



**City of Lake Forest Park
COUNCIL COMMITTEE OF THE WHOLE SPECIAL JOINT MEETING
WITH PLANNING COMMISSION
TUESDAY, May 21, 2019
7:15 p.m.
Council Chambers
17425 Ballinger Way NE
AGENDA**

7:15 p.m.

- 1. Introduction/Meeting Overview**
 - Review timeline/work plan

- 2. Discussion of Preferred Alternative**
 - Discuss and confirm preferred alternative for study in the FEIS
 - Update on FEIS – plan for finalizing and publishing

- 3. Next Steps**
 - Summary of Work Ahead – Town Center Vision/Plan and code amendments and design standards
 - Planned public open houses

9:15 p.m.

- 4. Wrap-up/Adjourn**

Future Schedule

Monday, May 27, 2019 City Hall Closed for Memorial Day
Thursday, June 13, 2019 City Council Work Session Meeting 6 pm
Thursday, June 13, 2019 City Council Regular Business Meeting 7 pm
Thursday, June 20, 2019 City Council Budget and Finance Committee Meeting 6 pm
Monday, June 24, 2019 City Council Committee of the Whole Meeting 6 pm
Thursday, June 27, 2019 City Council Regular Business Meeting 7 pm

Table 2.2 for FEIS Analysis Purposes, Consider the Following Land Use and Zoning Assumptions—COW GUIDED PREFERRED ALTERNATIVE—WORKING DRAFT FOR MAY 21, 2019 JOINT COW/PC MEETING

Note: Planning Commission comments and points of discussion are shown in bold turquoise text.

	PREFERRED ALTERNATIVE	Key Questions and Discussion Points
<i>For FEIS Analysis Purposes, Consider the Following Potential Code Amendments and New Design Standards/Guidelines</i>		
<p>Uses</p>	<ul style="list-style-type: none"> • Generally agreeable to studying similar framework of uses as current code allows (with mixed use allowed everywhere) <i>but</i> would like to analyze a zoning district approach that would emphasize certain uses in certain areas (residential to the north; commercial to the south; civic to the east). • Potential to limit the amount of mixed use/retail in the north; the amount of housing in the south; etc. with analysis of this in the FEIS. • COW is in agreement with a mix of uses and that residential should not dominate the site. • Subarea Plan and Code provisions should indicate flexibility and willingness to relocate the civic core/city hall/community gathering space as part of site master planning and phases redevelopment plans over the long-term future. <p><i>The Planning Commission (PC) generally concurs with the approach of emphasizing land uses in a “sub-district” approach; PC also concurs with the idea of allowing mixed use/active use in all sub-districts, but that the amount of space allowed could be limited in the residential emphasis sub-district and focused on more neighborhood-commercial needs.</i></p> <p><i>Questions for discussion with COW: What do you want to see as you drive by? Where should the taller buildings be located?</i></p> <p><i>As part of public comment there was a suggestion to add a Lyon Creek sub-district.</i></p>	<ul style="list-style-type: none"> • Does the City want to emphasize certain land uses on certain portions of the site for analysis in the FEIS? • Should mixed use be allowed everywhere as it is under the current Code? • Should incentives be attached to providing mixed use and density/height bonus provisions as under current Code, or just to density/height? • If a “district” approach is applied it might be best to emphasize certain types of uses in certain areas, but not restrict to 100% of the use in that area. • Confirmed that EIS analysis assumes an increased level of restaurant uses and related parking demand. • Be sure to include provisions in Code to allow (and maybe even encourage) rooftop restaurants and uses (such as public space/civic space), so it is clear that residential is not required for all above floors. • Encourage the use of podium setback areas for public space, restaurant terraces, etc. as well. • Consider that future redevelopment will be phased over time, and that some phases may emphasize a specific type of use (residential, commercial, etc.); allow flexibility for phasing. • As part of design standards in Code, consider loading areas for deliveries, etc. as part of ground floor design of commercial/mixed use buildings – where are these best located and how access should be designed to serve these areas without negating a “pedestrian first” design approach.
<p>Height Limits—Residential/Office/Mixed-use</p>	<ul style="list-style-type: none"> • For multi-story residential, office, and mixed use buildings studied in the FEIS, evaluate a base height of four levels (3/1) and a maximum height of five levels (4/1) with the provision of amenities (potential for bonus height/density as incentive with additional open space, site amenities, etc). • Would like Planning Commission to consider the potential for trade offs or Code provisions that allow additional building height with provision of more open space around buildings (for more access to light, air, etc. and to enhance Town Center character). <p><i>The PC generally concurs with the approach of having a base height level of 3/1 (four levels) with a maximum height level of 4/1 (five levels), also currently allowed under the Code for Town Center with application of the framework guidelines. Will the FEIS study a mix of 3/1 and 4/1 buildings? Yes.</i></p>	<ul style="list-style-type: none"> • Need to develop clear standards for desired amenities as part of incentives. • Could place priority on certain amenities, types of open spaces, etc. • These height parameters are similar to those allowed under the 2005 framework design guidelines, and now updated Code modifications would more clearly indicate what is allowed as a base height and what amenities and features must be provided to build an additional bonus height level and/or bonus density.

<p>Height Limits—Commercial Only</p>	<ul style="list-style-type: none"> For one story commercial/retail only uses, suggest considering 20-foot height limit. For two story, could look at current Town Center heights as the max. – or 35 feet? Discuss with Planning Commission and look at regional examples. <p><i>35 feet could also be a two story height limit? This is something that can be addressed as part of work on the Code amendments. May consider provisions for stand-alone vs. attached commercial/mixed use buildings. Will look at relative sizes and heights of newer commercial buildings/uses in the region (such as the Hangar and Seaplane in Kenmore and others).</i></p>	<ul style="list-style-type: none"> If commercial only buildings are developed, what height flexibility is needed to support a variety of different types of uses (grocery, brewery/brew pubs, restaurants, etc.)?
<p>Height Limits—Parking Structure</p>	<ul style="list-style-type: none"> For a stand-alone parking structure the height limit for study in the FEIS should be 5 levels; consider setting a base height of 4 levels and allowing fifth level with incentives, such as public rooftop space/viewing area on the top level/upper level or other type of community/civic space. Considering that upper level is a parapet level, five levels may not be as tall as other five level buildings; however consider convertible floor to floor heights as well (see below). Consider that at grade level may need to be higher if garage is to be used for farmers market and/or to match wrapping or integration of commercial/active use space around the parking structure. Consider what height limit is appropriate – should be lower than 20-foot level analyzed for commercial/retail use buildings. <p><i>Concurrence with the base height of four levels and additional level with incentives such as rooftop public space. Reminder of parapet level at top – so may not be full floor height. Consider allowing extra level tied to wrapping with commercial/active uses. More height may only apply with partnership development of a parking structure. We discussed the trade-offs, benefits of being able to locate public parking, secure police parking, and customer parking in the parking structure as well. Some stated that as long as a parking structure is being built (and potentially through partnerships), it should be as big as feasible while still consistent with the character of Town Center. The Code and design standards will need to be thorough and detailed to regulate the design/aesthetics of the parking structure. Be sure to emphasize that below grade parking levels are encouraged. With partnership projects, could be more flexibility in design.</i></p>	<ul style="list-style-type: none"> Continue to carry forward importance of a design with level floors (rather than slanting/ramping of floor levels). Continue to carry forward importance of floor to floor heights that can be converted to other uses in the future (such as office or residential) if the initial quantity of parking built is not needed in the future. This may be a floor to floor height of 11.5 or 12 feet...to be studied. Continue to carry forward importance of wrapping the parking structure with space for active uses at grade.
<p>Density—Residential</p>	<ul style="list-style-type: none"> Analyze a maximum of 700 residential units in the FEIS, along with the assumption that addition of housing may be phased over time in lower increments. A first phase project could potentially be 300 or 350 units or less. <p><i>The PC generally agrees with the approach of the FEIS analyzing a cap on multi-family residential density up to a maximum number of units of 700.</i></p> <p><i>A mix of unit sizes is desirable. There were differing opinions about regulating unit size and this discussion was tabled for later discussion as part of Code amendments. Some suggested having a minimum unit size. Some felt that as long as form, height, and overall density was regulated, unit size did not need to be. Some stated that smaller units can help address affordability needs. Some felt that as long as form, height, and open space/setbacks/edge conditions were regulated, an overall maximum number of units is not needed. Some suggested having a minimum unit size.</i></p> <p><i>Important: make sure the Code clearly requires project-level study for impacts, including traffic and parking analysis related to future applications for redevelopment.</i></p>	<ul style="list-style-type: none"> With implementation of the 2005 Town Center Framework Guidelines, density shall be determined by form and other provisions related to setbacks, heights, and there is no maximum density, so this would be introducing a maximum density of housing into the Code provisions.
<p>Density—Commercial</p>	<ul style="list-style-type: none"> Planning Commission needs to review and consider an appropriate maximum GSF for commercial single use (not applicable to residential or office space). COW is inquiring if 50,000 GSF is too much? Do we need to go to an assumption of double level commercial space that would be greater than 50,000 GSF? What types of uses would these be and would they fit the scale and character of Town Center? (previous discussions had considered 50,000 GSF on one level max., and up to 75,000 GSF on two levels with a conditional use permit. Any commercial space (single use) greater than 50,000 would require conditional use permit. 	<ul style="list-style-type: none"> Current code: no single store front should exceed 60,000 GSF; individual uses of less than 60,000 GSF allowed outright; non-residential uses between 60,000 and 100,000 GSF allowed through conditional use permit; no non-residential use (single tenant) over 100,000 GSF

	<p><i>This item will be under further study as part of Code amendments/design standards. We will be reviewing examples of commercial space sizes in the region.</i></p>	<ul style="list-style-type: none"> • These needs further study and review of regional comparables, as well as consideration of the specific types of uses that might occur at TC in the future. There are no single use commercial spaces today over 50,000 (and in fact most are much less space in size). • There may be a need to limit the overall GSF of commercial/retail/office use at the site to no more than the upper level studied in the FEIS or than currently exists. Discuss with Planning Commission.
<p>Setbacks and Edge Conditions</p>	<ul style="list-style-type: none"> • See suggested setback approach for study/analysis in FEIS, which changes perimeter dimensions in some locations and removes interior setbacks, retaining the overall same SF in setback areas. • Increases setback areas along Lyon Creek (west and south site areas). • Consider the potential to include a “willing neighbor” or property owner agreement provision in Code to change existing setback requirements. • Retain 20-foot setback along Ballinger Way and elsewhere at Town Center. • No buildings or roadways in setback areas; consider if sidewalks/paths could be allowed; consider requirement to preserve existing trees in these areas. • Verify ROW line along Ballinger Way to better understand design implications; should stoops/stairways be allowed to extend to sidewalk in ROW within the setback zone? Perhaps with design review? Find examples of stoops/stairways for townhouses or live/work units that might work for along Ballinger Way; some questioned if the street is too busy for front door connections to the sidewalk? Others feel this would be a friendly use across from other residences along the street. Perhaps stoops/stairways with open spaces and trees in between could work. FIND GOOD EXAMPLES TO SHARE. <p><i>The PC concurs with the general approach related to setbacks for the Town Center; could consider Code language that eliminates the requirement for setbacks on adjacent commercial (or “Town Center”) zoned parcels.</i></p>	<ul style="list-style-type: none"> • 20 foot building setbacks are currently required by Code (see attached exhibit) along ALL property lines – rear, front, side yards.
<p>Open Space</p>	<ul style="list-style-type: none"> • COW is fine with following Planning Commission’s recommendations for open space; would like centrally located contiguous open space areas, not just in north, but also south and south of City Hall as another potential space. Tend to agree with not counting private balconies and patios in private open space. Tend to agree with prioritizing certain areas of open space. COW suggests that setback areas along Town Center perimeter and Lyon Creek also should not be counted as part of required open space. • PC and consultant/staff team will be studying appropriate metric/size for open space requirement, as well as locational provisions. Perhaps could study one contiguous open space area in each “district” no less than .5 acres in size....to be analyzed in the FEIS along with other open space requirements per Planning Commission’s recommendations. • Be sure to address preservation of the function of Third Place Commons as part of open space requirements and amenities to incentives additional height/density. <p><i>The PC made substantial progress considering potential open space metrics/provisions for study in the FEIS. The PC prefers a planning approach that would set objectives for size of space and location of space in each sub-district (similar to Overlake Village and Bel-Red subarea plan examples). Calculations that align with regional approaches are pointing toward an overall public open space requirement of about two acres total within the interior of the site (not including perimeter setbacks or creek related buffers). Discussed that any one public space should be contiguous and a minimum of one-half acre. We will continue to study minimum dimensions for such spaces. While most space would be anticipated to be green</i></p>	<ul style="list-style-type: none"> • Under study by the Planning Commission • Current Code: existing footprint of buildings, structures, and pavement could be retained in redevelopment (underlying Critical Areas ordinance provision). Open space requirements are less stringent in the existing Code than currently under study in the FEIS.

	<p><i>space with recreation accommodations for resident/employees, some spaces may be town square/hardscape/woonerf/festival street space. Decided not to tie the amount of open space required to a particular use type, but did anticipate that we should have a minimum per unit requirement for both public and private space; further discussion will occur with Code amendments/design standards work.</i></p> <p><i>We discussed that the FEIS will include diagrammatic planning concepts that represent these open space parameters, along with the building form and height discussed above.</i></p>	
Building Step Backs	<ul style="list-style-type: none"> Discussed the benefits of a step back requirement at the top of the first level (podium level); have discussed the importance of how buildings look and feel at grade (from the pedestrian scale/perspective); podium level should not be too high/tall. May not need additional building step backs if property line setbacks are increased and with the building heights now proposed for study by the COW. Step backs seem to make more sense for taller buildings than proposed. <p><i>To be further studied with development of the Code amendments/design standards.</i></p>	<ul style="list-style-type: none"> Current code: building step backs may be considered for buildings adjacent to public realm and certain locations on the site (such as 12- to 16-foot step backs of the 3rd floor similar to 2005 Framework Design Guidelines), but also may consider potential for flexibility through development agreement and design review process
Housing Choice and Affordability	<ul style="list-style-type: none"> There were differing perspectives on this, but it seemed that most COW members tended to support the idea of having an affordable housing requirement considered for the Code and incentivizing this through MFTE. This is something that can be mentioned in the FEIS that is part of the preferred alternative analysis, and then further reviewed and developed as part of the subarea plan and code amendments. The most common metric throughout the region is 20 percent of the units must be affordable to 80 percent AMI. For King County, the projected AMI is about \$90K per year; 80 percent AMI would be about \$72,000 and considered a living wage to support workers in the community who may be teachers, entry level firefighters, police, shopkeepers, etc. Note that the King County/Regional Affordable Housing Task Force (see link below to study), projecting the need for 244,000 additional affordable homes by 2040 in King County, and the task force has set a goal of preserving or building 44,000 units of affordable housing to serve people earning less than 50 percent AMI over the next five years. https://www.kingcounty.gov/~media/initiatives/affordablehousing/documents/report/RAH_Report_Final.ashx?la=en <p><i>The PC concurs with the approach that the FEIS will mention the potential inclusion of housing affordability and MFTE provisions as part of Code amendments.</i></p>	<ul style="list-style-type: none"> Consider if provision of affordable housing should be mandatory or voluntary and if the multi-family tax exemption should be applied as an incentive.
Incentives for Redevelopment	<ul style="list-style-type: none"> COW Feedback: YES ABSOLUTELY; need to clarify standards and priorities in relation to allowing an additional level of height/density. <p><i>The PC concurs, and this will be an item of ongoing study/analysis as part of work on the Code amendments and design standards.</i></p>	<ul style="list-style-type: none"> Consider specific incentives options that if applied could allow additional height and density. Consider priorities for incentives options (open space types, size, uses, amenities, etc.) Note to remember: if we just have one maximum height level, we lose the ability to award an additional height level as an incentive.
Site Interior Design, and Pedestrian Connectivity	<ul style="list-style-type: none"> Provision of pedestrian seating, furnishings, lighting, visual connectivity and “eyes on” pedestrian- and transit-oriented design, public amenities such as water features, public art, and other elements would all be integrated into new Town Center Design Standards and Guidelines as part of LFPMC amendments. The provision of pedestrian connectivity at regular intervals north-south and east-west within the site and around the perimeter of Town Center will be addressed in LFPMC amendments and design standards and guidelines. PLANNING COMMISSION – discuss appropriate interval metric and that connectivity need not be an exact grid – discuss appropriate language for Code/design standards. 	

	<i>This will be an item of ongoing study/analysis as part of work on the Code amendments and design standards.</i>	
Sustainability/Green Building	<ul style="list-style-type: none"> Sustainability features as required by Code and Design Standards and Guidelines. Compliance with IBC. Additional provisions could be built into incentives options. <p><i>This will be an item of ongoing study/analysis as part of work on the Code amendments and design standards.</i></p>	
Trees and Landscaping	<ul style="list-style-type: none"> Trees are extremely important and would like to consider a requirement for tree canopy coverage similar to that required for other commercial areas (Southern Gateway is 15% at 30-year maturity). Otak to study and determine potential percentage for Town Center with setback, open space requirements, parking lot and street trees and landscaping requirements, etc. Follow the City's Tree Canopy Preservation and Enhancement LFPMC provisions (Chapter 16.14): https://www.codepublishing.com/WA/LakeForestPark/html/LakeForestPark16/LakeForestPark1614.html Updated and expanded requirements related to preservation and planting of new trees and landscaping are being integrated into the Code amendments and design standards and guidelines. <p><i>This will be an item of ongoing study/analysis as part of work on the Code amendments and design standards. The PC will identify a potential canopy goal specific for Town Center with further analysis. We discussed if this should be addressed in the FEIS – at a programmatic level (non-project) this objective will be mentioned, but we won't include a more design-level type of graphic – too specific.</i></p>	<ul style="list-style-type: none"> COW – ask Planning Commission to consider an appropriate tree canopy coverage (percentage) to be required for Town Center with future phases of redevelopment and leading to a cumulative metric.
Bicycle	<ul style="list-style-type: none"> The provision of bicycle facilities including weather protected parking and storage areas and design standards for bicycle connectivity within the site and around the perimeter of Town Center will be addressed in LFPMC amendments and design standards and guidelines. Quantity of bicycle parking to be required is under study and will be specified in Code/standards and guidelines with reference to other regional precedent requirements. <p><i>This will be an item of ongoing study/analysis as part of work on the Code amendments and design standards.</i></p>	
Transit	<ul style="list-style-type: none"> Transit-oriented design provisions are proposed to guide redevelopment and specific requirements for lighting of pedestrian ways, connectivity to transit, weather protection, information and wayfinding, and other elements would be integrated into the Town Center Design Standards and Guidelines. <p><i>This will be an item of ongoing study/analysis as part of work on the Code amendments and design standards.</i></p>	
Vehicular Routes	<ul style="list-style-type: none"> Specific design provisions related to lengthening of distances between access points and internal drive aisles, provision of traffic calming and other design measures to deter short cutting of intersections, as well as other design treatments and necessary improvements to support implementation of the preferred alternative would be integrated into the Town Center Plan and LFPMC amendments as applicable. Consistent with pedestrian-first/pedestrian-oriented design, the EIS analyzes the potential to create a better-defined internal street network with sidewalks, on street parking (encourages activity at street level, buffers pedestrians from traffic, and serves traffic calming function), curb extensions/bulb-outs, and other features that would support function similarly to public streets (even though access ways may continue to be privately maintained). <p><i>This will be an item of ongoing study/analysis as part of work on the Code amendments and design standards. The PC would like to encourage the provision of a shared street space/Town Square/Woonerf type of space as a focal point and could be a place for the Farmers Market in the future.</i></p>	
Parking—Residential	<ul style="list-style-type: none"> The FEIS analyzes the requirement of 1.5 spaces per unit, which could be retained; or could be reduced as incentive given TOD, with the provision of updated traffic and parking analysis by applicants. <p><i>There was some discussion that 1.5/unit is very high for transit oriented development. This needs to be further studied/reviewed as part of Code amendments. We discussed that we could allow the applicant to reduce parking</i></p>	<ul style="list-style-type: none"> Research of multi-family projects in Kenmore shows a lower ratio of parking spaces per unit allowed.

	<p><i>requirements with the provision of a specific study of parking demand/capacity and demand management provisions (such as a neighborhood parking management plan).</i></p>	
<p>Parking--Commercial</p>	<ul style="list-style-type: none"> • The FEIS assumes 4 spaces/1,000 GSF for commercial use and compares to the King County Right Size Parking model. This is slightly MORE parking than currently exists at Town Center. This may be too much given potential parking structure and potential for shared use. • Consider allowing flexibility with further analysis/study by applicant on a case by case basis. <p><i>We did not discuss this yet with the PC; however, the 4/1000 is less than currently required of 5/1000 and consistent with TOD and provision of parking structure at the site that could potentially be shared. 4/1000 is also similar to the current parking quality at the site. This will be an item of ongoing study/analysis as part of work on the Code amendments and design standards.</i></p>	<ul style="list-style-type: none"> • Consider including a Code provision that requires a parking management plan be developed and maintained by larger property owners in the Town Center zoning district (such as owners of the shopping center, housing areas, ST parking structure, City Hall, etc.)

WORKING DRAFT

Lake Forest Park Town Center Vision/Plan Outline

<Contents from the Town Center VISION included below; note updates to be made; are any other updates needed?>

- I. Purpose
 - A. Recraft as “Vision/Plan” purpose
- II. Context
 - A. Planning area map (page 4); planning area includes Fire Station, Arco, and intersection area
 - B. History – generally the same
 - C. Add more detail about context/existing site conditions from EIS
- III. Planning Process and Community Engagement <section title change>
 - A. Expand from Vision to cover entire planning process through plan adoption
 - B. Process Diagram/Visioning Timeline– revise to cover entire process
 - C. Town Center Planning Background (page 11); instead of Visioning Background
- IV. What We’ve Heard—Outcomes from Community Engagement
 - A. Expand from Vision to cover public input received through plan adoption; refer to website for detailed comments
 - B. What We’ve Heard pages – generally the same
 - Placemaking
 - Sustainability
 - Multimodal Connectivity
 - Pedestrian Realm
 - Parking
 - Public Services and Utilities
 - Mixed Use Redevelopment
 - Town Center Character
 - C. Move “Next Generation Perspectives” to this section
 - D. Summary of Comments from Environmental Review
 - E. Could be some final refinements to this to incorporate comments during adoption
- V. Vision Statement, Goals, and Policies
 - A. Generally the same as in the VISION document unless changes are suggested
 - Placemaking
 - Sustainability

- Multimodal Connectivity
- Pedestrian Realm
- Parking
- Public Services and Utilities
- Mixed Use Redevelopment
- Town Center Character

VI. Plan Recommendations

A. Town Center—Heart of the Lake Forest Park Community

B. Proposed Land Uses/District Focus Areas/Community Elements

- Commercial District Focus Area
- Multi-family Residential District Focus Area
 - Expanded housing choices in the community; affordable housing provisions as applicable
- Civic District Focus Area
 - City Hall civic space expansion and public space opportunities
- Community Elements
 - Third Place Commons
 - Farmers Market
 - Festival Street
 - Lyon Creek Enhancements
 - Green Loop

C. Height and Form/Form Based Regulations

D. Density Limitations

E. Open Space, Setbacks, and Edge Conditions

F. Town Center Architectural and Site Character (set the stage for the design standards and guidelines)

G. Pedestrian-Friendly Design

H. Connectivity to Transit

I. Bicycling Facilities and Connections

J. Other Multi-modal Transportation Recommendations (street design)

K. Commuter Parking Structure and Right-Sizing Parking

L. Public Services and Utilities

M. Environmental Stewardship and Sustainability

VII. Implementation—A Program for Action

A. Regulatory Amendments

B. Ongoing Coordination and Communications

C. Potential Partnership Opportunities

- D. Actions Needed by Service and Utility Providers
- E. Supporting Implementation of Other Plans (Safe Streets, Safe Highways, PROS-T, etc.)
- F. Capital Improvements Planning
 - Public Facilities
 - Multimodal Transportation
 - Utilities
- G. Summary of Priorities/Matrix

WORKING DRAFT



FRAMEWORK OF GOALS/POLICIES FOR THE TOWN CENTER PLAN/VISION

Working Draft, May 21, 2019

The following goals and policies support the vision and subarea plan for Town Center and are based on community input received during the visioning process. These goals and policies also support previously adopted Lake Forest Park Comprehensive Plan (January 2016) provisions and are consistent with the 100-Year Vision for Lake Forest Park (May 2008), as well as the Town Center Framework Design Guidelines (September 2005), which has been integrated into Lake Forest Park Municipal Code and supporting design standards for the Town Center. The goals and policies also are aligned with the 2018 Parks, Recreation, Open Space, and Trails (PROS-T) Plan for Lake Forest Park.

Reference Links:

Refer to the Draft Town Center Vision document here:

[http://www.yourlakeforestpark.com/uploads/1/1/5/5/115517941/vision_document_final_draft_lo-res .pdf](http://www.yourlakeforestpark.com/uploads/1/1/5/5/115517941/vision_document_final_draft_lo-res.pdf)

Lake Forest Park Comprehensive Plan (2016)

<https://www.cityofflp.com/160/Lake-Forest-Park-Comprehensive-Plan>

100-Year Vision for Lake Forest Park (May 2008)

https://www.cityofflp.com/DocumentCenter/View/362/LFP_LegacyProjectReport_May08_FINAL_PRINT?bidId=

Town Center Framework Design Guidelines (September 2005)

http://www.yourlakeforestpark.com/uploads/1/1/5/5/115517941/town_center_framework_design_guidelines.pdf

Sustaining a Livable Lake Forest Park: The Future of Our Town Center TASK FORCE REPORT AND RECOMMENDATIONS (October 2004)

<http://www.yourlakeforestpark.com/uploads/1/1/5/5/115517941/sustaining-livable-lfp-town-center-report.pdf>

Lake Forest Park Parks, Recreation, Open Space, and Trails Plan (2018)

<https://drive.google.com/file/d/1WmWYdGruNfmTQme0SpH5KCUfvPhsNDSP/view>

DRAFT GOALS AND POLICIES FOR REVIEW

Goals and policies of the Vision are organized under the same headings as comments and input summarized previously in this document, under the “What We’ve Heard” summary in this vision/plan.

- Placemaking
- Sustainability
- Multi-Modal Connectivity
- Pedestrian Realm
- Parking
- Public Services and Utilities
- Mixed Use Redevelopment
- Town Center Character

PLACEMAKING

GOAL TC-1. Preserve and strengthen the sense of place and community at the Lake Forest Park Town Center through future redevelopment and improvements.

POLICY TC-1.1. Continue to fully engage the Lake Forest Park community as plans for redevelopment and improvements move forward.

POLICY TC-1.2. Re-create, incorporate, and enhance the attributes and functions of the Third Place Commons space in future indoor and outdoor community gathering spaces.

POLICY TC-1.3. Continue to encourage retail and services at the Town Center that support the daily needs of the community (local businesses, shopping, library, bookstore, postal/mail services, financial, groceries, diverse restaurants, City Hall, medical/dental, public services, police, fire, access to transit, health and wellness, dining, entertainment, and other similar uses).

POLICY TC-1.4. Strengthen and enhance the sense of place at Town Center through high quality design and development.

GOAL TC-2. Retain the Town Center as a vital community hub for: preserving, enhancing, and expanding the function of the Third Place Commons; creating new spaces for community gathering; and expanding public use as part of future redevelopment and improvements.

POLICY TC-2.1. Coordinate and collaborate with developers and agencies to optimize vibrant, active community gathering spaces at the Town Center.

POLICY TC-2.2. Work with private property owners to seek out a mix and variety of tenants that can provide restaurant, retail, office, and services for the Lake Forest Park community. Consider providing incentives to encourage local businesses over national chains and provide support to help recruit the types of businesses and services that are most strongly

desired by the community. (For example, the community is highly interested in the potential for a new grocery store and more diverse restaurants.)

POLICY TC-2.3. Encourage the development of housing at Town Center, which will enhance its sense of place, increase business activity and economic development, and generate ridership for the transit system.

GOAL TC-3. Create a network of interconnected parks, plazas, trails, and open spaces emphasizing the close-knit Lake Forest Park community in general and the pedestrian-friendly focus of Town Center.

POLICY TC-3.1. Encourage the provision of a “loop trail” around the perimeter of the Town Center with clear access into Town Center, adjacent Whispering Willow and Blue Heron parks, the Burke-Gilman Trail, and the surrounding residential neighborhoods.

POLICY TC-3.2. Enhance existing common and gathering spaces, including City Hall and the adjacent pocket park, and the Lyon Creek daylighting project.

GOAL TC-4. Enhance the sense of place through high quality design and development that emphasizes the Town Center’s role as the place where the community gathers.

POLICY TC-4.1. Provide multiple connected common spaces along with pathways that provide through pedestrian connectivity and allow people to walk through the entire Town Center site (north to south and east to west), separated from traffic, and in a pleasant, attractive setting. This may include a loop trail around the Town Center with connectivity to internal pathways as well as pedestrian and bicycle routes that lead to surrounding neighborhoods.

POLICY TC 4.2. With redevelopment, provide for the continuance and enhancement of the Farmers Market at Town Center; the market could shift in location to a new civic space/flexible use parking area, within a new parking structure, or other possible areas designed specifically for Farmers Market use.

POLICY TC-4.3. Support redevelopment plans with a mix of active uses at ground floor levels adjacent to pedestrian pathways. Active uses could include retail, offices, art galleries, gym/work out space, studio space, and other businesses and uses that have the potential to activate the public realm of walkways, plazas, gathering spaces, pocket parks, sidewalk cafes/outdoor dining areas, and other similar places that surround buildings.

POLICY TC-4.4. Require and incentivize the provision of a diversity of outdoor experiences with redevelopment, including covered areas and flexible spaces that might support public and customer activities such as:

- Community and cultural celebrations, concerts, and events
- Outdoor markets and arts and crafts festivals
- Grassy seating areas and green, landscaped spaces
- Outdoor movie watching
- Portable ice skating and holiday festivities

- Outdoor games and play areas
- Gathering spaces that serve all ages and interests

GOAL TC-5. Encourage public art and creative expression (which could be stand-alone works or elements integrated into design) throughout the Town Center with redevelopment and improvements.

POLICY TC-5.1. Engage the Lake Forest Park Arts Council and community in plans for public art at the Town Center.

POLICY TC-5.2. Work closely to support Sound Transit in implementing its art program with proposed transit related improvements at the Town Center.

POLICY TC-5.3. Consider a variety of public artworks and encourage forms of art that honor the history and community heritage of Lake Forest Park. Public art should cover themes that span throughout history—from when Native American tribes gathered along Lyon Creek at the shores of Lake Washington to present-day cultural characteristics and values in Lake Forest Park.

SIDEBAR—

PLACEMAKING:

**OUTDOOR GATHERING PLACES AND
COMMUNITY SPACES**

The Lake Forest Park community has a strong interest in opportunities to create outdoor places and spaces for social gathering and community events. The community would like to retain and enhance space for the Farmers Market and perhaps integrate outdoor market space into the top or bottom levels of structured parking if built at the Town Center. With redevelopment, the community envisions common areas with attractive landscaping and hardscaping, public art, furnishings (tables, chairs, benches, etc.), pedestrian-scale lighting, and other amenities. The community also would like to see spaces for outdoor cafés and al fresco dining options, events and festivals, small scale games (chess, checkers, pickle ball, etc.), movie-watching, portable ice skating, and other year-round multi-generational activities. High quality materials and covered spaces for protection from weather also are desirable.

SUSTAINABILITY

GOAL TC-6. Demonstrate the community’s commitment to exemplary environmental stewardship, positioning Lake Forest Park as a regional model.

POLICY TC-6.1. Encourage and incentivize green building and green infrastructure approaches throughout the Town Center.

POLICY TC-6.2. Encourage energy efficient development and explore opportunities to generate alternative energy on site, such as through solar voltaic panels placed over parking areas and/or on tops of buildings.

POLICY TC-6.3. Site design and development should consider sensitive drainage issues, including the history of wet conditions and the high water table in the southern part of Town Center.

POLICY TC-6.4. Provide opportunities for environmental education throughout the site, highlighting sustainable design elements where appropriate. Environmental education could include signage throughout the site as well as within buildings.

GOAL TC-7. Development in Town Center should include a variety of low-impact development measures and restoration elements to improve ecological functions in the area.

POLICY TC-7.1. The City should encourage low-impact development techniques such as green stormwater management, permeable pavements, green roofs, and other ecologically-friendly elements. An incentive program should be developed to support the use of these techniques.

POLICY TC-7.2. Design guidelines and development regulations should emphasize native vegetation protection and enhancement, including planting of trees and landscaping throughout the Town Center site, transforming gray to green.

POLICY TC-7.3. Create a program of environmental monitoring and adaptive management for the Town Center.

GOAL TC-8. Incorporate Lyon Creek, scenic views, and other natural features within and adjacent to the site as public amenities and protect them as environmental resources.

POLICY TC-8.1. Development should emphasize the scenic, forested setting of Lake Forest Park, and should protect mature or native vegetation wherever possible. New development should include the enhancement of existing landscaping and/or planting of new landscaping areas. Landscaping should include a mix of trees, shrubs, and ground covers and should maximize the use of native species.

POLICY TC-8.2. Encourage design and development that provides public access to views of Lake Washington and Mount Rainier from buildings and at community gathering spaces throughout the Town Center.

POLICY TC-8.3. Redevelopment should be framed around Lyon Creek as an asset and important site amenity within the Town Center, locating pedestrian pathways, overlooks, gathering spaces, outdoor cafes, habitat enhancement, and landscaped areas along the creek and avoiding paved parking and roadways next to the creek corridor. (This includes the full extent of Lyon Creek within and adjacent to Town Center.)

MULTI-MODAL CONNECTIVITY

GOAL TC-9. Provide direct, convenient pedestrian and bicycle access ways to existing and proposed transit services, including the future Bus Rapid Transit (BRT) in NE Bothell Way/SR 522.

POLICY TC-9.1. Provide pathways for pedestrian and bicycle use through the entire site that directly connect to transit waiting areas/stops.

POLICY TC-9.2. Provide shelter and weather protection along pedestrian and bicycle access routes.

POLICY TC-9.3. Enhance pedestrian and bicycle paths to transit with sufficient lighting and design these areas in accordance with safety and security best practices.

GOAL TC-10. Support plans and improvements that will enhance site circulation and parking access to existing and future uses with redevelopment at Town Center, along with adequately addressing commuter access to park-and-ride parking with implementation of the ST-3 project.

POLICY TC-10.1. Conduct traffic analysis and prepare a site specific transportation study for the Town Center that includes specific recommendations for improving multi-modal travel ways through the site (streets/circulation and freight delivery areas), enhancing access to transit, strengthening pedestrian and bicycle connectivity, and mitigating commuter-generated congestion.

POLICY TC-10.2. Require a redevelopment master plan that integrates land use and transportation functions of the site and addresses how the proposed transportation system will function efficiently for all modes with redevelopment, and implements recommendations of the site specific traffic analysis and transportation study (Policy TC10.1 above).

GOAL TC-11. Require safe and functional multi-modal access to all uses and locations across Town Center and enhance multi-modal connectivity to and from Town Center.

POLICY TC-11.1. Encourage redevelopment and improvements that carefully consider design best practices for streets, on-street and off-street parking, delivery areas, bicycle access and parking, and pedestrian connectivity.

POLICY TC-11.2. Support and encourage the development of a continuous loop trail/shared use path around the perimeter of Town Center that would connect to other pedestrian and bicycle pathways located on site, as well as those from surrounding areas that lead to the site.

POLICY TC-11.3. Consider potential implementation of a bike sharing program and/or potential bike station at the park-and-ride facility. This could either be a publicly sponsored

program or a private enterprise opportunity. Several commercial bike share programs already exist in the region.

POLICY TC-11.4. Support improvements that will enhance at-grade crossings of SR 522 and SR 104 and explore a potential grade-separated pedestrian and bicycle access solution (either under or over SR 522) that will enhance access between Town Center and the Burke-Gilman Trail, bus rapid transit stations and bus stops, businesses and neighborhoods on both sides of the highway.

GOAL TC-12. Implement the recommendations of the City’s adopted transportation plans, including those that apply to the Town Center and vicinity and that will improve multi-modal access to, from, and within the Town Center.

POLICY TC-12.1. Update Safe Highways recommendations related to the Town Centers as needed with further traffic analysis and transportation study at the Town Center and with the ST-3 project, and support implementation of Safe Highways recommendations as improvement projects proceed.

POLICY TC-12.2. Update Safe Streets and Safe Streets- Town Center Connections recommendations as needed with further traffic analysis and transportation study at the Town Center and with the ST-3 project, and support implementation of Safe Streets/Safe Streets-Town Center Connections recommendations as improvement projects proceed.

POLICY TC-12.3. Continue to coordinate closely with all transportation service providers and agencies (Sound Transit, King County Metro, Washington State Department of Transportation, neighboring cities, and others) in the planning, design, and implementation of multi-modal transportation improvements at Town Center.

SIDEBARS—

MULTI-MODAL CONNECTIVITY:

The City of Lake Forest Park will continue to engage and coordinate with Sound Transit, King County Metro, WSDOT, neighboring cities, property owners, and the community on plans and projects moving forward, including future multi-modal transportation improvements.

PEDESTRIAN FRIENDLY STREETS:

Town Center redevelopment could include a network of new pedestrian-friendly shopping streets and corridors. Shopping streets could be designed with on-street parking, wide sidewalks, street trees, furnishings, sidewalk café space, and other amenities. People would have opportunities to stroll and window shop along these new streets and corridors through the site.

PEDESTRIAN REALM

GOAL TC-13. Require pedestrian-friendly redevelopment and design best practices as part of all improvements and redevelopment at the Town Center, ensuring a safe, well-connected pedestrian network across the entire site.

POLICY TC-13.1. Encourage development of through pedestrian paths from north to south and east to west across the entire site, along with a loop trail around the site, and encourage these paths to be located in safe, active, visible, well-lit, and attractive settings across the site.

POLICY TC-13.2. Provide enhanced pedestrian access and crossing treatments across the site, as well as at connections to/from the site, which may include but would not be limited to marked crosswalks, special paving and markings to delineate pedestrian crossings and travel areas, curb extensions to shorten crossing distances, raised crossings, and other elements.

POLICY TC-13.3. Prioritize pedestrians' needs in the redevelopment master plan and include a specific pedestrian design component to all improvement plans. These plans should provide street level design that embraces the pedestrian environment.

POLICY TC-13.4. As part of updating the design guidelines for the Town Center, include specific provisions and best practices for pedestrian-friendly design to help guide design and development.

PARKING

GOAL TC-14. Provide the right amount of parking (right-sized) at the site to adequately serve all functions and uses, but avoid providing too much parking that results in expanses of underutilized, "dead" space at the Town Center site.

POLICY TC-14.1. Conduct parking capacity analysis for all uses on the site to determine the optimal capacity for parking and then right-size the amount of required parking in Code to match and support this analysis.

POLICY TC-14.2. Incentivize and encourage shared parking across uses on site (such as day use commuter parking spaces shared with resident parking nights and weekends and/or dining, entertainment, and public event parking nights and weekends).

POLICY TC-14.3. Encourage public/private partnerships in parking structure development to optimize the amount of structured parking for the full range of uses at the site and supporting uses with complementary demands (such as daily commuter use and evening/weekend retail use, public/civic uses, weekend parking for access to the Burke-Gilman Trail, etc.) and to reduce the overall on-site surface parking demand so that some existing surface parking areas could be potentially be converted to other uses (pedestrian plazas, market space, common areas, etc.).

POLICY TC-14.4. Work with Sound Transit to ensure that commuter parking is adequately managed and enforced at the park-and-ride structure avoiding overflow into other parking areas at Town Center.

POLICY TC-14.5. Actively monitor the need for increased parking management actions at Town Center over time, which may include timed parking areas (with signs and pavement markings), metered/paid parking areas, parking permits and locational restrictions, increased enforcement of parking requirements, more formal shared parking agreements between uses, and other approaches.

GOAL TC-15. Because the location, configuration, and design of structured and surface parking at Town Center strongly affects its sense of place and character, parking should be designed and developed in a way that conceals and blends it within the site so that it is not a visually predominant element of Town Center.

POLICY TC-15.1. Locate surface parking behind and to the side of new buildings and provide landscaping and screening so that it is not the first visual element you see as you enter or pass by the Town Center.

POLICY TC-15.2. Integrate structured parking into mixed use buildings or wrap parking structures with other mixed use building types (residential, retail).

POLICY TC-15.3. Where structured parking is considered, encourage “future-proofing” to allow easy conversion from a parking garage to another use in the future. Use design features such as non-sloping floors, elevated ceiling heights, and increased reinforcement to support future conversion of a parking structure to another use.

POLICY TC-15.4. Under limited circumstances it may not be feasible for parking structures to be fully integrated with other buildings or wrapped by other uses. In these cases, encourage architectural treatments, such as special textures, screens, green walls, public art, and landscaping to help masque and blend wall facades of parking structures into the site. Explore the potential of recessing portions of parking structures into the site (using topography as an advantage) and providing below-grade parking to further reduce the visible extent of the structure.

POLICY TC-15.5. Design should strengthen and enhance pedestrian and bicycle connectivity to transit. This includes routes between entrances to parking and the potential future bus rapid transit station, as well as between other current and future places on site and the transit station.

POLICY TC-15.6. As part of updating the design guidelines for the Town Center, include specific provisions and best practices for parking areas and facilities to ensure high quality design and development.

<NEED TO ADD MORE RELATED TO BICYCLE PARKING.>

PUBLIC SERVICES AND UTILITIES

GOAL TC-16. Coordinate with providers of public services and utilities services to ensure that all entities are proactively planning to accommodate future growth and change at the Town Center.

POLICY TC-16.1. Coordinate with and engage public services providers including the City Hall/city services, library, school district, senior center, solid waste management, civic organizations, youth programs, and other public and non-governmental service providers in the community to ensure that sufficient services continue to be available to serve future residents, employees, and property owners in the Town Center. Consider opportunities to expand these services and facilities (library, City Hall, senior/youth center programs) where needed at the Town Center as the community grows.

POLICY TC-16.2. Coordinate with the Lake Forest Park Police Department to ensure that access, parking, security, and public safety needs are accommodated in future plans for redevelopment and improvements.

POLICY TC-16.3. Coordinate with the Northshore Fire Department to ensure that access needs are accommodated in future plans for redevelopment and improvements. This will include exploring options to relieve traffic congestion in front of the station as part of the ST-3 project and future site redevelopment.

POLICY TC-16.4. Coordinate with utility providers to ensure that proposed plans for redevelopment and improvements at the site are adequately served by necessary utilities, including, but not limited to:

- Stormwater Management and Sanitary Sewer/Wastewater—City of Lake Forest Park
- Water—Lake Forest Park Water District
- Gas—Puget Sound Energy
- Electricity—Seattle City Light
- Other Utility Providers, Agencies, and Districts in the Vicinity of Town Center as Needed

<MORE EMPHASIS IS NEEDED RELATED TO CITY HALL, COMMUNITY SPACE, CIVIC FUNCTIONS, PROVIDE REFERENCE TO COMMONS HERE AS WELL FOR MORE EMPHASIS.>

MIXED USE REDEVELOPMENT

GOAL TC-17. Encourage a pedestrian-friendly mix of commercial, recreational, civic, and residential uses in the Town Center.

POLICY TC-17.1. Adopt development regulations that encourage a variety and mix of housing types for the entire community. Special attention should be paid to seniors, young families, and workforce housing. Expand housing choices and encourage the development of affordable housing options integrated with market rate housing.

POLICY TC-17.2. Analyze potential building form, height, and mixed use scenarios to determine a potential range of housing units and square footages for other uses that could be accommodated at Town Center with redevelopment.

POLICY TC-17.3. Create a program of development incentives to encourage the provision of senior living and affordable housing units.

POLICY TC-17.4. Adopt development regulations to support and encourage new commercial uses in Town Center. Allowed commercial uses should include a mix of office, retail, and service uses at a variety of scales intended to serve the Lake Forest Park community.

POLICY TC-17.5. Encourage and emphasize local businesses over large scale commercial franchises, as well as a wider variety of restaurants, grocers, and shops and services that support the daily needs of the community. Transit-oriented and transit-compatible uses should be encouraged (such as dry cleaning, coffee shops/cafes, daycare centers, and other uses).

POLICY TC-17.6. Ensure that development regulations that allow for enhancement of public and civic uses within the Town Center, with the goal of creating a civic campus including City Hall, a library, multi-generational community center (senior and youth programs) with meeting space(s), or similar uses. Expand public services (City Hall, library, etc.) as needed to serve the growing community.

TOWN CENTER CHARACTER

GOAL TC-18. The aesthetics of the pedestrian experience should be an important criterion for new development and there should be attention to high quality design and materials to enhance the overall attractiveness of Town Center and its integration with the character of Lake Forest Park. Architectural design that represents Pacific Northwest character and style should be encouraged.

POLICY TC-18.1. The design of infrastructure such as public and private streets, utilities, sidewalks, trails, and open spaces should consider the sequential visual experience upon entering the site and passing through the site. Design should emphasize architectural character and the landscape setting as the predominant visual elements, not parking (surface or structured).

POLICY TC-18.2. Encourage a welcoming Town Center by establishing high-quality building, open space, and public realm design. Design and construction quality of any civic buildings should serve as a model for privately-constructed buildings.

POLICY TC-18.3. Provide a design review process through which developers, community members, and City staff work together to ensure new development contributes to the Town Center and maintains the Town Center Vision.

POLICY TC-18.4. Development should include interconnected parks, plazas, trails, and open spaces throughout the Town Center.

POLICY TC-18.5. Update, expand, and adopt Town Center specific development standards and design guidelines consistent with this vision and that, at a minimum, address the following:

- Encouraging and supporting a mix of vibrant businesses (quality restaurants, grocery, shops) that will attract daily use and enhance economic vitality.
- Creating a network and hierarchy of interconnected open spaces throughout the Town Center.
- Attractive sidewalks, trails, and pathways should provide pedestrian and bicycle access throughout the site and connect to surrounding neighborhoods via the community trail/pathway system, as well as to the Burke-Gilman Trail.
- Promoting the inclusion of a mix of housing types and choices through potential incentives and other provisions.
- Emphasizing landscaping and major natural features (Lyon Creek, views of Lake Washington and Mount Rainier, and surrounding forested setting) as prominent design elements in development.
- Emphasizing human scale, fine detailing, quality building materials, and an inviting appearance in all new buildings and structures.
- Providing for transitions between higher-density commercial and residential uses and low-density established neighborhoods; site design needs to incorporate transitional building form (such as tiered levels/"wedding cake" style) and setbacks between higher-intensity commercial, mixed use, and residential buildings and low-intensity single-family neighborhoods.
- Locating and designing service elements to minimize impacts to the pedestrian experience of Town Center.
- Implementing the sustainability policies set forth under Goals TC-6 and TC-7.
- Encouraging unique, Pacific Northwest context architectural styles (not corporate or "franchise" centric) that contribute to the unique sense of place of the Town Center.

GOAL TC-19. Promote Town Center development design that evokes a “village in the forest” experience and maintains a relationship to the natural surroundings. Recognize the value and contribution to a sense of place provided by the scenic views of Lake Washington and Mount Rainier.

POLICY TC-19.1. Development should respond through site design to existing natural elements, including the Lyon Creek daylight project, Lake Washington, groves of mature trees, existing topography, and other features. Natural site elements should be integrated into the site design as a primary focus or organizing feature.

POLICY TC-19.2. New development should be located and designed to blend harmoniously with the surrounding neighborhoods. Special care should be taken to transition between higher-intensity commercial or mixed use buildings adjacent to low-density single-family residences.

POLICY TC-19.3. Landscaping, including the use of native and naturalized species, should be an essential part of new development. Where possible, landscaping should be continuous to maximize the natural feel of the Town Center and to provide stormwater attenuation and habitat benefits.

GOAL TC-20. Encourage the use of unifying design elements, including architectural features, to establish Town Center character and sense of place.

POLICY TC-20.1. Design standards should emphasize the use of rustic Pacific Northwest architectural styles. Seek out appropriate examples of successful rustic Pacific Northwest styles of architecture as reference for design.

POLICY TC-20.2. Building and site design should incorporate natural materials found in the Pacific Northwest, such as timber and stone. These elements should appear in buildings, outdoor community spaces, and along pedestrian connections.

GOAL TC-21. Represent and honor the community’s past, present, and future through design.

POLICY TC-21.1. Coordinate with Native American tribes, cultural and historical experts, the Arts Council, and others to obtain input on potential ways to integrate cultural themes (including Native American cultural history) into design and public art at Town Center, as well as on specific presentations of history and culture that may be implemented at the site.

POLICY TC-21.2. Integrate educational and interpretive signage where possible, highlighting history and cultural heritage, including local Native American roots, as well as the timeline of development of the Lake Forest Park community and modern themes related to the community (such as its present-day commitment to environmental sustainability and livability).

POLICY TC-21.3. Interpretive signage in significant areas throughout the Town Center site should tell the story of the community's development, and should pose evocative questions about the future of Lake Forest Park and its role in the region.

WORKING DRAFT