

AGENDA

Lynnwood Planning Commission

Thurs., July 8, 2004 — 7:00 pm — City Council Chambers, 19100 – 44th Ave. W., Lynnwood

- A. Call to Order** Chair JOHNSON
Commissioner BIGLER
Commissioner DECKER
Commissioner PEYCHEFF
Commissioner POWERS
Commissioner WALTHER
Commissioner ELLIOTT
- B. APPROVAL OF MINUTES:**
- Minutes of June 24, 2004 Planning Commission meeting
- C. CITIZEN COMMENTS** – on matters **not** on tonight's agenda:
- D. COMMISSION MEMBER DISCLOSURES:**
- E. PUBLIC HEARING:** None
- F. UNFINISHED BUSINESS:** None
- G. NEW BUSINESS:** None
- H. WORK SESSION:**
1. **Comprehensive Plan Amendments** – Follow-up information and discussions of the following Plan amendment proposals, in preparation for a public hearing on July 22.
 - a. Raskin Plan Map Amendment
 - b. Kingsbury West Plan Map Amendment
 - c. College District Plan
 - d. Growth Policies Review
 - e. Residential Balance – Revisions to the replacement goal.
 - f. Policies Adjustments – Support for two new policies.
- I. DIRECTOR'S REPORT & INFORMATION:**
1. **Recent City Council Actions**
 2. **Upcoming Commission Meetings**
- J. ADJOURNMENT**

The public is invited to attend and participate. To request special accommodations for persons with disabilities, contact the City at 425-670-6613 with 24 hours advance notice.

Lynnwood Planning Commission
Meeting of July 8, 2004

Staff Report

Agenda Item: H-1
2004 Comprehensive
Plan Amendments

- Public Hearing
- Informal Public Meeting
- Work Session
- New Business
- Old Business
- Information
- Miscellaneous

Lynnwood Dept. of Community Development — Staff Contact: Ron Hough (425) 670-6655

Introduction:

The 2004 Plan Amendment process includes eleven proposals. All have been discussed by the Planning Commission at work sessions in May and June. Most will be ready for a public hearing on July 22, with the following two exceptions:

City Center plan: This project began several years ago and is on its own schedule. On June 24, the Commission concluded a series of five work sessions on this plan and may hold an additional work session prior to its public hearing.

Shoreline Master Program: This is a complex project that is also following its own track. It is currently scheduled for a public hearing on August 26.

The July 8 work session is devoted to six proposals that need additional discussion prior to the public hearing. Those proposals are listed below and addressed in this report.

- ✓ May 13 Raskin Map Amendment
Kingsbury West Mobile Home Park Map Amendment
- ✓ May 27 College District Plan
Growth Policies Review
- ✓ June 10 Residential Balance
Policy Adjustments
- ✓ June 24 Shoreline Master Program – Informal Public Meeting
Data Updates
Parks & Recreation Element Update
Implementation Program Update
- ◆ **July 8** Raskin Map Amendment
Kingsbury West Map Amendment
College District Plan
Growth Policies Review
Residential Balance – Revisions to the replacement goal.
Policy Adjustments – Support for the two new policies.

Raskin Plan Map Amendment:

Applicant: MJR Development, Inc. (Michael Raskin, President) & Polygon Northwest

Contact: Larry Calvin (206) 715-6932

Location: Between Interurban Trail and Scriber Creek, east of Scriber Lake Alternative H.S.

The Site: This site consists of the following five tax parcels:

1. 00608400400300 – 4.71 ac.
2. 00608400400400 – 4.85 ac.
3. 00619500000700 – 4.02 ac.
4. 00619500000800 – 2.76 ac.
5. 27042100400800 – 2.38 ac.

18.72 ac.



History:

A 14.7 acre portion of this site was approved in 2001 for an office park and a number of site improvements were made. The project was not built because the market for office space went into a tailspin, office rental rates plummeted and vacancies increased dramatically.

Since the project was no longer feasible, the owner looked at other development opportunities and found the site to be suitable for high-density residential. He formed a partnership with Polygon Northwest, a local housing provider, and a conceptual plan was developed for a residential development. He then applied

for an amendment to the Comprehensive Plan, requesting the High-density Multi-family (MF-3) designation along with consistent zoning.

The MF-3 request was processed in 2003. The Planning Commission recommended approval but it was denied by the City Council.

Since the Council's denial, the applicant has pursued other development alternatives with potential purchasers of the site. None of the concepts were found suitable for the site. Consequently, the high-density residential option remains the most viable use and a new Plan Amendment application was submitted for consideration.

Request: Change the Comprehensive Plan designation from **BTP** (Business/Technical Park) to **MF-3** (High-density Multi-family).

Zoning: This site has been approved for a business/office Planned Unit Development. Approval of the requested amendment will be accompanied by a change in Zoning from **PUD** to **RMH** (High-density Multi-family) to maintain Plan/Zone consistency. The **RMH** zone allows one dwelling per 1,000 sq. ft. of developable land area, or a density of 43 units per net acre. Eighteen lots are currently zoned **RMH** in Lynnwood.

Approval Criteria:

The approval criteria were addressed in the Commission's May 13, 2004 staff report and the conclusions of that review are summarized as follows:

A. The proposal is consistent with the provisions of the Growth Management Act and will not result in Plan or regulation conflicts.

There is no apparent conflict with GMA. The proposal is consistent with GMA in its location of a high-density development in an urban environment where adequate roads, utilities and other municipal infrastructure exist. It is also consistent with the urban density and housing objectives of GMA.

B. The proposal will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, or residents.

The proposal will be a significant change in the type of approved development on this site (office vs. residential) but not a significant change in development intensity. Both proposals were designed to minimize adverse impacts to Scriber Creek and other adjacent areas. Potentially adverse impacts of either type of development will be avoided or minimized through its design, which is subject to the City's environmental and Design Review.

C. The proposed amendment can be accommodated by all applicable public services and facilities, including transportation.

All needed utilities and services are either at the site or can be provided. A storm water detention facility has been constructed and sized to accommodate the needs of other properties. Other transportation advantages are the adjacent Interurban Trail (bicycle and pedestrian) and close proximity to the Lynnwood Park-n-Ride, which is a regional transportation hub.

D. The proposal will help implement the goals and policies of the Lynnwood Comprehensive Plan.

The applicant addressed many of the goals and objectives of the Comprehensive Plan to show how the proposal will be consistent with the Plan and benefit the community.

The most significant conflict is with the "Residential Balance" subgoal of the Land Use Element, which is also being reconsidered this year. If that goal is removed from the Plan, the proposal would be more consistent with other goals and policies of the Comprehensive Plan and would meet this criterion.

E. If the proposal could have significant impacts beyond the Lynnwood City Limits, it has been sent to the appropriate Snohomish County officials for review and comment.

- No significant impacts beyond the City limits are anticipated.

Issues to Consider:

- The "Residential Balance" (60/40) goal was a major factor in the processing of Mr. Raskin's 2003 proposal and may have led to its denial by the City Council. The "Residential Balance" goal is also being reconsidered this year. Since all proposals need to be compatible and consistent, the Commission's recommendation on the Residential Balance goal should be consistent with its recommendation on the Raskin proposal.
- Another issue that was discussed in 2003 was the City's need for industrial land. It was pointed out that the Comprehensive Plan cited a deficiency in our industrial sector and a need to promote more higher-paying industrial type jobs.
- The site itself is near the I-5 freeway. A multi-family project could place hundreds of people in a living environment affected by automotive pollutants and noise. Building codes and other standards are in place to address those issues and adverse impacts can be reduced or eliminated through design, construction materials, buffering, etc.
- Since industrial development and jobs are considerations, staff has requested input on this proposal from the City's Director of Economic Development.

Conclusions and Recommendation:

The Planning Commission was briefed on the general characteristics of this proposal at its May 13 work session. An "administration recommendation" will be provided prior to the public hearing or prior to the Commission's recommendations.

Kingsbury West Plan Map Amendment:

Applicant: Palmer Living Trust
2721 S. Garfield, Kennewick WA

Contact: Jeffrey S. Palmer – (425) 743-1331
Park Manager

Location: 5220 – 176th Street SW in Lynnwood



The Site: This site consists of two adjacent mobile home parks with a combined area of 11.3 acres and 89 units. Both are under the same ownership.

Kingsbury West 9.22 acres and 73 dwelling units.
Currently designated Medium-density Single-family (SF-2) and zoned RS-7.

Kingsbury West Annex 2.08 acres and 16 units.
Currently designated Low-density Multi-family (MF-1) and zoned RSL.

History: A citywide Plan/Zone Consistency Review was conducted in 2001 to identify conflicts between the Comprehensive Plan and Zoning. Kingsbury West was planned for medium-density single-family at that time, but zoned for low-density single-family. That conflict was resolved by changing the zoning from RS-8 to RS-7. At the same time, the zoning of the Annex was changed from RMM to RML to be consistent with its Plan designation of Low-density Multiple-family.

In 2003, Jeff Palmer requested that the designation of Kingsbury West Annex be changed from MF-1 to MF-2, along with a consistent zoning change from RML to RMM. That request was not approved.

Request:

This year Mr. Palmer is requesting that both parks be viewed as one and that both be designated **High-density Single-family (SF-3)**.

High-density Single-family (SF-3) is a new designation approved by the City Council in 2003 to apply only to existing mobile home parks. Although the implementing zoning has not yet been adopted, the SF-3 designation already applies to two other parks (Kingsbury East and The Squire). A new RS-4 zone is currently being considered by the City Council and will be applied when adopted.

Current Zoning:

Kingsbury West MHP: **Medium-density Single-family (RS-7)**.
Kingsbury West Annex: **Low-density Multiple-family (RML)**.

Approval Criteria:

The approval criteria were addressed in the Commission's May 13, 2004 staff report and the conclusions of that review are summarized as follows:

A. The proposal is consistent with the provisions of the Growth Management Act and will not result in Plan or regulation conflicts.

This proposal has no apparent conflicts with the Growth Management Act, nor with any other state goals, policies or legal requirements. Kingsbury West and its Annex are currently planned and zoned differently as two separate mobile home parks. The proposal would bring them together under the same designations, which will expedite future remodeling or redevelopment.

B. The proposal will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, or residents.

The proposed change in Plan designation increases the development options for the property but would not significantly increase the intensity of development. It will allow the existing mobile home park to continue, or to transition into a single-family development at a similar density. No significant adverse impacts on sensitive areas, businesses, or residents in the surrounding area are likely.

C. The proposed amendment can be accommodated by all applicable public services and facilities, including transportation.

All needed utilities and services are either at the site or can be provided. This Plan designation change is not expected to have a significant effect on future traffic volumes on 176th Street or other area streets.

D. The proposal will help implement the goals and policies of the Lynnwood Comprehensive Plan.

The proposal appears to be consistent with the Plan and will benefit the community by helping to meet certain housing needs. The request is also consistent with the

locational criteria established for the City Council's application of the newly established SF-3 Plan designation.

E. If the proposal could have significant impacts beyond the Lynnwood City Limits, it has been sent to the appropriate Snohomish County officials for review and comment.

- No significant impacts beyond the City limits are anticipated.

Issues to Consider:

- The applicant feels that this Plan Amendment would help achieve the goal of preserving a manufactured home park for City residents. The Commission needs to take a closer look at this. The SF-3 designation (and its future zone) are designed to accommodate conventional site-built housing – not to preserve mobile home parks. The property could be subdivided for a neighborhood of new homes at a higher density than currently exists. Unless the property owner creates a subdivision designed for manufactured homes, the designation would have little or no value in preserving the existing mobile home park.
- The applicant feels the SF-3 designation will be consistent with the actual use of the property as a manufactured home park. SF-3 would allow development that is more consistent with the current density (about 8 DU/ac.) of the parks. However, the SF-3 designation was not intended primarily to accommodate existing mobile home parks.
- The SF-3 designation can only be applied to existing mobile home parks within one-quarter mile of Highway 99. Two mobile home parks that meet that criteria were given the SF-3 designation in 2003. Kingsbury West is similar to those parks in location, size, age and other characteristics. Can the Planning Commission determine that Kingsbury West meets the designation criteria and should be granted this request?

Conclusions and Recommendations:

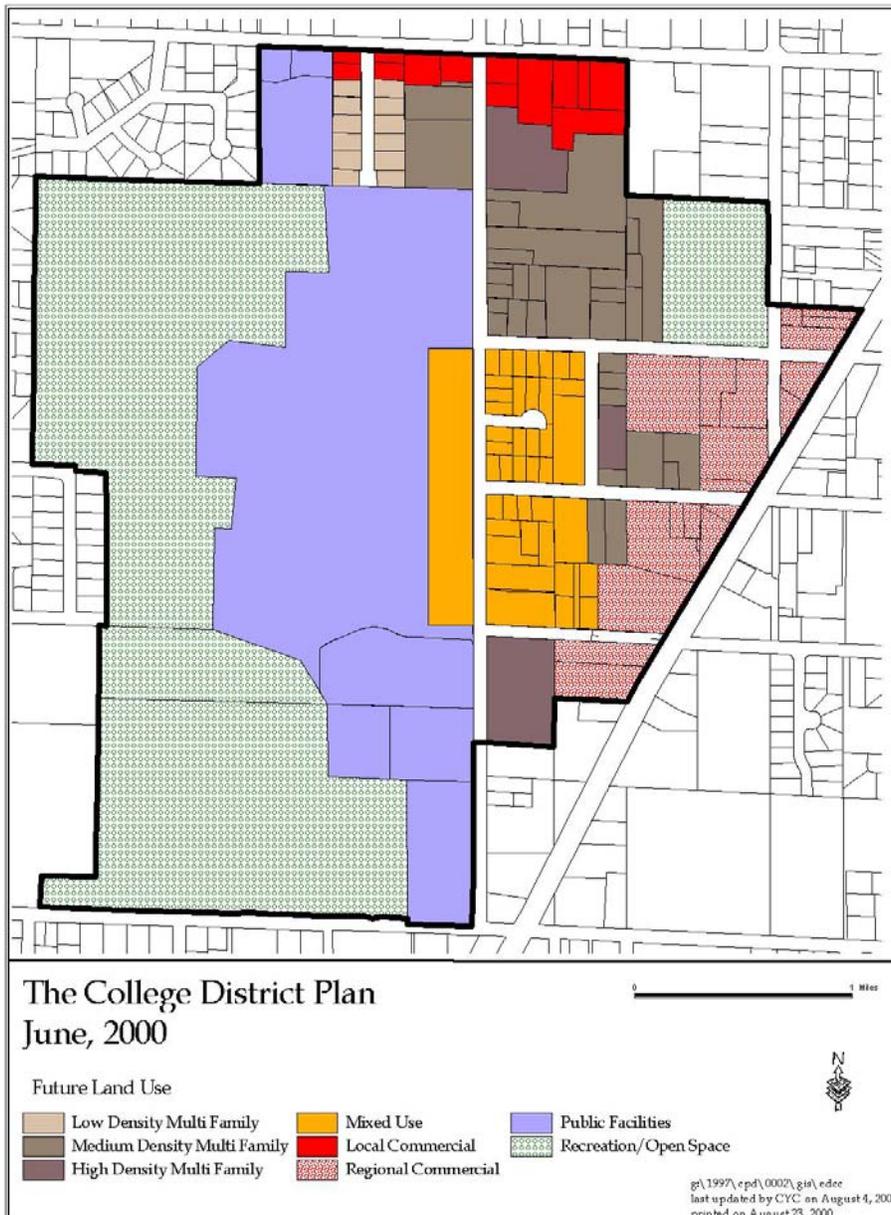
The Planning Commission was briefed on the general characteristics of this proposal at its May 13 work session. An "administration recommendation" will be provided prior to the public hearing or prior to the Commission's recommendations.

College District Plan Adjustments:

Applicant: City of Lynnwood – Initiated by City Council

History: The City recently processed a code amendment that exempted commercial sites fronting on Highway 99 from the provisions of the College District Overlay (CDO) zone. It was determined that CDO zone's development requirements conflicted with the proposed design of a new auto dealership. It was also concluded that businesses within the Highway 99 corridor have unique characteristics that are not similar to those of the College District neighborhood and, therefore, the CDO zone was inappropriately applied to those properties.

The discussions prompted the City Council to initiate a review of the College District boundaries and the possible removal of other commercially-zoned properties, particularly those along 196th Street, from the College District or from the College District Overlay zone.



The College District:

The boundaries of the College District were established in 1998. They were intended to enclose an area that shared a number of different characteristics, with the college at the center. The boundaries went to 196th Street on the north and Highway 99 on the east for several reasons:

1. **Transportation:** These two arterials provide primary access to and from the college and its neighborhood. It was necessary to look at traffic patterns, intersection turn movements, signalization and other aspects of transportation that would be affected by land uses and activities within the district. The City's Environmental Review Committee (ERC) required a special traffic analysis that included several of the intersections on 196th and Highway 99.
2. **Land Use:** Neighborhoods and special districts often include a variety of land uses and activities. This district includes commercial uses at its fringes. Rather than ignore those areas, the Plan considered the long-range future of those areas and how they would relate to other land uses within the district. This also recognizes the fact that EdCC has already expanded into commercially-zoned buildings along 196th Street. Those properties are important to campus planning and were appropriately included in the College District.
3. **People Movement:** Pedestrian amenities, trails and sidewalks were very important considerations in the College District Plan. Area residents can walk to many commercial businesses, services, churches, recreational facilities and, of course, the college. For trips beyond the district, public transit is available. When considering pedestrian destinations, the strip commercial areas along 196th Street and Highway 99 were primary targets. They are also major bus routes.

Commercial areas are often separated and buffered from their residential neighbors, making them difficult to get to and from. By including the commercial fringe areas as part of the College District, it may be easier to accomplish future planning and development activities that result in a good system of linkages to all areas of the district – not just the residential areas.

Highway 99 Corridor:

The College District's boundaries (see map) extend eastward to Highway 99 and include several businesses that front on the Highway, generally between 200th Street and 204th Street. The Zoning Code was recently amended to exempt those commercially-zoned properties from all provisions of the College District Overlay (CDO) zone. Several reasons were given, including:

- The CDO zone requires parking to be placed at the rear or sides of buildings, not in the front yard. This doesn't work for auto dealerships that want to display their products in the front yard areas.
- The CDO zone included a maximum building setback of 20 ft. This provision conflicts with the traditional design of auto dealerships and other major businesses that might locate on Highway 99 with parking areas in front.
- The CDO zone was designed to further the concepts of a pedestrian-friendly urban mixed use environment by emphasizing pedestrian amenities, landscaping and other design features that were found to be inappropriate for the more intense Highway 99 corridor.

The CG (General Commercial) zone on Highway 99 is intended for the most intense commercial uses that cater to high volumes of automotive traffic. This zone allows most auto-related sales and services, including boats, trailers, recreational vehicles and other businesses that tend to have a regional, rather than local, market and that would be inappropriate on 196th St.

The College District Plan originally envisioned the possibility of a college presence at Highway 99. It was thought that college-related buildings and a different design treatment on Highway 99 would help announce the entrance to the College District. However, the separation between the college and Highway 99 proved too great and the campus master plan concentrates new development on the present campus – or as close as possible. The college has no plans to acquire property with Highway 99 frontage in the foreseeable future. It's more likely and appropriate that auto-related commercial businesses continue to prevail.

196TH Street:

During the City Council's discussions of the CDO zone's effects on Highway 99 businesses, it was noted that the CDO zone also applies to commercially-zoned properties along the south side of 196th Street. Concern was voiced that all businesses weren't being treated equally if we applied the CDO zone to some but not others.

Nine properties along 196th Street (and within the College District) are currently zoned "Community Business (B-1)" and four others are zoned "Neighborhood Business (B-3)." All are also within the College District Overlay zone. This is a different environment than the Highway 99 Corridor. The following is a summary of its characteristics:

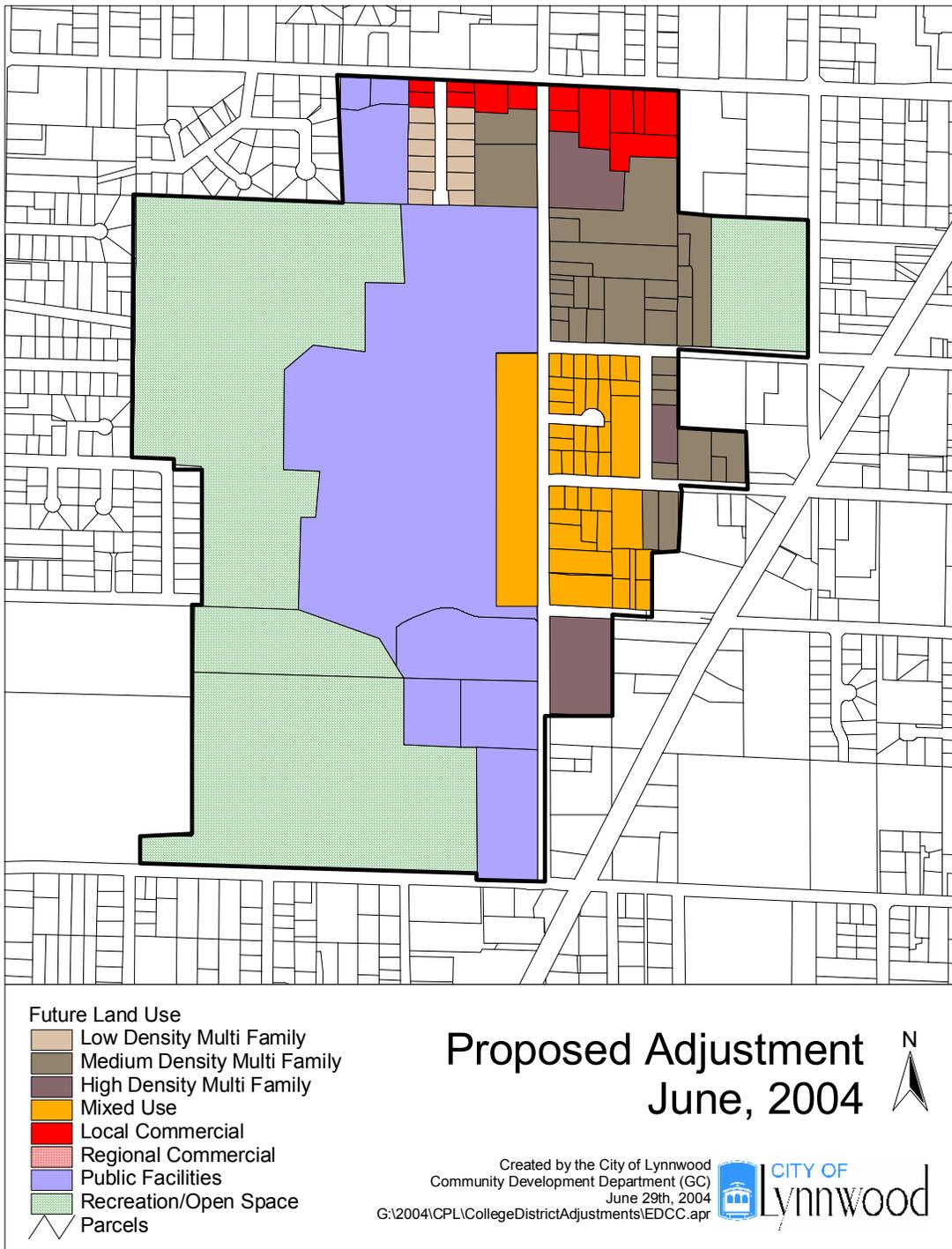
- Unlike Highway 99, Edmonds Community College has a presence on 196th Street. Two of its North Campus buildings front on 196th Street, as does a former government office building that is being converted to lab classrooms and the adjacent Beresford Building. All have significant setbacks with parking lots between the buildings and street.
- One of EdCC's parking lots fronts on 196th Street, east of 68th Ave.
- The former gas station site at the corner of 68th has been owned by the college foundation and has been for sale for several years. A new development on this site could be designed to comply with the B-1 (Community Business) and CDO zones.
- An Elks Lodge is located between the college's parking lot and its lab building. A portion of its parking lot is between the building and street.
- Four small lots at the intersection of 69th Place and 196th Street are zoned "Neighborhood Business." All are currently in residential uses. These lots could be consolidated and redeveloped for commercial uses and in compliance with the B-3 and CDO zoning.
- The only active commercial properties in this area are immediately west of 68th Avenue. A Jiffy-Lube occupies the corner property and a small strip commercial center is adjacent. It includes a cleaning business, a retail carpet store and an Aikido training facility. The center was constructed with all its parking in front and virtually no landscaping.
- There are basic differences between the local commercial B-1 and B-3 zones along 196th Street and the more intense regional commercial (CG) zoning along Highway 99. The businesses are smaller in scale, intended to serve the neighborhood and community, and the area is more pedestrian oriented. These zones don't allow most of the auto-related businesses that are allowed on Highway 99, nor do they allow open lot auto sales.

Issues to Consider:

- The CDO zone's development standards apply to new development throughout the College District. If there are areas in which we don't want buildings to be near the street or prefer to have parking lots in the front yards rather than pedestrian amenities, then we can either exclude those areas from the College District or from the CDO zone.
- In the case of a nonconforming building, the reduced setbacks of the CDO zone could result in the relocation of a building that is severely damaged to the extent that it can't be repaired. Nonconforming structures have to comply with current codes when rebuilt. Existing buildings were "grandfathered" under the codes in effect when they were built, so the CDO zone, or other changes in zoning, has not affected them.
- There are significant differences between 196th Street and the Highway 99 corridor. They function differently, the scales are different and the zoning and land uses are different. One area is intended to serve the neighborhoods and community, while the other serves the region. Given these differences, is it necessary to remove both the Highway 99 properties and the 196th Street properties from the College District?
- The following map shows how the College District would appear if the Highway 99 commercial properties are removed. This "proposed adjustment" is offered for the Commission's consideration without a formal recommendation at this time.
- Because of the college's presence along 196th Street, it may be appropriate to keep those areas in the College District. Only two of the 13 commercially-zoned parcels along 196th Street are in commercial use. If the City feels that the CDO zone's development standards are too rigid, those properties could be made exempt from the provisions of the CDO zone without removing them from the district itself.
- EdCC just began an update of its campus master plan. During the coming months, the planning committee and consultants will review the growth needs of the college and propose changes. Those changes may involve some commercially-zoned properties along 196th Street. Since we don't know what kinds of recommendations this process will produce, premature changes to the College District Plan or its zoning could adversely affect the college's future growth options. In turn, the campus planning exercise may result in new recommendations for Plan amendments in 2005.

Conclusions and Recommendations:

The Planning Commission discussed the College District issues at its May 27 work session, with the understanding that additional discussion would be needed. An "administration recommendation" will be provided prior to the public hearing or prior to the Commission's recommendations.



This is what the College District would look like after removing all commercially-zoned properties along Highway 99.

Growth Policies Review:

Applicant: City of Lynnwood – Dept. of Community Development

History: Lynnwood adopted a Municipal Urban Growth Area (MUGA) in November 2002. The boundaries have not been formally endorsed by Snohomish County and some gaps and an overlap with Mill Creek’s MUGA need to be resolved.

MUGA Boundaries:

Lynnwood adopted Municipal Urban Growth Area (MUGA) boundaries in November 2002. The short-term Priority #1 areas of a growth map from the mid-1990s was adopted as our MUGA. That map was not coordinated with adjacent cities and was not recommended by the Planning Commission. It resulted in some important gaps and a significant overlap with Mill Creek’s MUGA on the east side of Interstate 5.

Earlier this spring, Snohomish County adopted Countywide Planning Policy UG-17, which reads as follows:

UG-17: Municipal Urban Growth Areas (MUGAs) shall be established within the Southwest Urban Growth Area (SWUGA) and documented in county and city comprehensive plans for the purposes of allocating population as required by GMA and delineating future annexation areas for each of the nine cities in the SWUGA as portrayed on the map in Appendix B. Inconsistent MUGAs will be reconciled between the affected cities within Snohomish County and the county. For the purposes of UG-17, “affected cities” may also include cities located outside of Snohomish County only at such time that interlocal agreements between the affected cities and Snohomish County have been adopted by all parties pursuant to Countywide Planning Policy OD-12. MUGA boundaries that are congruent with the Southwest UGA boundary may be amended by agreement and action by the County and affected cities following consultation with the cities. MUGA boundaries that are not congruent with the Southwest UGA boundary may be amended by agreement and action by the affected cities following consultation by the County. Legally binding agreements executed by the County and a city will define terms of the transfer of responsibilities for planning and/or development.

The MUGA map and related planning policy have been officially adopted by Snohomish County. The boundaries that Lynnwood adopted in 2002 are now officially on the map and the City and County are consistent. The downside is that we can no longer place our boundaries wherever we want to. According to policy UG-17 above, we need agreement and action by the affected city. So, in the case of the Mill Creek overlap area, we must come to a mutual agreement with Mill Creek. Both cities would then amend their MUGA boundaries in their respective Comprehensive Plans and the County would follow by amending the County Plan map. It requires cooperation.

Since MUGA boundaries are part of the Comprehensive Plan, they can be adjusted only once each year during the Plan Amendment process. It’s probably too late to begin negotiations with Mill Creek and adequately cover other growth issues during our 2004 amendment process. This discussion will probably not result in any MUGA changes, but it could provide direction for next year’s amendment process or for code amendments.

Issues to Consider:

- Most of Lynnwood's MUGA boundaries follow streets, but in some locations they divide existing neighborhoods and cut through properties. The entire boundary should be reviewed for needed adjustments.
- Our boundary cuts through the Martha Lake neighborhood and through the lake itself. The Planning Commission's recommended boundary wasn't intended to divide this neighborhood. How should it be adjusted to either take it all in or avoid it completely?
- Our MUGA boundary extends to the City limits of Mountlake Terrace and may prevent that city from annexing and extending municipal services. An annexation attempt a few years ago might have brought this area into Lynnwood, but was rejected by the City Council. If this is a difficult area to serve and unattractive to annex, how should we adjust our MUGA boundary to allow the City of Mountlake Terrace to expand?
- Our MUGA east of I-5 overlaps Mill Creek's MUGA and there has been no effort to resolve the conflict. Snohomish County recently adopted the MUGA boundaries and the adopted map continues to show our overlap. The County anticipates that we will work out this conflict with Mill Creek.
- Lynnwood isn't growing as proposed in the 1995 Comprehensive Plan. Our current MUGA boundary was our 10-year growth boundary nearly ten years ago. Two recent annexation attempts were rejected or severely reduced in size. Staff needs to be clear on the City's growth policies when talking to potential petitioners. A first step in clarifying our growth ambitions is to review the "Urban Growth Policies" section of the Implementation Element. This should include a review of the guidelines for evaluating proposed annexations, which were adopted in 1996 by Resolution No. 96-21 and included in the Commission's May 27 staff report.

Conclusions and Recommendations:

The Planning Commission was briefed on growth policies and related matters at its May 27 work session. Additional discussion is needed. An "administration recommendation" will be provided prior to the July 22 public hearing or prior to the Commission's recommendations.

Residential Balance – Land Use Element Subgoal:

Applicant: Martin Nelson

History: The applicant asks that the “Residential Balance” subgoal of the Land Use Element be removed on the basis that it is without merit, unrealistic and impossible to achieve.

At its June 10 work session, the Planning Commission discussed the proposal and the replacement goal that was offered, as well as the need to recommend a replacement. It was decided that, if the Commission recommends removal of the Residential Balance subgoal, it should offer a replacement goal that clearly addresses a need in the community and does not merely reflect other goals and policies in other elements of the Comprehensive Plan. The Commission directed staff to work with the applicant and bring another option for consideration.

Another Option:

To avoid redundancy, staff reviewed the Plan to find other related goals that were already adopted. The Land Use Element already has a “Neighborhood Preservation and Renewal” goal and the Housing Element has a “Neighborhood Preservation” goal with three supporting objectives and nine policies. However, no goals or policies could be found that specifically protect single-family dwellings. If this is viewed as a weak point in the Plan, then the following replacement subgoal should be considered:

Subgoal: Single-Family Housing Retention

Assure retention of existing single-family housing, and areas of such housing, through protection from conflict with or encroachment of incompatible land uses or activities.

Conclusions and Recommendations:

The Planning Commission discussed this proposal at its June 10 work session. An “administration recommendation” will be provided prior to the public hearing or prior to the Commission’s recommendations.

Policy Adjustments from City Codes:

Applicant: City of Lynnwood – Dept. of Community Development

Contact: Dennis Lewis, Senior Planner

History: In 2003, several policies were moved from development regulations to the Environmental Resources Element of the Comprehensive Plan. Not all of the policies were found to be appropriate for that element and are now being proposed for inclusion in other elements, including:

- Land Use
- Parks, Recreation and Open Space
- Transportation
- Capital Facilities and Utilities
- Environmental Resources

The proposals were considered at the Planning Commission's June 10 work session changes and it was determined that they will not affect other adopted goals, objectives and policies of the Plan. At that meeting, the Commission asked staff for additional background and justification for two new policies that are also proposed this year.

New Policies:

Two new policies are proposed by the City's Environmental Review Committee (ERC) to provide Comprehensive Plan policy support to impose SEPA traffic mitigation measures on proposals with identified significant adverse traffic impacts. These policies are:

- **T-17.8:** Street right-of-way adjacent to development sites should be fully improved to current City standards, including the provision of sidewalks, to reduce development traffic impacts.
- **T-21.4:** Traffic generated by new and redevelopment projects should be evaluated to determine the impact on the operation of surrounding intersections and street network. Projects that create adverse traffic impacts should include measures demonstrated to mitigate those impacts.

The two basic types of traffic mitigation measures that the ERC has imposed on proposals are:

1. Those requiring full street right-of-way improvements to City standards adjacent to a proposal site, and;
2. Those requiring off-site street and operational improvements.

These new policies are necessary because:

1. Washington Administrative Code (WAC) Section 197-11-660 (1) (b) states that, "Mitigation measures shall be related to specific, adverse environmental impacts clearly identified in an environmental document on the proposal and shall be stated in writing by the decision maker. The decision maker shall cite the agency SEPA policy that is the basis of any condition (emphasis added by staff) or denial under this chapter (for proposals of applicants)."
2. LMC Section 17.02.200.B states that, "The City may attach conditions to a permit or approval for a proposal so long as: Such conditions are based on one or more policies in subsection (d) of this section and cited in the license or other decision document. (Subsection (D) states that, "The City designates and adopts by reference the following policies as the basis for the City's exercise of authority pursuant to this section. The list in D (3) includes the Comprehensive Plan.)"
3. Currently there are no policies in the Comprehensive Plan that provide a basis for imposing traffic mitigation conditions.

Conclusions and Recommendations:

The Planning Commission discussed the general characteristics of these policy proposals on June 10. An "administration recommendation" will be provided prior to the public hearing or prior to the Commission's recommendations.

Progress & Schedule:

- ✓ April 8 Planning Commission Public Hearing on the Proposed Amendments List (PAL)
- ✓ April 19 City Council briefing and work session on the PAL
- ✓ May 3 City Council – Memo for work session
- ✓ May 10 City Council approved the PAL
- ✓ May 13 Commission work sessions on Raskin & Kingsbury West
- ✓ May 27 Commission work sessions on College District Plan and Growth Policies
- ✓ June 10 Commission work sessions on Residential Balance and Policy Adjustments
- June 21 City Council work session (cancelled for budget discussion)
- ✓ June 24 Commission work sessions on Data Updates and Parks and Imple. Elements.
- July 8 Commission pre-hearing work session.
- July 19 City Council work session.
- July 22 Commission public hearing on most amendment proposals.
- Aug. 2 City Council work session.
- Aug. 12 Commission recommendations on most proposals.
- Aug. 26 Commission public hearing on Shoreline Master Program.
- Sept. 7 City Council work session.
- Oct. City Council work sessions – to be scheduled.
- Nov. City Council Adoption of approved amendments.



**Lynnwood Planning Commission
Meeting of July 8, 2004**

Staff Report

Agenda Item: I-2

Upcoming Commission Meetings

- Public Hearing
- Informal Public Meeting
- Work Session
- New Business
- Old Business
- Information**
- Miscellaneous

Lynnwood Dept. of Community Development — Staff Contact: Ron W. Hough, Planning Manager

■ The following schedule is for planning purposes – subject to adjustments.

July 8	Public Hearing:	None Scheduled
	Work Session:	<u>Comprehensive Plan Amendments</u> – continued a. Raskin b. Kingsbury West c. College District Plan d. Growth Policies Review e. Residential Balance – (revised the new goal) f. Policies Adjustments – (support for new policies)
July 22	Public Hearing:	<u>Comprehensive Plan Amendments</u> & Recommendations
	Work Session:	<u>City Center Plan</u> and/or <u>Shoreline Master Program</u>
Aug. 12	Public Hearing:	None scheduled
	Unfin. Business:	<u>Comprehensive Plan Amendments</u> – Recommendations
	Work Session:	<u>Shoreline Master Program</u>
Aug. 26	Public Hearing:	<u>Shoreline Master Program</u>
	Work Session:	None scheduled