

AGENDA

Lynnwood Planning Commission

Thursday, March 23, 2006 — 7:00 pm
City Council Chambers, 19100 – 44th Ave. W., Lynnwood WA

- A. Call to Order** Chair DECKER
 Commissioner BIGLER
 Commissioner ELLIOTT
 Commissioner PEYCHEFF
 Commissioner WALTHER
 VACANT – Position #1
 VACANT – Position #3
- B. APPROVAL OF MINUTES:**
1. Minutes of March 9, 2006
- C. COUNCIL LIAISON REPORT:**
- D. CITIZEN COMMENTS** – on matters **not** on tonight's agenda.
- E. PUBLIC HEARING:** None
- F. WORK SESSIONS:**
1. ESD – Bus Barn Site – Comprehensive Plan Amendment
2. ESD – Service Center Site – Comprehensive Plan Amendment
- G. BUSINESS:** None
- H. DIRECTOR'S REPORT & INFORMATION:**
1. City Council Actions
2. Upcoming Meetings
- I. ADJOURNMENT**

The public is invited to attend and participate in this public meeting. To request special accommodations for persons with disabilities, contact the City at (425) 670-6613 at least 24 hours prior to the meeting.

**Lynnwood Planning Commission
Meeting of March 23, 2006**

Staff Report

Agenda Item: F-1
Comprehensive Plan Amendments –
Edmonds School District:
– **Bus Barn Site** (2006CPL0004)

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

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

INTRODUCTION:

Edmonds School District submitted applications for amendments to the Comprehensive Plan on the following three sites. They will be processed individually.

- Lynnwood High School – 184th Street, north of Alderwood Mall
- Bus Barn – on Alderwood Mall Boulevard, south of the mall
- Service Center – Scriber Lake H.S. site on 52nd Avenue

Applicant:

Edmonds School District No. 15
20420 – 68th Avenue West
Lynnwood WA 98036-7400

Represented by:

Shockey/Brent, Inc.
2716 Colby Avenue
Everett WA 98201

Request:

1. **Comprehensive Plan:** Change designation from “Public Facilities (PF)” to “Regional Commercial (RC).”
2. **Zoning Map:** Change from “Public (P-1)” to “Planned Commercial Development (PCD).”

Note 1: A conceptual site plan is not required and was not offered for consideration.

Note 2: The applicant acknowledges that a traffic study and an environmental audit will be needed. Those studies are proposed to be done after a conceptual plan has been developed so that they will address the proposed project.

Site Description:

- 9.1 ac. site on north side of Alderwood Mall Boulevard and south of Alderwood Mall.
- Within the City and the Lynnwood Subregional Center. Convenient to I-5 and I-405.

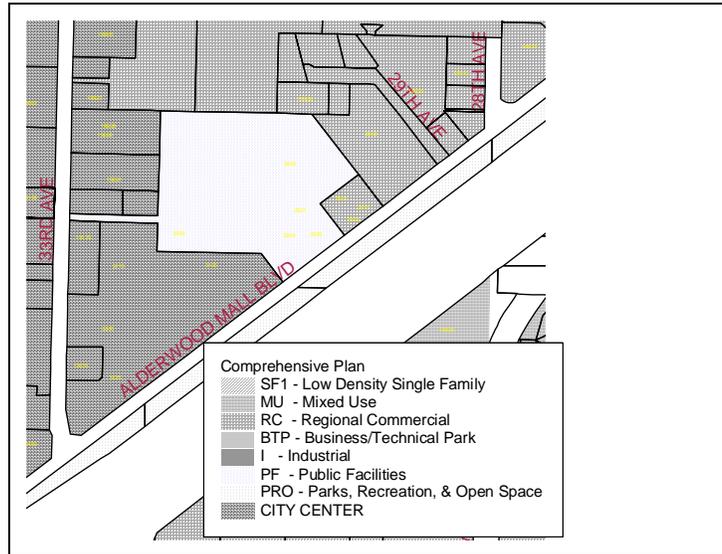
Existing Development:

- School District's Maintenance and Transportation Center.
- In need of replacement due to deterioration of structures and facilities.
- Site is surrounded by commercial development and the I-5 freeway.

Comprehensive Plan:

The Comprehensive Plan designation of the bus barn site is "Public Facilities (PF)." That designation was placed on the site in recognition of its use as a school district facility and not because the site is uniquely suited to a facility type of land use.

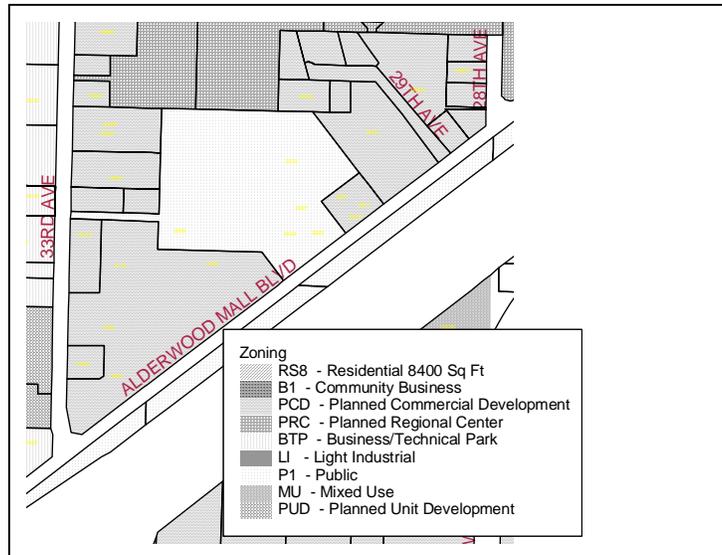
The school district is requesting a change to "Regional Commercial (RC)" which would allow commercial zoning and development that is consistent and compatible with its business neighborhood.



Zoning:

The zoning map shows this site to be presently zoned "Public (P-1)." Developments to the east and west of the site are predominantly retail commercial and office uses. Those properties are zoned "Planned Commercial Development (PCD)." This is the requested zone for the bus barn property. It is also one of the zones that implements the Regional Commercial Comprehensive Plan designation.

Alderwood Mall lies to the north and is zoned "Planned Regional Center (PRC)." This zone is generally compatible with the PCD zone.



Development Concept:

- The School District intends to consolidate the transportation/maintenance facility with the administration functions at the Scriber Lake H.S. site on 52nd Avenue.
- The District's goal is to create a mix of retail, office and other uses with adequate parking, access and amenities. The result would be the expansion of the retail core south of the regional mall, which will benefit the City and its regional center.

- Adjoining businesses will benefit from increased economic activity.
- The District has reviewed some development proposals but has not selected a developer team or plan for the site.
- Redevelopment of the site will be consistent with the City's concept of allowing diversification of land uses and would permit potential office, retail/commercial and other allowed uses.
- Redevelopment of surplus school district properties is identified as a goal in the City's Economic Development Action Plan, which was adopted in November 2004.
- The District states that existing public services and facilities are adequate to serve the site at maximum build-out allowed in the requested PCD zone. [Note: Additional analysis is needed to determine the adequacy of utilities and facilities in the area.]
- Buildings would typically cover up to 50 percent of the site and will generally be low-rise structures with large expanses of glass facing public streets and parking areas.
- A prime objective is to compliment the surrounding development and the Mall by establishing land uses and amenities that are compatible with the retail core.
- A detailed traffic study will be prepared once a conceptual plan is developed.

Environmental Considerations:

- On-site critical areas will be preserved and buffers provided as required. [Note: The City's Environmental Review Committee is reviewing the proposal for impacts and has not yet made its determination.]
- No surface water bodies on or near the site. A detention pond is located between the north property line and the theater complex. A sewer pump station is on the site.
- The transportation and maintenance use involves certain chemicals, petroleum products and other materials associated with the operation of the facility. However, the District claims the site has been maintained in accordance with local and State guidelines and their own safety requirements. No mitigation measures are proposed at this time.
- A Phase 1 Environmental Audit will be provided prior to any future development to identify potentially hazardous materials or other site conditions that would require remediation.

Sequence of Events:

- SEPA Determination:
 - Application and SEPA Checklist are being reviewed by ERC.
- Comprehensive Plan Amendment:
 - Do we need a conceptual site plan? If so, how will it be locked in?
 - What other info or studies are needed to approve the Plan amendment?
- Rezone:
 - It's possible to approve the zoning simultaneously with the Plan amendment.
 - Will a CZA be needed to lock in a conceptual site plan?
- Design Concept:
 - A Design Concept must be developed for the site.
 - Show major circulation and utility proposals.
 - Consider internal and external vehicular and pedestrian circulation.
 - A site plan and textual guidelines for development in that zone are required.
 - Address specific concerns or attributes not adequately covered in the zoning code.
- Schedule:

- March 23 Planning Commission begins work sessions on plan amendments.
- June 5 City Council's first work session on plan amendments.
- June 14 Environmental review process completed.
- June 22 Planning Commission's first public hearing (recommendations follow).
- Aug. 14 City Council's public hearing (and decisions).
- Sept. 11 City Council's target date for final adoption.

Process:

The Planning Commission's role includes the following steps:

- Study and discuss the proposal.
- Conduct a public hearing and accept public comments.
- Consider all testimony, information in the staff report and referral comments.
- Forward a recommendation to the City Council to (1) approve the request, (2) approve it with modifications or (3) deny the request.

The City Council will also study the proposal, conduct a public hearing and take final action on all proposals in the fall.

Recommendations:

1. Review the staff report and discuss the proposal at the March 23 meeting.
2. Ask questions of staff and request additional information, as necessary.

The Planning Commission's public hearing on all of the 2006 proposals will be conducted following completion of the SEPA review. It is tentatively scheduled for June 22. A recommendation will be presented for the Commission's consideration.

Attachment #1

Edmonds School District Comprehensive Plan Amendment/Zoning Request
Existing Transportation and Maintenance Site

Evaluation Criteria

(Submitted by Applicant)

The Edmonds School District (District) is requesting a Comprehensive Plan Amendment for the existing Transportation and Maintenance Site. The request would change the current designation of Public Facility to Regional Commercial. Also, a request is included to change the implementing zoning from Public to Planned Commercial Development. The District is currently reviewing potential developers for site development. However, decisions on the actual development team and potential site plan have not been made.

Amendments to the Comprehensive Plan will be evaluated using the following criteria. The following explains how the application is consistent, or conflicts with, or otherwise relates to these criteria. (Ref. LMC 18.04.070).

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

* The City of Lynnwood 2020 Comprehensive Plan adopted November 22, 2004 identifies several Visioning Statements for the Year 2020 including:

- Lynnwood provides the venue that allows commercial growth and opportunities for new development, redevelopment and employment.
- and
- Lynnwood continues to experience controlled growth through compatible infill development, the redevelopment of existing areas, and annexation of areas that offer new growth opportunities.

The Plan also summarizes the 13 planning goals of the GMA on Page 6 of the Introduction. The relevant goals are cited below:

1. Encourage development in urban areas with existing or planned facilities and services.
2. Reduce Urban Sprawl.
5. Promote economic opportunity.
12. Make adequate provision of necessary public facilities and services.

COMMENT: The proposed amendment to the Comprehensive Plan is consistent with the applicable Visioning Statements and GMA Goals. The site is located within the City of Lynnwood Urban Growth Area (UGA) and within the boundaries of the Subregional Center, has convenient access to both I-5 and I-405, and abuts a principal arterial. The existing Maintenance and Transportation Center is in need of replacement due to deterioration of structures and facilities. The District studied different options for the replacement of the facility. The decision to consolidate the transportation/maintenance facility with the administration functions at a new location offered the best use of resources and consolidated operations for the District.

Redevelopment of this site would not only generate revenue for school construction, but would

also contribute to a healthy urban core. Redesignation of this site to Regional Commercial would promote economic opportunity within the Subregional Center, and reduce pressure on urban sprawl beyond the urban growth boundary. It would make efficient use of existing utilities, arterials and freeways.

The accompanying rezone request to Planned Commercial Development is necessary to implement the proposed Comprehensive Plan designation. The District has reviewed some development proposals, but has not selected a developer team or plan for the site. It is anticipated the site would be developed with a mix of uses permitted in the zone, with a focus on the adjacent regional mall and retail uses.

* See Section D below for a detailed discussion of how the proposed amendment would be consistent with, and help implement, the goals and policies of the Comprehensive Plan.

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 would result in expansion of the retail core south of the existing regional mall within the Subregional Center of the City. The site is proposed to be developed under the Regional Commercial category of the Comprehensive Plan. The goal is to create a mix of retail, and office and other uses allowed with adequate parking, access and amenities. Future development would have to develop in accordance with the requirements of LMC Chapter 21.46. The adjacent uses are compatible with those envisioned on the site.

Adjoining business should benefit from the increased economic activity on the site. There is little, if any, vacant developable land within the Subregional Center adjacent to the site that could be influenced by the development of the property.

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

* Existing public services and facilities are adequate to serve the site at maximum build-out allowed in the Planned Commercial Development zone. The site is served by Alderwood Mall Parkway, a principal arterial and is in close proximity to I-5. A detailed traffic study would be prepared once a conceptual plan is developed. Community Transit provides several bus routes within walking distance of the site.

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

Following is a brief discussion of the goals and policies of the Comprehensive Plan applicable to this proposal, organized by chapter.

*** Land Use Element.**

> Land Capacity, pg.5: There is a very limited amount of vacant land in the City of Lynnwood. In order to accommodate growth in the City, new development will be built on vacant parcels, underutilized parcels, and on redeveloped parcels.

COMMENT: With the Districts need to construct a new maintenance and transportation

facility on the site with the District Administrative Center, this site would be very appropriate for redevelopment with uses permitted in the Planned Commercial Development zone, given its prime location within the City's retail core. With the removal of the District's facilities on the site, the existing designation of Public would not be appropriate, would underutilize the site development and would further limit the amount of parcels available for development.

> Summary of Planning Issues, pg.5: Redevelopment of underutilized and aging properties will create development opportunities and will need to be properly planned.

COMMENT: The existing Maintenance and Transportation Center has exceeded its life expectancy and needs to be redeveloped. Moving to a new location gives the District the opportunity to consolidate District functions on one site. Redesignation of the site for Regional Commercial would provide a unique opportunity for redevelopment in accordance with Planned Commercial Development regulations.

- The retail sector currently forms the core of the economic life of Lynnwood. The City needs to maintain and expand this sector while increasing opportunities for other types of business and employment in the City.

COMMENT: The prime location of the site adjacent to a regional shopping center, and within the City's designated Subregional Center, allows for the City to expand the retail core consistent with adopted plans and policies.

> Land Use Concept, pg 8:

- The Subregional Center is the key activity center, designed to accommodate a large amount of the projected population and employment growth in the City.
- Much of the new growth will be encouraged to locate in the Subregional Center.
- The Subregional Center is planned for increased development and diversification of land uses that includes office buildings, housing, transit facilities, and mixed use developments.

COMMENT: The proposal is consistent with the concept to allow diversification of land uses. The site is within the Subregional Center, and the requested Regional Commercial Comprehensive Plan designation and Planned Commercial Development zoning would permit potential office, retail/commercial and other allowed uses to develop in a manner that would contribute to the economic vitality of the retail core.

> Land Use Descriptions. pg 15:

-Regional Commercial:

- Purpose: This Plan category is intended to provide the opportunity for the development of a wide range of commercial services.
- Principal Uses: Personal, professional and public services and offices, retail sales of goods for the region, including the local community and surrounding communities, hotels, motels and entertainment businesses.

Locational Criteria: Commercial areas of this type must be located in areas having arterial street access and transit service.

Site Design: Buildings will typically cover up to 50 percent of the site. Most of the rest of the site will be developed for parking, although substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines

and near buildings (as part of an integrated design plan). Parking for customers and employees may be located in either in open parking lots or well-designed parking garages. Shared parking between adjacent uses and sites will be encouraged. The overall design of the site should closely follow the principles of good modern urban design. .

Building Design: Buildings in this category will generally be low-rise structures, with large expanses of glass facing public streets and parking areas.

Performance Standards: On-site activities shall not significantly impact adjoining properties in a negative way.

COMMENT: It is anticipated that all the elements of this description can be achieved in the future development of the site. Future development would be consistent with the Citys Design Guidelines.

Goals, Objectives, Policies and Actions.

Goal: A balanced land use pattern that prevents urban sprawl, preserves and enhances residential neighborhoods, protects environmentally sensitive areas, protects people and property from environmental hazards, promotes economic development, and encourages community redevelopment at appropriate locations, resulting in a high quality physical environment for residents, workers, and visitors.

COMMENT: In discussions with City staff the District the Regional Commercial designation was outlined as the most appropriate designation for the site. The City noted the implementing zone, Planned Commercial Development, is most appropriate within the Subregional Center. This site is situated between the City Center Subarea and the Regional Commercial center including and surrounding Alderwood Mall. A prime objective in redeveloping this site is compliment the surrounding development and the Mall, establishing land uses and amenities compatible with the retail core.

*** Economic Development Element.**

> Goals, Objectives and Policies.

Policy E-5.1: Support and encourage economic development activities that are consistent with the following:

- Expands the variety of shopping opportunities;
- Incorporates innovative architectural styles and effective methods;
- Includes site and building design that ensures continuity and integration between and among developments, sites and districts of the City;
- Provides housing, and business opportunities for all economic segments of our community;
- Locates business services, industrial uses and similar services in compatible areas with the least possible impact on residential neighborhoods;
- Minimizes non-residential land use conflicts and environmental impacts;
- Contributes to an economy that is striving to attract new businesses and high wage jobs while retaining and expanding existing businesses.

COMMENT: In a letter from the City's Economic Development Director, David Kleitsch, dated September 6, 2005, he stated, The City of Lynnwood is working with the Edmonds School District to facilitate the sale or lease of surplus district properties. Redevelopment of these properties is identified as a goal within the City's Economic Development Action Plan, adopted

in November 2004.

This proposal seeks to replace an aging public facility in need of replacement by redeveloping the site with a potential mix of new office and retail uses in a vibrant, exciting setting. The design would strive to incorporate all of the above objectives in order to ensure consistency with the City's economic goals. The development of the site as proposed would generate considerable new economic activity as well as contribute to the City's tax base.



Lynnwood Planning Commission
Meeting of March 23, 2006

Staff Report

Agenda Item: F-2
Comprehensive Plan Amendments –
Edmonds School District:
– **Service Center Site** (2006CPL0005)

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

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

INTRODUCTION:

Edmonds School District submitted applications for amendments to the Comprehensive Plan on the following three sites. They will be processed individually.

- Lynnwood High School – 184th Street, north of Alderwood Mall
- Bus Barn – on Alderwood Mall Boulevard, south of the mall
- Service Center – Scriber Lake H.S. site on 52nd Avenue

Applicant:

Edmonds School District No. 15
20420 – 68th Avenue West
Lynnwood WA 98036-7400

Represented by:

Shockey/Brent, Inc.
2716 Colby Avenue
Everett WA 98201

Request:

1. **Comprehensive Plan:** Change designation of the “Eastern Property” from “Business/Technical Park (BTP)” to “Industrial (I).” This area is currently zoned “Light Industrial (LI).”
2. **Comprehensive Plan:** Change the designation of a portion of the high school site from “Public (P-1)” to “Industrial (I).” Change the zoning of that area from “Public (P-1)” to “Light Industrial (LI).”
3. **Grant Relief:** The applicant is asking for relief from the “transitional” setback requirements of the LI zone that normally apply to sites within 100 feet of a residential or P-1 zone. The applicant feels additional setbacks are not warranted in this situation.

Note: Relief from the basic requirements of a zone can be approved through a variance, Planned Unit Development or other process, but is not typically granted through the Comprehensive Plan amendment or rezoning process.

Site Description:

- 19 ac. site on east side of 52nd Avenue and north side of the Interurban Trail.
- The site contains Scriber Lake Alternative High School and vacant lands formerly known as the Raskin property.

Existing Development:

- Scriber Lake Alternative High School and related parking at the western end of the site. The remainder of the site is currently vacant.
- Scriber Creek and associated environmental corridor separate the site from the Lynnwood Park-n-Ride facility.
- Interurban Trail (public recreation) abuts the southern edge of the property and provides access to the Park-n-Ride facility on the east side of Scriber Creek.

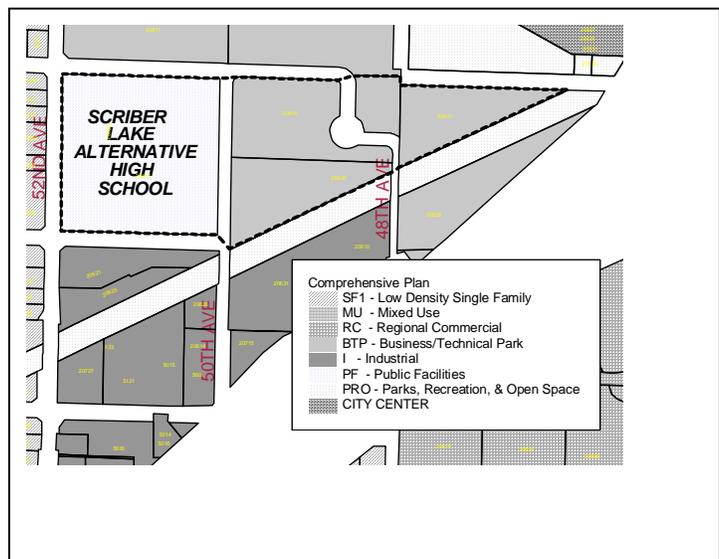
Comprehensive Plan:

The Comprehensive Plan designation of the school site is "Public Facilities (PF)."

The remainder of the property is designated "Business/Technical Park (BTP)."

The school district is requesting a change to "Industrial (I)" on the eastern portion of the property and part of the school site.

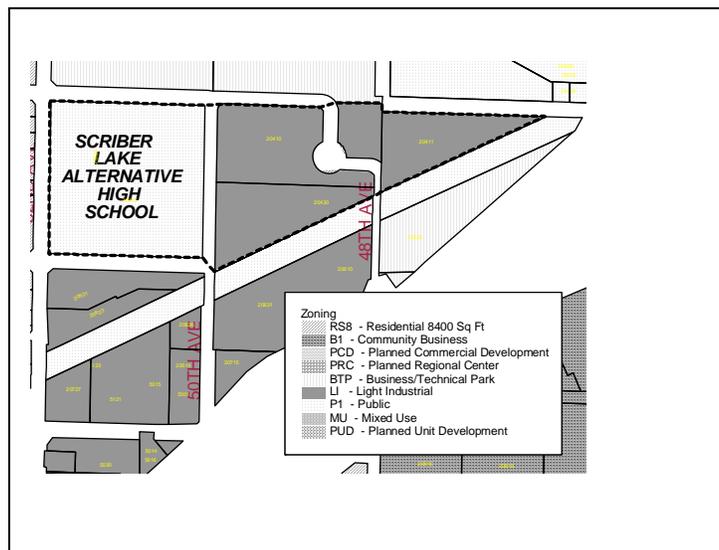
Note: Two development alternatives are currently being considered. A decision needs to be made before the City can agree to any change in the plan or zoning designations.



Zoning:

The Scriber Lake High School site is currently zoned "Public (P-1)," which is consistent with its Plan designation. If the Comprehensive Plan is changed as requested, the zoning of a portion of this site will also be changed to "Light Industrial (LI)."

Areas east of the high school will remain "Light Industrial (LI)" as currently zoned.



Development Concept:

- The School District wants to consolidate its transportation/maintenance facility (bus barn) with its administration functions in a new Support Services Center on this site.
- Both development alternatives being considered show a 3-story administration building and parking for employees, bus drivers and maintenance employees. The site will also contain a 2-story warehouse and structural and mechanical maintenance shops. A full floor would be at grade with a central 2nd floor mezzanine and high bay space at the perimeter.
- The facility would include space for the parking of buses, maintenance vehicles and other large vehicles, a fueling station, wash and steam cleaning bay, repair bays and a 2-story transportation administration building.
- The District states that existing public services and facilities are adequate to serve the site at maximum build-out allowed in the requested zones. [Note: Additional analysis is needed to determine the adequacy of utilities and facilities in the area.]
- A detailed traffic study will be prepared once a conceptual plan is selected. The Environmental Review Committee (ERC) will determine whether or not this study will be needed in order to process this Plan amendment.

Environmental Considerations:

- Most SEPA questions don't apply to comprehensive plan amendments and will be addressed in the project checklist.
- Most of the site has been previously developed or graded for development.
- There are two wetlands on the site. One is very small (about 8 sq. ft.). The other is located at the NE corner of the property. It is 9,906 sq. ft. in size and is a Class III wetland that will require a 25 ft. buffer. Scriber Creek is off the site to the east.

Sequence of Events:

- SEPA Determination:
 - Application and SEPA Checklist are being reviewed by ERC.
- Comprehensive Plan Amendment:
 - When will the final conceptual site plan be chosen?
 - Will any other studies or information be needed to process this Plan amendment?
- Rezone:
 - It's possible to approve the zoning simultaneously with the Plan amendment.
 - Will a CZA be needed to lock in a conceptual site plan?
- Schedule:
 - March 23 Planning Commission begins work sessions on plan amendments.
 - June 5 City Council's first work session on plan amendments.
 - June 14 Environmental review process completed.
 - June 22 Planning Commission's first public hearing (recommendations follow).
 - Aug. 14 City Council's public hearing (and decisions).
 - Sept. 11 City Council's target date for final adoption.

Process:

The Planning Commission's role includes the following steps:

- Study and discuss the proposal.
- Conduct a public hearing and accept public comments.
- Consider all testimony, information in the staff report and referral comments.
- Forward a recommendation to the City Council to (1) approve the request, (2) approve it with modifications or (3) deny the request.

The City Council will also study the proposal, conduct a public hearing and take final action on all proposals in the fall.

Recommendations:

1. Review the staff report.
2. Review the applicant's response to the Evaluation Criteria (attachment #2)
3. Discuss the proposal at the March 23 meeting.
4. Ask questions of staff and request additional information, as necessary.

The Planning Commission's public hearing on all of the 2006 proposals is tentatively scheduled for June 22. A recommendation will be presented for the Commission's consideration and the Commission will forward its own recommendations to the City Council.

Attachment #1

Description of Proposal

Existing Scriber Lake High School

The Edmonds School District is planning to build a consolidated Support Services Center at the subject site. Currently the site of Scriber Lake High School, this site was previously known as the Cedar Valley Elementary School site. The property immediately east of the site is referred to as the Eastern Property and was previously known as the Raskin Property. Recent acquisition of the Eastern Property brought the total area of the site to 19 acres.

The District has developed two preferred alternatives for development. Each will require a Comprehensive Plan amendment and zoning adjustments.

Alternative 1:

The “Consolidated Layout” plan includes a 3-story administration building placed centrally on the current high school site along with parking for employees, bus drivers and maintenance employees. The eastern portion of the school site and the Eastern Property would contain a 2-story warehouse and facility maintenance shops (structural, mechanical and grounds configured with a full floor at grade and a central 2nd floor mezzanine and high bay space at the perimeter. The administration building would be connected through a building containing the cafeteria and meeting room center. This design also includes maintenance vehicle parking, fueling, grounds material bins, wash and steam cleaning bays, repair bays, bus parking and a 2-story transportation administration space.

Alternative 2:

The “Separated Layout” plan places the 3-story administration building on the northwestern portion of the school site and consolidated employee parking on the western portion of the property. The eastern portion of the school site and the Eastern Property would contain the warehouse, facility maintenance shops and space for the parking of buses, maintenance vehicles and large vehicles, a fueling station, wash and steam cleaning bay, repair bays and a 2-story transportation administration building.

The sites would operate jointly under both alternatives and provide advantages for consolidation of operations for the District.

The requested Plan and Zoning changes are necessary to accommodate either facility.

Concern: Transitional Provisions of the Industrial Zone:

In addition to the Plan amendments and rezones, the District is requesting that the “transitional” provisions of the Light Industrial zone not apply as described in Table 21.50.01 of the Lynnwood Municipal Code. The provisions apply to sites within 100 feet of any residential zone or a P-1 zone as measured from any property line of the industrial site. The strict enforcement of this requirement would, in the applicant’s opinion, inhibit the District’s ability to adhere to the consolidated concept of the administration and transportation/maintenance facilities due to additional setback requirements. The purpose of the requirement is to buffer incompatible uses from each other. The additional setbacks are not warranted in this case, since the District intends to operate within the two zones as one consolidated development.

Attachment #2

Edmonds School District No. 15 – Comprehensive Plan Amendment/Zoning Request
Existing Scriber Lake High School Site
Proposed Use: Support Services Site
(Includes Administration and Transportation/Maintenance Functions)

Evaluation Criteria

(Submitted by Applicant)

The Edmonds School District (District) is requesting a Comprehensive Plan Amendment for the existing Scriber Lake High School site and properties located to the east (Eastern Property) which have recently been purchased by the District. The request is to change the Comprehensive Plan designation for the Eastern Property from Business/Technical Park (BTP) to Industrial (I). There is no rezone requested for this portion of the property. The zoning is currently Light Industrial (LI) and would remain within this zoning.

The existing high school site is currently zoned Public (P1) and the Comprehensive Plan designation is Public Facilities (PF). For the portion of the property that would include the Mass Transit and Maintenance Facility and/or warehousing, the District is requesting a Comprehensive Plan amendment to Industrial (I) and the zoning to Light Industrial (LI).

Depending on the site alternative chosen, the zoning and comprehensive plan designation line applicable to the Scriber Lake High School property would change. The District is in the process of selecting the preferred plan which would occur within the next few months.

In addition to the Comprehensive Plan Amendment and rezone requests stated previously, the District is also requesting that the “Transitional” Light Industrial zone not apply as described in Table 21.50.02 LMC. According to LMC 21.50.200(A)(2)(A), the transitional zone applies to

those sites of which are within 100 feet of any residential zone or a P1 zone as measured from any property line of the industrial site. The rezone to LI includes a portion of the existing high school site; the strict enforcement of this requirement would inhibit the District’s ability to adhere to the consolidated concept of the administration and transportation/maintenance facilities due to additional setback requirements. The purpose of this requirement is typically used to buffer incompatible uses from each other; the additional setbacks in this case are not warranted as the District intends to operate within the two zones as one consolidated development.

Amendments to the Comprehensive Plan will be evaluated using the following criteria. The following explains how the application is consistent with, or conflicts with, or otherwise relates to these criteria. (Ref. LMC 18.04.070)

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

* The City of Lynnwood 2020 Comprehensive Plan adopted November 22, 2004 identifies several Visioning Statements for the Year 2020 including:

- *Lynnwood provides the venue that allows commercial growth and opportunities for new development, redevelopment and employment. and*

- *Lynnwood continues to experience controlled growth through compatible infill development, the redevelopment of existing areas, and annexation of areas that offer new growth opportunities.*

The Plan also summarizes the 13 planning goals of the GMA on Page 6 of the Introduction. The relevant goals are cited below:

1. Encourage development in urban areas with existing or planned facilities and services.
2. Reduce Urban Sprawl.
4. Make affordable housing available to citizens of all income levels.
5. Promote economic opportunity.
9. Retain open space and provide recreational opportunities.
10. Protect and enhance the environment.
12. Make adequate provision of necessary public facilities and services.

COMMENT: The proposed amendment to the Comprehensive Plan to redesignate a portion of the site to Industrial is consistent with the applicable Visioning Statements and GMA Goals. The implementing zoning and removal of the Transitional designation is also consistent with the GMA Goals. The site is located within the City of Lynnwood Urban Growth Area (UGA) and within portions of both the boundaries of the City Center Subarea and Subregional Center. It has convenient access to both I-5 and I-405, and abuts a principal arterial. The Scriber High School will be relocated to the existing Administrative Center site.

Redesignation of this site to Industrial would allow the District to develop the site in a consolidated and efficient manner to reduce operating costs. It would make efficient use of existing utilities, arterials and freeways. Existing vegetation would be retained to the maximum extent possible, and the wetland area and associated buffers would be preserved where possible (depending on future right-of-way improvement requirements). The Snohomish County PUD Corridor/Interurban Trail and Scriber Creek Recreational Park would not be affected by the development and would most likely be used by staff at the future site.

* See Section D for a detailed discussion of how the proposed amendment will be consistent with, and help implement, the goals and policies of the Comprehensive Plan.

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 amendment to designate the site Industrial would permit development of a new Support Services (Administration and Transportation, Maintenance, and Warehouse Facility) for the Edmonds School District. The new facility would have adequate parking, access and landscaping to buffer adjacent uses.

There is a small wetland on site along the northern boundary. Sensitive area studies would be prepared prior to design to precisely locate the wetland and its buffer so that it may be protected from development activity.

Adjoining business should benefit from the increased activity on the site. There is little, if any, vacant developable land within the Subregional Center adjacent to the site that could be influenced by the development of the property.

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

* Existing public services and facilities are adequate to serve the site at maximum build-out allowed in the Light Industrial zone. The site is served by a built-out road system including 204th Street SW to the north, 52nd Avenue W to the west and 206th Street SW to the south. Community Transit provides several bus routes within walking distance of the site.

A detailed traffic study would be prepared once a conceptual plan is selected.

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

Following is a brief discussion of the goals and policies of the Comprehensive Plan applicable to this proposal, organized by chapter.

*** Land Use Element.**

> Land Capacity, pg.5: There is a very limited amount of vacant land in the City of Lynnwood. In order to accommodate growth in the City, new development will be built on vacant parcels, underutilized parcels, and on redeveloped parcels.

COMMENT: The relocation of the District's Maintenance and Transportation Facility to this site would result in development of a large vacant parcel and the redevelopment of an existing site. This provides efficient use of the property and consolidation of the District's operation.

> Summary of Planning Issues, pg.5:

- *Redevelopment of underutilized and aging properties will create development opportunities and will need to be properly planned.*

COMMENT: Redesignation of the site for Industrial will provide a unique opportunity both for the development of this site as well as redevelopment of the existing school portion. The District is working with project architects to develop conceptual plans to demonstrate how the site can be developed efficiently and designed to become an important element to the surrounding uses.

- *Land use incompatibility between some adjacent uses and/or between various land use districts needs to be addressed.*

COMMENT: Development of the site would be in accordance with applicable rules and regulations regarding aesthetics and buffering. The District intends to retain and enhance the existing wetland, and to buffer the adjacent developments with landscaping and screening as necessary to ensure the development of the site would be compatible with surrounding uses.

> Land Use Concept, pages 7 & 8:

- The basic concepts of the Land Use Element of the Comprehensive Plan are: 1) to create a strong and vibrant Central Business District (in the Subregional Center), 2) to provide room and opportunities for new commercial and industrial uses, ...
- Overall, the Comprehensive Plan allows and encourages intensification of existing land uses and allow a more diverse mixture of uses.

- The Subregional Center is the key activity center, designed to accommodate a large amount of the projected population and employment growth in the City.
- Much of the new growth will be encouraged to locate in the Subregional Center.

COMMENT: The site is within a portion of the Subregional Center and the requested Comprehensive Plan designation to Industrial would permit development of vacant land with a new Support Services (Administration and Transportation/Maintenance) Facility. It would contribute to the intensification and diversity of uses within the City Center Subarea.

• **Industrial (I):**

Purpose: This Plan category is intended to areas for industrial use.

Principal Uses: Light manufacturing and fabrication; warehouses, public facilities and retail uses that may locate only in limited portions of retail areas due to potential off-site or secondary adverse effects (with controls to reduce and mitigate adverse secondary impacts)....

Locational Criteria: This category of use is best located within the southwestern sector of the city.

Site Design: Buildings will typically cover up to 30 percent of the parcel. Most of the rest of the site will be developed for parking, although substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees will generally be located in open parking lots, although well-designed parking garages may be permitted.

Building Design: Buildings in this category generally will be low-rise structures. Access to interior space will be through a combination of doors designed for persons and roll-up doors for vehicles.

Performance Standards: On-site activities shall not substantially impact adjoining properties.

COMMENT: The Industrial designation is necessary to allow the District to relocate its Transportation/Maintenance Facility from the north edge of the City Center Subarea to the south edge in order to concentrate its support service facilities (administrative and transportation/maintenance) on the same site. This will help the District reduce costs, improve efficiency, and permit redevelopment of the site being vacated. The site is well situated for the proposed facility adjacent to an arterial street system. It is consistent with the Principal Use criteria in that it would be developed in conjunction with the District's new Support Service Center on the same site with design considerations, access controls, and landscaping utilized to minimize impacts on adjacent properties. The site design has factored in the surrounding development with placement of the busses in the eastern portion of the site, farthest from the residential uses on 52nd Avenue W. Buildings would be developed consistent with the City's Design Guidelines and would be reviewed by the Design Review Board.

Goals, Objectives, Policies and Actions. Policies:

> 5. Industrial Uses

- Policy LU-5.1: Industrial and business zoning performance standards shall be established to ensure that the location of such uses will be in close proximity to major transportation facilities and that the scale will not adversely affect adjacent or nearby residential uses.
- Policy LU-5.2: Development standards that require building and site design shall be established in order to ensure quality and harmonious industrial and business development,

and to minimize adverse impacts on surrounding properties.

COMMENT: The site is well located along a principal arterial with convenient access to the freeway and other arterials to allow school buses to easily disperse throughout the District without causing or experiencing congestion in close proximity of the site. A thorough traffic study would be prepared prior to final design and future permit submittal to determine approximate daily traffic volumes, peak hour trips and level-of-service at nearby intersections. The design of the site and buildings would be consistent with applicable regulations to ensure minimal impact on adjacent uses.

- Policy LU-6.1: The siting of public facilities shall follow these guidelines: a) Public facilities should be centrally located in their service area...

COMMENT: The proposed Support Services Facility (Administrative and Transportation/Maintenance) is considered centrally located within the District and would be slightly closer to the center of the District than at its current location.

*** Transportation Element.**

> Goals, Objectives and Policies.

- Policy 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.*

COMMENT: A thorough traffic study would be prepared prior to final design and building permit submittal to determine approximate daily traffic volumes, peak hour trips and level-of-service at nearby intersections. The study would help determine appropriate access points during the design phase of the project, and other appropriate mitigation measures.

*** Economic Development Element.**

> Goals, Objectives and Policies.

- Policy E-5.1: *Support and encourage economic development activities that are consistent with the following:*
 - *Incorporates innovative architectural styles and effective methods;...*
 - *Includes site and building design that ensures continuity and integration between and among developments, sites and districts of the City;*
 - *Locates business services, industrial uses and similar services in compatible areas with the least possible impact on residential neighborhoods;*
 - *Minimizes non-residential land use conflicts and environmental impacts;...*
 - *Contributes to an economy that is striving to attract new businesses and high wage jobs while retaining and expanding existing businesses.*

COMMENT: In a letter from the City's Economic Development Director, David Kleitsch, dated September 6, 2005, he stated, "*The City of Lynnwood is working with the Edmonds School District to facilitate the sale or lease of surplus district properties. Redevelopment of these properties is identified as a goal within the city's Economic Development Action Plan, adopted in November 2004.*"

This proposal seeks to develop a vacant parcel in conjunction with the replacement of an aging

public facility by constructing a new Support Services (Administrative and Transportation/Maintenance) Facility for the District. The design would strive to incorporate all of the above objectives in order to ensure consistency with the City's economic goals. The development of the site would allow the existing transportation site to be available for commercial/retail uses consistent with development adjacent to the commercial/retail core and Alderwood Mall.



