amounts of landscaped, uncleared or unbuilt areas which may be partially occupied by public and/or private facilities which are either publicly owned or intended to be used by and serve the public such as schools, colleges, parks, libraries, municipal buildings, facilities of special purpose districts, and medical facilities.

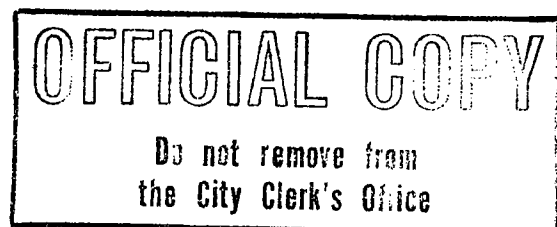
SECTION 5. That Section 18.24.010, of the Lynnwood Municipal Code, which reads as follows:

18.24.010 Major arterial streets designated. The following streets within and adjacent to the city are designated major arterial streets:

	STREET	FROM	TO
1.	168th St. S.W.	44th Ave. West	62nd Ave. West
2.	Olympic View Drive (and 68th Ave. West)	62nd Ave. West	76th Ave. West (Meadowdale Road)
3.	176th St. S.W.	44th Ave. West	68th Ave. West
4.	188th St. S.W.	28th Ave. West	68th Ave. West
5.	194th Pl. S.W.	36th Ave. West	37th Ave. West
6.	200th St. S.W.	37th Ave. West	68th Ave. West
7.	212th St. S.W.	44th Ave. West	72nd Ave. West
8.	76th Ave. West (Meadowdale Road)	178th St. S.W.	210th St. S.W.
9.	68th Ave. West	180th St. S.W.	208th St. S.W.
10.	66th Ave. West	208th St. S.W.	214th St. S.W.
11.	37th Ave. West	194th Pl. S.W.	197th St. S.W.
12.	36th Ave. West	196th St. S.W.	172nd St. S.W.
13.	Scriber Lake Road	196th St. S.W.	200th St. S.W.
14.	52nd Ave. West	168th St. S.W.	212th St. S.W.
15.	44th Ave. West	168th St. S.W.	212th St. S.W.

(Ord. 60, as amended by Ord. 182; December 12, 1963).

IS HEREBY REPEALED IN ITS ENTIRETY.



SECTION 6. That Section 18.24.020 of the Lynnwood Municipal Code which reads as follows:

18.24.020 Secondary arterial streets designated. The following streets within and adjacent to the City of Lynnwood are hereby designated secondary arterial streets:

	STREET	FROM	TO
1.	66th Ave. West	N. Meadowdale Rd. (Vicinity of 166th St. S.W.)	168th St. S.W.
2.	168th St. S.W.	62nd Ave. West	66th Ave. West
3.	188th St. S.W.	68th Ave. West	72nd Ave. West
4.	192nd St. S.W.	44th Ave. West	60th Ave. West
5.	192nd Pl. S.W.	68th Ave. West	76th Ave. West
6.	200th St. S.W.	68th Ave. West	201st St. S.W. (Vicinity of 73rd Ave. West)
7.	201st St. S.W.	200th St. S.W. (Vicinity of 73rd Ave. West)	76th Ave. West
8.	204th St. S.W.	52nd Ave. West	76th Ave. West
9.	208th St. S.W.	52nd Ave. West	76th Ave. West
10.	72nd Ave. West	Olympic View Drive	192nd Pl. S.W.
11.	64th Ave. West	176th St. S.W.	PSH No. I
12.	60th Ave. West	176th St. S.W.	PSH No. I
13.	60th Ave. West	200th St. S.W.	212th St. S.W.
14.	58th Pl. West	192nd St. S.W.	196th St. S.W.
15.	56th Ave. West	192nd St. S.W.	196th St. S.W.
16.	50th Ave. West	196th St. S.W.	200th St. S.W.
17.	Cedar Valley Road	200th St. S.W.	52nd Ave. West
18.	40th Ave. West	179th St. S.W.	200th St. S.W.
19.	172nd St. S.W.	36th Ave. West	44th Ave. West
20.	179th St. S.W.	36th Ave. West	40th Ave. West
21.	Maple Road	40th Ave. West	44th Ave. West

(Ord. 60, as amended by Ord. 182; December 12, 1963.)

IS HEREBY REPEALED IN ITS ENTIRETY

SECTION 7. That Section 18.24.030 of the Lynnwood Municipal Code which reads as follows:

18.24.030 Access streets designated. Streets tributary to the major and secondary arterials which are generally limited to providing access to abutting properties and which generally discourage through traffic are hereby designated access streets. (Ord. 347 §2(part); October 9, 1967).

IS HEREBY REPEALED IN ITS ENTIRETY.

SECTION 8 That Section 18.24.030 of the Lynnwood Municipal Code which reads as follows:



18.24.040 Comprehensive street program. That certain map designated "Comprehensive Arterial and Street Plan Map", attached hereto and by this reference incorporated herein, is hereby designated as the official comprehensive street program as provided and required by RCW 35.77.010. (Ord. 347 §2(part); October 9, 1976).

IS HEREBY REPEALED IN ITS ENTIRETY.

SECTION 9. This ordinance shall take effect and be in force five days after its passage, approval and publication.

PASSED THIS 13th day of June, 1983, and signed in authentication of its passage this 14th day of June, 1983.



M. J. HRDLICKA, Mayor

ATTEST:



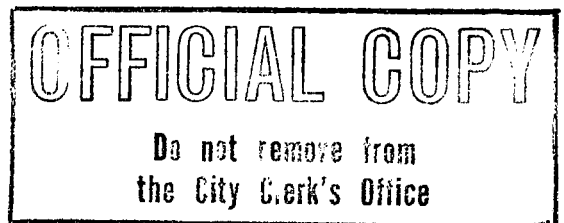
R. W. NOACK, City Clerk

APPROVED AS TO FORM:



Plan Map Update
83-CP-8

1287Z



Published: June 27, 1983

Jo,

Please find enclosed ATTACHMENT "A" which must go in the File for ORD. # 134.

ALSO, please note that on the bottom of the ordinance going to the paper for notice, the following wording must appear

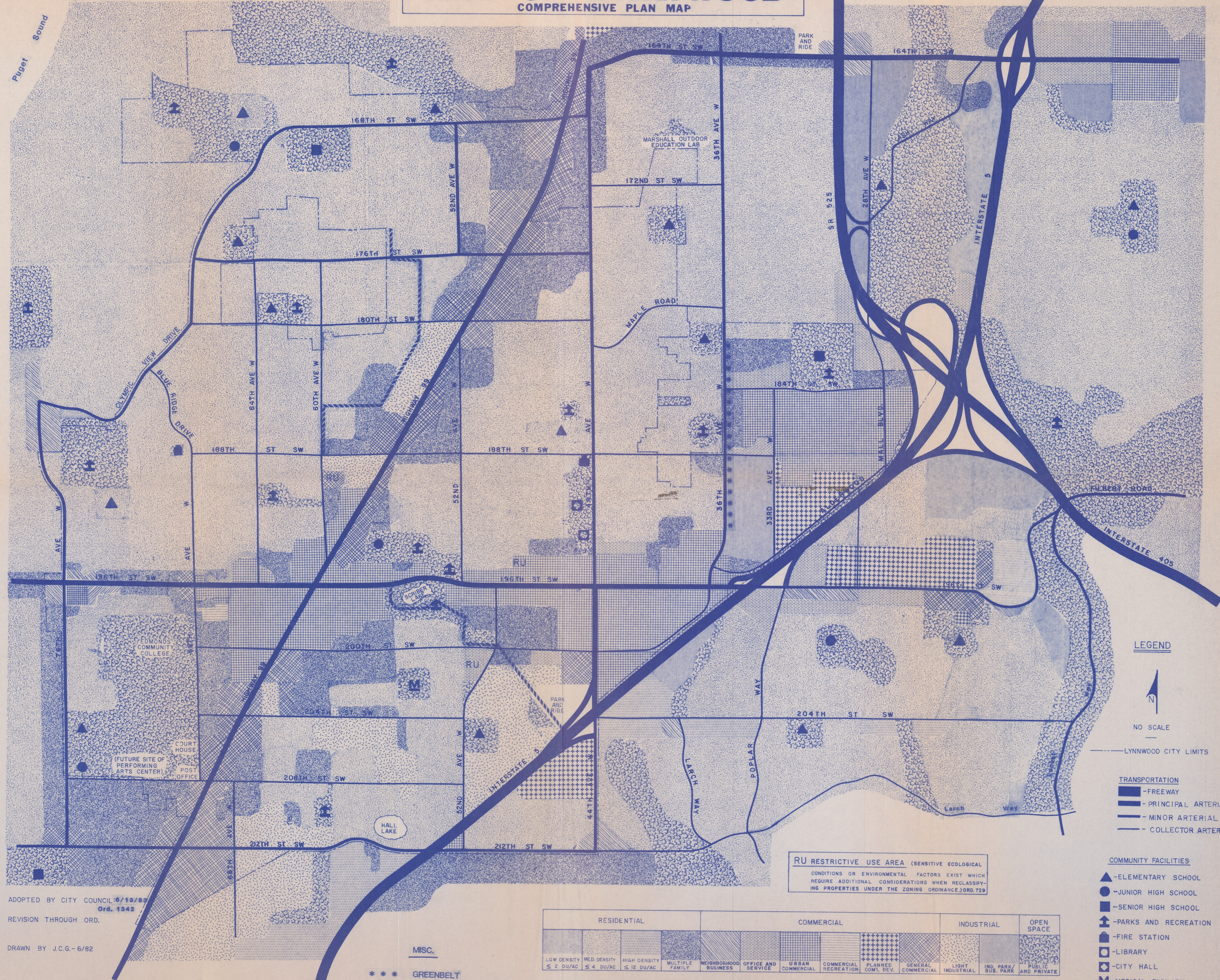
* The reproduction of the map incorporated by this reference as attachment "A" would be meaningless to the general public. The full map is ~~not~~ available at Lynnwood City Hall for review by anyone who desires to do so.

Thanks,

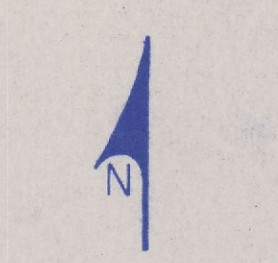
mike

CITY OF LYNNWOOD

COMPREHENSIVE PLAN MAP



LEGEND



NO SCALE

----- LYNNWOOD CITY LIMITS

TRANSPORTATION

- FREEWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR ARTERIAL

COMMUNITY FACILITIES

- ELEMENTARY SCHOOL
- JUNIOR HIGH SCHOOL
- SENIOR HIGH SCHOOL
- PARKS AND RECREATION
- FIRE STATION
- LIBRARY
- CITY HALL
- MEDICAL FACILITY

RU RESTRICTIVE USE AREA (SENSITIVE ECOLOGICAL)
 CONDITIONS OR ENVIRONMENTAL FACTORS EXIST WHICH REQUIRE ADDITIONAL CONSIDERATIONS WHEN RECLASSIFYING PROPERTIES UNDER THE ZONING ORDINANCE (ORD. 729)

ADOPTED BY CITY COUNCIL: 6/13/82
 Ord. 1342

REVISION THROUGH ORD.

DRAWN BY J.C.G.-6/82

MISC.

- GREENBELT
- SCRIBER CREEK TRAIL CORRIDOR

RESIDENTIAL				COMMERCIAL				INDUSTRIAL		OPEN SPACE		
LOW DENSITY ≤ 2 DU/AC	MED. DENSITY ≤ 4 DU/AC	HIGH DENSITY ≤ 12 DU/AC	MULTIPLE FAMILY	NEIGHBORHOOD BUSINESS	OFFICE AND SERVICE	URBAN COMMERCIAL	COMMERCIAL RECREATION	PLANNED COM. DEV.	GENERAL COMMERCIAL	LIGHT INDUSTRIAL	IND. PARK/BUS. PARK	PUBLIC AND PRIVATE