

# AGENDA

## Lynnwood Planning Commission

Thursday, July 27, 2006 — 7:00 pm

City Council Chambers, 19100 – 44<sup>th</sup> Ave. W., Lynnwood WA

- A. Call to Order**      Chair DECKER  
                                 Commissioner AMBALADA  
                                 Commissioner BIGLER  
                                 Commissioner DAVIES  
                                 Commissioner ELLIOTT  
                                 Commissioner PEYCHEFF  
                                 Commissioner WOJACK

**B. APPROVAL OF MINUTES:**

1. Minutes of July 13, 2006

**C. COUNCIL LIAISON REPORT:**

- D. CITIZEN COMMENTS** – on matters **not** on tonight's agenda.

- E. PUBLIC HEARINGS:** None

**F. WORK SESSION:**

1. Access to Individual Single-family Lots – Code Amendment  
Initial briefing and discussion with staff. A public hearing will be scheduled at a later date.
2. Parkway Annexation  
Review the annexation area proposal, existing land uses, Comprehensive Plans, City and County zoning and other issues related to this proposal.

**G. BUSINESS:**

**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 July 27, 2006**

**Staff Report**

**Agenda Item: F-1**  
**Single Family Residential Access Code**  
**Amendment** –(2006CAM0002)

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

Lynnwood Dept. of Community Development — Staff Contact: Kevin Garrett, Planning Manager

**ACTION:**

Presentation and discussion only – no action at this meeting.

Following a public hearing (date to be determined), the Planning Commission will be asked to forward a recommendation on this code amendment to City Council.

**BACKGROUND:**

The Subdivision Code (Title 19 LMC) provides standards for private roads in residential subdivisions. As part of the update of that Code in 2003, the following two requirements for private roads were adopted:

- Minimum (legal) width: 20 feet; and
- Minimum building setback: 15 feet.

Based on experience with the Code since then, staff is recommending revising these two standards. The intent of these revisions is to allow creation of additional single-family residential lots; consistent with adopted policy in the Comprehensive Plan. On March 27, 2006, the City Council initiated consideration of this code amendment and referred it to the Planning Commission. Attachment A shows the draft text revisions.

Private Road Width: Staff is recommending reducing the minimum width for a private road that access one single-family residence from 20 feet to 15 feet. The Fire Code allows a 15-foot wide access for an individual residence, and revising the Subdivision Code would make these two requirements consistent. Reviewing potential subdivision plans at the front counter shows that, in a number of cases, subdivision of a property into two lots would meet all City requirements except this one.

Building Setback: The 2003 Update of the Subdivision Code increased the required building setback from a private road from 5 feet to fifteen feet. The reason behind this change was that a private road allows vehicles to pass the side of a residence and City code requires a 15-foot building setback from the side street at a corner lot. Again, experience at the front counter has shown that this requirement is a significant

impediment to creating new single-family lots. Where a lot has an existing house, often it is impossible to provide a private road to a new residence that maintains a fifteen-foot separation from that house. In addition, such a private road functions more like a driveway than a public street (that provides access to many other properties) and so a 15-foot setback seems excessive in this situation.

At this work session, staff will discuss these amendments with the Planning Commission.

**RECOMMENDATION:**

Discussion only, at this work session.

**ATTACHMENT:**

1. Preliminary draft code amendment.

# Lynnwood Planning Commission Meeting of July 27, 2006

## Staff Report

Agenda Item: **F-2**

## Parkway Annexation

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

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

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### BACKGROUND

7 On January 19, 2005, Michael Echelbarger  
9 and Lydell Knudson formally requested the  
11 City's consideration of an annexation in the  
13 area south of 164<sup>th</sup> Street and east of SR-  
15 525. The request was signed by the  
17 owners of more than 10 percent of the  
19 assessed value of the proposed area and,  
21 thereby, serves as the necessary 10%  
23 Petition.

25 Mr. Echelbarger was involved in an earlier  
27 attempt to annex this area as part of the  
29 much larger North Gateway Annexation.  
31 Rather than attempt another annexation of  
33 that size, he suggested the City take  
35 smaller "bite sized annexations".

37 On October 24, 2005, the Council formally  
39 accepted the petition and directed staff to  
41 proceed. The Planning Commission held  
43 work sessions on the proposal on  
44 November 10 and December 8, 2005.

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### ANNEXATION PROCESS

47 RCW 35.13.125 (Annexation of Unincorporated Areas) provides the guidelines to be  
48 followed in an annexation. The Commission's role in the process is explained in detail  
49 in the November 10 staff report. The next step in the process requires that the  
50 Commission review the previously approved Comprehensive Plan (Ord. 2204) and  
51 Zoning designations (Ords. 2205, 2206, Res. 98-13) for the North Gateway area.

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1 **ANNEXATION AREA DESCRIPTION**

2 Maps and data pertaining to the annexation study area were presented and discussed at  
3 the Commission's Nov. 10, 2005 work session. That report contains details which will be  
4 updated in future reports. Additional maps showing current land use, plan designations,  
5 and zoning changes will be available at the commission meeting.

6  
7 **COMPREHENSIVE PLANS**

8  
9 **Snohomish County:**

10 The unincorporated Parkway Annexation study area is covered by the Snohomish County  
11 Comprehensive Plan. The most recent plan, effective February 1, 2006, divides the  
12 area into three designations. The northern portion is designated "Urban Center  
13 (UCENTER)" and the southern portion is "Urban Industrial (UI)". Four parcels in the  
14 center of the study area are designated "Urban Commercial (UCOM)".

- 15 1. Urban Center. The northern portion of the study area falls into the southwestern  
16 corner of the enlarged 164<sup>th</sup> Street and I-5 Urban Center. The purpose of the  
17 Urban Center is to "provide a mix of high-density residential, office, and retail  
18 development with public and community facilities and pedestrian connections  
19 located along designated high capacity routes or transit corridors." None of the  
20 parcels under this designation are currently eligible for the Urban Centers  
21 Demonstration Program (SCC 30.34A) and will not become eligible until rezoned  
22 to Planned Community Business or Neighborhood Business. The City does not  
23 have a designation which aligns closely with the Urban Center, but similar  
24 development would be allowed within the Mixed Use designation.
- 25 2. Urban Industrial. This broad designation is implemented through the Business  
26 Park, Light Industrial, Heavy Industrial, and Industrial Park zones. In the study  
27 area, the Business Park zone is used exclusively. With the current zoning, this  
28 designation is similar to the City's Business/Technical Park designation.
- 29 3. Urban Commercial. This County designation allows a broad range of commercial  
30 and residential uses. Implementing zones include Neighborhood Business,  
31 Planned Community Business, Community Business, General Commercial,  
32 Freeway Service, and Business Park. This designation is much broader than any  
33 of the City's commercial plan designations. As currently implemented, with  
34 General Commercial zoning, the area is most like Lynnwood's Regional  
35 Commercial (RC) designation.

36  
37 **City of Lynnwood:**

38 A "Proposed Future Land Use" plan and consistent zoning map were adopted by the City  
39 in 1998 for the proposed North Gateway Annexation (Attachment 2). According to that  
40 subarea plan, all lands in the County's "Commercial" designation would become  
41 "Regional Commercial" upon annexation. Most of the other lands that are designated  
42 "Industrial" by the County (but zoned as Business Park) would remain in the City's  
43 "Business/Technical Park" designation.

44 The property to the east and south of the new Unity Church in Lynnwood is an  
45 exception. It is designated on the subarea plan as "Business/Technical Park" on the

1 western portion and "Low Density Single Family" on the eastern portion. Proposed  
2 zoning is BTP on the west and RS-8 (Low-density Single-family Residential) on the east.  
3 Owners of the Unity Church property would prefer to have this parcel, like the adjacent  
4 parcel to the north, zoned as "Low-density Multiple-family." Those designations need to  
5 be reviewed and possibly revised.

## 6 7 **ZONING**

### 8 9 **Snohomish County:**

10 County zoning in this area is consistent with the Comprehensive Plan. The northern  
11 portion of the study area is zoned "Community Business" and the southern portion is  
12 "Business Park."

#### 13 **1. Community Business (CB):**

14 The intent and function of the community business zone is "to provide for  
15 businesses and services designed to serve the needs of several neighborhoods."  
16 The mix of uses allowed is similar to but not identical to Lynnwood's Community  
17 Business (B-1) zone. As an example, B-1 allows automotive sales and service,  
18 but CB requires that all of these activities be indoors (no sales lots). The CB  
19 zone allows. The CB zone allows most residential uses, including mobile homes  
20 and mobile home parks, while residential uses are not allowed in B-1.

#### 21 **2. Business Park (BP)**

22 The intent and function of the business park zone is "to provide for those  
23 business/industrial uses of a professional office, wholesale and manufacturing  
24 nature which are capable of being constructed, maintained, and operated in a  
25 manner uniquely designed to be compatible with adjoining residential, retail  
26 commercial, or other less intensive land uses, existing or planned.." While most  
27 residential use is not allowed, there are special provisions for large developments  
28 (100 acres or more) and for certain pre-existing but nonconforming residential  
29 uses. Other specific uses allowed in the county's BP zone differ from those  
30 allowed in Lynnwood's BTP zone. As an example, the BP zone allows lumber  
31 yards, while this use is not allowed in the BTP zone.

### 32 33 **City of Lynnwood:**

34 The North Gateway Annexation process resulted in five different zones being applied to  
35 this study area, as follows and as shown in Attachment 3:

#### 36 **1. Community Business (B-1):**

37 This zone would be applied to properties that are currently in the County's  
38 "Community Business" zone.

39 The Zoning Code states the purpose of this zone is to create a diversified central  
40 business area, consisting of retail stores, offices, service establishments,  
41 recreation and entertainment, medical and professional services and such other  
42 activities and uses as are common to a central business district. The types of  
43 commercial uses that are permitted are of the indoor variety with minimal

1 outdoor display and storage. The zone tries to create a pedestrian friendly  
2 environment of retail and service businesses in close proximity to each other.

3 The B-1 zone includes (but not limited to) the following uses:

- 4       ▪ Auto sales and service establishments.
- 5       ▪ Auto parts, accessories, tires, car wash, body and fender repair.
- 6       ▪ Business and professional services.
- 7       ▪ All types of eating and entertainment establishments, including drive-through.
- 8       ▪ Day care, churches, private schools, municipal services and institutions.
- 9       ▪ Medical, dental and optical services.
- 10       ▪ Personal service uses (laundry, grooming, financial, pets, etc.).
- 11       ▪ Health clubs, recreational and amusement centers (bowling, skating, etc.).
- 12       ▪ Adult family homes, hotels, motels, respite care and caretaker quarters.
- 13       ▪ Wide range of retail businesses.
- 14       ▪ Cold storage lockers.
- 15       ▪ Research & Development, utilities, printing, publishing, etc.

16  
17 **2. Business/Technical Park (BTP):**

18 This zone would be applied to most areas currently zoned "Business Park" in the  
19 County. Properties on the east side of Alderwood Mall Parkway are shown to be  
20 split-zoned, with the eastern portions of those properties in the RS-8 zone.

21 The purpose of the BTP zone is to provide a location for business and technical  
22 parks. However, other compatible uses are also included, particularly those of a  
23 professional or business office, wholesale, manufacturing or research and  
24 development nature. Development in this zone may be highly visible and,  
25 therefore, should be of high aesthetic standards. It may serve as a transitional  
26 zone near residential areas.

27 The BTP zone includes (but not limited to) the following uses:

- 28       ▪ Assembly of products from wood, metal, glass, electronic, plastics, etc.
- 29       ▪ Athletic clubs (handball, racquetball, tennis, swimming, etc.).
- 30       ▪ Banks and financial institutions (CUP).
- 31       ▪ Biotechnology (except manufacturing of pharmaceuticals).
- 32       ▪ Bottling and packing plants.
- 33       ▪ Business and professional offices and related services.
- 34       ▪ Child day care.
- 35       ▪ Food and dry goods distribution centers.
- 36       ▪ Wholesaling and warehousing, including mini-warehouses.
- 37       ▪ Printing, publishing, binding.
- 38       ▪ Municipal services and wireless communications facilities.

39  
40 **3. Low-density Multiple-family (RML):**

41 As adopted, this zone would apply only to the Unity Church property. However,  
42 the owners of the lot to the east and south of the church have indicated an  
43 interest in developing multi-family housing. Therefore, we will consider  
44 extending the MF-1 designation to include that property, if appropriate.

45 The RML zone allows multi-family development to a density of about 12 units per  
46 acre. Virtually all types of residential units are permitted, including:

- 47       ▪ Single- and multi-family.

- 1           ▪ Adult family homes
- 2           ▪ Boarding houses
- 3           ▪ Convalescent/nursing homes
- 4           ▪ Housing for the elderly
- 5           ▪ Child and mini-day care programs.
- 6           ▪ Professional and business offices.
- 7           ▪ Schools, museums and other public or nonprofit operations.

8

9           **4. Low-density Single-family (RS-8):**

10           This zone was applied to the eastern portions of properties between Ash Way  
11           and Alderwood Mall Parkway. Since that area is lower in elevation and possibly  
12           in the flood plain of Swamp Creek, the intent was to minimize development  
13           within this sensitive and potentially hazardous area.

14           With a maximum density of about 4 units per acre on lots of 8,400 sq. ft. or  
15           larger, the RS-8 zone is the City's lowest intensity zone. Other uses allowed in  
16           this zone are:

- 17           ▪ Adult family homes.
- 18           ▪ Accessory Dwelling Units (on lots of 10,000+ sq. ft.)
- 19           ▪ Churches.
- 20           ▪ Day care centers.
- 21           ▪ Public parks and schools.

22

23           **5. 164<sup>th</sup> Street Overlay Zone:**

24           This zone was adopted in 1998 and was intended to take effect upon annexation  
25           of the North Gateway area. The annexation was never completed but the zone  
26           remains on the books for application to lands that are annexed within this area.  
27           (See Attachment 1).

28           The uses allowed under this overlay zone are determined by the underlying  
29           zoning. However, the overlay zone does require a Conditional Use Permit for a  
30           number of uses in underlying zones. This zone also specifically prohibits:

- 31           ▪ Automotive uses, except as specific noted.
- 32           ▪ Indoor amusement enterprises and amusement centers.
- 33           ▪ Dry cleaning and laundry plants.
- 34           ▪ Appliance stores, furniture stores and carpet stores.
- 35           ▪ Cold storage lockers.
- 36           ▪ Radio or television stations.

37

38           This overlay zone includes its own unique development standards for setbacks,  
39           building height, off-street parking and landscaping. And, it includes some  
40           architectural guidelines for the design and placement of buildings. (The full text  
41           of this zone is attached.)

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44           **ISSUES**

45           There are several issues which should be considered prior to making a recommendation  
46           to the Council regarding Comprehensive Plan designations and Zoning for the  
47           annexation area:

1           **1. Residential vs. Commercial Character:**

2           Under either county or proposed city zoning, the predominate character or the  
3           annexation area would toward increased commercial uses. The county currently  
4           zones the eastern portion of the annexation area (between Alderwood Mall Parkway  
5           and Ash Way) as BP (Business Park). The city's North Gateway zoning would  
6           change most of this area to low-density residential, limiting commercial development  
7           to higher terrain fronting the Parkway. Under the proposed zoning, the frontage  
8           along Alderwood Mall Parkway would be predominantly commercial, while the  
9           frontage along Ash Way would remain low-density residential.

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11           **2. Urban Centers Overlay:**

12           Both the current county plan and the city's North Gateway zoning have created  
13           special overlays for the northern portion of the annexation area. The county's  
14           "urban centers overlay" comprehensive plan designation (north of 168<sup>th</sup> Street)  
15           allows development under a special demonstration program that largely supercedes  
16           existing zoning regulations. The city's 164<sup>th</sup> Street Overlay includes the same area  
17           as well as four additional parcels south of 168<sup>th</sup>. As described above, the two special  
18           "zones" are quite different in their objectives, with the 164<sup>th</sup> Overlay Zone providing  
19           a stronger vision for the area, although with more restrictions on the range of uses.  
20           Several developments being proposed or developed under the county program have  
21           been mixed-use in name only, retaining internal segregation of residential and  
22           commercial uses while taking advantage of other aspects of the demonstration  
23           program. As noted above, while the overlay is in place, the currently underlying  
24           zones are not eligible for the demonstration program.

25  
26           **3. Split Parcel Zoning:**

27           The eastern portion of the annexation area consists primarily of larger, east-west  
28           oriented parcels reaching from Alderwood Mall Parkway to Ash Way. The existing  
29           North Gateway plan and zoning designations split seven of these parcels into  
30           generally higher ground fronting the Parkway, which are generally suitable for  
31           business park uses, and lower, wet areas more suitable for scattered site, low  
32           density residential. This "split" is not formally defined; it would either need to be  
33           determined by an environmental analysis or through case-by-case review.

34  
35           **4. Proposed or Potential Development:**

36           A review of recent permit activity through Snohomish County shows no significant  
37           development applications. Most recent activity in the area has involved construction  
38           or modifications of telecommunications towers. There are two active residential  
39           demolition permits, with one of these structures recently demolished. In addition to  
40           this private activity, the county has provided notice of intent to replace and upgrade  
41           the Ash Way bridge over Swamp Creek just northeast of the annexation area.

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43           **5. Creation of Non-conforming uses:**

44           Seventeen lots within the annexation area contain residential uses which would  
45           become non-conforming uses under either B1 or BTP zoning. Much of the existing  
46           housing stock is old and in poor to fair condition. Some 57% of the housing stock is  
47           located in the Homeward Mobile Home Park. The average age of units is 34 years,

1 with only 6 of 28 units built since the adoption of the HUD code in 1976; 15 of the  
2 units are rated as "below average for age". As noted above, there are numerous  
3 differences between the county (BP) and city (BTP) "business park" zones, as well as  
4 between the county (CB) and city (B-1) "community business" zones. These  
5 differences could also create nonconforming business uses upon annexation;  
6 determining these situations would require a case-by-case review of businesses now  
7 operating in the annexation area.

8  
9 **6. Status of the North Gateway ordinances:**

10 The Council passed the comprehensive plan (2204), mixed use zoning (2205), and  
11 164<sup>th</sup> overlay zone (2206) ordinances in October, 1998 as a part of the North  
12 Gateway annexation process. Concurrent with these ordinances, the Council  
13 enacted Resolution 98-13 which would establish the zoning to be enacted upon  
14 annexation. This resolution states, in part, that "in the event of annexation to the  
15 City of Lynnwood of the area known as the North Gateway Subarea, it shall be  
16 zoned..." in accordance with the map included as Attachment 3.

17 This annexation was delayed by legal action. Although the city eventually prevailed,  
18 subsequent state Supreme Court actions changed the legal landscape, and the city  
19 did not elect to complete the annexation. There is some question as to whether the  
20 zoning would automatically go into effect upon annexation of a portion of the  
21 original annexation, or if an additional resolution would be required. The subarea  
22 plan and zoning ordinances do remain in effect; if changes to the subarea plan or  
23 zoning ordinances are made concurrent to the annexation, additional ordinances  
24 (and public process) would be required.

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**Attachment #1**

**Chapter 21.56**  
**164TH STREET OVERLAY ZONE**

**Sections:**

- 21.56.050 Purpose.
- 21.56.075 Applicability.
- 21.56.090 Interpretation.
- 21.56.100 Land use.
- 21.56.150 Project design review.
- 21.56.200 Area and dimensional standards.
- 21.56.300 Signs.
- 21.56.400 Building design.
- 21.56.500 Street frontage landscaping.
- 21.56.600 Underground utilities.
- 21.56.700 Access control.
- 21.56.710 Joint parking.
- 21.56.050 Purpose.

**21.56.050 Purpose.**

This overlay zone is intended to implement the North Gateway Subarea Plan by establishing a design identity and character for the portion of 164th Street SW corridor in the subarea. This identity and character are intended to be contemporary in nature and substantially different from the character of the developed areas of Lynnwood. By contrasting with those areas this identity and character will promote a sense of community in the subarea. The land use and development standards in this overlay zone seek to establish this identity and character by modifying existing land use and development regulations so as to produce a streetscape that creates strong links between private land uses and public streets and that integrates the built elements of that streetscape (primarily buildings and parking facilities) with the “natural” elements (landscaping and the Swamp Creek corridor). (Ord. 2441 § 19, 2003; Ord. 2206 § 1, 1998)

**21.56.075 Applicability.**

This overlay zone may be applied to any property that has frontage on 164th Street SW between 22nd Avenue W and area west to Admiralty Way, all as shown in Exhibit A to Resolution No. 98-13. It may also be applied to any property that does not have frontage on this segment of 164th Street SW where development of that property would be visible from this segment of 164th Street or otherwise would significantly affect that street segment. At properties where this overlay zone is applied, the regulations in this chapter shall apply in combination with those of the existing (“underlying”) zone.

**21.56.090 Interpretation.**

At any property zoned to this overlay zone, all regulations of both the “underlying” zone and this overlay zone shall apply. In the event of a conflict between the regulations of this overlay zone and those of the underlying zone, the regulations of this overlay zone shall control.

**21.56.100 Land use.**

A. Permitted Uses. As stated by the regulations for the underlying zone.

1 B. Conditional Uses. As stated by the regulations for the underlying zone. Except that where the  
2 underlying zone allows the following uses, these uses shall be allowed only with approval of a  
3 conditional use permit.

- 4 1. Drive-through or drive-up windows or any other facility that provides service to  
5 customers in cars.
- 6 2. Handball courts, racquet clubs and indoor and outdoor tennis courts (except that these  
7 uses are permitted as accessory uses as part of private recreation facilities at multiple-  
8 family residential developments).
- 9 3. Convenience stores.
- 10 4. Park-and-ride lots operated by a public agency.
- 11 5. The repair, improvement or expansion of gas stations existing as of the date of the  
12 ordinance codified in this chapter.

13 C. Prohibited Uses. The following uses shall be prohibited in this overlay zone.

- 14 1. Automotive uses (see Table 21.46.01), except as noted in subsection A or B of this section.
- 15 2. Indoor amusement enterprises and amusement centers.
- 16 3. Dry cleaning and laundry plants.
- 17 4. Appliance stores, furniture stores and carpet stores.
- 18 5. Cold storage lockers.
- 19 6. Radio or television stations. (Ord. 2206 § 1, 1998)

20  
21 **21.56.150 Project design review.**

22 Project design review shall occur pursuant to the regulations for the underlying zone.

23  
24 **21.56.200 Area and dimensional standards.**

25 A. The standards in this section shall apply to all structures and nonstructural uses in this overlay  
26 zone. No building, structure or land shall be established, erected, enlarged or structurally altered,  
27 except in conformance with these standards, unless modifications to these standards are approved  
28 through the design review process. These standards may be modified if the applicant  
29 demonstrates during design review that the proposed modification:

- 30 1. Substantially contributes to establishing strong visual and physical connections between  
31 the primary use(s) of private property and the public street;
- 32 2. Provides landscaping along the public right-of-way and in parking lots that would be  
33 equal to or more extensive than landscaping required by this chapter; and
- 34 3. Promotes the intent and purpose of this chapter and the goals, objectives and policies of  
35 the comprehensive plan (particularly the North Gateway Subarea Plan).

36 B. Table of Standards.

37 Table 21.56.1 – Development Standards

38 **Site Planning:**

39 Minimum front setback 15 ft.

40 Maximum front setback (applicable only to 50 percent of building frontage) 90 ft.

41 Maximum building height 100 ft. [See Note C-1 below]

42 Corner lot – Minimum area of landscaped area at intersection 500 sq. ft.

43 Minimum pedestrian area at building entries 200 sq. ft.

44 **Parking Area:**

45 Min. landscaped area – Parking area within 100 ft. of street See LMC 21.56.200(D)(4)

46 Min. landscaped area – Parking area 100+ ft. from street or behind a building See LMC  
47 21.56.200(D)(4)

48 Min. size of landscaped area within 100 ft. of street 25 sq. ft.

49 Min. width of landscaped area 5 ft.

50 Min. number of trees in landscaped area within 100 ft. of street – 1 per 6 parking spaces\*

1 Min. number of trees in landscaped area 100+ ft. from street 1 per 8 parking spaces\*

2 **Landscaping:**

3 Min. width of landscaping between a street and a parking lot or drive aisle 20 ft.\*

4 Planting of street trees 30 ft. on center

5 \* This standard shall supersede any applicable Lynnwood Citywide Design Guidelines that  
6 may conflict.

7 C. Notes.

8 1. Any portion of a building or structure with a height greater than 35 feet shall be set back  
9 from all interior property lines one foot for every two feet in height greater than 35 feet.

10 D. Additional Standards.

- 11 1. At any parking lot that is more than 130 feet in any dimension, specially marked  
12 pedestrian walkways leading to building entries shall be provided.
- 13 2. Special paving shall be installed and maintained at all driveways and other points of  
14 access for vehicles to/from a public street. "Special paving" shall include, but is not  
15 limited to, bomonite, stamped or colored concrete, and concrete pavers.
- 16 3. Pedestrian connections shall be provided between all buildings and between buildings,  
17 parking areas and public sidewalks at adjoining streets.
- 18 4. Five percent of parking areas located only between the sides of buildings opposite the  
19 street and interior property lines; 10 percent of parking areas between buildings, between  
20 buildings and the closest side property line; or single-aisle, double-loading parking areas  
21 located between buildings and the street; and 15 percent of multi-aisle parking areas  
22 located between buildings and street shall be in landscaping (exclusive of landscaping on  
23 the street frontage and required landscape buffers).

24

25 **21.56.300 Signs.**

26 Pole signs are prohibited. Development of any property that has more than 300 feet of frontage  
27 on a public street may include one monument or ground sign. One additional monument or  
28 ground sign is allowed for each additional 600 feet of street frontage. The maximum height of a  
29 monument sign shall be 15 feet.

30 **21.56.400 Building design.**

31 At every building constructed at a property in this zone, each side of the building that faces  
32 directly toward a public street shall create the appearance that, that elevation is the front elevation  
33 of the building. The primary design elements to create this appearance shall include window  
34 placement and wall articulation. This requirement shall apply to all building elevations that face a  
35 public street, regardless of whether public access into the building is provided through that  
36 elevation.

37 **21.56.500 Street frontage landscaping.**

38 All landscaped areas between a parking area and a public street shall include mounding, a  
39 continuous hedge or other design elements to screen parked cars from public view. The minimum  
40 height of the screening required by this section shall be 2.5 feet above the elevation of the  
41 adjoining parking area, measured at the curb that adjoins the landscaped area. The above standard  
42 shall supersede any applicable Lynnwood Citywide Design Guidelines, as adopted by reference  
43 in LMC 21.25.145(B)(3), that may conflict.

44

45 **21.56.600 Underground utilities.**

46 When streets are constructed or reconstructed, all utilities shall be located underground, pursuant  
47 to Chapter 16.14 LMC.

48

49 **21.56.700 Access control.**

1 Coordinated access points may be required for many sites. As a condition to site development  
2 approval, a property owner may be required to provide for joint access to and/or from adjacent  
3 parcels. This shall be accomplished through easements or joint use agreements approved by the  
4 city attorney. Curb cuts allowed at the time of development may only be temporary and may be  
5 closed when more suitable access is developed on adjacent sites. Specifically, when a site plan is  
6 approved, the owner may, at the city's discretion, be allowed to develop either permanent or  
7 temporary curb cuts for site access. When adjacent sites are developed, the property owner may  
8 be required to close temporary curb cuts and provide access through one of the adjacent sites.  
9 Alternatively, one or more of the adjacent sites may be required to provide its access through a  
10 permanent curb cut granted to the first site. This shared access scheme is intended to provide  
11 greater traffic safety and shall be viewed as partial consideration for site development plan  
12 approval from the city. (Ord. 2441 § 19, 2003; Ord. 2206 § 1, 1998)

13  
14 **21.56.710 Joint parking.**

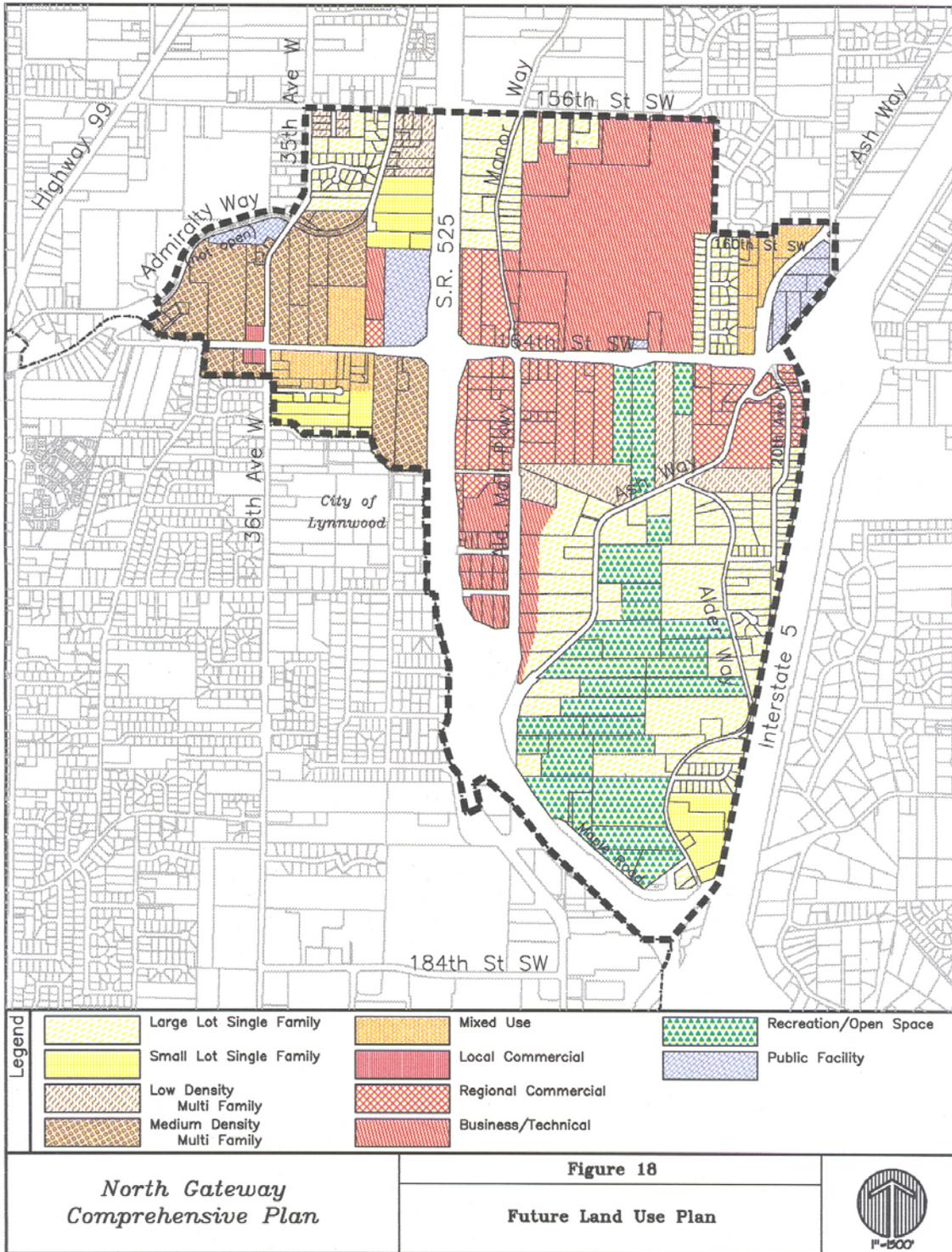
15 As an incentive for development of joint parking facilities, parking requirements may be reduced  
16 as provided for in LMC 21.46.900(E).

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## Attachment #2

# North Gateway Annexation Area FUTURE LAND USE PLAN



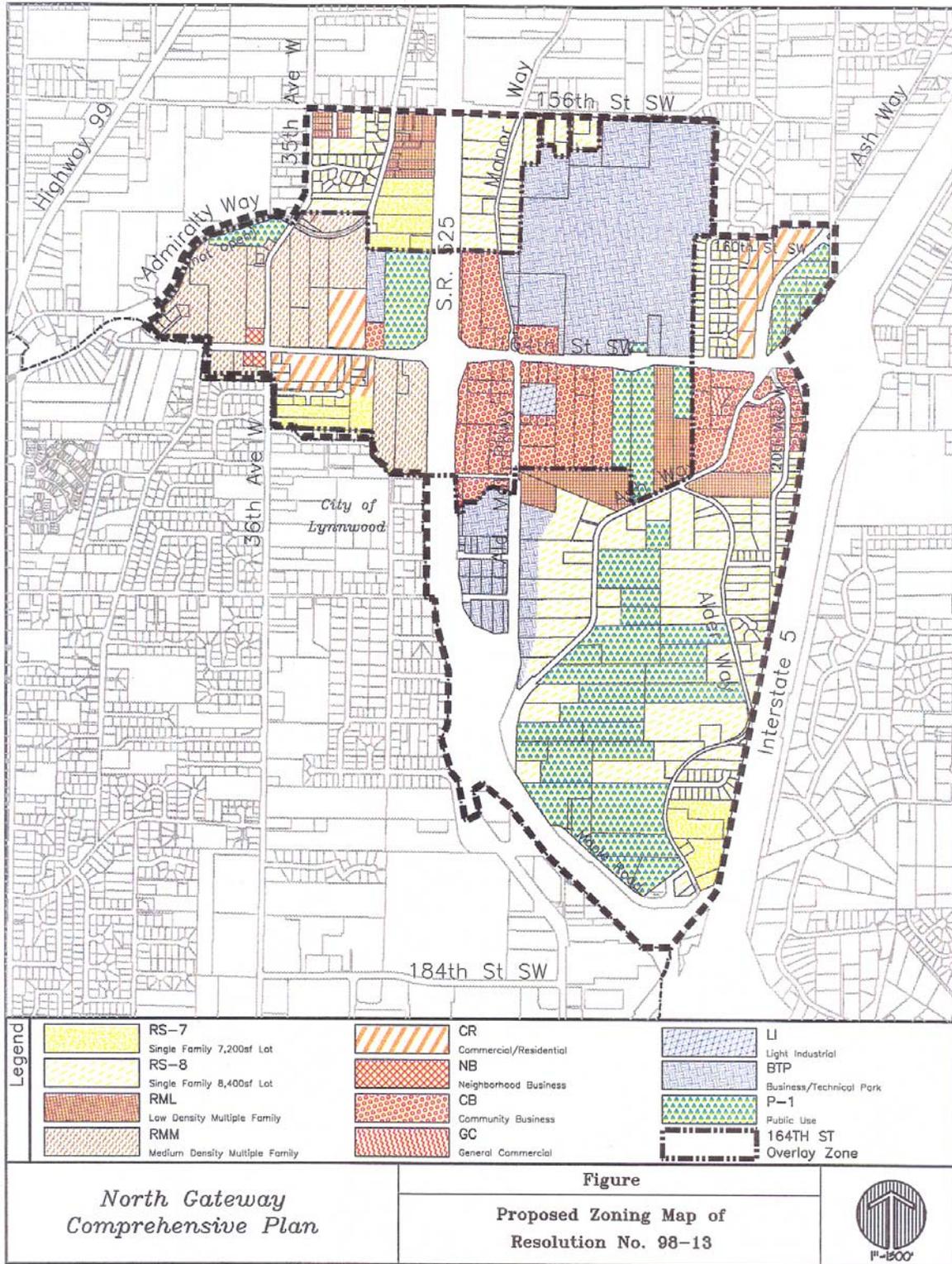
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### Attachment #3

## North Gateway Annexation Area ZONING



5

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