



# CITY OF LAKE FOREST PARK CITY COUNCIL SPECIAL WORK SESSION

**Thursday, November 07, 2024 at 6:00 PM**

Meeting Location: In Person and Virtual / Zoom  
17425 Ballinger Way NE Lake Forest Park, WA 98155

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## INSTRUCTIONS FOR PARTICIPATING IN THIS MEETING VIRTUALLY:

*Please note, this link works for both the Work Session (6:00 p.m.) and Regular Meeting (7:00 p.m.).*

Join Zoom Webinar: <https://us06web.zoom.us/j/86216863372>  
Call into Webinar: 253-215-8782 | Webinar ID: 862 1686 3372

Public Comment is not taken during the Work Session.

As allowed by law, the Council may add items not listed on the agenda.  
For up-to-date information on agendas, please visit the City's website at [www.cityofflp.gov](http://www.cityofflp.gov).

Meetings are shown on the city's website and on Comcast channel 21 for subscribers within the Lake Forest Park city limits.

## **AMENDED**

### AGENDA

1. CALL TO ORDER: 6:00 PM
2. ADOPTION OF AGENDA
3. COUNCIL DISCUSSION TOPICS

**A. AMENDED - Bid for construction of new police department lockers**

**B.** 2024 Lake Forest Park Comprehensive Plan Update.

4. ADJOURN

### FUTURE SCHEDULE

- Thursday, November 7, 2024, 7:00 p.m. City Council Special Meeting – *hybrid meeting (City Hall and via Zoom)*

- Monday, November 11, 2024, Veteran's Day – City Offices Closed

- Thursday, November 14, 2024, 6:00 p.m. City Council Special Meeting – *hybrid meeting (City Hall and via Zoom)*
- Thursday, November 21, 2024, 6:00 p.m. City Council Special Meeting – *hybrid meeting (City Hall and via Zoom)*
- Thursday, November 28, 2024, Thanksgiving Day – City Offices Closed
- Friday, November 29, 2024, Native American Heritage Day – City Offices Closed

*Any person requiring a disability accommodation should contact city hall at 206-368-5440 by 4:00 p.m. on the day of the meeting for more information.*

# Personal Duty Locker Project

Lake Forest  
Park  
Police  
Department



# Current Locker and Storage Deficiencies

- Original lockers, twenty years old, outdated and in poor condition
- Poor quality materials, some lockers are damaged, some lockers don't lock properly
- Undersized, lockers no longer meet the functional needs of personnel, required equipment does not fit inside
- Lack of seating
- Lack of ventilation
- Lack of power
- Ammo storage is not secure and does not comply with safety regulations



# Project Updates

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- Lockers sized appropriately to store all equipment
- Superior materials and construction, heavy-duty steel, double welded walls
- Built in bench with shoe storage
- Proper ventilation
- Improved layout
- Safety and compliance with newer standards for firearm and equipment storage
- Power compatible for lighting and equipment charging

# Cost Analysis

Men's Locker Room Lockers	\$67,777.41
Women's Locker Room Lockers	\$17,920.79
Office Lockers	\$6,824.62
Ammo Room Storage	\$17,920.24
<b>TOTAL</b>	<b>\$110,443.05</b>

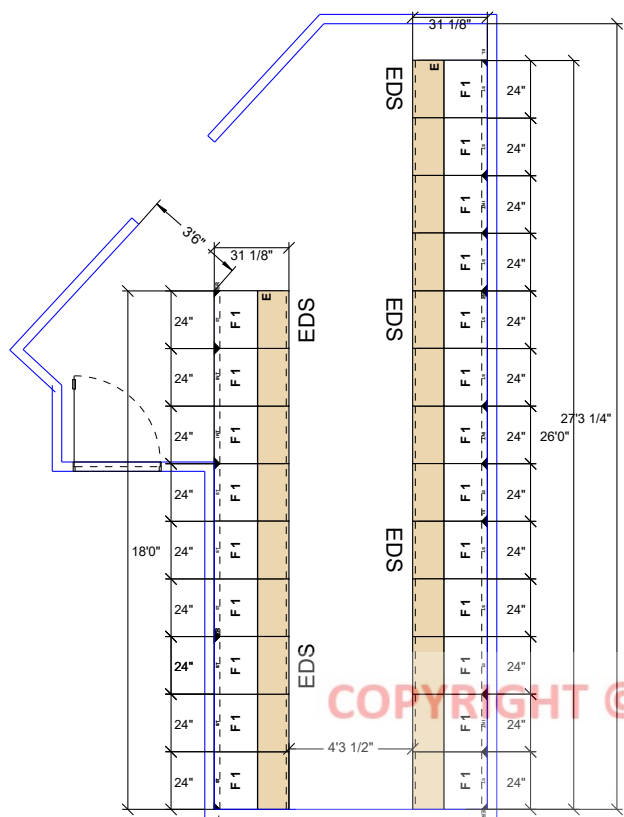
For comparison: similar upgrades were installed at the Lynwood Police Department and the Marysville Police Department for \$555,628 and \$333,394 respectively

# Questions

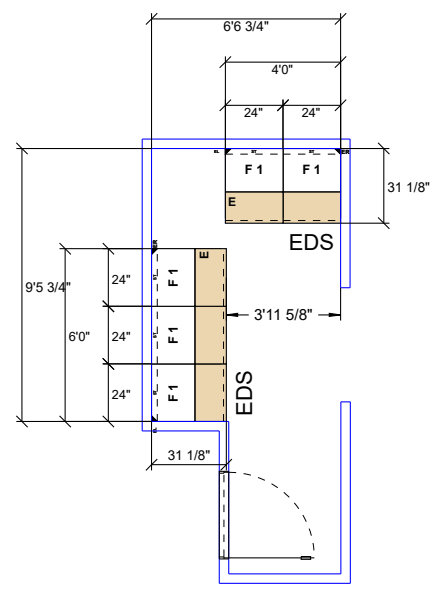
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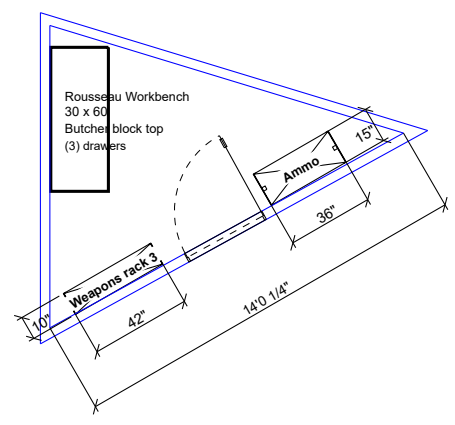
Section 3, Item A.



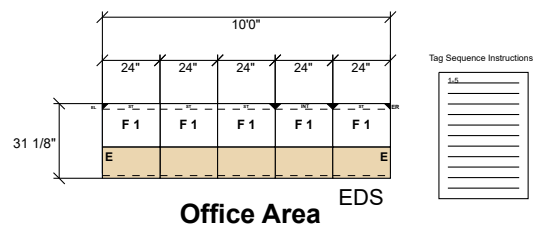
Men's Locker Room



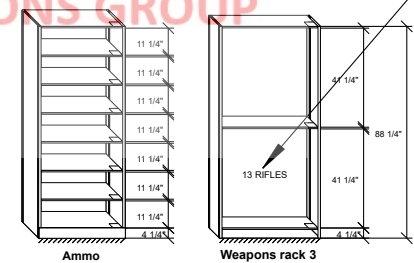
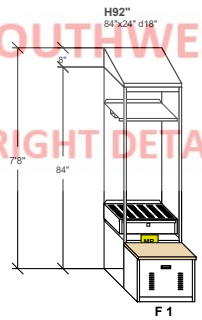
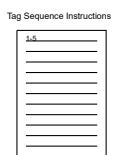
Women's Locker Room



Gun Repair & Ammo Room



Office Area



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Customer's Approval:

Date:

  
 business efficiency systems  
 Texas - Oklahoma - Kansas - Arkansas - Missouri  
 Tennessee - Mississippi - Louisiana  
 Washington - Montana - Idaho - Alaska  
 Toll Free: 1-800-803-1083  
 www.southwestsolutions.com

Drawing Number:	113836-1A	Revision:	
Printed Date:	11/05/2024	Drawn By:	DW/VA
Scale:	1:80	Sheet:	1 of 4
Salesperson:	WINGER, DOUG		

Lake Forest Park PD  
 Personal Duty Lockers  
 Lake Forest Park, WA  
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Section 3, Item A.



## Men's Locker Room

Customer's Approval:

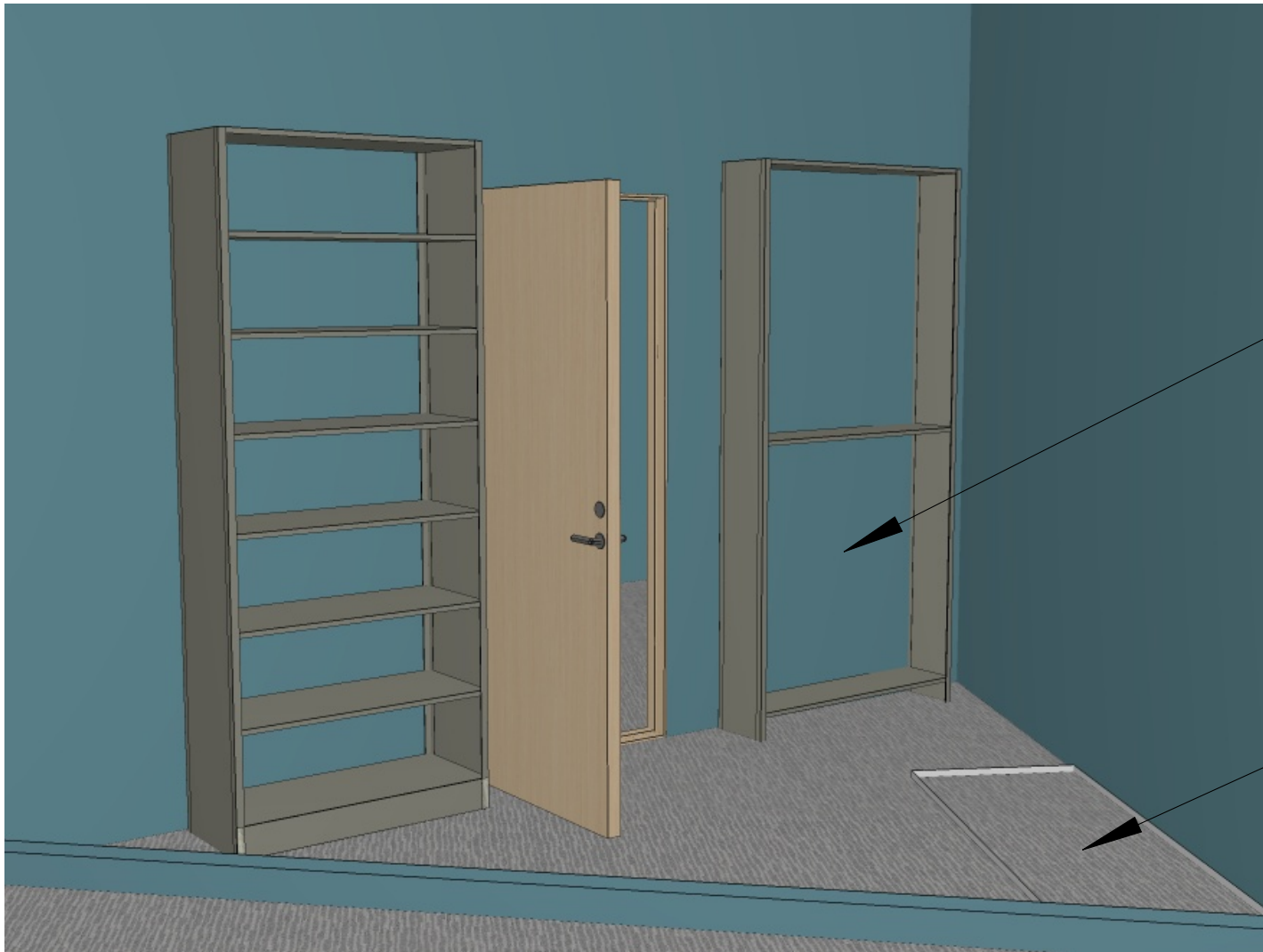
Date:

  
**SOUTHWEST SOLUTIONS GROUP**  
*business efficiency systems*  
 Texas - Oklahoma - Kansas - Arkansas - Missouri  
 Tennessee - Mississippi - Louisiana  
 Washington - Montana - Idaho - Alaska  
 Toll Free: 1-800-803-1083  
[www.southwestsolutions.com](http://www.southwestsolutions.com)

Drawing Number:	113836-1A	Revision:	
Printed Date:	11/05/2024	Drawn By:	DW/VA
Scale:	1:33	Sheet:	2 of 4
Salesperson:	WINGER, DOUG		

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 Personal Duty Lockers  
 Lake Forest Park, WA

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Section 3, Item A.

Rousseau Workbench  
30 x 60  
Butcher block top  
(3) drawers

## Gun Repair & Ammo Room

Customer's Approval:

Date:

  
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Section 3, Item A.



## Women's Locker Room

Customer's Approval:

Date:

**SOUTHWEST SOLUTIONS GROUP**  
business efficiency systems

Texas - Oklahoma - Kansas - Arkansas - Missouri  
Tennessee - Mississippi - Louisiana  
Washington - Montana - Idaho - Alaska

Toll Free: 1-800-803-1083

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**Southwest Solutions Group, Inc.**

Georgetown Squared, Suite 463  
5601 - 6th Avenue South  
Seattle, WA 98108



**Quote #** Section 3, ItemA.

Date Project # 113836

Page 1 of 5

Quote valid for 120 days.

[www.southwestsolutions.com](http://www.southwestsolutions.com)

**BILL TO:**  
Mike Harden  
Lake Forest Park Police Department  
17425 Ballinger Way NE  
Lake Forest Park, WA 98155

**INSTALL TO:**  
Mike Harden  
Lake Forest Park Police Department  
17425 Ballinger Way NE  
Lake Forest Park, WA 98155

SALESPERSON	QUOTE NAME	PAYMENT TERMS	LEAD TIME
Doug Winger dwinger@southwestsolutions.com (206)498-8035	Men & Women's Locker Rooms, Gun Repair and Ammo Storage	Net 30 - Billable upon delivery, payment due in 30 days	14 to 16 weeks (after receipt of order)

**LOCKER, GUN REPAIR AND AMMO ROOM**

#	DESCRIPTION	LINE TOTAL
1	<p>Per Drawing: 113836-1A</p> <p>Section #1 MENS LOCKER ROOMS Per Drawing: 113836-1A</p> <p>(22) Personal Duty Lockers Each 24" w x 37" d x 92" h Each has a boot drawer, drying shelf, hat shelf with garment rail and locking 6" h drawer Hardwood Bench Lock kit Mirror Sloped Tops Modular Electric - (1) duplex/locker</p> <p>Excluded * Installation of modular electrical system * Power connection to lockers * In cabinet lighting</p> <p>Includes all design services, manufacturing, packaging, freight, inside delivery, installation by factory certified (prevailing wage) technicians during normal business hours, cleanup of area, removal of all debris, and warranty. Assumes clear access to all loading docks, elevators and installation sites. Seismic-rated equipment, calculations and permitting are not included unless otherwise specified.</p> <p>Pricing quoted combines the economies to scale to offer you the most favorable pricing. If all quoted equipment or areas are not ordered, shipped and installed together, changes to your quote will result.</p> <p>Because of market volatility impacting freight/shipping rates, fuel, and steel, this quote is valid for 30 days. Orders placed after that will be subject to a 5% price increase. Lead times are subject to change until time of purchase.</p>	\$67,777.41





**Southwest Solutions Group, Inc.**

Georgetown Squared, Suite 463  
5601 - 6th Avenue South  
Seattle, WA 98108



**Quote #** Section 3, ItemA.

Date Project # 113836

Page 2 of 5

Quote valid for 120 days.

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**LOCKER, GUN REPAIR AND AMMO ROOM**

#	DESCRIPTION	LINE TOTAL
2	Per Drawing: 113836-1A Section #1 WOMENS LOCKER ROOMS Per Drawing: 113836-1A (5) Personal Duty Lockers Each 24" w x 37" d x 92" h Each has a boot drawer, drying shelf, hat shelf with garment rail and locking 6" h drawer Lock kit Mirror Hardwood Bench Sloped Tops Modular Electric - (1) duplex/locker	\$17,920.79

**Excluded**

- \* Installation of modular electrical system
- \* Power connection to lockers
- \* In cabinet lighting

Includes all design services, manufacturing, packaging, freight, inside delivery, installation by factory certified (prevailing wage) technicians during normal business hours, cleanup of area, removal of all debris, and warranty. Assumes clear access to all loading docks, elevators and installation sites. Seismic-rated equipment, calculations and permitting are not included unless otherwise specified.

Pricing quoted combines the economies to scale to offer you the most favorable pricing. If all quoted equipment or areas are not ordered, shipped and installed together, changes to your quote will result.

Because of market volatility impacting freight/shipping rates, fuel, and steel, this quote is valid for 30 days. Orders placed after that will be subject to a 5% price increase. Lead times are subject to change until time of purchase.

3	Per Drawing: 113836-1A Section #2 GUN REPAIR AND AMMO STORAGE ROOM Per Drawing: 113836-1A (1) Weapons Rack -10" d x 42" w x 88.25" h - holds (26) rifles (1) Ammo cabinet - 15" d x 36" w x 88.25" h - (7) adjustable shelves plus a top (1) Workbench with butcher block top - 30" d x 60" w x 36" h - (3) 6" d HD drawers	\$6,824.62
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Includes all design services, manufacturing, packaging, freight, inside delivery, installation by factory certified (prevailing wage) technicians during normal business hours, cleanup of area, removal of all debris, and warranty. Assumes clear access to all loading docks, elevators and installation sites. Seismic-rated equipment, calculations and permitting are not included unless otherwise specified.

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Seattle, WA 98108



**Quote #** Section 3, ItemA.  
Date \_\_\_\_\_  
Project # 113836  
Page 3 of 5  
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**LOCKER, GUN REPAIR AND AMMO ROOM**

#	DESCRIPTION	LINE TOTAL
4	Per Drawing: 113836-1A Section Office Area Per Drawing: 113836-1A (5) Personal Duty Lockers Each 24" w x 37" d x 92" h Each has a boot drawer, drying shelf, hat shelf with garment rail and locking 6" h drawer Lock kit Mirror Hardwood Bench Sloped Tops Modular Electric - (1) duplex/locker	\$17,920.24

- Excluded  
\* Installation of modular electrical system  
\* Power connection to lockers  
\* In cabinet lighting

Includes all design services, manufacturing, packaging, freight, inside delivery, installation by factory certified (prevailing wage) technicians during normal business hours, cleanup of area, removal of all debris, and warranty. Assumes clear access to all loading docks, elevators and installation sites. Seismic-rated equipment, calculations and permitting are not included unless otherwise specified.

Pricing quoted combines the economies to scale to offer you the most favorable pricing. If all quoted equipment or areas are not ordered, shipped and installed together, changes to your quote will result.

Because of market volatility impacting freight/shipping rates, fuel, and steel, this quote is valid for 30 days. Orders placed after that will be subject to a 5% price increase. Lead times are subject to change until time of purchase.

Subtotal: \$110,443.05

**Plus Applicable Sales Tax:**

**Total: \$110,443.05**

Financing options available. [Click here to apply.](#)

[We accept Credit Cards and eChecks.](#)

Credit Card payments over \$25,000 are subject to a 2.50% Convenience Fee. No Convenience Fee on eChecks. Southwest Solutions Federal Tax ID #: 75-2703228

Authorized Signature: \_\_\_\_\_

Date: \_\_\_\_\_

P.O. #: \_\_\_\_\_





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**Scope of Work**

The following are the responsibilities of Southwest Solutions Group (SSG) and Client to ensure the completion of the project in an efficient, timely manner. The items and services listed in this section, unless otherwise specified herein, have not been included in the equipment or services pricing and will be the responsibility and at the expense and liability of Client.

<b>BY SSG</b>	
TYPE	DESCRIPTION
General Installation	All charges associated and incurred for manufacturing, freight, local delivery, installation, cleanup, staff training, and warranty, unless specified otherwise. Complete turnkey installation services by factory certified technicians and training of staff. All installation to take place during normal business hours (8:00 a.m. to 5:00 p.m. Monday-Friday). If work is required outside of these hours, overtime charges will apply.
Warehouse Storage	Provide two (2) weeks cost-free storage at local warehouse. When additional storage time is needed due to a change in customer requirements, warehouse storage charges will be accrued at the rate of: \$5.00 per hundred weight per month up to 90 days. \$7.50 per hundred weight per month over 90 days.
Direct Ship Design	Coordinate manufacturing to meet required delivery schedules. Includes all charges associated and incurred for freight, dock to dock delivery and warranty. Provide accurate representations of equipment in the client's space, based on site verification or CAD/Revit created layouts. Includes recessed rail detail, power requirements, data requirements and/or floor loading information as available and applicable.
Project Management	Assign a designated Project Manager to communicate and coordinate logistics and delivery of material ship dates with manufacturer. Communicate, update and revise project timelines when applicable. Schedule installation crews based on material arrival dates.
Recessed Rail Requirements	Will provide rail centers and trough requirements to contractor as applicable.
Installation Technicians	Provide trained technicians to complete installation of equipment per the approved drawing. Technicians shall perform work in a professional, safe and courteous manner, and according to predetermined and agreed upon completion dates.
Service	Provide training, on-site and phone support as needed for repairs and preventative maintenance of equipment. (Outside of Warranty/Service Agreement normal hourly rates, travel and parts apply)
Extended Warranty/Service Agreements	Offer an optional extended warranty and service agreement. Maintain equipment through a purchased service program after the original Manufacturer's warranty expires.

<b>BY CLIENT</b>	
TYPE	DESCRIPTION
Receipt of Freight	Quote is based on standard truck delivery directed to a dock facility that is designed to receive freight. All other special services, such as, but not limited to: Pre-notification prior to delivery, limited access/non-commercial, residential, government, school deliveries, lift gate, inside deliveries, etc. are available for additional charges and will be billed accordingly.
Direct Ship Drawing Approval	Indicate any lift gate, limited access, special delivery requirements to SSG for coordination of freight services. Approve and sign SSG provided design drawing so that materials can be ordered to meet delivery and installation schedule. Design drawing will include "in space" representation of the equipment and its requirements. <b>Lead times begin after receipt of drawing approval.</b>
Access to Work Area	Provide unobstructed space within the site of installation to permit the incorporation of the systems as shown on any drawings that form a part of this Agreement. Prepare the work site to permit the unloading, installation, testing and acceptance of the equipment. If area is not precleared prior to installer's arrival, additional charges will be applied. Provide hoisting and elevator services for SSG equipment and personnel.
Building Obstructions	Remove and/or relocate any building obstructions, such as ducting, lighting fixtures and wiring, drains, piping, structural steel, electrical wiring, conduit, etc. which interfere with the equipment clearances. Provide sprinkler and fire safety devices including sprinkler design. Ensure that all equipment will pass through building access doors or other openings as necessary.
Foundation Preparation	Provide verification through facility management or other certified engineer of floor's weight carrying capacity to properly hold equipment (floor load). Provide location information of any conduit running through concrete floors (drilling may be required).
Modifications to Room Dimensions	If room dimensions differ from those provided in proposal, it is the responsibility of the client to inform SSG at least 4 weeks prior to shipping time to delay shipment from factory. Modifications after purchase orders (change orders) are processed by SSG are subject to delayed shipment and installation, and price increases.
Project Delays	It is the responsibility of the client to inform SSG at least 4 weeks prior to acknowledged ship date. If the installation site is not ready when scheduled work is to be performed and our technicians have been dispatched, a \$325.00 trip charge will be added. Please provide a minimum of 72 hours notice to reschedule installation. Modifications after purchase orders (change orders) are processed by SSG are subject to delayed shipment and installation, and price increases.
Loading of Contents	Transfer contents of existing system into new system unless option chosen to have movement of material handled by SSG's moving teams.
Product Training	Provide personnel for a scheduled product training session. Includes one training session for staff.

<b>HIGH-CAPACITY STORAGE SYSTEM WITH RAIL INSTALLATION, IF APPLICABLE</b>	
TYPE	DESCRIPTION
Floorless Requirements	Floorless High-Capacity System should be installed on solid concrete floor or VCT covered concrete floor. Any existing carpet must be removed prior to installation at the rail's locations. Floor levelness should meet standard General Contractor code of 1/8" over 10'. If your floor does not meet these minimum standards, it will result in a different rail/subfloor system being provided, or your existing concrete floor leveled to meet the standard at your expense.
Recessed Rail Requirements/Foundation Preparation	Provide backfill of cement into troughs. Provide verification through facility management or other certified engineer of floor's weight carrying capacity to properly hold equipment. It is recommended that the slab have a minimum thickness of 5" with a capacity rating of 4,000 PSI. Verify that the concrete slab possesses the minimum levelness specification of 1/4" over a 20' span. Provide location information of any conduit or post-tension cables running through concrete floors (drilling may be required). Sonogramming or X-Ray of floor not included.
Electrical Preparation	If hardwired electrical system is selected, provide dedicated 120 VAC, 60 HZ, 20-amp circuit that must be hardwired by a certified electrician compliant with local Electrical Codes. If plug in electrical system is selected, provide dedicated/isolated 120 VAC, 60 HZ, 20-amp circuit with a 20-amp outlet that must be hardwired by a certified electrician compliant with local Electrical Codes. Multiple outlets may be required based on moving system design.

<b>CAROUSEL AND LIFT INSTALLATION, IF APPLICABLE</b>	
TYPE	DESCRIPTION
Electrical Preparation	Provide all electrical utility outlets and wiring as required and as noted on drawing supplied by SSG. Provide suitable electric current, lighting, compressed air, water, heat, precise power, and air drop locations as required for installation, testing, acceptance, and operation of the system. Client is to supply power drops from the plant power supply up to, and including, disconnects at each control panel. All power and hardware shall be in accordance with the applicable electrical codes.
Material Handling Responsibilities	Perform unloading and carting of materials and equipment by appropriate personnel from the common carrier to a safe storage area at the installation site. (Unless this service is accepted as proposed on the price page of this Agreement.) Machine crates to remain unopened until technicians' arrival. Collect and remove all packing materials from equipment shipping. SSG is responsible to maintain a clean work area and place trash in Client provided containers. SSG personnel will provide and operate lift truck equipment within Client's facility. Provide hoisting and elevator services for SSG equipment and personnel.
Vertical Storage Training	Ensure that Client's personnel attend and participate in scheduled training sessions. Includes one training session for staff.
Loading of Vertical Storage	Perform installation of any trays, totes, dividers, drawers, or other accessories in the storage unit after the installation is completed. Provide for the physical loading of inventory and any containers into the system, stock counting, building the inventory database and back-up systems and procedures for use in integrating the system into the existing operation.



[www.southwestsolutions.com](http://www.southwestsolutions.com)

### Terms, Conditions & Warranty

The following terms and conditions form a part of the agreement between Southwest Solutions Group, Inc. ("SSG") and the party executing this proposal ("Customer") relating to the installation of that certain equipment more fully described above (collectively, the "Equipment").

1. WARRANTY.

(a) The Equipment is provided to Customer with a limited warranty on parts and materials, excluding usual wear and tear.

(b) Except as provided for above, SSG hereby disclaims all warranties and representations with respect to the Equipment or SSG's installation services, whether express, implied, or otherwise, INCLUDING THE WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, NON-INFRINGEMENT, TITLE, USE, OR QUIET ENJOYMENT. No rights or remedies referred to in Article 2A of the Uniform Commercial Code, including any variations thereon as may be in effect in the state in which Customer is located, will be conferred on Customer unless expressly granted herein. No oral or written information or advice given by SSG or its owners, agents, or employees shall create a warranty or in any way increase the scope of any warranty provided herein. SSG shall have no responsibility if the Equipment has been altered or misused by any party other than SSG in any way.

2. LIMITATION OF LIABILITY.

(a) SSG shall not be liable to Customer or any third party for any indirect, special, incidental, punitive, cover, or consequential damages (including, but not limited to, damages for the inability to use equipment or access data, loss of business, loss of profits, business interruption, or the like), arising out of the use of, or inability to use, the Equipment, and based on any theory of liability including breach of contract, breach of warranty, tort (including negligence), product liability, or otherwise, even if SSG had or should have had any knowledge, actual or constructive, of the possibility of such damages and even if a remedy set forth herein is found to have failed of its essential purpose.

(b) SSG's total liability to user for actual damages for any cause whatsoever will be limited to the amount actually paid by Customer to SSG for the Equipment. The foregoing limitations on liability are intended to apply to all aspects of this proposal.

3. BASIS OF BARGAIN. The foregoing warranty disclaimers and limitations on liability are fundamental elements of the basis of this proposal and agreement between SSG and Customer. SSG would not be able to provide the Equipment and associated installation services on an economic basis without such limitations. Such warranty disclaimers and limitations on liability inure to the benefit of the suppliers of the Equipment.

4. INDEMNIFICATION. Customer hereby agrees to indemnify, defend, and hold harmless SSG from and against any and all claims, suits, causes, actions, liabilities, damages, expenses, legal fees, and obligations of any kind arising out of or from, either directly or indirectly, Customer's breach of any provision, term, or condition of this proposal.

5. NOTICE. All notices or other communication required or permitted by this proposal to be served on or given to either party to this proposal by the other party must be in writing to primary address of party as indicated in this proposal and shall be deemed duly served and given when personally delivered, by receipted delivery, to the party to whom it is directed or, in lieu of such personal service, when sent by confirmed facsimile transmission, by registered or certified U.S. mail, or overnight delivery.

6. SECURITY INTEREST. Until such time as SSG has been paid in full for the Equipment and all related installation services, regardless of whether or not any invoice may be disputed by Customer, Customer hereby grants to SSG a security interest in the Equipment and authorizes SSG to perfect such security interest through the filing of Uniform Commercial Code financing statements. Customer agrees to cooperate with all reasonable requests of SSG relating to the granted security interest and, should SSG opt to exercise its rights of recovery of the Equipment for failure of Customer to pay for the same, Customer shall permit SSG entrance to the facilities where the Equipment is located upon reasonable notice of the same and during reasonable hours.

7. MISCELLANEOUS.

(a) Governing Law; Venue. This proposal shall be construed and enforced under and in accordance with the laws of the State of Texas, without regard to conflicts of laws principles. The language in this proposal shall be interpreted as to its fair meaning and not strictly for or against any party. Any dispute arising under this Agreement shall be subject to exclusive jurisdiction and venue in Denton County, Texas.

(b) Late Fees; Disputes. All overdue payments to SSG shall incur interest in the amount of 1.5% per month, or such lesser rate as may otherwise be required by law. Customer agrees SSG shall be entitled to recover reasonable attorneys' fees and court costs expended in connection with any litigation or legal action initiated to enforce the provisions of this proposal.

(c) Entire Agreement. This proposal constitutes the entire agreement of the parties and supersedes any prior understandings or written or oral agreements between the parties respecting this subject matter, including, but not limited to, any representations made in any presentation or proposal submitted or provided prior to the execution date of this proposal. Except as otherwise expressly referenced herein, there are no other understandings or agreements between the parties regarding this subject matter.

(d) Amendment. This proposal may not be amended or modified except by a written instrument executed by each party's respective authorized representatives.

(e) Successors and Assigns; Assignment. This proposal shall bind and inure to the benefit of and be enforceable by the parties hereto and their respective successors, heirs and personal and legal representatives, but no assignment shall relieve any party of its obligations hereunder. Customer may not assign this Agreement or any portion thereof without the prior written consent of SSG. SSG may assign this proposal or any portion thereof without providing written notice to Customer. Any attempted assignment in violation of this will be null and void. SSG shall be permitted to subcontract or delegate to third parties the performance of any or all of the services contemplated herein.

(f) Waiver. No provision hereof shall be deemed waived unless such waiver shall be in writing and signed by an officer of the waiving party. Any failure by a party to require strict performance by the other party or any waiver by a party of any breach of any provision of this proposal shall not constitute a continuing waiver or a waiver of any subsequent breach of the same or a different provision of this proposal.

(g) Severability. In case any one or more of the provisions contained in this proposal shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision of this proposal, and this proposal must be construed as if the invalid, illegal, or unenforceable provision had never been contained in this proposal.

(h) Survival. Except as otherwise expressly provided in this proposal, each of the representations and warranties of the parties contained in this proposal, or in any certificate, document, or other instrument furnished or to be furnished under this proposal, and any action arising out of any thereof, including without limitation any cause of action for failure of any such representation to be true when made or as of the execution date of this proposal, and the parties' covenants, agreements, and obligations set forth in this proposal, shall survive in perpetuity beyond the execution date and termination of this proposal.

8. CANCELLATIONS. Southwest Solutions Group, Inc. will accept cancellation of firm orders prior to completion of delivery and installation, subject to the following conditions:

(a) The notice of cancellation must be in writing by the customer to SSG.

(b) SSG will use reasonable commercial efforts to cancel any firm order(s) for materials which have been submitted by SSG to the manufacturer or supplier related to the cancelled customer order:

(i) To the extent that any firm order(s) for materials to the manufacturer or supplier are cancelled without cost to SSG, the same will be cancelled and removed from the customer order. Otherwise, any cost of such cancellation will be borne by the customer.

(ii) Please note that automated solutions are custom designed to meet the customer's exact specifications. As such factories often impose cancellation fees after an order has been placed with the manufacturer. Any such cancellation fees will be borne by the customer.

(iii) For products that have shipped from the source for which a return is allowed by the manufacturer or supplier, the cost of return shipping shall also be borne by the customer.

(c) If the cancelled order included delivery and installation, the cost of all delivery and installation services provided up to the date of cancellation will be borne by the customer.

(d) A minimum charge of 50% of the original purchase order price will be imposed for changes or cancellation.

(e) Southwest Solutions Group, Inc. will not accept returns for materials delivered to the customer and installed (whether by SSG or others).



# **ED: Economic Development**

## Introduction

The Economic Development Element includes policies that seek to foster a balanced and sustainable local economy. It encourages a strong relationship between the City, residents, and employers in coordination with the surrounding region by supporting PSRC *VISION 2050*, the Regional Economic Strategy, and the King County Countywide Planning Policies on the economy. By working in partnership with these stakeholders, the City is in a strong position to encourage economic growth and business retention.

The element supports the Town Center district as a vibrant mixed-use center for the city, seeking to ensure that land use policies enhance the City's ability to achieve this vision and to promote a pedestrian-friendly, vibrant mix of commercial, civic, residential uses, public open spaces, and natural areas with a distinctive development pattern and multi-modal access. The element also promotes a diverse range of retail, service and other amenities that enhance the quality of life for residents and visitors. Small local businesses, compatible home occupations, and locally produced goods and services are encouraged.

Lake Forest Park's many amenities, including open space, high quality urban design, green landscape, and Lake Washington access, are an important economic development asset and the element provides guidance for preservation and enhancement of these amenities.

Additional information supporting the Economic Development Goals and Policies can be found in the Economic Development Element Background Analysis (Volume II). The background analysis focuses on the following:

- The city's demographic profile
- Local and adjacent-community commercial uses
- The city's real-estate market

**Commented [CH1]:** Comment: (in response to SCJ annotation doc) not really sure what is meant by the comment, but I'm interpreting it to mean "why didn't the word 'infrastructure' end up on this list of city amenities?" To which my answer is: because infrastructure like roads and utilities aren't mere amenities - they are "must haves" and they are covered in other parts of the comp plan.

**Commented [CH2]:** Comment: I'm not sure that "Lake Washington access" can be considered an economic asset considering that there is so little public access to the lake.



# Goals and Policies



## Goal ED-1

### Foster a balanced and sustainable local economy that supports quality of life for Lake Forest Park residents.

**Policy ED-1.1:** Pursue a balanced local economy that enhances the city’s natural and built character and provides a greater number of businesses and services that serve the growing community.

**Policy ED-1.2:** Preserve and expand the current economic base for long-term economic sustainability.

**Economic base:** the businesses that generate employment in a community.

**Policy ED-1.3:** Provide a stable sales tax base to support sustainable delivery of public services and facilities and reduced reliance on the city’s residential property tax base.

**Policy ED-1.4:** Promote a diverse housing stock, transportation connections, and other amenities that attract future employees and employers.

**Commented [CH3]:** Comment: Our current tax base is overwhelmingly property. If the goal of this policy is to have a more robust sales tax base, I'd prefer to say that explicitly "Provide a stable sales tax base ... reliance on the city's property tax base"

**Commented [CH4]:** Comment: Prefer "growing tax base"



## Goal ED-2

### Create strong relationships with public and private partners to enhance local business retention and long-term economic growth.

**Policy ED-2.1:** Actively work with other jurisdictions, economic development organizations and local business associations to stimulate business retention, encourage growth, and implement regional economic development strategies.

**Policy ED-2.2:** Support regular communication with local businesses and residents through town hall meetings, online forums and other communications avenues.



### Goal ED-3

## Support the Town Center district as a vibrant mixed-use center and the cultural heart of Lake Forest Park.

**Policy ED-3.1:** Evaluate the potential for City acquisition and/or public-private partnership of some or all of Town Center to enhance the City’s ability to achieve its vision for a vibrant town center.

**Policy ED-3.2:** Explore and expand partnerships with primary property owners in Town Center and interested stakeholders to achieve the future vision for the Town Center district.

**Policy ED-3.3:** Maintain development regulations that support a mix of uses, including residential, retail, office, and community gathering places, and monitor their effectiveness to enable and encourage quality redevelopment.

**Policy ED-3.4:** Continue to maintain design guidelines that support the aesthetic character and reinforce Town Center as a distinctive landmark with transit- and pedestrian-oriented uses, public spaces, recreation facilities, and other community amenities.

**Policy ED-3.5:** Prioritize public and non-motorized transportation systems to and within the Town Center.



### Goal ED-4

## Enhance the diversity of Lake Forest Park retail, services and amenities.

**Policy ED-4.1:** Recognize and promote locally serving businesses as an important source of revenue and an economic engine for the city.

**Policy ED-4.2:** Provide a diverse range of commercial uses that capture local household spending.

**Policy ED-4.3:** Identify and plan for expanded commercial and mixed-use nodes at locations that will take advantage of regional arterials and transit and better serve local residents.

**Policy ED-4.4:** Support incubator and home-grown economic development opportunities, such as compatible home occupations in residential areas and other neighborhood-serving shops and restaurants.

*A **business incubator** supports the growth and success of new and small businesses through an array of resources and services that could include physical space, capital, coaching, common services, and networking connections.*

**Policy ED-4.5:** Improve access and visibility for local businesses through pedestrian, urban design, and circulation improvements.

**Policy ED-4.6:** Promote diversity in business by focusing on the advancement of economic opportunity for locally, women-, and minority-owned small businesses and start-up companies.

NOTE: I RECEIVED SEVERAL COMMENTS ON ED-4.7 AND OFFER THE THREE OPTIONS PRESENTED BELOW FOR DISCUSSION:

**Policy ED-4.7:** Evaluate the impacts of City regulations and policies on economic development, particularly in the Southern Gateway and Town Center, including development standards and regulations, design guidelines, permitting fees and timelines, and parking requirements, and implement strategies to address impacts and overcome barriers.

**Policy ED-4.7:** Evaluate the impacts of City regulations and policies on economic development that will take advantage of regional arterials and transit, including development standards and regulations, design guidelines, permitting fees and timelines, and parking requirements, and implement strategies to address impacts and overcome barriers.

**Policy ED-4.7:** Evaluate the impacts of City regulations and policies on economic development in all commercial zones, including development standards and regulations, design guidelines, permitting fees and timelines, and parking requirements, and implement strategies to address impacts and overcome barriers.

**Policy ED-4.8:** Evaluate methods to reduce barriers for neighborhood businesses in other appropriate locations in the city.



## Goal ED-5

**Recognize and promote Lake Forest Park's unique identity and amenities as an economic development asset.**

**Commented [CH5]:** Comment: I'd like clarification. Is this for the entire Southern Gateway zone south of ~153rd street? Or mainly for the 12 Degrees North community?

**Response:** I believe this is the entire Southern Gateway (although likely only on properties fronting SR522)

**Commented [CH6]:** Comment: Agree with SCJ recommendation of preparing an economic development analysis, especially in light of the redesign of the bus lines and bus stops serving the Southern Gateway area.

**Commented [CH7]:** Comment: Basically I'd like to see the same language in 4.7 also apply to town center, and to the Ballinger corridor. I'm neutral about whether this should be 3 separate policies, or 1 large policy

**Response:** I think adding Town Center into this policy would cover it, but I might also suggest amending ED-3.3/3.4 to include evaluation and updates over time.

**Commented [CH8]:** Comment: Remove "particularly in the Southern Gateway" and use language sim to 4.3 "that will take advantage of regional arterials and transit. Conversely, change it to "inclusive of all commercial zoning."

**Commented [CH9]:** Comment: I'd like clarification. Is this for the entire Southern Gateway zone south of ~153rd street? Or mainly for the 12 Degrees North community?

**Response:** I believe this is the entire Southern Gateway (although likely only on properties fronting SR522)

**Commented [CH10]:** Comment: Agree with SCJ recommendation of preparing an economic development analysis, especially in light of the redesign of the bus lines and bus stops serving the Southern Gateway area.

**Commented [CH11]:** Comment: I'd like clarification. Is this for the entire Southern Gateway zone south of ~153rd street? Or mainly for the 12 Degrees North community?

**Commented [CH12]:** Comment: Agree with SCJ recommendation of preparing an economic development analysis, especially in light of the redesign of the bus lines and bus stops serving the Southern Gateway area.

**Commented [CH13]:** Comment: New policy that ties into LU-5.8 (neighborhood businesses)



**Policy ED-5.1:** Develop an economic development strategic plan that identifies clear short- and long-term goals and implementing actions.

**Policy ED-5.2:** Recognize and emphasize the urban amenities in Lake Forest Park, including open space and recreational facilities, high quality urban design, green character, and community events, as important elements in the City’s economic development strategy.

- Connect recreational and open space areas to commercial centers.
- Improve visibility and access to Lake Washington.
- Expand pedestrian and bicycle routes to commercial centers and nodes.
- ~~Preserve~~**Increase** the city’s ~~tree-urban forest~~ canopy and green character.
- Encourage high quality design.

**Policy ED-5.3:** Develop and maintain community profile information for use by current and potential business owners, and others.

**Commented [CH14]:** Comment: Change to "Increase the city’s tree canopy"  
**Response:** Revised as noted, and changed "tree" to "urban forest" as previously discussed.

 **Goal ED-6**

**Retain existing and cultivate new businesses that enhance the quality of life in the community.**

**Policy ED-6.1:** Promote local businesses and locally produced goods and services.

**Policy ED-6.2:** Where commercial areas are in decline or experiencing development pressures, work with stakeholders to identify actions to mitigate displacement of legacy businesses.

**Policy ED-6.3:** Ensure that regulations support economic growth while continuing to preserve the environment, community aesthetics, and residential quality of life.

**Policy ED-6.4:** Promote both environmentally and socially responsible business practices that address climate change, resilience, and improved health outcomes for current and future residents.

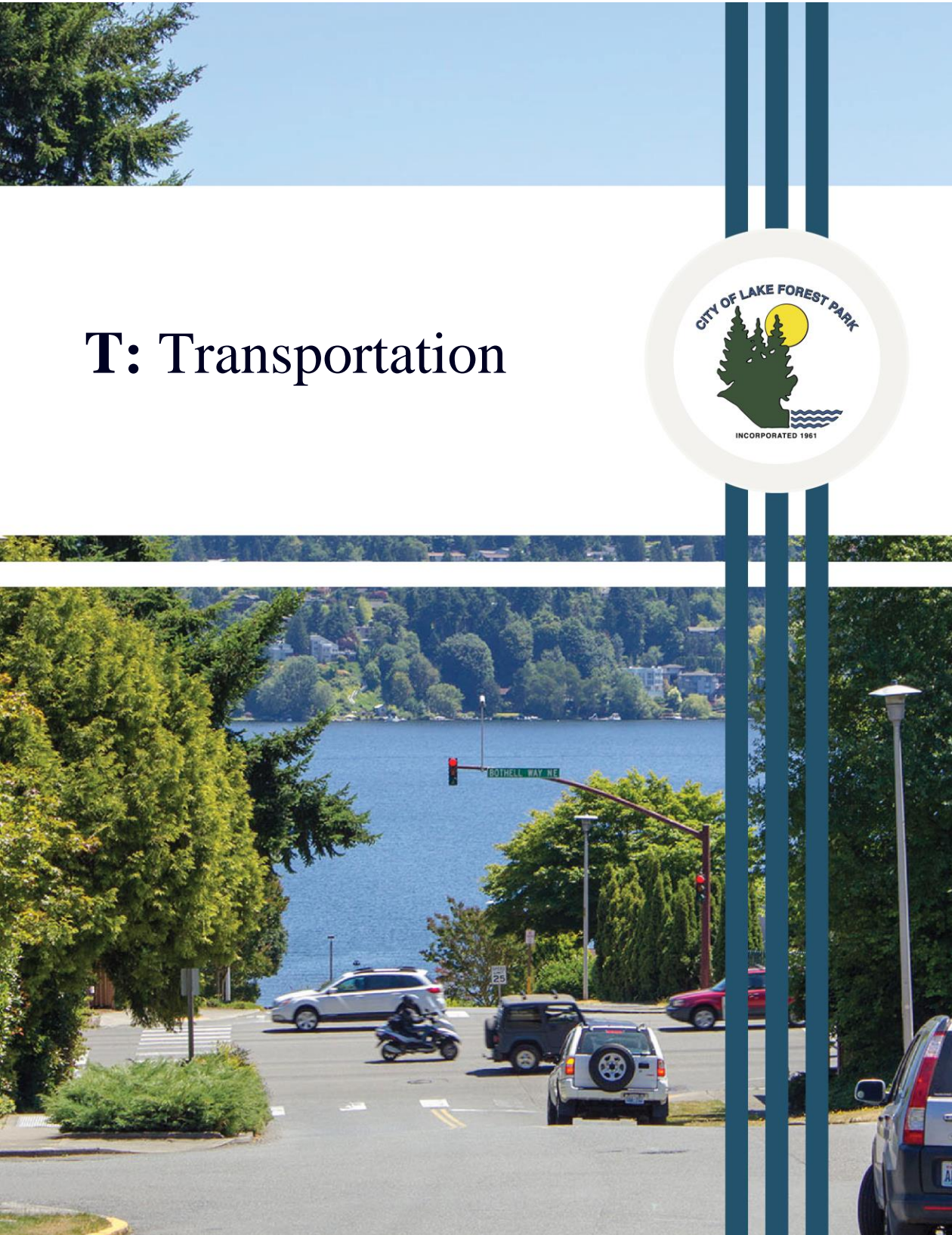
**Commented [CH15]:** Comment: Do we want to mention the north Ballinger Way area explicitly here?







# T: Transportation





## Introduction

The intent of the Transportation Element is to guide the creation of an adaptive transportation system in Lake Forest Park that supports the City’s vision and character. The element is informed by the directives presented in Washington State’s Growth Management Act, the WSDOT Strategic Plan, relevant Puget Sound Regional Council documents (*VISION 2050*, *Transportation 2050*), and King County’s countywide planning documents.

While the city itself is, for all intents and purposes, built out and considered “mature,” regional forces have a significant influence on transportation conditions in Lake Forest Park. These forces include regional development patterns (especially to the northeast) and changes in workforce travel trends that have occurred in the years following the COVID-19 pandemic. The extension of Sound Transit’s 1 Line and the future Sound Transit Stride bus rapid transit service along Bothell Way (SR 522) and the need to mitigate the vehicular dominance of the corridor to promote a healthier transportation network within the city is paramount. The goals and policies in the Transportation Element provide a framework for the City to respond to these changing conditions.

For reference, the City’s street network map is shown in Figure I-4 and additional information about the City’s transportation system is included in the Transportation Element Background Analysis (Volume II). Major topics addressed in Volume II, Transportation, include:

- Existing roadway classifications, as illustrated in Figure I-4
- Daily and PM peak hour traffic counts
- Transit service
- Walking routes
- Transportation funding; Level of Service policies

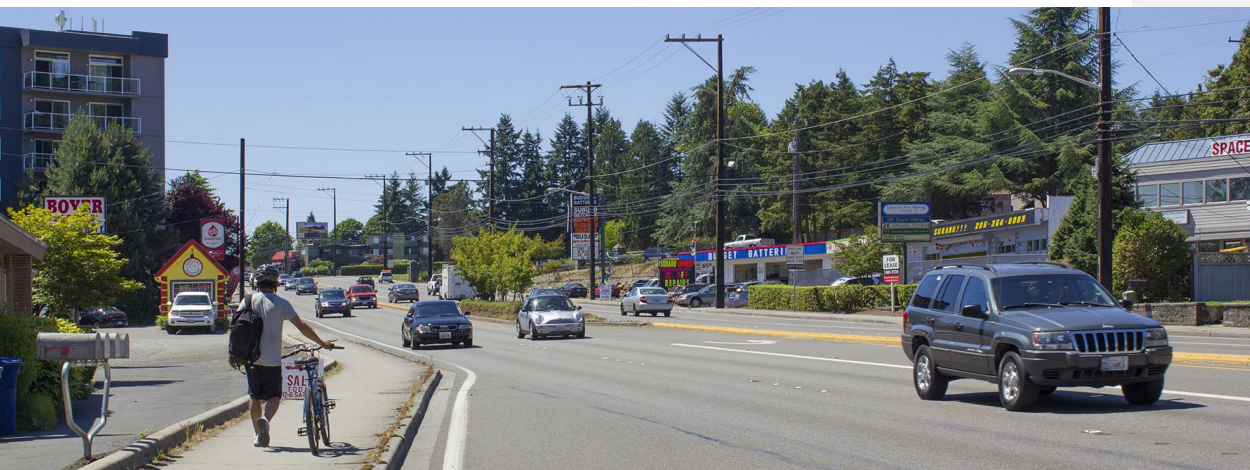
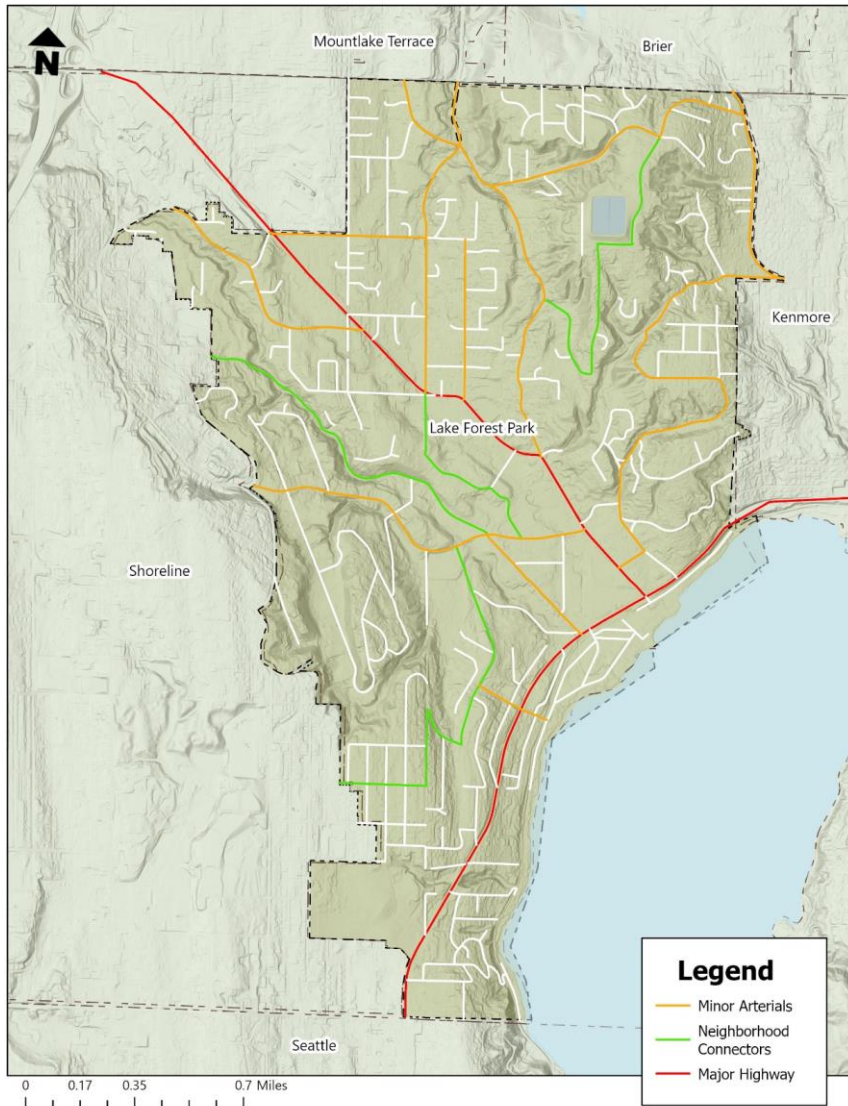


Figure I-1: Roadway Functional Classification Map



**Commented [CH1]:** Comment: Update map to reflect current street designation per the online GIS map

**Commented [CH2]:** Comment: Figure I-4 Map's use of the dotted line city is somewhat confusing, since it implies that there is some ambiguity of the city's southwestern boundary (double dotted lines throughout) and the city not extending to the roadway of 37<sup>th</sup> Ave NE at the northern boundary. The lake city limit boundary also seems ambiguous and arbitrary.

# Goals and Policies



## Goal T-1

### Expand intermodal transportation connections, including walking, bicycling, driving/park & rides, and transit.

**Policy T-1.1:** Develop a connected and complete transportation network, that prioritizes multimodal access to key destinations including the Town Center and other services, transit stations, parks, and trails.

*Transit demand is high in Lake Forest Park. Many residents have historically commuted via bus to employment centers in Seattle and the Eastside. Regional investments in the Link 1 Line extension and planned Stride bus rapid transit and park & ride will continue to connect Lake Forest Park with the greater region.*

**Policy T-1.2:** Coordinate with planned light rail and bus rapid transit services coming to and near Lake Forest Park if a park & ride facility is funded and designed. Work with neighboring communities to develop additional regional “upstream” park & ride facilities.

**Policy T-1.3:** Expand bicycle rack and locker capacity at appropriate transit stops and park & rides in a manner that meets Community Protection through Environmental Design (CPTED) guidelines.

*See the discussion of CPTED in the Community Services & Public Safety Element Background Analysis.*

**Policy T-1.4:** Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail via motorized and active transportation, including improving multimodal connections to the Town Center, bus routes, and future Stride Bus Rapid Transit (BRT) that connect with new light rail stations.

**Policy T-1.5:** Provide safe, efficient, and direct pedestrian and bicycle access to transit stops and light rail stations.

**Policy T-1.6:** Improve bus stop comfort and safety by coordinating with transit agencies, and improve shelters and safe access for pedestrians and bicyclists.

**Policy T-1.7:** Coordinate with state and regional entities to enhance mobility for all modes on state owned routes (SR 522, SR 523, and SR 104), including efforts to achieve the stated level of service standards for these corridors. For facilities within Lake Forest Park, this means striving for LOS D along SR 522 and LOS E-mitigated along SR 104.

**Commented [CH3]:** Comment: Consider breaking up T-1 into 2 or 3 Goals  
a.T-1 Active Transportation (walking, biking, strolling, etc.). Include policies 1.1, 1.5, 1.15, 1.16, 1.19  
b.T-2 Regional transit and State entities. Include policies 1.2, 1.3, 1.4, 1.6, 1.7, 1.8  
c.T-3 System Planning. Include policies 1.9, 1.10, 1.11, 1.12, 1.13, 1.14, 1.17, 1.18

**Commented [CH4]:** Comment: Agree with SCJ's recommendation. LFPMC 18.42.095 has some fairly specific design requirements for parking structures at Town Center.

**Policy T-1.8:** In partnership with the State and other agencies, develop corridor plans for SR 522 and SR 104 that holistically address all modes of transportation, adjacent land uses, utility undergrounding, fish and wildlife movement, and the connecting street network.

Commented [CH5]: WDFW RECOMMENDATION

**Policy T-1.9:** Include emergency service providers in review of roadway designs to ensure emergency vehicle passage.

**Policy T-1.10:** Achieve the following level of service (LOS) standards on the city's street network:

- Vehicle LOS C/D on local arterials, which allows for moderate congestion throughout the day.
  - **Multimodal:** Strive to complete the pedestrian networks as prioritized in the Safe Street, Safe Highways, and Safe Streets Town Center Connection plans.
  - **Transit:** coordinate with transit agencies to improve access to transit stops as prioritized in the Safe Street, Safe Highways, and Safe Streets Town Center Connection plans.

**Policy T-1.11:** Review and update roadway and sidewalk standards to ensure they meet multimodal transportation needs and encourage wider underpasses for wildlife corridor needs.

Commented [CH6]: WDFW RECOMMENDATION

**Policy T-1.12:** Encourage Commute Trip Reduction Program strategies and practices to reduce drive-alone miles and vehicle miles traveled especially during peak hours.

Commented [CH7]: Comment: Agree with SCJ's recommendation.

*Travel Demand Management (TDM), is intended to reduce the need for roadway expansion by encouraging options such as telecommuting, employers providing free bus passes, and working flex hours.*

**Policy T-1.13:** On major arterials, develop access management guidelines to reduce and consolidate access points, reduce right-of-way needs, and to minimize turning movement conflicts, encouraging the expansion and safety of the multi-modal transportation network.

Commented [CH8]: Comment: There are missing commas, I think.

**Policy T-1.14:** Construct transportation facilities concurrent with growth to ensure the transportation system continues to meet the needs of Lake Forest Park residents.

**Policy T-1.15:** Plan a transportation system that accommodates users of all abilities, including the elderly and those with special needs. Develop and adopt an ADA transition plan that will identify existing obstacles to accessibility and create and establish a schedule to meet compliance.

**Policy T-1.16:** Develop multimodal LOS standards to align with the multi-county planning policies that require LOS standards to be based upon the movement of people and goods.

**Policy T-1.17:** Prioritize inclusive outreach in the transportation planning process.

**Policy T-1.18:** Review and identify areas with disadvantaged and historically underinvested populations and incorporate equity criteria considering disproportionate harm or benefit to identified populations in project prioritization.

**Policy T-1.19:** Ensure that the development provides mitigation measures when required to maintain appropriate levels of service for all modes and to meet concurrency requirements.

## What is Transportation Level of Service (LOS)?

Level of service (LOS) is a qualitative measure used to evaluate the quality of public infrastructure. Cities have historically measured transportation LOS based on the experience of drivers, in terms of vehicle speed, traffic density, or how long vehicles wait at an intersection. Lake Forest Park has an auto-based LOS policy that measures traffic densities on arterials throughout the day. As shown in the figure below from *Planning Urban Roadway Systems* (Institute of Transportation Engineers, 2011), transportation LOS does not have to be limited to the experience of just vehicles. This Transportation Element expresses the intent to measure transportation LOS to also evaluate the experience of walking, biking, and taking transit in Lake Forest Park.

**Commented [CH9]:** Comment: The yellow box explaining Transportation Level of Service should be moved closer to the front of this section.  
**Response:** Recommend moving to after first instance of LOS (T-1.7)

Figure I-2: Transportation Levels of Service



## Goal T-2

**Improve safety for active transportation and expand non-motorized transportation access to Lake Forest Park neighborhoods and destinations (parks, schools, Town Center, transit, Burke-Gilman Trail), and for recreation.**

**Policy T-2.1:** Implement and regularly update the Safe Streets, Safe Highways, and Safe Streets Town Center Connections Plans that identifies/identify:

**Commented [CH10]:** WDFW RECOMMENDATION: We highly encourage these plans to incorporate a prioritization list for high wildlife-related collision areas to be modified/corrected.



- Designation of signed bike routes to Lake Forest Park destinations and provide linkages with neighboring cities' bike routes.
- Expansion of pedestrian trail network to link neighborhoods and destinations.
- Construction of sidewalks or separated walkways along streets that link destinations.
- Opening up city rights-of-way, including along appropriate streets, to provide safe pedestrian and bicycle access to destinations, including the light rail stations, bus rapid transit, and the Burke-Gilman Trail.
- Mode share goals to increase the amount of travel occurring via walking, biking, and transit.
- Identification and prioritization list for high wildlife-related collision areas to be considered for future modification.

**Commented [CH11]:** Comment: 4<sup>th</sup> bullet point should include Bus Rapid transit

**Policy T-2.2:** In conjunction with WSDOT and other regional authorities, consider pedestrian/wildlife overpass/underpass crossings for major transportation corridors to improve access and safety.

**Commented [CH12]:** WDFW RECOMMENDATION

**Commented [CH13]:** Comment: I propose deleting this policy. Considering the geography of SR104 and SR522, I seriously doubt that we could build any pedestrian tunnels or bridges that would be (A) affordable and (B) actually used by pedestrians as opposed to most of them continuing to cross at level.

**Policy T-2.3:** Incorporate consideration of the multimodal transportation LOS, when adopted, into the City's environmental review process to ensure that impacts of new development on the bicycle and pedestrian network are fully evaluated and mitigated.

I'd like to see 2.2 replaced with language like "Work with WSDOT to develop and implement complete streets along SR104 and SR522 to facilitate safe pedestrian crossings"

**Policy T-2.4:** Improve signage and safe walkways/active transportation facilities, including pedestrian sidewalks, to Lake Forest Park trails such as the Burke-Gilman and between the Burke-Gilman and Interurban Trail.

**Commented [CH14]:** WDFW RECOMMENDATION

**Policy T-2.5:** Install and improve appropriate streetlights and pedestrian-scale lighting at intersections and along pedestrian routes, using DarkSky International and/or ALAN standards where appropriate.

**Commented [CH15]:** Comment: Signage and active transportation facilities to LFP trails...

**Response:** Please confirm appropriate placement of active transportation facilities.

**Policy T-2.6:** Aim for complete streets designs for the safety of all modes. Install separators for bikes/pedestrians/cars in appropriate locations.

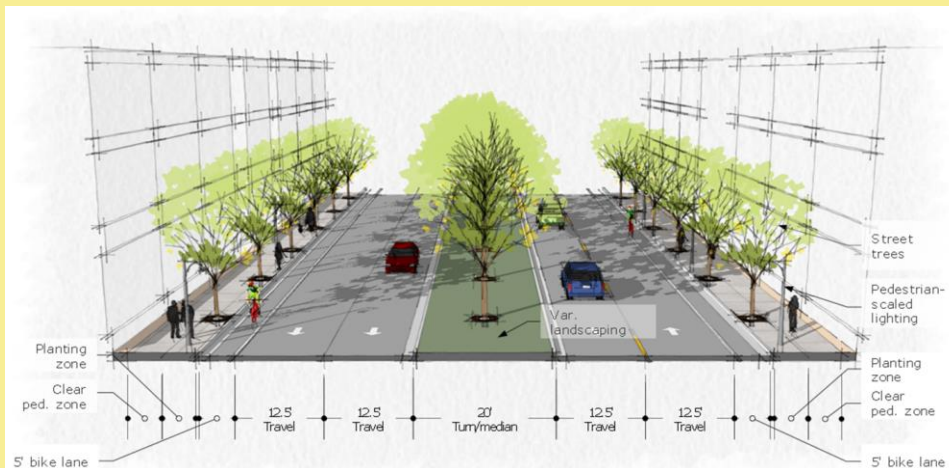
**Commented [CH16]:** Comment: Reinforce dark skies style light fixtures, pedestrian scale lighting

**Policy T-2.7:** Enforce regulation requiring homeowner maintenance of landscaping along pedestrian and bicycle facilities.

## What are Complete Streets?

Complete streets think beyond the curb-to-curb and consider how the entire public right-of-way can support the transportation needs of all users. Complete streets do not prescribe a certain type of infrastructure to be put in place, but that communities are striving to create a safe and comfortable travel environment for all modes.

Figure I-3: Complete Streets



**Policy T-2.8:** Expand Lake Forest Park’s “Safe Routes to School Program” participation, including an education and encouragement component, and continue to apply for local, state, and federal grants to enhance safe routes to school.

**Policy T-2.9:** Support education and outreach measures for all users— motorized and non-motorized.

**Policy T-2.10:** Design/improve crosswalks for maximum safety.

**Policy T-2.11:** Strive to improve the accessibility of the transportation system for all.

**Policy T-2.12:** Establish urban streetscape design criteria that are oriented towards active transportation use.

**Policy T-2.13:** Provide safe pedestrian crossings at bus stops on arterial roadways.

**Policy T-2.14:** Promote appropriate street conditions for people walking, rolling, and biking to feel safe around different levels of traffic.

**Commented [CH17]:** Comment: Prefer the alternative that states “Promote driver awareness of active mode users, such as...” Basically, people walk, jog, run, roller-skate, scooter, bike, wheel-chair and stroller on our streets, so it’s better to not list all the modalities.

**Commented [CH18]:** Comment: I like the language “active transportation” rather than listing pedestrians, cyclists, etc.

**Policy T-2.15:** Support measures, including traffic enforcement cameras and enforcement strategies, that increase pedestrian safety.



### Goal T-3

## Minimize and manage “cut-through” traffic on local streets through regional cooperation, as well as through implementation of local measures (transportation demand management and traffic calming).

**Policy T-3.1:** Continue the Neighborhood Traffic Calming Program to address expressed concerns and implement appropriate local traffic calming devices/designs throughout Lake Forest Park neighborhoods.

*Traffic calming is the deliberate slowing of traffic in neighborhoods through physical design, such as narrowed roads, traffic circles, speed humps, and other means.*

**Policy T-3.2:** Monitor east-west routes that connect with new light rail stations, and coordinate with regional partners on needed enhancements.

**Policy T-3.3:** Work to find ways to reduce cut-through traffic, including working with neighborhoods, to confine/direct cut-through traffic to neighborhood arterials.

**Policy T-3.4:** Actively encourage commuting by bicycle and transit, or by car/vanpooling with others.

**Policy T-3.5:** Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

*Clean transportation refers to the use of active modes, alternative fuels and advanced transportation technologies to reduce the use of traditional fossil fuels and promote cleaner air and greater energy security.*

**Policy T-3.6:** Accommodate local deliveries and other goods movement that is necessary to serve Lake Forest Park residents and businesses and support the efficient movement of goods in the City’s commercial area.

**Commented [CH19]:** Comment: An unneeded comma after "neighborhoods" changes the meaning of the sentence - please omit. Also, can we work with the makers of traffic apps to reduce cut-through traffic?



### Goal T-4

## Create a sustainable funding plan for constructing and maintaining an adaptive multi-modal transportation



## system.

**Policy T-4.1:** Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.

**Policy T-4.2:** Look for opportunities for funding safety projects.

**Policy T-4.3:** Fund “complete streets” and pathways, while also maintaining existing infrastructure.

**Policy T-4.4:** Maintain and supplement a sustainable funding plan with grants for larger projects.

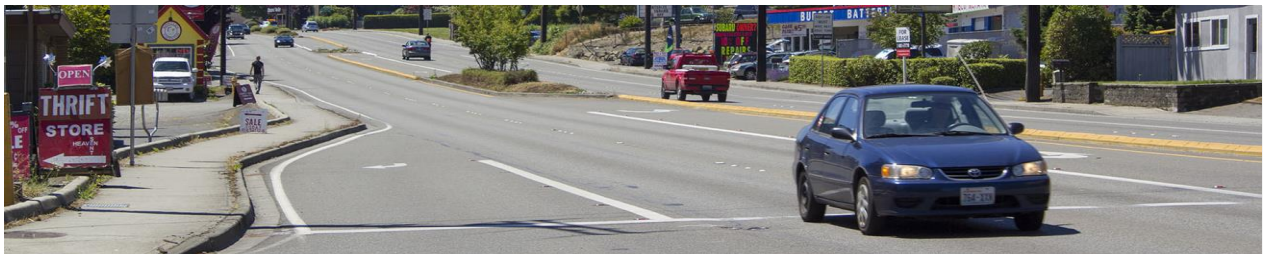
**Policy T-4.5:** Explore options to fund sidewalks and walkways that are consistent with priorities expressed in the Safe Streets, Safe Highways, and Safe Streets Town Center Connections Plans.

**Policy T-4.6:** Develop joint improvement plans for state highways with WSDOT, and pursue collaborative funding opportunities.

**Policy T-4.7:** Develop joint improvement plans with regional transit agencies to maintain and increase transit ridership and service.

**Policy T-4.8:** Incorporate environmental factors into transportation decision-making, including attention to human health and safety as described in the Environmental Quality & Shorelines Element.





## Goal T-5

### Minimize the impact of state highways on quality of life in Lake Forest Park.

**Policy T-5.1:** Take all reasonable actions to ensure quality of life and mobility of Lake Forest Park residents are preserved through the following measures:

- Actively review WSDOT programs for policies, potential funding, and potential design treatments of state routes heading through Lake Forest Park.
- Identify and implement safety improvements for property owners directly exposed to highway-speed traffic, whenever possible.
- Advocate for aesthetically pleasing and appropriate noise-mitigation opportunities, whenever possible. These barriers should not interfere with appropriate pedestrian or bicycle travel.
- Proactively pursue measures to improve access to traffic flow for residents along state routes, whenever possible.
- Maintain lobbying effort to encourage WSDOT to continue to improve state transportation infrastructure within city limits and prevent Lake Forest Park from becoming more of a "choke point" for traffic congestion.
- Prioritize the maintenance of the transportation system to facilitate continued operation during natural and human-caused hazards.

**Commented [CH20]:** Comment: t seems to me that explicitly prioritizing traffic flow on state highways will run counter to our plans for improving active transportation safety. I'd like to delete this bullet point.

**Commented [CH21]:** Comment: I'd delete everything after "city limits"

**Policy T-5.2:** Support implementation of expanded smart signals to optimize both active and motorized transportation safety/traffic to optimize arterial throughput, while also considering arterial-neighborhood access interface.

**Commented [CH22]:** Comment: similar point to the 4th bullet [in T-5.1], I don't like us prioritizing arterial throughout at the expense of active transportation safety. Perhaps edit to "Support implementation of expanded smart signals to optimize both active and motorized transportation safety."

*Smart traffic signal technology allows traffic signals to use radar sensors, cameras, and algorithms to sense traffic and adjust signals based on real-time conditions, allowing adaptation to changing traffic conditions to reduce the amount of time that cars spend idling.*

**Policy T-5.3:** Proactively coordinate with state and regional entities on implementation of regional tolling, per Puget Sound Regional Council (PSRC)'s Transportation 2040.

**Policy T-5.4:** Ensure that any major development has ease of access to arterials.



## Goal T-6

### Work with transit agencies and neighboring jurisdictions to provide transit service that meets the community's needs.

**Policy T-6.1:** Coordinate with regional transit entities to expand east-west transit options in Lake Forest Park and to Link Light Rail stations at 145th and 185th Streets.

**Policy T-6.2:** Coordinate with regional transit entities to increase bus capacity/frequency, including access to Stride service on SR 522.

**Policy T-6.3:** Support Sound Transit's Long-Range Plan for Stride 23 bus rapid transit through Lake Forest Park.

**Policy T-6.4:** Support creative mobility options for "last mile" connectivity ~~for the elderly~~ through ~~the provision of transit agency resources, such as Metro Flex,~~ vanpool services, neighborhood pickup vans, or with park & ride lots closer to Lake Forest Park.

**Policy T-6.5:** Optimize transit links to pedestrian and bicycle paths.

**Policy T-6.6:** Maintain easy and frequent transit access to major employment and shopping centers such as downtown Seattle, Northgate, the Eastside, and the University of Washington. Where possible, increase the number of destinations that are accessible by transit.

**Policy T-6.7:** Coordinate with neighboring jurisdictions to enhance Lake Forest Park's access to regional transit lines, such as the Link Light Rail.

**Commented [CH23]:** Comment: Future Goal 1.3 (or add neighboring jurisdictions to Goal T-6)

**Commented [CH24]:** Comment: Expand the "last mile" problem to include more than just the "elderly". [Metro Flex](#) is part of the solution to this problem.

**Response:** Minor adjustments to expand applicability.

**Commented [CH25]:** Comment: Add "Metro Flex" as an additional last-mile option

**Commented [CH26]:** Comment: Add Policy to coordinate with neighboring jurisdictions to enhance LFP access to regional transit like the Link Light Rail



## Goal T-7

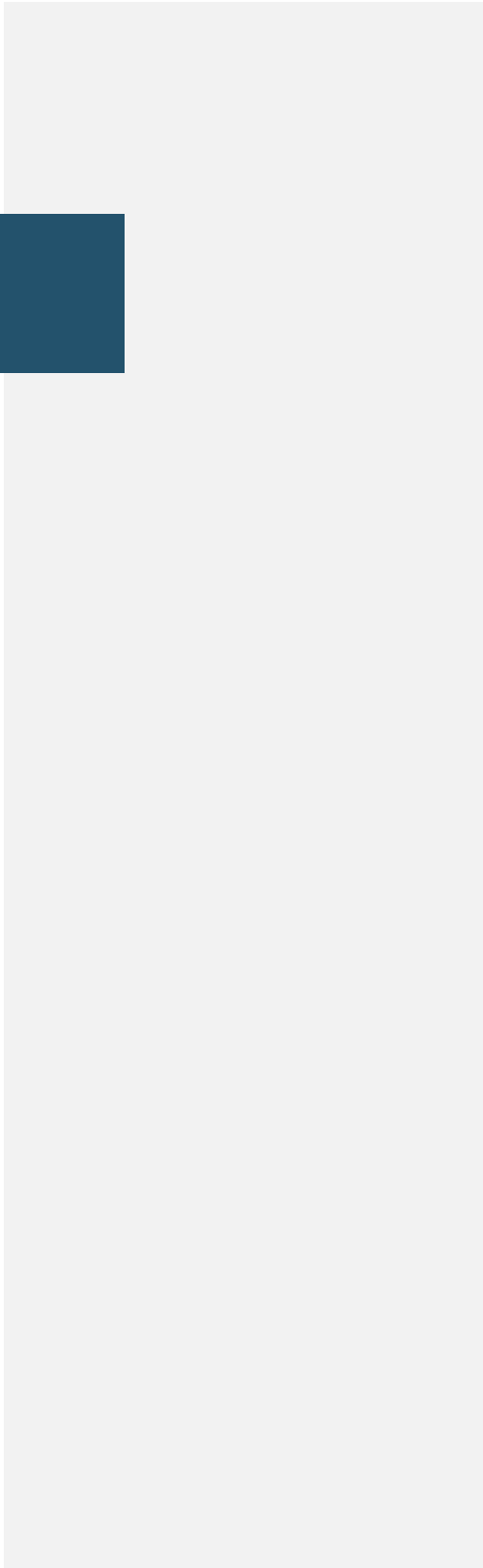
### Minimize negative environmental impacts of the transportation system.

**Policy T-7.1:** Support the transition to electrification of personal and City-owned fleet vehicles.

**Policy T-7.2:** Promote the reduction of stormwater pollution from transportation facilities, such as enhanced street sweeping and establishing best management practices to reduce and treat stormwater runoff.

**Policy T-7.3:** Integrate low impact development into all transportation projects to support regional salmon recovery efforts by improving water quality and reducing pollutants like 6PPD-quinone, a toxic chemical from tire wear.

**Commented [CH27]:** WDFW RECOMMENDATION: This policy is crucial for Lake Forest Park, given its extensive Lake Washington shoreline, as roadway runoff significantly degrades water quality and threatens local salmon populations. Chemicals like 6PPD-quinone, commonly found in tire wear, are highly toxic to salmon, and runoff from transportation infrastructure can quickly carry these pollutants into waterways. By prioritizing LID techniques, the city can effectively filter and reduce harmful runoff, directly supporting salmon recovery efforts and enhancing overall water quality.









State of Washington  
**Department of Fish and Wildlife, Region 4**  
Region 4 information: 16018 Mill Creek Blvd, Mill Creek, WA 98012 | phone: (425)-775-1311

October 31, 2024

City of Lake Forest Park  
Mark Hofman, Community Development Director  
17425 Ballinger Way NE  
Lake Forest Park, WA  
Mhofman@cityofflp.gov

**RE: Submittal ID: 2024-S-7592, WDFW comments for Lake Forest Park’s draft Comprehensive Plan elements**

Dear Mr. Hofman,

On behalf of the Washington Department of Fish and Wildlife (WDFW), thank you for the opportunity to comment on Lake Forest Park’s draft Comprehensive Plan as part of the current periodic update. Within the State of Washington’s land use decision-making framework, WDFW is considered a technical advisor for the habitat needs of fish and wildlife and routinely provides input into the implications of land use decisions. We provide these comments and recommendations in keeping with our legislative mandate to preserve, protect, and perpetuate fish and wildlife and their habitats for the benefit of future generations – a mission we can only accomplish in partnership with local jurisdictions.

**Table 1. Recommended changes to proposed policy language.**

Policy Number	Policy Language (with WDFW suggestions in red)	WDFW Comment
<b>Land Use Element</b>		
Policy LU–1.3 Page 18	Maintain a Comprehensive Plan Land Use Map that designates the future distribution, extent, and location of the generalized land uses described above (see Figure I-1, Comprehensive Plan Land Use Map).	We encourage the city to incorporate sensitive or critical areas within this map in order to clearly depict less suitable areas for development. Mapping resources of these areas can be found at the <a href="#">WDFW website</a> . We also encourage the city to identify the location of non-fish passable culverts within city maps in order to coordinate efforts to correct these fish barriers. See the location of fish passage barriers via WDFW <a href="#">mapping resource</a> . See also NOAA’s grant opportunity that addresses this,

		<a href="#">Restoring Fish Passage through Barrier Removal Grants.</a>
Policy LU-2.2 Page 19	Encourage a high-quality pedestrian environment that is barrier-free for nonmotorized travel and that connects residential neighborhoods to businesses, services, and local and regional transit options. <i>The Legacy 100-Year Vision identifies several possible gateway locations, as well as integrated corridors and greenways.</i>	We highly encourage potential multi-benefit corridors to be displayed on maps to support future planning efforts. Integrating wildlife habitat corridors with pedestrian trail linkages will create connected pathways that benefit both ecological health and community access, providing seamless movement for wildlife and recreational opportunities for residents. Planning for wildlife movement also helps address wildlife-vehicle collision concerns. For resources, see <a href="#">The Washington Wildlife Habitat Connectivity Working Group</a> , WSDOT’s <a href="#">Reducing the risk of wildlife collisions website</a> as well as <a href="#">Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects</a> , Montana Fish, Wildlife, and Parks’ <a href="#">How to Build Fence with Wildlife in Mind</a> , and WDFW’s <a href="#">website</a> .
Policy LU-3.1 Page 21	Encourage the integration and expansion of natural landscapes in new land and roadway developments by including both native and compatible, non-invasive, non-native plants, shrubs, and trees. <b>Require site plans for new development to show how new open spaces connect with existing adjacent open spaces.</b>	We strongly encourage the city to prioritize the strategic placement and retention of natural open spaces to support both ecological integrity and recreational opportunities. Regulations should emphasize the importance of positioning these spaces to promote connectivity for both recreational uses and habitat corridors. Site plans should clearly demonstrate this intent to the greatest extent feasible. Please see the Puget Sound Regional Council’s <a href="#">Regional Open Space Conservation Plan</a> for resources.
Policy LU-3.3 Page 21	Recognize tree canopy conservation and expansion as a vital city resource that supports healthy communities for all residents, particularly in areas of the city that lack or are at risk of losing trees. <b>Prioritize the implementation of an annual urban tree canopy management plan to track goals and benchmark progress within the city.</b>	We encourage the city to take the baseline information from the Lake Forest Park <a href="#">i-Tree Ecosystem Analysis</a> and formulate an urban tree canopy management plan (updated annually if possible) to assess trends, set goals, and measure progress toward those goals year-to-year. This plan should also measure how well the city’s tree-related ordinances are functioning in retaining trees on the landscape. <b>It may not be enough to rely on ordinances if there is not a system in place to track cumulative impacts over time.</b> Resources: <ul style="list-style-type: none"> <li>• <a href="#">City of Tacoma</a> is a great resource for exploring how tree canopy plans can become a community effort, how data can be presented, and how to track canopy loss/gain.</li> </ul>

		<ul style="list-style-type: none"> <li>Data resources include the <a href="#">USDA website</a>, WDFW’s <a href="#">change detection tree canopy data</a>, the Puget Sound Washington <a href="#">Urban Canopy Project</a>, and the WA <a href="#">DNR website</a>.</li> <li>Example ordinances and plans can be found on the <a href="#">MRSC website</a>.</li> <li>Funding resources can be found on the DNR website (<a href="#">Commissioner Franz Announces \$8 Million in Urban Forestry Grants</a>).</li> <li>Discover the value of the benefits provided by individual trees around your home and in your community with the <a href="#">National Tree Benefit Calculator</a>.</li> <li>See also the city of Everett’s <a href="#">Tree Keeper</a> website.</li> <li>See also WDFW’s <a href="#">Habitat at Home</a> program, which encourages the protection of wildlife through purposeful vegetation planning.</li> </ul>
Policy LU–3.5 Page 21	Always consider implications of land use decisions on stormwater patterns and <del>support</del> <b>incentivize</b> low-impact development measures.	We encourage the city to participate in the effort to address environmentally sustainable development by utilizing incentives for LID. Resources include <a href="#">Olympia Rain Garden Incentive Program</a> , <a href="#">Puget Sound Green Stormwater Infrastructure Incentives Programs</a> , <a href="#">Green Stormwater Infrastructure Assistance Programs Guidebook</a> , and the <a href="#">Rain Garden Handbook for Western Washington</a> .
Policy LU–3.6 Page 21	Support <b>and incentivize</b> the natural drainage and green infrastructure concepts and projects identified in the Legacy 100-Year Vision.	See comment above as well as Shoreline’s <a href="#">deep green incentive program</a> which outlines how green development can participate in expedited review as well as fee waivers and/or reductions. The Sustainable Development Code <a href="#">website</a> is also a great resource in outlining how to remove code barriers, create incentives, and fill regulatory gaps in pursuit of this policy’s goals. See also the <a href="#">city of Issaquah</a> and <a href="#">Bellevue’s</a> clean building incentive programs that aim to assist applicants in reaching energy efficiency standards.
Policy LU–3.7 Page 21	Recognize and support tree preservation as an integral part of community character. <b>Collaborate with developers to assess the true costs of mitigation planting versus</b>	This addition strengthens the adjacent policy by emphasizing the economic and environmental benefits of preserving existing vegetation over mitigation planting. Established trees provide immediate ecosystem services—such as



	<p>preserving existing vegetation, emphasizing the long-term environmental and economic benefits of retaining mature trees.</p>	<p>stormwater retention, cooling of buildings, and aesthetics—that are costly to replicate with new plantings, which take years to mature and require substantial maintenance. By collaborating with developers to retain mature vegetation, the city can reduce mitigation costs, improve urban resilience, and maintain community character, supporting sustainable growth while safeguarding natural assets.</p>
<p>Policy LU–5.6 Page 23</p>	<p>Inventory and encourage the redevelopment of underutilized commercial areas through regulatory techniques and incentives.</p>	<p>See the resources below:</p> <ul style="list-style-type: none"> <li>• <a href="#">Whatcom County open space tax incentive program</a></li> <li>• <a href="#">King County’s Public Benefit Rating System Program (tax incentive program)</a></li> <li>• <a href="#">Snohomish County TDR Program</a></li> <li>• <a href="#">Issaquah TDR Program (map)</a></li> <li>• <a href="#">Redmond TDR Program</a></li> <li>• <a href="#">Redmond Open Space Preservation</a></li> <li>• <a href="#">Seattle Green Spaces and TDR</a></li> </ul>
<p>Policy LU–6.3 Page 24</p>	<p>Enhance the public right-of-way as a character-defining element of the community, by promoting pedestrian safety, wildlife safety, Safe Streets elements, and streetscape improvements—such as wayfinding signs, lighting, public art, enhanced landscaping, and street furniture.</p>	<p>As stated in comments associated with Policy LU–2.2 above, planning for safe wildlife movement, such as replacing culverts with wider bridges for animals to cross underneath, supports citizen safety and wildlife health.</p>
<p>Policy LU–7.7 Page 25</p>	<p>Support the expansion of the City’s green resources to promote safer pedestrian, wildlife, and bicycle access movement along high-velocity traffic corridors.</p>	<p>See comment above and comments for Policy LU–2.2.</p>
<p>Policy LU–11.3 Page 26</p>	<p>Support developments that utilize clean energy or reduced energy consumption. Incentivize development that incorporates natural features to maintain ecosystem services.</p>	<p>See comments associated with Policy LU–3.5 and LU–3.6 above.</p> <p>Protecting and restoring natural assets is often more cost-effective than engineered solutions. See FEMA’s guide <a href="#">Building Community Resilience with Nature-based Solutions</a>, as well as software to track these resources from <a href="#">Natural Capital Project</a>. Furthermore, see Kitsap County’s approach to quantifying ecosystem services through their</p>

		<a href="#">Kitsap Natural Resource Asset Management Project.</a>
<b>Environmental Quality and Shorelines Element</b>		
Policy EQ-1.1 Page 29	Conserve designated sensitive areas, including ravines, steep slopes, wetlands, riparian zones, and other features.	In order to actively conserve riparian zones, we strongly recommend Lake Forest Park utilize <a href="#">WDFW’s best available science</a> (BAS) and <a href="#">management recommendations</a> related to riparian ecosystems. Protecting all streams regardless of fish presence, employing riparian management zones (RMZs) to replace outdated ‘stream buffer’ terminology, and utilizing site-specific characteristics to determine RMZ widths (Site Potential Tree Height at 200 years, or SPTH <sub>200</sub> ) are all integral components of ensuring no net loss of ecosystem values or functions occur. See RMZ widths via WDFW’s <a href="#">mapping resource</a> .  See also the Department of Ecology’s <a href="#">Climate Resilient Riparian Systems Grant</a> .
Goal EQ-2 Page 29	Suggested Policy for Shoreline Development:  <b>Prioritize the use of softer, bioengineered streambank stabilization methods—such as native vegetation plantings and large woody debris—over hard armoring. In addition, the city shall pursue the acquisition of areas where salmonids seek refuge along the shoreline of Lake Washington.</b>	It is exceedingly important to utilize tools, such as acquisition, to accomplish this policy’s goals. Specific to Lake Forest Park is the importance of shoreline habitat for salmonid survival. The <a href="#">Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan 10-year Update</a> states that “good lake shoreline habitat is generally lacking.” This report goes on to point out, “Earlier studies indicated that approximately 75 percent of Lake Washington’s shoreline has a bulkhead or other form of shoreline armoring (Toft et al., 2003). These conditions have altered or eliminated much of the shallow-water habitat around the lake, reduced emergent and riparian vegetation, reduced the amount of large wood, and changed sediment dynamics.” This suggested policy also aligns with the <a href="#">interlocal agreement signed by Lake Forest Park</a> and GMA requirements, such as “counties and cities shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries,” ( <a href="#">RCW 36.70A.172</a> ).
Goal EQ-2 Page 29	Suggested Policy for Shoreline Development:  <b>Minimize overhead lighting that would shine on the water surface</b>	WDFW recommends adding the following language to expand on the proposed low-intensity lighting policy to infrastructure near watercourses. Shielded, low intensity lighting near lakes and

	of Lake Washington or the city's various streams. Encourage the use of low-level or shaded lighting when providing lighting along waterbodies.	streams helps prevent unnatural lighting. Artificial nighttime lighting alters juvenile salmonid behavior, increasing their susceptibility to predation.
Goal EQ-2 Page 29	Suggested Policy:  New developments located near water bodies or generating runoff flowing into waterways must implement low impact development techniques as a requirement.	In addition to the resources above, utilizing LID techniques can help the city address <a href="#">Federal Policy Priorities</a> , such as, "Chemicals from decaying tires, specifically 6PPD-quinone affect coho, Chinook, sockeye and steelhead. In particular, coho have been shown to be most sensitive and succumb to "urban runoff mortality syndrome" within hours of exposure. Federal funding is needed to support local governments in implementing critical stormwater retrofit projects to capture and treat toxic runoff."  Resources for LID include King County's <a href="#">Regional Stormwater Action Goals</a> (which includes <a href="#">Planning Stormwater Parks</a> ), the Sustainable Development Code <a href="#">website</a> and the <a href="#">VISION 2050 Planning Resources Guidance on Integrating Stormwater Solutions into Comprehensive Plans</a> .
Policy EQ-3.7 Page 31	Encourage, <b>prioritize and incentivize</b> low-impact development alternatives and appropriate enhancements of the street maintenance program to minimize urban runoff.	We encourage the city to participate in the effort to address environmentally sustainable development by utilizing incentives for LID. Resources include <a href="#">Olympia Rain Garden Incentive Program</a> , <a href="#">Puget Sound Green Stormwater Infrastructure Incentives Programs</a> , <a href="#">Green Stormwater Infrastructure Assistance Programs Guidebook</a> , and the <a href="#">Rain Garden Handbook for Western Washington</a> .
Policy EQ-3.10 Page 32	Support the removal or retrofit of existing culverts and encourage daylighting of creeks wherever possible to restore natural waterways <b>and facilitate multi-benefit outcomes for climate resilience, as well as pedestrian and wildlife corridor linkages.</b>	As mentioned above, we encourage the city to incorporate multi-benefit solutions into the framework of culvert retrofits, such as wider underpasses to facilitate pedestrian and wildlife movement. See <a href="#">Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects</a> as well as <a href="#">WDFW's climate-change-resilient culvert</a> webpage and <a href="#">Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report</a> (2017) for resources on how to incorporate climate-resiliency into culvert designs.

		See also the location of fish passage barriers via WDFW's <a href="#">mapping resource</a> .
Policy EQ-7.4 Page 34	Encourage the maintenance of native plantings in sensitive area buffers for wildlife when development occurs and encourage improvement to contiguous wildlife corridors whenever possible. <b>Require development plans to include and visually demonstrate corridor connections on site plans.</b>	See comments above for LU-2.2, LU-3.1, LU-6.3, and LU-7.7.
Policy EQ-7.6 Page 34	Increase fish habitat restoration efforts along the city's stream systems and along the lakeshore <b>by incentivizing property owners to participate in restoration efforts, prioritizing the replanting of native vegetation, erosion control measures, and in-stream habitat structures. The city shall also utilize land acquisition and Transfer of Development Rights or similar programs for critical habitat areas.</b>	See resources in comments above, as well as WDFW's <a href="#">Habitat at Home</a> program.
Policy EQ-8.1 Page 35	Maintain or exceed the minimum citywide canopy cover goals established by the Lake Forest Park Municipal Code through regular evaluation and refinement of the City's land use and environmental regulations and policies. The Community Forest Management Plan is available online at <a href="http://www.cityoflfp.gov/DocumentCenter/View/6175">www.cityoflfp.gov/DocumentCenter/View/6175</a> .	As stated above in comments for LU-3.4, we highly recommend releasing a more regular report to evaluate if goals are being met. The Community Forest Management Plan mentioned within this policy is 14 years old.
Policy EQ-8.6 Page 35	Require all new private and public site developments <b>to prioritize native vegetation retention. If total retention is infeasible, require developments to include a tree-replacement plan that achieves or enhances canopy coverage goals.</b>	As stated in comments associated with LU-3.7 and LU-11.3, retention should take priority over vegetation replacement.

<p>Policy EQ-8.7 Page 35</p>	<p>Develop a vigorous program to control invasive plant species such as blackberry, English ivy, cherry laurel, and English holly on public property and encourage their control on private property.</p>	<p>We recommend that invasive and noxious plant removal methods be designed to minimize impacts on fish, wildlife, and habitats. This includes using techniques like hand weeding with light equipment, applying only Ecology-approved aquatic herbicides and adjuvants, avoiding hazardous substances, and preventing soil compaction.</p>
<p><b>Housing Element</b></p>		
<p>Policy H-1.5 Page 40</p>	<p>Promote infill development of compact middle housing types as a means of meeting a more diverse range of housing needs while protecting environmentally sensitive areas.</p>	<p>See the resources below:</p> <ul style="list-style-type: none"> <li>• <a href="#">Whatcom County open space tax incentive program</a></li> <li>• <a href="#">King County’s Public Benefit Rating System Program (tax incentive program)</a></li> <li>• <a href="#">Snohomish County TDR Program</a></li> <li>• <a href="#">Issaquah TDR Program (map)</a></li> <li>• <a href="#">Redmond TDR Program</a></li> <li>• <a href="#">Redmond Open Space Preservation</a></li> <li>• <a href="#">Seattle Green Spaces and TDR</a></li> </ul>
<p>Policy H-2.2 Page 41</p>	<p>Promote residential neighborhoods that protect and promote quality outdoor spaces and contribute to an equitable distribution of a <b>connected network of</b> parks and open space throughout the city <b>and regionally</b>.</p>	<p>See comments related to LU-2.2, LU-3.1, LU-6.3, and LU-7.7.</p>
<p><b>Capital Facilities Element</b></p>		
<p>Policy CF-4.8 Page 63</p>	<p>Promote the location of capital facilities to enhance efficient use of land, reduce public costs, reduce travel demand, and minimize disruption to the community. <b>The city shall also consider siting public facilities with climate-related hazards in mind, such as flooding, sea-level rise, and extreme weather, to enhance community resilience and reduce future risks.</b></p>	<p>Given that public facilities represent significant public investments, it is prudent to ensure that facilities are designed and sited to be resilient to climate impacts. Local governments should review their Capital Facilities Plans in the context of climate change projections to ensure that planned facilities will be resilient throughout their intended lifespan and make changes as needed. See <a href="#">Climate Mapping for a Resilient Washington</a>, as well as FEMA’s <a href="#">Resilience Analysis and Planning Tool (RAPT)</a> to visualize these hazard areas.</p>
<p><b>Parks Trails and Open Space Element</b></p>		



<p>Goal PT-2: Trails Page 68</p>	<p>Promote a safe, interconnected system of trails throughout the city, that serve important recreational and transportation roles for regional and local bicycle and pedestrian trail systems. <b>Special consideration shall also be given to enhance wildlife habitat corridor linkages.</b></p>	<p>See comments related to LU-2.2, LU-3.1, LU-6.3, and LU-7.7.</p>
<p>Goal PT-4: Environmental Protection Page 69</p>	<p>Suggested Policy: <b>Review parks and grounds maintenance procedures and adopt written Best Management Practices that protect streams and riparian areas.</b></p>	<p>Because of Lake Forest Park’s unique geographic location, a significant number of municipal activities possess the potential to impact waterways supporting salmon populations. It is advised that this consideration be duly incorporated into the policy development process across this Comprehensive Plan.</p>
<p><b>Utilities Element</b></p>		
<p>Goal U-4: Environmental Impacts Page 77</p>	<p>Suggested Policy: <b>The city shall create a prioritization list and plans for at-risk overflow infrastructure. Additionally, the siting of new sewer infrastructure within flood-prone areas is prohibited.</b></p>	<p>If not done so already, we highly encourage the city to prioritize actions to address at-risk infrastructure as soon as possible, with emphasis on areas that pose community and environmental health risks.</p>
<p>Policy U-5.1 Page 78</p>	<p>When expanding or upgrading utilities, consider environmental justice criteria <b>as well as future climate-related impacts</b> in making decisions.</p>	<p>It is important to plan for utility infrastructure that will be resistant to future flooding and additional climate-related conditions.</p>
<p><b>Transportation Element</b></p>		
<p>Policy T-1.8 Page 83</p>	<p>In partnership with the State and other agencies, develop corridor plans for SR 522 and SR 104 that holistically address all modes of transportation, adjacent land uses, utility undergrounding, <b>fish and wildlife movement</b>, and the connecting street network.</p>	<p>See comments related to LU-2.2, LU-3.1, LU-6.3, and LU-7.7.</p>
<p>Policy T-1.11 Page 83</p>	<p>Review and update roadway and sidewalk standards to ensure they meet multimodal transportation needs <b>and encourage wider</b></p>	<p>See comment above.</p>

	underpasses for wildlife corridor needs.	
Policy T-2.1 Page 85	Implement and regularly update the Safe Streets, Safe Highways, and Safe Streets Town Center Connections Plans that identifies:	We highly encourage these plans to incorporate a prioritization list for high wildlife-related collision areas to be modified/corrected. See comments above.
Policy T-2.2 Page 85	In conjunction with WSDOT and other regional authorities, consider pedestrian/wildlife overpass/underpass crossings for major transportation corridors to improve access and safety.	See resources in comments noted above, particularly WSDOT's <a href="#">Reducing the risk of wildlife collisions website</a> as well as <a href="#">Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects</a> .
Goal T-7 Page 90	Suggested Policy:  Integrate low impact development into all transportation projects to support regional salmon recovery efforts by improving water quality and reducing pollutants like 6PPD-quinone, a toxic chemical from tire wear.	This policy is crucial for Lake Forest Park, given its extensive Lake Washington shoreline, as roadway runoff significantly degrades water quality and threatens local salmon populations. Chemicals like 6PPD-quinone, commonly found in tire wear, are highly toxic to salmon, and runoff from transportation infrastructure can quickly carry these pollutants into waterways. By prioritizing LID techniques, the city can effectively filter and reduce harmful runoff, directly supporting salmon recovery efforts and enhancing overall water quality.

Additionally, we suggest utilizing the [Sound Choices Checklist](#) in further review of all Comprehensive Plan elements. This checklist utilized broad priorities that are applicable to all jurisdictions.

Thank you for taking the time to consider our recommendations to better reflect the best available science for fish and wildlife habitats and ecosystems. We value the relationship we have with your jurisdiction and the opportunity to work collaboratively with you throughout this periodic update cycle. If you have any questions or need our technical assistance or resources at any time during this process, please don't hesitate to contact me or the Regional Land Use Lead, Morgan Krueger (morgan.krueger@dfw.wa.gov).

Sincerely,



Timothy Stapleton  
Washington Department of Fish and Wildlife

Region 4, Habitat Program Manager

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