

AN ORDINANCE AMENDING CHAPTER 18.20 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 USE 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, after due deliberation, the City Planning Commission recommended to the City Council that such amendment was desirable and proposed Findings of Fact and Conclusions of Law supporting its recommendation; 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 adopted said Findings and Conclusions; and

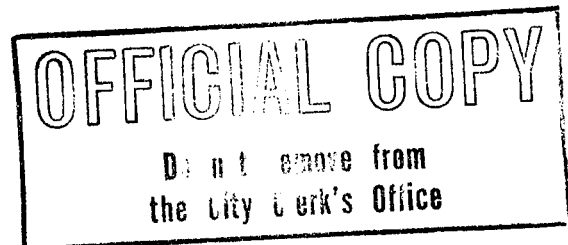
WHEREAS, upon motion duly made the City Council of the City of Lynnwood has determined to amend the official map of the Comprehensive Plan of the City of Lynnwood;

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 and that insofar as the Comprehensive Plan map of the City of Lynnwood conflicts with the maps hereafter adopted by this ordinance, the same should be and is hereby repealed.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 Medium Density Residential (less than or equal to four dwelling units per acre), Office and Service, Neighborhood Business, and Planned Commercial Development to Light Industrial, Industrial Park/Business Park, General Commercial, Planned Commercial Development, Urban Commercial and Office and Service in accordance with the areas delineated upon that certain map attached hereto as Exhibit 1 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.

SECTION 3. The area delineated by the PCD District boundary on that certain map attached hereto as Exhibit No. 2 and by this reference incorporated herein shall hereinafter be referred to as the "196th East Planned Commercial Development District".



SECTION 4. Pursuant to the requirements of the Lynnwood Municipal Code, Section 20.33.010, the Design Concept Site Plan attached hereto as Exhibit No. 2 and by this reference incorporated herein and the Design Concept text attached hereto in Section 5 of this ordinance are hereby adopted as part of the official Comprehensive Plan for the area identified in Section 3 of this ordinance.

SECTION 5. Pursuant to the requirements of the Lynnwood Municipal Code, Section 20.33.010, the following development guidelines are hereby adopted as part of the official Comprehensive Plan for the area identified in Section 3 of this ordinance:

DESIGN CONCEPT FOR THE 196TH EAST  
PLANNED COMMERCIAL DEVELOPMENT DISTRICT

Statement of Purpose

The following development guidelines and policies are to be used in evaluating proposed special permit applications within the 196th East area. The guidelines and policies highlight specific concerns associated with the 196th East Planned Commercial Development District. These development guidelines serve as the textual guidelines required by Section 20.33.010(g) of the Lynnwood zoning code.

DG-1: Streets

Public streets should be adequate to service the vehicular and pedestrian traffic using them, and land development may increase traffic and reduce street adequacy unless improvements to the street system occur. It is recognized that any development of land has at least a marginal traffic impact which requires some mitigation, but it is also recognized that piecemeal, parcel-by-parcel street improvements are impractical.

Policy:

In connection with each special use permit, the adequacy of streets in the area shall be reviewed in relation to the traffic characteristics of the specific use. Actual street improvements and pedestrian facilities may be necessary, if the traffic impact of the specific use is expected to be severe, or commitments to cooperate with future street improvements on a broader area basis may be required before the development is allowed to proceed.

Policy:

New public streets and temporary or permanent pedestrian facilities may be necessary, depending on the nature of development. One public street that may become needed is identified on the design concept as "proposed public street" in the block south of 196th Street between Poplar and 28th. Lynnwood's standards for public streets include sidewalks.



DG-2: Access Control

Minimizing traffic congestion on adjacent streets through proper control of site access is important. Coordinated access points may be required for many sites. Also, pedestrian access to businesses should be provided for.

Policy:

As a condition to the issuance of a special use permit, a property owner may be required to provide for joint access to and/or from adjacent parcels for vehicles and pedestrians. This shall be accomplished through easements or joint use agreements approved by the City Attorney. Curb cuts allowed at the time of development may only be temporary and may be closed when more suitable access is developed on adjacent sites.

Specifically, when an individual property owner is given a special permit, he may, at the City's discretion, be allowed to develop either permanent or temporary curb cuts for site access. When adjacent sites are developed, the property owner may be required to close temporary curb cuts and provide access through one of the adjacent sites. Alternatively, one or more of the adjacent sites may be required to provide its access through a permanent curb cut granted to the first site. This shared access scheme is intended to provide greater traffic safety and shall be viewed as partial consideration for attaining special use permit approval from the city.

Policy:

Internal access roadways (for example, frontage roads) shall be provided in locations generally consistent with the scheme presented in the design concept plan. The internal access system may be private and provided for by easement as each site within the district develops. When a property owner requests a special use permit for his parcel, he shall develop the roadways and pedestrian facilities necessary to serve his property.

Policy:

As an incentive for development of joint parking facilities, parking requirements may be reduced as provided for in Section 20.33.090 of the Zoning Ordinance.

DG-3: Site Design:

The 196th East Area should be developed so as to be compatible with the adjacent residential area. Uses within the 196th East Area should also have site designs which are internally consistent. This should not be interpreted to mean that all materials and designs must be similar, but it does mean that designs should be coordinated and compatible with one another.



Policy:

Site plans and elevations shall be submitted to the Planning Department for review and comment regarding coordination with existing uses both adjacent to and within the 196th East Area.

Policy:

Landscaping plans for individual sites shall be reviewed in accordance with Section 20.16.060 of the Zoning Ordinance and these policies. This review shall insure that landscaping is adequate to meet City codes and shall also insure that landscaping is compatible with other developments in the 196th East Area.

DG-4: Signage

Signs within the 196th East Area shall be of high quality. It is recognized that individual commercial establishments must be properly identified, but it is also recognized that signage should be the minimum necessary to provide such identification. Excessively large and excessively bright signs are recognized as being inconsistent with the existing character of the area and will be discouraged. Standards for illumination and structural integrity shall be as specified in the Building Code or other applicable City regulations. Sign size and location shall be as specified by Section 20.33.120 of the Zoning Code for business signs.

Policy:

Free-standing signs of high quality may be allowed for area identification or identification of multiple business buildings or sites, and shall be used for identification of individual businesses only if the need is established in connection with the Special Use Permit. Emphasis shall be placed upon use of wall mounted signs for individual business identity where the signs will function as effectively as free-standing signs.

Policy:

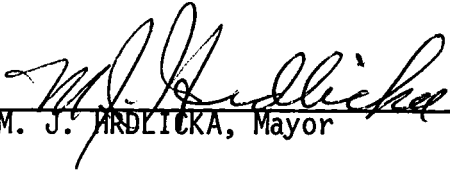
Where possible, signs shall be coordinated in scale and materials with those currently used on adjacent sites within the district.

SECTION 6. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

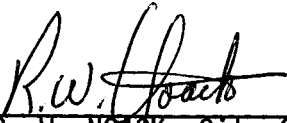
SECTION 7. This ordinance shall take effect and be in force five (5) days after its passage, approval and publication.



PASSED THIS 11th day of July, 1983, and signed in authentication of its passage this 11th day of July, 1983.

  
M. J. HRDLICKA, Mayor

ATTEST:

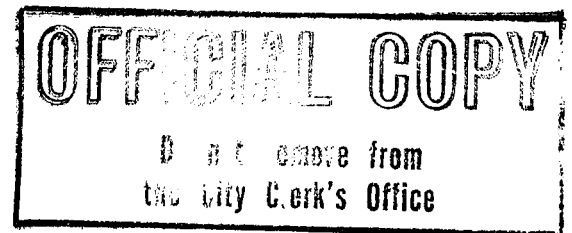
  
R. W. NOACK, City Clerk

APPROVED AS TO FORM:

  
J. GAYLORD RIACH, City Attorney

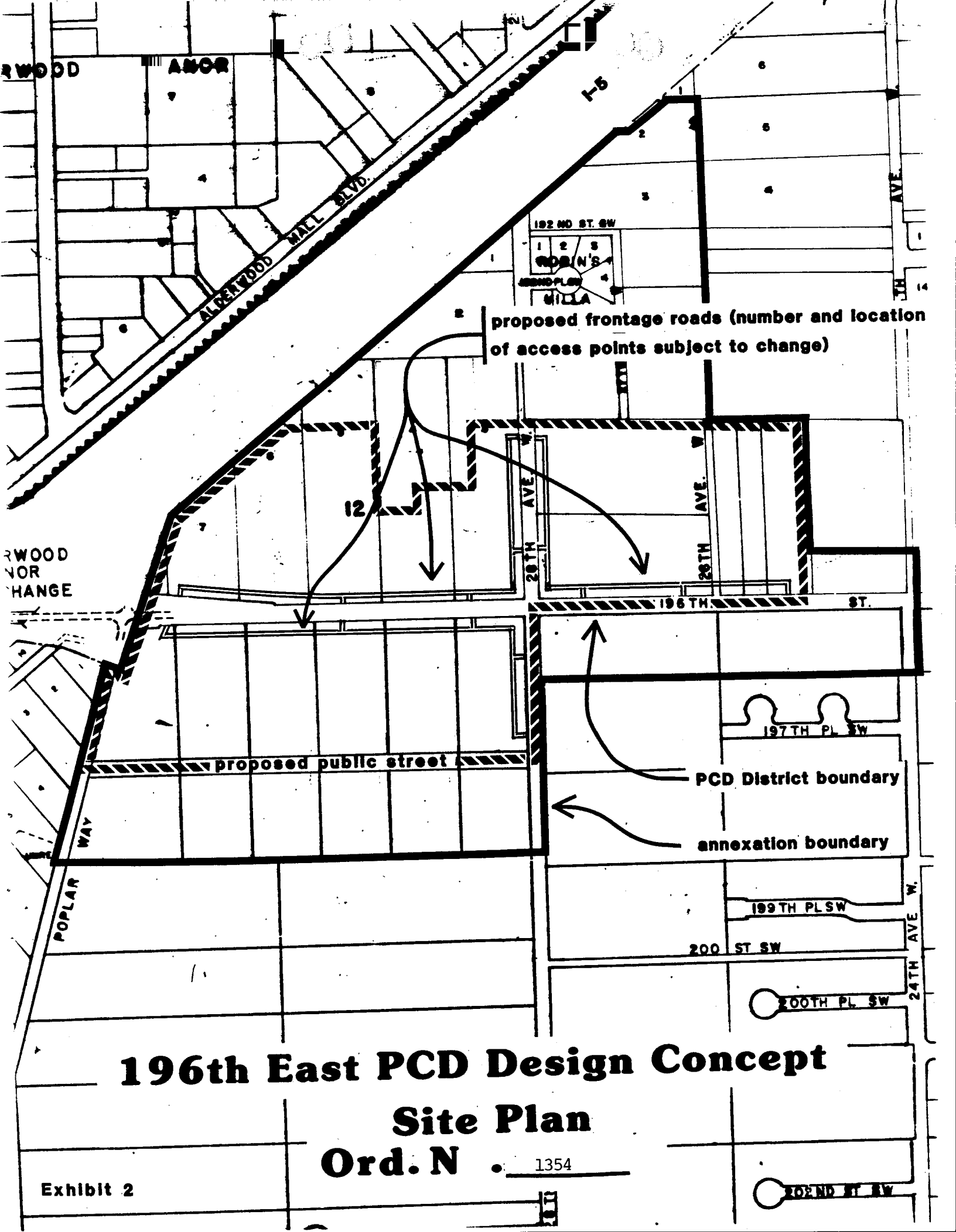
File Name: 196th E Comp Plan Amendment  
File Number: 83-CP-9

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Published: July 20, 1983





proposed frontage roads (number and location of access points subject to change)

12

proposed public street

PCD District boundary

annexation boundary

# 196th East PCD Design Concept

## Site Plan

Ord. N 1354

Exhibit 2