

LAND USE ELEMENT

INTRODUCTION1
 PLANNING CONTEXT2
 BACKGROUND REPORT SUMMARY and
 CONCLUSIONS3
 SUMMARY OF LAND USE PLANNING
 ISSUES5
 LAND USE PLAN CONCEPT6
 LAND USE PLAN DESCRIPTION9
 GOALS, OBJECTIVES, POLICIES and
 ACTIONS22

INTRODUCTION

Use of land is the predominant concern of the Comprehensive Plan. How the land within a community is used determines many aspects of community life and operation. Given that, the land use element is the keystone element within the Plan. The land use element deals with the future development and redevelopment of the community. What should and what will the community be over the next twenty years? What should remain the same? What should change? All aspects of the Plan involve and relate to use of the land within the Lynnwood urban area.

Preparation of this land use element did not start with a clean sheet of paper. At the time of element preparation (early 2000), there is an existing Comprehensive Plan in place. And, the Lynnwood urban community occupies most of the available land within the City Limits. More than a century of human settlement decisions has resulted in the Lynnwood of 2000. While the Lynnwood of 2000 shares many characteristics with its suburban neighbors, the City’s unique geographic location has lead to considerable differences too. Lynnwood’s location at the intersection of two interstate highways, and other locational advantages, has resulted in the development of a community with a greater concentration of commercial and industrial uses than any of the neighboring communities. This difference will continue. Still, the City shares the characteristic of well-established, quality single-family neighborhoods with its suburban neighbors.

The land use element for the City is a plan of what the City should look like and how it should function in the year 2020. It proposes land use patterns that will create cohesive neighborhoods, provide for good pedestrian and traffic circulation, provide employment opportunities, set aside land for parks and open space, and protect natural resources. The land use element establishes a balance of land uses that reflects the long-range vision of the community.

This land use element of the Comprehensive Plan begins by providing a description of the planning context within which the element has been prepared. This should provide the reader with a basic understanding of the legal and policy framework that guided Plan preparation. Then there is a brief summary of the planning background document that provides information on the physical characteristics of the Lynnwood area, the existing

conditions of the area, analysis and forecasts of future circumstances, and conclusions about the major planning issues that must be addressed by the Plan. The land use plan is presented and described. Land use goals, objectives, and policies are established. And, a land use plan map is included.

PLANNING CONTEXT

Land use planning is authorized by statutes in the Revised Code of Washington. In addition, planning is guided by various regional and local policies. This element of the Comprehensive Plan has been prepared in accordance with the Washington State Growth Management Act (GMA). Upon adoption this Plan element will be in compliance with the GMA requirements, and be consistent with the regional planning policies of the Puget Sound Regional Planning Council and with the County-wide Planning Policies for Snohomish County.

Growth Management Act (GMA)

The Growth Management Act has thirteen planning goals. There are six goals directly related to land use. This land use element is consistent with these six and all other GMA planning goals:

Urban growth – Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce sprawl – Reduce the inappropriate conversion of undeveloped land into sprawling low-density development.

Economic Development – Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

Open space and recreation – Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

Property Rights – Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Environment – Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Regional Planning Policies

The Puget Sound Regional Council (PSRC) established a multi-county planning policy framework, Vision 2020, as the regional growth strategy in 1995. Implementation of these policies will create a regional system of central places framed by open space and

served by a high capacity transit system. The policies also encourage economic development, the provision of adequate public services, housing diversity, and regional transportation planning. The Comprehensive Plan is consistent with and furthers the regional plan. The PSRC has just adopted Vision 2040; the next major update of this Plan will incorporate the planning framework from Vision 2040 into this Plan.

In 2008, PSRC updated its regional strategy with adoption of VISION 2040. This document re-emphasizes the centers-oriented regional growth strategy for the region by calling for more population and employment growth to locate in centers. Lynnwood will bring our Comprehensive Plan into conformance with VISION 2040 with the next major update of our Plan, which is currently scheduled for 2010-11.

Countywide Planning Policies

The Countywide Planning Policies encourage orderly and efficient development patterns and higher density development in the urban areas of the County. As part of the development process, new growth must be adequately served by public facilities. The policies promote land use, economic, and housing policies to accommodate jobs and housing, and in some cases, transit-supportive densities and land uses. Lynnwood's Plan addresses these main themes and is consistent with the County's planning policies. The City will continue to work closely with the County on GMA planning issues.

With adoption of VISION 2040, Snohomish County Tomorrow is preparing an update of the Countywide Planning Policies. Adoption of new Countywide Planning Policies is scheduled for late 2010. The 2010-11 update of this Comprehensive Plan will bring the Plan into conformance with the new Countywide Planning Policies.

BACKGROUND REPORT SUMMARY and CONCLUSIONS

The Growth Management Act requires an extensive inventory of information about each planning area (city or county) including the physical, social, environmental, and economic circumstances within the area. The assembled database provides essential information to decision making on future actions. An extensive inventory was prepared as a basis for the Lynnwood Comprehensive Plan adopted in 1995. This earlier inventory has been updated and expanded as a part of the 2000 Comprehensive Plan. Most of the inventory materials are published in a separate report entitled *Lynnwood Comprehensive Plan Background Report*.

In order to provide the reader with enough information to better understand the planning policy set forth in this element, some of the most pertinent facts from the *Background Report* are summarized in the following sections. Not all subject areas included in the *Background Report* are covered in the following summary sections, so the reader is encouraged to review the source document for complete information.

Planning Area

Lynnwood is located in the southwestern portion of Snohomish County and shares the Southwest Urban Growth Area (SWUGA) with eight other cities. The City Limits extend

generally to 164th Street SW on the north and Interstate 5 and SR-525 on the east. The City of Edmonds abuts the City's western edge and Mountlake Terrace abuts the southern boundary. The City occupies a land area of approximately 7.7 square miles.

Lynnwood's planning area consists of the current City Limits and the City's adopted Municipal Urban Growth Area (MUGA) as shown on the map at the end of this element. The primary focus of the Comprehensive Plan is the area within the current City Limits.

The GMA requires each county to designate an Urban Growth Area (UGA) which allows sufficient land and densities to accommodate the urban population and employment growth and related facilities and services that will be needed within a twenty-year planning time frame. Snohomish County has the authority to establish urban growth areas and has adopted Countywide Planning Policies that pertain to those areas. The policies require coordination of county and municipal planning within the growth areas.

Lynnwood's first GMA Comprehensive Plan included a two phase growth area, extending north and east of the City into unincorporated Snohomish County. The first phase included areas likely to be annexed within the first 5-10 years. The second phase extended to the City limits of Mukilteo on the north and Mill Creek on the east. It included about 17 square miles, or about 2.5 times the land area within the present City limits.

During 2000 and 2001, Lynnwood staff and Planning Commission worked with the County and our seven neighboring cities on a program to coordinate growth areas and establish mutual boundaries. In November 2002, the Lynnwood City Council adopted the City's Municipal Urban Growth Area (MUGA). This new MUGA resulted in an unclaimed "gap" north of Lund's Gulch and south of 148th Street and an overlap of a portion of Mill Creek's adopted growth area east of I-5. In 2007, the City Council expanded the MUGA to incorporate that gap and to extend the eastern boundary to North Road (which action increases the overlap with the Mill Creek MUGA). See map on page LU-33.

Physical Characteristics

Physical features influence development patterns in a community. Land with development constraints such as poor soils, wetlands, or steep slopes will limit or preclude development potential on a site. The delineations of these areas and conditions were analyzed and established in conjunction with the preparation and adoption of the Environmentally Sensitive Areas Ordinance and Map (Note: the Map is included in the *Background Report*). In Lynnwood, the land is generally developable, with major constraints in the Scriber Creek/Scriber Lake areas from flood plains, wetlands, and fish and wildlife habitat areas.

Lynnwood is primarily situated on an upland plateau north and west of I-5. The topography of the area is gently sloping with elevations ranging from about 240 feet to 610 feet above mean sea level. Lund's Gulch, located in the northwest part of the City, is a significant landform. It is a deep ravine with extremely steep slopes.

Existing Conditions

Land Use Patterns

Lynnwood's location along the Interstate 5 corridor, mid-way between Seattle and Everett, has greatly influenced its development as the commercial and retail center of Snohomish County. Approximately one quarter of Lynnwood's land area is currently developed for commercial uses. The remainder of the City is largely devoted to residential development with various institutional uses (e.g., schools, churches, parks, etc.) interspersed. The City's land use pattern is a suburban setting with commercial developments along the arterial roadways, multiple-family residential development adjacent to commercial areas and single-family residences, and neighborhoods with parks and schools and natural areas. Industrial land uses are located primarily south of 196th St. SW and east of Highway 99.

Lynnwood's total land area is 4,943 acres. The three largest land uses are residential which comprises 2,110 acres, or 43 percent of the City's land area, commercial with 811 acres, or 16 percent and rights-of-way which comprises 847 acres, or 17 percent. The Generalized Existing Land Use Map is included in the *Background Report*.

Analysis and Forecasts

Land Capacity

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.

The methodology the City staff used in its land capacity analysis involved using the population and employment growth projections from the State Office of Financial Management via the Puget Sound Regional Planning Council, and the growth allocation projections from Snohomish County. The population and proposed growth allocation figures were analyzed in light of the vacant land and redevelopment possibilities in the City. In addition, the analysis considered anticipated residential and non-residential development capacity by individual land use analysis zone.

SUMMARY OF LAND USE PLANNING ISSUES

Following is a summary of current, and in some cases long-term, land use planning issues in Lynnwood. The Comprehensive Plan responds to these issues through the inclusion of actions and policies set forth in the land use element.

- The City's limited vacant land will affect the type of future development and will create opportunities for more compact development patterns.
- Redevelopment of underutilized and aging properties will create development opportunities and will need to be properly planned.

- There are annexation opportunities as well as challenges and problems to the north and east of the current City limits which could create an increase in public service demands.
- Additional planning, and plans implementation, needs to be undertaken for the five identified subarea specific planning units (Highway 99, Edmonds Community College, Civic Center, Park Central and the Subregional Center).
- Preserving and enhancing open space, natural resources, and environmentally sensitive areas will be important to assuring a satisfactory balance between the natural and built environments.
- Design review and other enhanced development standards will be important actions in the creation of a more visually appealing City.
- 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.
- It will be vital to create opportunities for both jobs and housing in the City. The types of future land uses in commercial areas will have a bearing on the type of housing Lynnwood will need to develop. For example, new mixed-use development might include innovative design that allows residences above businesses, in the same building, or in a residential loft/studio environment where residents can both live and work.
- Development of transit-supportive and mixed-use land uses in the Subregional Center Area will be key steps in creating a vibrant new town center.
- Redevelopment of properties along some sections of Highway 99 is important to the economic vitality and aesthetic appeal of this area.
- Land use incompatibility between some adjacent uses and/or between various land use districts needs to be addressed.
- Protection, preservation, and enhancement of single-family neighborhoods are high priorities.
- There is a concern that the residents of multi-family dwellings use a disproportionately high percentage of public services.
- Private property rights are protected under federal and state laws. Land use limitations or permit requirements will need to impose only the minimum burden required to promote the general health, safety and welfare of the community.

LAND USE PLAN CONCEPT

Plan Concept

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, 3) to provide a complete range of housing types and values, 4) to protect and enhance single-family

neighborhoods, 5) to provide for efficient and compatible infill development, to achieve balance among competing interests, and 6) to coordinate growth in the City's urban growth area.

The Comprehensive Plan supports regional growth management policies encouraging urban areas to absorb a greater share of projected regional growth and to support the development of high capacity transit systems. At the same time, the Plan would protect existing residential areas from incompatible development by focusing a moderate level of employment and residential growth within:

- An education activity centers at Edmonds Community College
- A commercial and mixed-use activity center along Highway 99, and
- A mixed-use, urban center in the Alderwood Mall/44th Ave. W. /I-5 area, known as the Subregional Center. This center includes (but is not limited to) the Lynnwood City Center

Overall, the Comprehensive Plan allows and encourages intensification of existing land uses and allows a more diverse mixture of uses. This should increase the probability for providing public transit services, and for non-motorized travel. Encouraging high-density residential development within the subregional center, coupled with increasing employment opportunities, could help to reduce development pressures on other areas of the city. The Comprehensive Plan and growth and development projections are consistent with the "urban centers" concept adopted by Puget Sound Regional Council and by Snohomish County.

The City Center (in the Subregional Center) is the key activity center for accommodating a large amount of the projected population and employment growth in the City. The City adopted a separate subarea plan for this area in 2005. That plan describes a vision of and policies "to create, within 20 years, a compact, intense and lively city center that offers Lynnwood new opportunities for culture, commerce and habitation." A second location for growth through redevelopment is the Highway 99 Corridor. Development in this corridor began prior to World War II, with connection of the military road (now Highway 99) from Seattle to Everett. Today, properties along the highway are occupied with a broad mix of land uses and businesses, including auto dealerships, shopping centers, free-standing stores and businesses, and Asian businesses and markets. The Highway 99 Corridor Strategies report states that Lynnwood's Highway 99 Corridor appears to include ample opportunity for redevelopment. Continued growth expected for the Puget Sound region coupled with Lynnwood's desirable location positions the City well in terms of future demand for all land uses.

In the process of preparing the 2000 Comprehensive Plan Update, the Planning Commission did an extensive review of the existing land use pattern and planned uses within the city. The analysis was segmented into five geographic sectors of the city. Information on the sector analysis process is contained in the *Background Report*. The Planning Commission then considered different Land Use Plan alternatives. Four alternatives were proposed and analyzed. Information on each of the alternatives is contained in the *Background Report*. After thorough consideration of the alternatives

and listening to and weighing public comment on the alternatives, the Planning Commission selected a preferred alternative. The selected alternative is a composite of two of the considered alternatives and is very similar to the 1995 adopted land use plan. Because the selected plan is very little changed from the 1995 plan it confirms the basic correctness of the 1995 plan. It says that no major changes are necessary. This contributes to policy stability and gives predictability for private property owners.

The land uses delineated by the Comprehensive Plan map are generally distributed consistent with existing land use and zoning. Neighborhoods are characterized as low-density single-family residential areas. Medium density multiple-family is generally located near arterial roadways and as a transitional use between commercial and lower density residential uses. High-density multiple-family development is allowed in the Subregional Center and College District. Commercial land uses are primarily located along the regional transportation corridors such as I-5, Highway 99 and 196th Street. The City Center is planned for increased development and diversification of land uses that includes office buildings, housing, transit facilities, and mixed use developments. Business/Technical and industrial land uses are located in areas that are currently utilized for similar uses. Existing park, open space, school and public facilities are designated on the Comprehensive Plan. Potential future parks and other public facilities are identified in the Parks and Capital Facilities elements.

A description of the various land use categories is contained in the following section. Table 5 lists acreage and percent of total land by use category, according to the Comprehensive Plan.

The relationship between the Comprehensive Plan and zoning (zoning regulations, zoning map and zoning designations) and other land development related municipal codes under the new Comprehensive Plan is more definitive and connected than past plans and practices. Prior to adoption of GMA, Comprehensive Plans were regarded as a "guide" or "blueprint" which suggests zoning measures that should be taken rather than requiring them. Now under GMA, the Comprehensive Plan is given a much more significant role in land use planning and regulation. The GMA Comprehensive Plan is in effect the City's pre-eminent land use planning document along with the zoning code and map.

The Comprehensive Plan provides the policy direction and basis for land use decisions. Development regulations such as zoning, subdivision, planning and environmental codes must be consistent with and implement the Comprehensive Plan.

The Comprehensive Plan Map designates the appropriate land use for all properties in the City. The land use categories provide a broad description of land use, building and site design standards. Other related objectives and policies in the Comprehensive Plan provide additional direction for the use and development of land. The zoning code and zoning map define in greater detail the development regulations and permitted uses for each property within the range (density, intensity and land uses) defined by the Land Use Categories. The land use planning choices made in this Plan will serve as the basis for any property rezoning and for development project review.

The Zoning Code and the Official Zoning Map will be amended and properties rezoned to bring the zoning classifications into consistency with the Comprehensive Plan Map and land use categories.

**Table LU-1: Comprehensive Plan:
Future Land Use by Category**

Land Use Category	Acreage	Percent
Low-density Single-family (SF-1)	1,848.2	37.2
Medium-density Single-family (SF-2)	62.4	1.2
High-density Single-family (SF-3)	10.9	0
Low Density Multiple Family (MF-1)	74.7	1.5
Medium Density Multiple Family (MF-2)	286.8	5.8
High Density Multiple Family (MF-3)	40.9	0.8
Local Commercial (LC)	85.4	1.7
Mixed Use (MU)	37.1	0.8
Community Commercial (CC)	84.4	1.7
Regional Commercial (RC)	784.7	15.8
City Center		
Alderwood – City Center Transition Area		
Business/Technical Park (BTP)	69.3	1.4
Industrial (I)	83.9	1.7
Public Facilities (PF)	325.6	6.6
Parks, Recreation & Open Space (PRO)	325.7	6.6
Rights-of-way (est.)	854.0	17.2
TOTAL	4,974	100.0 %

Source: City of Lynnwood Planning Division, 2004

LAND USE PLAN DESCRIPTION

The following section provides a description of each of the land use categories included on the Comprehensive Plan. Categories may in several cases be implemented by more than one zoning district. The Plan is more general and provides guidance to these implementing decisions on specific zones. In some cases, there will need to be zoning text amendments to implement the Plan.

Low Density Single-Family Residential (SF-1)

Purpose: This Plan category is intended to provide for standard suburban style housing and will be the majority of residential land use in the city.

Principal Use: Detached single-family residences at a minimum density of four dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: Areas designated for this category of use should be well separated or buffered from incompatible or disruptive land uses and should not be subjected to higher volumes of vehicular traffic.

Site Design: Lot sizes within subdivisions shall comply with the City's minimum development code requirements and, in no case, shall cause the overall density to be less than four dwelling units per net acre. Some lots smaller than 8,400 square feet may be allowed through lot-size averaging within subdivisions, and through the planned unit development process. Lot coverage by structures shall be limited so as to provide substantial yard space around the residence.

Building Design: Either one or two stories high with an additional story permitted if located partially below ground level in a basement.

Other Provisions: One accessory dwelling unit may be added to a lot in this category, provided that the single family character of the property and the neighborhood is not impaired. An accessory unit shall not be included in the calculation of allowable density.

Medium Density Single-Family Residential (SF-2)

Purpose: This Plan category is intended to provide for an alternative to the standard suburban style of housing.

Principal Use: Single family detached and attached residences in a density range of 5.1 to 8.0 dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets.

Site Design: Minimum Lot Size - 7,200 square feet. Smaller lots shall only be allowed as an approved planned unit development. Lot coverage by structures shall be limited to provide private open space on each lot; the amount of open space will generally be less than in the SF-1 category.

Building Design: Residences on these lots shall be either one or two stories high, with an added story located partially below ground level in a basement. Attached residences shall only be allowed as an approved planned unit development, and shall have no more than two residences connected by a common wall.

High Density Single-Family Residential (SF-3)

Purpose: This Plan category is intended to provide for a higher density alternative to current mobile home housing. It shall only serve as a feasible alternative for mobile home parks which are in need of redevelopment.

Principal Use: Single family detached and attached residences in a density range of seven to twelve dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences in a negative way.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets, and within on-quarter mile distance from SR99. The SF-3 Plan designation shall only be applied to mobile home parks existing at the time of adoption of Ordinance No. 2472 (January 12, 2004).

Site Design: Minimum lot size – 4,000 square feet. Smaller lots shall only be allowed as an approved planned unit development. Lot coverage by structures shall be limited to provide open space on each lot; the amount of open space will generally be less than in the SF-1 and SF-2 categories.

Building Design: Residences on these lots shall be either on or two stories high, with an added story located partially below ground level in a basement. Attached residences shall only be allowed as an approved planned unit development, and shall have no more than four residences connected by common walls.

High Density Single-Family Residential – MUGA (SF-4)

Purpose: This Plan category is intended to designate high-density development of single family homes located either on small lots or in air-space condominium (including LDMR) developments that were approved by or vested and then approved under the zoning regulations of Snohomish County prior to annexation to the City of Lynnwood. It is not anticipated that this designation will be used to support similar development in Lynnwood post-annexation.

Principle Use: Single family detached and attached residences at a density that generally does not exceed 14 units-per-acre, although higher densities will be designated with this land use category if they were approved prior to annexation or where the application was vested and then approved subsequent to annexation.

Locational Criteria: This land use category will be applied to properties approved by or where the application was vested prior to and subsequently approved following the effective date of annexation. It will not be applied to any other properties.

Low Density Multi-Family Residential (MF-1)

Purpose: This Plan category is intended to provide for multi-family housing in a low-density living environment.

Principal Use: Multi-family residences in a density range of 8.1 to 12.0 dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets.

Site Design: Most of the parking for residents shall be provided in garages or carports; additional parking (for residents or guests) may be uncovered, provided that such parking does not detract from the appearance of the development or any adjoining public streets. Lot coverage should be limited in order to provide substantial usable private recreation space and landscaping.

Building Design: Residences in this category may be built as attached residences with a maximum of four units in a single building; freestanding single-family residences are not permitted in this category. Buildings in this category shall be no more than two stories high.

Medium Density Multi-Family Residential (MF-2)

Purpose: This Plan category is intended to provide for multi-family housing in a medium density living environment.

Principal Use: Multi-family residences in a density range of 12.1 to 20.0 dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets.

Site Design: Parking for residents and guests shall be provided in garages, carports or in uncovered parking areas. Lot coverage shall be limited in order to provide usable private recreation space and landscaping; in general, the amount of open space and landscaping will be less than that in the MF-1 category but shall still provide a reasonable opportunity for on-site recreation.

Building Design: Residences in this category may be built as townhouses or apartments/condominiums; freestanding single-family residences are not permitted in this category. Buildings containing these residences shall be no more than four stories high and typically will be two or three stories high.

High Density Multi-Family Residential (MF-3)

Purpose: This Plan category is intended to provide for multi-family housing in a high-density living environment.

Principal Use: Multi-family residences in a density range of 20.1 to 43 units per net acre.

Subordinate Uses: Institutional, educational, cultural, office, and related accessory and supportive retail and service uses, provided such uses are compatible with the residential environment.

Locational Criteria: High-density residential development should be located on sites with convenient arterial street access, in close proximity to transit facilities/routes, and close to shopping, employment and/or educational opportunities. It is anticipated that this density of housing will only be located within or adjacent to the subregional center, and within the College District.

Site Design: Locational advantages may be maximized through such means as incorporating structured on-site parking, using multi-story and high-rise design, and taking advantage of opportunities for mixed use development. On-site open space, landscaping, and recreational amenities should be emphasized in the design of all high-density residential developments.

Building Design: Residences within this category may be constructed and owned as apartments, condominiums, townhouses, or similar arrangement. Such housing styles as manufactured homes, single-family conventional homes, duplexes and others that are not suitable for development at densities of 20 units per acre or more should not be permitted in MF-3 areas.

Mobile and/or Manufactured Home Park Residential (MH-1)

Purpose: This Plan category is to provide a land use plan designation for existing and future Mobile and/or Manufactured Home Parks (MHP) in the City of Lynnwood. The difference in terminology used to describe these housing units relates to whether the units were built to the HUD Code adopted on June 15, 1976. Manufactured home units all meet the HUD Code. Mobile homes do not fully meet the Code. For a complete definition of the terms, read the Background Report to the Comprehensive Plan.

Application: This Plan designation shall be utilized as an overlay designation. Initial application/mapping will include the following existing parks:

1. Bearden's Park
2. Candlewood Estates
3. Center Mobile Home Park
4. J&L Mobile Home Park
5. Kingsbury East
6. Kingsbury West
7. Kingsbury West Annex
8. Lynnwood
9. Meadowdale
10. Royalwood
11. Squire

12. Spacette Mobile Home Community

If a property owner wishes to establish a new park in the future, the owner may apply to map the MH-1 land use designation to a property in the annual amendment process. In addition to other criteria, a location for the development of a new park must demonstrate good access to arterial and collector streets and reasonable proximity to services including transit.

Principal Use: Single-family mobile and/or manufactured homes in a density range of four to fourteen dwelling units per acre.

Subordinate Uses: Institutional, educational, or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences in a negative way.

Site Design: Minimum site size – one (1) acre. On each lot, four (4) to fourteen (14) mobile/manufactured homes per net acre may be located. Mobile and/or manufactured home parks may be reconfigured and upgraded in accordance with LMC 21.70.

Building Design: Residences within the mobile and/or manufactured home park shall be as they currently exist and/or meet current manufactured home requirements. Nothing shall prevent park ownership and/or management from upgrading the park to residences meeting current manufactured home standards. Units shall not be connected by any common wall(s).

Implementation Process: Preservation of mobile home parks will be accomplished through Development Agreements where the owner voluntarily agrees to maintain the park for a minimum of five years in exchange for financial incentives as described below. The Development Agreements should renew automatically per the terms of the Agreement, unless the owner informs the City and residents of the park of termination of the Agreement at least one year in advance of end of the term.

Incentives: The City has a valid interest in insuring the preservation and creation of housing opportunities for households of limited means. Existing mobile home parks, and ones that may be developed in the future, fulfill this role. Market forces, rising costs and rising property values are creating an environment that makes it difficult for owners to economically justify maintaining their properties as mobile home parks. The City Council should consider adoption of the following incentives to keep mobile home parks in operation:

- Water - 50% of current rate for 5-year development agreement term, 75% for 7-year or longer term
- Sewer - 50% of current rate for 5-year development agreement term, 75% for 7-year or longer term
- Storm - 50% of current rate for 5-year development agreement term, 75% for 7-year or longer term
- Waiver of application and other fees for processing a development agreement pursuant to this program;

- Waiver of building permit and other processing and inspection fees for maintaining or improving a mobile home park participating in this program;
- Such other incentives as the City Council may from time to time approve by ordinance;
- Potential property tax reductions based upon expectation of lower assessed value from income-based approach that considers the effect of the development agreement on property value. Longer terms could be expected to result in greater reductions in assessed value. Any changes in assessed value would come from independent action by the County Assessor, and be subject to all applicable State and County laws concerning commercial property appraisal.

Mixed Use (MU)

Purpose: This Plan category is intended to provide the opportunity for a high intensity development of mixed uses that will result in a pedestrian friendly environment and support transit development and usage.

Principal Uses: Residential, office, or retail uses will be permitted within the same building or on the same site(s).

Locational Criteria: This category of use is suitable for location only within the subregional center and the college district.

Site Design: A combination of surface and structured on-site parking is anticipated. On-site open space, landscaping, and recreational amenities should be emphasized when residential use is included in the mix of uses.

Building Design: Most buildings will be multi-story. Residential uses will typically be located on the upper floors above commercial uses.

Highway 99 Corridor

Purpose: This plan category is intended to identify the area where the City will encourage redevelopment of properties, consistent with the strategies in the Highway 99 Corridor economic study, by allowing a wide range of commercial uses AND allowing mixed use, transit supportive development at major intersections (“nodes”) in the corridor.

Principle Uses: Throughout the corridor, principle land uses will include retail, office (all types), service, and eating and entertainment uses. Existing light industrial uses will be allowed to remain, but no new uses of this type will be allowed. At major intersections (designated by zoning), mixed use development (including multiple family residential) will be strongly encouraged. At properties not designated for mixed use, auto dealerships and other retail uses that require large parking lots will be permitted.

Locational Criteria: The corridor crosses the City in the north-south direction, from 216th St. SW to 164th St. SW, and continues north in the City's MUGA to 148th St. SW. Except at major intersections, properties either with frontage on

the highway or that can be accessed through properties-with-frontage (or directly from an intersecting street) will be designated to this land use category.

Properties at major intersections along the corridor will be designated for mixed used development, with densities and design requirements that will support transit-supportive development. In select locations (particularly at major intersections), this land use category may extend east or west of properties with highway-frontage in order to create areas that will encourage redevelopment consistent with the intent on this designation and the economic development strategies.

Site Design: Development of “corridor” properties will often be at higher intensity and densities and greater lot coverage than is currently found along the Highway 99 Corridor. This will be particularly likely at major intersection “nodes” having high levels of transit service, where development could one day be dense enough to warrant structured parking. The appropriate relationship of buildings to Highway 99 will be defined.

Building Design: All new development will be required to comply with design guidelines specifically developed to support Corridor strategies.

Performance Standards: On site activities shall not significantly affect adjoining properties outside the corridor.

Local Commercial (LC)

Purpose: This Plan category is intended to provide areas for development of a limited range of commercial services at a low level of development.

Principal Uses: Personal, professional and public services and offices, sale of convenience and comparison goods for the local community.

Locational Criteria: These commercial areas should have direct access to either a collector or arterial street and should be situated to have minimal impact on surrounding residential areas.

Site Design: 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. Shared parking between adjacent uses 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 facing public streets and parking areas.

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

Community Commercial (CC)

Purpose: This Plan category is intended to provide the opportunity for the development of a moderate range of commercial services at a medium level of development intensity.

Principal Uses: Personal, professional and public services and offices, retail sales of goods for the community, hotels, motels and entertainment businesses.

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

Site Design: 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 is typically provided in surface parking lots. 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: Retail uses in this category will generally be low-rise structures, with other uses occupying multi-story structures.

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

Regional Commercial (RC)

Purpose: This Plan category is intended to provide the opportunity for the development of a wide range of commercial services at a high level of development intensity (more than Community Commercial but less than City Center intensity).

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: 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: Retail uses in this category will generally be low-rise structures, with other uses occupying multi-story structures.

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

City Center Subarea Plan (CCP)

Purpose: This Plan category provides a link to the subarea plan for the City Center district.

Principal Uses: See adopted City Center Subarea Plan.

Locational Criteria: As outlined on the Lynnwood Comprehensive Plan map. For further information see the subarea plan.

Site Design: See adopted City Center Subarea Plan.

Building Design: See adopted City Center Subarea Plan.

Performance Standards: See adopted City Center Subarea Plan."

Urban Mixed Use Centers (MUCtr)

Purpose: This Plan category is intended to provide for a high density development pattern that contains a mix of residential and non-residential land uses in a compact, pedestrian-oriented environment. These Centers are supportive of and will be supported by major regional high capacity transit systems and other transportation facilities and services.

Principle Uses: Offices, retail, restaurants, entertainment and cultural uses, services and multiple family residences (as part of a mixed use development), and light industrial and other employment uses.

Locational Criteria: This category should be designated at properties/locations with direct access to and service by the region's high capacity transit system. Initially, this land use category will be applied to the properties in annexation areas that have been designated as "urban centers" and/or "transit pedestrian villages" by Snohomish County prior to annexation by Lynnwood. Over time, it may be applied to properties adjoining these centers as may be appropriate for encouraging the successful development of the center.

Site Design: Buildings will typically cover a substantial portion of a site; often lot coverage may be more than is typical for existing development in Lynnwood. In some cases, the entire site may be occupied by structures. Parking will be located either in open parking areas or in parking structures (either as separate structures or under buildings with other land uses). Well-designed direct pedestrian connections between properties and to transit facilities are a required component of new development.

Building Design: Buildings will be architecturally pleasing in appearance, with modulation and articulation of walls, ground-floor transparency, architectural highlighting of pedestrian entries, exterior pedestrian amenities and complementary colors, all as provided by design guidelines.

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

Alderwood – City Center Transition Area

Purpose: This Plan category is intended to provide for a transitional area between the Alderwood Mall and the City Center. The Mall is the retail center of south Snohomish County and experiences a high level of activity, consistent with its retail character. The City Center is intended to be the business center of Snohomish County, with the character and intensity of an urban, mixed use downtown area. This Transition Area will contain a mix of land uses that complements these two areas but at a lower intensity so as to minimize impacts on the residential area to the west (across 36th Ave. W.).

Principle Uses: Offices, retail (excluding big-box stores), restaurants, services and multiple family residences (as part of a mixed use development).

Locational Criteria: This land use category will be applied to the properties between the Alderwood Mall and the City Center and east of 36th Ave. W.

Site Design: Buildings will typically cover up to 50 percent of a site, with open parking or parking structures, landscaping, and open space occupying the rest of a site. Usually parking will be located in open parking areas, although some parking may be located in parking structures (either as separate structures or under buildings with other land uses). Pedestrian connections between properties and through the area to both the City Center and Alderwood will be required.

Building Design: Buildings will be architecturally interesting in appearance, with modulation and articulation of walls, ground-floor transparency, architectural highlighting of pedestrian entries, exterior pedestrian amenities and complementary colors, all as provided by the Citywide Design Guidelines. Building height and location will be managed so as to minimize shading and view blockage for the residential area west of 36th Ave. W.

Performance Standards: On-site activities shall not substantially impact adjoining properties. Traffic flow from this area shall be managed so as to minimize impacts to the residential area west of 36th Ave. W.

Business/Technical Park (BTP)

Purpose: This plan category is intended to provide areas where there is a mixture of professional/business office use with some industrial uses that have low intensity characteristics.

Principal Uses: Offices for business, personal, professional and public services and facilities; research and development, small scale light manufacturing and fabrication; and related storage, wholesale and retail.

Locational Criteria: This plan category is best located within or near the subregional center, or within the Highway 99 corridor.

Site Design: Buildings will typically cover up to 50 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. The quality of building and site design, building materials and the extent of site improvements will be greater than those in the Industrial category.

Building Design: Buildings at properties in this category will generally be low-rise structures. Access into these buildings will be through a combination of doors designed for persons and roll-up doors of vehicles.

Performance Standards: On-site activities shall not significantly affect adjoining properties.

Industrial (I)

Purpose: This plan category is intended to provide 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).

Subordinate Uses: Retail or wholesale sales of products produced on site may be permitted, provided that such sales activity is clearly accessory to the production of goods and it does not impair the industrial character or use of the site or the surrounding area.

Locational Criteria: This plan category 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.

Public Facilities (PF)

Purpose: This plan category is intended to provide land area for public and semi-public uses and facilities.

Principal Uses: Public and semi-public uses and facilities.

Locational Criteria: Location of these facilities will be influenced by the appropriateness of the site and location to the type of service being provided, land availability, and compatibility with surrounding land uses.

Site Design: Buildings will typically cover up to 30 percent of the parcel. 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 may be low-rise structures. Buildings in or next to residential areas shall be designed to complement residential design characteristics.

Park/Recreation/Open Space (PRO)

Purpose: This plan category is intended to provide land area for the active and passive park and recreational needs of the city; and, to set aside areas for natural conservation.

Principal Uses: Public parks, designated open space and public recreational or educational facilities. Structures at properties in this category shall be limited to facilities needed to support the designated or planned park or open space use of the properties.

Locational Criteria: Location of these facilities will be influenced by multiple factors, including but not limited to: proximity to the population served, land availability, and amenity value of the site.

Building Design: Buildings shall be low-rise structures. Buildings in or next to residential areas shall be designed to complement residential design characteristics.

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.

SUBGOALS & OBJECTIVES:

Subgoal: Compatibility

Assure that the Future Land Use Plan properly separates and buffers those land uses which are incompatible while permitting the mixing of compatible uses in appropriate ways and in appropriate areas.

Objectives:

- LU-1:** The Community Development Department will identify and map areas in Lynnwood appropriate for mixed residential and commercial use by June 22, 2000.
- LU-2:** The Community Development Department will prepare updated land use regulations that will guide the appropriate type, density, and design of land uses in mixed-use districts.

Subgoal: Density

Assure that the density of development is consistent with the local and regional development patterns, with available and planned infrastructure, with Growth Management Act requirements, and with surrounding land uses.

Subgoal: Development Balance

Assure that the ratio of land areas for various developed uses accommodates regional market needs while maintaining a good balance between urban developed and natural, or open, land allocations.

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, and attempt to reach 60% single-family and 40% multi-family units in the area of the City outside of the City Center Study Area.

Subgoal: Specific Subarea Plans

Develop and implement specific subarea plans that provide more detailed guidance on development and redevelopment than contained in the Comprehensive Plan.

Objectives:

- LU-11:** Review the status of the Park Central (Scriber Lake-Wilcox Park area) subarea plan and schedule, by the end of 2009, any additional work that needs to be done, including zoning adjustments.
- LU-14:** By September 1, 2009, conduct a review of development and aesthetic qualities within the Highway 99 Corridor and propose a course of action to improve the corridor.
- LU-15:** By April 1, 2011, submit a proposal for an improvement plan and project for the 196th Street Corridor.
- LU-32:** Adopt a land use designation and land use policies, zoning regulations and design guidelines for the transitional area between the City Center and Alderwood Mall.

Subgoal: Urban Design

Establish and administer plans, policies, and regulations to improve the function and appearance of existing and new development and thereby enhance the livability and image of Lynnwood.

Objectives:

- LU-16:** Subarea specific plans will provide detailed urban design plans and guidelines that will be followed in the implementation of public and private improvements within the planning unit.

Subgoal: Neighborhood Preservation and Renewal

Establish and administer plans, policies, regulations, and programs to assure the preservation and renewal of residential neighborhoods within Lynnwood.

Objectives:

- LU-18:** Establish the purpose and functioning of neighborhood planning areas.
- LU-19:** With citizen and Planning Commission input, and City Council approval, establish neighborhood planning boundaries.
- LU-20:** Establish sample bylaws and organizing procedures for neighborhood planning organizations.
- LU-21:** Establish two pilot neighborhood planning organizations, with Commission and Council approval.

- LU-22:** Prepare a socio-economic profile and a survey of housing conditions, infrastructure conditions, and level of public services completed within the two pilot neighborhoods.
- LU-23:** Prepare a neighborhood renewal plan and program for the two pilot neighborhoods with the approval of the two pilot neighborhoods and the Planning Commission and City Council.

Subgoal: Environment

Assure that developed uses of land avoid and protect environmentally sensitive areas and that such uses avoid and are protected from environmental hazard areas.

Subgoal: Consistency

Assure that the interrelatedness of all other plan elements with the land use element has been well considered and that consistency between the elements has been achieved, and is maintained as the Comprehensive Plan maybe amended. And, assure continuing consistency between the Plan and implementing regulations.

Objectives:

- LU-26:** Before adoption of the Lynnwood 2000 Comprehensive Plan the Community Development Department will assure that there has been a thorough analysis of the consistency among the various elements of the Plan and that consistency has been achieved.
- LU-27:** Revise the Zoning Districts Map, as necessary, to be consistent with the Land Use Plan Map and adopt at the same time the amended Comprehensive Plan is adopted.

Subgoal: Growth Area

Assure that the Future Land Use Plan provides sufficient land within the Lynnwood urban growth area to meet the growth needs of the community in all categories of land use over the next twenty years while maintaining a compact land use pattern and being well coordinated with the development of surrounding cities and unincorporated county areas.

Objectives:

- LU-29:** Continue to participate with Snohomish County and our neighboring cities to achieve agreement in the delineation of Municipal Urban Growth Areas.
- LU-30:** Establish a growth management system that will regulate the development of land so that proper mitigation of related impacts occurs, and adequate public facilities and services are provided.
- LU-31:** Monitor, evaluate, and update land use regulations, standards, and programs to ensure effective performance.

- LU-32:** Include mixed-use development and other density-promoting measures in Lynnwood's Comprehensive Plan.
- LU-33:** Plan and fund a network of streets, pathways and trails that support walking and biking within and between Lynnwood's neighborhoods, retail, Senior Center, schools, parks and city centers.

POLICIES

The following policies will be used in the decisions made and the actions taken to implement the land use element of the Comprehensive Plan.

1. General Land Use

- Policy LU-1.1:** The Land Use Plan Map shall be consistent with the goals, objectives, and policies of the Comprehensive Plan, and it shall serve as the basis for future zoning categories and designations.
- Policy LU-1.2:** Land development regulations adopted to implement the adopted Comprehensive Plan shall, at a minimum, address the following issues:
- a) Regulation of the use and development of land;
 - b) Regulation of the subdivision of land;
 - c) Protection of designated environmentally sensitive areas and historical property;
 - d) Ensuring safe and adequate vehicular access, on-site parking and traffic flow;
 - e) Regulation of signs;
 - f) Minimizing adverse impacts between adjacent land uses;
 - g) Providing incentives and methods to encourage specific land uses;
 - h) Including urban amenities and architectural design standards;
 - i) Evaluating the related impacts of proposed development to determine consistency with adopted plans and programs, level of service standards, pertinent regulations and appropriate mitigation measures;
 - j) Establishing development review processes and procedures that are timely and responsive;
 - k) Complying with legal limitations on the regulation of land use and development and allow constitutionally protected forms of expression.
- Policy LU-1.3:** Land Use Plan designations shall be periodically re-evaluated to ensure consistency and coordination among the land use, capital facilities and transportation plans.
- Policy LU-1.4:** The regulation of the use and development of private property shall be consistent with federal and state laws, including the Growth Management Act.

- Policy LU-1.5:** Procedures, standards, and criteria shall be established to provide for a clearly understandable, fair, and expeditious process for the evaluation and decision on land use and development applications such as Comprehensive Plan amendments, rezones, subdivisions, conditional use permits and other related permits.
- Policy LU-1.6:** Proposals for rezoning shall be evaluated utilizing the following criteria:
- a) The proposal must be consistent with and implement the Comprehensive Plan.
 - b) The proposal must be consistent with and implement the purpose of the zone.
 - c) The proposal must be compatible with the zones and uses of surrounding properties.
 - d) There must be significant changes in the circumstances of the subject property or surrounding properties to warrant consideration of the proposed rezone.
 - e) There must be infrastructure capacity to adequately serve the proposed uses of the subject property.
 - f) The property must be practically and physically suited to the uses allowed in the proposed zone.
 - g) The benefit to the public health, safety, and welfare is sufficient to warrant the change in zoning.
 - h) The proposal must be consistent with other adopted plans, program goals, and policies of the City.
- Policy LU-1.7:** Applications for planned unit developments, which may allow relaxation of City development regulations, shall be evaluated to ensure that the design and development of the development will further the goals, objectives and policies of this Comprehensive Plan.
- Policy LU-1.8:** Whenever possible, boundaries between uses should occur along physical features such as water or slopes. Streets as boundaries should be avoided except in the case of arterials of such a scale that any use, which can tolerate the street, would be unlikely to be adversely impacted by any uses located across the street.
- Policy LU-1.9:** Fill-in development of vacant parcels which were passed over by earlier development, but which are served by utilities and streets that meet current standards should be encouraged in order to maximize efficiency of existing capital improvements.
- Policy LU-1.10:** Encourage development at an intensity that is related to the adequacy of public services (such as fire protection, police protection and public safety, courts, health care, schools, libraries and others).

2. Residential Uses

- Policy LU-2.1:** Land use regulations shall encourage infill housing and redevelopment of underutilized housing sites.

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- Policy LU-2.2:** Innovative-housing techniques shall be utilized to provide for housing infill diversity and affordability. These techniques will include small-lot subdivisions, zero lot line housing, duplexes, and accessory dwelling units.
- Policy LU-2.3:** Customary non-residential uses such as home occupations, and public and semi-public uses shall be allowed on residentially designated property. These uses must directly support the residential use of and shall not impair the residential character of the surrounding area. Allowable public and semi-public uses shall include (but not be limited to) churches, childcare, schools, libraries, museums, other cultural facilities, agricultural and horticultural activities, transit facilities and public utility facilities.
- Policy LU-2.4:** Performance related regulations shall be established and used to allow multi-family residential densities and building height to exceed designated zoning densities and building height in the subregional center, in order to promote the provision of housing and to support commercial activities in the center. A density increase may be allowed for a residential development that provides affordable housing or that locates new residences above the ground floor in mixed-use buildings. In general, this density increase should not exceed the allowable density by more than 40 percent. A greater density increase beyond 40 percent may be allowed for a development that would provide an exceptional design and that would minimize or eliminate the development's impact on surrounding properties. Building height may be increased so as to allow development of the increased density while providing substantial ground level landscaping.
- Policy LU-2.5:** Land use regulations shall recognize that existing mobile home and manufactured home parks offer a unique and important form of housing, and shall allow for the continued viability, maintenance and upgrading of these parks.
- Policy LU-2.6:** Regulations and guidelines shall be established to improve the appearance, function and livability of multi-family developments with high quality design and improvements for open space, landscaping, buffers, lighting, parking, on-site traffic circulation, trails and pedestrian facilities, solid waste facilities, recreation, streetscape, building scale and architectural features.
- Policy LU-2.7:** Regulations that allow a diversity of housing types and densities in new developments shall be based upon design and performance related standards such as the size, shape, location and natural features of the site, adjacent land uses, proposed amenities and mitigation of development related impacts.
- Policy LU-2.8:** Determine the appropriate zone and density for properties designated multi-family on the Future Land Use Plan using, as a framework, the following characteristics.
- a) The site is located along an arterial roadway and transit corridor.
 - b) The site is located near commercial, service, community or employment centers.
 - c) The development proposed for the site would include a site plan that exhibits a well-designed arrangement of on-site structures and

improvements (including buffering and landscaping) and which includes one or more of the following design elements:

- i) Recreational amenities (indoor or outdoor) that substantially exceed code requirements;
 - ii) Proposed building locations and separation and screening between buildings so that residents will enjoy privacy in their living units;
 - iii) Preservation of natural areas, substantial stands of trees and other on-site features that are identified by the City as appropriate for preservation.
 - iv) Substantial on-site usable open space.
- d) Site creates a transition between lower densities residential and non-residential uses.
- e) Site is located in an area already developed with significant amounts of multi-family developments or non-residential uses.
- f) Multi-family development of the site will not disrupt or negatively impact adjacent single-family property.
- g) Site will be developed with the infrastructure improvements to properly mitigate development-related impacts.
- h) Site will be developed so that building heights, noise, lights traffic and other development related impacts are adequately mitigated to protect adjacent residential development.
- i) The development proposed for the site exhibits a high quality exterior design, including:
- i) Exterior architecture that creates a visually pleasing appearance using a balance between horizontal and vertical design elements and coordinating colors;
 - ii) A site plan that creates a varied and pleasing streetscape and environment for residents;
 - iii) Landscaping that forms a substantial element of the total exterior appearance of the development, that creates an interesting and inviting environment for residents, and that softens the appearance of parking areas;
 - iv) Treatment of the perimeter of the site that minimizes impact on adjoining development.
- j) The development proposed for the site provides on-site amenities in addition to those required by the Zoning Code that will improve the livability and function of the development.
- k) The site and proposed development comply with or promote other goals, objectives or policies in the Comprehensive Plan.

If a property proposed for rezoning substantially complies with these characteristics, then the property should be rezoned to permit a density within the upper half of the density range allowed in the applicable land use designation. If a property proposed for rezoning does not substantially comply with most of the characteristics, then the property

should be rezoned to the lower half of the density range allowed by the applicable land use designation. Approval of a rezone based on these characteristics shall include a binding agreement to insure that the property will develop as approved.

Policy LU-2.9:

Establish regulations and determine the appropriate design and density for Single Family 2 (SF-2) planned unit developments using, as a framework, the following characteristics.

- a) The site has easy access to retail and other commercial services, particularly stores selling groceries.
- b) The site is adjacent to or has easy access to community facilities.
- c) The development potential of the site is not adversely affected by wetlands, streams, steep slopes or other development constraints.
- d) Site provides a transition between lower density single-family development and other uses.
- e) Roads that connect the site to arterials and local shopping areas are fully developed to City standards.
- f) The surrounding street network provides alternative access routes to/from the development and major employment and commercial areas in the City.
- g) The development proposed for the site would include a site plan that exhibits a well-designed arrangement of dwelling units and improvements and which may include:
 - i. Recreational amenities;
 - ii. Proposed building locations and separation and screening between buildings so that residents will enjoy privacy in their living units;
 - iii. Preservation or enhancement of natural areas, substantial stands of trees and/or other natural features;
 - iv. On-site common and usable open space.
- h) The development proposed for the site exhibits a high quality exterior design, including:
 - i. Exterior architecture that creates a visually pleasing appearance using a balance between horizontal and vertical design elements and coordinated colors;
 - ii. A site plan that creates a varied and pleasing streetscape and environment for residents;
 - iii. Landscaping that forms a substantial element of the total appearance of the development, that creates an interesting and inviting environment for residents;
 - iv. Treatment of the perimeter of the site that minimizes impacts on adjoining development and enhances the neighborhood;
 - v. Improvements that provide non-motorized and pedestrian circulation, access and facilities.
- i) The site adjoins property designated for uses other than single-family residences.

j) The site will be developed with the infrastructure improvements to properly mitigate development-related impacts.

k) The site is located in an area that is already developed to a density in the upper half of the allowed density range.

l) The site and proposed development comply with or promote other goals, objectives or policies in the Comprehensive Plan.

If a property proposed for a planned unit development rezoning substantially complies with these characteristics, then the planned unit development should allow a density within the upper half of the density range allowed in the SF-2 land use category. If a property proposed for a planned unit development rezoning does not substantially comply with most of these characteristics, then the density of the planned unit development should be limited to the lower half of the density range allowed in the SF-2 land use category. Approval of a planned unit development rezoning based on these characteristics shall include a binding agreement to insure that the property will develop as approved.

Policy LU-2.10: Residential development shall be allowed at less than the plan designated density range on properties where the development potential is constrained by environmental or infrastructure factors.

Policy LU-2.11: Subdivision regulations and standards shall promote public health, safety, aesthetics, and general welfare. Such regulations and standards shall allow for efficient use of land, minimize adverse impacts on surrounding development, provide adequate public utilities, proper access and traffic circulation, streets, sidewalks, and other public facilities.

Policy LU-2.12: No single-family residential property (SF) shall be rezoned to any form of multi-family (MF) use; except in rare instances, and then only upon a showing of clear and convincing evidence of need.

3. Non-Residential Uses

Policy LU-3.1: Incentives and performance related standards shall be established to allow residential uses and mixed-use developments on Office Commercial and Regional Commercial designated properties, at appropriate locations in the Subregional, Community College, and Highway 99 Corridor Subareas.

Policy LU-3.2: Accessory or customary uses such as churches, child care, group homes, schools, and transit, utility and public facilities shall be allowed in commercial areas provided that such uses can be properly accommodated and support the needs of the area.

Policy LU-3.3: Adult entertainment uses shall be allowed in specified portions of the Industrial land use categories, subject to restrictions (such as locational, signage, landscaping and operational controls) designed to reduce and mitigate the adverse secondary impacts of such uses while allowing constitutionally protected forms of expression.

Policy LU-3.4: Regional commercial (RC) land uses shall be delineated in the land development regulations to specify the appropriate desired uses and

developments in accordance with the Comprehensive Plan, subarea specific plans, and other planning efforts.

Policy LU-3.5: When reviewing nonresidential proposals that involve discretion, the extent to which nonresidential development would reduce existing housing stock, or reduce land available for residential development, should be weighed.

4. Mixed Use

Policy LU-4.1: Zoning districts and regulations shall be established to implement the Mixed-Use land use category shown on the Future Land Use Plan map.

Policy LU-4.2: Incentives shall be provided to encourage mixed-use developments in the Subregional Center.

Policy LU-4.3: Areas in the Subregional Center appropriate for mixed-use development shall be identified and the appropriate density of such development shall be established.

Policy LU-4.4: Encourage mixed use development (including multiple family residences) at major intersections along Highway 99, provided that development sites are large enough to enable high-quality urban design and inclusion of site amenities.

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.

6. Public Facilities

Policy LU-6.1: The siting of public facilities shall follow these guidelines:

- a) Public facilities should be centrally located in their service area.
- b) Facilities that serve a single neighborhood should be located in such neighborhoods.
- c) Facilities that serve two or more neighborhoods should, where possible, be located near the common boundary(ies) of the neighborhoods.
- d) Facilities that serve the entire City shall be easily accessible from all parts of the City and should minimize and then mitigate use-generated traffic or other impacts to residential neighborhoods.
- e) Facilities that serve regional needs shall be located in close proximity to regional transportation systems (freeways, arterials, or major public transit lines); such facilities shall minimize and then mitigate use-generated traffic or other impacts to residential neighborhoods.

f) Regional facilities shall also be located in close proximity to supporting services.

g) Public facilities serving regional needs should also be located near supporting or complementary uses and away from residential areas.

7. Neighborhoods

- Policy LU-7.1:** Work with affected persons and groups to develop plans and strategies that will improve and stabilize neighborhoods.
- Policy LU-7.2:** Allow a range of complementary residential and limited neighborhood commercial land uses in existing and developing neighborhoods. Complementary uses include places of worship, child day care, adult day care, and similar institutional uses that provide a residential service and do not cause a substantial impact to adjoining residences. Limited commercial land uses may be allowed where residences are more than convenient walking distance (about one-half mile) from other shopping areas, and may include small retail stores providing convenience goods for residents of the immediate area.
- Policy LU-7.3:** Facilitate neighborhood identity through public improvement and activities.
- Policy LU-7.4:** Provide for a rental housing inspection program to promote the long-term viability of neighborhoods.
- Policy LU-7.5:** Encourage the creation of pedestrian-friendly developments and neighborhoods.
- Policy LU-7.6:** In all categories, non-residential developments that adjoin residential properties shall provide transitional screening so that commercial activities do not significantly affect the livability of the residential properties.
- Policy LU-7.7:** Residential areas shall be protected from encroachment by developments that would influence available residential land towards nonresidential use.

8. Urban Design

- Policy LU-8.1:** Complete an urban design plan that describes concepts, principles and methods for strengthening the City's image and "sense of place" and enhance the City's livability.
- Policy LU-8.2:** Develop design guidelines and standards, and a design review process for development that improves the quality of residential, commercial, industrial, mixed use, and public development and supports the urban design plan.
- Policy LU-8.3:** Establish a program to preserve historically and culturally significant sites, buildings, structures, landscapes, trees and artifacts.
- Policy LU-8.4:** Provide adequate setbacks, buffers, landscaping, visual screens, and appropriate building scale and architecture to make development compatible with nearby residential and other land uses.

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- Policy LU-8.5:** Develop specific design guidelines and development standards for the Activity Centers and areas with special or unique characteristics.
- Policy LU-8.6:** Establish signage standards that provide for business visibility while enhancing the visual character and image of the City.
- Policy LU-8.7:** Provide incentives and recognition to those property owners that rehabilitate, restore, retain or reproduce historical elements of their properties.
- Policy LU-8.8:** Provide a program for the early identification and resolution of conflicts between the preservation of cultural and historic resources and future land uses.
- Policy LU-8.9:** Establish development programs and regulations for the preservation of a major tree stands and canopies and other native vegetation on development sites. Emphasis should be given to retaining masses of trees rather than isolated freestanding trees.
- Policy LU-8.10:** Guidelines and regulations to improve and increase the use of trees and landscaping, as an important feature of land development and the community shall be established.
- Policy LU-8.11:** A comprehensive street and landscaping tree plan that will enhance streetscape, provide identity and continuity, soften the appearance of pavement and separate pedestrians from vehicular traffic shall be prepared and implemented.
- Policy LU-8.12:** Attractive gateways shall be established at all principal entry points to the City.
- Policy LU-8.13:** Reconstruction of streets located within principal gateways shall incorporate high quality landscape and streetscape design and features.
- Policy LU-8.14:** Special design features and standards shall be employed to strengthen the individual character of planned activity centers.
- Policy LU-8.15:** The number, size and height of signs shall provide for business and product identification while creating an aesthetically pleasing visual environment.
- Policy LU-8.16:** Signs shall be designed and placed on a site in a way that provides an integrated development appearance and is aesthetically pleasing as viewed from the street and surrounding properties.
- Policy LU-8.17:** The City shall implement a program requiring nonconforming signs to be made conforming or be removed.
- Policy LU-8.18:** The visual character of buildings shall be enhanced by means of architectural design and landscape elements to create a human scale and positive visual character for the streetscape and abutting residential uses.
- Policy LU-8.19:** Screening of elements such as recycling and waste collection areas, compactors and dumpsters, loading and service areas, and mechanical equipment shall be required so that these elements do not create a negative impact to the streetscape and nearby residential areas.



