

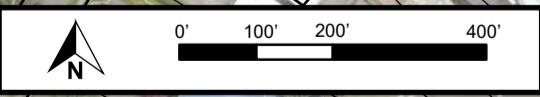
Table 2.2 For FEIS Analysis Purposes, Consider the Following Land Use and Zoning Assumptions for PREFERRED ALTERNATIVE—WORKING DRAFT FOR APRIL 29, 2019 COW

	PREFERRED ALTERNATIVE	Key Questions and Discussion Points
<i>For FEIS Analysis Purposes, Consider the Following Potential Code Amendments and New Design Standards/Guidelines</i>		
Uses		<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 as under the current Code? • 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).
Height Limits—Residential/Mixed-use		
Height Limits—Commercial Only		<ul style="list-style-type: none"> • If residential only or mixed use residential/commercial buildings are developed, what should the height limit be for analysis in the FEIS?
Density—Residential	# residential units to be studied: _____	<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, etc. • With application of bonus guidelines, an additional level of building height is allowed.
Density—Commercial	# maximum GSF to be studied _____	<ul style="list-style-type: none"> • Current code: no single storefront 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 • Planning Commission had previously discussed this as a possibility: 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		<ul style="list-style-type: none"> • 20 foot building setbacks are currently required by Code (see attached exhibit) • Should setback lines be altered? • Should existing trees be required to be retained within perimeter setback areas?
Open Space		<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). • Should a greater setback dimension be required along Lyon Creek for analysis in the FEIS?

		<ul style="list-style-type: none"> • Should an interior contiguous open space area of minimum .5 acres be analyzed in the FEIS along with other open space requirements per Planning Commission's recommendations? • How should preservation of the function of Third Place Commons be addressed in the FEIS?
Building Step Backs		<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"> • 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"> • Consider potential for incentives options that if applied could allow additional height and density.
Site Interior Design, and Pedestrian Connectivity	<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 will be addressed in 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 will be addressed in LFPMC amendments and design standards and guidelines.</p> <p>Quantity of bicycle parking to be required is under study and will be specified in Code/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, weather protection, information and wayfinding, and other elements would be integrated into the Town Center Design Standards and Guidelines.</p>	
Vehicular Routes	<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, the EIS analyzes the potential to create a better-defined internal street network with sidewalks,</p>	

	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).	
Parking—Residential	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.	
Parking--Commercial	The FEIS assumes 4 spaces/1,000 GSF for commercial use and compares to the King County Right Size Parking model. Could allow flexibility with further analysis/study by applicant on a case by case basis.	
Sustainability/Green Building	Sustainability features as required by Code and Design Standards and Guidelines. Compliance with IBC. Additional provisions could be built into incentives options.	
Trees and Landscaping	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.	

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LAKE FOREST PARK TOWN CENTER: Framework Design Guidelines

	Current Zoning	Baseline Guidelines	Bonus Guidelines
Placemaking			
Site Scale	No Standards	200 - 250' grid of ground-related walkways. Minimum acreage threshold for Framework Option = 15 acres	Same As Baseline
Uses	General Commercial and Low Density Residential.	Mixed Use (horizontal or vertical). Redevelopment must include residential as a component of the overall site. Allowable uses include but are not limited to residential, senior housing, live/work, retail, service, professional office, public realm and event space, performing arts.	Same As Baseline
Height	Commercial only @ 30'; Mixed Use at 40'.	Anticipated floor-to-floor heights for various uses are as follows: Grocery 20', Retail 18', Office, Live/Work and Service 12', Residential 10' (see Incentive to Redevelop below)	Same As Baseline (see Incentive to Redevelop below)
Density		Residential - Density shall be determined by form rather than prescription. Density will be based upon complying with elements such as Edge Conditions and floor-to-floor heights.	Same As Baseline
Residential	Maximum of 7 dwelling units per acre.	Commercial – No single-store footprint should exceed 60,000 sf	Same As Baseline
Commercial	Commercial – Individual uses of less than 60,000 SF allowed outright; Non-residential uses between 60,000 and 100,000 allowed with conditional use permit.	Signage plan complementing the character of redevelopment	Same As Baseline
Signage	Compliance with Ch. 18.58	Buildings adjacent areas of public realm (public and private ownership), should incorporate 12-16 foot setback of the third floor, regardless of use. Landscaping plan increasing negative cover and buffer treatment complying with Ch. 16.16.350H Town Center provisions.	Same As Baseline
Edge Conditions and Landscaping	20' Front, Side, and Rear Setbacks with adequate landscaping and screening in accordance with Ch. 18.62		Same As Baseline
Environment			
Residential	Building and Energy Code Only	LEED R for Residential certification or Green Globes 2 Globe level or BuiltGreen 3 star level	LEED R Silver or Built Green 4 Star or Green Globe 3 Globes
Mixed Use and Commercial	Building and Energy Code Only	LEED R or Built Green 3 star for Residential component, LEED ND or Green Globe 2 Globe level, LEED EB for Existing buildings	LEED NC or EB Silver, Built Green 4 Star or Green Globe 3 Globes
Mobility & Walkability			
Pedestrian	No Standards	"Pedestrian First" design, pedestrian grid (see placemaking), east/west connection adjacent Lyon Creek, enhanced pedestrian walkway along Ballinger Way (separated from street where reasonably achievable)	Same As Baseline
Transit	No Standards	Connect shelters to pedestrian walkways, provide information kiosks on-site, provide additional lighting to shelters and weather protection for bike racks or bike storage facility. To the extent that third party funding for park and ride and/or transit-oriented facilities is available, work in good faith to include such facilities to the full extent feasible.	Baseline standards plus integrated transit facility within the site.
Bicycle	No Standards	Provide clear bike route of travel between the crosswalk to Burke Gilman trail and the rest of the site and weather protection for bike racks or storage within multi family area.	Same As Baseline
Vehicular	In accordance with City Code and Basic Engineering Standards	Lengthen distance between access points and internal drive aisles (per Heffron report), internal access to have pedestrian authority, use traffic calming, design to prevent short cutting of the intersection.	Same As Baseline
Parking	Commercial Uses 5 parking spaces per/1,000 SF of Building Area; Residential Uses 1.5 spaces per unit.	Alternative off-street parking ratios as well as demonstrated feasibility of shared parking will be considered.	Baseline standards with increased underground parking
ADA	ADA Compliance	Compliance with ADA, as well as efforts to make this site inclusive to people of all abilities.	Same As Baseline
Public Realm			
Site Edges	No Standards	Create visual connection between all public realm spaces and buildings, enhance landscape within adjacent rights of way to replace invasive plants with drought tolerant and native species. Enhance Lyon Creek on west edge with appropriate habitat vegetation.	Same As Baseline
Site Interior	No Standards	(1) Enhance Lyon Creek adjacent Bothell Way as a character contributing element for center; (2) provide approximately 20,000 sf contiguous flexible open space element for active public use, approximately 10,000sf of which is contiguous, flexible interior space (a third place concept), (3) provide numerous seating opportunities along pedestrian grid, (4) provide "eyes on" design of surrounding structures to public realm.	Baseline standards with Increase in size of indoor and outdoor open space areas and added public amenities (water features, public art, etc.)
Incentive to Redevelop	10' height increase for mixed-use buildings.	(1) 3 over 1 Residential Capacity (limited by Edge Condition requirements); (2) proactive permitting process; (3) design flexibility; (4) market-based redevelopment standards	4 over 1 Residential Capacity (limited by Edge Condition requirements)

Table 2.2 Land Use and Zoning Assumptions for All Alternatives

	ALTERNATIVE 1—NO ACTION/EXISTING REGULATIONS			ALTERNATIVE 2 VARIED HEIGHT AND FORM	ALTERNATIVE 3 UNIFORM HEIGHT AND FORM	PREFERRED ALTERNATIVE
	Current Town Center (TC) Zoning, Chapter 18.42 LFP MC	2005 Town Center Framework Design Guidelines—Baseline	2005 Bonus Guidelines	Code Amendments and New Design Standards/Guidelines	Code Amendments and New Design Standards/Guidelines	Code Amendments and New Design Standards/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	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	Potential sub-district approach to predominant uses (residential in north; commercial/mixed use in south; civic in west triangle)?
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)	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	TBD
Height Limits—Commercial	30-foot height	See mixed-use height limit	See mixed-use bonus height	For mixed-use buildings, same as Residential/Mixed-use above	For mixed-use buildings, same as Residential/Mixed-use above	TBD
Floor Heights	Grocery 20 feet Retail 18 feet Office, Live/Work, Service 12 feet Residential 10 feet	Same	Same	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.	TBD

Table 2.2 Land Use and Zoning Assumptions for All Alternatives (Continued)

	ALTERNATIVE 1—NO ACTION/EXISTING REGULATIONS			ALTERNATIVE 2 VARIED HEIGHT AND FORM	ALTERNATIVE 3 UNIFORM HEIGHT AND FORM	PREFERRED ALTERNATIVE
	Current Town Center (TC) Zoning, Chapter 18.42 LFP MC	2005 Town Center Framework Design Guidelines—Baseline Standards	2005 Bonus Guidelines	Code Amendments and New Design Standards/Guidelines	Code Amendments and New Design Standards/Guidelines	Code Amendments and New Design Standards/Guidelines
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.	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.	TBD
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.	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).	TBD
Setbacks and Edge Conditions	20-foot front, side, and rear yard setbacks for all property lines, including individually owned parcels.	Buildings adjacent to public realm in either public or private ownership should incorporate 12- to 16-foot setback of the 3 rd floor regardless of use.	Same as baseline guidelines.	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	TBD
Open Space, Site Interior Design, and Pedestrian Connectivity	Existing footprint of buildings, structures, and pavement can be retained in redevelopment (underlying Critical Areas ordinance provision). Land coverage per lot provision in 18.42.080 does not align with current conditions or	Enhance Lyon Creek and habitat. Provide 15,000 SF of contiguous flexible open space with 7,500 SF of this as flexible interior open space (Third Place Commons concept). Provide numerous seating opportunities along pedestrian ways and “eyes on” design of	Baseline standards with increase in size of indoor and outdoor open space areas and added public amenities (water features, public art, etc.). Site interior design/pedestrian connectivity: Same as baseline standards.	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	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	TBD

	<p>allowed density and redevelopment envelope.</p> <p>No specific standards related to site interior design and pedestrian connectivity.</p>	<p>surrounding buildings and spaces to public realm.</p> <p>Site interior design/pedestrian connectivity: Create visual connections between all public realm spaces and buildings.</p> <p>Provide 200-250-foot grid of pedestrian walkways and “pedestrian first” design and east-west connection along Lyon Creek on site.</p> <p>Enhanced pedestrian connection on Ballinger Way (separated from street where reasonably achievable).</p>	<p>creek centerline than under current conditions. See Chapter 4.</p> <p>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 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 LPMC 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 LPMC amendments and design standards and guidelines.</p>	<p>creek centerline than under current conditions. See Chapter 4.</p> <p>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 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 LPMC 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 LPMC amendments and design standards and guidelines.</p>	
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Table 2.2 Land Use and Zoning Assumptions—All Alternatives (Continued)

	ALTERNATIVE 1—NO ACTION/EXISTING REGULATIONS			ALTERNATIVE 2 VARIED HEIGHT AND FORM	ALTERNATIVE 3 UNIFORM HEIGHT AND FORM	PREFERRED ALTERNATIVE
	Current Town Center (TC) Zoning, Chapter 18.42 LFP MC	2005 Town Center Framework Design Guidelines—Baseline	2005 Bonus Guidelines	Code Amendments and New Design Standards/Guidelines	Code Amendments and New Design Standards/Guidelines	Code Amendments and New Design Standards/Guidelines
Bicycle	No specific standards.	Provide clear route of travel between crosswalk to Burke Gilman Trail and through site. Provide weather protected bike racks/storage within multi-family residential areas and at bus stops.	Same as baseline guidelines.	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.	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.	TBD
Transit	No specific standards.	Provide well-lit pedestrian ways to bus shelters and provide information kiosks on site.	Same as baseline guidelines.	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.	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.	TBD
Vehicular Routes	Other provisions of the LFPMC and basic engineering standards apply.	Lengthen distance between access points and internal drive aisles. Traffic calming/design to deter short cutting of intersections.	Same as baseline guidelines.	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. 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	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. 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	TBD

				alternative would be integrated into the Town Center Plan and LFPMC amendments as applicable. 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.	alternative would be integrated into the Town Center Plan and LFPMC amendments as applicable. 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.	
Parking—Residential	1.5 spaces per unit	Alternative off-street parking ratios and feasibility of shared parking to be considered	Baseline standards with increased underground/below grade parking	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.	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.	TBD Residential of 1.5 spaces per unit could be retained; or could reduce as incentive given TOD.
Parking—Commercial	5 spaces per 1,000 GSF	Same as above.	Same as above.	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. Increased height limit would make provision of underground/below grade parking and structured parking more feasible.	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. Increased height limit would make provision of underground/below grade parking and structured parking more feasible.	TBD Study of 4 spaces/1,000 GSF for commercial use fits the King County Right Size Parking model. Could allow flexibility with further analysis/study by applicant on a case by case basis.
Sustainability/Green Building	Building and Energy Code provisions.	LEED, Built Green, and Green Globes provisions.	Additional LEED, Built Green, and Green Globes provisions.	To be determined based on outcomes of EIS process.	To be determined based on outcomes of EIS process.	TBD
Housing Choice and Affordability	No specific housing affordability provisions.	No specific housing affordability provisions.	No specific housing affordability provisions.	Consistent with adopted plans and policies the potential for providing expanded housing choices at different levels of affordability as part of	Consistent with adopted plans and policies the potential for providing expanded housing choices at different levels of affordability as part of	TBD

				redevelopment is addressed in this EIS, see Chapter 4	redevelopment is addressed in this EIS, see Chapter 4	
Incentives for Redevelopment	10-foot height increase for mixed-use buildings.	(1) Additional height and density—see above; (2) Proactive permitting process; (3) design flexibility; (4) market based standards.	Same as baseline guidelines; potential to add another level/more density with amenities and compliance with edge conditions and other standards.			TBD

WORKING DRAFT

CHAPTER 2.0 DESCRIPTION OF ALTERNATIVES

Table 2.1 Land Use and Redevelopment Assumptions Related to Each Alternative

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

Table Notes:

- 1 This GSF and multi-family unit count represents only one potential redevelopment scenario. More GSF of commercial/retail and medical/dental office square footage could be developed than this under current planning and land use regulations (see Table 2.2).
- 2 Medical/dental office uses would relocate on site with development of new park and ride structure.
- 3 Alternatives 2 and 3 assume that most all of the current Town Center commercial/retail complex would redevelop incrementally in phases over time; current medical/office space also would redevelop into new park and ride structure and medical/dental office use would occur in other locations on site.

CHAPTER 2.0 DESCRIPTION OF ALTERNATIVES

- 4 Assumes bank site would be redeveloped; use could relocate to a new space on site.
- 5 No changes assumed to these sites under any of the alternatives.
- 6 Assumes City Hall and Lake Forest Park Police would expand on site to meet higher service demand.
- 7 Approximate size of current Third Place Commons area; separated in table for reference but counted as part of the topline commercial space under existing conditions and in Alternative 1 and as part of civic space in Alternatives 2 and 3.
- 8 Assumes new expanded indoor commons/community space; preserving the function of Third Place Commons and providing additional meeting facilities and multi-generational services.
- 9 Fire and emergency services and facilities, as well as potentially library and other human services would need to increase to meet higher service demand; may require additional GSF/facilities (to be determined as growth occurs). Note while listed separately for reference purposes, the analysis assumes the library space is part of the topline commercial space number.

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