

AUGUST 2019

Final Environmental Impact Statement

for the Town Center Plan

3

**AFFECTED
ENVIRONMENT**

CHAPTER 3.0 AFFECTED ENVIRONMENT

Section 3.1—Town Center Character and Land Uses

INTRODUCTION

This section of the Affected Environment chapter of the Town Center Vision/Plan EIS addresses background and existing conditions of the planning area and surrounding context, as well as character defining elements of the Town Center and its setting in Lake Forest Park. Existing demographics are also presented, along with information about existing land use and zoning provisions and a summary of relevant plans, studies, and projects.

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Existing conditions including context, character, land uses, and demographics in the Town Center planning area, as well as some important citywide and regional characteristics and trends are described below.

Town Center Context

The Lake Forest Park Town Center is located at the intersection of SR 104/Ballinger Way NE and SR 522/Bothell Way NE in the City of Lake Forest Park, King County, Washington, near the northern end of Lake Washington. The Town Center planning area is 20.49 acres, situated near the southeast border of the incorporated City of Lake Forest Park, which encompasses 2,260 acres.

While the Town Center comprises less than one percent of the city's total land area, it functions as its primary commercial and civic center and is often described as the heart of the Lake Forest Park community. Located entirely within Lake Forest Park, the Town Center is in a designated urban area of the Puget Sound Region, eight miles north of Seattle, a rapidly growing metropolitan area. Bordering cities to Lake Forest Park include Seattle to the south, Shoreline to the west, Mountlake Terrace and Brier to the north and northwest, and Kenmore to the east.

Figure 3.1.1 and Figure 3.1.2 depict the Town Center's location in the regional context and the vicinity of Lake Forest Park.

Lake Forest Park and Town Center History

The Town Center vicinity was once a winter village site for the Tuobeda'bš, one of several American Indian groups living on Lake Washington, also sometimes referred to as "The Lake People." The salmon-rich streams known today as Lyon Creek and McAleer Creek supported the native community. According to oral histories, native people occupied the village until about 1903. By that time, logging, railroad development, and settlement of new homesites changed conditions of the area, and the fisheries of Lake Washington and tributary streams were so depleted, they could no longer support the native communities.

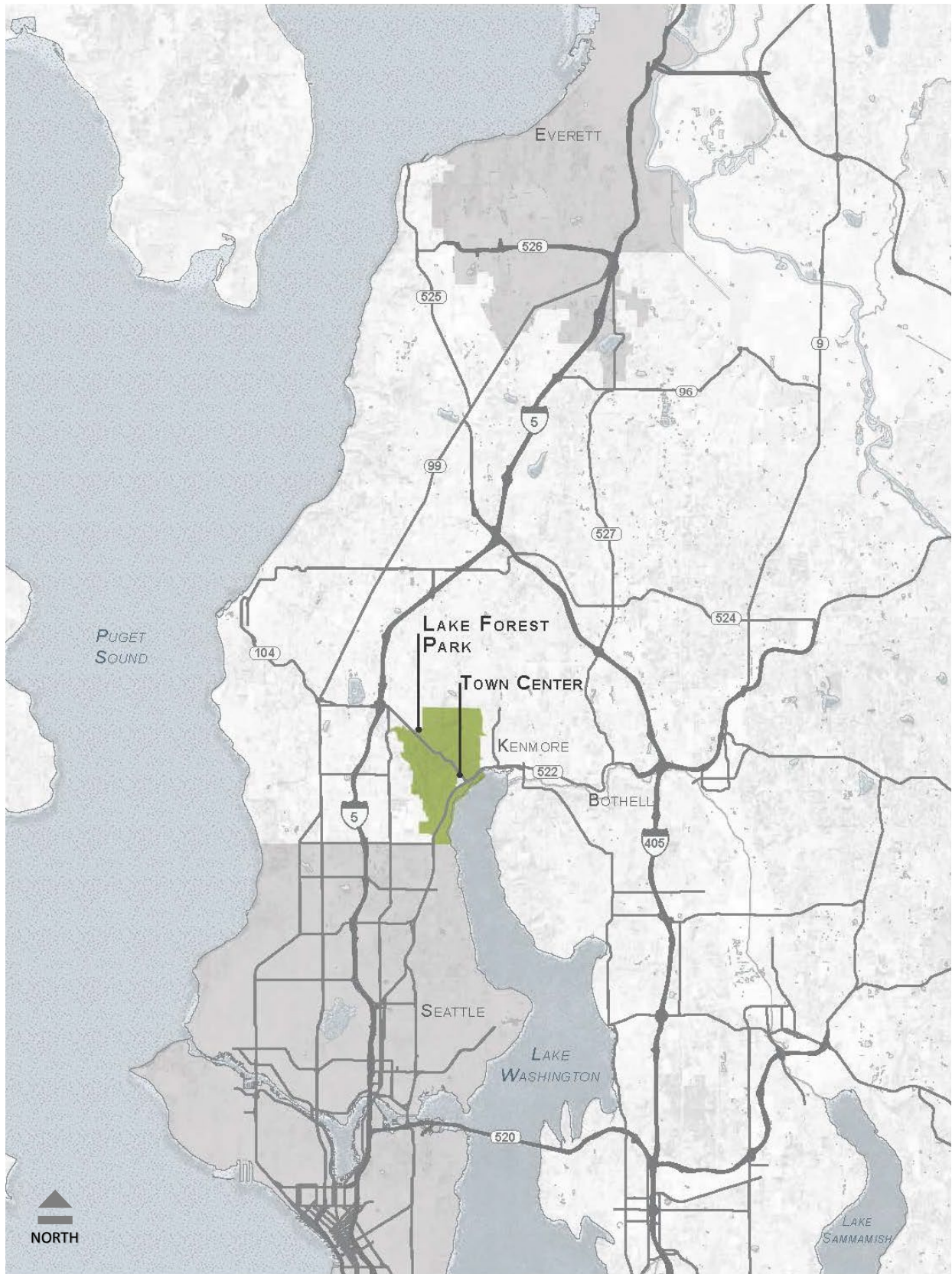
After a few decades of Euro-American settlement in the Seattle area, people began moving further out of the city, looking for second homes by the lake as well as for permanent homes. Platted developments emerged along Lake Washington and in other areas connected by rail and roads to Seattle and outlying communities already settled, such as Bothell to the northeast.

Lake Forest Park was a planned community created by Ole Hanson, who platted the first lots circa 1910 and founded the North Seattle Improvement Company to sell the lots. As more people moved to the area, services such as electricity and telephone were extended in 1914. The Lake Forest Park Civic Club incorporated in 1924 and the first civic clubhouse opened in 1934. After more decades of development and settlement, the City of Lake Forest Park was incorporated in 1961.

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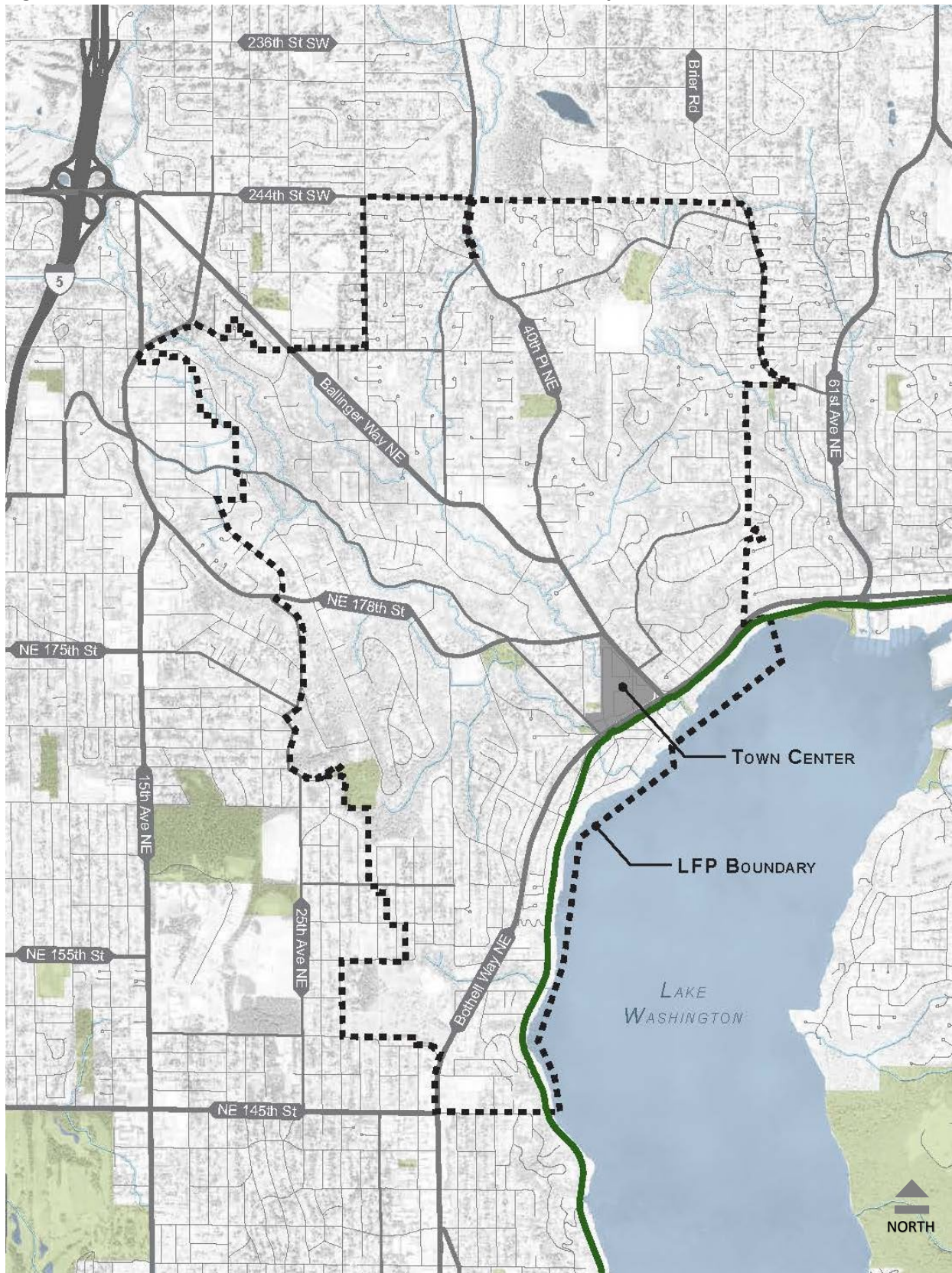
Figure 3.1.1 Regional Context Map



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Figure 3.1.2 Town Center Location in the Lake Forest Park Vicinity



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Historic sign for the Lake Forest Park community
Source: historylink.org

The “Forest Park Center” was originally conceived as a shopping center to serve area residents and first developed in the mid-1960s. The center was remodeled as “Lake Forest Park Towne Centre” in the 1980s. The commercial and office complex continues to provide a variety of retail shops, services, restaurants, and community services and today is known as “Lake Forest Park Town Center.”

Existing Land Uses, Building Form, and Character

The Town Center planning area has the type of general character indicative of a retail complex developed in the mid to late twentieth century—suburban form with commercial/retail, restaurants, office, and civic uses in buildings of varying heights and sizes and broad expanses of paved parking areas and access roads. Civic uses include City Hall, Lake Forest Park Police, King County Library (Lake Forest Park Branch), and the Northshore Fire Department. Of the total 20.49 acres of land in the Town Center planning area, 16.83 acres are owned by Merlone Geier Partners (MGP). The remaining 3.66 acres are owned by other entities, as listed in Table 3.1.1.

Table 3.1.1 Town Center Parcels and Ownerships

Parcel Number	Land Use/Owner	Square Footage
401930-1654	Windermere Building	45,187
401930-1655	MG Partners Retail/Office Complex	717,012
401930-1656	MG Partners Bank of America	15,943
401930-1663	City of Lake Forest Park City Hall/Police Dept.	34,252
401930-1958	Starbucks	16,688
7611300020	Arco Gas (BP)	19,100
7611300010	Northshore Fire Dept. King Co. FD 16/Sta. 57	44,173
	Total	892,355

Source: <https://qismaps.kingcounty.gov/parcelviewer2/>

Figure 3.1.3 shows the Town Center planning area boundary, including key features of the Town Center and Figure 3.1.4 is an aerial photo. Refer to Table 3.1.2 for a listing of commercial and office tenant spaces and other buildings at Town Center.

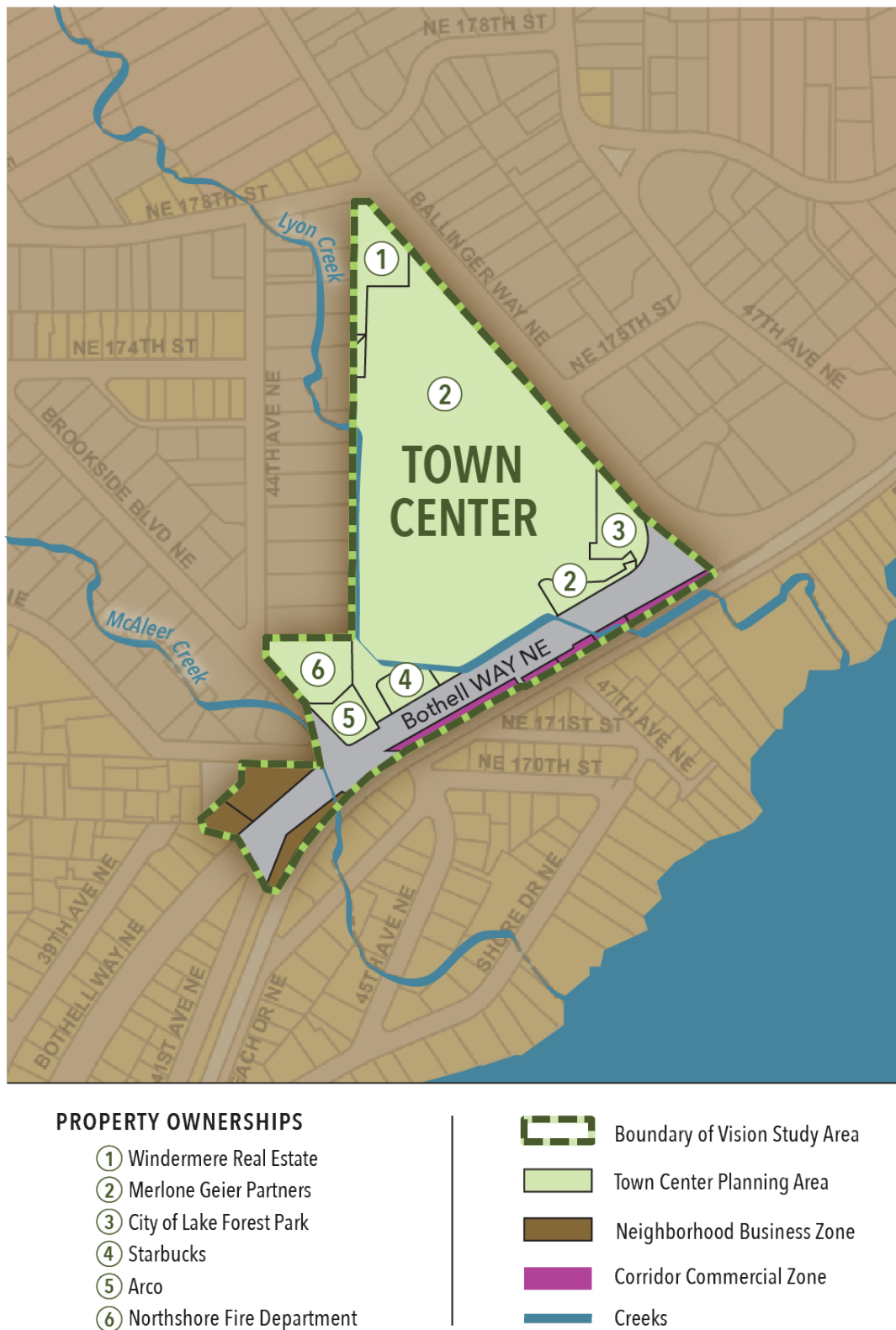
Existing Land Uses—Town Center

Commercial/Retail Complex—Since its original development in the 1960s, the Town Center has undergone multiple rounds of renovations and improvements. Most recently, after the Town Center retail complex was purchased by MGP in 2014, they invested in improvements to the site and buildings, attracting new tenants such as MOD Pizza and retaining long-standing anchor tenants such as Albertsons, ACE Hardware, Third Place Books, Rite Aid, and others.

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Figure 3.1.3 Town Center Context Map



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Figure 3.1.4 Aerial Photo of Lake Forest Park Town Center planning area and Parcels



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Several tenants have long-term lease agreements with MGP that often include a term of lease for the space as well as provisions related to the numbers of parking spaces dedicated for the use of the businesses and other provisions.



A portion of the Town Center commercial complex

The existence of long-term leases is an asset as well as a liability to the Town Center. While the long-term leases by anchor tenants create a low-risk revenue stream for the property owner and help establish value for the center, they also limit redevelopment options. Given these active leases, redevelopment at Town Center likely would occur incrementally, in multiple phases over time within the next 15 to 20 years or longer.

With ups and downs in the economy over time, there have been occasional challenges to maintaining full occupancy of the commercial/retail and office complex at Town Center. Currently, the Town Center is leased to approximately 95 percent full, although some vacancies do remain and MGP reports that overall the current amount of retail space at Town Center may be more than the market can sustain over the long term (at least under existing conditions and with the current population). Retail use has been changing across the region, country, and world in recent

years. With more access to online shopping, there is less demand for traditional shopping centers and commercial/retail complexes, which is an important factor in thinking about future scenarios of how the Town Center may redevelop and transform over time into a more mixed-use place.

Other Commercial Uses at Town Center—Other commercial and office properties in the Town Center planning area include the 7,846 square foot office building owned and occupied by Windermere Real Estate at the north end of the site; Starbucks, a 2,234-square foot coffee house with a drive-through along Bothell Way NE in the southeast area of the site; and the Arco gas station, also located adjacent to Bothell Way NE, across the entry road from Starbucks.

Lake Forest Park City Hall—Construction of the 19,720 square foot City Hall and Police Headquarters was completed in 2002. The two-story building provides a diversity of services to the community from its Town Center location. In addition to planning and building, public works, police, and other government services, municipal court, passport services, and community events are conducted at City Hall. The City Hall building is operating at capacity and there is no additional space within the building to expand civic functions. However, based on the results of the Town Center visioning process, the community is concerned about the lack of adequate public meeting space and sees a strong need for multi-generational community services at Town Center. In addition, growth and change at Town Center, along with overall growth of the community over time, would mean that the City's governmental and police services would need to expand to continue to serve the community's needs.

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Lake Forest Park City Hall

Source: City of Lake Forest Park

Northshore Fire Department Station 57—The Northshore Fire Department has provided service to the communities of Kenmore and Lake Forest Park for 75 years as part of King County Fire District 16. Station 57, located at 17020 Brookside Boulevard NE at the southeast corner of the Town Center planning area, is Lake Forest Park’s only fire station. Construction of the 7,414 square foot station was completed in 1995.

The Fire Department reports concerns about congestion on the access way in front of (south of) the station. During peak morning commute hours, traffic often backs up along that drive making it difficult for fire trucks and emergency vehicles to exit in a timely manner to get out to Bothell Way NE in response to calls.

Third Place Commons—Friends of Third Place Commons, better known as “Third Place Commons” or “the Commons,” is a community-supported nonprofit organization dedicated to fostering real community in real space by hosting over 900 free events each year. Third Place Commons and Third Place Books are separate entities. Third Place Commons has a long history of coordinating with the bookstore

to maintain collaborative relationship with its owners but is a separate entity. Third Place Commons has operated as a stand-alone nonprofit since its incorporation in 2000 and manages all scheduling and programming of events for the Commons, the stage, and the Stadler Meeting Room. Third Place Books and Third Place Commons was inspired by the book *The Great, Good Place*, by Ray Oldenburg, about the power of informal, common places where everyone in the community is welcomed.



Third Place Commons event

Source: Third Place Commons

Oldenburg saw these places as vital to communities, providing a simple way for people to connect to and understand each other and referred to them as a celebration of the “third place” — not home or workplace, but “our” place.

Existing Building Form at Town Center—

Current buildings at Town Center range from one level to two level structures, with a typical height at the base roofline of the top level of 28 feet or more above grade. The Town Center shopping complex has peaked gable roof features and signs that extend up to 47 feet above grade. The shopping complex is built in an indoor mall style, and as such is one large building with interconnected uses (see square footages earlier in this section). Other buildings at Town Center are separate, smaller structures (professional office complex and Bank of America that also are owned by MGP, City Hall,

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Starbucks, Fire Station, Arco gas station, and Windermere Real Estate).

Outdoor Land Uses/Activities—Lake Forest Park Farmers Market—Organized and facilitated by staff of Third Place Commons, the farmers market is held outdoors in the lower parking area next to the professional office building and Chase Bank and across from City Hall. The farmers market opens on Mother's Day and runs through the third week in October on Sundays each year from 10:00 am to 3:00 pm. The market was started in 2005 and continues to provide locally grown food, flowers, plants, and a variety of other goods to Lake Forest Park residents and visitors from surrounding communities.



Lake Forest Park Farmers Market
Source: Windermere Real Estate

Lake Washington and Lyon Creek—Proximity to Lake Washington is an important feature of Lake Forest Park and the Town Center. Views of the lake can be enjoyed from a few locations in the Town Center planning area today, and as new buildings develop, visual connections to Lake Washington and Mount Rainier can be optimized. A tributary to Lake Washington, along with neighboring McAleer Creek, Lyon Creek is a salmon-bearing stream corridor and

defining characteristic of the Town Center planning area. The creek flows openly along the western border of the site and then goes into a piped segment across the southwest corner of the site to the recently enhanced, daylighted segment along the Bothell Way NE/SR 522 right-of-way. The creek then passes through a large culvert crossing of Bothell Way and on to another stretch that takes it to its outfall to Lake Washington.

Completion of the Lyon Creek Flood Mitigation Project in December 2015 eliminated recurrent flooding in Lake Forest Park that had inundated the fire station, portions of the Town Center retail complex, over 20 homes, and Bothell Way. The City and MGP jointly cooperated to accomplish these improvements. While solving serious flooding problems in the Lake Forest Park Town Center area, the Lyon Creek project also created a new neighborhood park, Whispering Willow Park, adjacent to Town Center, and enhanced valuable shoreline habitat in Lyon Creek Waterfront Preserve on Lake Washington. With the removal of numerous fish barriers, installation of large woody debris, excavation of instream refuge pools and reestablishment of two wetlands, fish and wildlife habitat was greatly improved along portions of the creek.



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The photos above show the Lyon Creek Flood Mitigation project fairly soon after it was constructed (vegetation has since grown)

Source: Merlone Geier Partners

Burke Gilman Trail—Originally converted from an old rail line to a shared use trail in 1978, the corridor was most recently redeveloped in 2011-2012. Today the Burke Gilman continues to function as a major regional bicycling and pedestrian connector between communities and a route often used by commuter cyclists between home and work. The trail is located just across Bothell Way NE from the Town Center and enhancing connectivity to and from the trail is a key objective of the Town Center Vision/Plan.

King County Library Lake Forest Park Branch—The Lake Forest Park branch of the King County Library System (now located on the lower floor of the Town Center retail complex) has been in operation in some form at Town Center since 1965. The library provides access to the full King County system of books, reference materials, periodicals, and multi-media. In 2003 the branch library started offering wireless Internet access throughout the Town Center and Third Place Commons. In a community that does not have equal access to high-speed Internet, residents can work from a “home away from home” at the library and the Commons.



Historic photo of the rail corridor that is now the Burke Gilman Trail route

Source: By Curtis, Asahel, photographer; Negative Number: A. Curtis 59932; Asahel Curtis Photo Company Collection, UW Libraries, Special Collections Division, PH Coll 482

Surrounding Neighborhoods and Forested Setting—The Town Center is surrounded primarily by well-established single family residential neighborhoods, with many of the homes originally built in the 1960s to 1980s (although some were built before and after this era and it is becoming increasingly common for older homes to be fully renovated and sometimes expanded in size). Many residents participating in public meetings and workshops for the Town Center visioning and planning process reported that they have lived in nearby neighborhoods for several decades.

Many homes are sited on larger lots, and in the decades since original development, many large trees (coniferous and deciduous) and shrubs have reached maturity in the neighborhoods and park lands surrounding Town Center.

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While there are relatively few mature trees within the limits of Town Center, there are several large trees in the right-of-way and along the property limits of Ballinger Way NE and along the western border of the Town Center, adjacent to the Lyon Creek corridor and large lot single family homes. Most of the western border is heavily screened between existing single family homes and Town Center by a heavily planted edge of evergreen and deciduous trees and shrubs. An 8-foot wood fence extends along most of the western border as well. There are only a few locations along this edge that have partial views of the Town Center due to the heavy screening.

While the existing character of Town Center is very different from the surrounding neighborhoods, as would be expected for a developed retail complex, the existing forested

conditions along the edges of the Town Center help to buffer surrounding residential properties from the more active uses at the Town Center and create a sense of transition that is important to surrounding neighborhoods. Refer to Section 4.1 for more discussion and analysis of views/aesthetics.

The forested setting is important to the community because it reinforces its identity of “Lake Forest Park” and is emblematic of its commitment to environmental stewardship.



Lake Forest Park Town Center and the Surrounding Forested Setting Overlooking Lake Washington

Source: Merlone Geier Partners

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Aerial Photo of Lake Forest Park Town Center and the Surrounding Forested Setting, September 2018

Source: Google Earth



The Farmers Market is an important use at Town Center, cherished by the community

Source: Windermere Real Estate

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Existing Town Center Buildings and Spaces

Building spaces in the Town Center planning area are owned by multiple entities. Spaces currently occupied and vacant are listed in Table 3.1.2.

Table 3.1.2 Town Center Retail Complex Spaces

Tenants/Spaces	Square Footages
A Better Day Salon	2,444
Albertsons (Grocery Store)	32,554
Avid Angler	2,660
Bank of America	3,031
Burney Brothers BBQ	574
Chase Bank	1,800
Chocolate Man	2,026
Curves	1,225
Diamond in the Mall	634
Diamond Wireless	710
Ebsworth, Dr. C. Fred	1,470
Edward Jones	750
Expedia CruiseShipCenters	1,225
Forest Park Cleaners	1,453
Great Harvest Bread Co.	1,972
Honey Bear Café	1,880
King County Library—LFP Branch	5,965
Kitto Japanese	520
Lake Forest Park Medical Clinic	5,783
Lake Forest Park Bar & Grill	5,735
Mad Cow Yarn	1,712
Management Office	424
Merlone Geier Management	4,183
MOD Pizza	2,617
Mud Bay	5,600
Northwest Ballet Center	1,074
NW Foot & Ankle	1,000
Papa Murphy's Pizza	1,400
Planet Fitness	22,000
Rite Aid	21,904
Ross Dress for Less	27,690
Sally Beauty Supply	1,953
Shoreline Arts	315
Subway	1,070
Swirl Frozen Yogurt	1,374

Tenants/Spaces	Square Footages
The Everest Kitchen	2,450
Third Place Books	24,500
Third Place Commons	10,000
Town Center Hardware-ACE	14,132
Two Trading Tigers	2,415
VSP Jewelry Design Gallery	672
Wild Birds Unlimited	2,737
Subtotal	225,663

Town Center Retail Complex Spaces (Available)

Available Spaces	Square Footages
Space 38	420
Space 39	565
Space 53	1,373
Space 57	3,675
Space 63	1,225
Space 73	1,200
Space 74	510
Space 75	690
Spaces 46 & 47	Not Specified

Source: Merlone Geier Partners (MGP)

www.merlonegeier.propertycapsule.com/properties/towncenteratlakeforestpark/

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MGP indicates that it offers approximately 225,000 gross square feet of leasable space at Town Center, not including approximately 10,000 SF that is currently in use by Third Place Commons.



Eateries inside the Town Center commercial complex adjacent to Third Place Commons

Source: Windermere Real Estate

Other Town Center Buildings

Other buildings in the Town Center planning area owned by multiple entities are listed in Table 3.1.3.

Table 3.1.3
Other Town Center Buildings/Spaces

Owner/Building Space	Square Footage
Lake Forest Park City Hall and Police Department	20,000
Northshore Fire Department, Station 57	8,000
Starbucks	2,500
Arco Gas Station	60
Windermere Real Estate	8,000
Subtotal	38,560

Numbers are approximated and rounded up.

Source: <https://qismaps.kingcounty.gov/parcelviewer2/>

Existing Demographics

Population, Households, and Household Income

The Town Center planning area currently has no residential population. However, the area is surrounded by citizens living predominantly in single family neighborhoods, as well as some multi-family housing. Table 3.1.4 estimates population, household, and household income levels in proximity to the Town Center.

Table 3.1.4 Population, Households, and Household Income Levels in Proximity to Town Center

Within	1 Mile	3 Miles	5 Miles
Population	7,759	120,034	358,674
Households	2,974	48,290	148,164
Avg. HH Incomes	\$150,376	\$106,807	\$105,999

Source: ESRI, 2018

Based on the American Community Survey (ACS), which provides a variety of census-based data and estimates related to demographics, the 2017 estimated population of Census Tract 214, where the Town Center is located, was 3,956 residents and within Census Block 1 which includes primarily the Town Center and nearby residents within less than one half mile to the west, the 2017 estimated population was 1,265. Census Tract 214 includes the area west of Ballinger Way, beyond Town Center and encompassing several neighborhoods in Lake Forest Park. Because there are no residents currently at Town Center, this population exists in the surrounding neighborhoods, which are predominantly single family residential use.

Employees/Employment

Employees and employment are characterized in two ways: estimated number of employees working in the Town Center planning area and

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the number of people living in the planning area and surroundings who are in the labor force.

Based on ACS data, of the population of people in Census Tract 214, Census Block 1 of 1,265, 1,172 of these residents are 16 years old and over, and of these, 692 are in the civilian labor force. These are people who live in Lake Forest Park and hold jobs but not necessarily working at Town Center.

Based on estimated numbers of employees per business, commercial use, and office use, there are approximately 585 full time employees working in the Town Center planning area. This includes people working at the Town Center commercial/retail complex shops and businesses, as well as workers at Starbucks, Windermere, City Hall, the Police Department, Fire Station #57, and other places in the planning area.

Housing Opportunities

The Town Center has remained in commercial/retail, office, and civic use for decades. While there are no dwelling units or residential uses within the Town Center planning area, current planning, land use, and zoning regulations allow and encourage residential use with redevelopment.

With Sound Transit’s planned implementation of the bus rapid transit (BRT) line in SR 522, with a station and commuter parking structure at Town Center (as a representative project in the ST3 program), planning policies at the local, regional, state, and federal levels encourage the development of a higher intensity of residential and employment use around transit stations.

Citywide and King County Demographics

In addition to the demographic information provided for the Town Center planning area,

the following data related to the Lake Forest Park community and King County also provides background for the analysis in this EIS.

Lake Forest Park Population—The estimated population of Lake Forest Park in 2017 by the US Census Bureau is 13,392, up from 13,156 in 2016 and 12,586 in 2010. This means that population grew at less than 1 percent annually (approximately .075) on average between 2010 and 2016, but then increased by nearly 1.9 percent between 2016 and 2017.

Lake Forest Park Housing and Household Size—ACS data indicates that in 2017, Lake Forest Park had:

- 5,340 households
- Of these, 3,502 are households with families and 1,522 are non-family households
- Average household (HH) sizes in Lake Forest Park and King County overall are shown in Table 3.1.5.

Table 3.1.5 Average Household Size

	Lake Forest Park Persons/HH	King County Persons/HH
Avg. HH Size	2.49	2.4
Avg. HH Size Owned	2.57	2.58
Avg. HH Size Rented	2.16	2.14

Source: American Community Survey (ACS), US Census Bureau

Average household size has been trending down in the region and nationally, and it is typically smaller for multi-family dwellings than for single family dwellings. For purposes of analysis in this EIS, the assumed future household size for multi-family dwelling units at

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Town Center is 2.1 to 2.4 persons per household.

Lake Forest Park Employment—Overall in the Lake Forest Park community, the ACS of the US Census Bureau estimates that there are 790 to 1,417 employees working at businesses and places of employment. Given these estimates, approximately 41 to 74 percent of the employees in Lake Forest Park are currently located at Town Center.

Rapid Regional Population Growth and Housing Demand—Overall, the region's population has been growing rapidly. US Census Bureau data showed that around 724,745 people lived in the Seattle city limits as of July 2017 and that population grew by more than 17,000 since 2016 (more than 50,000 ahead of the 2016 ACS five-year estimates and a climb of more than 116,000 people since the full 2010 census). This amounted to 2.5 percent growth between 2016 and 2017 and nearly 19 percent growth since 2010. King County-wide, the population has grown to 2.19 million, compared to 1.93 million in 2010, for a 13.5 percent growth.

While housing stock in King County is growing faster than much of the country, it has not grown at the same pace as the population. Between 2010 and 2017, King County's number of housing units grew an estimated 9.7 percent, from 851,962 homes to 934,552. And despite recent growth, according to census estimates, the region's building pace between 2010 and 2017 is slightly slower than it was between 2000 and 2007.

Seattle was the sixth fastest growing large city in the country between 2016 and 2017, behind San Antonio, Phoenix, Dallas, Fort Worth, and Los Angeles. However, since 2010, Seattle has

seen the fastest growth of any large city by nearly a full point. Sources: Curbed, Seattle Times, and US Census Bureau data

The comparatively lower annual population increase in Lake Forest Park compared to Seattle and the broader region is influenced by many factors, including the current lack of available housing stock in the community, as well as the types of housing choices available and relative affordability of these types to meet the needs of a variety of residents and household types.

Gender, Age, Race, and Ethnicity—There are more women than men in Lake Forest Park and a higher percentage of women than men compared to King County overall, with 51.2 percent of the population who identify as female and 48.8 who identify as male in Lake Forest Park, compared to 50.1 percent female and 49.9 percent male in King County, respectively.

The median age in the community tends to be older than in King County overall, with the median age at 45.5 in Lake Forest Park compared to 37.2 in King County.

Table 3.1.6 provides US Census Bureau data on race and ethnicity in Lake Forest Park.

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Table 3.1.6
Lake Forest Park Race and Ethnicity
Demographics

Categories Identified by Participants in the 2010 Census	Percent of Total Population
American Indian and Alaska Native	0.1
Asian	7.7
Black or African American	1.9
Native Hawaiian and other Pacific Islander	0.5
White	80.9
Other Races	2.0
Two or More Races	6.9
Hispanic or Latino of any Race	4.7

Current Commuting Patterns—Most Lake Forest Park residents who work (90.3 percent) commute to locations outside of the community. Many large employment centers and employers are located in Seattle, Everett, and other areas of the region within commuting distance from Lake Forest Park.

According to data from the ACS and US Census Bureau, of all Lake Forest Park residents:

- 80.5 percent drive to work and of these, 71.3 percent drive alone while 9.2 percent carpool
- 8.6 percent of commuters use public transportation
- 1.1 percent walk to work
- 1.9 percent bicycle to work
- 0.9 percent use a taxi to get to work
- 7.1 percent work at home

Of all households in Lake Forest Park with workers, 55.4 percent commute between 30 and 60 minutes (or more) from home to work (one way) each day. The mean commute time is 30 minutes.

Of households in Lake Forest Park with workers 16 years of age and older:

- 49.8 percent have 2 vehicles
- 37.0 percent have 3 or more vehicles
- 11.4 percent have 1 vehicle

Existing Land Use and Zoning Regulations

Existing land use and zoning regulations applicable to the Town Center today are contained within the Lake Forest Park Comprehensive Plan, adopted in 2016; the planning and land use regulations of Chapter 18 as well as other provisions of the Lake Forest Park Municipal Code (LFPMC); and the Town Center Framework Design Guidelines, completed in 2005. The City adopted design guidelines and regulations in 2006 to implement the vision described in the 2004 document “Sustaining a Livable Lake Forest Park” (see more later in this section).

The existing Town Center (TC) zoning classification is regulated by the current Chapter 18.42 of the LFPMC. The intent of the TC zone is to encourage neighborhood and community scale developments and uses that create interesting and vital places for residents of the city and the nearby community. The original intent was for the 2005 Town Center Framework Design Guidelines to work in concert with the LFPMC planning and land use regulations to guide redevelopment at the Town Center. Refer to Figure 3.1.5 for a current Zoning Map of Lake Forest Park.

A newly revised LFPMC chapter of Town Center specific planning and land use regulations is needed to clarify certain provisions and to address discrepancies between the existing LFPMC language and the framework guidelines. Newly created zoning provisions and accompanying design standards and guidelines for Town Center would provide more detail to address anticipated projects and plans for redevelopment at the Town Center, including

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the need for more transit-oriented development, for well-designed parking structures, and more detail to guide multi-family residential and site development.

The action proposed and analyzed in this EIS would result in completing these revisions to the LFPMC and would potentially include allowing a greater intensity of residential and mixed-use redevelopment at Town Center. Alternatives allowing a greater intensity of redevelopment are being studied to support the following purposes and needs:

- To support implementation of the community's vision for Town Center, which calls for a number of community amenities, expanding civic space, preserving the function of Third Place Commons indoors and outdoors as part of redevelopment, and high-quality design and materials for buildings and site improvements;
- To better align with market and development potential; and
- To expand housing choices in the community and encourage transit-oriented development, with more people living in proximity to high capacity transit stations in the region, given the plan for Bus Rapid Transit (BRT) in the Bothell Way NE/SR 522 corridor (see "Planned Projects by Others" below).

Relevant Plans, Studies, and Projects

Since the early 2000s, the City of Lake Forest Park has been working closely with the community to complete several important plans and initiatives. These include past plans that have helped to set a foundation for the Town Center, as well as more recent and concurrent

planning efforts that are being coordinated with development of the Town Center Vision/Plan.

Sustaining a Livable Lake Forest Park—This plan, developed in 2004, focused on envisioning a new future for the Town Center, calling for a paradigm shift from a traditional shopping center to a mixed-use center with housing, as well as retail, commercial, and public spaces. The City then moved forward to update the LFPMC and develop the Town Center Framework Design Guidelines to support this plan in 2005. At that time, the City was in discussion with the then owners of the shopping center about potential redevelopment into a mixed-use center when the economic downturn made the project no longer economically feasible and nothing moved forward. Since that time and with new ownership of the shopping center, it has become apparent that a new set of revised LFPMC provisions and design standards and guidelines is needed to clarify the specific development parameters allowed and to encourage and support redevelopment consistent with the community's vision for Town Center developed in early 2018.

Legacy 100-Year Vision Project—This visionary plan was developed in 2008 to guide growth and preservation efforts of Lake Forest Park's unique community resources for the next 100 years. The goal of the Legacy Plan is to strengthen the relationship between the natural and built environments and articulate a long-term plan for sustainable green infrastructure. This vision of a regenerative framework will create a healthy, vital city while enhancing cultural and natural environments and maximizing the city's long-term sustainability.

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Lake Forest Park Comprehensive Plan—Lake Forest Park City Council adopted the 2015 Comprehensive Plan Update on January 14, 2016. The plan includes Volume I with goals and policies for elements such as:

- Land Use
- Environmental Quality & Shorelines
- Housing
- Economic Development
- Community Services & Public Safety
- Capital Facilities
- Parks, Trails, & Open Space
- Utilities
- Transportation

Volume II provides the background analysis to support the goals and policies in Volume I. Many of the goals and policies in the Comprehensive Plan directly relate to Town Center. The Town Center Vision/Plan would reinforce these goals and policies and propose additional goals and policies to support the 2018 Vision for Town Center and guide future redevelopment and projects.

Lake Forest Park Strategic Plan—Lake Forest Park’s 2016-2020 Strategic Plan outlines the City’s short- and mid-term priorities to achieve its long-term goals and vision. The document provides an overview of the City’s vision and values as well as the goals, services, and initiatives intended to help the City realize them. The Strategic Plan laid the foundation for five major projects—also known as the “Big Five”—that are intended to master plan the City’s near-term infrastructure and planning priorities. The Town Center Vision/Plan is one of the key focus areas of the Strategic Plan.

Healthy Creeks—The Healthy Creeks project will replace undersized Lyon Creek culverts at 35th Avenue NE, NE 185th Street, and SR 104 that are a barrier to fish passage. With a flood

reduction grant from King County and the Washington State transportation budget, the City is redesigning and replacing these culverts to improve stream health while maintaining critical infrastructure. Another culvert at 178th was also studied and its replacement is being designed with funding through a King County Flood Control District grant.

Parks, Recreation, Open Space, and Trails (PROS-T Plan)—The PROS-T Plan assesses how well the parks, open spaces, and recreational programs are serving the community and proposes improvements to meet evolving needs. Analysis in this EIS helps to inform specific parks and open space needs for potential future Town Center residents and current and future employees and visitors to Town Center. These outcomes can be integrated into an updated PROS-T Plan.

Safe Highways—Lake Forest Park has completed a study of the state highways within city limits—Bothell Way NE (SR 522) and Ballinger Way NE (SR 104)—to explore ways to make them safer, more accommodating to transit, and more walkable and bikeable.

Safe Streets and Town Center Connections—The City has also completed a study of surface streets including routes to and from Town Center to make them safer for pedestrians and bicyclists and to increase safe connections to transit, Town Center, the Burke Gilman and Interurban Trails, parks, and schools.

Town Center Vision/Plan—The Town Center Vision/Plan, which started with development of the Vision, that was shaped through intensive community engagement in 2018, would be completed as an outcome of this EIS process. The City is completing this EIS to analyze the potential impacts of different redevelopment

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alternatives and determine a plan for the Town Center. During the initial months of the Town Center Vision/Planning process (from Fall 2017 through Summer 2018), extensive input was gathered from the community and stakeholders to inform the development of a long-term vision for Town Center. This visioning process included a robust set of lively, well-attended engagement events, including stakeholder interviews, community meetings, and workshops, culminating in the Town Center VISION, which can be viewed at:

<http://www.yourlakeforestpark.com/library-towncentervision.html>.

The Town Center Vision/Plan would guide future redevelopment so that it is designed to best serve the needs of current and next generation residents of Lake Forest Park, resulting in an enduring, people-oriented place that is consistent with the community's values. The Plan would integrate the Vision as its foundation, updating goals and policies focused on the key elements listed below. It is anticipated that the Town Center Vision/Plan would go to City Council for adoption in February 2019.

- **Placemaking**—Retaining and expanding important functions and uses that serve the everyday needs of Lake Forest Park residents, such as City Hall, Third Place Commons, the library, police, fire, and emergency services, groceries, shops, businesses, and restaurants and cafes, as well as creating high quality indoor and outdoor gathering spaces that are well connected to an enhanced pedestrian network throughout Town Center.
- **Sustainability**—Preserving and enhancing the natural environment—healthy streams, clean water, mature trees, and green

spaces and parks that are emblematic of this place called “Lake Forest Park.”

- **Multimodal Connectivity**—Providing a variety of transportation choices and enhancing connectivity to the high capacity BRT system through a more transit- and pedestrian-oriented form of development at Town Center that also supports effective traffic circulation and minimizes congestion.
- **Pedestrian Realm**—Ensuring more of a focus on pedestrian-friendly redevelopment as changes occur over time, transforming Town Center from an automobile-oriented place that requires driving between locations to a place where people can park and safely, efficiently, and comfortably walk between multiple destinations.
- **Parking**—Right-sizing parking to fit the uses at Town Center and designing parking facilities so they are carefully and attractively integrated with other site uses.
- **Public Services and Utilities**—Ensuring that public services and utilities are improved and expanded to serve Town Center changes in the future.
- **Mixed-Use Redevelopment**—Retaining commercial, employment, and civic uses and introducing a variety of housing choices offered within mixed-use and residential buildings to enhance the vibrancy and livability of Town Center as the heart of the community.
- **Town Center Character**—Enhancing the aesthetics at Town Center and reflecting the character of the surrounding community with timeless, northwest-style architecture and natural materials and

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planning and design that optimizes views of the lake and surrounding forested setting.

Alignment and Consistency with Existing Plans and Policies

The Town Center Vision/Plan, if adopted, would encompass policies and recommendations based on the previously prepared Town Center Vision and aligned with the adopted City of Lake Forest Park Comprehensive Plan (2015), as well as other City plans and initiatives, including Safe Highways, Safe Streets, Safe Streets: Town Center Connections, and the PROS-T Plan. It is anticipated that the Town Center Vision/Plan also would include specific recommendations for capital projects and improvements for the next 15 to 20 years that would be directly informed by the mitigation measures in this EIS. For example, civic and community facilities at Town Center may need to be expanded and improved to serve the growing and changing needs of the Town Center and the Lake Forest Park community. As the community grows and changes, there would be a need for future infrastructure and civic improvements to serve new residents and businesses.

Existing Goals and Policies of the City's Comprehensive Plan, Regional Planning Entities, and the Growth Management Act

The Town Center Vision/Plan, if adopted, would be developed to be consistent with and reinforce these goals and policies of the Lake Forest Park Comprehensive Plan (2015) and also would include additional goals and policies to support the 2018 Vision for Town Center and guide future redevelopment and projects. The Vision/Plan also would be developed to be consistent with regional planning policies (King County and PSRC), and Growth Management Act policies. The action alternatives analyzed in the EIS present a variety of opportunities to

further reinforce and implement relevant local, regional, and state land use policies.

Growth Targets for Housing/Population

Sustaining a Livable Lake Forest Park—There is a reference to 250 units of housing for Town Center in the initial study in 2004-2005 (*Sustaining a Livable Lake Forest Park: The Future of Our Town Center*, page 30):

“A vibrant Town Center would include on-site multifamily housing. City and regional demand, quantified in the market analysis, supports at least 150-250 multifamily housing units at the Center.”

That statement is from 2004-2005 Task Force's policy recommendations. It is important to note that the Task Force did not recommend a maximum density and that the Town Center regulations and Design Guidelines Framework that were adopted in 2006 did not have one. The number of units was strictly an estimate of the market demand at that time, more than 15 years ago, and regional economic and market conditions have changed substantially since that time.

The scale of development is primarily regulated by height (as discussed above). The number of units can expand depending on the size of unit that the developer thinks is most marketable. There has been a significant increase in the demand for multifamily residences in the region over the last decade. While the housing market was strong in 2005, the population growth and housing demand the region is experiencing today are unprecedented, with dramatic changes since 2005 in the number and types of units being demanded.

Comprehensive Plan Growth Targets—The Growth Management Act (GMA) requires cities to plan

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for sufficient areas and densities for growth anticipated to occur in a twenty year period. The King County Growth Management Planning Council sets household and employment growth targets for cities in King County in the Countywide Planning Policies (CPPs). The CPPs are used by King County cities as a framework to ensure certain parameters such as land capacity are planned for in a consistent manner countywide.

With the adoption of the 2015 Comprehensive Plan for Lake Forest Park, the City Council provided for zoning lot size and units/acre criteria at levels that would allow room for at least 551 units to be built within city limits by 2035. Housing Policy H-1.2 of the Comprehensive Plan says “Provide adequate supply of land to meet the City’s housing growth target, as established in the King County Countywide Planning Policies.”

While usage of the term ‘target’ creates understandable confusion regarding the purpose of the number, there is no policy or regulatory language in the GMA, the CPPs, or the LFP Comprehensive Plan which limits the City to the adopted growth target as a ceiling. The intent is exactly the opposite. The target is a minimum land capacity floor that cities and counties planning under the GMA agree to provide for to ensure that the projected region-wide growth can be accommodated within the Urban Growth Areas.

Planned Projects by Others

Planned projects and actions proposed by others influence the potential for change and redevelopment at the Town Center.

Sound Transit ST3 Bus Rapid Transit System—

Voters in the Puget Sound Region approved a \$54 billion ST3 package of regional transit

improvements in November 2016. As a result, Sound Transit is planning to build a bus rapid transit (BRT) system from Shoreline to Woodinville, connecting to the light rail system in the I-5 corridor and following the route of NE 145th Street and Bothell Way NE (SR 522). The BRT would provide fast, reliable, frequent transit service in LFP and other communities along the corridor. The project would include multiple BRT stations in LFP, including one station pair at Town Center, as well as improvements to intersections and sidewalks connecting to the stations. Sound Transit has identified Town Center as the representative project location for a new park and ride structure with space for a minimum of 300 vehicles. The Town Center Vision/Plan and supporting LFPMC provisions and design standards would guide the design and development of these improvements at Town Center.

Potential Town Center Redevelopment—

The EIS is a planning level analysis of what might occur at the Town Center assuming a 20-year planning horizon. While MGP has no definitive plan to redevelop the shopping center at this time, they have recently shared potential ideas and options with the public. These may be viewed at:

https://lftowncenter.com/project_updates/planning-considerations-for-the-town-center-part-1/

The Town Center Vision/Plan, along with updated LFPMC provisions and design standards, would guide future redevelopment.

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State Environmental Policy Act Compliance for Future Projects

This non-project EIS is focused on analysis of alternatives for the Town Center Vision/Plan presented in this EIS. This EIS is a planning level of analysis consistent with subarea and comprehensive planning procedures under the State Environmental Policy Act (SEPA) and is not a project-specific EIS.

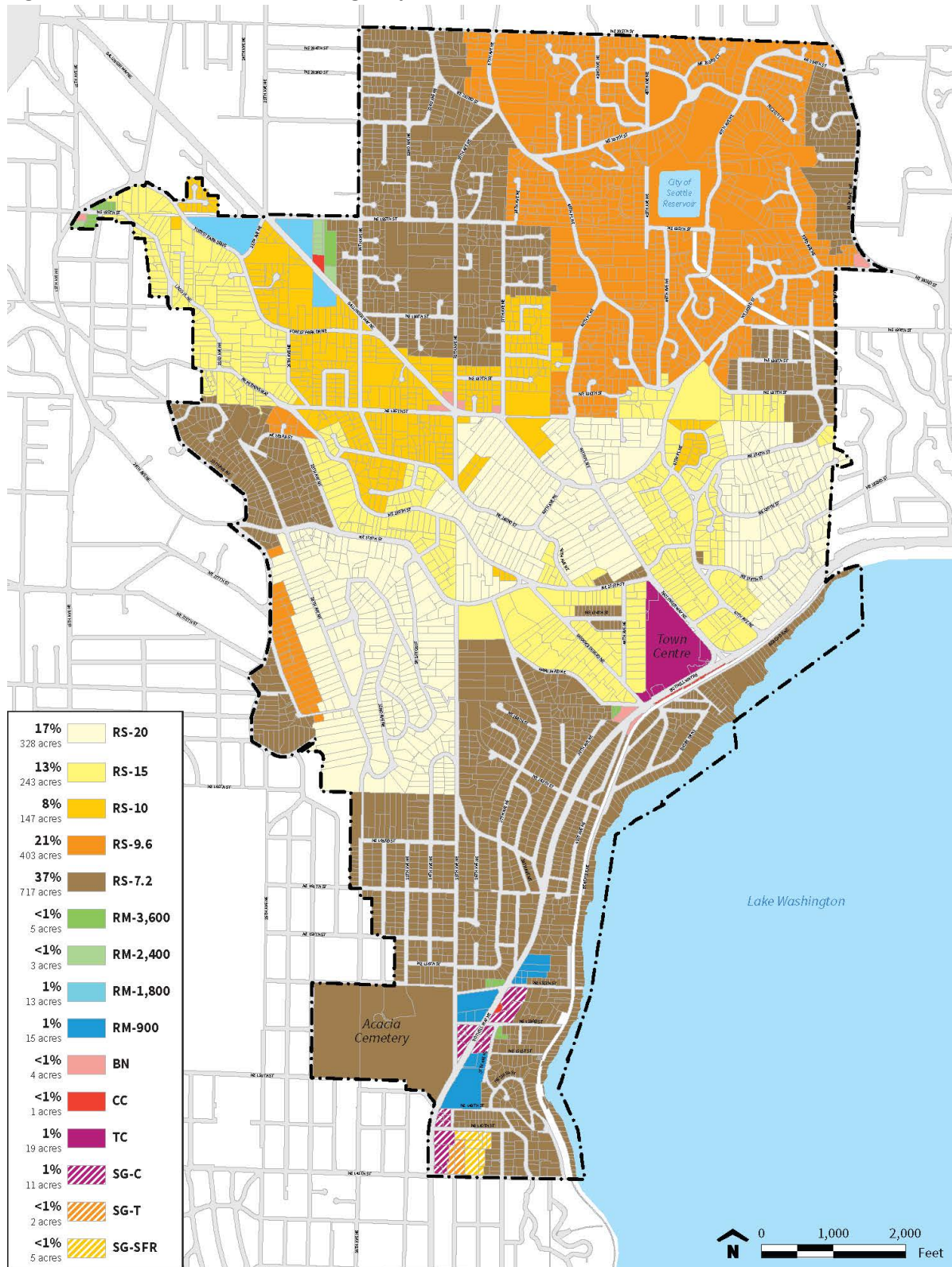
Sound Transit will be developing a separate project-specific EIS for its BRT project, which will have a separate public review process. Environmental review for the Sound Transit BRT project is scheduled to occur in 2019.

Future phases of redevelopment at Town Center would be subject to separate SEPA compliance, which may include future EIS analyses or other environmental compliance documents depending upon the threshold of development proposed.

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Figure 3.1.5 Lake Forest Park Zoning Map



CHAPTER 3 AFFECTED ENVIRONMENT

Section 3.2—Surface Water and Natural Conditions

INTRODUCTION

This section of the Affected Environment chapter of the Town Center Vision/Plan FEIS addresses:

- Lake Forest Park Setting, Plans, Policies, and Regulations Applicable to the Natural Environment
- Existing Town Center Conditions
- Geology and Soils
- Topography
- Lyon Creek Corridor
- Surface Water Management System
- Trees, Vegetation, and Habitat
- Stewardship Organizations

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Lake Forest Park Setting, Plans, Policies, and Regulations Applicable to the Natural Environment

Originally named for its location on the shore of Lake Washington, Lake Forest Park has an abundance of streams, ravines, wetlands, and a robust tree canopy throughout the community.

Elements of the natural environment such as trees, streams, forested areas, and open spaces are cherished by Lake Forest Park residents, and many consider these to be defining characteristics of the community. As noted in the City's 2016-2020 Strategic Plan:

“We deliver a healthy environment through ensuring the community and environmental health of Lake Forest Park through the effective policies that protect lands, waters, trees, and wildlife and promote human health while

managing the effects of climate change on a local level.”

The City's *Comprehensive Plan* (2016) includes the Environmental Quality & Shorelines Element, which addresses the City's commitment to preserving and enhancing the natural environment and includes policies that provide guidance on balancing environmental protection with development potential and recognizing environmental resources as an essential living infrastructure.

The City's environmental policies are also embodied within other adopted plans, such as the *Shoreline Master Program* (not applicable to the Town Center planning area because it is located more than 200 feet from the Lake Washington shoreline), the *Community Forest Management Plan*, the *Wildlife Management Plan*, and the *Legacy 100-Year Vision*. One of the key policies of the *Comprehensive Plan* applicable to Town Center in the Environmental Quality & Shorelines Element is:

Policy EQ-1.2—Encourage mixed use commercial development and transit-oriented development, including housing, in any major redevelopment of Town Center.

The Comprehensive Plan describes transit-oriented development (TOD) as a mix of housing, office, retail, and amenities integrated into a walkable neighborhood and anchored by high quality public transit.

The *Lake Forest Park Municipal Code, Title 16 Environmental Protection* includes specific chapters that regulate elements of the natural environment:

- 16.04 Environmental Policy
- 16.06 State Environmental Act Implementation

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- 16.08 Clearing and Grading
- 16.14 Tree Canopy Preservation and Enhancement
- 16.16 Environmentally Critical Areas
- 16.18 Shoreline Master Program
- 16.20 Flood Damage Prevention
- 16.24 Drainage Plans
- 16.25 Water Quality
- 16.26 Land Use Decisions Procedures

Provision 16.16.230 of the Environmentally Critical Areas chapter addresses “Authorized work in critical areas” and states that the planning director may issue a critical area permit for work in critical areas or critical area buffers under various conditions, including:

“Structural modification of, addition to, or replacement of an existing legally constructed structure, constructed on or before the effective date of the ordinance codified in this chapter as long as the structure is enlarged not more than the lesser of 10 percent or 250 square feet than its footprint as of the effective date of the ordinance codified in this chapter, and that no portion of the modification or replacement is located closer to the critical area; provided, that restoration of structures damaged by fire, flood, or act of nature must be initiated within one year of the date of such damage, as evidenced by the issuance of a valid building permit, and diligently pursued to completion.”

Structures include buildings, parking areas, roadways, and other constructed elements in the Town Center planning area, which were built prior to the codification of the Environmentally Critical Areas ordinance. As such, the City interprets this provision to apply to the current developed footprint including all buildings, paved areas, and structures. Modifications may be made within the developed footprint, including adding more

buildings and revising locations of parking and roadways, as long as the new footprint does not extend further into critical areas buffers than under current conditions.

Existing Town Center Conditions

Town Center is the most developed, urban place in Lake Forest Park, and as such, the characteristics of the planning area are distinctively different than the surrounding setting. There are minimal trees within the Town Center area, with most located around the peripheral edges of the planning area, typically within the rights-of-way of Ballinger Way NE and Bothell Way NE. Most all of the Town Center is covered in impervious surface of either paved area (parking, circulation, walkways) or buildings. Open space areas that are unpaved on the site include:

- Areas directly adjacent to and within the public rights-of-way of Ballinger Way NE and Bothell Way NE
- Rain gardens and daylighted areas of Lyon Creek in the southern portion of the site
- Landscaping around the corner of the Ballinger Way and Bothell Way intersection, near City Hall and Bank of America, including landscaped areas and trees
- Along the western boundary of Town Center, where Lyon Creek extends along Fire Station #57, Whispering Willow Park and residential properties (and is located on the Town Center property) and on the parcel owned by Windermere, which is landscaped to the south and around the building

Refer Section 3.1 and Section 4.1 for aerial and ground level photographs showing existing site

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conditions, including Lyon Creek, trees at Town Center, and the surrounding forested setting.

Geology and Soils

The planning area is located within the Puget Sound Lowlands, a geologic region that has been shaped by glacial, volcanic, and tectonic influences over many eras of time.

The surficial geology of the Puget Sound Lowlands has predominantly resulted from pre-historic glaciation as well as more recent erosional processes related to development. Glaciers up to one mile thick advanced into the region from the north, and retreated out several times, carving out the Puget Sound and sculpting the surrounding lowlands. The glaciers carried sediments that were deposited along their fronts and sides as they melted and crushed and buried as they advanced throughout their courses. As such, successive glacial advances and retreats left layers of pre-glacial soils and glacial sediment (till), much of it compacted, along their paths.

The surface geology in this part of the region is called Continental Glacial Till. In addition to glaciation, the Puget Sound region has been influenced by volcanic activity and earthquakes. Tectonic forces deep beneath Earth's surface continue to build the Cascade Mountains and cause occasional earthquakes throughout the area. Mount Baker (10,778 feet), Glacier Peak (10,541 feet), and Mount Rainier (14,411 feet) are active volcanoes formed by tectonic movement along the Cascadia subduction zone.

Compacted glacial till lacks permeability, and underlies much of the lowlands in the region, and as a result ground water levels seep through more porous points and mix with near surface soils, in some cases creating springs as well as feeding streams and draining to lakes

and Puget Sound. As they mixed and churned soils, glaciers left perched ground water tables and lenses along their path. Shallow ground water conditions are known to exist in the Town Center planning area (see below for more information about surface water drainage), and historic accounts indicate that Lyon Creek was once more centrally located within the site and there were associated wetlands along the creek before the site was developed into a shopping center.

The National Resources Conservation Service indicates that the underlying soils in the area tend to be predominantly characterized under the Alderwood, Everett, and Indianola series. Alderwood soils tend to be moderately well-drained. Everett and Indianola soils are very well-drained. However, it is important to consider how glacial activity has influenced the upper levels of soil characteristics, depositing and compacting glacial till and creating non-permeable conditions over the top of otherwise well-draining soils (as discussed above).

The Town Center planning area has been developed for more than five decades. Development changed the natural soil conditions with imported soils to support construction of buildings, parking, and roadways.

Topography

Refer to Figure 3.2.1 for a topographic map of the Town Center planning area, which in its developed condition is fairly level to gently sloping terrain that was modified as a result of development and construction.

Elevations range from approximately 30 to 70 feet above sea level across the site from south to north. A bench approximately 10 feet in height exists mid-way through the site, resulting

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in an upper level parking area that accesses the upper level of the Town Center retail complex at its back/northern side, and a lower level parking area that accesses the ground floor level of the retail complex on the front side (Bothell Way NE side).

Across the site, grades are generally less than 5 percent with the exception of areas near the Lyon Creek stream corridor and at the bench described above, where the roadway slopes between 5 and 10 percent. Refer to Figure 3.2.2 for a slope analysis of the site.

While there are not geological hazards associated with steep slopes or landslide hazards, there is the potential for seismic activity and seismic liquefaction given shallow ground water conditions in the vicinity of the site.

Streams/Lyon Creek Corridor

McAlier Creek and Lyon Creek are both located in the vicinity of Town Center, with Lyon Creek running along the west boundary and through the southern portion of the site. McAlier Creek is located just to the west of the Town Center, near the Fire Station. Refer to Figure 3.2.3 for the City's streams map.

Lyon Creek runs along the Town Center's western boundary adjacent to Whispering Willow Park, residential properties, and Fire Station #57 before entering a piped system across the lower portion of the parking area to the daylighted segment that runs along Bothell Way NE in the southern portion of the property. From there it enters the culvert (constructed as part of the Lyon Creek Flood Mitigation project—see discussion later in this section) that takes the creek under Bothell Way NE and to the Lyon Creek Waterfront Preserve section of the stream, where the creek is again

daylighted up to its entrance into Lake Washington.

King County monitors the ecological health of Lyon Creek, including collecting and analyzing water, sediment, and benthic invertebrate samples. Since 1976, water quality samples have been collected monthly near the mouth of Lyon Creek at station 0430. The station is located at the bridge inside the Lake Forest Park Civic Club property. Sampling at this site began in 1975 and continues today. Sediment samples have been collected from Lyon Creek as part of the Streams Sediment Monitoring Program starting in 1987. King County began collecting benthic macroinvertebrate samples in Lyon Creek in 2002.

The Lake Forest Park StreamKeepers (see information later in this section of the FEIS) has also collected data within the segment of the creek daylighted on the Town Center property.

For more information, go to:

<https://green2.kingcounty.gov/streamsdata/WatershedInfo.aspx?Locator=0430>

Surface Water Management System

Surface water (including stormwater) management facilities in the planning area are generally managed and maintained by the City of Lake Forest Park, including surface water facilities along Ballinger Way NE and Bothell Way NE adjacent to the Town Center.

The City of Lake Forest Park is a municipal National Pollutant Discharge Elimination System and State Waste Discharge General Permit for Discharges from Small Municipal Separate Storm Sewers in Western Washington (Phase II) permittee. As a municipal Phase II permittee, the City must comply with all requirements of

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the municipal Phase II permit issued by the Department of Ecology (Ecology).

The first permit cycle (effective 2007) issued by Ecology to standardize stormwater best management practices, which included adopting the Ecology Stormwater Manual (or equivalent manual), facility maintenance schedules, public outreach, illicit discharge detection and elimination, and construction oversight. The second permit cycle (effective 2013) required expanded maintenance requirements, additional water quality monitoring, and adoption of low impact development standards for redevelopment. In 2016, the City adopted the most recent version of the King County Surface Water Design Manual (2016 KCSWDM) which has been deemed to be equivalent to the Ecology manual. The City also adopted new stormwater best management practices and Low Impact Development Standards including provision that encourage the use of permeable surfaces in parking areas.

The planning area is located within the drainage basins of McAleer and Lyon Creeks, with most of Town Center draining toward Lyon Creek and some portions in the southeast area draining toward McAleer Creek.

Topography of the Town Center has a gradual downward slope from northwest to southeast across the length of the site and surface water runoff follows this general pattern.

Flooding problems along Lyon Creek downstream of Bothell Way NE were mentioned in the 2015 Lake Forest Park Comprehensive Plan. However, completion of the Lyon Creek Flood Mitigation Project in December 2015 eliminated recurrent flooding in Lake Forest Park that had inundated the fire

station, portions of the Town Center retail complex, over 20 homes, and Bothell Way. While solving serious flooding problems in the Lake Forest Park Town Center area, the Lyon Creek project also created a new neighborhood park, Whispering Willow Park, adjacent to Town Center, and enhanced valuable shoreline habitat in Lyon Creek Waterfront Preserve on Lake Washington. With the removal of numerous fish barriers, installation of large woody debris, excavation of instream refuge pools and reestablishment of two wetlands, fish and wildlife habitat was greatly improved along portions of the creek.

The City is currently not aware of any surface water management, flooding, or stormwater drainage issues in the direct vicinity of the Town Center.

The Town Center commercial/retail and office complex is approximately 90 percent impervious surface area. The remaining 10 percent of the surface area at the Town Center is generally pervious landscaping. Stormwater runoff from this area generally flows in a southeasterly direction through a series of catch basins, both on site and along Bothell Way NE and Ballinger Way NE, that discharge into Lyon Creek and ultimately into Lake Washington.

Lyon Creek flows south along the western edge of the Town Center property and makes an easterly turn near the southwest corner of the property. It passes under Bothell Way NE via the concrete box culvert installed as part of the Lyon Creek Flood Mitigation Project, near Bank of America.

Not all on-site stormwater facilities at the Town Center have been mapped, and as such, there are some unknowns as to where specific pipes

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discharge into City-owned facilities. A map of the topography, creek locations, and general drainage context is provided as Figure 3.2.1.

Trees, Vegetation, and Habitat

Lake Forest Park has strived to maintain a healthy tree canopy throughout the community through urban forestry planning and an adopted tree ordinance, as well as public education. The City's land use policies and permitting procedures are designed to protect environmentally sensitive areas and preserve natural areas in response to community objectives such as:

- Protecting wildlife habitat
- Providing citizens with outdoor gathering spaces and walking trails

As stated in the City's Parks, Recreation, Open Space, and Trails Plan, (PROS-T) "the forests, wetlands, streams, and wildlife of Lake Forest Park provide the highly valued, desirable character, lifestyle, and ecology that draw residents to this community." While the Town Center planning area is the most developed urban place in the community, the community has shown great interest in improving natural conditions there—such as increasing the tree canopy, enhancing Lyon Creek, implementing Low Impact Development treatments, and other actions. See Section 4.2 for more information.

Tree Canopy Protection and Enhancement

The City of Lake Forest Park conducted a tree canopy assessment to evaluate the percentage of tree cover so that it can be compared to past coverage as well as future coverage. See Figure 3.2.5 for a mapped depiction of the community's tree canopy developed for the Forest Management Plan published in 2010. As shown, tree canopy is significant surrounding

Town Center, but is lacking within the interior of Town Center, due to the developed condition of the site and the limited planting islands in the parking areas. Chapter 16.14 of the LFPMC includes provisions related to tree canopy protection and enhancement. LFPMC 16.14.010 includes the following goals related to protection and enhancement of tree canopy:

- A. Provide more diverse, healthier, and greater, predominantly evergreen tree canopy coverage to future generations of residents while protecting and respecting private property rights.
- B. Maximize the storm and surface water, wildlife, climate change, human health, and other benefits provided by trees and their understory vegetation, including everything from their canopy to their roots.
- C. Mitigate the economic, environmental, and community consequences of tree loss on public and private lands.
- D. Implement canopy-based regulatory and permitting strategies that result in at least no net loss in tree canopy coverage and is grounded in a 30-year maturity cycle for trees.
- E. Allow property owners to make reasonable use of their property while managing the trees, stands of trees and urban forests and their inter-related benefits.
- F. Promote and prefer the retention of viable existing trees and mature tree canopy coverage over removal and replacement through encouraging project designs that utilize existing trees in the landscape, or allow replacement of select native or acceptable substitute tree species (as

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defined on the city's general tree list) to maintain the urban forests of Lake Forest Park.

- G. Protect exceptional trees that, because of their unique combination of species, age, size, location, and health, constitute an important community resource.

Chapter 16.14 of the LFPMC also sets tree canopy coverage goals for different types of land use sites. For commercial sites the canopy coverage goal is 15 percent and is measured by the percentage of canopy provided by existing trees or the projected canopy coverage to be provided by newly planted or immature trees (when such trees reach 30 years of age). The existing tree canopy at Town Center today is less than 15 percent, although not all trees have reached maturity (or projected 30 years of age).

Stewardship Organizations

Lake Forest Park StreamKeepers and Rain Garden at Town Center

Lake Forest Park StreamKeepers is a group of local volunteers who work to improve the quality of McAleer Creek, Lyon Creek, and the surrounding watershed. They monitor water quality in streams with support from the City of Lake Forest Park and are affiliated with Sno-King Watershed Council, which is part of the Global Water Watch initiative. StreamKeepers also provides outreach in elementary schools and completes specific projects, such as the demonstration rain garden they built at Town Center. StreamKeepers collect data to understand the health of (1) local streams, (2) the bodies of water that feed into streams, (3) Lake Washington, and, ultimately, (4) the entire ecosystem. They use this data to help educate the public, inform decision making in Lake Forest Park City government, and guide

restoration efforts of both government and non-government groups. Because the data is incorporated into a broader data-collecting effort, it influences decision-making at all levels of government.

Following is the StreamKeepers' mission statement:

1. To encourage and facilitate public involvement in stream monitoring, watershed stewardship, and stream restoration to support salmon and other aquatic life.
2. To provide useful, credible data to the City of Lake Forest Park and to other natural resource planners acting to protect and restore the streams of Lake Forest Park.
3. To report the information collected, on a regular and timely basis to the City of Lake Forest Park, to fellow volunteers, to the citizens of Lake Forest Park and to other interested agencies and organizations.

In December 2017, the StreamKeepers constructed a demonstration rain garden at the lower level of Town Center near Bank of America. The rain garden helps to protect Lyon Creek as it cleans stormwater runoff from a portion of the parking lot between Bank of America and City Hall. The project is part of an ongoing effort to clean up streams and re-establish salmon runs, in particular Kokanee salmon. The project is part of the regional Stewardship Partners' 12,000 Rain Gardens campaign and was installed by members of the Veterans Conservation Corps (VCC), LFP StreamKeepers volunteers, and staff from the Snohomish Conservation District (SCD), in

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cooperation with property owner Merlone Geier Partners and Bank of America.

This particular rain garden is located on ground that absorbs rainwater slowly so a special outflow pipe was installed into the existing conveyance system to prevent water from overfilling the garden in the event of unusually heavy rain or rapid snow melt.

Lake Forest Park Stewardship Foundation

The Lake Forest Park Stewardship Foundation is a local organization with the mission of contributing to the well-being of the community by fostering awareness, understanding, appreciation, and stewardship of our natural environment; and by preserving and enhancing parks and open spaces. Key strategies of the organization include:

1. To assist the City of Lake Forest Park in acquiring open space for the benefit of all citizens.
2. To protect the wetlands and watersheds of Lake Forest Park in order to restore salmon habitat and maintain the quality of riparian flora and fauna throughout the City.
3. To aid the City of Lake Forest Park in providing a broad range of public places for the enjoyment of nature and leisure activities.
4. To provide educational opportunities for the promotion of conservation and environmental awareness.

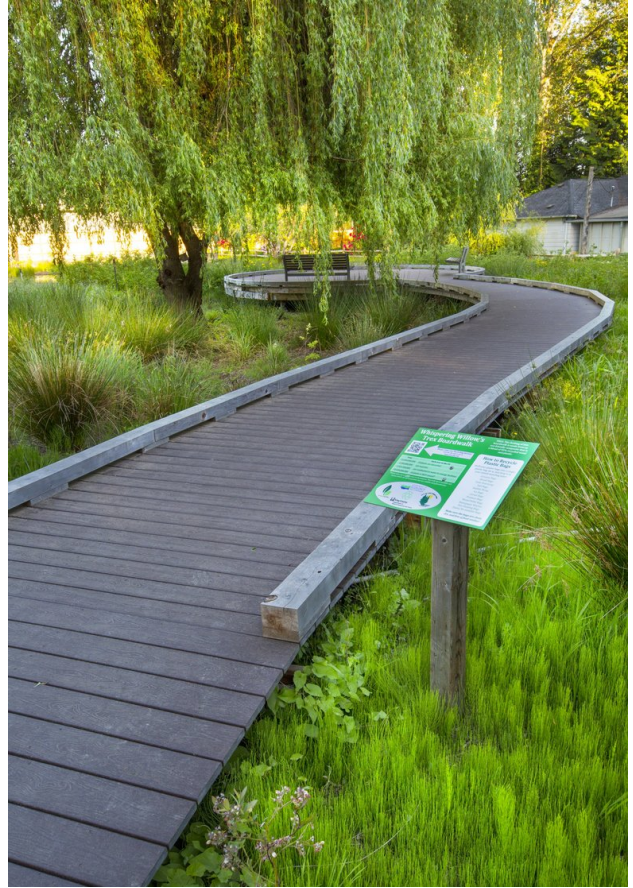


Rain garden at Lake Forest Park Town Center (Farmers Market in the background)

CHAPTER 3 AFFECTED ENVIRONMENT

Section 3.2—Surface Water and Natural Conditions

5. To advocate effective and responsible natural resource policies in order to preserve biodiversity and to sustain the ecosystem for future generations.
6. To collaborate with existing organizations for the coordination and implementation of strategic goals.



*Boardwalk in Whispering Willow Park,
adjacent to the Town Center*

CHAPTER 3 AFFECTED ENVIRONMENT

Section 3.2—Surface Water and Natural Conditions

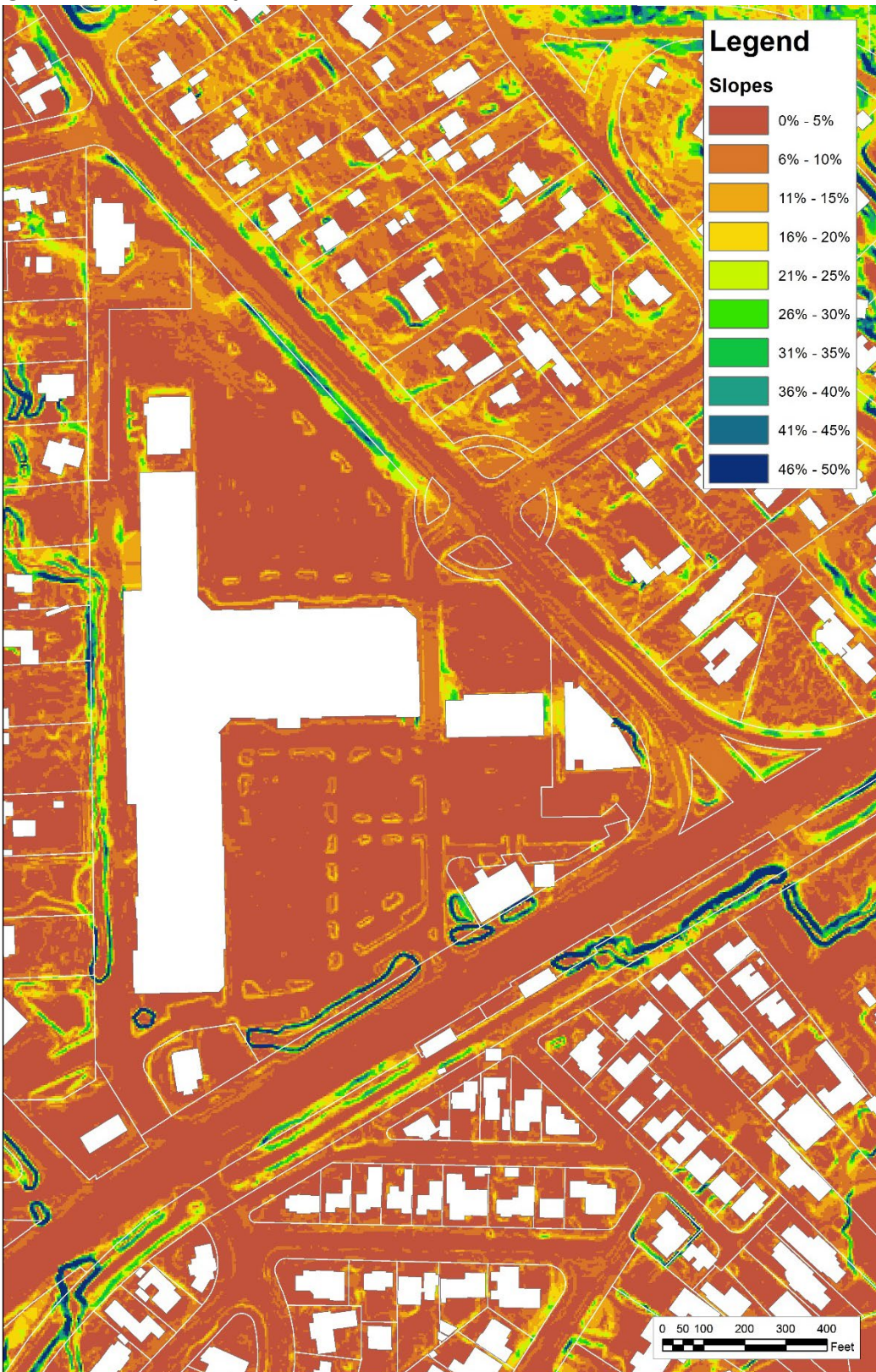
Figure 3.2.1 Town Center Planning Area Topography



CHAPTER 3 AFFECTED ENVIRONMENT

Section 3.2—Surface Water and Natural Conditions

Figure 3.2.2 Slope Analysis



Section 3.2—Surface Water and Natural Conditions

Figure 3.2.3 Streams in the Lake Forest Park Area

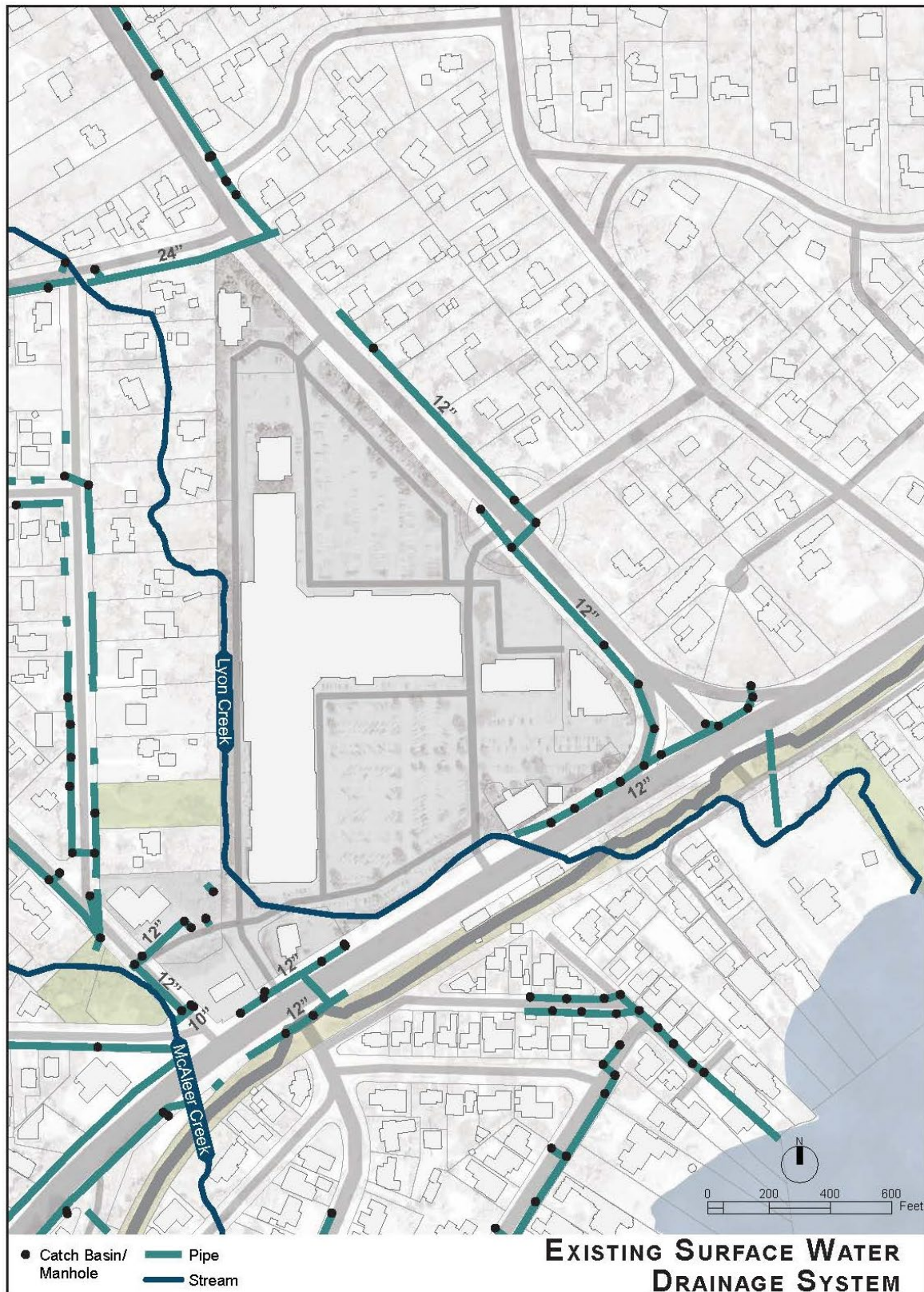


Source: City of Lake Forest Park Comprehensive Plan, 2015

CHAPTER 3 AFFECTED ENVIRONMENT

Section 3.2—Surface Water and Natural Conditions

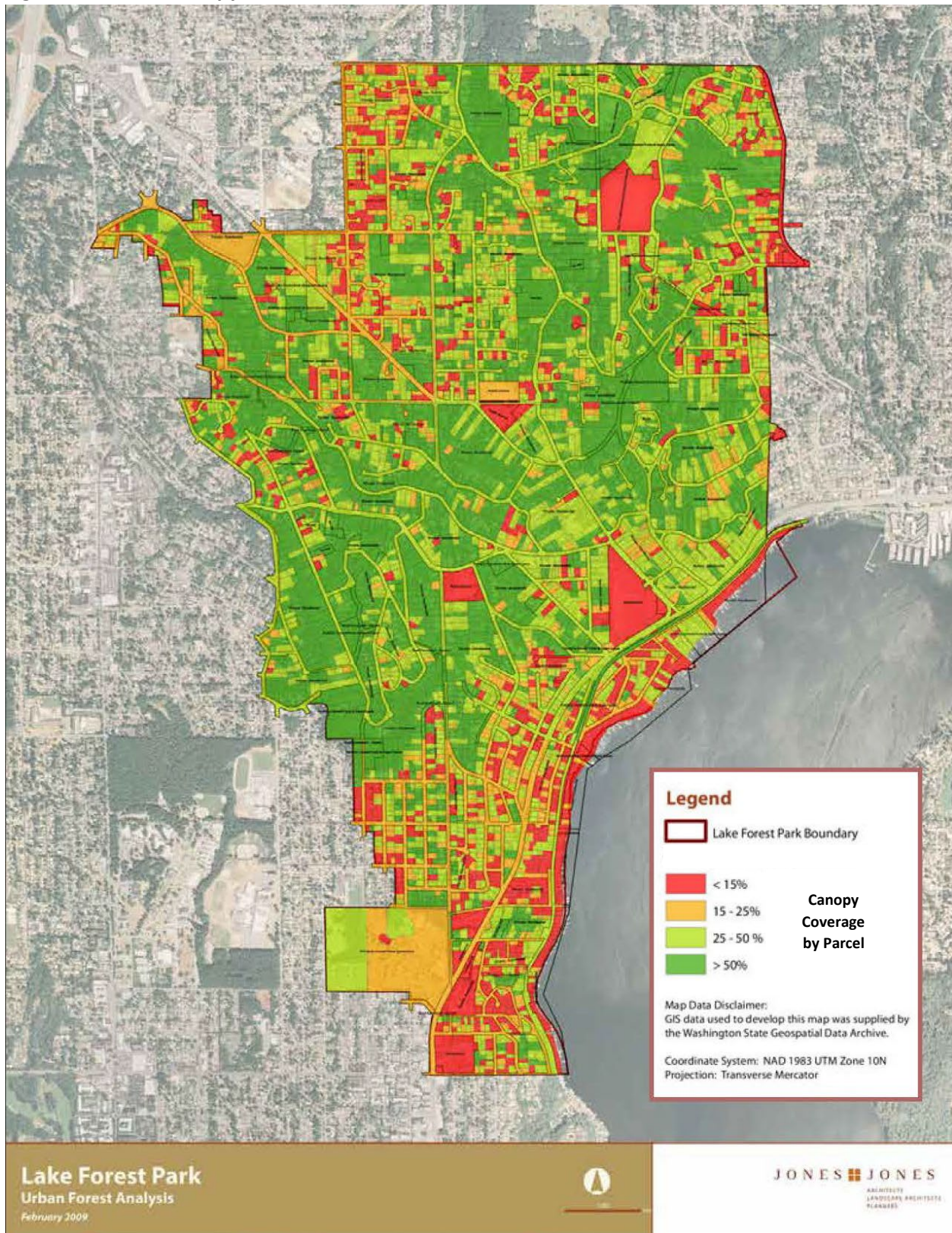
Figure 3.2.4 Surface Water Management Conditions and Facilities in the Planning Area



CHAPTER 3 AFFECTED ENVIRONMENT

Section 3.2—Surface Water and Natural Conditions

Figure 3.2.5 Tree Canopy in Lake Forest Park



Source: City of Lake Forest Park Comprehensive Plan, 2015 and Forest Management Plan, 2010

CHAPTER 3.0 AFFECTED ENVIRONMENT

Section 3.3—Public and Community Services

INTRODUCTION

This section of the Affected Environment chapter of the Town Center Plan EIS addresses public and community services, including:

- City Hall
- Lake Forest Park Branch of the King County Library
- 3rd Place Commons
- Fire and Emergency Medical
- Police Protection
- Schools
- Parks, Recreation, Open Space, and Trails
- Solid Waste Management
- Other Community Services

Refer to Figure 3.3.1 for a map of existing public facilities, civic buildings, and parks in proximity to the Town Center planning area.

AFFECTED ENVIRONMENT

Background Analysis in Comprehensive Plan

The Lake Forest Park Comprehensive Plan, adopted in early 2016, provides goals and policies in Volume I and background analysis and information in Volume II related to Community Services and Public Safety. This section of the EIS summarizes information from the background analysis, as well as additional information relevant to the Town Center planning area researched specifically for this environmental analysis.

City Hall

City Hall operates at Town Center (17425 Ballinger Way NE), with the Lake Forest Park Police Station also located in the building. The Public Works Office and Public Works Maintenance Shop are located at 19201 Ballinger Way NE.

The City Hall/Police Station building is nearly 20,000 gross square feet, and the Public Works Maintenance Shop is 4,500 gross square feet. City employees total 34.5 FTEs (including 27 at City Hall and 7.5 at the Public Works Office and Maintenance Shop). Information about the number of police protection employees is provided later in this section.

Passport and municipal court services are provided at City Hall. In addition, the City provides the following public services.

Municipal Services—keeps the records of the City Council proceedings and provides residents with access to City services, information, and records.

Finance—manages accounting, budget development, business licensing, and utility billing (in person and online) and manages information technology services.

Planning and Building—manages the City's long-range planning process, Development Services (including land use and building code review and inspection services for residents and contractors), code enforcement, tree removal and replacement, and right-of-way permit processing and inspection.

Public Works—maintains and develops public streets, sanitary sewers, parks, public facilities, and surface water infrastructure (culverts, storm water drainage). The operations hub of

CHAPTER 3.0 AFFECTED ENVIRONMENT

Section 3.3—Public and Community Services

Public Works is located outside the planning area.

Engineering—provides technical support to all City departments to support operations and capital improvement projects for transportation, traffic control, drainage, and sewer systems.

Lake Forest Park Branch of the King County Library

A library has been in operation at the Lake Forest Park Town Center since 1965, and today's branch of the King County Library System (KCLS) includes a 5,840 square-foot space in the ground floor level of the Town Center retail complex. This space, occupied in 2012, was an expansion of the previous space occupied by the library from 1996 to 2012, which was 3,800 square feet.

The library provides family literacy programs and other special programs and activities, along with providing access to the full library system's resources, books, media, periodicals, and other materials.

The KCLS appoints a community board of seven local representatives to serve as advisors to City officials on matters regarding community services. The Friends of the Lake Forest Park Library organization also supports the library with various fund raising and philanthropic events.

Fire and Emergency Services

The Northshore Fire Department, part of King County Fire District #16, serves the Lake Forest Park and Kenmore communities. The department has provided comprehensive fire

prevention, education, and emergency fire suppression and emergency medical services since 1942.

The district operates two stations: Station #57, located in the Town Center planning area and dedicated to serving Lake Forest Park, and Station #51—the Headquarters—dedicated to serving Kenmore. The district maintains two engine companies, one aid car, one medic unit, and one battalion chief that are all staffed 24/7. Specific public services provided by the district include:

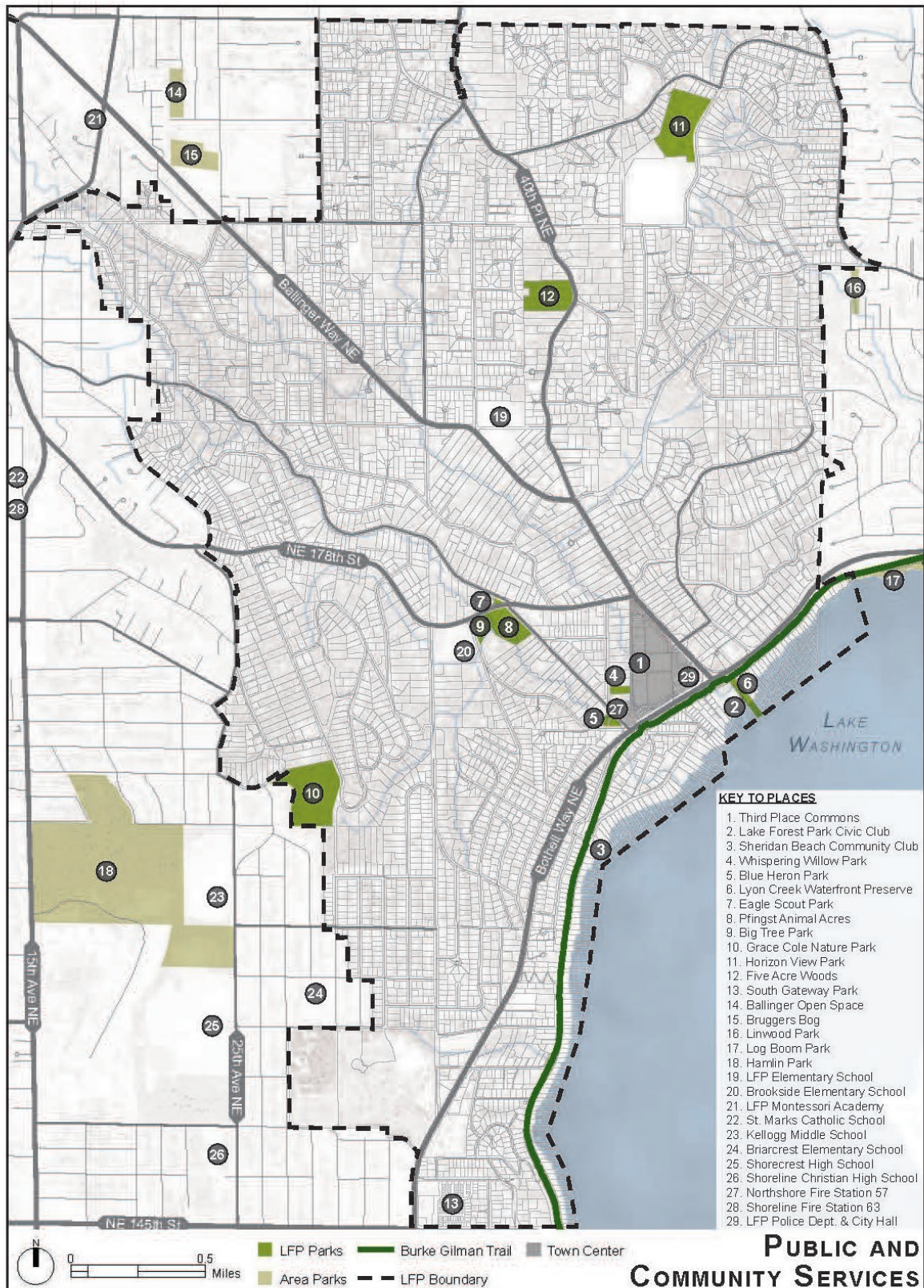
- Fire suppression
- Emergency medical services (EMS) and basic life support (BLS)
- Hazardous materials response (operations level)
- Technical rescue/special operations
- Fire code inspections
- Public education

Like other fire departments on the eastside, Northshore relies on automatic aid working closely with the Shoreline, Bothell, Kirkland, and Woodinville fire departments. Fires in Northshore receive a minimum of four engines, two ladders, one aid car, one medic, and two battalion chiefs. This is the standard first alarm response for fires with all of the eastside fire departments.

CHAPTER 3.0 AFFECTED ENVIRONMENT

Section 3.3—Public and Community Services

Figure 3.3.1—Parks and Public and Civic Facilities in Proximity to the Town Center Planning Area



CHAPTER 3.0 AFFECTED ENVIRONMENT

Section 3.3—Public and Community Services

In 2017, the Northshore Fire Department employed 48 full-time employees (FTE):
2 chief officers

- 3 administrative staff employees
- 40 career suppression personnel
- 2 fire prevention staff
- 1 training captain

Staffing levels on shift at any one time include a minimum of one battalion chief, two lieutenants, and six firefighters.

The department currently serves a population of 35,000 and responded to 3,511 calls in 2017, 3,621 calls in 2016, and 3,607 calls in 2015.

The annual Response Time Compliance Report (2017) lists the following response time objectives:

- Average turnout time for all emergencies is two minutes
- Response time for fire suppression with first arriving engine company is six minutes and for full first alarm assignment, fourteen minutes
- Emergency medical services response time is six minutes
- Hazardous materials response time is six minutes
- Technical rescue/special operations response time is six minutes

The district and department strive to achieve these response times at least 90 percent of the time. The Response Time Compliance Report lists traffic congestion and limited routes in

some areas as issues that affect response time compliance.

Police Protection Services and Community Safety and Security

The Lake Forest Park Police Department employs commissioned officers and support staff to serve the Lake Forest Park community population of 13,392 (2017). Lake Forest Park has been recognized as one of the safest communities in Washington. In 2018, it ranked eighth on the list published by www.safewise.com with:

- 0.75 violent crimes per 1,000 population
- 18.92 property crimes per 1,000 population
- Of all crimes 3.95 percent are violent and 96.05 percent are property related

The department operates with the mission to develop and support a team of professionals who consistently seek and find innovative policing strategies to affirmatively promote, preserve, and deliver those high-quality services while enhancing the security and safety of the community. To support this mission, the department works in strong partnership with the community and facilitates consistent communications with neighborhood groups throughout the city. The department issues newsflash alerts to the community to keep residents updated about incidents in the area. The department has four primary goals:

1. Reduce crime and collision loss in our community.
2. Provide quality services and innovative policing strategies delivered through excellent customer service.
3. Provide appropriate resources to employees that foster a safe, ethical,

CHAPTER 3.0 AFFECTED ENVIRONMENT

Section 3.3—Public and Community Services

innovative, knowledgeable, and diverse workforce.

4. Provide emergency management oversight for City infrastructure and our community

The department provides three areas of operation:

- Patrol Operations Division
- Support Services Division
- Emergency Management

The following level of service standards are adhered to with police protection services:

- Minimum staffing of two officers on duty at any one time, 24/7
- Response to every call for service (no online reporting)
- Response time of 3.45 minutes per call
- Crime reduction strategies, focused on property crimes and community policing strategies

The department operates out of the City Hall building at Town Center, occupying about half the floor space of the upper level as well as some space on the ground floor level. The upper level area houses operational/patrol work area space and a large evidence area, while the ground floor houses two locker rooms and a storage room. The department reports the following needs for improvement to serve the existing population:

- Improved, increased, secure parking (see below)
- Redesigned Sally-Port/garage

- Improved evidence collection and packaging location

Expanded patrol working area

The department maintains interlocal service agreements with SWAT, Emergency Management, Jail Services, Dispatch Services, and Animal Control/Sheltering.



Lake Forest Park Police Department

The department currently employs 23 personnel (FTEs):

- One chief
- Two lieutenants
- Two detectives
- Four sergeants
- Eleven patrol officers
- One support officer
- Two records clerks

A recent staffing study indicates that the department is at least three FTEs short of what is needed to maintain the desired level of service.

The department requires parking space and staging area outside its operations at Town

CHAPTER 3.0 AFFECTED ENVIRONMENT

Section 3.3—Public and Community Services

Center to accommodate vehicles and equipment such as:

- Eight marked patrol vehicles
- Three detective vehicles
- Two command vehicles
- One transport van
- Radar trailer

Given that some of these vehicles and equipment are in operation at any one time, the department estimates a need for a minimum of twelve dedicated parking spaces for police use. However, under current conditions there are only five dedicated parking spaces available. These spaces are needed to support the department's current operations and level of service. If population were to grow and additional service was needed, additional vehicles and spaces would be required to support the growth.

Domestic Violence Victims

Domestic violence is an ongoing area of focus and the number of calls has declined significantly over the last decade. The City's Comprehensive Plan (2016) notes that there are few shelters for women and their families in abusive environments. Often women are forced to remain with an abusive partner for lack of options.

Hazard Mitigation Plan

A Hazard Mitigation Plan is prepared by local governments in response to the Disaster Mitigation Act of 2000 (Public Law 106-390). These plans allow access to federal funding afforded under the Robert T. Stafford Act. These plans meet statutory requirements that include:

- Organizing resources
- Assessing risk
- Engaging the public
- Identifying goals and objectives
- Identifying actions
- Developing plan maintenance and implementation strategies

The Lake Forest Park Hazard Mitigation Plan is the result of a partnership of local governments and regional stakeholders in King County, working together to update the King County Regional Hazard Mitigation Plan. The purpose of this plan is to help local governments reduce the exposure of residents to risks from natural hazards, such as earthquakes and floods. This plan was first created in 2004 and was most recently updated in 2015.

The Federal Disaster Mitigation Act (DMA) requires state and local governments to develop such plans as a condition of federal grant assistance, and mandates updating these plans every five years. The DMA improves upon the planning process to emphasize the importance of mitigation, encouraging communities to plan for disasters before they occur.

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Section 3.3—Public and Community Services

City of Lake Forest Park Capital Improvements Planning—Forecast of Future Needs

The Washington State Growth Management Act (GMA) requires that communities plan for capital facilities to ensure there is an adequate level of facilities and services in place to support development at time of occupancy or use, that new development does not decrease level of service below locally established standards, and that the City has the ability to pay for needed facilities.

GMA requires that the Capital Facilities Element include an inventory of existing publicly owned capital facilities, a forecast of the future needs for new or expanded facilities, and a capital facilities plan covering a period of at least six years and identifying financing sources for the identified future facilities.

The Capital Improvement Plan is a six-year plan for expenditures on infrastructure projects within the city. Additional information is available online at:
www.cityoflfp.com/index.aspx?nid=134

Capital Projects and Funding—Capital facilities in Lake Forest Park are provided by the City and by other entities, as shown in Table 3.3.1 and Table 3.3.2 respectively. The different types of capital facilities are described below. The City has identified projects through 2035. The City plans to maintain existing infrastructure and invest in expanded or new infrastructure to support the development patterns called for in the Land Use Element. Because the City of Lake Forest Park is largely built out and bordered by other incorporated cities, significant levels of growth or infrastructure expansion are not expected.

The City would continue to work with fellow providers to monitor the performance of systems and improve them as needed to provide adequate services to the community.

Table 3.3.1 City Provided Capital Facilities

Capital Facilities	Providers
City Hall, Police, and Other Public Buildings	City of Lake Forest Park
Surface Water Management/Drainage	City of Lake Forest Park
Sanitary Sewer	City of Lake Forest Park and Other Providers, see below
Parks, Recreation, Open Space and Trails	City of Lake Forest Park
Transportation	City of Lake Forest Park

Table 3.3.2 Facilities Provided by Other Entities

Capital Facilities	Providers
Fire and Emergency Services	Northshore Fire Department
Library Services	King County Library System
Schools	Shoreline School District
Sanitary Sewer	Northshore Utility District
Water	Lake Forest Park Water District* North City Water Utility District NorthShore Utility District Seattle Public Utilities

*Provides service to Town Center planning area

Table 3.3.3 summarizes the total costs of the capital facility improvements the City is planning to make over the six years from 2015-

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Section 3.3—Public and Community Services

2020. Table 3.3.3 summarizes the funding sources for these improvements.

Table 3.3.3 Capital Improvement Cost by Type of City Facility 2015-2020

Project	Cost
City Hall, Police, & Other Public Buildings	\$2,094,265
Surface Water Management/Drainage	\$8,783,533
Sanitary Sewer	\$1,525,750
Parks, Recreation, Open Space, and Trails	\$330,969
Transportation	\$6,051,400
Total	\$18,785,917

Table 3.3.4 Funding Sources for City Capital Improvements 2015-2020

Source	Amount
Real Estate Excise Tax (REET) I	\$757,444
REET II	\$1,931,874
Sewer Capital	\$1,880,491
Surface Water Capital	\$5,209,929
County/State Federal Funding (Study, Plan, & Design) including Grants	\$9,006,179
Total	\$18,785,917

REET I allows local jurisdictions to levy up to 0.25 percent of the selling price of real property for financing capital improvements. REET II allows jurisdictions fully planning under the Growth Management Act to levy an additional 0.25 percent to finance capital projects identified in the capital facilities element of the comprehensive plan.

Capital Projects and Funding—The capital projects planned for City Hall, police facilities, and other public buildings during the next six years are shown in Table 3.3.5. The location,

capacity, and timing of these projects is provided in the City's 2015 Capital Improvement Plan. Funding sources are shown in Table 3.3.6.

Table 3.3.5 Capital Improvement Projects for City Hall, Police Facilities, and Other Public Buildings: 2015-2020 and Future Costs of Listed Projects

Project	Cost
City Hall Facilities	\$918,474
New Public Works Office Building	\$1,075,000
City Hall Security Projects	\$12,800
Police Department Evidence Storage	\$2,000
Public Works Facilities	\$85,991
Total	\$2,094,265

Table 3.3.6 Sources for Improvement Funding for City Hall, Police Facilities, and Public Buildings 2015-2020

Source	Amount
REET I	\$281,550
REET II	\$268,750
Capital Facilities—REET I	\$920,474
Public Works Facilities—Surface Water Management Capital, Sanitary Sewer Capital	\$85,991
Surface Water Management Capital	\$268,750
Sanitary Sewer Capital	\$268,750
Total	\$2,094,265

Beyond the six-year time period, the City plans to replace the Public Works building with a new facility on the current site. The existing Public Works building is a wood frame, two-story

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former residence that is not conducive to day-to-day public works operations. The City has struggled to make the existing residential structure meet their needs for many years and seeks to improve efficiency with a new facility that is Leadership in Energy and Environmental Design (LEED) certified and incorporates recycled materials and low impact development techniques. The preliminary estimated cost for project construction is \$1,075,000. The City plans to provide 100 percent funding for the project through the City Capital Fund. Construction is planned to begin in 2022.

Schools

Lake Forest Park is located within the Shoreline School District No. 412. The district maintains nine elementary schools, two middle schools, and two high schools, and students from Lake Forest Park attend a portion of these schools:

- Brookside Elementary School
- Lake Forest Park Elementary School
- Briarcrest Elementary School
- Kellogg Middle School
- Shorecrest High School

Currently, district enrollment is approximately 9,000 students in grades K-12. There are no students living in the Town Center planning area today because there currently are no residential dwelling units there.

If there were students within the Town Center planning area in the future, they would presumably attend nearby Brookside Elementary School, or students also could potentially attend Lake Forest Park Elementary depending upon how district boundaries may



Shorecrest High School, originally founded in 1961, was fully reconstructed in phases between 2012 and 2014. The school serves students from all of Lake Forest Park and a portion of Shoreline (all students east of Interstate 5).

be adjusted in the future. Students at Town Center also would attend Kellogg Middle School, and Shorecrest High School, which serve students living east of Interstate 5 in the district. 2017 enrollment at these schools is shown in Table 3.2.7.

Table 3.3.7 Enrollment for Lake Forest Park Attended Schools in Shoreline SD No. 412

Facility	Enrollment (2018)
Brookside Elementary (K-6)	502
Lake Forest Park Elementary (K-6)	570
Kellogg Middle School (7-8)	625
Shorecrest High School (9-12)	1,493

Source: Shoreline School District No. 412, 2018

Bus service is provided to and from these schools. The district plans for and implements improvements and updates to all schools and completed full renovation and expansion (adding a new building) to Shorecrest High School in 2014.

In 2017, over 73 percent of Shoreline School District voters approved a \$250 million bond to construct the Edwin Pratt Early Learning Center

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and rebuild Parkwood Elementary, and Kellogg and Einstein Middle Schools. Design and construction of all projects are currently underway. The Edwin Pratt Early Learning Center will serve 450 of Shoreline's and Lake Forest Park's preschool, Head Start, and Early Childhood Education students in a tuition supported facility. Kellogg Middle School is being expanded to 150,888 square feet and will provide capacity for up to 1,071 students with a planned completion date of 2020.

The Shoreline Children's Center serves pre-kindergarten students. The district also provides the Home Education Exchange program for home-schooled students and the K-8 alternative Cascade Community School program.

Brookside Elementary School

Located at 17447 37th Avenue NE in Lake Forest Park, Brookside Elementary School benefits from strong parent support and provides many activities for students. The Parent Teacher Association (PTA) supports Brookside students, teachers, and families by providing a feeling of community and providing programs and activities that help to enhance children's education. The school grounds provide play areas for the students, and the City's Parks, Recreation, Open Space, and Trails Plan recommended that the school grounds be improved to provide access to the adjacent Big Tree Park and provide public use of the play field and play ground.

Lake Forest Park Elementary School

Located in the northeast portion of the Shoreline School District, Lake Forest Park Elementary also benefits from strong parent support and provides many activities for students. The Parent Teacher Association (PTA) hosts many events and the school grounds provide playfield, basketball and tennis courts,

playground, and other facilities that are open to the public when school is not in session.

Kellogg Middle School

Also located in the northeast portion of the district, Kellogg Middle School offers a multitude of extracurricular activities, including Hang Time, an after school program that offers students the opportunity to finish homework, socialize and participate in club activities in a safe school environment. Kellogg fosters the VALOR program as part of its vision—Vision, Achievement, Leadership, Originality, and Respect—and hosts a monthly "Knights of the Round Table" honors program recognizing student achievement in these areas.

Shorecrest High School

Located at 15343 25th Avenue NE in Shoreline, Shorecrest is a highly rated high school with a ratio of 21.5 students to 1 teacher. Named for its location near the shore of Lake Washington and at the crest of a hill, Shorecrest offers extensive activities and services to students and students' families and competes in athletics at the 3A level. Shorecrest's official mascot is Otis, the fighting Scot, and the school sponsors a bagpipe band and offers bagpipe classes. The Pipers perform at many school events and are the lead of the esteemed Highlander Marching Band.

Shoreline School District's Planning for the Future

— The Shoreline School District reports that capacity is available within the district to serve future growth. Enrollment is expected to fluctuate based on the most recent report prepared by Educational Data Solutions, LLC (Fall 2018), which was not yet available at the time the DEIS was published, but was recently provided by the District. Excerpts from this report include the following:

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The Shoreline School District is currently looking at several options for addressing space issues in the District over the next several years. Given increasing concerns about space limitations at District schools, has limited the enrollment of students who live outside the District boundary due to space limitations in the District schools. This has also had some impact on enrollment, making it lower. At the elementary level the District once took in hundreds of students from outside the District boundary area, but the most recent figure from October 2018 shows a total of 74 elementary students attending from an area outside the District.

For these and other reasons (slowing population growth in the region and slowing home sales) the updated forecast in the report is more conservative than one previously published in 2015 and more conservative than a more recent report completed in August 2018 (which was referenced in preparation of the DEIS). The report is still predicting that the District will grow over time, but now is predicting smaller net gains in the near term and better enrollment gains further out. The report references the extension of transit services into the District and the potential for accompanying housing development, which could affect District population and K-12 enrollment. In summary, the report states, “barring a severe economic downturn, or a change in the birth trends, King County and the Shoreline School District specifically are likely to see some continuing enrollment gains over the next decade.”

The City of Shoreline, which also is located in this school district, recently rezoned areas around light rail stations to accommodate greater density. These areas could increase in residential density in the future, bringing more students to the area. The district retains several

closed facilities that could be reopened if student populations increase in the future.

Recent and pending activities by the School District to address needs within its service area include:

- Opening an additional overflow kindergarten site (North City Elementary) for the 2019-2020 school year;
- Reducing class sizes in grades K-3 through state funding dedicated for that purpose alone;
- Moving 6th graders to middle schools in the fall of 2020, which is primarily to support instructional needs, but will have an added impact of making more classrooms available in the elementary schools for students K-5; and
- Assigning a committee to work on developing a recommendation for elementary school boundaries beginning in the 2020-2021 school year, with a recommendation due to the School Board in late Fall 2019; it is likely that boundaries may change because student growth occurs unevenly across the District while school facilities are fixed in place.

Source: Marla Miller, Deputy Superintendent, Shoreline School District, July 2019

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Parks, Recreation, Open Space, and Trails

A number of designated public parks, recreation facilities, open spaces, and trails exist in Lake Forest Park, some in proximity to the Town Center planning area (see Figure 3.3.1).

Parks, recreation facilities, open spaces, and trails in proximity to the Town Center allow for passive and active recreation and are assets to the community providing enjoyment, health benefits, and enhanced quality of life. In 2018, the City completed the Parks, Recreation, Open Space, and Trails (PROS-T) Plan for the purposes of:

- Assessing the current state of the city's parks open spaces, and recreational programs
- Determining the level of service provided
- Raising public awareness of parks and recreation programs
- Identifying needs and interests related to future improvements
- Anticipating future growth and demographic changes, as well as recreational trends
- Outlining a capital improvement plan identifying future improvements and potential acquisitions

In the inventory of parks, recreation facilities, open spaces, and trails (including public and non-profit operated facilities, as well as privately-owned), the following are located within Town Center, immediately adjacent to Town Center, or within walking distance.

Blue Heron Park—.5-acre passive park with stream side seating areas, public art, and

natural areas located just to the southeast of Town Center.

Whispering Willow Park—.62 passive park located directly adjacent to Town Center; park visitors can stroll or sit along Lyon Creek on a boardwalk and view wetland and natural areas.

City Hall Property—located within Town Center, the City Hall property includes some small green spaces, as well as historical interpretation and public art elements.

Lyon Creek Waterfront Preserve—.89-acre linear park that includes a trail, waterfront access, picnic area, space for sitting and a dock.

Lake Forest Park Civic Club—3.18-acre site located directly across Bothell Way NE/SR 522 from Town Center on the shore of Lake Washington, the Civic Club provides beach access for members, along with other facilities (picnic shelter), and the clubhouse is available to rent for members and nonmembers and can accommodate up to 180 people for special events.

Third Place Commons—approximately 10,000 square feet located inside Town Center adjacent to Third Place Books, Third Place Commons is operated by a non-profit organization with support from the City and the Town Center property owner and provides indoor space for a variety of community events and activities.

Farmers Market—Organized and facilitated by staff of Third Place Commons, the farmers market is held outdoors in the lower parking area next to the professional office building. The farmers market opens on Mother's Day and runs through the third week in October on Sundays from 10:00 am to 3:00 pm.

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Burke-Gilman Trail—26-mile trail (of which 2.1 miles are in Lake Forest Park) that extends between Seattle and the Sammamish River Trail in Bothell and connects with the regional trail system. The trail is located directly across Bothell Way NE from Town Center and is accessible via a signalized crosswalk near Starbucks.

Lake Washington—enjoyed for scenic views, boating, and other recreation; Lake Forest Park residents can access the lake via Lyon Creek Waterfront Preserve in the City, or if they are members of the Sheridan Beach Club and the Lake Forest Park Civic Club; if not club members, boaters must go to locations outside the city to launch.

Other parks, recreation facilities, and open spaces located within bicycling distance or a short drive from Town Center in Lake Forest Park, include:

- Pfingst Animal Acres (3.9-acre passive park)
- Eagle Scout Park (.25-acre neighborhood play park)
- Big Tree Park (1.26-acre community park with picnic area, outdoor fire place, and pathways)
- McKinnon Creek Trail (1.6-acre linear park with a one-half mile trail along the creek)
- Sheridan Beach Club (.74-acre active private recreation facility with access to boating, pool, and playground; members only)

In assessing level of service, the PROS-T Plan references national recreation guidelines, peer city comparisons, Washington State recreation guidelines, City planning initiatives, park classifications, and public satisfaction, which

was determined through extensive survey and engagement activities completed as part of plan development. Some key findings of this analysis include:

- Lake Forest Park has the least amount of publicly-owned park land compared to peer cities of Kenmore, Woodinville, and Newcastle.
- National level of service guidelines developed in 1983 reference a basic ratio of 1 acre of park land per 1,000 people, but it should be noted that the National Recreation and Park Association (NRPA) has stated that the guidelines are outdated, and in a 2017 survey of 925 park agencies, NRPA found that the median ratio of park land (covering a wide spectrum of parks, recreation, and open space uses) in these jurisdictions was 10.5 acres per 1,000 population, with the lower quartile at 4.4 acres per 1,000. Lake Forest Park currently has 2 acres of park land per 1,000 population.

The facilities in proximity to Town Center provide opportunities related to nature parks and passive open space parks, however opportunities related to classifications of parks such as play parks, sports parks, and event parks are not as prevalent—either at Town Center or citywide.

Through a survey that was part of the PROS-T planning process, residents rated three categories of park investments that were most important to them:

- Investments in lakefront property
- A community recreation center
- Improvements to existing parks

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- Building new parks

The Conclusion of the PROS-T Plan states that residents are generally satisfied with their parks, including nature parks, which are highly valued by the community. Residents also enjoy the farmers market, outdoor summer events, and indoor performances and events at Third Place Commons, and have stated that these experiences contribute to creating a strong sense of community.

Residents frequently travel to parks outside of Lake Forest Park that offer more active recreational experiences, lake access, and recreational programming. Residents expressed a strong desire for a lakefront park with swimming and a boat launch area that are open to the public. Residents also desire more variety in recreational programming of indoor and outdoor activities that appeal to people of all ages. Key parks and recreational programming interests identified in the PROS-T Plan include:

- Safe and accessible routes to parks and more accessible trails within parks
- More parks and open space, particularly active use areas, dog parks, and parks within walking distance of neighborhoods
- Lake Washington access for boating and swimming
- More community events, such as holiday events, outdoor movies, and concerts
- Better recreation facilities with more programming; many Lake Forest Park residents use Shoreline's Spartan Recreation Center, but would like more variety in programming

- Residents are generally satisfied with the programs offered at Third Place Commons, but also expressed that the facilities are outdated and have limitations in adequately supporting certain types of events.
- There is a strong interest in a community/recreation center providing space for public events, meetings, classes, and active recreation programs.

Other key recommendations in the PROS-T Plan include:

- Increase ratio of park land per 1,000 residents
- Increase park distribution so that all residents are within ½ half mile of a park
- Improve access to parks via walking and bicycling
- Improve ecological health and support high maintenance standards
- Develop park uses consistent with public interest

The PROS-T Plan also calls for replacing some parking outside City Hall with a small gathering space or plaza, lighting, and tree grove to commemorate retiring city staff, and to negotiate the development of public space with Town Center redevelopment. The plan also recommends grade separated pedestrian and bicycle crossing(s) in the vicinity of Town Center, connecting to the Burke-Gilman Trail and lakefront parks and sites (page 39). The PROS-T Plan also calls for the following specific improvements to parks near Town Center:

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Blue Heron—renovation of landscaping, trails, and gathering areas, interpretive and wayfinding signs, parking improvements, and a nature play climbing structure.

Whispering Willow—wayfinding signs, artwork, bike rack, create a looped boardwalk/trail, additional trees, bird boxes, seating, and interpretive signs.

Lyon Creek Waterfront Preserve—wayfinding signs, artwork, handrail on pier, seating, native plantings, bike rack, and other improvements.

In assessing residents' needs related to parks, recreation, open space, and trails, the NRPA and other experts recommend gaining a specific understanding of community characteristics and interests in each location. During the Town center visioning meetings that engaged hundreds of residents from Fall 2017 through Summer 2018, many public comments were gathered on the types of public and community facilities people would like to see at Town Center. The public comments gathered showed many similarities to the PROS-T Plan public input—residents are interested in multi-generational community and recreation facilities and activities at Town Center. Specific types of activities and places people would like to see at Town Center include:

- Indoor and outdoor public gathering spaces
- Places for events and activities, such as
 - Outdoor movie watching
 - Food trucks/picnic spaces
 - Outdoor games (pickleball, bocce, large chess and checkers sets, etc.)
 - Places to sit, relax, socialize
 - Year-round festivals and holiday celebrations

- Community-scale concerts and performances
- Green spaces, rain gardens, landscaped areas, and TREES (convert the gray to green)
- P-patch/community garden areas
- Play areas
- Things for teens to do
- Senior citizen programs
- Multi-generational—a multi-generational recreation center and dispersed places for everyone and activities for all ages
- Places for pets
- Public/community meeting/workshop spaces
- Rooftop gardens and viewing areas (views to Lake Washington and Mount Rainier would be possible from higher floors and rooftops)

During the Town Center visioning process extensive public and stakeholder input was gathered, and perhaps the most common input received related to Town Center was the need to preserve the function of Third Place Commons as part of future redevelopment of Town Center. Residents recognized that the Third Place Commons space is privately owned and as such could be at risk with future redevelopment. This indoor activity space and place for community events is highly valued by the community, and residents would like to see this function continue as part of future redevelopment.

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Solid Waste Management

Solid Waste Management Planning in King County

The King County Solid Waste Management Plan guides solid waste disposal and management for all of King County, including Lake Forest Park. Like most cities in the county, Lake Forest Park has signed an interlocal agreement with King County to provide solid waste planning within the city. The terms of the Solid Waste Management Interlocal Agreement are in effect through June 30, 2028. Under the agreement, King County is responsible for solid waste management planning and technical assistance. The King County Solid Waste Management Plan is going through the process of being updated. A new draft plan was completed in July 2018 and is currently going through the public review process, with adoption planned for 2019.

The 2019 King County Solid Waste Management Plan forecasts trends in regional waste generation, recycling, and disposal, tracks progress in management, and includes recommended actions for management. The plan may be reviewed at: <https://kingcounty.gov/depts/dnrp/solid-waste/about/planning/comp-plan.aspx>

Figures 3.3.2 and 3.3.3 show the types of waste generated by multi-family residences and non-residential establishments in King County (2015). Multi-family residences tend to recycle at a lower average rate per household of 21 percent compared to single family residences at 56 percent and non-residential generators (businesses, institutions, and governments) at 73 percent countywide. Yet, multi-family residential is one of the fastest growing land use areas in the county. The 2019 Solid Waste Management Plan includes specific provisions

to improve recycling at multi-family and mixed-use complexes (Chapter 4, Sustainable Materials Management). A key overarching goal of the 2019 plan is to achieve zero waste of resources, eliminating the disposal of materials with economic value by 2030, with an interim goal of 70 percent recycle through a combination of efforts in the following order of priority:

- Waste prevention and reuse
- Product stewardship
- Recycling and composting, and
- Beneficial use.

The plan calls for the following waste generation and disposal targets by 2030:

Waste Generation

- Per Capita – 20.4 pounds/week (this target addresses residential waste from single- and multi-family homes)
- Per Employee – 42.2 pounds/week (this target addresses waste from the non-residential sector)

Waste Disposal

- Per Capita – 5.1 pounds/week (this target addresses residential waste from both single- and multi-family homes)
- Per Employee – 4.1 pounds/week (his target addresses waste from the non-residential sector)

Reductions in disposal over time are expected based on forecasted trends for an increase in waste prevention and/or recycling in the county.

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The 2019 Solid Waste Management Plan cites a number of reasons that multi-family recycling has not been as successful as single-family recycling, including space constraints for collection containers and a higher turnover of residents and property managers. These factors make it difficult to implement standardized collection services and provide consistent recycling messaging to this diverse sector. Some local progress has been made, however, in developing consistent design standards to accommodate waste in multi-family complexes.

Mixed-use buildings that contain retail shops on the lower level and residential units above also experience challenges in solid waste management and recycling due to:

- Lack of sufficient space for adequate garbage, recycling, and organics collection (often competing with parking needs and other uses);
- A need for collaborative planning among property developers, garbage and recycling collection companies, and cities early in the development process to ensure that adequate space is designated for garbage, recycling, and organics containers in the building design; and
- Different customer types, both residents and employees, with different recycling needs.

The 2019 Plan calls for substantial increases in recycling at multi-family complexes and mixed-use buildings by adopting minimum collection standards for multi-family collection. The multi-family standards vary somewhat from the single-family standards to account for differences in service structure. To improve

recycling at mixed-use buildings, the cities and the county must consider both the multi-family collection standards and the recommendations for non-residential collection. A description of the recommended collection standards follows in Table 3.3.8.

Solid waste from Lake Forest Park is transported to and disposed of at the Cedar Hills Landfill, managed by the King County Solid Waste Division. The nearest recycling and transfer station to Lake Forest Park is the Shoreline Transfer Station located at 2300 N 165th Street.

Approximately 1 million tons of waste are disposed of annually at the facility. King County has been moving forward to further develop Cedar Hills in accordance with the 2010 Project Program Plan (PPP). As approved in the PPP, a disposal area covering approximately 56.5 acres is in development and will extend the life of the landfill through about 2028-2030, depending on a variety of factors. The 2019 Plan explores disposal options for beyond 2028 and recommends further development of the Cedar Hills Landfill as a preferred option.

Solid Waste Management in Lake Forest Park

For services to the community, Lake Forest Park contracts with Republic Services for collection of residential and commercial waste. Republic Services is the second largest provider of solid waste collection, transfer, recycling, and disposal services in the nation.

Through Republic Services, the City offers a curbside recycling program to residents. In 2011, the recycling rate for Lake Forest Park was 63 percent, including yard waste and other organics. The national average recycling rate was 35 percent in 2014. In addition to its collection programs, the City has developed and implemented a variety of education programs to encourage waste reduction and recycling.

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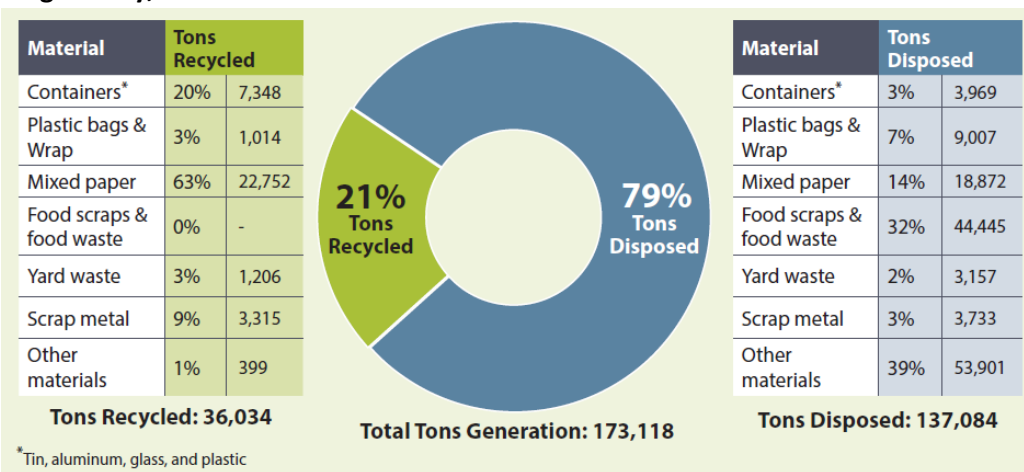
Section 3.3—Public and Community Services

In September 2018, Lake Forest Park adopted Ordinance 1181, restricting the use and sale of single-use plastic bags and non-compostable food service containers, straws, lids, and utensils within the city limits. The ordinance is consistent with Revised Code of Washington (RCW) statute 70.95.010, which establishes waste reduction as the priority for the

collection, handling, and management of solid waste, prescribes the need for changes in manufacturing and purchasing practices, and identifies the important role of counties and cities in taking aggressive actions to manage plastic and non-compostable wastes.

Figure 3.3.2

Types of Solid Waste Generated and Recycling/Disposal Percentages by Multi-Family Residences in King County, 2015



Source: King County Solid Waste Management Plan, 2019

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Section 3.3—Public and Community Services

Figure 3.3.3

Types of Solid Waste Generated and Recycling/Disposal Percentages by Non-Residential Generators in King County, 2015

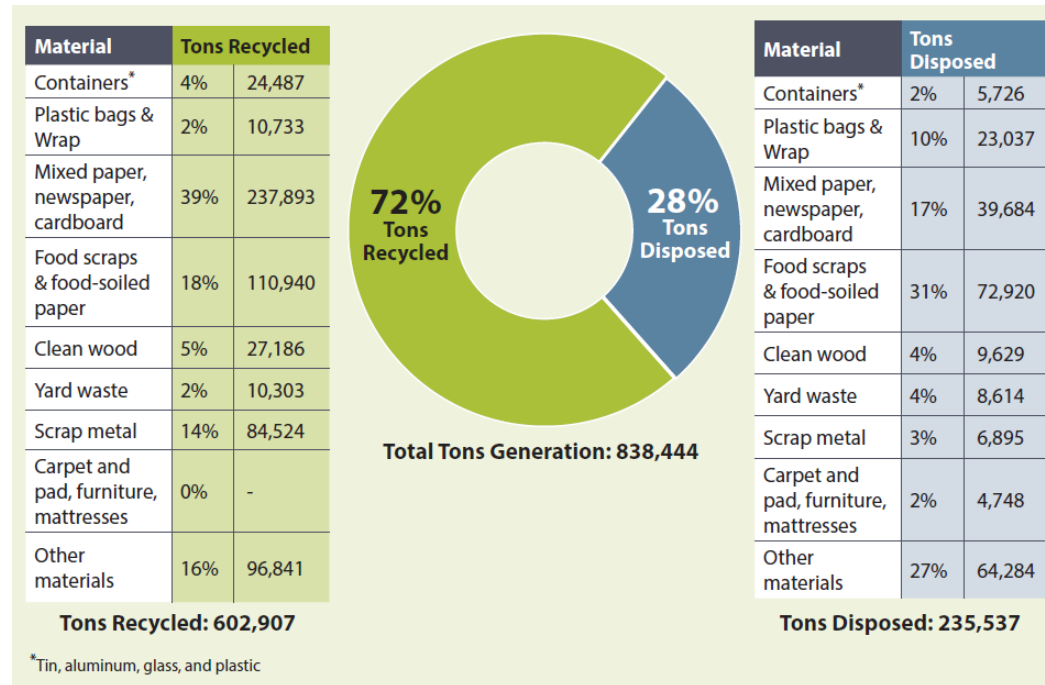


Table 3.3.8 Minimum Collection Standards for Multi-Family Complexes in King County

	Garbage	Recyclables	Organics
Required Materials for Collection*	Mixed solid waste	Newspaper, cardboard, mixed paper, and polycoated paper Plastic bottles, jugs, and tubs Tin and aluminum cans Glass bottles and jars Aseptic packaging Small scrap metal	Yard debris Food scraps Food-soiled paper
Required Informational Labeling	Clearly mark containers indicating materials that are garbage. Information should include pictures	Clearly mark containers indicating materials acceptable for recycling. Information should include pictures.	Clearly mark containers indicating materials acceptable for organics container. Information should include pictures
Container Type	Wheeled carts or dumpsters	Wheeled carts or dumpsters	Wheeled carts or dumpsters
Container Size	Subscriptions available for various sizes	Service equal to garbage service	Subscriptions available for various sizes
Frequency of Collection	Weekly, or more often if needed	Weekly or more often if needed	Weekly or every other week
Fee Structure	Fee based on container size and/or collection frequency	Recyclables collection included in garbage fee Additional containers available at no extra charge	Subscription service available for an added fee

*Subject to status of recyclables on King County's Designated Recyclables List

Source: King County Solid Waste Management Plan, 2019

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Section 3.3—Public and Community Services

Other Community Services

Community services include a broad range of other types of services that support the health and well-being of the community. This includes basic services for people in immediate need as well as preventive and ongoing support which range from emergency shelters and food banks to scouting and recreational programs. Lake Forest Park works closely with its neighboring cities, the Shoreline School District, United Way, the Commons, Senior Center, and Arts Council, as well as other human and cultural community service agencies in combining resources to encourage a continuum of services. Other Community services, activities, and programs are further summarized below.

Children and Youth Activities and Programs

There are many activities and programs for children and youth in the City and within a 5-mile radius, such as in nearby Shoreline. The Shoreline Children's Center operates after school programs in Lake Forest Park, Brookside, and Briarcrest elementary schools. There is a teen center located at The Recreation Center in Shoreline, and the City of Shoreline and the YMCA facilitate Hang Time, an after-school program at Kellogg Middle School. There are hundreds of programs and classes available through the Meals on Wheels for frail and disabled residents. In addition, the City of Shoreline provides recreation activities for active seniors particularly through a new, free Shoreline Walks program, and these are open to area residents from surrounding cities.

The need for affordable and market rate senior housing and assisted living ranks high among seniors and geriatric professionals. There are limited housing options or areas in the city that are suitable for building housing for seniors. When seniors are no longer able to drive, the hilly terrain and limited public transportation

options may present challenges for getting around the city. Senior housing in a transportation and services-friendly area is ideal. At this time, there are no requirements for affordable housing in the City's land use regulations.

In the summer there are also day-camps ranging from sports to arts to nature run by Shoreline, the Y, the Arts Council, the Kruckeberg Botanic Garden, and others. Transportation is sometimes cited as a problem for youth in accessing these programs since they rely on adults with cars to transport them. Carpooling can often mitigate this issue.

The City supports after school youth programs, day camps and creative activities for youth. A Teen Court helps instill positive values and enables youth to serve others in their community. Youth are recruited to serve on a commission and to participate in community service activities. The Youth Council's activities have included volunteering for work parties improving City parks, food packing for Food Lifeline in Shoreline, assisting with the community engagement process for the update of the Comprehensive Plan, and having dialogues with City department heads about City initiatives.

Seniors in Lake Forest Park

The population of Lake Forest Park (and the region and nation) is getting older as the Baby Boom generation ages. As people get older, many would like to "age in place" in their communities. Lake Forest Park is a strong community, and through public input there has been a strong interest expressed in more opportunities for retirees to downsize and continue living in the community.

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Section 3.3—Public and Community Services

The Shoreline/LFP and Northshore Senior Centers offer engaging and supportive services to local seniors. The Shoreline/Lake Forest Park Senior Center also offers home chore services

Third Place Commons offers a forum for community activities and events. It serves as a community center providing multigenerational cultural, recreational and educational activities. It also sponsors the Farmers Market that includes programs offering low-income seniors and families better access to fresh, healthy produce.

Shoreline/Lake Forest Park Senior Center is located in Shoreline and the **Northshore Senior Center** in Bothell serve Lake Forest Park's seniors.

Center for Human Services in Shoreline and **Northshore Family Services** in Bothell provide drug and alcohol treatment, family support and family counseling.

Food Banks in the area include HopeLink in Shoreline and the North HelpLine in Lake City. HopeLink also provides other emergency services to the area's residents such as energy and rent assistance and shelter.

Postal Services There is not a post office in Lake Forest Park, although residents may drop their mail at City Hall or a number of other locations around town, including private mail service companies. The nearest US post office is located in Kenmore. Community members have stated in public meetings that there used to be a post office located at Town Center in the past that offered convenience to residents, and it would be beneficial to have postal services there again in the future.

Shoreline-Lake Forest Park Arts Council

The Arts Council provides free family engagement opportunities and arts education through schools and other venues.

Percent for Art Program

The City of Lake Forest Park currently does not have a Percent for Art program, although King County has required a minimum of 1 percent of the cost of certain projects to go to public art for more than four decades. The Lake Forest Park Comprehensive Plan (2016) notes that instituting a Percent for Art Program in Lake Forest Park would increase the amount of art in public parks, enhancing their aesthetic qualities and drawing more people to visit them.

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CHAPTER 3 AFFECTED ENVIRONMENT

Chapter 3.4—Public and Private Utility Services

INTRODUCTION

This section of the Affected Environment chapter of the EIS addresses existing public and private utility systems owned, operated, and maintained by multiple entities to provide service to the planning area. For information related to surface water management, refer to Section 3.2.

AFFECTED ENVIRONMENT

Sanitary Sewer

Sanitary sewer service to the Town Center planning area is provided by the City of Lake Forest Park. Sewer lines within the Town Center site are maintained by the Town Center's owners, Merlone Geier Partners.

Refer to Figure 3.4.1 for a map of the existing sanitary sewer system in the Town Center planning area.

Within the property a sewer line runs along the western edge of the property, behind Albertsons, Ross, Lake Forest Park Bar & Grill. City Hall, the professional building, and the main Town Center building's east "wing" are served by a separate sewer line. The two lines generally flow in a southerly direction and intersect east of Starbucks, ultimately discharging into the City-owned system at a manhole located in the westbound transit-only lane of SR 522. Available capacity of the city sewer system is not currently known.

The city system discharges into the McAleer Creek trunk, owned by King County Wastewater Treatment Division (KCWTD), which discharges into the county-owned "Lake Line" east of Shore Drive NE between NE 170th Street and 45th Avenue NE (Jewett, 2018). The Lake Line conveys wastewater from the study area by gravity to the Matthews Beach Pump Station

and ultimately to the West Point Treatment Plant in Seattle (Jewett, 2018). Per volume II of the City comprehensive plan, the City has an agreement with KCWTD for sewer transmission, interception, treatment, and disposal through the year 2036.

The Town Center has historically had a problem with fats, oils, and greases (FOGs) entering the Center's sewer system and impacting the City's system. The City conducts routine inspections of the Town Center's final manhole before the Town Center system discharges into the City's system and reports to the Town Center management when there are FOG impacts. Town Center management has been responsive in ordering the services of a vactor truck to clean their manhole as well as the city sewer pipe it discharges into.

Currently there are no capacity issues with the existing the sewer system at the Town Center, nor are there any capacity issues for the City-owned system. However, upgrades may be required to serve future redevelopment at Town Center depending on the selected alternative for the Town Center Plan (refer to Section 4.4 for more information). There are no planned City sewer projects in the recently adopted CIP for 2019-2024 that will affect the Town Center site.

According to the King County Wastewater Treatment Division's Conveyance System Improvement Program 2017 update, the McAleer Creek trunk line is listed as a candidate for replacement. It is listed as a low priority and is not included in the current 6-year capital improvement program (CIP). A recent capacity assessment for the trunk line based on population and employment projections from the August 2014 KCWTD Conveyance System Improvement Program Update, which relied on

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Chapter 3.4—Public and Private Utility Services

data from PSRC for population and employment growth projections, concluded the trunk line had sufficient capacity through 2030. However, population and employment projections for the NW Lake Washington Planning Area, which contains the Town Center, were only for a total increase in population of 1,100 residents and an increase in employment of less than 300. The capacity will likely be re-assessed in the mid-2020s (Tolzman, 2018).

Water

Potable water for the study area is supplied by the Lake Forest Park Water District (LFPWD). The LFPWD serves approximately 19 percent of total water customers in the City. It sources its water from an aquifer that currently shows little to no seasonal fluctuation in supply and has historically not shown any deficiencies at current demands. A report was prepared by the LFPWD's engineer, Mundall Engineering, to assess potential service demands for the alternatives studied in the DEIS. The report characterizes aspects of the LFPWD system in more detail and is available for reference in Appendix C to the EIS.

Refer to Figure 3.4.2 for a map of the existing water system in the Town Center planning area.

Instantaneous fire flow requirements are met by the distribution water main, which was recently upgraded to 12" pipe. Furthermore, the LFPWD has interties that would adequately supply emergency fire flow if needed. However, there are deficiencies in the system for prolonged (3 hours at 3,500 gallons per minute) fire flows. These deficiencies, specifically the maximum flow available to source from the interties due to infrastructure sizing, have been addressed in the LFPWD CIP. Planned upgrades will largely rectify the above deficiency under current demand.

Water quality results as tested in the distribution system indicate that the LFPWD water supply show results below the maximum contamination level for all parameters tested ([LFPWD 2017 Annual Water Quality Report](#)).

Potable water is distributed to the planning area from the Lake Forest Park Reservoir through separate 12-inch ductile iron water mains on Ballinger Way NE. There is a point of supply from the northernmost of the two mains at the northernmost Town Center driveway, which has a static pressure of 105 psi at the meter. The other point of supply for the Town Center is at the intersection of Ballinger Way NE and NE 175th Street. It is supplied by the southernmost 12-inch ductile iron water main along Ballinger Way NE and has a static pressure of 105 psi at the meter.

The upstream hydraulic grade line (HGL) feeding the two points of supply is 294 feet. Water main improvements are anticipated for Ballinger Way. The Lake Forest Park Water District plans to connect the two 12-inch water mains along Ballinger Way NE as part of their capital improvements program. The district is developing the Ballinger Way corridor into a "backbone arterial of higher capacity water provisioning as might be required with larger commercial redevelopment, as well as for multi-family residential and mixed-use retail/residential buildings. (Mundall, 2018)

Water is distributed throughout the Town Center through water mains consisting of 8- and 10-inch ductile iron pipes that form a loop around the main building.

Natural Gas

Puget Sound Energy (PSE) supplies natural gas to the Lake Forest Park Town Center planning

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Chapter 3.4—Public and Private Utility Services

area. PSE operates the state's largest natural gas distribution system serving more than 770,000 gas customers in six counties. PSE manages a diversified gas supply portfolio. About half of the gas is obtained from producers and marketers in British Columbia and Alberta, and the rest comes from Rocky Mountain states. All the gas PSE acquires is transported into its service area through large interstate pipelines owned and operated by another company. Once PSE takes possession of the gas, it is distributed to customers through more than 21,000 miles of PSE-owned gas mains and service lines. Natural gas is supplied to the City through the North Seattle Border Station.

The gas mains serving the Town Center site are generally along the western side of the Ballinger Way NE right of way. Within the Town Center property, a service lateral runs along the western edge of the site behind the Town Center building.

Electricity

Electricity is supplied to the Town Center by Seattle City Light (SCL). Overhead transmission lines run along the east side of Ballinger Way NE and the south side of Bothell Way NE. Overhead lines also run along the western edge of the property connecting to transmission lines along Bothell Way NE at the intersection of Beach Drive NE.

Communications

There are multiple communications providers within the vicinity of Town Center. Within the Town Center property Comcast has indicated they have both coax and fiber optic cable (Nettles, 2018).

Verizon Wireless has also indicated they have existing cable along the east side Bothell Way adjacent to Town Center. They also have future plans to feed the Town Center property with fiber optic cable and have expressed interest in coordinating future plans with Town Center redevelopment (Landis, 2018).

Sprint-Nextel facilities exist along the Burke Gilman Trail, which runs parallel to and on the south side of Bothell Way NE directly adjacent to the Town Center.

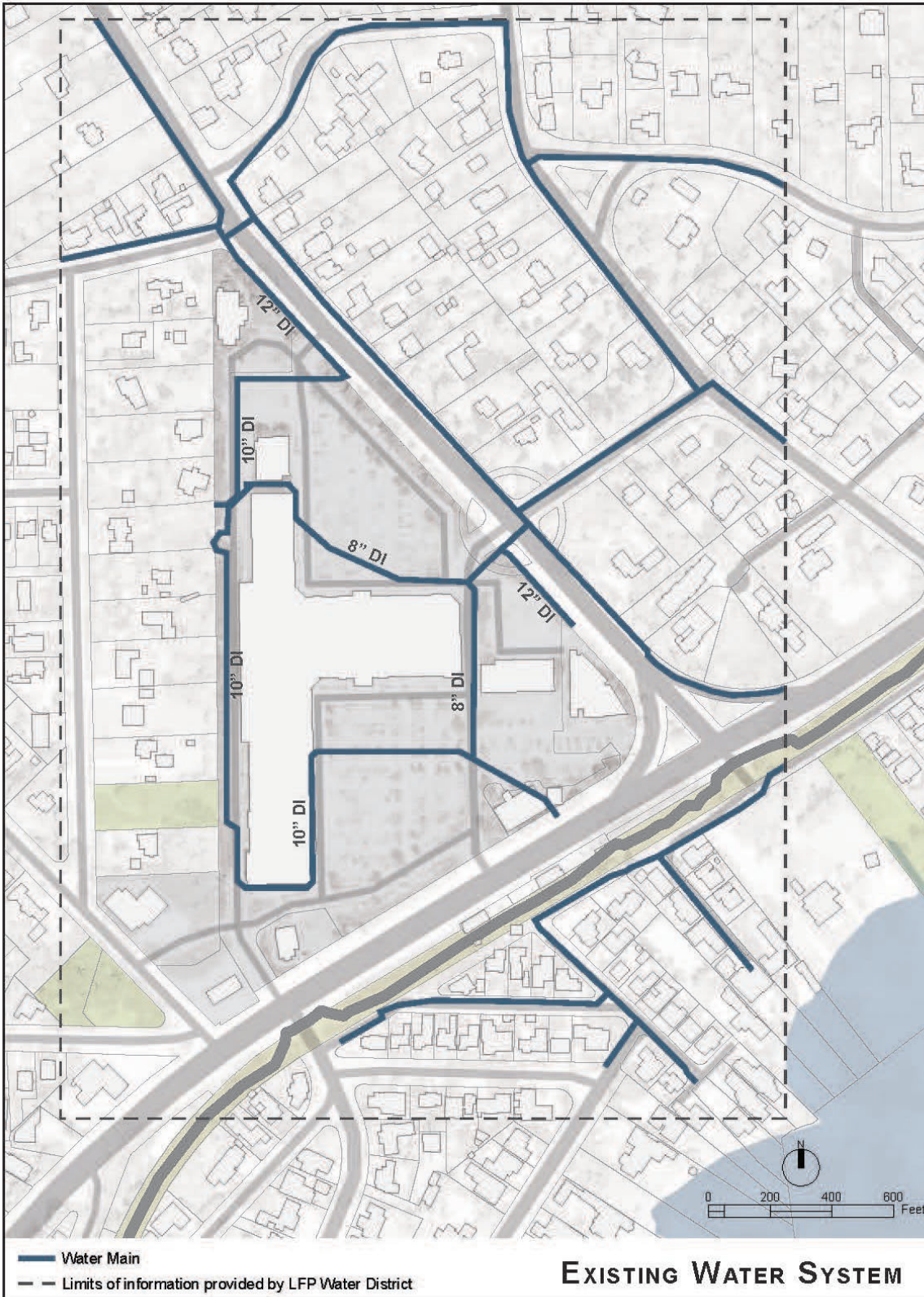
CHAPTER 3 AFFECTED ENVIRONMENT
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Figure 3.4.1 Map of Existing Sanitary Sewer System in the Town Center Planning Area



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Chapter 3.4—Public and Private Utility Services

Figure 3.4.2 Map of Existing Water System in the Town Center Planning Area



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CHAPTER 3.0—AFFECTED ENVIRONMENT

Section 3.5—Multimodal Transportation and Parking

INTRODUCTION

This section of the Affected Environment chapter of the Town Center Vision/Plan EIS describes existing multimodal transportation and parking conditions in the Town Center planning area, as well as nearby intersections that may be affected by redevelopment at the Town Center and the types and locations of existing transportation facilities.

AFFECTED ENVIRONMENT

The Town Center planning area is currently automobile-oriented with a focus on vehicle traffic circulation and parking. Existing transit access and facilities for pedestrians and bicyclists are present but are not optimized to create a pedestrian-friendly, transit-oriented place for people.

The planning area is bounded by Bothell Way NE/SR 522 to the south, Ballinger Way NE/SR 104 to the east, NE 178th Street to the north, and Brookside Boulevard NE and 44th Avenue NE to the west. Both SR 522 and SR 104 are under WSDOT jurisdiction while the others are controlled by the City of Lake Forest Park.

The Town Center has a mix of land uses, including City Hall, the Police Department, retail stores, a grocery store, banking, and restaurants that are served by an internal network of access roads and parking areas. This network is predominantly privately owned and maintained, with the exception of the City Hall and Northshore Fire Department properties.

Entrances to the Town Center for motorists include three driveways on SR 522 (one of which is signalized), two driveways on SR 104 (one signalized), and one from Brookside Boulevard. There are no direct access points

from the neighborhoods north of the Town Center. Town Center access points are shown in Figure 3.5.1.

Existing Pedestrian Network

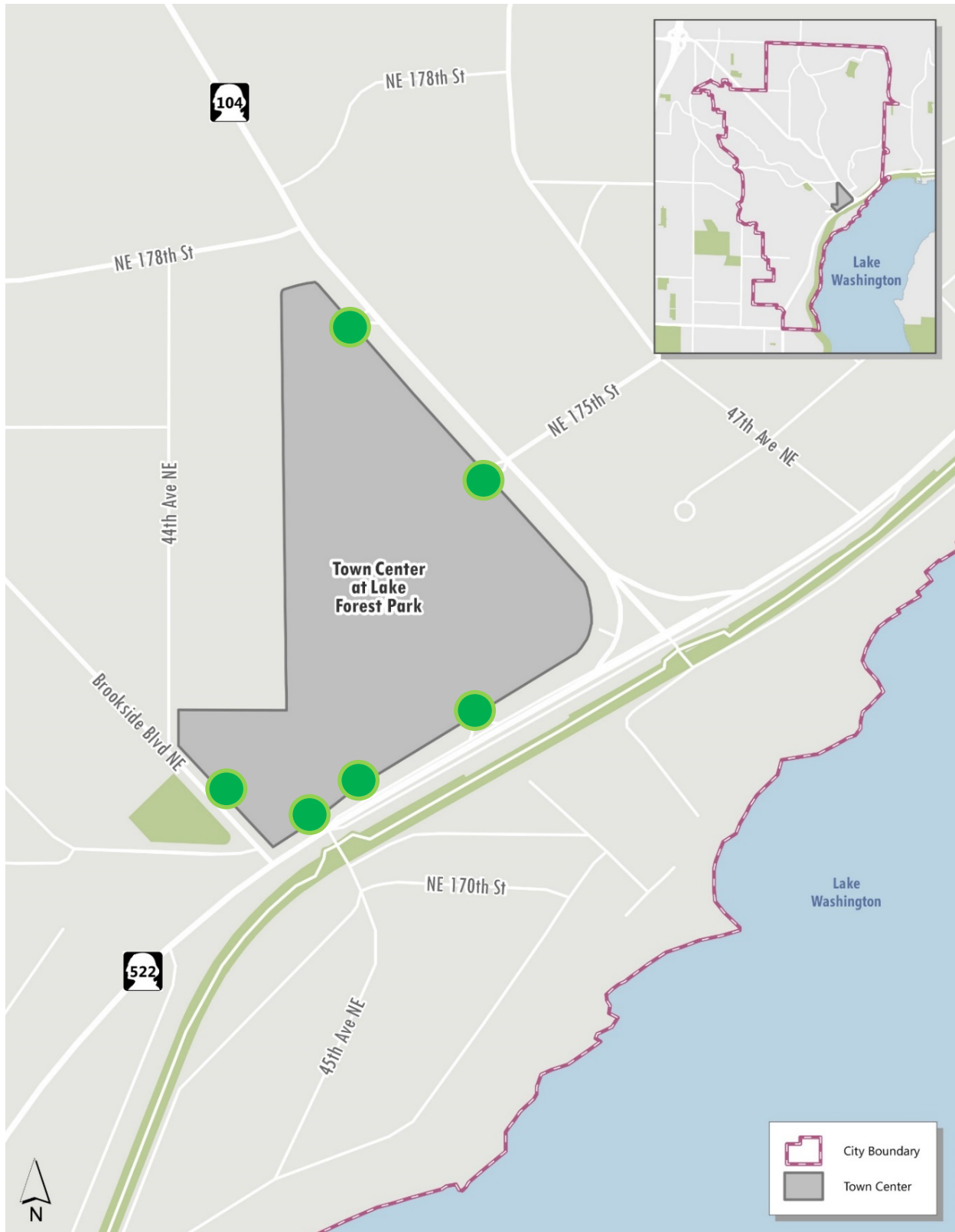
The existing pedestrian network directly adjacent to the Town Center connects pedestrians to nearby neighborhoods and the Burke Gilman Trail; however, there are sidewalk gaps that can make traveling to, from, and through the Town Center difficult. SR 104 has sidewalks on both sides of the street and SR 522 has a sidewalk on the north side of the street adjacent to the Town Center. Along SR 104, some sections of the sidewalks have landscaped buffers, but most are directly adjacent to vehicle traffic. The eastern sidewalk is frequently interrupted by driveways. SR 104 north of the Town Center has sidewalks on the east side of the roadway, but they are narrow, close to the traffic lanes, and broken up by numerous driveways.

Along SR 522, the sidewalk adjacent to the Town Center is narrow and has no buffer from vehicle traffic, which can be uncomfortable for pedestrians. There are no sidewalks on either side of SR 522, east of SR 104 and west of 170th Street. This creates challenges for pedestrians trying to reach the Town Center and surrounding businesses along SR 522.

Brookside Boulevard has a sidewalk on the east side. NE 175th Street has a pedestrian path with extruded curb on the north side as it approaches the Ballinger Way NE intersection. 178th Street has a sidewalk on the south side. There are no sidewalks present on 44th Avenue NE, and sidewalks are lacking on many of the surrounding neighborhood streets, so

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Figure 3.5.1 Town Center Access Points



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Section 3.5—Multimodal Transportation and Parking

pedestrian access becomes even more challenging beyond the Town Center.



Crosswalk across Brookside Boulevard NE
Source: © 2018 Google

Marked crosswalks are present at the intersections of SR 522/170th Street NE, SR 522/SR 104, SR 104/NE 175th Street, and Brookside Boulevard/the Fire Station access road. The intersections of SR 522/SR 104 and SR 522/170th Street NE have the highest volumes of pedestrian crossings in the planning area. Both crossings are access points to the Burke Gilman Trail.

As stated in the Safe Streets: Town Center Connections and Safe Streets studies, there is an important need to improve pedestrian and

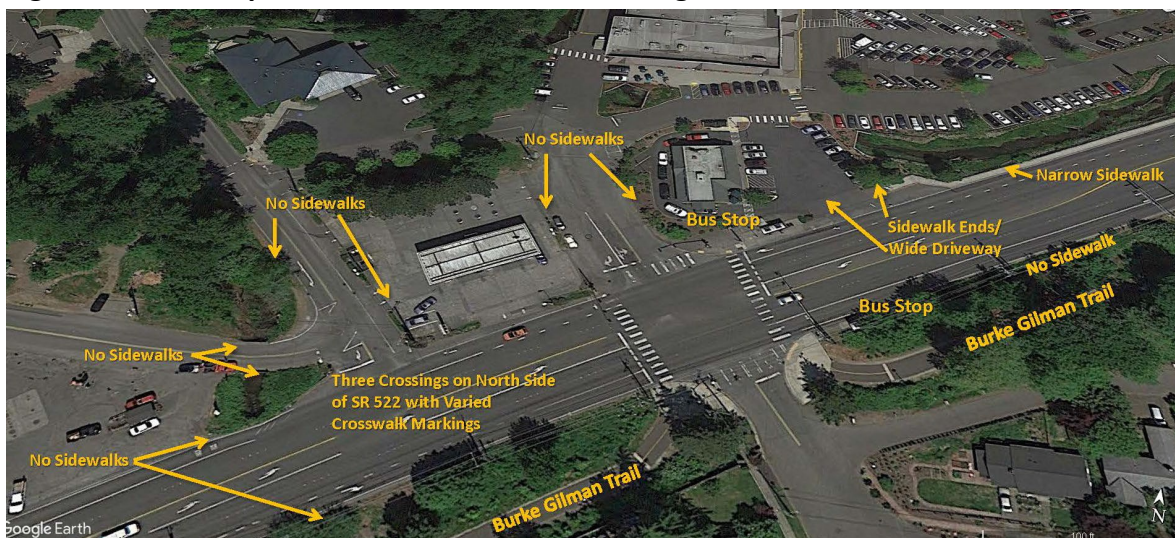
bicycle connectivity between Town Center and surrounding neighborhoods. This would encourage more trips by walking and bicycling, increase transit ridership, and enhance community vitality, sustainability, and livability.

Conditions for Pedestrians at Town Center—

Within the Town Center site, sidewalks are present along the storefronts, and there are marked crosswalks at key points of access across travel lanes of the internal roadway and parking network. However, overall, it is currently difficult to walk across the Town Center to access multiple destinations as a pedestrian. The most efficient routes are not well defined and would require walking across large expanses of parking areas. Participants in the public engagement process often mentioned that it is their preference to drive from one place to another at Town Center rather than to walk or bicycle.

Figure 3.5.2 illustrates some of the challenges to pedestrian travel in the vicinity of SR 522/NE 170th and SR 522/Brookside. Figure 3.5.3 shows existing pedestrian infrastructure in the planning area.

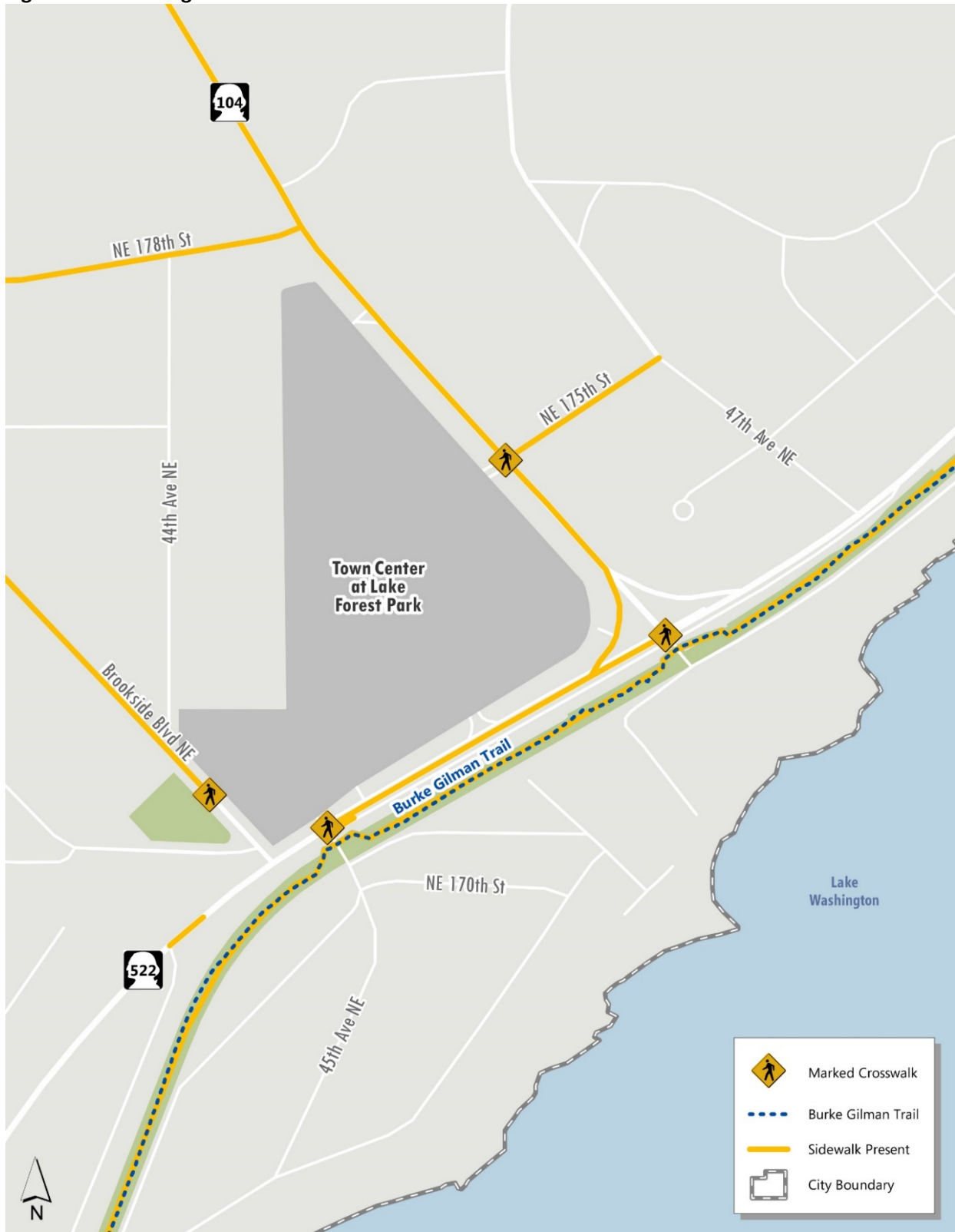
Figure 3.5.2 Example of Pedestrian Access Challenges at Town Center



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Figure 3.5.3 Existing Pedestrian Network



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Section 3.5—Multimodal Transportation and Parking

Existing Bicycle Network

There are currently no marked bicycle lanes or sharrows through or directly connecting to the Town Center. A climbing bike lane exists on NE 178th Street west of Brookside Boulevard NE. Brookside Boulevard NE and NE 178th Street are existing designated bicycle routes, and the City's Safe Streets and Safe Streets: *Town Center Connections* studies identify several additional bicycle routes throughout the City.

Cyclists can access the Town Center via the Burke Gilman Trail on the south side of SR 522. Cycling directly on SR 522 and SR 104 is uncomfortable for most users, due to the high volumes and speeds of vehicle traffic. Overall, bicycle volumes around the Town Center are relatively low, likely due to the lack of bicycle facilities, auto oriented land uses, and high motor vehicle speeds and volumes.

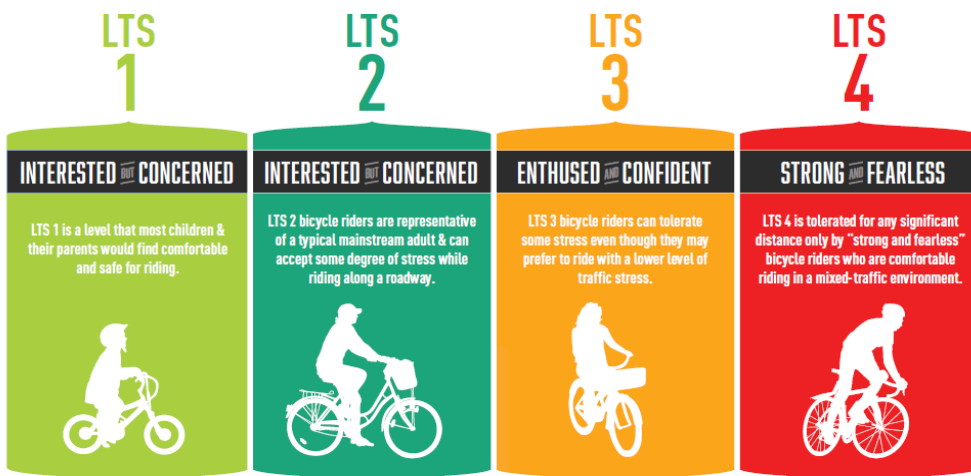
Figure 3.5.4 shows the bicycle level of traffic stress on roadways in the planning area. Level of traffic stress (LTS) is a measure of how comfortable it is to bicycle on facilities, and the stress values range from an LTS 1 facility that is comfortable for riders of all ages and abilities to an LTS 4 that is only used by “strong and

fearless” riders. Figure 3.5.5 shows the LTS categories for the roads surrounding Town Center. SR 522 and SR 104 are LTS 4; Brookside Boulevard NE, NE 175th Street, and 47th Avenue NE are LTS 3; and neighborhood roads and the paths through the Town Center lot are generally LTS 1 or 2. As the major roadways bounding the Town Center are LTS 4, this can present a major barrier to people wanting to bicycle to the Town Center. They may be able to comfortably navigate the nearby neighborhoods but must travel on high-speed roadways with no separated facilities to make the final connection to the Town Center.

Burke Gilman Trail

The Burke Gilman Trail is a high-quality off-street shared use path that runs parallel to SR 522 south of the Town Center, offering views of Lake Washington and regional connections to Seattle and the Eastside. While the trail offers a comfortable bicycle and pedestrian space separated from vehicular traffic on SR 522, people still need to bicycle or walk along the roadway to access services and homes, which are not accessible from the trail.

Figure 3.5.4 Bicycle Level of Stress Categories



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Figure 3.5.5 Existing Bicycle Level of Traffic Stress



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To get to the Town Center from the Burke Gilman Trail, people typically cross at the signalized intersection of Bothell Way NE/NE 170th Street (next to Starbucks). This at-grade crossing becomes congested with pedestrian and bicycle traffic, particularly on busy weekends and during commute hours. Heavy motor vehicle traffic on Bothell Way NE tends to take precedence over crossing pedestrians and bicyclists. Pedestrian waiting times at the intersection are long due to the signal cycle patterns and the time provided for crossing is too short in duration for some pedestrians. This condition can be a limiting factor in bicycling and walking between the Burke Gilman Trail and Town Center.

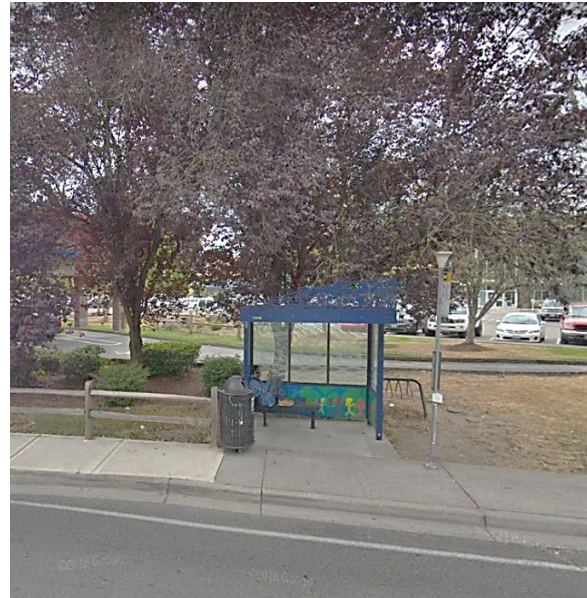


Segment of Burke Gilman Trail through Lake Forest Park Source: Windermere Real Estate

Transit Services

Multiple bus routes currently serve the Town Center planning area, most of which are operated by King County Metro. They include a mix of local routes serving Lake Forest Park and neighboring cities, and all day and express routes serving commuters into Seattle and other surrounding employment destinations (Bothell, Woodinville, etc.).

Routes 308, 309, 312, and 342 operate only in the peak morning and evening hours to serve



Existing King County Metro transit stop on the north side of SR 522, near Bank of America and City Hall at Town Center

higher demand to Seattle and the Eastside. Route 331 runs all day at 30-minute frequencies from Shoreline to Kenmore, serving both commute and local daytime trips. Route 372 and Sound Transit's Route 522 are express buses that run at least every 15 minutes during commuting hours. Route 372 operates all day serving Bothell, Kenmore, Lake Forest Park, and north Seattle before ending on the University of Washington Seattle campus. Sound Transit Route 522 runs all day between Woodinville, Bothell, Kenmore, Lake Forest Park, and Downtown Seattle with frequent service.

Because the bus routes serving Lake Forest Park travel almost exclusively along either SR 104 or SR 522, the Town Center already currently functions as an informal transit hub for the community and residents on the north end of Lake Washington.

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Existing bus stops are located adjacent to the Town Center on SR 522 in proximity to NE 170th Street (with stops on north and south sides); on SR 522, closer to the SR 104 intersection (near the bank and City Hall); and on SR 104 between SR 522/SR 104 and the SR 104/NE 175th Street (on the southbound/west side). All of the stops offer shelters and seating.

Table 3.5.1 shows the route frequency and operator for lines with stops at the Town Center. Figure 3.5.6 shows each bus route.

Table 3.5.1 Bus Routes Serving the Town Center

Route Number	Frequency	Hours	Route	Operator
308	30-60 minutes	Peak hours only	Downtown Seattle to Lake Forest Park	King County Metro
312	30-60 minutes	Peak hours only	Downtown Seattle to Bothell	King County Metro
342	30-60 minutes	Peak hours only	Shoreline P&R to Renton TC	King County Metro
331	30 minutes	7:00 AM to 8:00 PM	Shoreline to Kenmore P&R	King County Metro
309	30 minutes	Peak hours only	Kenmore P&R to First Hill, Seattle	King County Metro
372	<15 minutes	5:15 AM to 12:30 AM	Bothell to University District, Seattle	King County Metro
522	15-30 minutes	4:45 AM to 11:30 PM	Downtown Seattle to Woodinville	Sound Transit

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Figure 3.5.6 Existing Transit Network



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Existing Roadway Network

The roadway network around the Town Center is a mix of high-volume state routes that accommodate regional mobility and local roads that are oriented to local travel rather than regional connectivity. Bothell Way NE/SR 522 and Ballinger Way NE/SR 104 carry substantial vehicle volumes at higher speeds of 30 to 40 miles per hour (mph) to move traffic through the region and into downtown Lake Forest Park. Conversely, the local roadways around the Town Center have slower speeds, do not follow a typical grid pattern, and have limited connectivity directly to Town Center, with the exception of Brookside Boulevard and NE 44th Street, which are often used to access the Town Center.

State Routes and Arterials

There are two state routes and three arterials in the planning area; all other roadways around the Town Center are local streets.

- **Bothell Way NE/State Route 522**

A “highway of statewide significance”, SR 522 connects Seattle to the Eastside, carrying approximately 20 percent of cross-lake trips. It has a posted speed limit of 40 mph. Residents use SR 522 as a main travel route, but it also physically divides the community, separating neighborhoods on the north side from neighborhoods, amenities along Lake Washington and the Burke Gilman Trail on the south side. High volumes – up to 50,000 vehicles on a weekday – the posted speed limit of 40 mph, and a lack of pedestrian and bicycle facilities also make it uncomfortable for people trying to walk or bike. Adjacent to the Town Center, there are two lanes in each direction plus a bus only lane in each direction and a long left turn pocket at the signalized intersection of SR 522 and SR

104, making it a seven-lane cross section. SR 522 is a WSDOT designated T-2 freight truck corridor, which is designed to carry four to ten million tons of goods annually.

- **Ballinger Way NE/State Route 104**

Like SR 522, SR 104 serves as a main thoroughfare for Lake Forest Park. It has a posted speed limit of 30 mph near Town Center, increasing to 40 mph further north of Town Center approaching the city limits. SR 104 serves schools, businesses, and homes and is designed with a focus on auto mobility with limited facilities for other modes. The east side of the roadway has mostly single-family homes with driveway access to SR 104, and there is a signalized intersection at NE 175th Street. On the segment bordering the Town Center, there is one lane in each direction with a two-way center turn lane north of NE 175th Street, while the segment between NE 175th Street and SR 522 has one northbound lane with a left turn pocket for the 175th Street intersection and two southbound lanes approaching the SR 522 intersection, one of which is a left only turn lane onto SR 522 eastbound. SR 104 is a WSDOT designated T-3 freight truck corridor, which is designed to carry 300,000 to four million tons of goods annually.

- **Brookside Boulevard NE**

The only designated bicycle route in the planning area, Brookside Boulevard NE is a minor arterial running north-south on the west side of the Town Center. It has a posted speed of 25 mph, has one lane in each direction, and serves as a connection from north and west neighborhoods to the Town Center and SR 522.

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- **NE 178th Street**

Running east-west on the north side of the Town Center, NE 178th Street is a two-lane minor arterial with a posted speed limit of 25 mph that connects north and west neighborhoods to SR 104.

- **NE 175th Street**

A two-lane minor arterial running east-west, NE 175th Street intersects with SR 104 and serves as a primary access point to and from the Town Center. It has a posted speed limit of 25 mph and connects north and east neighborhoods to the Town Center and SR 104.

Figure 3.5.7 shows the functional classifications of the roadways around the Town Center.

Study Intersections

Traffic operations at the intersections surrounding the Town Center could be affected by increased redevelopment at the Town Center that could occur with implementation of alternatives analyzed in this EIS. Ten study intersections most likely to be affected – either access points into the Town Center or intersections directly adjacent to it – were chosen for analysis. These were analyzed during the PM peak hour on a weekday, which has the highest auto volumes of the day and therefore represents the most congested traffic conditions.

Eight of the study intersections are under WSDOT jurisdiction, with five of these located on SR 522 and three located on SR 104 (one of which is the intersection of the two state routes). Three of the WSDOT intersections are signalized. The two intersections that are not along the state route include Brookside

Boulevard and the access way in front of the fire station (referred to as Fire Station Road in the remainder of this document), and NE 170th Street and Fire Station Road, which also serves as a western access point to the Town Center and is controlled by the City of Lake Forest Park. These are both unsignalized intersections.

The study intersections are:

1. Bothell Way NE/SR 522 and Brookside Boulevard NE
2. Bothell Way NE/SR 522 and NE 170th Street
3. NE 170th Street and Fire Station Road
4. Brookside Boulevard NE and Fire Station Road
5. Bothell Way NE/SR 522 and Town Center driveway at Bank of America
6. Bothell Way NE/SR 522 and SR 104
7. Bothell Way NE/SR 522 and 47th Avenue NE
8. Ballinger Way NE/SR 104 and NE 175th Street
9. Ballinger Way NE/SR 104 and Town Center driveway at Windermere
10. Ballinger Way NE/SR 104 and NE 178th Street

Figure 3.5.8 shows the location of these study intersections surrounding the Town Center site.

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Figure 3.5.7 Existing Roadway Functional Classifications



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Figure 3.5.8 Town Center Study Intersections



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Fire Station Road

The Northshore Fire District has reported that delays of emergency and fire vehicles departing the station can occur when traffic is backed up on Fire Station Road as it queues to make a left turn onto SR 522 at the NE 175th Street/Brookside Boulevard intersection.

A preliminary analysis identified potential solutions to address the existing concern regarding traffic queues extending onto Fire Station Road, affecting fire and emergency egress from the station to SR 522. A reconfiguration of the southbound leg of NE 170th Street (as described in Section 4.5) is assumed as a background condition for the alternatives. Although Alternative 2 and Alternative 3 have been dismissed from further consideration in the EIS, it is important to note that due to a traffic operations impact identified in the DEIS under Alternative 3, a mitigation measure (as described in Section 4.5) was identified for Alternative 3. This

improvement would also improve traffic operations under Alternatives 1, 2, and 4. However, a complete design engineering analysis has not been conducted and further analysis should be undertaken to determine the physical and financial constraints of completing any changes at SR 522 & NE 170th Street.

Level of Service

Level of service (LOS) is a standard method for characterizing delay at an intersection. For signalized and all-way stop controlled (AWSC) intersections, the LOS is based on the average delay for all approaches. For side-street stop controlled (SSSC) intersections, the approach with the highest delay is used. LOS A represents the least amount of delay while LOS F represents highly congested conditions. Table 3.5.2 summarizes the LOS and delay thresholds specified in the Highway Capacity Manual (HCM) 6th Edition, which is a standard methodology for measuring intersection performance.

Table 3.5.2 Level of Service Definitions

Level of Service	Description	Signalized Intersection Delay (seconds/vehicle)	Unsignalized Intersection Delay (seconds/vehicle)
A	Free-flowing Conditions	≤ 10	≤ 10
B	Stable Flow (slight delays)	>10-20	>10-15
C	Stable Flow (acceptable delays)	>20-35	>15-25
D	Approaching Unstable Flow (tolerable delay)	>35-55	>25-35
E	Unstable Flow (intolerable delay)	>55-80	>35-50
F	Forced Flow (congested and queues fail to clear)	>80	>50

Source: *Highway Capacity Manual (HCM) 6th Edition*

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Traffic operations were analyzed using Synchro 10 software. The Synchro network reflects the existing and future roadway networks including segment and intersection geometry, signal timing, and vehicle, pedestrian, and bicycle volumes. The level of service threshold in Lake Forest Park is LOS C on local arterials, and WSDOT's LOS standard is LOS D on SR 522 and LOS E on SR 104.

Existing Level of Service at the Study Intersections

Existing level of service at the ten study intersections is shown in Table 3.5.3 and Figure 3.5.9. Intersections where the side street is configured to only allow right turns in and right turns out (left turns and through movements prohibited) are noted. All level of service results are evaluated with HCM 6th Edition methodology unless otherwise noted. Under current PM peak hour traffic conditions, the intersections of SR 522/SR 104 and SR 104/NE 178th Street are the only locations operating below their LOS standard. Large volumes use the intersection of SR 522/SR 104, and the southbound approach has the greatest delay. The delay at SR 104/NE 178th Street is caused by vehicles waiting for a break in traffic to make a left turn onto SR 104, as this is a side-street stop controlled intersection. The local street study intersections generally operate at LOS B or better. The Town Center driveways along SR 522 and SR 104 generally operate with little delay, as these side streets only allow right turns out of the Town Center.

As described above, the traffic operations analysis performed uses isolated intersection analysis, as measured by the Synchro 10 software. This analysis measures queuing for each intersection independently and does not capture how queues may impact adjacent intersections. Delays from peak period queuing

can affect operations along the state routes and on the Town Center site. For example, at SR 522/SR 104, queues up to 1,300 feet in the eastbound direction and 400 feet in the southbound direction were observed, which affect upstream vehicle operations at SR 522/NE 170th Street and SR 104/NE 175th Street respectively. Given this condition, vehicle operations on SR 522 may be more congested at times than model results show in Table 3.5.3.

Along SR 104, queues can form in the southbound direction as vehicles wait to turn at the SR 522 signal. The SR 104/NE 175th Street intersection has northbound queues which can stretch back to SR 522, potentially delaying vehicles trying to turn onto SR 104. Queues exiting the Town Center site are generally short, with the exception of vehicles exiting eastbound at SR 104/NE 175th Street and southbound at SR 522/NE 170th Street, which can queue back into the Town Center parking lot. Because the SR 522/NE 170th Street intersection is one of the few signalized intersections to allow left turns onto eastbound SR 522, it serves vehicle demand from both City streets and the Town Center. The vehicle demand can result in southbound queues on NE 170th Street backing into the Town Center and onto Fire Station Road, slowing operations at NE 170th Street/Fire Station Road.

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Table 3.5.3 Existing Level of Service at the Study Intersections

ID	Intersection	Traffic Control	LOS Standard	Existing Conditions	
				Delay	LOS
1	SR 522 & Brookside Boulevard	SSSC ³	D	10	B ^{1,2}
2	SR 522 & NE 170th Street	Signal	D	7	A
3	NE 170th Street & Fire Station Road	SSSC	C	13	B
4	Brookside Boulevard NE & Fire Station Road	SSSC	C	10	B ²
5	SR 522 & Town Center driveway at Bank of America	SSSC ³	D	21	C
6	SR 522 & SR 104	Signal	D	62	E ¹
7	SR 522 & 47th Avenue NE	SSSC ³	D	23	C
8	SR 104 & NE 175th Street	Signal	E	26	C
9	SR 104 & Town Center driveway at Windermere	SSSC	E	25	C
10	SR 104 & NE 178th Street	SSSC	E	117	F

Notes: 1. Uses HCM 2000 due to phasing or configuration
 2. Delay exceeds 10 seconds so is LOS B rather than LOS A
 3. Side street allows right turn out only

The Safe Highways Report published delay and LOS results at these intersections using methodologies prescribed in earlier versions of the Highway Capacity Manual (HCM 2000 and 2010); as such many of the LOS results vary based on newer methodologies.

SSSC = Side-street stop controlled

Grey shaded locations exceed level of service thresholds

Source: Fehr & Peers, 2019

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Figure 3.5.9 Study Intersections at PM Peak Hour Level of Service



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Parking at Town Center

All existing parking in the Town Center planning area is currently paved surface parking (see Figure 3.5.10). There are approximately 952 parking spaces available for use across the entire planning area. All the supply is free and there are generally no time limits, with the exception of signed 15-minute parking zones in front of Great Harvest Bread and near Swirl Frozen Yogurt. Parking throughout Town Center is generally available to anyone accessing one of the businesses located on site; although a few businesses designate parking spaces specifically for their use only through signs. No park and ride parking is technically allowed, but because there are several major bus stops next to the Town Center and no designated parking for transit users, some transit riders park in the Town Center and on local streets nearby.

Based on field observations of parking utilization over several weekdays, weekend days, and evenings, the southern lower parking area (near MOD Pizza, Albertsons, Planet Fitness, RiteAid, and other businesses) generally operates at capacity (at/above 85 percent full) during business hours. The northern upper parking area above Third Place Books/Third Place Commons and Ace Hardware is generally more than 60 percent full during Town Center business hours, except during the Farmers Market or special events. Parking behind and in front of the professional office building and City Hall is generally around 50 to 60 percent full during daily business hours and generally 85 to

100 percent full during the Farmers Market, meetings at City Hall, and special events.

The Lake Forest Park Police Department utilizes 13 to 15 parking spaces on a regular basis for its headquarter operations at Town Center. Currently the department has 8 marked patrol vehicles, 3 detective vehicles, 2 command vehicles, 1 transport van, and 1 space needed for the radar trailer when not in use. However, there are only 5 dedicated parking stalls for police use currently in the parking area.

City staff require approximately 30 spaces on a daily basis, plus additional spaces for commissioners, and City Council members, and public parking for meetings and access to City services. There is generally a high demand for parking in the vicinity of City Hall during meetings.



Photo showing one of the busiest parking areas at Town Center; this area tends to be at or above 85 percent full during business hours

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Figure 3.5.10 Existing Parking at the Town Center



Source: © 2018 Google

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Safety

WSDOT collision records from April 2014 to March 2017 were analyzed along SR 522 and SR 104 in Lake Forest Park. Collisions were summarized along segments and at intersections, as shown in Tables 3.5.4 and Table 3.5.5. Among the intersections studied, the intersection of SR 522 and SR 104 has the highest number of collisions, including three involving a pedestrian or bicyclist. During the three-year period, there were a total of three severe injury collisions, seven bicycle collisions, and two pedestrian collisions along the study segments and intersections. None of the collisions during the three-year period resulted in fatalities. Figure 3.5.11 shows the distribution of collisions along both state routes. The roadway segments along SR 104 and SR 522 with the highest number of collisions are adjacent to the Town Center.

Relevant Plans, Studies, and Projects

The specific transportation aspects of the following relevant plans, studies, and projects are summarized below. For additional information about these plans, refer to Section 3.1 in Chapter 3.0.

Lake Forest Park Comprehensive Plan—The Comprehensive Plan envisions the future of the City for the next 20 years. It establishes goals and policies to guide future planning efforts, including changes to the transportation system. It establishes level of service (LOS) guidelines for roadways and incorporates strategies to promote non-motorized transportation throughout the City. Informed by a technical analysis of the existing transportation conditions and forecasts of future vehicle

traffic, the Comprehensive Plan identifies future projects that are needed to maintain the street network and traffic operations.

Lake Forest Park Strategic Plan—Lake Forest Park’s 2016-2020 Strategic Plan outlines the City’s short- and mid-term priorities to achieve its long-term goals and vision. The document provides an overview of the City’s vision and values as well as the goals, services, and initiatives intended to help the City realize them. The Strategic Plan laid the foundation for five major projects—also known as the “Big Five”—that are intended to master plan the City’s near-term infrastructure and planning priorities. The Town Center Vision/Plan is one of the projects in the Strategic Plan.

Safe Streets—Completed in July 2017, the Safe Streets report identifies projects on local streets in Lake Forest Park that provide safer connections to transit and other amenities for people using all modes of travel. Ten projects are identified as priorities for the City, which are broken into a high priority tier and a lower priority tier. While the report does not address SR 522 and SR 104 specifically, several of the project recommendations would improve access to transit along SR 522. Safe Streets is one of the “Big Five” projects outlined in the Strategic Plan.

Safe Streets: Town Center Connections—Completed in 2018 as an extension of the original Safe Streets work, this report focuses specifically on improving safety and connections for people walking and cycling to the Town Center and downtown amenities.

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Table 3.5.4 Segment Collisions

Road Segment	Total Collisions	Severe	Bicycle	Pedestrian
SR 522 - Brookside Boulevard to NE 170 th Street	1	0	0	0
SR 522 - NE 170 th Street to SR 104	5	0	0	0
SR 522 - SR 104 to 47 th Avenue	4	1	0	0
SR 104 – SR 522 to 175 th Street	5	0	0	0
SR 104 –175 th Street to 178 th Street	2	0	0	0
Total Segment Collisions	17	1	0	0

Source: WSDOT, 2017; Fehr & Peers, 2019

Table 3.5.5 Intersection Collisions

ID	Intersection	Total Collisions	Severe	Bicycle	Pedestrian
1	SR 522 & Brookside Boulevard	18	1	1	0
2	SR 522 & NE 170 th Street	18	0	1	1
3	NE 170 th Street & Fire Station Road *	-	-	-	-
4	Brookside Boulevard NE & Fire Station road	2	0	0	0
5	SR 522 & Town Center driveway at Bank of America	0	0	0	0
6	SR 522 & SR 104	47	0	2	1
7	SR 522 & 47 th Avenue NE	4	1	0	0
8	SR 104 & NE 175 th Street	12	0	0	0
9	SR 104 & Town Center driveway at Windermere	6	0	1 ¹	0
10	SR 104 & NE 178 th Street	13	0	2 ¹	0
Total Intersection Collisions		120	2	7	2

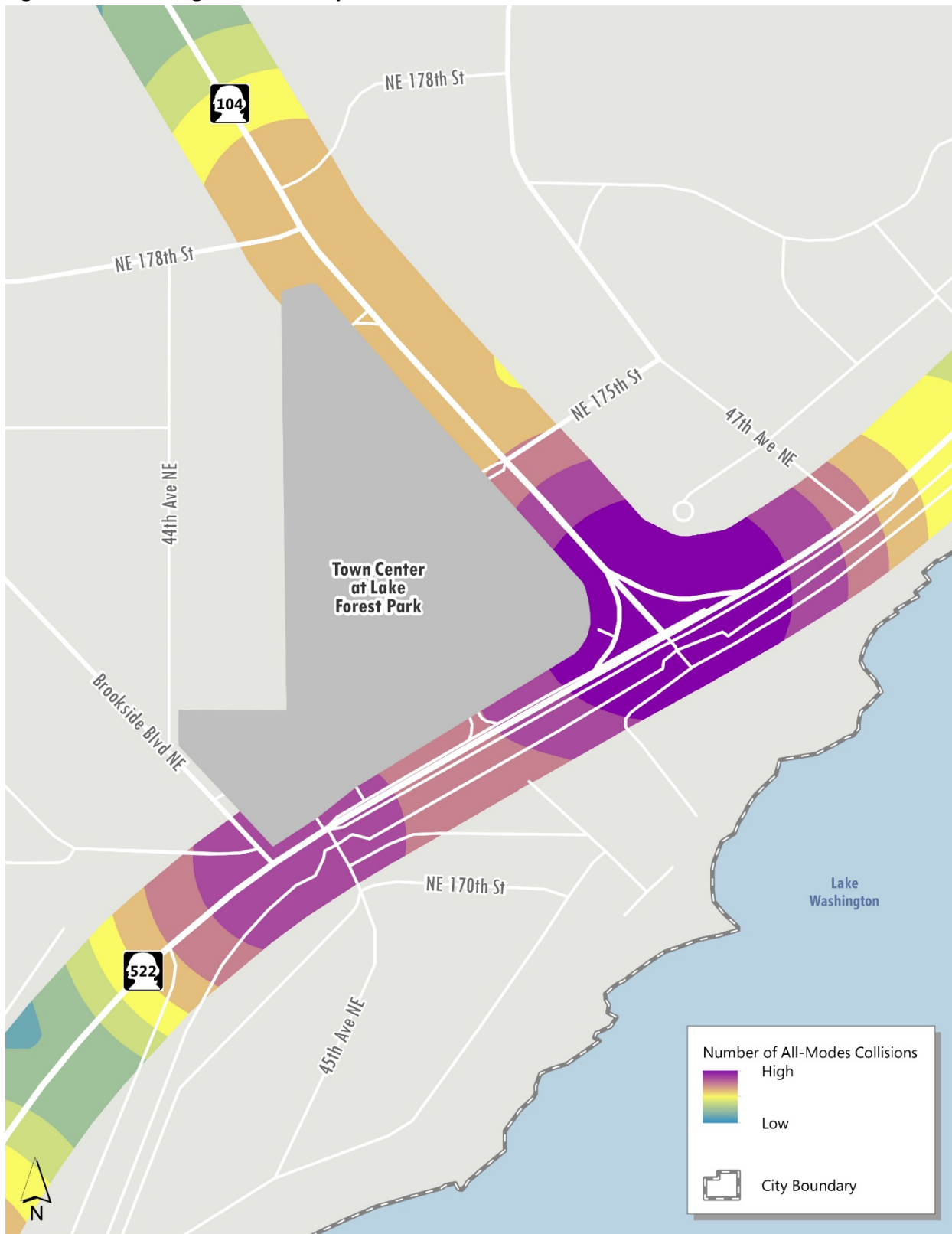
*No WSDOT collision data was provided at this location.

¹Scooter bikes included

Source: WSDOT, 2017; Fehr & Peers, 2019

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Figure 3.5.11 Existing Collision Analysis



Data Source: WSDOT, 2017

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The Safe Streets: Town Center Connections study identifies and ranks projects within a half mile of the Town Center for an enhanced Capital Improvements Program (CIP). Nine projects are identified as priorities for the City, which are also broken into two priority tiers.

Safe Highways—The Safe Highways report completed in 2018 identifies recommendations for making SR 522 and SR 104 safer, more accommodating to transit, and more walkable and bikeable. The state routes are broken into several study segments and key study intersections. The report identifies mobility and safety issues along each segment and opportunities for improvement. Safe Highways is one of the “Big Five” projects outlined in the Strategic Plan.

ST3 Bus Rapid Transit in the 145th/SR 522

Corridor--Sound Transit 3 identifies funding to implement Bus Rapid Transit (BRT) between the 145th Street light rail station in the I-5 corridor in Shoreline and the University of Washington Bothell branch campus, with potential lower frequency service to Woodinville. Sound Transit estimates that this eight-mile BRT service could generate up to 10,000 daily riders.

Along SR 522, the project looks to provide continuous business access and transit (BAT) lanes and seven pairs of stations, some in Lake Forest Park and others at points east in Kenmore and Bothell. The corridor would also feature three commuter park and ride structures sized at 300 spaces each, one of which potentially would be located at the Lake Forest Park Town Center (per the described representative project in the ST3 proposal). The BRT service would run on fast, frequent 10-minute headways through Lake Forest Park, and the system is proposed to be constructed and operating by 2024.

King County Metro Connects—King County Metro Connects is a long-range vision for transit service within King County and was adopted in January 2017. The plan includes several routes within the planning area. The plan envisions a Rapid Ride service line between the UW Link Light Rail System and the Bothell Transit Center along SR 522. A new frequent service route is also planned between the Shoreline Community College and the Kenmore Transit Center by 2025. The route would use SR 522 and SR 104. It also proposes an express route between the Edmonds/Kingston Ferry Terminal, Bothell, and Redmond, which would run along both SR 522 and SR 104 by 2040.