

What is the Preferred Alternative?

The Preferred Alternative is a planning scenario studied and analyzed in the Final Environmental Impact Statement (FEIS) that is identified as the City's preferred direction for Town Center. It may be different from the other alternatives already studied.

The Preferred Alternative is currently in development.

What is the Final Environmental Impact Statement (FEIS)?

The FEIS is the culminating document of the State Environmental Policy Act (SEPA) process that studies proposed actions. (In this case the proposed action is creation of a subarea plan for Town Center and supporting Code amendments and design standards.) The FEIS will introduce clarifications and analysis of the preferred alternative, and it will respond to comments received on the DEIS.

What is the Town Center Vision/Plan (Subarea Plan)?

The Town Center Vision/Plan is a subarea plan for the Town Center that is consistent with comprehensive planning procedures. It will be an update of the Town Center VISION document and will present a proposed plan for the Town Center, which may be similar to the Preferred Alternative, or altered, as long as it is within the thresholds studied in the EIS.

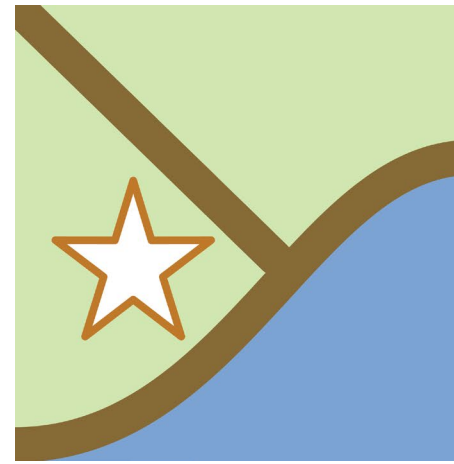
What are the Code Amendments and Design Standards?

Code amendments and design standards will be proposed to support implementation of the Town Center Vision/Plan. These will be updates to the Lake Forest Park Municipal Code Title 18 Planning and Land Use Regulations. The intent will be for the Code provisions and design standards to regulate redevelopment so that it is consistent with the Town Center Vision/Plan.

So Far...

Fall 2017	Public and Stakeholder Engagement Began
Winter/ Early Spring 2018	Community Visioning Workshops
Late Spring 2018	Town Center VISION Completed
Fall 2018	Public Scoping Meetings/Outdoor Open House
January 2019	Draft EIS Published and Public Hearing

Opportunities for Public Engagement Throughout Process



Lake Forest Park TOWN CENTER

Heart of the Community

Immediate Next Steps Ahead for Town Center Plan

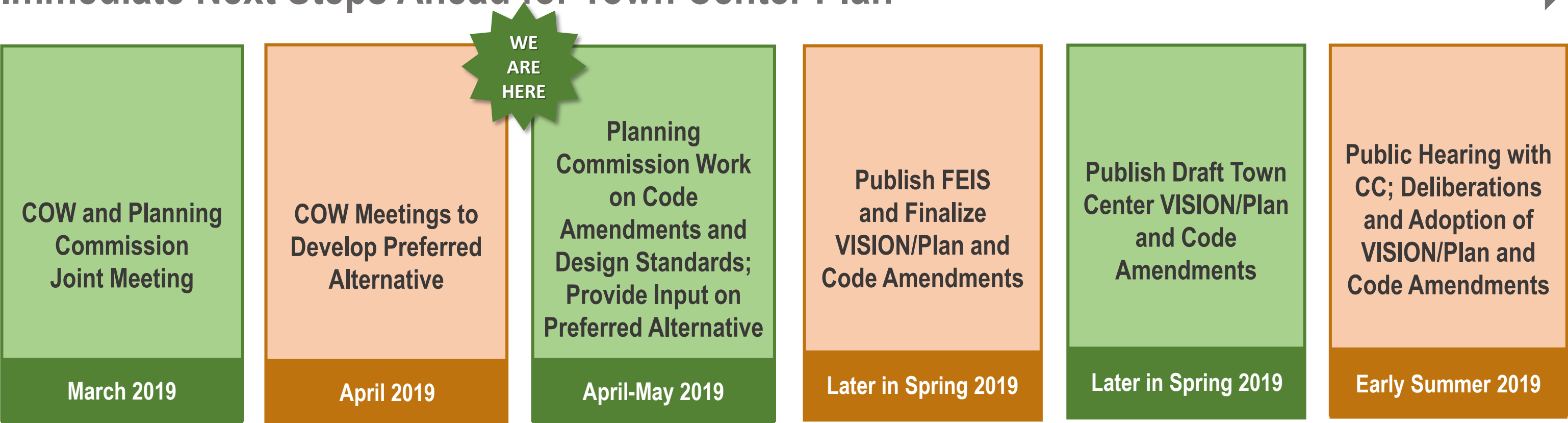
		WE ARE HERE			
	COW and PC Joint Meeting	COW and PC Hold Separate Meetings to Work on Town Center	Publish FEIS and Finalize VISION/Plan and Code Amendments with COW and PC	Publish Draft Town Center VISION/Plan and Code Amendments	Public Hearing with CC; Deliberations and Adoption of VISION/Plan and Code Amendments
	March 2019	April-May 2019	Later in Spring 2019	Later in Spring 2019	Early Summer 2019

Future Steps and Estimated Timeframes for Permitting Review at Town Center

Developer Submits Application for Redevelopment of Town Center	Notice of Application and Project Level Environmental Determination Published	City Council Approves Development Agreement with Applicant	Staff Report Completed/Notice of Public Hearing Published	Hearing Examiner Conducts Public Hearing; Issues Decision within 10 Days	Clearing and Grading, Critical Areas, and Tree Permit Notice of Decision Published	Building and Other Permits Issued
Day 1	14 Day Public Comment Period	Early in the Application Process	At Least 10 Days Before Hearing	120 – 180 Days After Applying	14 Day Public Comment Period	180 – 270 Days After Applying



Immediate Next Steps Ahead for Town Center Plan



Opportunities for Public Engagement throughout Process: Public Comments at Planning Commission Meetings, City Council Meetings, and Public Hearing on the Town Center Vision/Plan, Code Amendments, and Design Standards

VOLUME 1:

- Introduction and Summary
- Description of Alternatives (with Preferred Alternative Added)
- Affected Environment with Clarifications
- Analysis and Mitigation (with Preferred Alternative Added)

VOLUME 2:

- Comments on the DEIS
- Responses to Comments on the DEIS

What Does the Preferred Alternative Need to Include?

CHAPTER 2.0 DESCRIPTION OF ALTERNATIVES

The Preferred Alternative in the FEIS will need to include the following parameters or assumptions for the analysis:

- Land Uses
- Square Footages
- Height Limits
- Floor Heights
- Density
- Setbacks and Edge Conditions
- Open Space, Site Interior Design, and Pedestrian Connections
- Bicycle
- Transit
- Vehicular Routes
- Parking—Residential and Commercial
- Sustainability/Green Building
- Housing Choice and Affordability
- Incentives for Redevelopment

REMEMBER: THE EIS IS A TOOL FOR ANALYSIS AND ALTERNATIVES ARE SCENARIOS FOR STUDY...NOT ACTUAL PROPOSALS OR PLANS.

Table 2.1 Land Use and Redevelopment Assumptions Related to Each Alternative

TYPES OF LAND USES AND SPACES	Existing Conditions	REDEVELOPMENT SCENARIOS			Preferred Alternative
		Alt. 1 - No Action	Alt. 2 – Varied Height and Form ³	Alt. 3 –Uniform Height and Form ³	
Non-Residential Gross Square Footage (GSF):					
Commercial/Retail Space	185,000	175,000 ¹	125,000	200,000	
Medical/Dental Office	24,000	24,000 ²	25,000	50,000	
Bank	3,031	3,031	0 ⁴	0 ⁴	
Windermere Real Estate Office Building ⁵	8,000	8,000	8,000	8,000	
Starbucks Coffee ⁵	2,500	2,500	2,500	2,500	
Arco Gas Station ⁵	10 pumps	10 pumps	10 pumps	10 pumps	
Residential/Multi-Family Housing (Units):		Up to 700 ¹	Up to 1,200	Up to 1,500	
Commuter Park and ride Structure/Some (Shared Use Assumed for Off-Commute Hours/Weekends)	0	300 Spaces for Commuters in Stand Alone Parking Structure	300 Spaces for Commuters 100 Spaces for Commercial, City/Public Use Total = 400 Could be Mixed-use/Wrapped w/ Retail/Active Use	300 Spaces for Commuters 200 Spaces for Commercial, City/Public use Total = 500 Could be Mixed-use/Wrapped w/ Retail/Active Use	
Civic Space and Public Uses (GSF):					
City Hall	20,000	20,000	32,000 ⁶	32,000 ⁶	
Indoor Civic/Community Space/Space for Public Meetings and Events	10,000 ⁷	10,000 ⁷	20,000 ⁸	20,000 ⁸	
Northshore Fire Station 57	8,000	8,000	8,000 ⁹	8,000 ⁹	
King County Library LFP Branch	5,965	5,965	5,965 ⁹	5,965 ⁹	



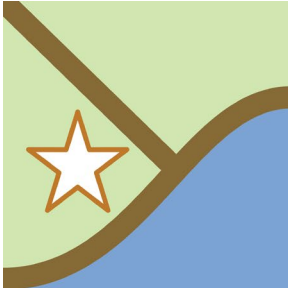
**The FEIS will Integrate the
No Action Alternative Table 2.2 with
Alternatives Comparison Table 2.3**

CHAPTER 2.0 DESCRIPTION OF ALTERNATIVES

Table 2.2 Existing Planning and Land Use Regulations Applicable to Alternative 1—No Action

	Current Town Center (TC) Zoning, Chapter 18.42 LFP MC	2005 Town Center Framework Design Guidelines—Baseline	2005 Bonus Guidelines
Uses	General commercial and low density residential (but see rows below for density changes under Design Guidelines and Bonus Guidelines)	Mixed-use (horizontal or vertical) and must include Residential as a component of the overall site redevelopment	Same as baseline guidelines
Height Limits—Residential/Mixed-use	40-foot height	48 to 54-foot height (four levels total/3 over 1)	60- to 66-foot height (2005 baseline guidelines plus one additional bonus level for five levels total/4 over 1)
Height Limits—Commercial	30-foot height	See mixed-use height limit	See mixed-use bonus height
Floor Heights	Grocery 20 feet Retail 18 feet Office, Live/Work, Service 12 feet Residential 10 feet	Same	Same
Density—Residential	Maximum of 7 dwelling units per acre	Density shall be determined by form and other provisions related to setbacks, heights, etc.	Baseline standards plus one additional level
Density—Commercial	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 single store footprint should exceed 60,000 GSF	Same as baseline guidelines

[illegible]



Lake Forest Park
TOWN CENTER
Heart of the Community

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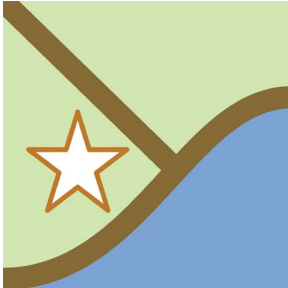
No Action Alternative

CHAPTER 2.0 DESCRIPTION OF ALTERNATIVES

Table 2.3 Proposed Elements of Action Alternatives 2 and 3 Under Analysis in this EIS

ELEMENTS	ALTERNATIVE 2 VARIED HEIGHT AND FORM	ALTERNATIVE 3 UNIFORM HEIGHT AND FORM	Preferred Alternative
Uses	Mixed-use (vertical or horizontal) commercial/retail, medical/dental office, civic/community, and multi-family residential uses across the site; master planning would include multi-family residential as a component of plan up to 1,200 units analyzed	Mixed-use (mostly vertical assumed) commercial/retail, medical/dental office, and civic/community, and multi-family residential uses across the site; master planning would include multi-family residential as a component of plan up to 1,500 units analyzed	
Height Limits—Residential/Mixed-use	65-foot height to highest occupied finish floor level/75-foot height to base roofline level See bonus height assumptions under incentives below	75-foot height to highest occupied finish floor level/85-foot height to base roofline level	
Height Limits—Commercial	For mixed-use buildings, same as Residential/Mixed-use above	For mixed-use buildings, same as Residential/Mixed-use above	
Floor Heights	Maximum ground floor height of 20 feet for uses approved through development agreement; other floor level heights to be determined through development agreement and design review process This EIS analyzes the potential for second levels of podium buildings to be designed to look like the levels above rather than the ground level and to be set back from first levels per EIS analysis—see Chapter 4	Maximum ground floor height of 20 feet for uses approved through development agreement; other floor level heights to be determined through development agreement and design review process This EIS analyzes the potential for second levels of podium buildings to be designed to look like the levels above rather than the ground level and to be set back from first levels per EIS analysis—see Chapter 4	
Density—Residential	Form-based design intended; specific provisions related to density may be an outcome of this EIS analysis	Form-based design intended; specific provisions related to density may be an outcome of this EIS analysis	

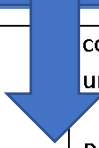
CHAPTER 2.0 DESCRIPTION OF ALTERNATIVES			Preferred Alternative
No Action Alternative			
Density—Commercial	No single use (commercial or office) footprint should exceed 50,000 GSF on one level; conditional use permit required for 50,000 to 75,000 GSF single uses (max. 75,000 GSF)	No single use (commercial or office) footprint should exceed 50,000 GSF on one level; conditional use permit required for 50,000 to 75,000 GSF single uses (max. 75,000 GSF)	
Setbacks and Edge Conditions	Setbacks and edge condition parameters are under study in this EIS (see Chapter 4), to be determined based on the outcomes of analysis 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 3 rd floor similar to 2005 Framework Design Guidelines), but also may consider potential for flexibility through development agreement and design review process	Setbacks and edge condition parameters are under study in this EIS (see Chapter 4), to be determined based on the outcomes of analysis 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 3 rd floor similar to 2005 Framework Design Guidelines), but also may consider potential for flexibility through development agreement and design review process	
Open Space, Site Interior Design, and Pedestrian Connectivity	Existing footprint of buildings, structures, and pavement could be retained in redevelopment (underlying Critical Areas ordinance provision) This EIS analyzes the potential to enhance Lyon Creek and associated habitat and to provide wider setbacks/buffers from the creek centerline than under current conditions. See Chapter 4. The potential to preserve the function of a Third Place Commons concept through redevelopment is under study in this EIS – see Chapter 4. Potential impervious surface area and open space parameters related to	Existing footprint of buildings, structures, and pavement could be retained in redevelopment (underlying Critical Areas ordinance provision) This EIS analyzes the potential to enhance Lyon Creek and associated habitat and to provide wider setbacks/buffers from the creek centerline than under current conditions. See Chapter 4. The potential to preserve the function of a Third Place Commons concept through redevelopment is under study in this EIS – see Chapter 4.	




Lake Forest Park

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Heart of the Community

No Action Alternative	CHAPTER 2.0 DESCRIPTION OF ALTERNATIVES		Preferred Alternative
		<p>commercial and residential uses are under study in this EIS – see Chapter 4.</p> <p>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.</p> <p>The provision of pedestrian connectivity at regular intervals north-south and east-west within the site and around the perimeter of Town Center is under study in this EIS; outcomes would help to shape parameters of LFPMC amendments and design standards and guidelines.</p>	
		<p>Potential impervious surface area and open space parameters related to commercial and residential uses are under study in this EIS – see Chapter 4.</p> <p>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.</p> <p>The provision of pedestrian connectivity at regular intervals north-south and east-west within the site and around the perimeter of Town Center is under study in this EIS; outcomes would help to shape parameters of LFPMC amendments and design standards and guidelines.</p>	
	Bicycle	<p>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 is under study in this EIS; outcomes would help to shape parameters of LFPMC amendments and design standards and guidelines.</p>	
	Transit	<p>Transit-oriented design provisions are proposed to guide redevelopment and specific requirements for lighting of pedestrian ways, connectivity to transit,</p>	

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		<p>weather protection, information and wayfinding, and other elements would be integrated into the Town Center Design Standards and Guidelines</p>	<p>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>
	Vehicular Routes	<p>Vehicular circulation parameters internal to the site, access points, and intersections in the proximity of Town Center are under study in this EIS—see Chapter 4</p> <p>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</p> <p>Consistent with pedestrian-first/pedestrian-oriented design, this EIS analyzes the potential to create a better defined internal street network with sidewalks, on street parking, 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)—see Chapter 4.</p>	<p>Vehicular circulation parameters internal to the site, access points, and intersections in the proximity of Town Center are under study in this EIS—see Chapter 4</p> <p>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</p> <p>Consistent with pedestrian-first/pedestrian- oriented design, this EIS analyzes the potential to create a better defined internal street network with sidewalks, on street parking, 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)—see Chapter 4.</p>



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No Action Alternative			
Parking—Residential and Commercial/Mixed-use (On-Street and Off-Street)	<p>Right-sizing of parking is analyzed as part of this EIS, as well as the potential for alternative parking ratios and shared parking arrangements—see Chapter 4.</p> <p>Parking demand can be determined by future study with each redevelopment application and should assume and confirm the formula for shared parking across the site</p> <p>Increased height limit would make provision of underground/below grade parking and structured parking more feasible</p>	<p>Right-sizing of parking is analyzed as part of this EIS, as well as the potential for alternative parking ratios and shared parking arrangements—see Chapter 4.</p> <p>Parking demand can be determined by future study with each redevelopment application and should assume and confirm the formula for shared parking across the site</p> <p>Increased height limit would make provision of underground/below grade parking and structured parking more feasible</p>	
Sustainability/Green Building	To be determined based on outcomes of EIS process	To be determined based on outcomes of EIS process	
Housing Choice and Affordability	Consistent with adopted plans and policies the potential for providing expanded housing choices at different levels of affordability as part of redevelopment is addressed in this EIS, see Chapter 4	Consistent with adopted plans and policies the potential for providing expanded housing choices at different levels of affordability as part of redevelopment is addressed in this EIS, see Chapter 4	
Incentives for Redevelopment	Increased height is an inherent incentive; additional measures such as a multi-family tax exemption program, proactive permitting procedures with flexibility through development agreement; potential bonus density; reducing parking requirements; and other tools would be determined based on the outcomes of the EIS process	Increased height limit is an inherent incentive; although this alternative would not have additional height bonus since base allowed height is already at maximum for assumed mixed-use podium/wood frame construction type; additional measures such as a multi-family tax exemption program, proactive permitting procedures with flexibility through development agreement; potential bonus density; reducing parking requirements; and other tools would be determined based on the outcomes of the EIS process	

“SWIM LANE” RESPONSIBILITIES

DRAFT FOR DISCUSSION

	Preferred Alternative	Final EIS	Town Center Vision/Plan (Subarea Plan)	Code Amendments and Design Standards
Consultants and Staff	Initial Draft	Initial Draft	Initial Draft	Initial Draft
Planning Commission	S	S	S	P1
COW (Council of the Whole)	P1	P1	P1	P2
City Council	A	A	A	A

P1 Primary/1st Round Review

P2 Primary/2nd Round Review

S Secondary/Review and Input

A Adopt Policies/Provisions

Lake Forest Park Town Center Elements—A Deeper Dive

What is the Town Center Vision/Plan and How Does It Relate to the Preferred Alternative in the FEIS?

- The Town Center Vision/Plan will be the updated VISION document representing the City's adopted policy framework to guide future town center redevelopment. It will include the goals and policies of the VISION, as well as additional information pertaining to the desired redevelopment approach and process for future Town Center improvements and projects (see below, as well as working outline at the end of this document).
- Code amendments and design standards will then be created to support the goals and policies of the Vision/Plan.
- The preferred alternative described in the Vision/Plan could be the same as what is reflected in the FEIS, or it could be modified based on further review, deliberations, and comments received from the public.
- The community has been very supportive of the Town Center VISION, but the VISION has not yet been formally adopted by City Council. This new Vision/Plan will become the subarea plan that goes before City Council for formal adoption.
- The geographic area addressed in the VISION and EIS would continue to be the same geographic area that is addressed in the updated Vision/Plan.

Why is the City Creating a Town Center Vision/Plan?

- A separate, stand-alone policy document that can be referenced and administered in alignment with the City's Comprehensive Plan is needed as a formal subarea plan for Town Center.
- Subarea plans (which is what the Town Center Vision/Plan would be) are recognized by Washington State statutes as supporting plans to the adopted Comprehensive Plans of local jurisdictions.
- The FEIS document, which will be voluminous, is not the best document to function as the Town Center Vision/Plan – it really should be a more succinct and focused Vision/Plan that can be an ongoing reference in administering policy, supported by the Code amendments and design standards as regulations implementing the adopted policies.
- This approach allows the opportunity for some additional refinement and focus from what is studied in the FEIS to the information included in the actual plan that is formally adopted.

This refinement often does occur based on the public hearing and public comments received prior to formal adoption.

- A separate subarea plan allows us to include the goals, policies, and other information in the VISION that everyone really liked as part of the adopted subarea plan (now called “VISION/PLAN” or whatever we decide to call it...we can just keep calling it the Town Center VISION too!

What needs to be determined for and included in the Town Center Vision/Plan?

- Goals and policies (updated and expanded as needed from the Town Center VISION) that set the stage for the Code amendments and design standards.
- The desired approach to land uses (district focus areas) for Town Center.
- A representation of the desired urban form for the Town Center (building heights/envelope).
- Limitations on density (number of multi-family/residential units, limits on commercial or office space, etc.).
- Menu of potential incentives and tools to be integrated into Code/design standards.
- Open space policies and procedures including the desired form of open space for Town Center, quantity to be provided (which is then further regulated by Code/design standards), and the type of use/spaces desired.
- Sustainability and environmental enhancement approaches and specific concepts for these (Lyon Creek setbacks, daylighting, and enhancements, low impact development, permeable paving, renewable energy, etc.)
- Specific recommendations pertaining to the ST3 parking structure and facilities that help to guide Code amendments and design standards (future proofing, shared use, etc.).
- Recommended improvements and actions to support implementation of the Town Center Vision/Plan – there are a number of these that could be organized by topic area (transportation, multi-modal streets, sidewalks and pedestrian ways, bicycle facilities/bicycle parking, utility improvement needs, coordination needs with other agencies such as the school district, fire, utility providers, etc.)
- Any other specific guidance (goals, policies, recommendations) that will help guide the development of Code amendments and design standards.

WORKING OUTLINE FOR THE TOWN CENTER VISION/PLAN

<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