

## LAKE FOREST PARK

# Southern Gateway Subarea Plan

## Introduction and Background

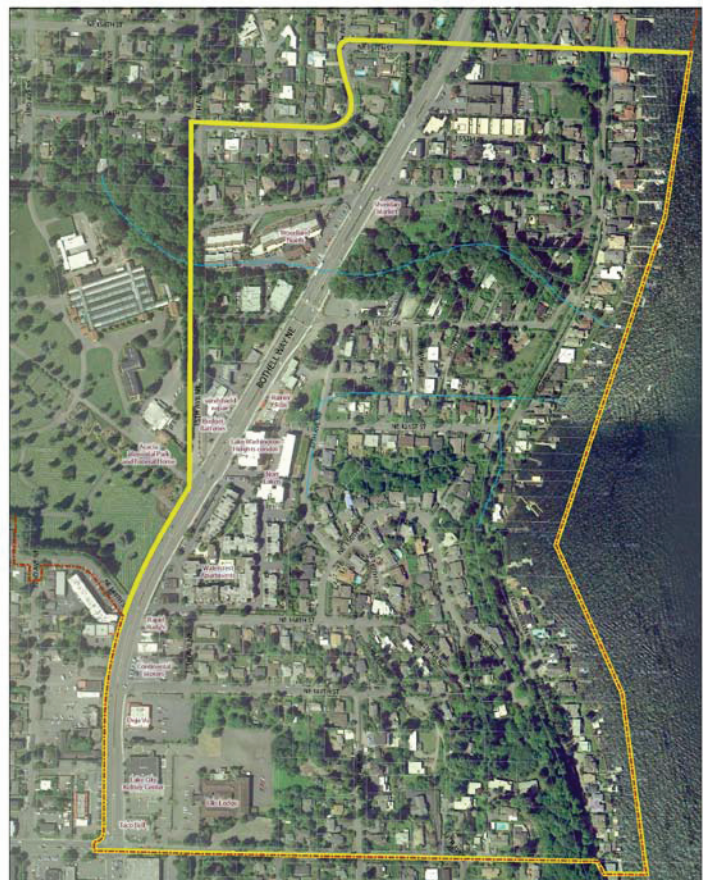
### The Southern Gateway Subarea Plan:

#### *What is the City doing?*

The Southern Gateway Subarea Plan is a City effort to plan for the neighborhood extending roughly from the city limits on the south to NE 157th St on the north and from 35th Ave NE to Lake Washington. When complete, the subarea plan will recommend land use, community and economic development, design, and capital improvement measures to achieve the community's and City's objectives. As described later, the planning process incorporates extensive public participation.

#### **Purpose:** *Why do this plan?*

Substantial development will happen along the Bothell Way corridor even if there is no plan. Several vacant or underutilized parcels will undoubtedly attract new uses and construction. Without a plan and implementation measures, it is most likely that new development will emphasize haphazard strip commercial business or residential development not necessarily keeping with the neighborhood's character or objectives. This plan is intended to



- City of Lake Forest Park
- Southern Gateway study area
- Streams

**Lake Forest Park**  
**Southern Gateway Subarea**

Figure 1



encourage and direct new development that accomplishes the City's and community's vision and that results in:

- A strong and more livable residential neighborhood
- Economic development that contributes to the City's fiscal health
- A more attractive southern entry into the City
- A greater diversity of retail services and attractive residential opportunities

## Planning Process: *How did the City develop this subarea plan*

The Southern Gateway planning process consists of two principal steps—one to produce a study report and two to result in a subarea plan. The timeline below depicts the activities accomplished, and the public participation section describes how public input was incorporated into the planning work.

Step 1 began in October 2011. Through a series of workshops and online activities, it resulted in a community-based “vision” that consists of primary objectives, a planning concept, and preliminary policies. These were compiled in a draft study report, and Step 1 culminated in a workshop in late January 2012 to review the contents of that report. Public comments were incorporated and the revised report was reviewed by the City Council in February 2012.

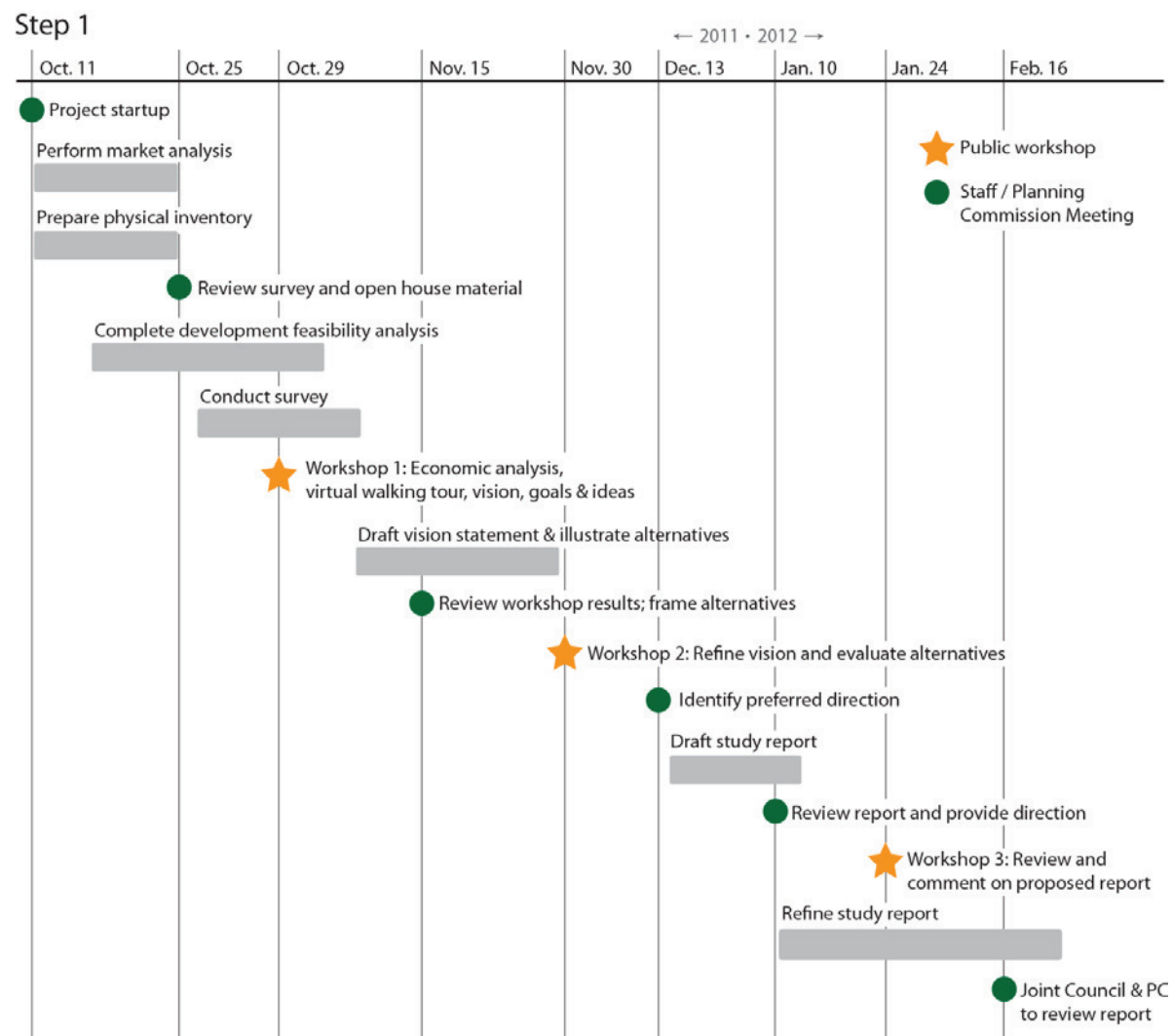


Figure 2. Step 1 Process

During Step 2, the planning team refined and analyzed the concept plan (“preferred alternative”) through an Environmental Impact Statement (EIS) process. In July 2012 the City received a submittal

from Intracorp development corporation proposing a high density single family development on the Elk's site with no mixed use or multi-family residential component. While this proposal was different from the original public vision, there was sufficient local and council support for it that the planning team was directed to incorporate that proposal into the subarea plan. The city council subsequently placed a moratorium on the site until the subarea plan, EIS and interim development regulations could be put in place to guide future development.

Consequently, the Step 2 scope of work was amended to responded to proposed development on the Elks site. The planning team worked under the direction of the Lake Forest Park Planning Commission to accommodate the revised concept plan. The result is this subarea plan, along with an EIS and interim development regulations. This subarea plan:

- recommends land use changes, regulations, incentives, and guidelines to encourage desired development, while protecting neighborhood character;
- describes capital improvements to mitigate any adverse impacts and to generally improve the local subarea; and
- includes other recommendations to achieve the community's and City's objectives.

## Step 2

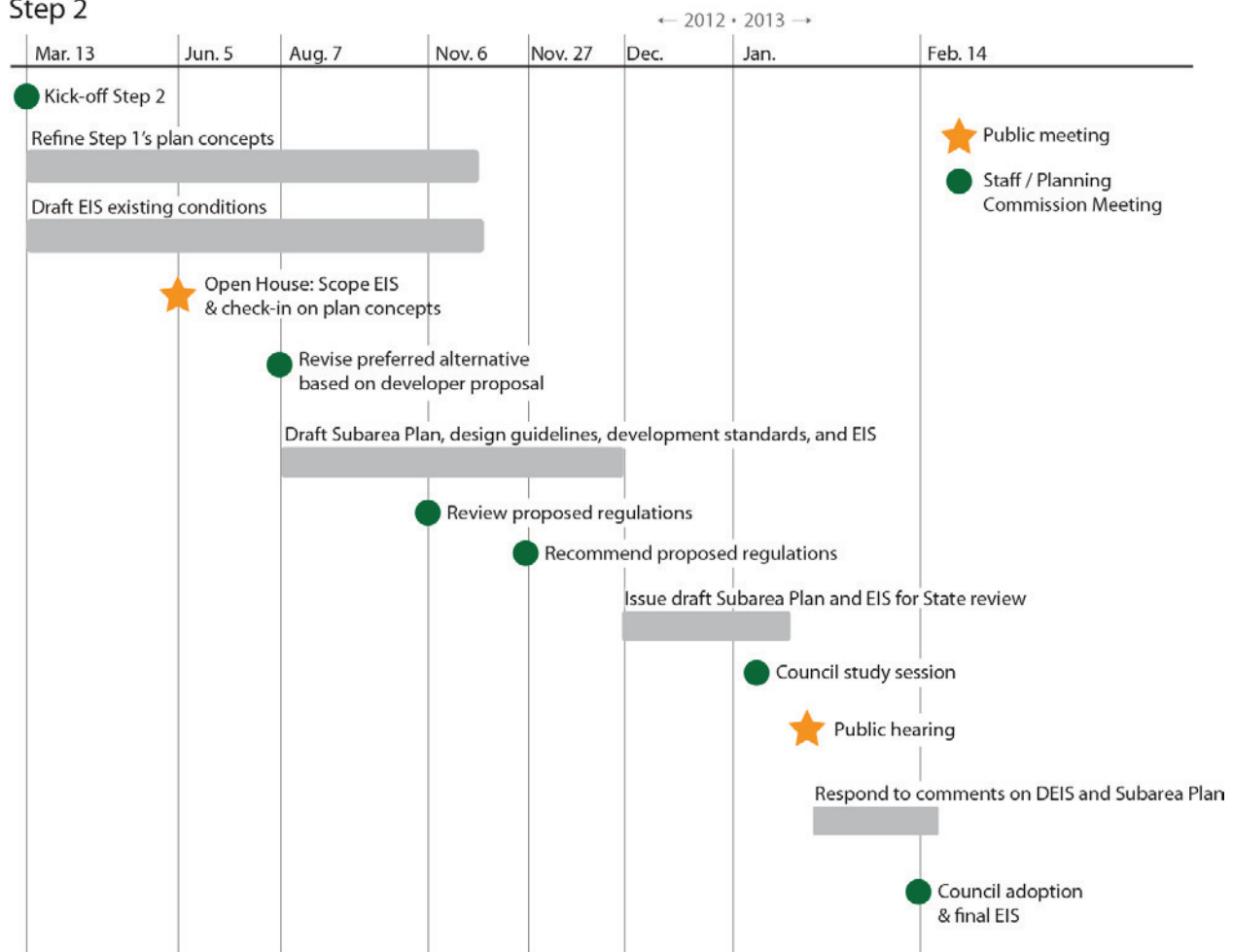


Figure 3. Step 2 Process

## Contents: *What's in this document?*

Because the purpose of this report is to document step 1 of the Southern Gateway Subarea planning process and set the stage for step 2, the report's structure and content differ from a standard subarea plan document. The following description explains the reason each section is included in the report and how it will support the eventual completion of the subarea plan and supporting Environmental Impact Statement (EIS).

The **Economic Feasibility Analysis** section summarizes the redevelopment economics component of the study. This portion analyzes realistic market opportunities (investment by developers) and the necessary conditions for the opportunities to be realized in the subarea. Appendix A and B provide the methods and the results of the analysis.

The **Public Participation** section describes the process used to engage community members and summaries of their input. Appendix C provides the full results of the online survey and public workshops, and summarizes early input that formed the basis for the Planning Commission's and design team's work to prepare this report.

**A Planning Concept** integrates and translates community members' ideas and preferences into a unified and comprehensive physical scheme. Incentives and regulations that may be used to spur development are also explored.

**Planning Recommendations** document and clarify the Planning Commission's directions for completing the subarea plan. The policies as refined in step 2 will be included in the subarea plan and will ultimately constitute a part of the City's comprehensive plan.

An **Implementation Strategy** that translates the physical planning policies into a description of recommended planning actions such as rezoning, developing design guidelines, and regulatory measures and planning capital improvements. Many of the actions are based on necessary mitigation measures identified in the EIS.

The **Appendices** present studies and materials produced during the planning process. Appendix A summarizes the market study prepared by Property Counselors. Appendix B is an analysis of the feasibility of different development scenarios on specific sites along the Bothell Way Corridor and Appendix C presents the results of the Web-based survey conducted at the beginning of the public input process. As noted above, Appendix D is a description of the Draft Preferred Alternative.

# Economic Feasibility Analysis

## Summary

The initial phase of the study included a redevelopment economics component that analyzed realistic market opportunities (investment by developers) for the area and the necessary conditions for the opportunities to be realized.

This section provides a summary of the economic and feasibility analysis in Appendix A and B of the Plan. Please see those documents for further details: <http://cityofflp.com/index.aspx?NID=162>.

## What is Development Economics?

To invest, developers must obtain enough income from a project to pay development costs and achieve an adequate investment return. If the conditions are not in place for developers to achieve adequate return they will not be attracted to an area.

While a variety of proposed uses have been reviewed (including multifamily residential, retail, and office, and combinations of these uses), none of the options provide an adequate return based on current rental rates. Rental rates would need to increase at least 3.5% per year for the next three years to yield an adequate return. Potential opportunities are described below, but a combination of multifamily residential and mixed use retail is estimated to provide the highest estimated rate of return to a developer.

## Southern Gateway's Strengths, Opportunities, and Weaknesses

Current economic conditions provide an understanding of where the City stands today in terms of development, but its competitive position with respect to surrounding communities will determine future investment by developers.

The competitive position of the Southern Gateway area regarding future development can be summarized in terms of strengths, weaknesses, opportunities, and threats.

### **Strengths:**

- Lake Forest Park is one of the closest communities to the urban center of Seattle.
- The city has strong highway connections to that urban center.
- The city has excellent bus service along those highway corridors.
- The city enjoys a high amenity setting with views of Lake Washington and distant mountains, as well as park amenities like the Burke Gilman Trail along the waterfront.
- The city enjoys strong demographics with attractive income levels and household make-up.

### **Weaknesses:**

- The city has a small jobs base, and that affects its ability to support other types of business.



- It has a limited trade area because of the presence of the lake to the east.
- The city competes with several established commercial areas such as the regional centers at Alderwood Mall and Northgate.
- The city has limited land availability for higher density residential and additional commercial development.
- The city has fewer incentive programs available to it because of its small population size.
- The city is not on any of the planned light rail corridors, and that limits its ability to attract transit-oriented development.

#### **Opportunities:**

- The city should benefit from peoples' interest in higher density housing opportunities close to the urban center.
- The city shares interests with the adjacent communities of Seattle and Shoreline and there are opportunities for cooperation with those cities on land use matters.
- The city will experience heightened visibility to vehicles on Highway 522 as a result of the diversion of traffic from the 520 bridge.

#### **Threats:**

- The city will experience competition from surrounding communities, particularly those to the north and the east.
- The additional traffic resulting from the Highway 520 diversion will also lead to increased congestion on Highway 522

## **Potential Opportunities**

The study focused on three potential development scenarios that are summarized here:

#### **Multifamily Residential**

South Gateway is attractive location for new multifamily residential development. The availability of appropriately zoned land in the study area and the strengths of the area should offset the historical lack of competitive higher density product.

- Close to regional employment center.
- Good transit service.
- Close to Burke Gilman Trail.
- Close to LFP Town Center.
- Potential for views.

#### **Retail**

South Gateway is a suitable location for new commercial development of several types:

- Convenience retail serving both the immediate area as well as travelers on SR522.

- Retail in mixed use, although these businesses will require support from a wider market area than just the upper level apartments.
- Highway-oriented commercial: convenience and larger format. The larger format retail would likely be a destination retailer such as a specialty grocer.
- Food service of all types, including higher-end dining establishments benefitting from lake views.

## Office

The strongest opportunity for office development in the Gateway Area is for smaller service businesses like medical/dental, insurance and real estate. These uses could be accommodated in ground floor retail or second level space. The area doesn't offer the kind of regional visibility or proximity to key demand generators (such as the biotech and information technology concentrations elsewhere in the region) necessary to support a major office presence. However there is the possibility that an entrepreneur with local ties may choose to local his or her business here. Such a business would be a strong boost to the local economic and tax base, but may be speculative for a property owner or developer.

## Variables That Impact Developer Investment

The City of Lake Forest Park does not own the land that makes up the Southern Gateway. This means the city cannot dictate exactly what business or stores get established. Zoning is the device the city has to steer what land is used for and how development occurs including things like building height, housing density, setbacks, etc.

The table below summarizes some of the factors that can be controlled by zoning and affect how developers view opportunities for investment and development:

Variable	Description
Land space	The amount of space that can be developed.
Building height	Determines the number of stories that a building can have. Often building additional building height is used as an incentive to get developers to make other accommodations.
Parking requirements	Developer must meet rules for the number of parking spaces. The number of spaces is dictated by the type of development. One floor of a retail or residential building is often used for parking.
Buffers and setbacks	The amount and characteristics of space between new buildings and existing building and residences.
Design requirements	Design requirements can be established by the city to get developers to comply with certain look and feel, design, and construction requirements.



Property use	Whether property is zoned for multifamily, retail, office, or a combination of these uses can affect a developer's economic feasibility.
Amenities	Zoning can require certain amounts of open space or recreation areas. More amenities are good for the City residents, but may or may not be viewed favorably by a developer.

# Public Participation

Between October 2011 and January 2012, the planning team, comprised of City staff, MAKERS Architecture and Urban Design, and Property Counselors, led the public process resulting in this document. Southern Gateway community members provided input through the LFP Planning Commission meetings, three public workshops, and an online survey. The public events were well-attended, and the vast majority of participants were excited to see the possibility for improvements to the Southern Gateway.



Figure 4. Oct. 29 workshop

## Planning Commission

The Lake Forest Park Planning Commission directed the process. The planning team met with the Lake Forest Park Planning Commission five times to strategize the public process, review materials for public events, and receive advice on the direction and content of the study. Members of other LFP commissions attended these meetings and provided input.



Figure 5. Small group mapping activity at Oct. 29 workshop

## Online Survey

The planning team created an online survey to garner initial visions and concerns from community members. The City advertised the survey through the October workshop mailing, the City web site, and a City email list and kept the survey open from October 17 to November 6. The majority of the 112 respondents:

- noted that they were mostly using the Southern Gateway to drive through it, shop, and/or live;
- voiced desires to see a welcoming entry to LFP, more shops and restaurants, nice-looking buildings and landscapes, more sidewalks or paths, improved access to the Burke-Gilman Trail, environmentally-friendly design, a more attractive highway, increased parks and recreation opportunities, and many additional ideas (see Appendix C for full survey results); and
- raised concerns about the presence of a strip club in the Gateway, crime from Lake City, and aesthetics of existing signs, among other concerns (see Appendix C).



Figure 6. Summary of Oc. 29 workshop results

## Public Workshops

Three public workshops were held. At the October 29, 2011 workshop, attended by over 50 people, the planning team conducted three visioning exercises. First, the team presented a virtual “walkabout”, showing photographs of the Southern Gateway study area and asking participants to comment on what they like and dislike in the photos. People appreciated the ravine, but disliked the overall pedestrian environment on and near Bothell Way, parking and traffic issues, aesthetics, night activity at 145<sup>th</sup> Street, and a lack of neighborhood services. During a “values and visions” discussion, participants again talked about a desire for neighborhood-serving businesses, a strong gateway identity, an improved walking environment, “green” design and implementation of the Legacy plan, more parks and open space, provision of a greater variety of housing options to keep current residents in the area, and economic development. Through a group mapping exercise, community members delved into geographic details to show where they would like to see change, what should be preserved, and where they see problems.

Although there were some contradictions, major findings were that people would like to see redevelopment of the Elks property with higher-intensity development that serves the neighborhood, pedestrian improvements along Bothell Way and a path east of Bothell Way, and left-turn and general traffic issues along Bothell Way addressed. These visions and concerns were incorporated in an initial urban design vision map and planning concept (on page 15).

The second workshop, held at the Elks Club in the Southern Gateway on November 30, 2011, drew over 100 attendees. The team presented results from the online survey and first workshop, the Preliminary Southern Gateway Vision, initial urban design vision map, and specific ideas behind the urban design vision. Participants, via individual and group evaluations, showed:

- strong support for the overall urban design vision (with suggestions to look into park and ride possibilities, focus on change in the commercial areas only, and develop strong design guidelines);

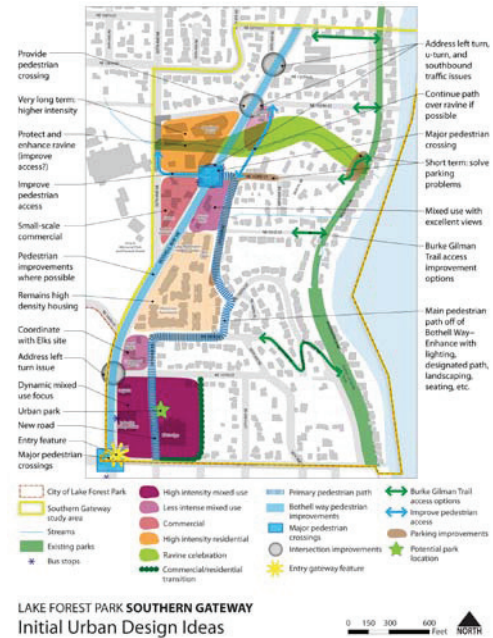


Figure 7. Initial urban design ideas presented at Nov. 30 workshop (grew out of first workshop and survey results)

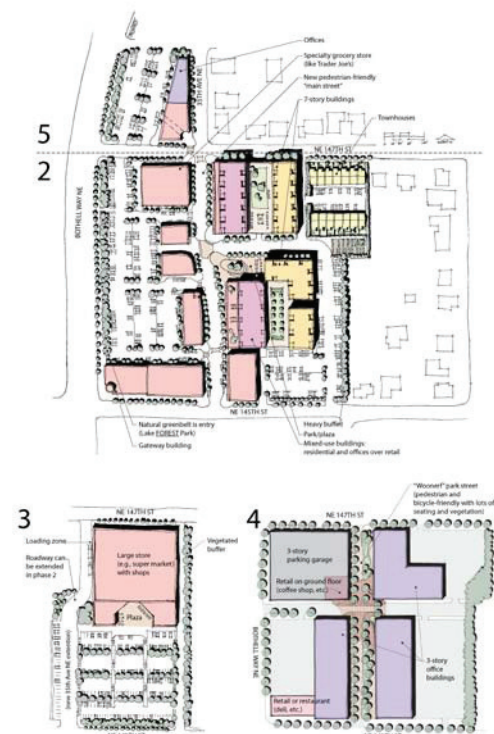


Figure 8. Options for types of future development allowed in key commercial areas presented at Nov. 30 workshop



- overwhelming support for high-intensity mixed-use redevelopment of the Elks site (with some concerns over height, buffers, and appearance from nearby residences);
- very strong support for a pedestrian path east of Bothell Way, including a “main street” through the Elks site (with some concerns about safety and security and encroachment on single-family neighborhoods);
- strong support for a gateway element and character at NE 145<sup>th</sup> Street, especially trees;
- general support for retail and office mixed-use development north of NE 147<sup>th</sup> Street as a continuation of the Elks site redevelopment, and development of commercial and residential uses at the NE 153<sup>rd</sup> Street node;
- some support for a plaza at the NE 145<sup>th</sup> Street node and a little less support for a park or plaza at the NE 153<sup>rd</sup> Street node (with suggestions for a playground or mini-park for children, open green space for active uses, and a pea patch); and
- mixed messages on access to the Burke-Gilman Trail. Some people wanted to see a designated path or sidewalk connecting Bothell Way to the Trail, while others raised concerns over any additional parking close to the Trail, sidewalks, potential crime increases, safety between cars and bikes on steep hills, and losing a turnaround at the bottom of the hill. Participants came to some consensus on providing parking for Burke-Gilman Trail users in the commercial areas. In general, however, there was not general acceptance regarding a scheme to better connect the Burke-Gilman Trail to the Bothell Way corridor.

Approximately 50 people attended the third public workshop on January 24, 2012, also held at the Elks Club. The planning team presented the major policies laid out in the first draft of this report and asked for feedback via individual evaluation sheets and on posters around the room. Overall, participants rated all the draft policies positively, with some notes for improvements to them. In particular, people showed strong support for:

- The overall concept
- The Elks site mixed-use concept (with some concessions addressed below)
- Improving pedestrian crossings across Bothell Way
- Avoiding traffic impacts on the neighborhood
- Protecting the ravine
- Protecting single family neighborhoods

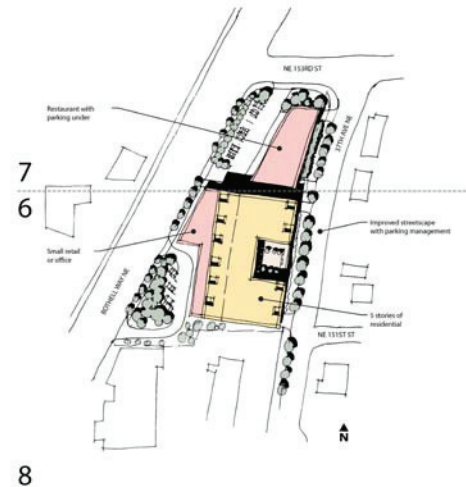


Figure 9. Options for types of future development allowed in key commercial areas presented at Nov. 30 workshop

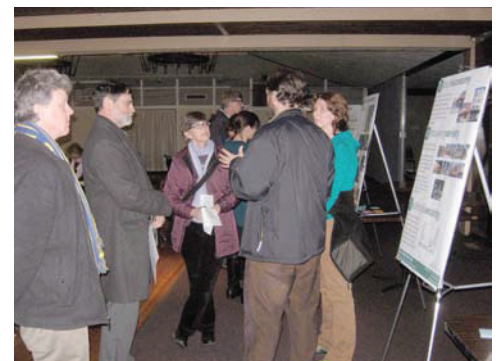


Figure 10. Jan. 24 workshop participants discuss draft policies

- Policies that had lesser support (but typically included a high number of “Great” and “Good” responses, as well) include:

- 7-story buildings at 145th and 153<sup>rd</sup> Streets, particularly those shown in the concept sketch directly south of NE 147<sup>th</sup> Street
- Providing better access to the Burke-Gilman Trail
- Creating an entry feature (although a similar policy which talked more about landscaping as entry feature received stronger support)
- Creating a community center
- Encouraging affordable housing



A June 2012 EIS scoping meeting and open house gave community members another opportunity to comment on the plan concepts. This meeting also determined the major focus areas of the EIS.

This report is the culmination of the comments received from the three workshops, open house, and survey described above. During Fall and Winter 2012 the Lake Forest Park Planning Commission met several times to translate this input, along with the Intracorp proposal into the final vision, preferred alternative for the EIS analysis, and interim development regulations.

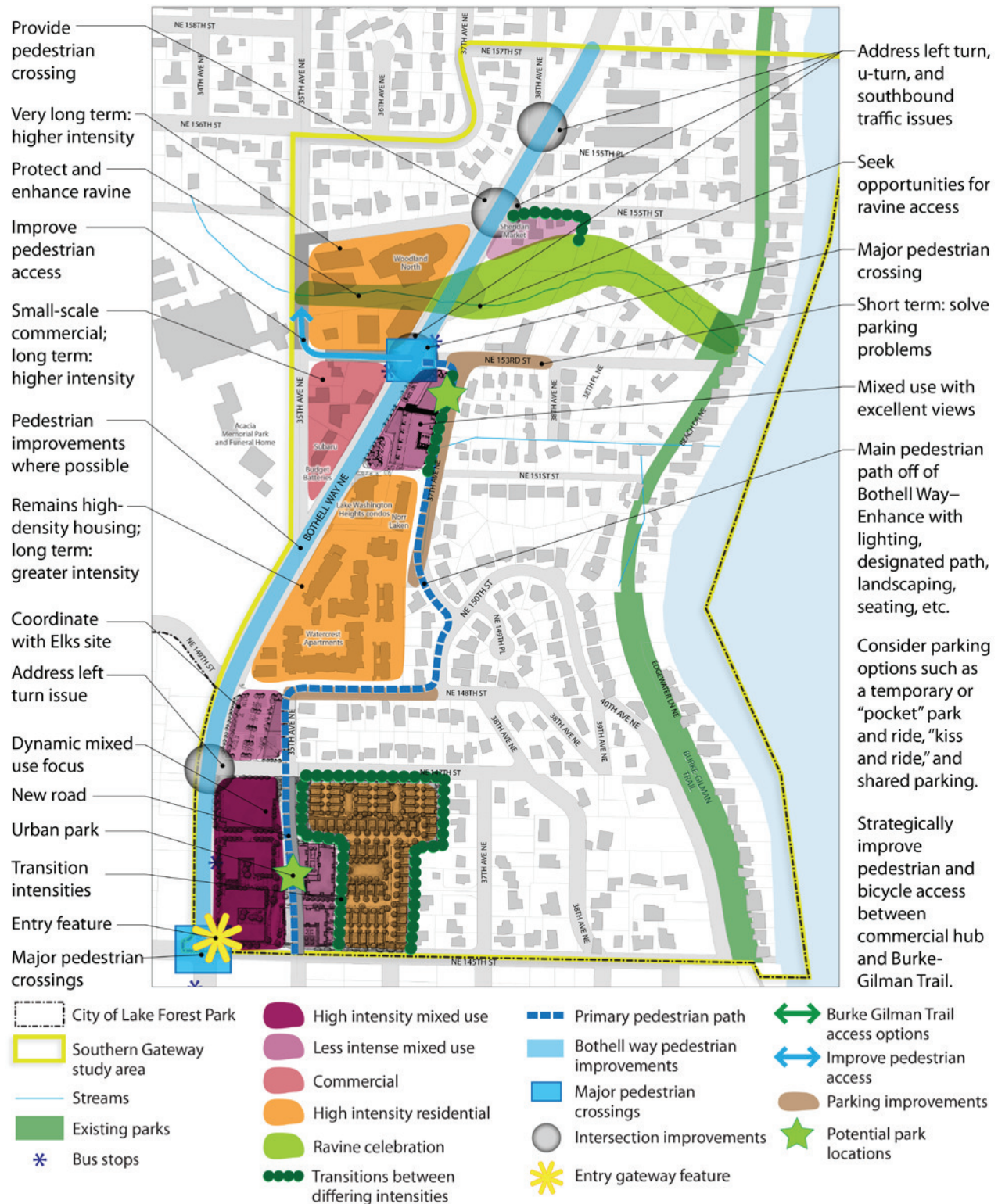


# Planning Concept

Southern Gateway residents enjoy beautiful views of Lake Washington and the Cascade Mountains, easy access to major public transit routes and transportation connections to nearby cities, rich vegetation, and the waterfront Burke-Gilman Trail. Throughout the public process, community members came together around the notions of building on these assets, by reinforcing that the Southern Gateway is an exciting place to live, and by improving amenities for locals. To make the Southern Gateway a more attractive place to live, local residents advocated for improved local retail services, restaurants, parks, transit, and entertainment within walking distance, and pleasant and safe walking routes. Small businesses that serve local needs were especially important. In addition, upgrading the overall look of the commercial areas was seen as key to improving perceptions of the area. And, participants argued strongly for protecting the character of existing single family neighborhoods and preventing cut-through traffic. Accomplishing these ideas — in essence, making a better neighborhood — requires strategically focusing City resources and incentives and regulations that direct new development to meet community objectives.

The Planning Concept compiles the community members' ideas into an integrated scheme for future development in the area. Individual planning actions, such as incentives and rezoning to encourage desired development, design guidelines to increase the subarea's attractiveness and livability, and street improvements to enhance circulation and pedestrian mobility, are much more effective if coordinated into a cohesive strategy. The text and illustrations below describe such a strategy for the Southern Gateway.





## LAKE FOREST PARK SOUTHERN GATEWAY Urban Design Vision

0 150 300 600 Feet NORTH

Figure 13



# Planning Concept Elements

1. **Encourage high activity, walkable, attractive, neighborhood centers with amenities near transit stops along the Bothell Way corridor.** The two opportunities for such “centers” are near NE 145<sup>th</sup> Street (the Elks Club, Déjà Vu, and Taco Bell properties) and near NE 153<sup>rd</sup> Street (also referred to as the south and north “nodes”. This means encouraging moderate intensity mixed-use development with accompanying setbacks to prevent impacts to neighbors and amenities to create an active pedestrian environment.

The **South Node** around NE 145<sup>th</sup> Street provides an especially attractive opportunity to develop a pedestrian-oriented mixed-use area with multistory buildings and sites that could accommodate specialty grocery stores and other services. However, the current Intracorp proposal is for approximately 75-100 single family units and 16 townhouses on the Eastern and Transition Sectors. And, the Western Sector is occupied by active businesses on land owned or leased by other entities. Therefore, the current concept focuses on maximizing long term possibilities in the Western Sector, encouraging more diverse development in the Transition Sector (in the hopes that this option will become attractive prior to redevelopment) and creating a viable single family neighborhood in the Eastern Sector. The key elements for the south node include:

- A north-south roadway or drive roughly on line with 35<sup>th</sup> Avenue NE. Some of the land for completing the roadway is currently part of the Déjà Vu’s parking lot, so completion of the roadway will depend on working with that property owner. However, there may be ways to phase roadway construction or to provide the lost Déjà Vu’s patron parking elsewhere as part of a comprehensive deal. The new roadway will greatly enhance vehicle and pedestrian access to businesses and can serve as a pedestrian-oriented main street with attractive sidewalks, small plazas, and amenities.



Figure 14. Schematic visualization of proposed development for the Elks Club site and vicinity at the south center. The Intracorp proposal for the Transition Sector is for town houses and a park. The western Sector is currently occupied by viable uses and is unlikely to redevelop in the near to mid-term.

- A variety of residential types to help the new development fit with its neighborhood setting. Views to Lake Washington should be maximized.
- A gateway treatment at the corner of Bothell Way and NE 145<sup>th</sup> Street. As a condition of redevelopment, the City should require that a small amount of land be dedicated to the City for a gateway element such as special landscaping, artwork, or signage. The piece of land could be purchased outright or dedicated as part of a development incentive package. Alternatively, the development could feature a building with a distinctive corner element approved by the City.
- Attractive landscaping and a wider sidewalk along Bothell Way. (See element 2 below.)
- A public plaza or park activated by retail fronts and if possible, makes use of eastward views.
- Easy and pleasant paths to bus stops and amenities at the stops.

The “**North Node**” (Boyer Escrow site) offers a much more limited opportunity for mixed use development, but zoning and design guidelines should be established to encourage transit friendly mixed use development that takes advantage of the excellent views from that site but also minimizes impacts to the neighborhood. Pedestrian improvements. Improved vehicle and pedestrian access on NE 153<sup>rd</sup> St. and 37<sup>th</sup> Ave. NE will be important to provide better circulation and parking. (See #3 and 4, below)

2. **Create an attractive gateway and landscape character along the Bothell Way corridor.**

New development along the corridor should be required to provide at least an 8’ wide sidewalk and a landscape strip sufficient for a healthy stand of trees and shrubs. The landscaping might feature a mix of deciduous and evergreen trees to reflect the Lake **Forest** Park name and naturalistic landscape character of the City’s identity.

3. **Improve intersections and streets near Bothell Way, especially NE 145<sup>th</sup> and NE 153<sup>rd</sup> Streets.**

These signalized intersections merit special attention to improve pedestrian crossing and prevent traffic congestion. The need for better pedestrian crossing facilities was an important priority in the public work sessions and Planning Commission discussions.

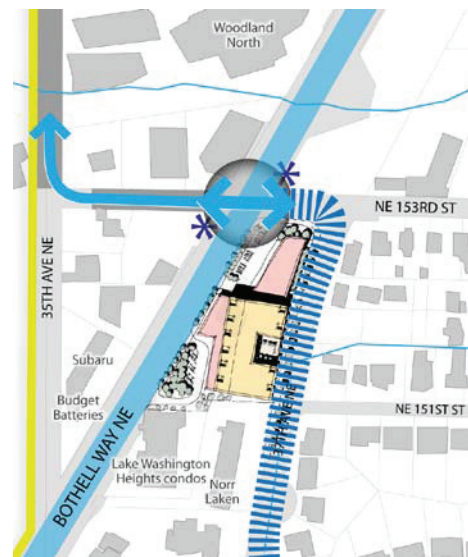


Figure 15. Pedestrian links near NE 153<sup>rd</sup> Street and Bothell Way

4. **Construct a safe and attractive pedestrian pathway between mixed-use centers at NE 145<sup>th</sup> Street and NE 153<sup>rd</sup> Street**, generally along 37<sup>th</sup> Avenue NE, NE 150<sup>th</sup> Street, NE 149<sup>th</sup> Street and 35<sup>th</sup> Avenue NE. The pathway should be unobtrusive, perhaps consisting of a narrow, ADA accessible, permeable path and low level pedestrian lighting. The pathway is primarily intended for neighborhood residents and to provide better access to community-oriented services. Additionally, pathway improvements should be extended along the NE 153<sup>rd</sup> Street right-of-way up the hill west of Bothell Way. The pathway should not intrude on residential properties or adversely impact adjacent residents.



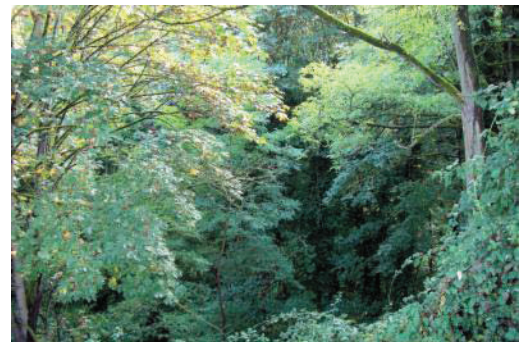
*Figure 16. An example of an informal pathway*

5. **Protect the livability and attractiveness of residential neighborhoods.** In general, participants in the public workshops did not favor changes to the single family residential areas, and very little change is recommended for the single family-zoned areas. One possible exception is the potential long term rezoning of the portion of the block between NE 147<sup>th</sup> and NE 148<sup>th</sup> Streets adjacent to commercial properties. If this area should be rezoned, a basic intent would be to provide a more stable boundary between commercial/mixed-use properties and single family residences. Special design guidelines should be part of that action to protect the existing neighborhood.



*Figure 17. Single family areas*

6. **Protect the stream corridor and ravine.** The Legacy Plan notes the ecological and visual importance of the stream corridor and City's Critical Areas Ordinance already restricts impacts to it. However, because of its importance, the subarea plan should acknowledge this key natural feature. It may be possible in the future to enhance it by daylighting the watercourse west of Bothell Way and reducing impacts on water quality through natural drainage features, or to provide a pedestrian bridge across the ravine if impacts can be mitigated. The ravine is currently within private property, so any enhancements must be accomplished in cooperation with the property owners.



*Figure 18. The ravine and stream corridor is the Southern Gateway's most important natural feature.*



## Planning Recommendations

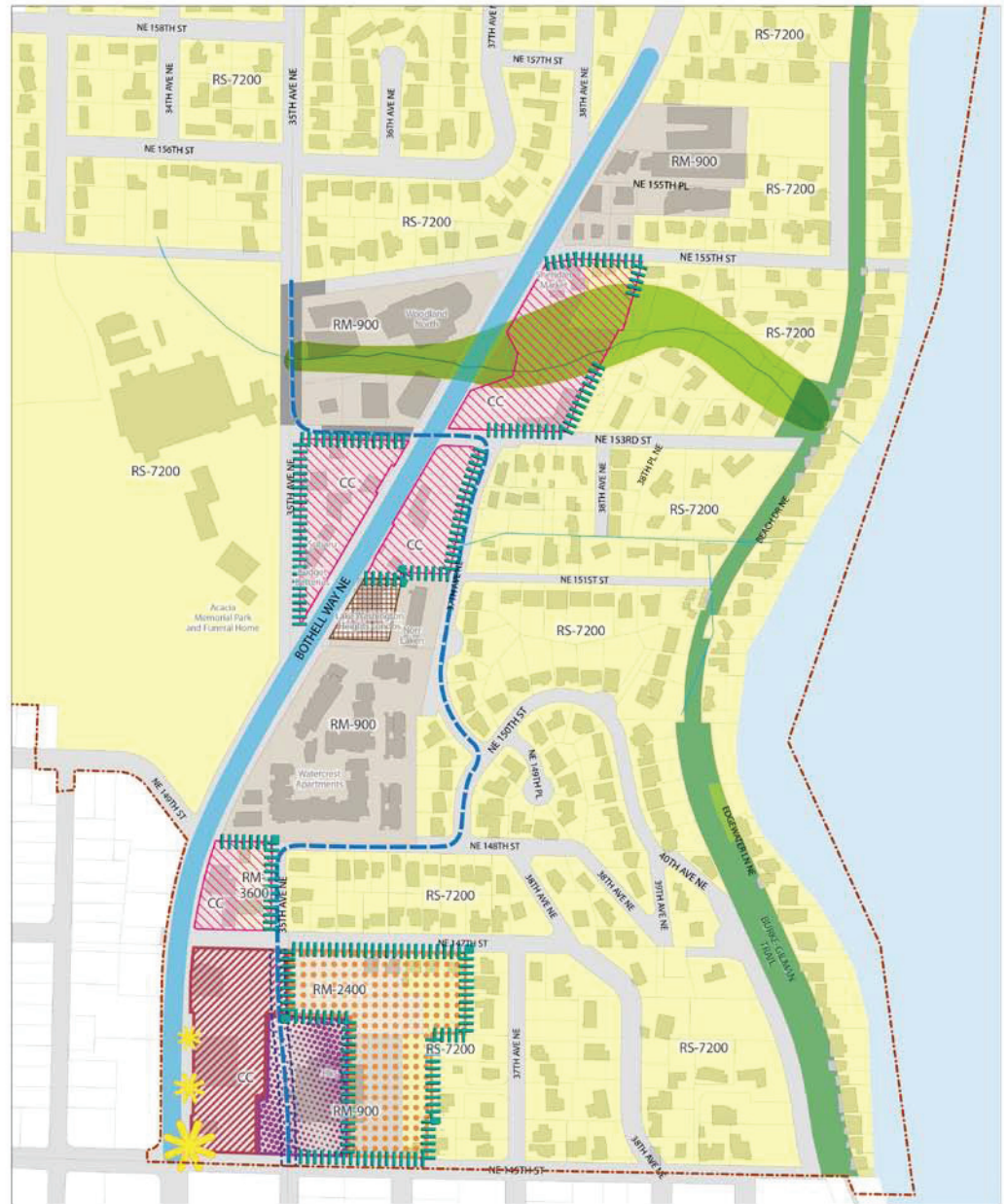
The following draft policies are statements of intent that provide the basis for the recommendations in the Southern Gateway Subarea Plan and be included in the City's Comprehensive Plan. Therefore the policies below include some statements that are specific and action oriented and other statements that provide broader comprehensive direction. As noted in the Introduction, the policies are based on the principles developed through the public participation process and augmented by Planning Commission direction.

**1. Encourage new mixed-use development in appropriate properties along the Bothell Way Corridor to provide retail services and a variety of housing opportunities.**

Establish new zoning and design guidelines for commercial properties along Bothell Way. Figure 19, on the following page illustrates the general extent and intent of the proposed regulatory measures.

**2. Promote the redevelopment of the Elks Club site and nearby CC and RM zoned properties into a mixed-use complex with the following attributes.**

- a. Include at least a specified amount of residences and opportunities for small to moderate-sized retail uses as part of the development.
- b. Include a north-south roadway or publicly accessible driveway through the site. The roadway should include attractive pedestrian sidewalks and ample streetscape amenities.
- c. Include a gateway element, perhaps a substantial, naturalistically landscaped strip along the Bothell Way streetfront, especially near the corner of SR 522 and NE 145<sup>th</sup> Street.
- d. Multistory buildings may be appropriate if impacts to single family residences are avoided or adequately mitigated.
- e. Feature setbacks, trees and vegetated screens, low-impact outdoor lighting, and other measures to protect the privacy and quality of adjacent residential properties. Apply a "layered" approach to development intensity. That is, restrict development intensity (e.g., height, bulk, level of activity) in areas near residential properties to prevent significant adverse impacts.
- f. Include ample pedestrian amenities and/or pedestrian spaces to encourage pedestrian activity. Design in accordance with Crime Prevention through Environmental Design (CPTED) principles.
- g. Parking and traffic impacts should be minimized by reducing parking requirements, encouraging structured parking, undertaking parking management and transportation demand management activities, and constructing street and circulation improvements. Parking minimums and maximums should be explored in Step 2 of this study.



## LAKE FOREST PARK SOUTHERN GATEWAY Preferred Alternative



Figure 19. Proposed land use zoning changes to encourage mixed use development

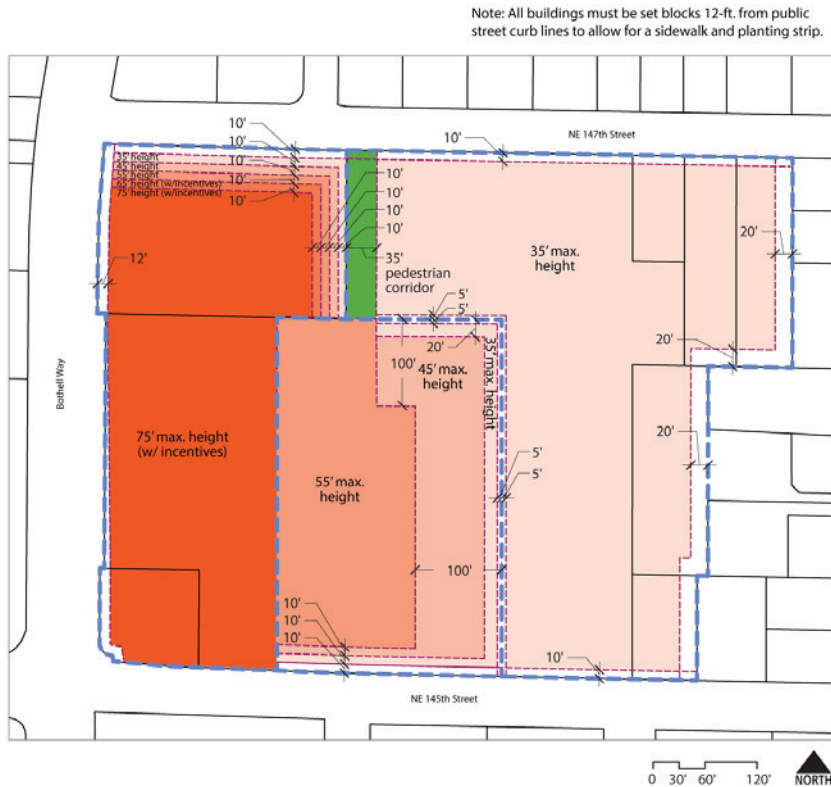


Figure 20. Illustrating possible setbacks, stepbacks, pedestrian and streetscape improvements, and other measures to ensure integration of Elks' Club site development into the neighborhood.

**3. Encourage mixed use or more intense, neighborhood serving retail commercial development on commercially zoned properties in the vicinity of NE 153<sup>rd</sup> Street with the following attributes:**

- a. Take advantage of excellent views.
- b. Minimize circulation and parking impacts, especially to NE 153<sup>rd</sup> Street and 37<sup>th</sup> Ave NE. (Note that the EIS should evaluate this issue.)
- c. Multi-story buildings may be appropriate where there is sufficient land to accommodate structured parking.
- d. Avoid the development of new strip malls.



Figure 21. Boyer Escrow site

**4. Strengthen the multi-modal transportation network so that it is accessible, inviting, and safe for pedestrians, bicyclists, and transit riders.**

- a. Improve, install, and/or remove barriers in sidewalks along Bothell Way and major east-west streets, and ensure that they are ADA accessible, particularly along routes to and from transit stops. Install benches, landscaping, and other amenities where appropriate.
- b. Ensure that new development does not cause significant adverse impacts to circulation systems, especially intersections at Bothell Way with NE 145<sup>th</sup> and NE 153<sup>rd</sup> Streets.
- c. Improve access to public transit and work with transit providers to improve transit to the west.
- d. Improve crosswalks and intersections at Bothell Way and NE 145<sup>th</sup>, 153<sup>rd</sup>, and 155<sup>th</sup> Streets to increase pedestrian safety and access.
- e. Following the Legacy 100-Year Vision<sup>1</sup> direction, improve access for local residents to the Burke-Gilman Trail and Lake Washington while reducing impacts to the neighborhood of Burke-Gilman Trail users parking. When exploring parking options in commercial areas, consider Burke-Gilman Trail parking.
- f. Reduce impacts of commuter parking on the neighborhood.
- g. Explore opportunities for park and ride facilities with Metro as long as the park and ride lot does not reduce development opportunities or otherwise adversely affect the neighborhood. Consider alternative approaches such as a kiss and ride lot or joint use parking to accommodate commuters on week days and serve other activities during periods of low transit use.
- h. Provide a safe and attractive pedestrian pathway between mixed-use centers at NE 145<sup>th</sup> Street and NE 153<sup>rd</sup> Street, generally along 37<sup>th</sup> Avenue NE, NE 150<sup>th</sup> Street, NE 149<sup>th</sup> Street and 35<sup>th</sup> Avenue NE. The pathway should be unobtrusive, perhaps consisting of a narrow path and low level pedestrian lighting. The pathway should not intrude onto private property.

Figure 23 illustrates the route and type of improvements that would help “knit” the neighborhood, provide access to services and transit, and make the Southern Gateway more pedestrian-friendly.

- i. As part of development of the Elks property and adjacent sites, construct a north-south roadway or public drive connecting NE 147<sup>th</sup> and NE 145<sup>th</sup> Streets. (See Policy 1.a.)
- j. Channel redevelopment traffic back to Bothell Way (arterials) and away from neighborhood streets. Install traffic calming measures in appropriate locations to reduce cut-through traffic and improve safety.
- k. Improve pedestrian conditions on NE 153<sup>rd</sup> Street right-of-way west of Bothell Way.
- l. Create pedestrian paths within large lots to provide alternate routes to Bothell Way.
- m. Improve vehicular access to businesses and provide adequate parking.

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<sup>1</sup>The Legacy 100-Year Vision may be found at: <http://www.cityofflp.com/index.aspx?NID=330>.



Proposed Path



- |   |   |
|---|---|
|  Right-of-way          |  Proposed path/sidewalk      |
|  Existing paving edge  |  Proposed formalized parking |
|  Proposed street trees |  Vegetation                  |

LAKE FOREST PARK **SOUTHERN GATEWAY**  
**37th Ave Path**

Figure 22. Proposed 37<sup>th</sup> Avenue NE pedestrian path

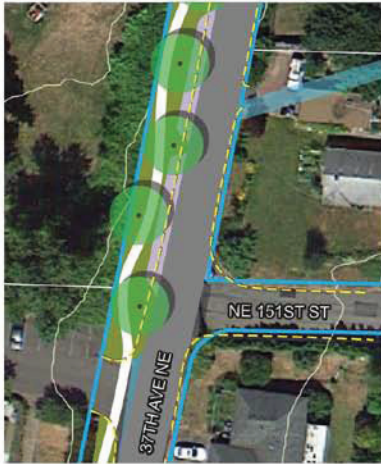
Existing Conditions





### 37th Ave Path Before and After Illustrations

37th Ave NE near NE 151st St



Meandering path with street trees and small pedestrian-scale lights

37th Ave NE near NE 148th St



Sidewalk (above) or painted path (left) to provide clear pedestrian zone. Small lights reinforce the route.

NE 147th St



Buffered sidewalk, street trees, and pedestrian-scale lights with redevelopment of Elks site. For buffer and parking, some use of Elks property may be necessary.

Figure 23. Illustrations of proposed pedestrian path.

**5. Protect the Southern Gateway's ecological assets and environmental quality.**

- a. Incorporate the Lake Forest Park Legacy 100-Year Vision for natural drainage and native habitat networks. Encourage low-impact development (LID) with permeable surfaces.
- b. Continue to protect the stream corridor and ravine.
- c. Encourage the ecological restoration of the Lake Washington shoreline
- d. Whenever appropriate implement measures to improve storm water quality.
- e. Provide incentives for development that provides an environmental benefit such as an increase of urban forest tree cover, LEED certified or passive buildings, maintenance of existing vegetation, removal of invasive species, innovative energy/heating systems, and local generation of energy.

**6. Protect the quality and livability of single family neighborhoods.**

- a. Establish mitigation measures, code standards, and design guidelines to prevent significant adverse impacts to surrounding development.
- b. Take action to improve circulation, pedestrian safety, and parking problems on residential streets.

**7. Create a distinct and attractive identity for the Southern Gateway that welcomes people to Lake Forest Park.**

- a. Establish design guidelines to achieve more attractive buildings and landscaping in new development.
- b. Establish incentives that encourage property and business owners to maintain and renovate their buildings and grounds.
- c. Create a welcoming and unique entry feature at or near Bothell Way and NE 145th Street. This could be a landscape feature.
- d. Create a more visually attractive highway through landscaping and other improvements.
- e. Visually downplay the existence of undesirable or underutilized businesses, and/or work with business owners to improve their perception to residents.
- f. Pair the beautiful views to Lake Washington with complementary development.
- g. Underground utility wires.

**8. Improve the City's economy and provide local services by attracting and retaining neighborhood-oriented businesses.**

- a. Provide opportunities for the development of a variety of neighborhood-serving shops and restaurants (e.g., grocers such as Trader Joe's, Central Market, and PCC, and high-quality restaurants).
- b. Improve access and visibility for local businesses through pedestrian, urban design and circulation improvements.

**9. Develop parks, open spaces, and youth recreation opportunities.**

- a. Provide more parks and open spaces in optimal locations, perhaps small plazas or sports courts at new mixed use development.
- b. Create play spaces for families and youth, especially toddlers.
- c. Provide access to Lake Washington.
- d. Use Crime Prevention through Environmental Design (CPTED) to increase safety and security.
- e. Address crime and nuisance activities at Burke-Gilman Trail access points.

#### **10. Provide and maintain adequate and diverse housing options.**

- a. Provide incentives and guidelines to create, mostly through private development, a range of housing suitable for ethnically, economically, age-wise, and socially diverse residents.
- b. Increase affordable housing options without geographically concentrating low-income housing.
- c. Ensure adequate housing for senior population to allow continued residence in LFP.
- d. Ensure that any low-income or special needs housing is paired with appropriate services, police presence, and crime prevention through environmental design (CPTED) features.
- e. Prioritize diversity and access to prevent displacement and gentrification.

#### **11. Increase community safety and security.**

- a. Increase police presence.
- b. Work with Seattle and Shoreline to address crime in the area.
- c. Incorporate crime prevention through environmental design (CPTED) principles into the City's development standards and design guidelines.
- d. Invest in sidewalks and street lighting to improve pedestrian safety, especially in the residential area immediately adjacent to the Elks property.
- e. Address crime and nuisance issues at areas of special concern (e.g., access points near Burke-Gilman Trail).
- f. Encourage the type of development that discourages crime (e.g., mixed use with "eyes on the street" and 18-hour activity)

#### **12. Engage the community.**

- a. Develop processes that promote active community engagement in the making of the Southern Gateway subarea plan.
- b. Ensure timely notification of public involvement opportunities and adequate time for reviewing materials.

# Implementing the Concept

The community's vision for the Southern Gateway emphasizes 1) new mixed use development with a variety of housing choices and local commercial services, and 2) protecting the existing single family character of the surrounding neighborhood. This ambitious vision will require a series of coordinated actions, including regulatory measures to encourage the desired development and protect adjacent residents plus street and pathway improvements to provide better pedestrian and vehicle circulation.

In terms of regulatory measures, rezoning of the commercial areas along the Bothell Way corridor is needed to spur private development. The City should also use a number of incentives to make investment more feasible and attractive to developers, including:

- Allowing greater capacity in the commercial zones (i.e., upzoning), raising the potential value of future development.
- Improving streets to make the commercial properties more appropriate for new development and reduce costs for private developers.
- Performing a State Environmental Policy Act (SEPA) analysis up front for the types of development expected to save costs and reduce uncertainty for developers.
- Analyzing and providing information on economic opportunity in the Southern Gateway (see Appendix A and B).
- Improving the Southern Gateway's appearance through gateway improvements at NE145th Street and upgrading the streetscape and appearance of new development along the whole corridor.

Along with the above incentives, the City should use regulations to protect existing neighborhoods from the impacts of new development and to direct new development to meet public goals. Additional housing options, local-serving business space, parks or plazas, and other public amenities that make the Southern Gateway an attractive place for Lake Forest Park residents should be required. Utilizing these incentives and regulations, the City can encourage private development that realizes community members' vision for the Southern Gateway.

Additionally, street improvements to correct any impacts from new development, to prevent cut-through traffic, and to generally improve safety and circulation (especially pedestrian circulation) within the neighborhood are warranted.

The chart below lists the relevant recommendations and suggests the responsible parties, time frame, relative cost, funding sources and strategies for each.



Action	Involved parties	Timeline	Cost	Potential funding sources	Strategies
1-3. Encourage active, attractive neighborhood centers near transit.	Planning & Building	Immediate	\$	City staff time	Rezone properties as SG-Corridor, SG-Transition & SG-SF directly east of Bothell Way between 145 <sup>th</sup> and 147 <sup>th</sup> Streets and near 153 <sup>rd</sup> Street. Apply design guidelines.
1-2a. Increase housing options.	Planning & Building	Immediate	\$	City staff time	Require minimum housing densities in new SG-Corridor, SG-Transition, and SG-Single Family Residential zones.
2a. Ensure retail amenities in new development.	Planning & Building	Immediate	\$	City staff time	Require minimum square footages of ground floor commercial space in SG-C zones. Require flexible ground floor space that can be converted to commercial uses in SG-T zone.
2b. Include a north-south roadway in Elks site redevelopment.	Planning & Building, Public Works, Engineering	Immediate	\$	City staff time	Require a north-south street with ample pedestrian space and amenities to connect NE 147 <sup>th</sup> and 145 <sup>th</sup> Streets through the Elks site.
2c. Create a landscaped gateway.	Planning & Building, WSDOT	Immediate	\$	City staff time	Require gateway landscaping through design guidelines for SG-C zone between 145 <sup>th</sup> and 147 <sup>th</sup> Streets.
2d-e. Avoid impacts to lesser intensity neighborhoods.	Planning & Building	Immediate	\$	City staff time	Rezone central and eastern Elks site properties as SG-Transition and SG-Single Family Residential. Apply setbacks & design guidelines.
2f. Include pedestrian amenities.	Planning & Building	Immediate	\$	City staff time	Apply design guidelines to SG-C, SG-T, and SG-SFR zones.
4a. Improve pedestrian environment on Bothell Way.	WSDOT, Public Works, Engineering, Planning & Building, PSE	On-going	\$\$\$	CIP, FTA Map 21, PSE Schedule 74	Add transportation study project to CIP and apply for grant funding.
4d. Improve crosswalks and intersections at Bothell Way and NE 145 <sup>th</sup> , 153 <sup>rd</sup> , and 155 <sup>th</sup> Streets.	WSDOT, Public Works, Engineering, Planning & Building	On-going	\$\$\$	CIP, FTA Map 21	Add transportation study project to CIP and apply for grant funding.
4e. Improve access to Burke-Gilman Trail while reducing impacts.	Planning & Building, Public Works, Engineering, developer	With redevelopment	\$	Private developer and/or Parks/ Trails/ Recreation/ Shoreline access grants	Place access improvements projects on CIP and apply for grant funding.
4f. Reduce commuter parking impacts.	Planning & Building	Mid-term and with redevelopment	\$\$	CIP, Map 21 (with pedestrian improvements)	Formalize parking on 37 <sup>th</sup> Avenue NE. Do all other actions to encourage walking and bicycling.

Action	Involved parties	Timeline	Cost	Potential funding sources	Strategies
4g. Explore opportunities for transit parking.	Metro, City	Long-term and/or with redevelopment	\$	Metro	Be ready to respond to Metro proposals.
4h. Construct a pedestrian path between neighborhood centers.	Public Works, Engineering, Planning & Building	Mid-term	\$\$	CIP, Map 21, Healthy Communities, Livable Cities, etc.	Place project on CIP and seek grant funding. Require path in SG-C and SG-T zones on the Elks site.
4i. (See 2b.)					
4j. Channel traffic away from neighborhood streets. Install traffic calming.	Planning & Building, Public Works, Engineering	Immediate	\$	City staff time	Require connections to 147 <sup>th</sup> and 145 <sup>th</sup> Streets to be as westward as possible. Initiate a traffic calming program.
4k. Improve pedestrian conditions on NE 153 <sup>rd</sup> Street west of Bothell Way.	Planning & Building, Public Works, Engineering	Long-term	\$\$	CIP, Map 21, etc.	Place on CIP and seek grant funding.
4l. Create pedestrian paths within large lots.	Planning & Building	Immediate	\$	City staff time	Require pedestrian paths within specified spacing in SG-C, SG-T, and SG-SFR zones.
4m. Provide business access and parking.	Planning & Building, Public Works	Immediate	\$	City staff time	Apply appropriate access and parking standards to new zones.
5a. Encourage low-impact development and native habitat networks.	Planning & Building	Immediate	\$	City staff time	Apply low-impact development standards to new zones.
5e. Provide incentives for development with environmental benefits.	Planning & Building	Immediate	\$	City staff time	Apply low-impact development and energy efficiency standards to new zones.
6a. (See 2d-e.)					
6b. (See 2f-g.)					
7. (See 1-3 and 2c-f.)					
8. Attract and retain neighborhood-oriented businesses.	Planning & Building, South Snohomish County Chamber of Commerce, EnterpriseSeattle, Economic Development Council for Snohomish County, Shoreline/Lake Forest Park Arts Council, 4Culture	Immediate	\$	City staff, State Economic Development	Apply SG-C, SG-T, and SG-SFR zones to spur redevelopment with commercial space. Initiate business development activities.
9a-b. Provide parks and play spaces.	Planning & Building, Public Works, developer	Immediate	\$\$	City staff time, private developer, Public Works	Require parks and plazas in SG-T and SG-SFR zones.



Action	Involved parties	Timeline	Cost	Potential funding sources	Strategies
9d. Address crime and safety in park design.	Planning & Building, Public Works	Immediate	\$	City staff time	Apply design that incorporate CPTED principles.
9e. Address crime and nuisance at Burke-Gilman Trail access points.	Police Department	On-going	\$	City staff and resources	Continue police surveillance at Burke-Gilman Trail access points.
10. Provide housing options.	Planning & Building, ARCH, Hopelink	Immediate	\$	City staff time, HUD grants & loans	(Add inclusive zoning (minimum affordable housing requirements) to SG-C, SG-T, and SG-SFR zones.)?? Add incentives for senior and affordable housing in the SG-C & SG-T zones. Partner with private and non-profit entities to promote affordable developments.
11a-b. Address crime.	Police Department	On-going	\$	City staff and resources	Continue or increase as necessary police presence in the Southern Gateway. Partner with locals to maintain community-based policing.
11c. Incorporate CPTED in design standards and guidelines.	Planning & Building	Immediate	\$	City staff time	See 9d.
11d. Improve pedestrian safety with sidewalks and street lighting.	Planning & Building, Public Works, Engineering	Mid-term	\$\$	CIP, Map 21, etc.	Place projects on CIP and seek funding.
11e. (see 9e & 11a-b).					
11f. Encourage development that discourages crime (also see 9e & 11a-d).	Planning & Building	Immediate	\$	City staff time	Apply design standards to all zones and require or encourage ground floor commercial in the SG-C and SG-T zones.