



CITY OF LAKE FOREST PARK PLANNING COMMISSION MEETING

Tuesday, May 14, 2024 at 7:00 PM

Meeting Location: In Person and Virtual / Zoom

17425 Ballinger Way NE Lake Forest Park, WA 98155

INSTRUCTIONS FOR PARTICIPATING IN THIS MEETING VIRTUALLY:

Join Zoom Webinar: <https://us06web.zoom.us/j/82487151825>

Call into Webinar: 253-215-8782 | Webinar ID: 824 8715 1825

The Planning Commission is providing opportunities for public comment by submitting a written comment or by joining the meeting webinar (via computer or phone) or in person to provide oral public comment.

HOW TO PARTICIPATE WITH ORAL COMMENTS:

If you are attending the meeting in person, there is a sign-in sheet located near the entrance to the room. Fill out the form and the presiding officer will call your name at the appropriate time. Oral comments are limited to 3:00 minutes per speaker.

If you are attending the meeting via Zoom, in order to address the Commission during the Public Comment section of the agenda, please use the “raise hand” feature at the bottom of the screen. Oral comments are limited to 3:00 minutes per speaker. Individuals wishing to speak to agenda items will be called to speak first in the order they have signed up. The meeting host will call your name and allow you to speak. Please state your name and whether you are a resident of Lake Forest Park. The meeting is being recorded.

Instructions for how to make oral Public Comments are available <https://www.cityofflp.gov/617>

HOW TO SUBMIT WRITTEN COMMENTS:

<https://www.cityofflp.gov/617/Hybrid-Planning-Commission-Meetings>

Written comments for public hearings will be submitted to Planning Commission if received by 5:00 p.m. on the date of the meeting; otherwise, they will be provided to the Planning Commission the next day. Because the City has implemented oral comments, written comments are no longer being read under Public Comments.

For up-to-date information on agendas, please visit the City’s website at www.cityofflp.gov.

AGENDA

1. CALL TO ORDER: 7:00 P.M. (confirm recording start)

2. PLANNING COMMISSION'S LAND ACKNOWLEDGEMENT

We'd like to acknowledge we are on the traditional land of a rich and diverse group of Native Peoples who have called this area home for more than 10,000 years. We honor, with gratitude, the land itself and the descendants of these Native Peoples who are still here today.

3. APPROVAL OF AGENDA

4. MEETING DATES

5. APPROVAL OF MEETING MINUTES

A. May 8th Special Meeting Minutes Tabled to June 6 PC Meeting

6. PUBLIC HEARINGS

7. PUBLIC COMMENTS

*The Planning Commission accepts oral and written citizen comments during its regular meetings. Written comments are no longer being read during the meeting. **Comments are limited to three (3) minutes.***

8. REPORT FROM CITY COUNCIL LIAISON

9. OLD BUSINESS

A. Community Survey Gift Card Award

B. Public Participation Plan - Remaining Steps; SCJ Alliance

C. 2024 Comprehensive Plan Update- Climate Policies Inclusion Discussion

Land Use Element Climate Policies

Environmental Quality & Shorelines Element Climate Policies

Community Services & Public Safety Element Climate Policies

D. 2024 Comprehensive Plan Update- Capital Facilities and Utilities Elements Discussion

Capital Facilities Element- Goals and Policies (Comp Plan Volume I)

Utilities Element- Goals and Policies (Comp Plan Volume I)

E. 2024 Comprehensive Plan Update- Updated Transportation Element Discussion

Transportation Element Goals and Policies Updated (Comp Plan Volume I)

Transportation Background Analysis Update (Comp Plan Volume II)

10. NEW BUSINESS

11. REPORTS AND ANNOUNCEMENTS

12. ADDITIONAL CITIZEN COMMENTS

13. AGENDA FOR NEXT MEETING

14. ADJOURN

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.



Memorandum

To: Planning Commission
From: Mark Hofman, AICP, Community Development Director
Date: May 3, 2024
Re: Old Business - 2024 Comprehensive Plan Update
Attachments:

1. Land Use Element – Climate Policies Added
2. Environmental Quality Element – Climate Policies Added
3. Community Services & Public Safety Element – Climate Policies Added
4. Capital Facilities and Utilities Elements Discussion Guide
5. Capital Facilities Element – Vol. 1 *Goals and Policies*
6. Utilities Element – Vol. 1 *Goals and Policies*
7. **TRANSPORTATION PLACEHOLDER**
8. **Community Survey Preliminary Results Summary and Attachment 1**

At the July 26, 2023 Special Meeting, the Planning Commission kicked off the 2024 Comprehensive Plan Update with the consultant team. The focus of that meeting was to discuss the approach to the update, including a milestone schedule and public engagement strategy. There was strong interest in housing, especially with respect to recent legislative changes and options for compliance.

2023 Working Meetings

- September 12, 2023 Regular Meeting: the Planning Commission reviewed initial baseline information for the Housing Needs Assessment that will form the basis for housing updates.
- October 10, 2023 Regular Meeting: the Planning Commission reviewed a summary of update needs identified in the GMA and PSRC checklists and further discussed public engagement.
- November 14, 2023 Regular Meeting: the Planning Commission reviewed land capacity and housing needs analyses that will inform future housing-related policy decisions.
- December 12, 2023 Regular Meeting: the Planning Commission learned about Department of Commerce guidance related to diversity, equity, and inclusion (DEI) and discussed required updates to the land use element.

2024 Working Meetings

- January 9, 2024 Regular Meeting: the Planning Commission reviewed the first draft of an updated land use element, discussed policy decisions related to development patterns, and learned about required updates to the environmental quality and shorelines element.
- February 6, 2024 Special Meeting: the Planning Commission further discussed land use policies.
- February 13, 2024 Regular Meeting: the Planning Commission provided final feedback on land use policies and discussed environmental quality and community services & public safety policies.

- March 4, 2024 Special Meeting: the Planning Commission discussed the integration of policies supporting the Climate Action Plan and reviewed initial recommendations related to transportation.
- March 12, 2024 Regular Meeting: the Planning Commission further discussed the City's overall climate planning strategy and climate policies supporting the Climate Action Plan. The Planning Commission provided feedback on transportation goals and policies.
- April 4, 2024 Special Meeting: the Planning Commission reviewed housing goals and policies, including anti-displacement policies and middle housing policies and recommendations.
- April 9, 2024 Regular Meeting: the Planning Commission provided feedback related to general housing goals and policies and middle housing goals and policies.

Tonight's Meeting

At this meeting, we will:

- Review recommended climate policies that have been integrated into the Land Use, Environmental Quality, and Community Services and Public Safety elements per prior discussion and with input from the Climate Action Committee
- Discuss capital facilities and utilities planning requirements and recommended goal and policy updates. Please note the background analysis information in Volume II of the Comprehensive Plan related to these elements has not been provided; it is being updated with information from Public Works and various service and utility providers.
- Discuss recommended Transportation goals and policies.
- Review preliminary results from the recent community survey and discuss the need for additional outreach. For this item, please consider:
 - Are there gaps in information that need to be filled?
 - Where do you see conflicts between community preferences and the requirements we have been addressing in the Comprehensive Plan? These conflicts can inform education in our next outreach efforts.
 - Are there any areas of analysis that you'd like us to dive deeper?
 - Any other feedback you'd like to provide?

Resources

- 2015 Comprehensive Plan: <https://www.cityofflp.gov/160/Lake-Forest-Park-Comprehensive-Plan>
 - Vol. I, *Goals and Policies*, Capital Facilities Chapter
 - Vol. II, *Background Analysis*, Capital Facilities Chapter
 - Vol. I, *Goals and Policies*, Utilities Chapter
 - Vol. II, *Background Analysis*, Utilities Chapter
 - Vol. I, *Goals and Policies*, Transportation Chapter
 - Vol. II, *Background Analysis*, Transportation Chapter
- 2024 Comprehensive Plan Update Website: <https://www.cityofflp.gov/373/2024-Comprehensive-Plan-Update>
- 2021 King County Urban Growth Capacity Report: <https://kingcounty.gov/en/legacy/depts/executive/performance-strategy-budget/regional-planning/-/media/depts/executive/performance-strategy-budget/regional-planning/UGC/KC->

UGC-Final-Report-2021-Ratified.ashx?la=en&hash=38D2E7B9BC652F69C8BB0EA52DB7778F

- *Applying Urban Growth Capacity Findings*, County and City Plans (enumerated pg. 81/PDF pg. 88)¹
- Ch. 7, Lake Forest Park Profile (no enumeration/PDF pg. 156)
- Puget Sound Regional Council (PSRC) VISION 2050 Multicounty Planning Policies: <https://www.psrc.org/media/1695>
 - Regional Collaboration (enumerated and PDF pg. 2)
 - Regional Growth Strategy (enumerated and PDF pg. 3)
 - Climate Change (enumerated and PDF pg. 5)
 - Development Patterns (enumerated and PDF pg. 6)²
 - Collaborating to Preserve and Enhance Important Uses (enumerated and PDF pg. 9)
 - Supporting Growth through Concurrency (enumerated and PDF pg. 10)
 - Transportation (enumerated and PDF pg. 13)
 - Public Services (enumerated and PDF pg. 15)
- 2023 King County Countywide Planning Policies: https://cdn.kingcounty.gov/-/media/king-county/depts/executive/performance-strategy-budget/regional-planning/cpps/2021_cpps-adopted_19384-amended_19553.pdf?rev=7ea6e59c9810495db4335e3b6b6d35e8&hash=F3190536F7D2C1A28BE15E62E82C42D9
 - Introduction, Equity and Social Justice (enumerated and PDF pg. 7)
 - Environment, Climate Change (enumerated and PDF pg. 16)
 - Transportation (enumerated and PDF pg. 53)
 - Public Facilities and Services (enumerated and PDF pg. 59)
- Racially Disparate Impacts Guidance, Department of Commerce: <https://deptofcommerce.app.box.com/s/11217198jattb87qobtw63pkplzhxege>
- Safe Highways Project Library: <http://www.yourlakeforestpark.com/library-safehighways.html>
- Climate Planning Intermediate Guidance, Department of Commerce:
 - Compiled Guidance: <https://deptofcommerce.app.box.com/s/fpg3h0lbwln2ctqjg7jg802h54ie19jx>
 - Chapter by Chapter: <https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/climate-change/>

¹ King County does not recommend any “reasonable measures” for Lake Forest Park to implement.

² Rural Areas and Natural Resource Lands policies are not applicable to Lake Forest Park.

Volume I | Goals & Policies

Land Use

Introduction

The Land Use Element guides future use of land in Lake Forest Park and helps to ensure the City’s high quality of life and community character. The Element includes policies that support compatibility with natural features and environmental protection, foster a sense of community, reflect current and historic character, and keep new growth compatible with existing development.

The requirement for a Land Use Element in comprehensive plans is one of the key components of the Growth Management Act (GMA). The GMA requires cities to show how they will be able to accommodate 20 years of growth through sufficient buildable land that is zoned appropriately. In addition to containing growth and avoiding sprawl, the Land Use Element ~~also~~ sets goals and policies for the design and layout of cities. These provide the opportunity to shape communities into more livable, inclusive, healthy spaces. Regional and county goals promote compact, walkable cities that make it easy to use active transportation and contribute to a sense of community.

The Land Use Element Background Analysis (Volume II) contains the background data and analysis that provide the foundation for the Land Use Element goals and policies. Major topics addressed in Volume II, Land Use include:

- Existing Land Use Patterns
- Growth Targets
- Land Capacity
- Current Comprehensive Plan and Other Policy Guidance
- Land Use Map
- Current Zoning

Goals & Policies

Goal LU-1 Land Use Pattern. ~~Establish~~ Facilitate a development pattern that preserves the ~~character~~ scale and form of Lake Forest Park while allowing for variety in new housing types and development uses.

Policy LU-1.1 Designate the general distribution, location, and extent of the uses of land for housing, commerce, recreation, open spaces, public utilities and facilities, and other land uses.

Policy LU-1.2 ~~Establish~~ Coordinate the land use designations, densities, and intensities shown in Table I.2.

Table I.2 Land use designations

Land Use Designation	Implementing Zoning Designation*
Conservation Residential, Low, Moderate In this designation, residential development shall be single family <u>residential</u> lower in density and allow for low density housing alternatives to	RS-20 RS-15

the single-family-unit detached house (such as accessory or mother-in-law apartments dwelling units, duplexes, etc.). These classifications are reserved for portions of the city containing environmentally sensitive areas.	
Single Low-Density Family Residential, Mod/High Residential development within this category shall be single-family residential lower in density and allow for low-density innovative housing alternatives to the single-family detached house (such as accessory or mother-in-law apartments dwelling units, duplexes, etc. as permitted-). The RS-10 and RS-9.6 zoning classifications resulted from two different zoning codes that were combined after a series of annexations in the City city. The RS-10 zoning classification contains a street frontage requirement for the creation of new lots and the RS-9.6 zoning classification requires a minimum lot width only. These provisions are reflected in the development patterns within the individual zoning classifications.	RS-9.6 RS-10
Single Low-Density Family Residential, High Residential development within this category shall be single-family low-density residential housing types and allow for low-density housing alternatives to the single-family-unit detached house (such as accessory or mother-in-law apartments dwelling units, duplexes, townhomes, cottage courts, etc.).	RS-7.2
Multi-Multi-Family Unit, Low Multi-family-unit residential development within these categories should be of a lower multi-family-unit target density not to exceed 20 units per acre. These categories should serve as transition areas between neighborhood business or higher density multi-family-unit categories and single-family-unit categories. Uses within these categories should be characterized with design features and restrictions commonly associated with higher density single-family-unit uses.	RM-2400 RM-3600
Multi-Multi-Family Unit, High These categories should serve as the C city's highest density multi-family-unit residential categories. Densities may be increased with the inclusion of special needs or senior housing where appropriate. Uses within these categories should be located in be in close proximity to major arterials and transit routes. Limited commercial and business uses may be allowed in this classification as part of mixed-use mixed-use development, consistent with adopted development standards.	RM-900 RM-1800
Neighborhood Business Business development in this category shall be at a smaller scale, pedestrian-oriented where possible, and serve the needs of the more suburban residential area. Included in this category are specialty shops, and professional and business offices, and small merchandise and food stores. These businesses should not add significant amounts of traffic on state arterials or city streets. Residential uses may be allowed in this classification as part of mixed use mixed-use developments, consistent with adopted development standards.	BN
Corridor Commercial Commercial development in this category shall include a mix of commercial development, including the type of development which currently exists along the Ballinger Way and Bothell Way corridors. Corridor commercial areas shall be sited to take advantage of transit facilities and be compatible with	CC

surrounding land use designations and environmentally sensitive areas. New development or redevelopment of these commercial areas shall strive for a clustered retail and pedestrian-friendly design as opposed to strip or lineal development. Residential uses may be allowed in this classification as part of mixed-use <u>mixed-use</u> developments, consistent with adopted development standards.	
Mixed-Mixed-Use Town Center Development in the €Town € Center category shall continue to be pedestrian oriented. A diversity of housing, business, commercial, civic, recreational, and employment opportunities that complement the primary commercial use should be encouraged. It is not the intent of the City to mandate or require that housing be included in any development proposals concerning the Town Center, but rather to encourage it as an option. As applied to the €Town € Center category, pedestrian orientation means continued provision of sidewalks, landscaped parking areas, and attractive, safe, and convenient access between the center, and adjacent bus stops, and pedestrian access routes.	TC
Southern Gateway, Corridor The intent of this category is to encourage neighborhood and community scale residential and commercial development, support an active, walkable mixed use <u>mixed-use</u> center, create an attractive gateway and streetscape character, protect the livability and attractiveness of adjacent residential neighborhoods, and implement the City's sustainability objectives (e.g., <u>more green infrastructure, increased tree canopy, and more parks</u>).	SG-C
Southern Gateway, Transition The purpose of this category is to provide for increased diversity for desirable allowed business, commercial, civic, recreational, employment, and housing opportunities in a manner that is compatible with the residential character and scale of the local neighborhood. This designation encourages small to moderate scale neighborhood and community <u>community</u> -oriented residential and commercial uses, serves as a transition between the more intense development along Bothell Way and the smaller single-single-family-unit character-scale to the north and east, supports an active walkable mixed use <u>mixed-use</u> center, and protects the livability and attractiveness of residential neighborhoods.	SG-T
Southern Gateway, Single FamilyLow Density This category supports a single family <u>low-density residential</u> neighborhood in the Southern Gateway subarea that is attractive and functional, promotes social and economic vitality, fosters safety and comfort, and supports an active, walkable mixed-mixed-use center.	SG-SF
Public Facility This category includes areas devoted to schools, water and wastewater facilities, fire stations, public buildings, churches, and other similar public uses.	permitted in multiple zones
Cemetery This category includes areas devoted to the burial of the dead and dedicated for cemetery purposes, including columbariums <u>columbaria</u> , crematories,	permitted in multiple zones

mausoleums, and mortuaries when operated within the boundaries of the cemetery.	
Recreation/Open Spaces This category includes areas devoted to public recreational facilities, such as parks, pedestrian trails, and bicycle trails. This category also includes public open space, private and semi-private community clubs, and other similar public uses.	permitted in multiple zones

For additional information about zoning designations, please see the Zoning Map & Designations discussion in Volume II, Land Use.

Policy LU-1.3 Maintain a Comprehensive Plan Land Use Map that designates the future distribution, extent, and location of the generalized land uses described above (see Figure 1.2, Comprehensive Plan Land Use Map).

Policy LU-1.4 Manage and maintain the City’s Official Zoning Map to ensure ~~continued~~ consistency with the Comprehensive Plan Land Use Map.

Policy LU-1.5 Implement land use designations through a clear regulatory process that ensures transparency, ~~fairness~~ inclusion, and predictability in the land development process.

Policy LU-1.6 Collaborate with all residents during the land use planning process (e.g., comprehensive planning, ordinance development, etc.) and intentionally connect with people that have not historically been engaged, including racial and ethnic minorities, those with lower incomes, youth, seniors, and others.

Policy LU-1.7 Provide opportunities for inclusive public participation in the land development process where appropriate.

Policy LU-1.6-8 As needs are identified, continue to develop and implement small area studies and subarea plans that help ~~the City achieve its~~ the community’s vision for the future.

Policy LU-1.9 Ensure water, sewer, transportation, and other infrastructure plans are consistent with the Comprehensive Plan Land Use Map and land use policies.

Goal LU-2 Community Character. Promote and strengthen Lake Forest Park’s identity, vision, and values through the future land use pattern.

Policy LU-2.1 ~~Ensure that~~ Maintain land use policies and regulations that reflect the importance of the city’s natural environment, tree cover, and Lake Washington shoreline in community identity.

The Legacy 100-Year Vision identifies several **possible gateway locations**, as well as integrated corridors and greenways.

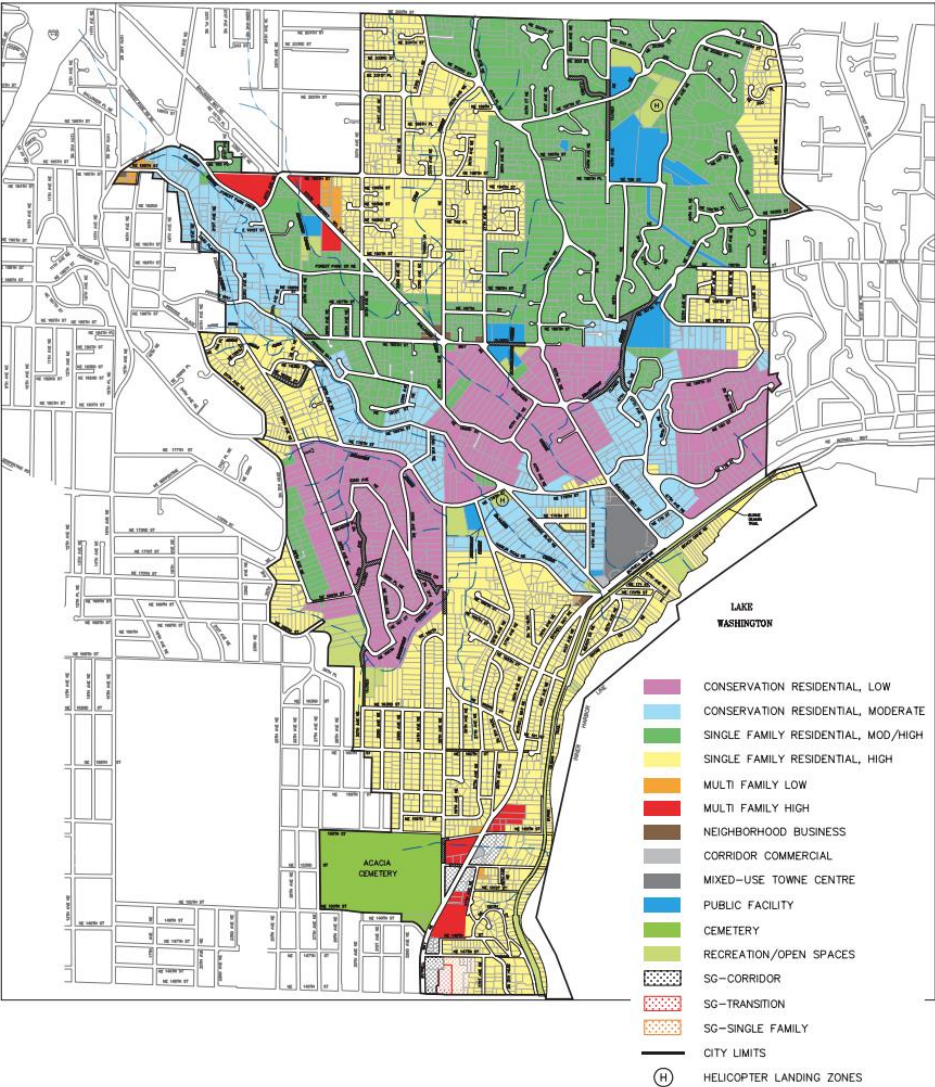
Policy LU-2.2 Encourage a ~~high-quality~~ high-quality pedestrian environment that is barrier-free for nonmotorized travel and that connects residential neighborhoods to businesses, services, and local and regional transit options and walkable community.

Policy LU-2.3 Consider entry and gateway features ~~as a way to~~ enhance community identity and highlight community assets.

Commented [CH1]: IMPLEMENTATION ACTION: Incorporate consideration of environmental justice criteria into land use decisions.

Supports CAP BE 2.3

Figure I.2 Comprehensive Plan Land Use Map



Policy LU-2.4 ~~Preserve~~ Promote a sense of place through ~~consistent and compatible development~~ character land uses, while also recognizing that recognize the variety of unique neighborhoods in the City.

Policy LU-2.5 Provide for ~~a smooth transition~~ smooth transitions between differing land uses through landscape buffers, site and building design measures, or other appropriate techniques.

Policy LU-2.6 Foster a sense of community ~~through support for~~ by increasing formal and informal gathering places, such as in Town Center, local businesses, parks, and public open spaces that are easily accessible by all residents.

Policy LU-2.7 ~~Assure~~ Ensure that collective community values and aspirations are reflected in the City’s plans.

Policy LU-2.8 Recognize the value that diversity in race, age, gender, socioeconomic status, and other characteristics bring to the community.

Policy LU-2.9 Ensure all residents are treated equitably in the land development process, including considering displacement risk and racially disparate impacts as development occurs.

Commented [CH2]: CPPs and Vision 2050 require consideration of equity in planning. This policy could be elevated to a goal with policies beneath it.

Please see the Environmental Quality & Shorelines Element for additional guidance on the natural environment, including stormwater management.

Goal LU-3 Compatibility with Natural Environment. ~~Promote designs and developments that respects and preserves~~ conserve the natural environment as an important resource for all residents.

Policy LU-3.1 Encourage the integration and expansion of natural landscapes in new land and roadway developments by including both natural and compatible ornamental plants, shrubs, and trees.

Policy LU-3.2 Provide design flexibility to ~~preserve~~ conserve and expand desirable existing and potential site features that promote the city’s natural environment, including clusters of trees, watercourses, slopes, open spaces, and similar assets.

Policy LU-3.3 ~~Recognize and support tree canopy preservation~~ conservation and expansion as an integral ~~part of city resource that supports community character~~ healthy communities for all residents, particularly in areas of the city that lack or are at risk of losing trees as a vital resource.

Policy LU-3.4 ~~Identify and preserve~~ Designate scenic vistas and water access to be conserved as development occurs.

Policy LU-3.5 Always consider implications of land use decisions on stormwater patterns and support ~~low~~ low-impact development measures.

Policy LU-3.6 ~~Promote~~ Support the natural drainage and green infrastructure concepts and projects identified in the Legacy 100-Year Vision.

*As described in the Legacy 100-Year Vision, **green infrastructure planning** is the process by which green spaces and networks can be properly designed, conserved, and integrated into community planning.*

Goal LU-3-4 Residential Neighborhoods. ~~Promote~~ Facilitate the quality, ~~character~~ form, and function ~~of~~ in diverse residential neighborhoods.

Policy LU-4.1 ~~Reflect~~ Consider natural constraints, surrounding development, pedestrian corridors, and proximity and access to services and facilities, and loads to existing infrastructure ~~in when~~ establishing residential densities.

Flexibility to support innovative design approaches include measures that creatively use site setting, enhance community design character, preserve natural features, or consider other unique features on a site and in a neighborhood.

Policy LU-4.2 Provide flexibility for innovative design options ~~in order~~ to ~~preserve~~ conserve significant natural features, to provide transitions between different types of uses, or to meet other community objectives.

Policy LU-4.3 Identify underused land and encourage infill development that is compatible with the scale and ~~character form of~~ surrounding development and advances the city's goals to support both housing diversity and affordability.

Policy LU-4.4 Encourage Transit-Oriented Development (TOD) with higher- ~~intensity multifamily~~ higher densities of multi-unit development that expands the city's existing green resource for all residents in areas nearest to transportation facilities, commercial services, open space, and other amenities.

*Please see the **Housing Element** for additional housing and residential neighborhood goals and policies.*

Commented [CH3]: Supports CAP TR 2.2, BE 2.4

This policy describes TOD but does not specifically identify it by name. Are we comfortable adding this?

Policy LU-4.5 Encourage a compatible mix of residential densities in the city's neighborhoods.

Policy LU-4.6 PLACEHOLDER FOR MIDDLE HOUSING POLICIES

Goal LU-5 Economic Vitality. ~~Support the~~ Promote long-term economic vitality of commercial development that meets the needs of the ~~City~~ and its residents.

Policy LU-5.1 Provide for a mix of uses in commercial zones that meet the daily needs of residents and the traveling public.

Policy LU-5.2 Establish standards to enhance visual interest of commercial areas and to ensure long term compatibility with surrounding ~~area areas~~. For example, consider building height, bulk, and orientation; landscape improvements; signs and hardscape improvements; parking lot orientation; and non-motorized access.

Policy LU-5.3 Enhance street-level interest and liveliness through ~~enhancements~~ improvements for pedestrians and ~~bicycles~~ nonmotorized transportation, and ground floor commercial or public uses.

*For example, **regulatory incentives** may include regulatory assistance to expedite approvals, density bonuses, and regulatory relief from specific development standards.*

Policy LU-5.4 Encourage amenities ~~—, such as the inclusion of~~ open space, water features, public art, planters, and courtyards ~~—, to~~ enhance vitality and visual interest.

Policy LU-5.5 Inventory and encourage the redevelopment of underutilized commercial areas through regulatory techniques and incentives.

Policy LU-5.6 Promote safe and contiguous nonmotorized access to commercial areas for all residents, without negotiating or competing with high-velocity vehicular traffic.

Goal LU-6 Public Uses. ~~Ensure that public uses support and strengthen community character~~diverse communities.

Policy LU-6.1 ~~Create community landmarks and promote identity through the protection of the city's forest resources, cultural landmarks, and the development process.~~

Policy LU-6.2 Encourage joint siting of public facilities to increase convenience for the public and promote efficiency in public investments.

The Legacy 100-Year Vision identifies several possible street greening projects.

Policy LU-6.3 ~~Recognize that the character of public rights-of-way play a role in determining~~Enhance the public right-of-way as a character-defining element of the community character.

~~Wherever feasible, promote by promoting complete streets, pedestrian safety, Safe Streets elements, and incorporate streetscape improvements, such as wayfinding signs, lighting, public art, enhanced landscaping, and street furniture, to enhance community character.~~

Policy LU-6.4 Prioritize environmental justice when planning, designing, and developing public projects.

Goal LU-7 Healthy Communities. ~~Establish~~Promote a land use pattern that supports community health.

Policy LU-7.1 ~~Promote neighborhood connectivity~~nonmotorized transportation and physical activity through connections to the existing and planned trail system, residential neighborhoods, and commercial centers.

Policy LU-7.2 Encourage ~~pedestrian~~pedestrian-scale improvements, focusing that focus on color, materials, form, and functional utility on streets and trails.

Policy LU-7.3 Support safe walking and bicycling routes to schools.

Policy LU-7.4 ~~Within commercial centers, provide~~Promote attractive street fronts and connecting walkways within commercial centers to accommodate~~prioritize pedestrians as the priority.~~

Policy LU-7.5 Encourage land uses that expand options and access to healthful foods.

Policy LU-7.6 Promote activities such as farmers' markets that improve access to healthful foods.

Policy LU-7.7 Support the expansion of the city's green resource to promote safer pedestrian and bicycle access along high-velocity traffic corridors.

Goal LU-8 Historic Preservation. Protect and preserve historic, cultural, and archaeological resources.

Policy LU-8.1 Support the preservation of the city's geographic and cultural history through~~Pursue a King County Historical Preservation Program interlocal agreement, consider the adoption of an ordinance, and/or the implementation of administrative procedures as appropriate to support preservation of the City's history.~~

Policy LU-8.2 Participate in regional efforts to sustain historic, visual, and cultural resources, and consider potential impacts to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds. community character through identification, evaluation, protection, adaptive reuse, and enhancement of historic landmarks, including buildings, sites, lands, and districts.

Policy LU-8.3 ~~Consider implementation of~~ Encourage educational and outreach programs ~~to that~~ inform residents about incentives and resources available through interlocal agreement participation.

Policy LU-8.4 Support community organizations dedicated to preservation of historic and cultural resources.

Goal LU-9 Regional Issues. ~~Work proactively in establishing~~ Facilitate inter-agency partnerships that proactively address regional planning issues.

Policy LU-9.1 ~~Develop~~ Encourage balance in addressing differing needs through long-term plans ~~in coordination that are coordinated with neighboring special districts and general purpose~~ general-purpose governments. ~~Strive to achieve balance in addressing differing needs.~~

Policy LU-9.2 In partnership with state and other agencies, develop corridor plans for SR 522 and SR 104 that holistically address adjacent land uses, all modes of transportation (including accessibility), utility undergrounding, and the connecting street network. Promote extensive use of sustainable landscaping to buffer pedestrian and business vitality.

Policy LU-9.3 ~~Develop and maintain franchise agreements with utility providers to e~~ Ensure that utilities are installed and maintained in a manner consistent with the City's vision and adopted plans through franchise agreements with utility partners.

Goal LU-10 Equity. Promote equity in the planning and development process.

Policy LU-10.1 Collaborate with all residents during the comprehensive planning process and intentionally connect with people who self-identify as Black, Indigenous, or other people of color, those with lower incomes, youths, seniors, and other groups that have not historically engaged in long-range planning processes.

Policy LU-10.2 Expand access to opportunity for all residents, considering the need for access to employment, schools, services, open spaces, recreational activities, and other needs.

Policy LU-10.3 Encourage nonmotorized, pedestrian, and transit connections from residential neighborhoods to businesses, services, and regional destinations.

Policy LU-10.4 Consider displacement risks and racially disparate impacts when adopting or amending development regulations.

Policy LU-10.5 Develop mitigation strategies or requirements for residential and commercial displacement that occurs as a result of new development.

Policy LU-10.6 Reduce health disparities by providing greater access to safe walking and rolling routes, parks and open spaces, and recreational opportunities.

Goal LU-11 Climate Commitment. Promote development that advances climate planning, resilience, and greenhouse gas emissions reduction.

Policy LU-11.2 Encourage land use policies and regulations that enhance the community's adaptive capacity, resilience, and social capital.

Policy LU-11.3 Support developments that utilize clean energy or reduced energy.

Commented [CH4]: This is an implementation action.

Commented [CH5]: Option to consolidate equity policies here - see discussion guide.

Volume II | Background Analysis

Land Use

Introduction

This section contains information that was used in developing the update of the goals and policies in the Land Use Element of the Comprehensive Plan, including:

- Existing land use patterns
- Growth targets
- Land capacity
- Current Comprehensive Plan and other policy guidance
- Land use map
- Current zoning

Context & Background

The Growth Management Act (GMA) requires that cities provide a comprehensive plan with a Land Use Element to designate the proposed categories (residential, commercial, etc.) and intensities of uses of land. The GMA further specifies that the Land Use Element be the foundation of a comprehensive plan.

This process of designating future land uses must account for future population ~~growth, and~~ growth and must be supported by adequate levels of public facilities and services. In this respect, the Land Use Element is an explicit statement of the ultimate vision for the City and determines the capacity of the infrastructure necessary to serve the projected land uses. Consistent with this legislative intent, the Washington Administrative Code (WAC) requires that a land use element contain the following:

- A. Designation of the proposed general distribution, ~~location~~ location, and extent of land for all projected uses
- B. Population densities, building intensities, and estimates of future population growth
- C. Provisions for protection of the quality and quantity of ground water used for public water supplies
- D. Consideration of urban planning approaches to promote physical activity
- E. Review of drainage, flooding, and stormwater runoff and guidance for discharges that pollute waters of the state, according to WAC 365-196-405

Similarly, the Puget Sound Regional Council *VISION 2040-2050* and King County Countywide Planning Policies (CPPs) provide guidance that were consulted as part of this update.

Natural Environment

The natural features of the City of Lake Forest Park influence land use. For instance, environmentally sensitive areas such as steep slopes and wetlands limit development potential. The City may also choose to preserve natural areas to meet community objectives. See Figure II.1 for a map showing the City's environmentally sensitive areas.

Commented [CL6]: Figure to be updated

Existing Land Use

According to the 2010-2020 U.S. Census, the City of Lake Forest Park is 3.5~~32~~ square miles, or 2,260-253 acres. Lake Forest Park is a mature community with much of its land already developed. The primary land use in the City is single-family-unit homes. There are some higher density residential uses and

commercial uses located along Ballinger Way NE and NE Bothell Way. The City's commercial center is located at the intersection of these two roads and contains commercial and civic uses. Public facilities, parks, and open spaces are located throughout the city. There is also a large private open space in the southern portion of the city that is used as a memorial park and cemetery. There is no industrial development within the city limits.

The Washington State Department of Ecology's 2010 land use GIS dataset provides additional information about existing land uses in Lake Forest Park. Figure II.2 on page 102 shows the existing land uses and the acreage for each, based on the state's data.

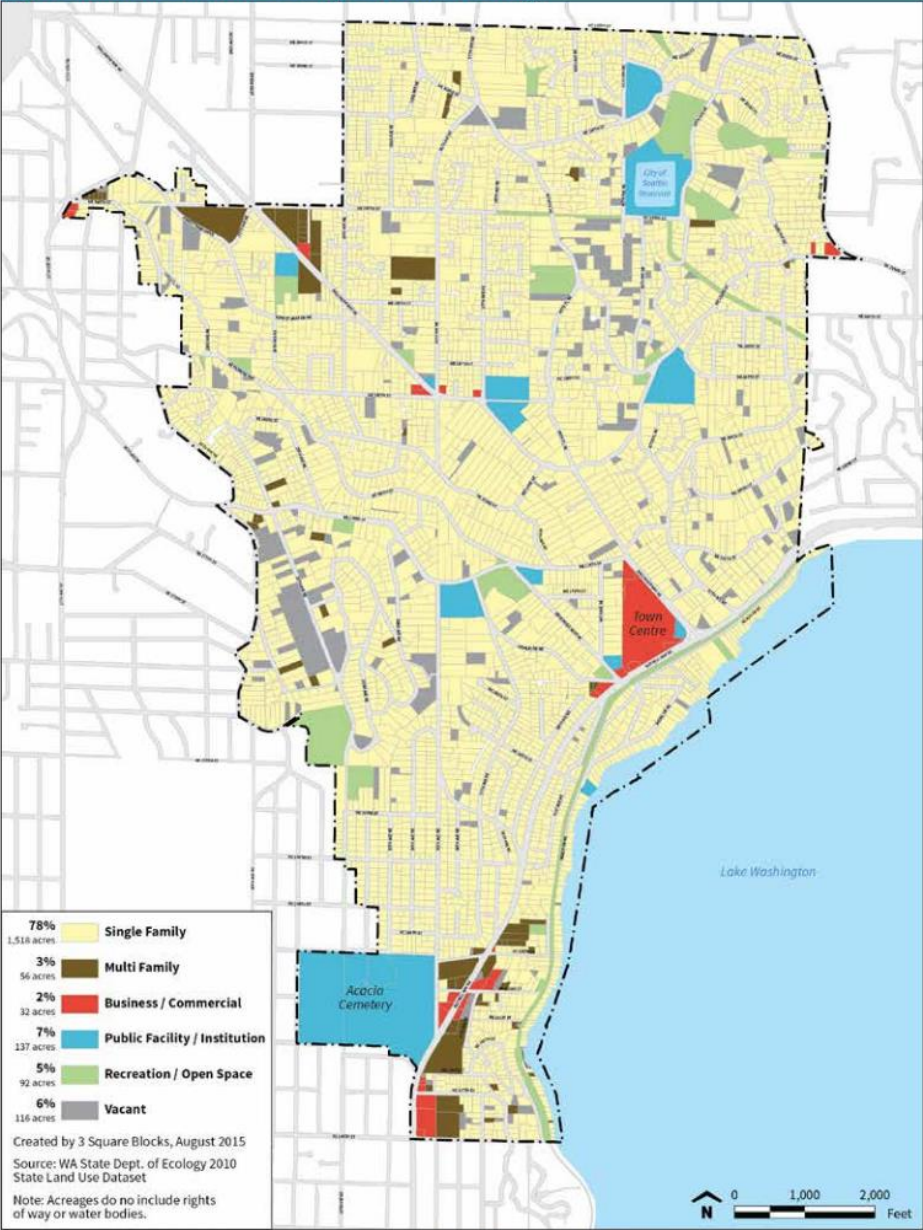
Commented [CL7]: Figure to be updated

Figure II.1 Lake Forest Park sensitive areas



Source: City of Lake Forest Park, 2013.

Figure II.2 Lake Forest Park existing land use and acreage



Note: The Washington State Department of Ecology's 2010 draft land use GIS dataset includes over 50 separate categories of land use, the ones shown here are more general categories developed by 3 Square Blocks.

Growth Targets

The state sets targets ~~for the amount of~~ growth ~~that~~ counties will accommodate within the next twenty years, and counties and cities work together to allocate that growth in a way that makes sense. King County publishes the resulting growth targets as part of the King County Countywide Planning Policies. Growth targets adopted for the City of Lake Forest Park are identified for two time frames. The ~~2006–2031~~2019–2044 growth targets were adopted as part of the King County Countywide Planning Policies. While the growth targets extend to ~~2031~~2035, the new 20-year planning horizon for the Comprehensive Plan update is ~~2035~~2044. ~~Growth allocations determined by King County are in order to derive a 20-year growth estimate, a straight line straight line projection to 2035 was used (which adds an additional 19 units per year for the years 2032 through 2035), as shown in Table II.1. Housing must be accommodated at several affordability levels (also called income bands), discussed further in the Housing chapter.~~

Table II.1 Lake Forest Park growth targets

	2015-2035 Targets	2019-2044 Targets
Housing	551 Housing Units	870 Housing Units
Employment	244 Jobs	550 Jobs

Source: King County Countywide Planning Policies, 2021

Land Capacity

Land capacity analysis is a tool for determining whether growth targets can be met within a city using existing zoning designations. The Growth Management Act (GMA) requires ~~six~~seven western Washington counties and the cities within them, including King County and Lake Forest Park, to measure their land supply (in acres) and land capacity (in housing units and jobs). The intent is to ensure that these counties and their cities have sufficient capacity—realistically measured—to accommodate forecasted growth.

The 2021 King County Buildable Lands Report (BLR) builds on and updates the work done in the 2014 BLR. It fulfills ~~requirements~~the requirements of RCW 36.70A.215 to report on residential and job changes since the 2014 BLR and to provide an updated picture of the county’s overall capacity to accommodate growth. The 2021 BLR reports on the six-year period from January ~~2006~~2012 to January ~~2012~~2018 for ~~King County and each of the 39 cities~~the 40 jurisdictions across King County. It measures each jurisdiction’s land supply and land capacity and updates those capacities to ~~2012~~2018. ~~The BLR then compares the jurisdiction’s growth capacity to updated housing and job growth targets covering the period 2006 through 2031 that were adopted in 2009 and ratified in 2010. The BLR’s comparison evaluates whether the jurisdiction has sufficient capacity to accommodate growth through 2031. The 2014 BLR demonstrates that King County continues to have sufficient capacity to accommodate targeted levels of growth of both housing units and jobs. Amendments to the GMA in 2017 required counties to examine the ways jurisdictions were achieving targets and density goals. As such, the 2021 BLR compared housing and employment growth estimates from 2006-2018 relative to 2006-2035 growth targets, as well as the achieved densities of 2012-2018 development to the densities allowed in zoning and development regulations.~~

The 2014 King County Buildable Lands Report is available online at: www.kingcounty.gov/property/permits/codes/2014%20KC%20Buildable%20Lands%20Report.aspx.

Commented [CL8]: Chelsea to add info about the 2021 Urban Growth Capacity Report

Commented [CL9]: Update image to reflect new link: <https://kingcounty.gov/en/legacy/depts/executive/performance-strategy-budget/regional-planning/-/media/depts/executive/performance-strategy-budget/regional-planning/UGC/KC-UGC-Final-Report-2021-Ratified.ashx?la=en&hash=38D2E7B9BC652F69C8BB0EA52DB7778F>

In ~~2014~~2021, the City of Lake Forest Park had capacity for ~~634-1,870~~ housing units and ~~285-691~~ jobs. Compared to the targets shown in Table II.1, the City has adequate capacity to meet the ~~2035-2044~~ housing and employment targets.

The Comprehensive Plan & Other Land Use Policy Guidance

The *Southern Gateway Subarea Plan* is available online at: www.cityofflp.com/DocumentCenter/View/784.

The *Southern Gateway zoning map* is available online at: www.cityofflp.com/DocumentCenter/View/1696.

Prior to this 2015 update, the City conducted two planning efforts that also provide guidance for future land use patterns in Lake Forest Park: the 2012 *Southern Gateway Subarea Plan* and the 2008 *Lake Forest Park Legacy 100-Year Vision*. The Southern Gateway area extends roughly from the city limits on the south to NE 157th Street on the north and from 35th Avenue NE to Lake Washington. It is an area that is facing development ~~pressure, and~~ pressure and has a number of vacant lots. The *Southern Gateway Subarea Plan* outlines a community vision for this area that includes:

- A higher density single ~~family-unit~~ alternative
- Mixed use development that contributes to the City's fiscal health
- A more attractive southern entry into the City
- A greater diversity of retail services and attractive residential opportunities

The *Legacy 100-Year Vision* outlines strategies to manage growth, ~~preserve- conserve~~ natural resources, and strengthen the relationship between the City's natural and built environments. The four overarching goals for the vision are:

- Increase safe, multi-modal networks among parks, open spaces, transportation hubs, neighborhoods and commercial centers
- Improve stream and lake water quality, and restore natural hydrologic functions
- Create and enhance habitat for fish and wildlife
- Promote and develop diverse gathering spaces

Comprehensive Plan Land Use Map

The Comprehensive Plan Land Use Map shows the future shape of the community and how its essential components will be distributed. The Land Use Map is provided in Figure I.2 on page 23 in the Land Use Element. Ordinance Number 1056 was adopted on April 4, 2013, and updated the Land Use Map to include land use designations consistent with Southern Gateway Subarea Plan recommendations. These designations are implemented by the city's zoning regulations described below.

Zoning Map & Designations

According to the Lake Forest Park Municipal Code, the ~~City~~city has fifteen zoning designations. This includes five residential single ~~family-unit~~ zoning designations, five residential multi-~~family-unit~~ designations, neighborhood business, corridor commercial, town center, and two Southern Gateway mixed use zones.

The residential ~~single-single-family-unit~~ zoning designations are differentiated by minimum lot ~~size, and size and~~ include RS-20 (minimum lot size of 20,000 square feet), RS-15, RS-10, RS-9.6, and RS-7.2. Permitted uses include single ~~family-unit~~ dwellings, home occupations, accessory structures, manufactured homes, and day care facilities.

Commented [CL10]: The 2012 Southern Gateway Subarea Plan and the 2008 Legacy 100-Year Vision have not been updated since the 2015 Comp Plan; should this section be removed? Or are there other plans that should be referenced instead?

The residential ~~multi-unit multifamily~~ zoning designations are differentiated by minimum unit size. They include RM-3600 (minimum lot area of 3,600 square feet per unit), RM-2400, RM-1800, RM-900, and the Southern Gateway high-density ~~single-family~~~~single-unit~~ zone (SG-SFR). The principal purpose of these zones is to provide greater population density in appropriate areas of the city. ~~All of All the~~ residential ~~multi-unit multifamily~~ zones allow for uses including duplexes, multi-family-unit dwellings, townhouses, apartments, cooperatives, condominiums, senior citizen apartments, and accessory structures. Additional uses are allowed in the higher density RM zones, such as day care facilities, retirement homes, rest homes, and convalescent homes.

The purpose of the Neighborhood Business (BN) zoning designation is to provide locations for business facilities that serve the everyday needs of the immediate neighborhood and do not attract excessive traffic from beyond that neighborhood. Permitted uses include small merchandise and convenience stores, general services, small gas stations, and small business offices.

The purpose of the Corridor Commercial (CC) zoning designation is to provide locations for commercial uses along the Bothell Way corridor. Clustered retail and pedestrian friendly design are encouraged in this zone. Permitted uses include retail, business, government uses, hotels and motels, public utilities, and adult use establishments.

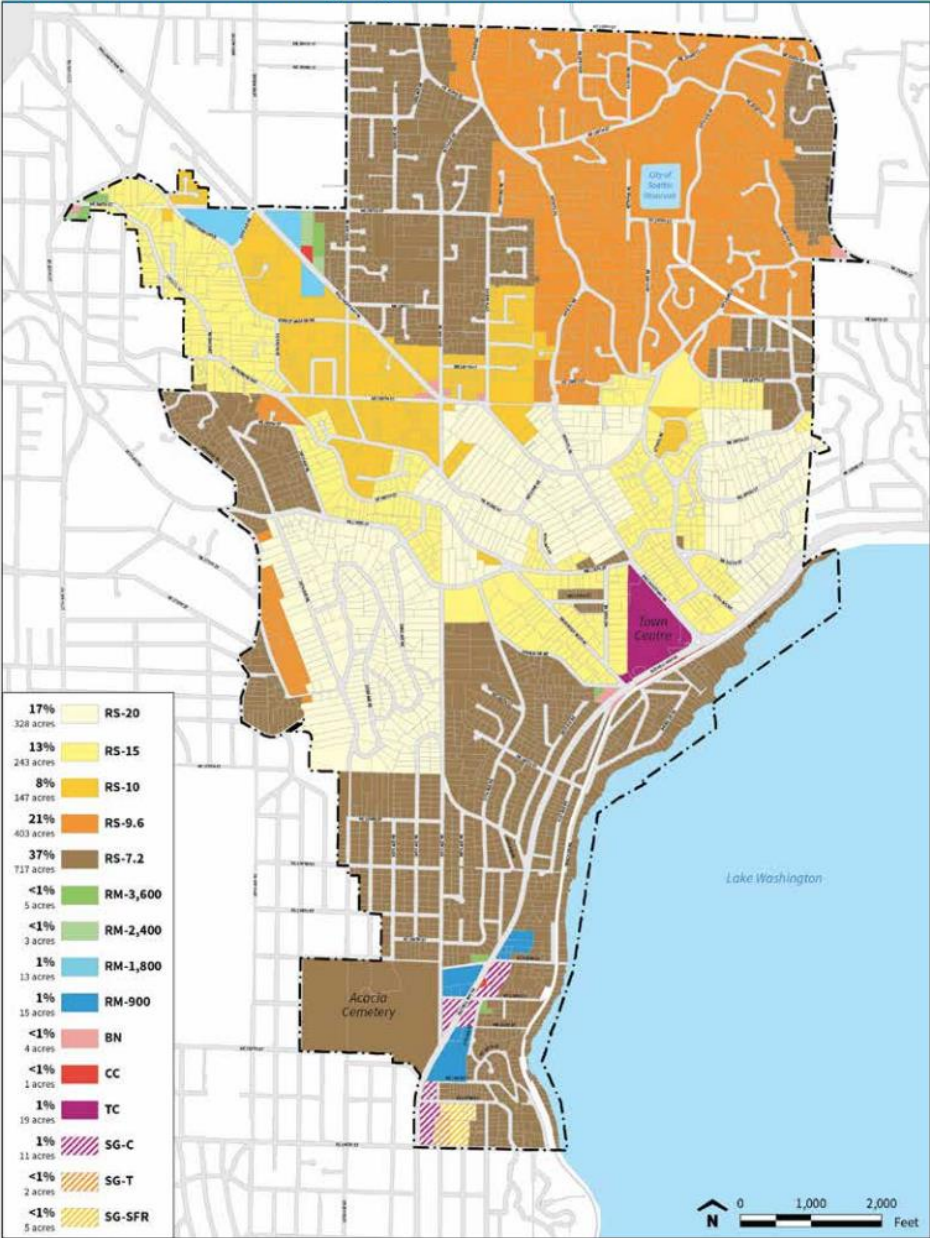
The intent of the Town Center (TC) zoning designation is to encourage neighborhood and community scale uses that create interesting and vital places for residents of the city and the nearby community. Permitted uses include retail, business, government uses, day care facilities, and public facilities. The TC zone allows high density residential uses as part of ~~mixed-use~~~~mixed-use~~ developments, including ~~multi-unit~~~~multifamily~~, senior apartments, and senior care facilities.

The Southern Gateway zones were adopted in 2013 as part of the City's Southern Gateway Subarea planning effort. The Southern Gateway regulations and design guidelines promote a high density ~~single family~~~~of single-unit residences~~ and ~~mixed-use~~~~mixed-use~~ development in a manner that reduces impacts to the surrounding ~~single-family~~~~low-density~~ neighborhood. The southern gateway zones are ~~single family~~~~single-unit~~ detached and townhouse residential (SG-SFR), corridor (SG-C) and transition (SG-T).

Figure II.3 shows the City's current zoning designations and total acreage for each of them.

Commented [CL11]: Figure to be updated

Figure II.3 Lake Forest Park zoning designations and acreage



Source: map created by 3 Square Blocks using data provided by the City of Lake Forest Park in 2014.

Volume I | Goals & Policies

Environmental Quality & Shorelines

Introduction

The Environmental Quality Element Goals and Policies support the City’s commitment to preserving and enhancing the natural environment. The Element includes policies that provide guidance on balancing environmental protection with development potential and recognizing environmental resources as an essential living infrastructure.

This Element also ties the City’s environmental policy guidance to ~~a number of several~~ strategic or issue-specific plans that have been developed since the last Comprehensive Plan update. Those plans include the Shoreline Master Program, the Community Forest Management Plan, the Wildlife Management Plan, and the Legacy 100-Year Vision, links for which can be found in the sidebars of this Element and Background Analysis. The Environmental Quality & Shorelines Element Background Analysis (Volume II) provides narrative and details that support the Environmental Quality Element Goals and Policies, including the following sections:

- Planning Context
- ~~Citizen Resident~~ Volunteers
- Recycling

Goals & Policies

Goal EQ-1 Land Use Pattern. Protect the natural environment through zoning and land use decisions.

Policy EQ-1.1 ~~Protect~~ Conserve designated sensitive areas, including ravines, steep slopes, wetlands, riparian zones, and other features.

Designated sensitive areas include erosion hazard areas, landslide hazard areas, seismic hazard areas, steep slope hazard areas, streams, wetlands, fish-bearing waters, areas with a critical recharging effect on aquifers used for potable water, flood hazard areas and the adjoining protective buffers necessary to protect the public health, safety and welfare. (Lake Forest Park Municipal Code 16.24.020)

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

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

Policy EQ-1.3 ~~Preserve~~ Promote the health and expansion of existing native and compatible vegetation in all elements of land use considerations, including infrastructure whenever appropriate.

Policy EQ-1.4 Use the best scientific information available in an adaptive management approach to preserve or enhance the functions and values of sensitive areas through regulations, programs, and incentives. Implement integrated and interdisciplinary approaches to environmental planning strategies.

Commented [CH1]: Supports CAP NE 3.1

Policy EQ-1.5 ~~Maintain~~ Sustain and enhance the integrity of ecosystems.

Policy EQ-1.6 Incentivize LEED building standards, low impact development stormwater infrastructure, or other sustainable development standards,

Commented [CH2]: Supports CAP BE 2.1

Leadership in Energy and Environmental Design (LEED) is a set of rating systems for the design, construction, operation, and maintenance of green buildings, homes, and neighborhoods.

Goal

especially for development adjacent to sensitive areas, and consider adopting sustainable development standards for public facilities.

Policy EQ-1.7 Ensure equitable ~~all residents have safe and viable~~ access to a clean and healthy environment.

Policy EQ-1.8 Identify and mitigate unavoidable negative impacts of public actions with disproportionate impacts on vulnerable populations.

Goal EQ-2 Shoreline Development and Access. Protect the city's shoreline while accommodating reasonable and appropriate uses near shorelines.

The Shoreline Master Program is an appendix to the Comprehensive Plan and is available online at: www.cityofflp.com/DocumentCenter/View/1098.

Policy EQ-2.1 Protect and enhance public access to the Lake Washington shoreline in adherence with the goals and policies of the Lake Forest Park Shoreline Master Program (SMP).

Policy EQ-2.2 Facilitate community and neighborhood agreement on any proposal to improve shoreline access where the proposal has the potential to negatively impact private property owners.

Policy EQ-2.3 Promote education efforts that demonstrate the connection between drainage activities and the city's shoreline.

Policy EQ-2.4 Ensure safe pedestrian and nonmotorized access to the Lake Washington shoreline for all residents and promote a safe passageway through and across the adjacent SR 522.

Goal EQ-3 Water Quality Protection. Improve water quality by protecting and monitoring water from natural sources and through effective storm and surface water management.

Policy EQ-3.1 ~~Be a model~~ Promote the community as a model for stream restoration and enhancement.

Policy EQ-3.2 Protect critical aquifer recharge areas (CARAs) and the quality of groundwater used for public water supplies to ensure adequate and healthy future potable water.

Policy EQ-3.3 Coordinate with regional efforts to monitor water quality and identify sources of water pollution ~~in order to develop a long-range program to reduce and minimize pollutants in the city's streams and Lake Washington~~ to develop a long-range program to reduce and minimize pollutants.

Commented [CL3]: This is an implementation action.

Commented [CH4R3]: This is an implementation action that would relocate to the implementation section of the Plan.

Policy EQ-3.4 Increase public awareness and enforcement of regulations ~~prohibiting that prohibit~~ illegal dumping.

Policy EQ-3.5 Ensure that new developments ~~is-are~~ connected to the sanitary sewer system. Support a long-term strategy to convert existing developments from septic systems to the sanitary sewer system, and undertake all means reasonable to ensure the quality of water discharged from existing ~~on-site~~ onsite sewage treatment systems. Support planning efforts to ensure no sewage overflow happens in Lake Forest Park's waterways.

Policy EQ-3.6 Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation, including supporting riparian restoration with or without partnership from community organizations.

Policy EQ-3.7 ~~Minimize the direct discharge of urban runoff from impervious surfaces into streams by encouraging~~ Encourage low-impact development alternatives and appropriate enhancements of the street maintenance program to minimize urban runoff.

Policy EQ-3.8 ~~Reduce the impact of new development on water quality. Require appropriate mitigation measures through the City's development review process by requiring appropriate mitigation measures to reduce negative impacts to water quality from new developments.~~

Low-impact development (LID) is a stormwater and land use strategy that strives to mimic pre-disturbance hydrologic processes. LID measures emphasize conservation, use of on-site natural features, site planning and integration of stormwater management practices into project design. Rain gardens and permeable hardscapes are examples of LID measures.

Commented [CH5]: Supports CAP NE 3.1

Commented [CH6]: Supports CAP NE 3.5, 3.6, 3.7

Watershed action plans are multi-jurisdictional plans that coordinate efforts to address water quality and storm water runoff problems that can contribute to flooding and property damage within a watershed that crosses the boundaries of two or more jurisdictions. The cities of Lake Forest Park, Edmonds, Lynnwood, Mountlake Terrace, Shoreline, and Snohomish County have formed a watershed forum to guide the development of a watershed action plan for the Lake Ballinger/McAleer Creek watershed.

Policy EQ-3.9 Coordinate with the regional agencies and neighboring jurisdictions to improve regional surface water management, resolve interjurisdictional concerns, and implement watershed action plans.

Policy EQ-3.10 ~~Enhance~~ Support the removal or retrofit of existing culverts and encourage daylighting of creeks wherever possible ~~to restore natural waterways.~~

Policy EQ-3.11 ~~Educate the~~ Support public education programs about ~~the need to reduce contamination of urban streams~~ contamination and steps that they can take to be part of the solution.

Goal EQ-4 Hazard Mitigation Development in Geologically Hazardous Areas. Encourage planning efforts to prepare for and recover from environmental disasters.

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Policy EQ-4.1 Minimize risk ~~posed by geological and flood hazard areas~~ to people, property, and the environment ~~posed by geological and flood hazard areas.~~

Policy EQ-4.1-2 Regulate development in hazard areas to ensure that it does not cause safety risks and that appropriate building standards and mitigation measures are used to address site conditions.

Policy EQ-4.2-3 Promote retention of vegetation and limit land disturbance in identified steep slope and landslide hazard areas.

Policy EQ-4.3-4 Protect existing natural areas that provide stormwater storage during flood events.

Policy EQ-4.4-5 Promote educational efforts to inform landowners and residents about hazard areas, ~~and steps they can take to mitigate risks and how to prepare for emergencies, and resources available to mitigate risks.~~

Goal EQ-5 Alternative Energy. ~~Be a role model in addressing climate change and promoting~~ Promote alternative energy use by encouraging clean, renewable energy production and use throughout the city.

Policy EQ-5.1 Promote public and private clean energy pilot projects, such as a comprehensive network of electric vehicle charging stations or community solar projects, with the active participation of residents and businesses.

Policy EQ-5.2 Reduce energy demand, support energy management technology, and encourage greater reliance on sustainable energy sources compared to conventional sources. ~~Encourage sustainable building practices that lower heating requirements, reduce the need for air conditioning, and encourage passive energy saving measures.~~

Policy EQ-5.3 Educate ~~citizens~~ residents about incentives for emerging alternative energy technology, such as tax exemptions for solar installations, and increase ~~citizen~~ resident awareness of existing solar arrays and water heating systems in the city.

Commented [CH7]: Supports CAP NE 3.2.

IMPLEMENTATION ACTION: Host a summit (or similar forum) for water districts to discuss and plan for safeguarding the city's water supply, encouraging conservation, etc.

Commented [CH8]: Supports CAP NE 3.4

Commented [CH9]: This supports CAP BE 1.3

Policy EQ-5.4 Participate in regional efforts to create a state-wide alternative energy policy and decrease local greenhouse gas emissions.

Policy EQ-5.5 Encourage businesses, residents, and new developments to utilize electric or solar energy.

Policy EQ-5.5 Consider adopting green building standards for public facilities and encouraging it for private development.

Policy EQ-5.6 Facilitate ~~Lake Forest Park's achievement of the city's goal of a~~ 70 percent recycling rate goal (as adopted by King County) and expand current recycling efforts, such as the battery recycling program at City Hall.

Goal EQ-6 Air Quality, Noise Abatement, and Light Pollution. Support actions to improve air quality, reduce noise and light pollution, and minimize associated negative health effects.

Policy EQ-6.1 Promote clean burning wood stoves within the city.

Policy EQ-6.2 Encourage ~~the use of~~ transportation infrastructure for buses, carpooling, bicycles, ~~nonmotorized transportation~~, and electric vehicles, and the planting of trees along arterials.

Policy EQ-6.3 Promote dark skies through measures ~~to that~~ encourage reduced light trespass and use of lighting appropriate to the task. For properties along Lake Washington, encourage application of best practices regarding Artificial Light at Night to help reduce negative impacts on threatened salmon populations.

Dark skies standards seek to reduce light pollution by addressing urban sky glow, glare, light trespass, and light clutter.

Policy EQ-6.4 Coordinate with other agencies and local governments in monitoring aircraft noise levels and flight patterns and in finding ways to minimize air traffic noise.

Policy EQ-6.5 Educate ~~citizens~~ residents about noise and air pollution from gas-powered leaf blowers and other such machinery.

Policy EQ-6.6 Identify areas in the city with populations that are at higher risk of negative health effects, noise and light pollution, and lower air quality, and coordinate with the communities to explore focused solutions.

Policy EQ-6.7 Support litter pickup programs within the city to reduce the amount of waste that accumulates in roads, public spaces, neighborhoods, and natural habitats.

Goal EQ-7 Coexistence with Wildlife. Promote, support, and facilitate human coexistence with urban wildlife.

Policy EQ-7.1 ~~Educate~~ Promote educational programs that help residents to create an understanding of ~~normal~~ typical wildlife behavior, develop empathy for wildlife, and emphasize human behavior modification as the primary means to minimize conflicts ~~between people and~~ with wildlife.

Policy EQ-7.2 Consider updating relevant regulations ~~in order to~~ to promote responsible pet and livestock guardianship.

Commented [CH10]: This supports CAP BE 1.1, 1.2, 1.6, 2.2. The CAP should be viewed as an implementation plan for this goal.

BE 1.4 should be a future implementation action. Current State building codes require solar readiness.

BE 1.5 will be addressed when planning for climate resilience - reliability is a key component of utility resilience.

Policy EQ-7.3 Promote preventative measures in order to dissuade wild animals from being comfortable when in close proximity to humans from interacting with wild animals.

The **Wildlife Management Plan** is available online at: www.cityofflp.com/DocumentCenter/Home/View/487.

Policy EQ-7.4 Develop a wildlife incident response plan that incorporates the core values of the City's *Wildlife Management Plan*.

Commented [CH11]: This is an implementation action.

Goal EQ-8 Wildlife Habitat. Maintain and improve wildlife habitat in Lake Forest Park.

Policy EQ-8.17.4 Encourage the maintenance of native plantings in sensitive area buffers for wildlife when development occurs and encourage improvement to contiguous wildlife corridors whenever possible.

Policy EQ-8.2 Encourage improvement to contiguous natural wildlife corridors whenever possible.

Policy EQ-8.37.5 Encourage ~~Discourage~~ the use of alternatives to pesticides, herbicides, and inorganic fertilizers.

Policy EQ-8.47.6 ~~Promote~~ Increase fish habitat restoration efforts in riparian areas.

Goal EQ-9 Forest Canopy. ~~Preserve, restore, and enhance~~ Recognize the forest canopy as a key city resource and promote the tree canopy conservation for a healthy and diverse community forest, consisting which consists of both native and compatible non-native plant species.

The **Community Forest Management Plan** is available online at: www.cityofflp.com/DocumentCenter/Home/View/369.

Policy EQ-98.1 Maintain or exceed the minimum citywide canopy cover goals established by the *Community Forest Management Plan* through regular evaluation and refinement of the City's land use and environmental regulations and policies.

Policy EQ-98.2 Develop a tree planting, inventory, and

maintenance program for publicly-owned property that takes into consideration considers the species of trees that will be most successful in environments such as public rights-of-way. Pay special attention in the planting program to areas with vulnerable populations.

Policy EQ-98.3 Ensure zoning and subdivision regulations are consistent with the *Community Forest Management Plan* and review them regularly to ensure they do not disproportionately affect vulnerable communities.

Policy EQ-98.4 Maintain a community forest management plan advisory committee to monitor the implementation and effectiveness of the *Community Forest Management Plan* and ensure participation from a wide variety of residents.

Policy EQ-98.5 Encourage the study of the potential effects of climate change to native trees and develop strategies to adapt to and/or mitigate the likely effects of climate change to the community forest.

Policy EQ-98.6 ~~Ensure that~~ Require all new private and public site developments includes include an approved tree-replacement plan that achieves or enhances canopy coverage goals.

Commented [CH12]: Implementation Action: Amend the *Community Forest Management Plan* to support the Tree Board's policy and strategies to protect large-stature species with dense wood etc.

Supports CAP NE 1.1.

Implementation Action: Code amendments for long-term maintenance of new plantings.

Commented [CH13]: IMPLEMENTATION ACTION: address CAP NE 1.2 to provide better outcomes for tree planting.

Policy EQ-98.7 Develop a vigorous program to control invasive plant species, such as English ivy, laurel, and holly on public property and encourage their control on private properties.

Policy EQ-98.8 Continue to balance tree ~~preservation~~conservation efforts with recognition of private property rights.

Policy EQ-8.9 Support community education about the value of trees for human health and mitigating the impacts of climate change.

Commented [CH14]: Supports CAP NE 1.5

Goal EQ-9 Climate Commitment. Protect environmental quality and community resilience in a changing climate.

Commented [CH15]: Placeholder for EQ climate policies

Policy EQ-9.1 Identify areas with vulnerable populations and coordinate mitigation and recovery planning efforts with those communities.

Policy EQ-9.2 Support community waste reduction programs and promote education on the lifecycle of goods and materials.

Policy EQ-9.3 Encourage policies to increase tree canopy cover in socially and economically disadvantaged neighborhoods.

Policy EQ-9.4 Support nonprofit organizations that provide education and participation in forest conservation strategies.

Goal EQ-10. Promote education on sustainable food production and waste prevention.

Policy EQ-10.1 Support a sustainable food economy.

Commented [CH16]: Supports CAP CW 2.1, 2.2

Policy EQ-10.2 Promote educational programs on waste prevention.

Policy EQ-10.3 Coordinate efforts to reduce waste by making recycling and composting more accessible and efficient.

Goal EQ-11. Promote waste reduction and diversion to reduce the amount of material in the landfill.

Commented [CH17]: Supports CAP CW 3.1, 3.2

Policy EQ-11.1 Coordinate efforts to reduce waste by making recycling and composting more accessible and efficient.

Policy EQ-11.2 Encourage zero waste educational programs.

Volume II | Background Analysis

Environmental Quality & Shorelines

Introduction

The natural environment of Lake Forest Park is an important part of the daily lives of its citizens. From the very beginning, our ~~City's~~city's natural environment has been its defining characteristic. An early land prospectus for the ~~new~~ City of Lake Forest Park stated, "The strict fiat has gone forth that all the natural beauty must be preserved." Our city was named for its ~~close~~proximity to Lake Washington, its abundance of streams, ravines, and wetlands, and its robust tree canopy. The need ~~not only~~ to protect

~~but also to~~and enhance the natural environment and wildlife inhabitants of Lake Forest Park extends far beyond its aesthetic beauty, ~~however~~. The ecosystem and green infrastructure ~~that provided by the~~ natural environment ~~provides~~ create economic and health benefits for the ~~citizens~~ residents and workers of our community.

The benefits of preserving our environmentally sensitive areas are recognized, though these areas are increasingly challenged by growth, both in Lake Forest Park and the surrounding region. Effective environmental protection and climate resilience requires a vision that acknowledges the critical interdependence of the various contributing ecosystems as well as their relationships to the built environment. The city's tree canopy can be a resource not only for Lake Forest Park residents, but for the entire region. What we build—~~where and how—has, where we build, and how we build it~~ has a lasting effect on our ecosystems, as well as on the health of our ~~community~~ communities, region, and planet. Lake Forest Park can be an experimental, urban community for the development of best practices.

This background analysis contains information that was used ~~in developing~~ to develop the updated ~~of the~~ goals and policies in the Environmental Quality & Shorelines Element:

- Planning Context
- Environmental Features
- Citizen-Resident Volunteers
- Recycling

Planning Context

~~A number of~~ Several strategic and specific-issue plans have been developed to address environmental needs throughout the city, and these have contributed to the development of the Environmental Quality and Shorelines goals and policies. These plans, and their relations to this element, are described below. They include:

- *City of Lake Forest Park Legacy 100-Year Vision*
- *City of Lake Forest Park Community Forest Management Plan*
- *City of Lake Forest Park Wildlife Management Plan*
- *City of Lake Forest Park Shoreline Master Program*
- *Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan 10-Year Update*

Lake Forest Park Legacy 100-Year Vision (2008)

The **Legacy 100-Year Vision** is available online at: www.cityoflfp.com/DocumentCenter/View/784.

Lake Forest Park's *Legacy Vision* is a long-term strategic guiding document for enhancing the City's green infrastructure—its forests, wetlands, wildlife habitats, and more. The Vision, which was the subject of extensive involvement from the community, identifies existing green infrastructure, sets goals for how this green infrastructure will be

enhanced in the next century, and identifies ~~a number of~~ projects that can be undertaken in the near-term to set the city on a path toward achieving these goals. This visionary document influences several elements of the Comprehensive Plan, including Environmental Quality & Shorelines and Parks, Trails, & Open Space.

Lake Forest Park Community Forest Management Plan (2010)

The **Community Forest Management Plan** is available online at: www.cityoflfp.com/DocumentCenter/View/369.

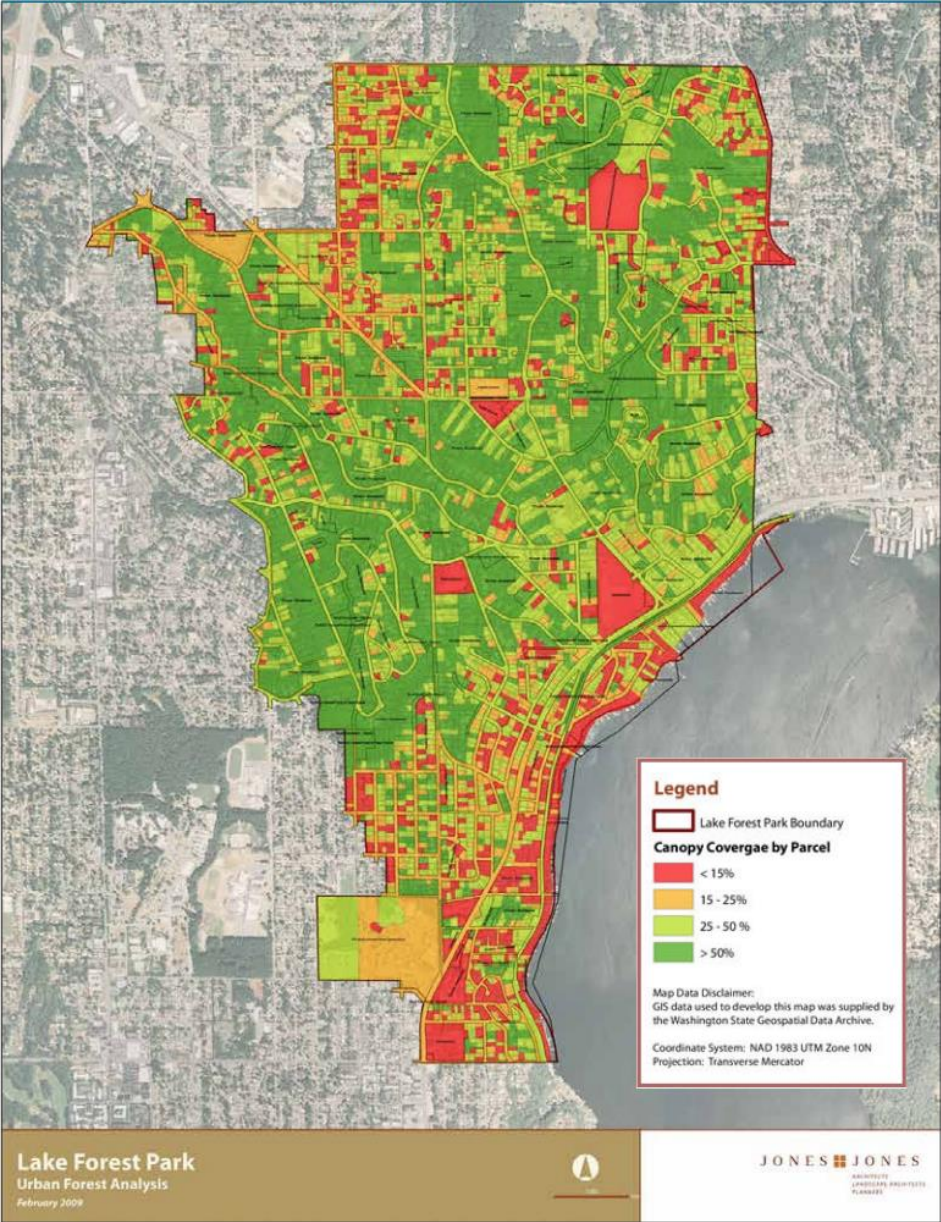
The *Community Forest Management Plan* was drafted by the Urban Forest Task Force and adopted by reference by Ordinance 1015: Tree Canopy Preservation and Enhancement. The Plan's purpose is to guide enhancement to Lake Forest Park's tree canopy by identifying tree canopy goals, asset management strategies, and policies for promoting

education on forestry issues. The plan was used to inform an update of the City's tree regulations, and acts as a supporting document for all future updates to LFPMC 16.14—Tree Preservation and Enhancement.

~~Lake Forest Park's~~ The city's forest canopy is one of its defining characteristics, and characteristics and is also a vital community resource. The amount of tree canopy coverage in a community neighborhood is one of the most useful benchmarks of urban environmental quality. In 2009, Lake Forest Park undertook a survey of tree canopy coverage, the results of which are shown in Figure II.4.

Commented [CL18]: If an updated survey was conducted, both this and the tree canopy coverage by parcel map will need to be updated.

Figure II.4 Lake Forest Park tree canopy coverage by parcel



Source: City of Lake Forest Park, Community Forest Management Plan, 2010.

The *Community Forest Management Plan* states that the benefits of trees include:

- Reducing surface water runoff (keeping pollution out of the rivers and ponds)
- Reducing soil erosion (decreasing sedimentation of water bodies and preventing landslides)
- Absorbing air pollutants and sequestering carbon dioxide (countering the greenhouse effect)
- Reducing noise pollution
- Cooling the city by absorbing sunlight and releasing water through evapotranspiration
- Creating wildlife habitat
- Conserving energy by providing temperature moderation
- Improving water quality

Wildlife Management Plan (2011)

The **Wildlife Management Plan** is available online at: www.cityofflp.com/DocumentCenter/Home/View/487.

The purpose of the *Wildlife Management Plan* is “to support human coexistence with urban wildlife using education, behavior modification, and the development of a policy to address human-wildlife conflicts.” Development of this plan led to ~~in~~ changes ~~to~~ in the City’s regulations, which established animal guardianship criteria and strengthened

wildlife protection.

Shoreline Master Program (20132019)

Lake Forest Park contains 10,560 feet (2 miles) of Lake Washington shoreline. The Washington State Shoreline Management Act requires that all cities containing or bordering “shorelines of the state” have

The **Shoreline Master program** is available online at: www.cityofflp.com/DocumentCenter/View/1098.

a Shoreline Master Program. Lake Forest Park’s *Shoreline Master Program* was approved locally by ~~with~~ the adoption of Ordinance No. 1042 in 2013 after review and approval by the state’s Department of Ecology and updated in 2019. Implementing regulations contain # ~~contains~~ policies and regulations that focus on three main areas:

Shoreline Use, Environmental Protection, and Public Access.

Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan 10-Year Update (2017)

The WRIA 8 Salmon Recovery Council (Council) is composed of elected representatives from 29 local government partners (27 cities, King County, and Snohomish County), and representatives from community organizations, businesses, environmental interests, and state and federal agencies. The City of Lake Forest Park has been an active member of the Council since its inception in 2001. The Council oversees implementation of the science-based Chinook Salmon Conservation Plan for the Lake Washington/Cedar/Sammamish Watershed. The watershed, also known as Water Resource Inventory Area (WRIA) 8, runs from the Puget Sound nearshore and inland from the north end of Elliott Bay to south Everett, and east to the Bear Creek basin, the Issaquah Creek basin, and the upper Cedar River basin.

The city’s creeks and lakeshore environment are home to several species of salmon through multiple life stages. The WRIA 8 Chinook Salmon Conservation Plan provides strategies for protecting, restoring, and supporting healthy salmon habitat through voluntary actions by municipalities and by property owners. The city should implement the recommendations in the Conservation Plan and provide incentives and technical support for residents take part in actions such as planting native vegetation along creeks,

reducing the use of pesticides and fertilizers, and implementing best practices related to Artificial Light at Night along the lakeshore.

Environmental Features of Lake Forest Park

The ~~City~~city contains the environmental features listed below. Figure II.1 in Volume II of the Land Use Element shows the general location of streams, wetlands, and steep slopes.

- Larger streams containing a variety of fish species that flow into the city from other jurisdictions
- Intermittent creeks that flow only during heavy precipitation events
- Large and complex wetland systems
- Small, pocket wetlands
- Floodplains associated with streams and wetlands
- Stable steep slopes as well as those prone to landslides
- Tree canopy

Streams and Surface Water Drainage

The two largest streams within Lake Forest Park are Lyon Creek and McAleer Creek. Both streams begin in neighboring jurisdictions to the north of the city and flow through local sub-basins to empty into Lake Washington. The city also contains ~~a number of several~~ streams that originate within its boundaries, such as Brookside Creek, Schoolhouse Creek, McKinnon Creek, and others. Many of these are tributaries of Lyon Creek and McAleer Creek. Streams in the city are home to various species of fish, including endangered salmon and trout species.

The City owns and operates a stormwater system in order to ~~help~~ manage surface water drainage (see Volume II of the Utilities Element for a description of the stormwater utility). Ongoing management of the ~~C~~city's stormwater system is largely governed by ~~S~~state and federal agencies, such as the Department of Ecology and the National Pollutant Discharge Elimination System (NPDES) permit program. The City follows these standards where applicable. The City has adopted by reference the 2009 King County Surface Water Design Manual. More detailed information about the City's stormwater infrastructure can be found in the 2014 Surface Water Management Plan.

Flooding

In Lake Forest Park, flooding problems occur below NE Bothell Way on the alluvial fan deltas for Lyon Creek and McAleer Creek. Stream-transported sediments deposit in the low gradient reaches and reduce the channel capacity. Urbanization restricts channel location and continual channel maintenance is necessary to mitigate the natural flood hazard. In other areas, localized flooding occurs as result of channel obstructions, such as undersized culverts, low bridges, or reduced channel capacity.

Wetlands

Based on available information, there are approximately 50 acres of mapped wetlands in Lake Forest Park (Figure II.1). However, there are more unmapped wetland areas known to be present. Many of the wetlands ~~present~~ in the ~~City~~city are located at the bases of steep slopes, within natural depressions, or within riparian corridors along streams. As with many urban environments, the wetland conditions in Lake Forest Park have often been altered, modified, and encroached upon by urban development.

Groundwater

Groundwater is the primary water supply for portions of the city served by the Lake Forest Park Water District (see Figure II.31 in Volume II of the Utilities Element). The Lake Forest Park Water District operates wells within a wellhead protection area located in the city. Other areas of the city receive water from utilities that acquire water from sources outside of Lake Forest Park. Since a portion of the city's residents rely on groundwater as their source of potable water, protection of groundwater quality is particularly important.

Steep Slope and Landslide Hazard Areas

Sloped topographical conditions are prevalent throughout Lake Forest Park, and possible landslide and steep slope hazard areas are the most widely designated environmentally sensitive areas in the City (Figure II.1). Protection from the possible detrimental effects of landslides and slope related hazards are high priorities. Landslide activity in Lake Forest Park has occurred within recent years.

Erosion Hazard Areas

Erosion is a natural process whereby soil coverage is loosened and reduced by wind, rain, and running water. In the Puget Sound region, rain and running water are the main contributors to erosion. The potential for erosion depends upon the physical and chemical composition of the soil, vegetation coverage, slope length and gradient, intensity of rainfall, and velocity of surface water runoff. Erosion hazard areas are located throughout the City, however, they are generally found in the riparian areas of stream corridors and in steep slope and landslide hazard areas.

Seismic Hazard Areas

King County is an earthquake-prone region subject to ground shaking, seismically induced landslides, and liquefaction of soil. Seismic hazard areas in Lake Forest Park are generally located near stream corridors, large wetland areas, floodplains, the Lake Washington shoreline, and in previously filled areas.

Citizen-Resident Volunteers

The natural environment of Lake Forest Park benefits from the many residents who are deeply passionate about protecting and enhancing it. These volunteer commissioners, tree board members, and non-profit members collaborate with the City regularly on projects and plans that embrace the city's shoreline, streams, forests, and wildlife habitat.

The Lake Forest Park Stewardship Foundation, a community-run non-profit, was formed in 1998 and has worked tirelessly since that point to increase education and awareness of Lake Forest Park's natural resources. Members of the Foundation have contributed to many community plans in the past, and have been an integral part in developing the Environmental Quality and Shorelines goals and policies.

Recycling

King County has set a goal of diverting 70% of all waste from the landfill by 2030, minimizing waste by keeping valuable materials in use and out of the county's only active landfill.¹ Lake Forest Park's recycling rate (which includes composting) has already reached 65%, far above the state average of 50%.² Still,

¹ King County, "Re+ (z)Zero Waste," last updated January 2015-2024, <https://kingcounty.gov/en/dept/dnrr/waste-services/garbage-recycling-compost/solid-waste-programs/re-plus> <http://yourkingcounty.gov/solidwaste/garbage-recycling/zero-waste.asp>.

² City of Lake Forest Park, "Summer 2014," City News, 2014: 1 <http://www.cityofflp.com/Archive/ViewFile/Item/884>.

‡The Cedar Hills landfill, to which receives Lake Forest Park's garbage ~~goes~~, finds that ~~75%~~ nearly 70% of the waste ~~it receives~~ that is sent there each year could have been recycled, composted, or re-used.³

Recycling and composting are important components of environmental protection, providing benefits such as:

- Reducing emissions of methane, a greenhouse gas more than twenty times as potent as carbon dioxide, from landfills
- Reducing the need for new material, such as trees, oil, and metals, and the fuel use involved with obtaining and transporting them
- Reducing the possibility of hazardous substances leaching into the water table
- Reducing the amount of plastics and other materials that end up in our water and land

Because our waste is landfilled outside of the ~~community~~ city's boundaries, the positive impact of recycling efforts on Lake Forest Park is not as directly visible as other environmental efforts. However, it is important to recognize our responsibility in the larger context. Pollution in other parts of our region finds its way into our air and water, and the methane emissions from landfills have a negative impact on the forests, streams, wildlife, and citizens of our community no matter how far away they are released.

³ King County, "Re+ (Zero Waste)," last updated January 2015 ~~2024~~, <https://kingcounty.gov/en/dept/dnrp/waste-services/garbage-recycling-compost/solid-waste-programs/re-plus> ~~http://your.kingcounty.gov/solidwaste/garbage-recycling/zero-waste.asp~~.

Volume I | Goals & Policies

Community Services & Public Safety

Introduction

The Community Services and Public Safety Element Goals and Policies support the City's commitment to addressing the needs of underserved populations, ~~and~~ creating and maintaining effective partnerships that improve security, ~~and~~ public safety, and ~~reduce~~ reducing the impact of disasters.

Additional information supporting these goals and policies can be found in the Community Services & Public Safety Element Background Analysis (Volume II), including:

- Providers of community and social services
- Background on public safety programs
- Background on emergency management programs

Goals & Policies

Goal CS-1 Community Service Vision. Lake Forest Park is a sustainable, vibrant community in which all residents are welcome to live, work, and play for all.

Policy CS-1.1 ~~Maintain spaces for Citizens~~ residents are encouraged to communicate and exchange ideas with each other and the City.

Policy CS-1.2 Encourage arts, ~~and~~ cultural programs, and other active recreational activities to promote physical and mental health and social interaction.

Policy CS-1.3 ~~Ensure that all residents have~~ Maintain adequate access to ~~appropriate~~ mental health support services for all residents.

Policy CS-1.4 ~~Leverage the Town Center, and other neighborhood center locations, and transit hubs to~~ deliver community services and to foster a high quality of life for residents of all ages.

~~Policy~~ Goal CS-1.71b Address the needs of underserved populations within our community.

Policy CS-1.5 ~~Promote adequate housing opportunities for low and moderate income low- and moderate-income~~ residents, seniors, and special needs populations.

Policy CS-1.5 ~~Intentionally strive for~~ Increase access to equitable opportunities for all people and communities through ~~equitable~~ City policies, regulations, services, and community engagement.

Policy CS-1.6 ~~Seek out and maintains regional partnerships to leverage resources, coordinate, and deliver human services, and promotes a full range of accessible and appropriate human service programs, including the arts and other cultural opportunities.~~

Policy CS-1.8 Provide equitable planning, funding, and delivery of community services. Prioritize investment to address disparities.

Policy CS-1.9 Protect and enhance the environment and public health and safety when providing community services.

Commented [CH1]: This is a reference to "making space," or providing safe and attentive opportunities for people to share information. These "spaces" can be physical, but don't necessarily have to be physical.

Goal CS-2 Quality of Life. Enhance and enliven the quality of life for all members of the community while meeting basic physical, economic, and social needs.

Policy CS-2.1 Promote a continuum of human services that meet immediate, preventive, and ongoing needs to enhance the quality of life for all families and individuals.

Policy CS-2.2 ~~Support the provision of a continuum of human services which meet immediate, preventive, and on-going needs.~~

Policy CS-2.23 ~~Strive to~~ Ensure that equitable human services are available to Lake Forest Park ~~citizens~~ residents and are provided in a non-discriminatory manner.

Policy CS-2.34 ~~Work to create and promote~~ Maintain a coherent, culturally relevant program of human care services that protects the vulnerable populations and invests in human development.

Policy CS-2.45 ~~Encourage~~ Increase services that are accessible to all ~~in the community~~ residents by removing physical, cultural, language, communication, accessibility, affordability, and other barriers.

Goal CS-3 Youth. ~~Help young people to be~~ Promote healthy, caring, and responsible responsibility among the city's youth.

Policy CS-3.1 ~~Establish opportunities for youth to play an active and useful role in the community.~~

Policy CS-3.12 ~~Create~~ Support existing community-based organizations that provide opportunities for youth to develop leadership skills that lead to positive outcomes in the community.

Policy CS-3.23 ~~Maintain a partnership with local schools to engage youth in the planning processes~~ Promote opportunities for youth to share their needs and ideas concerning the community.

Policy CS-3.34 ~~Continue to create~~ Maintain a variety of positive, enriching activities ~~after school~~ for youth of all ages.

Policy CS-3.45 Help youth avoid the use of drugs, alcohol, and other dangerous substances, and provide support for resources to address ~~deal with mental~~ challenges such as depression, ~~and~~ anger, and physical and/or emotional abuse.

Policy CS-3.56 ~~Support the schools in increasing~~ programs to increase academic achievement for students at schools with higher proportions of low-income families, students with disabilities, homeless students, and students excluded due to behavioral violations.

Policy CS-3.67 ~~Facilitate opportunities for positive interaction between youth and~~ de-escalation training for the police and other public authorities to support safe and positive interactions with local youth.

Policy CS-3.78 ~~Support the creation of~~ Increase opportunities for youth to learn fiscal responsibilities through education and age-appropriate employment.

Policy CS-3.9 ~~Include youth in the planning processes for new public recreational facilities.~~

Goal CS-4 Seniors. ~~Help maintain~~ Facilitate the physical and emotional well-being of seniors.

Policy CS-4.1 Support services and activities for seniors that encourage physical exercise, social interactions, and healthy lifestyles.

Policy CS-4.2 ~~Support services~~ Promote land uses that encourage housing and neighborhood developments that enable seniors to remain in their homes.

Policy CS-4.3 ~~Support~~ Increase mobility options for seniors through the provision of vanpooling, neighborhood pick-up, and other such services.

Goal CS-5 Families. Encourage the health, self-sufficiency, and safety of families.

Policy CS-5.1 Support ~~culturally appropriate~~ services that enhance parenting skills and ~~family life~~ lifestyles of multicultural and families of all compositions.

Policy CS-5.2 Advocate for quality, accessible childcare and early-childhood education programs that ~~is~~ are affordable and ~~accessible~~ to families of all income levels.

Policy CS-5.3 ~~Advocate for quality and affordable early childhood education.~~

Policy CS-5.3.4 ~~Continue to provide and support~~ Evaluate strategies for expanding domestic violence prevention and intervention services to include support and education.

Goal CS-6 Residents. ~~Encourage the participation of all residents to participate in community activities, identification of~~ identify community needs, and ~~in developing~~ ideas for resources and programs.

Policy CS-6.1 ~~Create~~ Promote community activities and events that encourage the participation of all residents.

Policy CS-6.2 ~~Involve residents by creating and promoting~~ Explore opportunities to ~~provide input on~~ learn about community needs and ways to meet those needs through connections with existing community groups and gathering spaces.

Policy CS-6.3 Encourage active recreational activities that promote health and social interaction.

Policy CS-6.4 Assess affordable and accessible housing needs, and advocate for emergency housing, transitional housing, and support services to meet the basic needs of diverse populations and ~~advocate for affordable and accessible housing opportunities.~~

Policy CS-6.5 Promote multi-jurisdictional collaboration to increase community resilience.

Commented [CH2]: Supports CAP CR 2.4

Goal CS-7 Public Safety Vision. ~~Build a safer future for residents of LFP through~~ Promote effective partnerships between the community Lake Forest Park residents, community resources, and first responders emergency services (police, fire, and ambulance) to improve security, foster public health and safety and reduce the impact of disasters.

Policy CS-7.1 Proactively support programs, such as ~~Block Watch~~ food banks and YouthCare, to aid in crime prevention and community wellness by building partnerships between, neighborhoods, first responders, and the community.

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

Policy CS-7.2 ~~Improve public safety through~~ Maintain safer streets, walkways, and neighborhoods, ~~block watch, lighting, and by~~ supporting Crime Prevention ~~Through Environmental Design~~ (CPTED) ~~elements.~~

Policy CS-7.3 Promote ~~community~~ education ~~of the community~~ to address safety concerns and reduce the impact of disasters.

Commented [CH3]: Supports CAP CR 1.5, 1.6

Goal CS-8 Community Resilience. Foster a friendly, caring, and mutually-supportive community to improve climate resilience.

Policy CS-8.1 Enhance partnerships between the City and community-based organizations to support equity in decision-making.

Policy CS-8.2 Support community-building events to clean up beaches and parks and restore riparian zones.

Volume II | Background Analysis

Community Services & Public Safety

Introduction

This section contains information that was used in developing the update of the goals and policies in the Community Services & Public Safety Element of the Comprehensive Plan, including:

- Community Services
- Public Safety
- Crime ~~p~~revention ~~t~~hrough ~~e~~nvironmental ~~d~~esign (CPTED)

Community Services Background

Community Services ~~encompass a broad range of services including~~ range from basic services for people in immediate need ~~as well as to~~ preventive and ongoing support, which ~~range from~~ includes emergency shelters, ~~and~~ food banks, ~~to scouting~~ workforce development, education, and recreational programs. Lake Forest Park works closely with ~~its~~ neighboring cities, the Shoreline School District, United Way, ~~the~~ Third Place Commons, Shoreline Lake Forest Park Senior Center, and Shoreline-Lake Forest Park Arts Council, as well as other human and cultural community service agencies ~~in combining to combine~~ resources ~~to and encourage foster~~ a continuum of ~~services~~ care.

Lake Forest Park has a great deal of community strengths and assets. A county library located in the Lake Forest Park Town Center provides family literacy programs. The Shoreline-Lake Forest Park Arts Council provides free family engagement opportunities and arts education through schools and other venues. Third Place Commons offers a forum for ~~community activities and events~~ the city, and ~~it~~ serves as a community center ~~providing which provides~~ multigenerational cultural, recreational, and educational activities. ~~It also sponsors~~ The Commons hosts the Farmers Market ~~that includes and sponsors a programs offering food assistance program to help low-income seniors individuals~~ and families ~~better~~ access to fresh, healthy produce.

The Shoreline ~~f~~ Lake Forest Park Senior Center located in Shoreline and the Northshore Senior Center in Bothell serve Lake Forest Park's seniors. The Center for Human Services in Shoreline and Northshore Family Services in Bothell provide drug and alcohol treatment, family support, and family counseling. The area's food banks include Hope ~~l~~ink in Shoreline and the North Help ~~l~~ine in Lake City. Hope ~~l~~ink also provides other emergency services to the area's residents such as energy and rent assistance and shelter.

Of the more than one hundred agencies reporting that they provide services to residents in North King County with United Way funding, and approximately twelve have local sites or regularly deliver services out of a site in this area. Many residents also travel to neighboring cities to obtain services.

Public transportation is improving, but many believe it is still inadequate in north King County. Some seniors use the Shoreline/Lake Forest Park Senior Center shuttle, to transport them to the Center and King County Metro provides Access Transportation vans for qualified residents. Some residents who are eligible to receive services also use private transportation to access services.

Areas of Emphasis

This section provides information that supports the community service goals and policies related to domestic violence, children and youth, and seniors. In addition, other relevant information can be found in the figures and tables of Volume II: Housing Background Analysis.

Domestic Violence Victims

Domestic violence continues to be a concern in the city, however, the number of calls responded to by police has dropped. In 2013, the police responded to 77 domestic violence-related calls (see Table II.10), which was a 37 percent reduction from the number of calls in 2009. There are few shelters for women and their families fleeing to leave an abusive environment. Often womenMany people are forced to remain with an abusive partner for lack of options.

Commented [CL4]: Section reviewed for grammar only; data and table will need to be updated.

Table II.10 Domestic violence-related emergency calls, 2009–2013

Domestic Violence	2009	2010	2011	2012	2013
Verbal	46	33	26	32	33
Assault	33	22	30	26	28
Order Violations	16	9	13	12	6
Harassment	7	5	4	5	3
Rape	2	2	0	1	0
Malicious Mischief	13	8	8	9	7
Burglary	4	1	2	1	0
Trespass	2	2	1	0	0
Total	123	82	84	86	77

Children and Youth

There are many activities and programs for children and youth in the Citycity and within a 5five-mile radius. The Shoreline Children’s Center operates after school programs in Lake Forest Park, Brookside, and Briarcrest elementary schools. There is a teen center located at The Rec in Shoreline, and the City of Shoreline and the YMCA facilitate Hang Time, an after-school program at Kellogg Middle School. There are hundreds of programs and classes available through the City of Shoreline’s recreation program at the Spartan Recreation Center and Shoreline Pool, most low-cost and/or available with “resident” discounts. In the summer there are also day camps ranging fromDay camps in the summer—operated by Shoreline, the YMCA, the Arts Council, the Kruckeberg Botanic Garden, and others—offer sports, to arts, to and nature activitiesrun by Shoreline, the Y, the Arts Council, the Kruckeberg Botanic Garden, and others.

Transportation is sometimes cited as a problem for youth, as they require adults with cars in accessing to access these programs ~~since they rely on adults with cars to transport them~~. Carpooling ~~can often and non-motorized transportation facilities could~~ mitigate this issue.

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

Seniors

The population of Lake Forest Park is getting older. According to the 2000 census, the percentage of median age was around 42 years of age. In 2012, the median age had rise to 45. Those residents aged 65 years of age and older have has increased from ~~13 percent in 2000 to~~ 17 percent in 2012 to 25 percent in 2022.¹ Additionally, the median age has decreased from 45 years in 2012, to 42.6 years in 2022, which could indicate a need for increased senior care in the future.

There are two organizations that offer engaging and supportive services to elderly residents in the area: Both the Shoreline/Lake Forest Park and Northshore Senior Centers offer engaging and supportive services to local seniors. The Shoreline/Lake Forest Park LFP Senior Center also offers home chore services and Meals on Wheels for frail and disabled residents. ~~In addition,~~ the City of Shoreline provides recreation activities for active seniors; one in particular is the particularly through a new, free Shoreline Walks program, which has established a variety of routes for adults aged 50 years and over to explore with volunteer guides.

The need for affordable and market rate senior housing and assisted living ranks high among seniors and geriatric professionals. There are limited housing options or areas in the city that are suitable for building housing for seniors. When seniors are no longer able to drive, the hilly terrain and limited public transportation options ~~may can~~ present challenges for getting around the city. Senior housing in an area that accommodates transportation and services ~~friendly area~~ is ideal. ~~At this time~~ Currently, there are no requirements for senior housing in the City's land use regulations.

Public Safety Background

Police

There are 22 full time employees assigned to the Lake Forest Park Police Department. ~~A majority of~~ Most of the officers are in the patrol division; additionally, the Police Department has a traffic unit, criminal investigation detectives, canine unit, professional support staff, sergeants, a captain, and police chief.

In 2013, the average response time to calls for service for Lake Forest Park Police was ~~2:17~~ two minutes and 17 seconds; the national standard is over five minutes. The Lake Forest Park Police Department

Commented [CL5]: Section reviewed for grammar only; data will need to be updated.

¹ The American Community Survey (ACS) is an ongoing statistical survey by the U.S. Census Bureau. The ACS is based on a statistical sampling of data rather than the complete counts taken every ten years. It allows communities to estimate changes to demographic characteristics during the period between the decennial censuses.

partners with the King County Sheriff's Office and the Coalition of Small Police Agencies (CSPA) for specialized services, homicide/-robbery investigations, SWAT, K9, air support, bomb technicians, [training](#), and other services.

Burglaries decreased from 91 in 2012, to 80 in 2013, thefts from vehicles remained the same, and vehicle prowls were down. [Citations for driving under the influence \(DUI's\)](#) were increased by 36 percent from the previous year. The Lake Forest Park Police Department focused its efforts on reducing burglary and other property crimes, preventing crime, and creating an environment where people feel safe.

The police department will make several changes to focus on crime prevention, and identifying and apprehending high impact offenders. Four areas the police will set clear direction and goals are:

- Reduce Crime and Collision Loss in the community
- Provide Quality Services and Innovative Police Strategies Delivered Through Excellent Customer Service
- Provide appropriate resources to employees that foster a safe, ethical, innovative, knowledgeable, and diverse workforce
- Provide Emergency Management Oversight for City Infrastructure and the Community

Hazard Mitigation Plan

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

This plan was first created in 2004 and was updated in 2009. The Federal [Emergency Management Agency \(FEMA\)](#) and the [Federal Disaster Mitigation Act \(DMA\)](#) law provides that requires these plans to be updated every five years to maintain eligibility for assistance. The DMA improves upon the planning process to emphasize the importance of mitigation, and encourages communities to plan for disasters before they occur.

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

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

The 2015 draft **Hazard Mitigation Plan** is available online at: www.cityoflfp.com/index.aspx?nid=452.

The Federal Disaster Mitigation Act (DMA) requires state and local governments to develop such plans as a condition of federal grant assistance, and mandates updating these plans every five years. The DMA improves upon the planning process to emphasize the importance of mitigation, encouraging communities to plan for disasters before they occur. Crime Prevention Through Environmental Design (CPTED)²

CPTED looks principles consider at the entire neighborhood to identify areas or elements that may have the potential to attract crime. Knowing simple CPTED design principles can lead to solutions that can be undertaken to reduce perceptions of fear and prevent crime in these areas. CPTED can also help you plan ahead for guide the designs for future neighborhood development in your neighborhood. There are some basic strategies that you can be incorporated into discussions with your neighborhood or Block Watch groups for shared areas, such as parks or alleys. There are also strategies you should consider for your personal property.

Natural Surveillance

CPTED does not promote the “fortressing” of properties; quite the contrary. The ability to see what is going on in and around a property should be your the first priority. Perpetrators of crime are attracted to areas and residences with low visibility. This can be counteracted in the following ways:

- **Lighting.** Street lights should be well spaced and in working order, alleys and parking areas should also be lit. Lighting should also reflect the intended hours of operation, i.e., lighting of at playfields or structures in local parks may actually encourage after hour criminal activities. Motion-sensing lights perform the double duty of providing light when needed and letting trespasser know that “they have been seen.”
- **Landscaping.** Generally, uniformly shaped sites are safer than irregularly shaped sites because there are they provide fewer hiding places. Plants should follow the 3-8 rule of thumb; hedges no higher than 3 feet, and tree canopies starting no lower than 8 feet. This should is especially important around entryways and windows.
- **Fencing.** Fences should allow people to see in. Even if the fences are built for privacy, they should be of a the design that is not should have some visibility and not be too tall and has some visibility.
- **Windows.** Windows that look out on streets and alleys are good natural surveillance, especially bay windows, and. These should not be blocked. Retirees, stay at home parents, and people working from home offices can provide good surveillance for the neighborhood during the day. This is a design concept referred to as “eyes on the street.”

Natural Access Control

Access Control refers to homes, businesses, parks, and other public areas having that have distinct and legitimate points for entry and exits. However, this should also be balanced to avoid “user entrapment,” or not allowing which does not allow for easy escape or police response to an area. Generally, crime perpetrators will avoid is reduced in areas that only allow them with one way to enter and exit, and that have high visibility and/or have a high volume of user traffic. This can be assured by:

- **Park designs with open, uninhibited access and a defined entry point.** A good example is a park with transparent fencing around the perimeter, and one large opening in the gate for entry.

² Source: <http://www.seattle.gov/police/prevention/neighborhood/cpted.htm>.

Putting vendors or shared public facilities near this entrance creates more traffic and more surveillance.

- **Businesses with one legitimate entrance.** Avoid recessed doorways.
- ~~A natural inclination is to place p~~**Public restrooms away from near centers of activity, but they can become dangerous if placed in an uninhabited area.** Restrooms ~~can become problem areas if they are located that are down at the ends of~~ long hallways, ~~or in~~ foyer entrances with closed doors, are far away from the entrance of a park, or are not visible from the roadway ~~can become problem areas.~~
- **Personal residences with front and back doors that are clearly visible and well lit.**

Territoriality/Defensible Space

Territoriality ~~means showing that your community “owns” your~~ is a way of demonstrating community ownership neighborhood. ~~While t~~ This includes removing graffiti and keeping buildings and yards maintained, ~~it also and~~ refers to small personal touches. Creating flower gardens or boxes, ~~putting out~~ displaying seasonal decorations, or maintaining the plants in traffic circles seems simple, but sends a clear message that people ~~in your care about the~~ neighborhood ~~care and won’t tolerate crime in their area.~~ These kinds of personal touches work in business communities as well. More complex design efforts can ~~also~~ be undertaken for more dramatic changes. These are some things that should be considered when planning for future growth:

- **Front porches and apartment balconies add to street surveillance.**
- **Traffic plans that consider the size of the neighborhood.** People drive by “feel” more than speed limits; ~~so a wide, two-two~~ lane residential streets can lead to speeding. Traffic circles, or ~~increasing the size of curbs~~ increased curb size can help to calm traffic.
- **Institutional architecture that respects the scale and form of the neighborhood ~~identity and does not dwarf the current scale of the neighborhood.~~**
- **Clear transitions between private, semi-private, and public areas.**

To Lake Forest Park Planning Commission; Mark Hofman, AICP
From: Cristina Haworth, AICP
Date: May 3, 2024
Project: 2024 Comprehensive Plan Update
Subject Capital Facilities & Utilities Elements Discussion Guide

Introduction:

Capital facilities are the buildings and major equipment needed to provide public facilities and services, including but not limited to transportation infrastructure, sidewalks, street and road lighting systems, traffic signals, water systems, storm and sanitary sewer systems, parks and recreational facilities, police and fire stations and equipment, and schools. Capital facilities may be owned by the City or may be owned and operated by a different agency. The City must plan for capital facilities under the Growth Management Act and the Capital Facilities Element must consist of:

1. An inventory of existing capital facilities owned by public entities, including green infrastructure, showing the locations and capacities of the capital facilities.
2. A forecast of the future needs for such capital facilities. This is based on the land use plan and other information.
3. The proposed locations and capacities of expanded or new capital facilities. This comes from the operators of the facilities.
4. At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes. The funding plan includes regular income streams such as taxes as well as grant funding opportunities.
5. A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities must be included in the Capital Facilities Element.

The City is required to coordinate and work with all public entities that own capital facilities. This includes public utility districts and school districts that serve Lake Forest Park.

Utilities are electric, water, sewer, telecommunications, internet, and similar services that support public health, safety, and welfare. The City must also plan for adequate provision of utilities per the Growth Management Act. The Utilities Element must include the general location, proposed location, and capacity of all existing and proposed utilities including, but not limited to, electrical, telecommunications, and natural gas systems. The City

is required to coordinate and work with utility owners/providers such as public utility districts that serve Lake Forest Park.

These elements must also be consistent with PSRC Vision 2050 and King County's Countywide Planning Policies. Generally, the 2015 Capital Facilities and Utilities Elements *are consistent* with these documents, but some changes are needed:

- Growth Management Act:
 - Update inventories, capacity information, and planned improvements – IN PROGRESS.
 - Forecast future needs based on planned growth and determine if capacity is adequate.
 - Develop a six-year capital improvements plan for financing improvements.
- King County Countywide Planning Policies (CPPs):
 - ✓ Provide a full range of urban services in the Urban Growth Area....
 - Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.
 - ✓ Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.
 - CONSIDER: Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.
 - ✓ Reduce the solid waste stream and encourage reuse and recycling.
 - ✓ Reduce the rate of energy consumption through efficiency and conservation to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.
 - ✓ Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.¹
 - ✓ Plan for the equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.
 - ✓ Work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities. Coordinate and collaborate to build new and expand existing school facilities where necessary, employing the strategies listed in PF-23.²
 - ✓ Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.
 - ✓ Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.
- PSRC Vision 2050
 - ✓ Protect and enhance the environment and public health and safety when providing services and facilities.

¹ This will be addressed more fully in the Climate Element planning process.

² Strategies are either generally consistent with goals and policies in the Comprehensive Plan or directly supported by goals and policies in the Comprehensive Plan.

- Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.
- Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability. Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.
- ✓ Promote the use of renewable energy resources.
- ✓ Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.
- ✓ Support the necessary investments in utility infrastructure to facilitate transition to low-carbon energy sources.
- ✓ Plan for the provision of telecommunication infrastructure, especially in underserved areas.
- ✓ Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.
- ✓ Consider climate change, economic, and health impacts when siting and building essential public services and facilities.
- ✓ CONSIDER: Develop conservation measures to reduce solid waste and increase recycling.
- CONSIDER: Promote the replacement of failing septic systems with sanitary sewer connections or alternative technology that is comparable or better.

Discussion Questions and Guidance:

1. **Water Reclamation.** To what extent does the City want to support the reclamation and reuse of water as a method of reducing water consumption?
2. **Equity.** To what extent should we directly prioritize capital facility and utility investments in historically underserved communities? Potential policy language could look like this:
 - a. When planning for utility system/capital facilities upgrades or expansions, prioritize improvements in historically underserved communities to the extent feasible.
3. **Climate Commitment.** We proposed new goals and policies in the Capital Facilities and Utilities Elements. Are there other resilience or climate-focused policies that should be included?

Goals & Policies

Capital Facilities

Introduction

The Capital Facilities Element discusses facilities needed for public services that will support planned population and employment. Public facilities addressed in the Capital Facilities Element include the transportation system (streets, sidewalks, street-lighting systems), parks, schools, libraries, drainage, water and sanitary sewer systems, public safety, and governmental services.

This element helps the City to ensure that the right facilities are in the right place to support the development that is planned in the Land Use Element. It also supports other elements, such as Transportation and Parks, Trails, & Open Space, which drive the ~~policy-policies~~ for capital facilities on those topics. By planning ahead to identify which facilities will be needed, the City is better able to ensure that expectations for quality of service ~~(the adopted level of service)~~ can be met. Consistent with this direction, goals and policies in this element guide the City to have facilities that adequately support new development, address any past deficiencies, and maintain their stated levels of service.

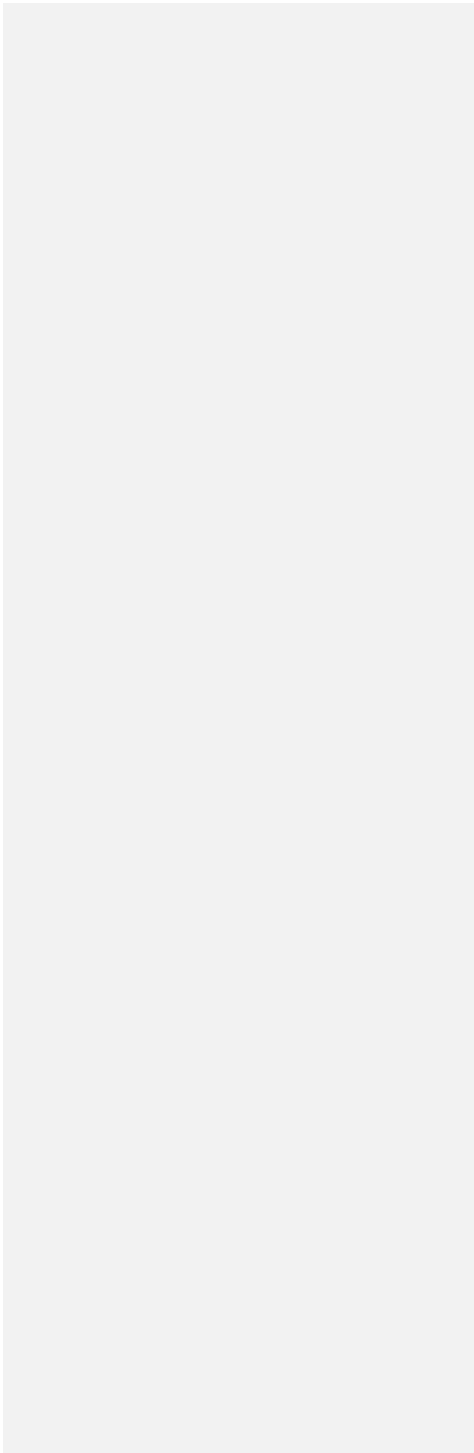
The Growth Management Act establishes five requirements for this element, ~~which are to:~~

- Provide an inventory of facilities
- List a forecast of needs
- Show proposed locations and capacity of planned facilities
- Provide a financing plan for needed facilities, and
- Reassess planned facilities if they cannot be provided and paid for.

The process of addressing these five requirements helps ~~us make wise use of City funds by organizing and prioritizing projects~~ the decision-making decision-making process of the City by organizing and prioritizing future capital improvement projects (CIP). The first four

Capital Facilities Include:

- Streets*
- Sidewalks*
- Street-Lighting*
- Parks*
- Schools*
- Libraries*
- Drainage*
- Water & Sanitary Sewer Systems*
- Government Buildings*



Goals & Policies

Utilities

Introduction

The Utilities Element addresses telecommunications, electricity, water and sewer services, and stormwater systems. In general, the goals and policies promote reliable and equitable services for all constituents in a ~~cost-efficient~~cost-efficient manner.

Consistent with the Plan’s emphasis on sustainability and healthy communities, utilities policies promote resource efficiency and help to reduce the demand on utility infrastructure.

The Utilities Element Background Analysis (Volume II) contains the background data and analysis, including information on the proposed location of utilities, and capacity of existing and proposed utilities. Specific utilities discussed include:

- Water
- Sewer
- Surface Water
- Electricity
- Natural Gas
- Telecommunications
- Solid Waste



Goals & Policies

Goal U–1 Service Quality. Ensure quality utility services ~~are provided~~ throughout Lake Forest Park ~~to that~~ meet the needs of current and future residents and businesses.

Policy U–1.1 Work with utility providers to ensure that reliable, quality services are provided at reasonable and fair rates in all areas of the City.

Policy U–1.2 Encourage the timely expansion and maintenance of utility infrastructure ~~in order to~~ meet evolving community needs.

Policy U–1.3 Encourage the use of new technologies that will enhance the quality of utility services ~~and that are~~ while ensuring the financially financial feasibility.

Policy U–1.4 ~~Utilize a variety of methods to improve the quality of utility services including~~ Coordinate partnerships, interlocal agreements, and franchise agreements ~~to increase the quality of utility services.~~

Policy U–1.5 Improve telecommunication services, with a focus on ~~high-speed~~ high-speed internet connectivity, for residents and businesses in Lake Forest Park.

Policy U–1.6 Consider alternative service provision options that may be more effective, efficient, and economical at providing service to residents and businesses, including reducing the number of water and sewer providers operating within the City.

Goal U–2 Planning. Work with utility providers and other partners to plan for sustainable utility infrastructure that supports City and regional growth plans.

Policy U–2.1 Support utility service areas that are consistent with the growth and development patterns outlined in the City's Comprehensive Plan, the King County Comprehensive Plan, and VISION ~~2040~~ 2050.

Policy U–2.2 Communicate on a regular basis (consider annually) through sharing and requesting information with utility providers and other partners, ~~in order to facilitate coordinated planning for sustainable regional utility infrastructure.~~

Policy U–2.3 Coordinate ~~review of significant development proposals~~ with utility providers to determine ~~whether there is~~ available capacity to accommodate development without lowering service standards, and identify ~~any~~ needed system improvements.

Policy U–2.4 Encourage the joint use of utility corridors and facilities to minimize the amount of land area impacted by utility infrastructure.

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Commented [ZG1]: Was this ever addressed?

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During the Comprehensive Plan update process, community members identified the need for improvements in current internet service for residents and businesses as an important priority. Interest was also expressed in building on existing fiber optic infrastructure in the City.

VISION 2040 is available online at: <https://www.psrc.org/planning-2050/vision-2050> www.psrc.org/growth/vision2040.

The King County Comprehensive Plan is available online at: <https://kingcounty.gov/en/dept/executive/governance/leadership/performance-strategy-budget/regional-planning/king-county-comprehensive-plan> www.kingcounty.gov/depts/executive/psb/regional-planning/king-county-comprehensive-plan.aspx.



Policy U-2.5 Educate ~~citizens-residents~~ about the importance of notifying utilities of construction activities, and lead by example during city construction projects. Facilitate coordination of trenching activities and work to decrease the need for making cuts in new roads.

Policy U-2.6 Support the use of utility corridors for recreation and open space purposes, where appropriate.

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Goal U-3 Community Impacts. Partner with utility providers to mitigate negative impacts of utility systems to community members.

Policy U-3.1 Support the use of construction, operation, and maintenance practices that limit adverse impacts, such as loud noises, service outages, transportation disruptions, and public safety hazards.

Policy U-3.2 Work with ~~utilities-utility providers~~ to inform the community about ~~utility-disruptive~~ activities and to provide opportunities for public engagement in planning processes.

Policy U-3.3 Encourage the use of siting and design practices that minimize adverse visual impacts ~~to community members~~ associated with utility infrastructure.

Policy U-3.4 Promote the undergrounding of utilities where physically and financially feasible.



Design measures such as color, varied materials, artwork, and superior landscape design can promote compatibility with the surrounding neighborhood.

Goal U-4 Environmental Impacts. Minimize negative impacts of utility systems to the environment.

Policy U-4.1 Encourage siting, construction, operation, and maintenance activities that are consistent with environmental best management practices.



Policy U-4.2 Coordinate and support public education by the utility providers ~~that raises awareness~~ of the need for water and energy conservation ~~and empowers individuals to take action~~.

Policy U-4.3 Advocate for ~~water utilities to adopt~~ efficient water utility practices that protect natural resources and support a sustainable long-term water supply.

Policy U-4.4 Collaborate with utilities and other partners to identify the impacts of climate change and develop long-term strategies to address them.

Policy U-4.5 Advocate for ~~energy utilities to adopt~~ efficient energy utility practices and explore alternative energy resources, ~~in order to help~~ meet long-term ~~energy~~ needs and reduce environmental impacts associated with traditional energy supplies.

Policy U-4.6 ~~Work~~ Coordinate tree removal and replacement plans with electric utilities to ~~encourage tree removal when topping is otherwise required for maintaining~~ maintain power lines, ~~and ensure that trees are replaced with location-appropriate species~~.

Policy U-4.7 Encourage the waste management utilities to increase recycling, composting, yard waste, waste reduction, and responsible disposal of hazardous waste.

Policy U-4.8 Coordinate and support public education by the utility providers ~~that raises awareness~~ of alternatives to toxic and wasteful products.

Policy U-4.9 Protect water quality and quantity through operation of the City's stormwater utility.

Goal U-5 Climate Commitment. Enhance community resilience and suppose environmental justice outcomes through the provision of reliable

Please see the Community Forest Management Plan for background information, available online at: www.cityoffjp.com/DocumentCenter/View/369.

Please see the Environmental Quality & Shorelines Element for additional guidance on water quality.

utility services.

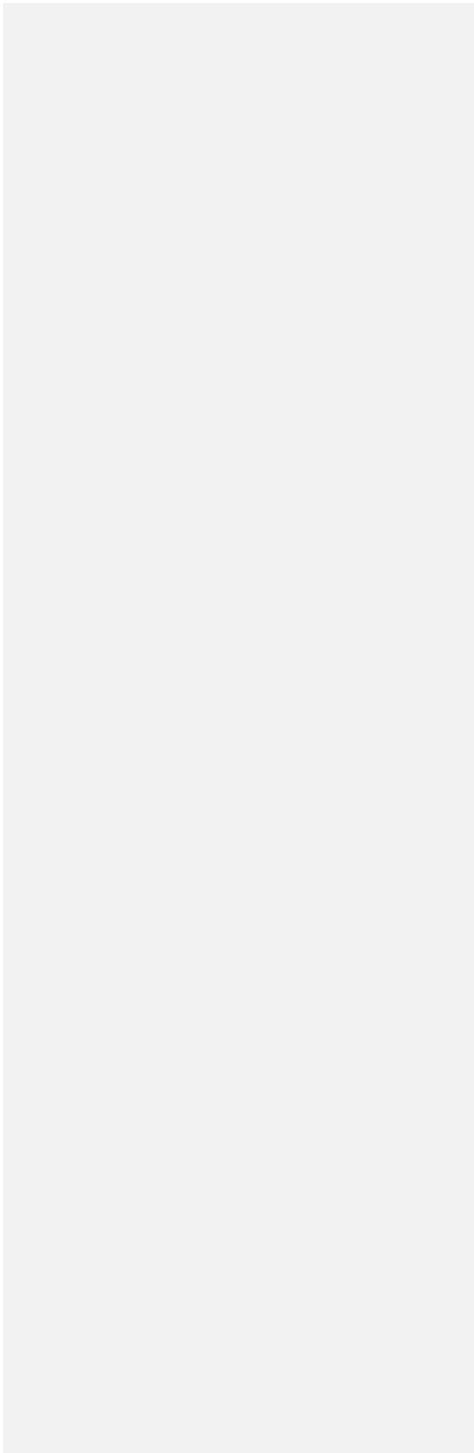
Policy U-5.1 When expanding or upgrading utilities, consider environmental justice criteria in making decisions.

Policy U-5.2 Plan for resilient and redundant utility services to improve resilience in the event of a natural disaster or other emergency.

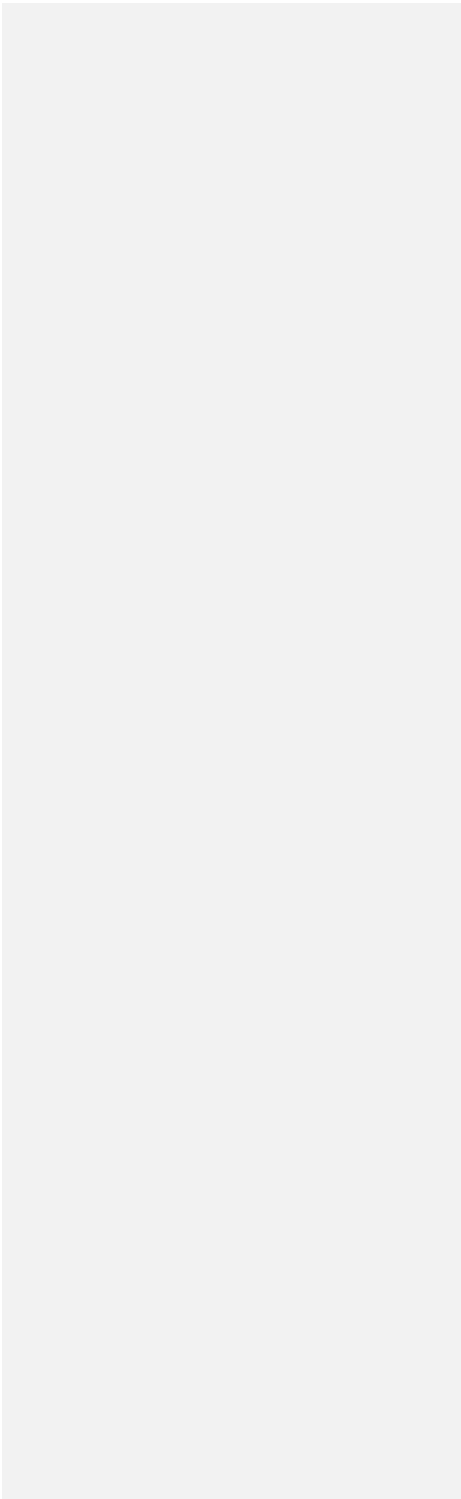
Policy U-5.3 Promote underground utilities to the extent feasible.

Policy U-5.4 Encourage the expansion of fiber internet lines throughout the city.

Policy U-5.5 Encourage a transition from natural gas energy usage to electric energy for homes and businesses.



Transportation



- Level of Service policies

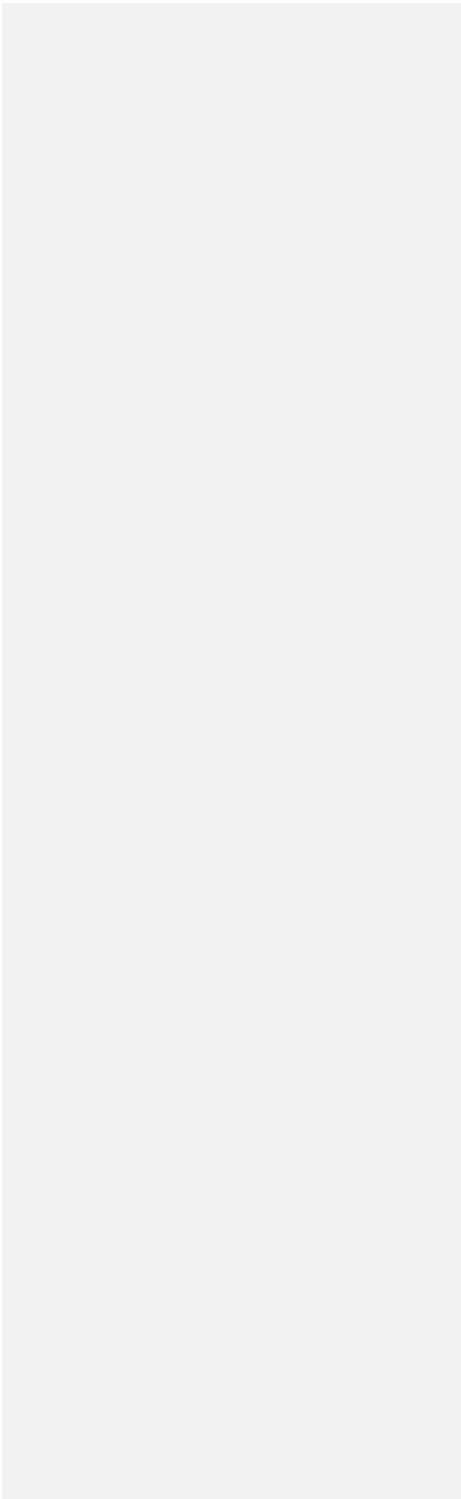
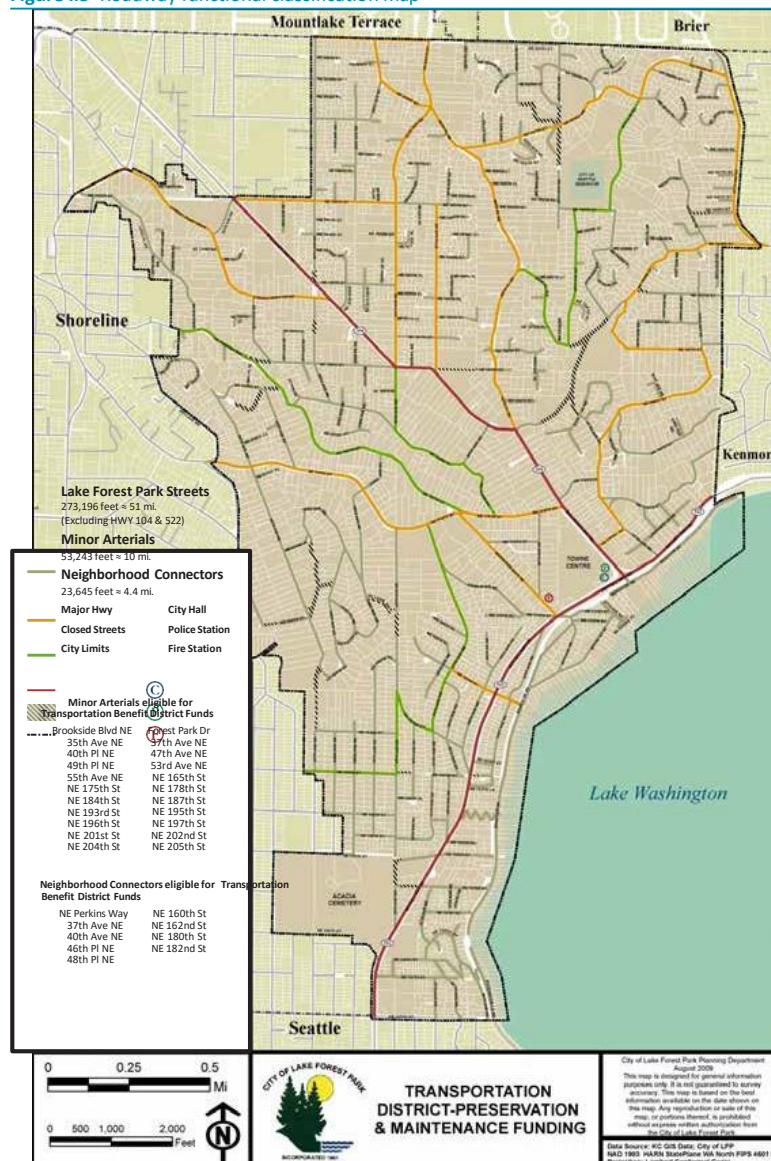


Figure I.3 Roadway functional classification map



Goals & Policies

Goal T-1 Expand intermodal transportation connections, including walking, bicycling, driving/park & rides, and transit.

Policy T-1.1 Work to create 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.

Policy T-1.2 Develop a “park & ride” facility in Lake Forest Park in coordination with planned light rail and bus rapid transit services coming to and near Lake Forest Park. ~~and work~~ 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.

Policy T-1.4 Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail via motorized and ~~non-motorized~~ active transportation, including improving multimodal connections to but not limited to designing the Town Center, bus routes, and future Stride Bus Rapid Transit (BRT) which that connect interface 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 improve ~~providing~~ 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.

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, and the connecting street network.

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 Autos~~ 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.

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. ~~and peak-hour buses operate at capacity. Community members have called for expanded transit service and park & ride facilities near bus stops and future light rail stations.~~

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



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-1.11 Review and update roadway and sidewalk standards to ensure they meet multimodal transportation needs.

Policy T-1.12 Encourage the use of alternative modes of transportation and non-peak use of regional arterials. Encourage all employers to consider implementing Commute Trip Reduction Program strategies and practices to reduce drive-alone miles and vehicle miles traveled especially during peak hours.

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

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-1.9 Ensure that the development provides mitigation measures when required to maintain appropriate levels of service for all modes and to meet concurrency requirements.

tation Engineers, 2011.

What is transportation level of service?

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.



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Goal T-2 Improve safety for ~~non-motorized~~**active** transportation, and expand ~~non-motorized~~**active** transportation access to Lake Forest Park neighborhoods and destinations (parks, schools, Town Center, transit, Burke-Gilman Trail), and for recreation.

Policy T-2.1 ~~Create and regularly update a Non-Motorized Plan. Implement and regularly update the Safe Streets, Safe Highways, and Safe Streets Town Center Connections Plans~~ that identifies:

- 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, and the Burke-Gilman Trail.
- Mode share goals to increase the amount of travel occurring via walking, biking, and transit.

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

~~**Policy T-2.3** Develop a detailed inventory of existing non-motorized facilities, on and off street, in support of the development of a Non-Motorized Plan.~~

Policy T-2.4 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.

Policy T-2.5 Improve signage and safe walkways, including pedestrian sidewalks, to Lake Forest Park trails such as the Burke-Gilman and between the Burke-Gilman and Interurban Trail.

Policy T-2.6 Install and improve appropriate streetlights at intersections and along pedestrian routes.

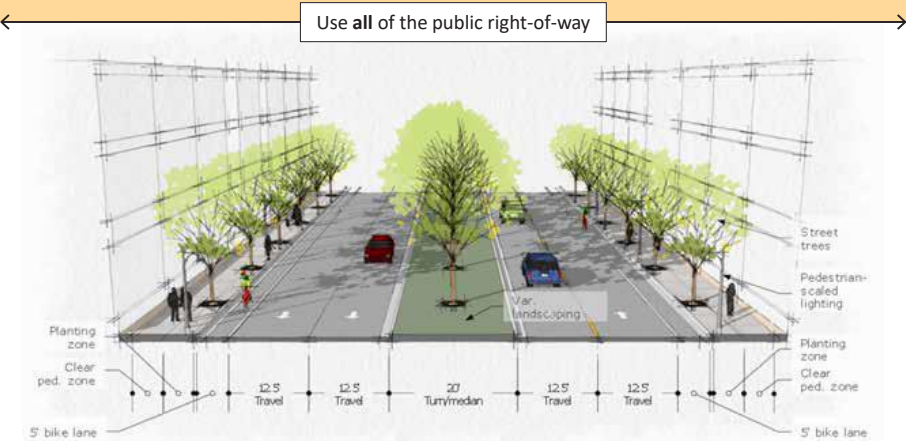
Policy T-2.7 Aim for complete streets designs for the safety of all modes. Install separators for bikes/pedestrians/cars in appropriate locations.

Policy T-2.8 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 be put in place, but that communities are striving to create a safe and comfortable travel environment for all modes.



Source: Studio Cascade, 2014.

- Policy T-2.9** 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-2.10** Support education and outreach measures for all users—motorized and non-motorized.
- Policy T-2.11** Design/improve crosswalks for maximum safety.
- Policy T-2.12** Strive to improve the accessibility of the transportation system for all.
- Policy T-2.13** Establish urban streetscape design criteria that are oriented towards ~~non-motorized~~ active transportation use.
- Policy T-2.14** Provide safe pedestrian crossings at bus stops on arterial roadways.

Policy T-2.15 Promote motor vehicle driver awareness of the need to honor the space of people walking, rolling, and biking~~pedestrians, joggers, and bicyclists.~~

Policy T-2.16 Support measures, including traffic enforcement cameras and enforcement strategies, that increase pedestrian safety.

Goal T-3 ~~Given planned changes in the regional transportation system and their likely impacts on the quality of life in Lake Forest Park, m~~**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.

Policy T-3.2 Monitor east-west routes that connect with future 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.

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.

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

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.

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~~Non-Motorized Plan (Goal T-2).~~



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.

Policy T-5.2 Support implementation of expanded smart signal/traffic management to optimize arterial through-put, while also considering arterial-neighborhood access interface.

Policy T-5.3 Proactively coordinate with state and regional entities on implementation of regional tolling, per PSRC’s *Transportation 2040*.

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

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.

PSRC (Puget Sound Regional Council)

Goal T-6 Work with transit agencies 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 ~~development of BRT~~ on SR 522.

~~**Policy T-6.3** Coordinate with regional transit entities to explore construction of a north-bound transit-only lane along SR 522 through Lake Forest Park, with associated improvements such as widening SR 522, with better lighting, underground utilities, sidewalks, and bike lanes.~~

~~*For more information on Sound Transit’s Long-Range Plan follow this link: www.soundtransit.org/sites/default/files/documents/pdf/projects/lrpupdate/2015123_lrpupdate.pdf.*~~

Policy T-6.4 Support Sound Transit’s Long Range Plan for Stride 23 bus rapid transit high capacity transit through Lake Forest Park ~~from Bothell to Northgate via SR 522 and to downtown Seattle.~~

Policy T-6.5 Support creative mobility options for “last mile” connectivity for the elderly through the provision of vanpool services, neighborhood pickup vans, or with park & ride lots closer to Lake Forest Park.

Policy T-6.6 Optimize transit links to pedestrian and bicycle paths.

Policy T-6.7 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.

Goal T-7 Minimize negative environmental impacts of the transportation system.

Policy T-7.1 Support the transition to electrification of personal and fleet vehicles with strategies identified in Lake Forest Park’s Climate Action Plan and Climate Element. Strategies include:

- Transition the City’s vehicle fleet and police fleet to electric by 2035.
- Install electric vehicle charging infrastructure open to public use at public facilities and encourage the installation of charging facilities at businesses in key areas. Require installation of charging stations and infrastructure for new multifamily and commercial construction and during major renovation of parking lots and parking structures.

Policy T-7.2 Assess and implement feasible action items related to the transportation network identified in the Stormwater Management Plan to reduce stormwater pollution from transportation facilities such as enhanced street sweeping and best management practices to reduce and treat stormwater runoff.

Background Analysis

Transportation

Introduction

The Lake Forest Park community is mostly residential with a commercial core located in the Town Center near the intersection of Bothell Way (SR 522) and Ballinger Way (SR 104). The city’s transportation network is defined by two heavily traveled state routes that connect with winding minor arterials and local streets that serve ~~more quiet~~quieter residential neighborhoods. Transit service has historically been well utilized, as it connects to city with regional destinations, like downtown Seattle and University of Washington’s Bothell campus. ~~is generally good traveling north/south along Bothell Way through the City, while there is more limited transit service available east/west on Ballinger Way.~~ With the future new light rail stations in the neighboring City of Shoreline, and planned Stride S3 service, Lake Forest Park’s connection to the broader regional will improve. ~~traffic volumes in Lake Forest Park are likely to increase.~~ ~~The City may need to manage regional access to these stations if the connecting roadways to neighboring cities are not up to the same standards.~~

Walking routes have been identified throughout the city, although many routes do not have a completed sidewalk on one or both sides of the road. The Burke-Gilman Trail is a major ~~bicycle shared use~~ facility that ~~parallels to~~ the Lake Washington shoreline. Other bicycle routes have been identified throughout the city, but lack dedicated right-of-way or wayfinding signage. In general, most of these bicycle routes are shared with automobiles, and there are no road markings such as sharrows or painted bicycle lanes.

This section contains background information supporting the goals and policies in the Transportation Element of the Comprehensive Plan, including:

- Conditions for driving
- Conditions for transit
- Conditions for walking and biking
- Transportation funding
- Level of service policies

Conditions for Driving

The City of Lake Forest Park has two state routes, (SR 522/Bothell Way and SR 104/Ballinger Way), that carry a large amount of regional travel and divide the City. Currently an estimated 40,000 vehicles per day travel on SR 522 and an estimated 16,000 vehicles per day travel on SR 104¹. These state routes carry 46,000 and 18,000 vehicles a day,¹ respectively. This is about a 12% volume reduction from the volume counts reported in the 2015 Comprehensive Plan, howeverand the vehicle travel demand volumes on these routes are expected to increase in the next 20 years, with growth in both Lake Forest Park and the surrounding region. Most of the city’s minor arterials and neighborhood connectors are narrow, tree lined winding roadways. Roadway functional classifications are characterized as the following (*Comprehensive Plan—Transportation Element, 2010*⁵, and *King County Road Services—Arterial Classification*):

- **Principal Arterial:** A major highway or through-street that connects major community centers and facilities. Frequently, this type of roadway has certain restrictions on access (e.g., partial limitations on access at intersections or from driveways). Principal arterials generally carry the highest amount of traffic volumes and provide the best mobility to serve both urban and rural areas. Major bus routes are usually located on principal arterials. *Examples: Bothell Way (SR 522), Ballinger Way (SR 104).*
- **Minor Arterial:** An access street providing connection between local destinations within a community. This type of facility stresses mobility and circulation needs over providing specific access to properties. Minor arterials allow more densely populated areas easy access to principal arterials, adjacent land uses (i.e., shopping, schools, etc.) and have lower traffic volumes than principal arterials. *Examples: Brookside Boulevard, 35th Avenue NE, NE 178th Street, 40th Place NE.*
- **Local Access Street:** This category comprises streets that have the sole purpose of providing direct access to specific abutting properties (such as residences). This type of roadway usually connects with a minor arterial and enables access between a place of residence and a commercial business or place of employment. Typically, traffic moves at low speeds (20 to 25 miles per hour) on local access streets and there are numerous turning movements on these streets. Local streets that carry more traffic to connect with arterials have been identified as “Neighborhood Connectors” in Figure I.3 on page 86~~78~~. *Examples: 28th Avenue NE, Hamlin Road NE, 41st Avenue NE.*

Arterials within the City are listed in Table II.37 and mapped in Figure I.3.

Bothell Way and Ballinger Way are the most heavily traveled arterials in the city. These routes serve large volumes of regional through traffic, and can be very congested during the peak hours. By 20~~44~~⁴⁵, it is expected that the average daily

Commented [JB1]: Coordinate with city on methods for forecasting volumes and operating conditions. Highlighted sections will be updated.

traffic will grow from 406,000 to 57,000 daily vehicles on SR 522 near NE 160th Street.

1 ~~LFP Traffic Counts~~, WSDOT Community Planning Portal, 2021.

Table II.37 Roadway functional classification system

Roadway Functional Classification	Example Roadways*
Principal Arterials	Bothell Way (SR 522); Ballinger Way (SR 104)
Minor Arterial	Brookside Boulevard; Forest Park Drive; 35th Avenue NE; 37th Avenue NE; 40th Place NE; NE 178th Street
Local Access Streets	NE 175th Street; NE 193rd Street; NE 195th Street; NE 196th Street

* This list is not comprehensive.
Sources: Fehr & Peers, 2015; City of Lake Forest Park Comprehensive Plan, 20015.

Traffic volumes on SR 104 near NE 178th Street are forecast to increase from 1816,000 to 22,000 daily vehicles.² While the state routes are generally busy, other streets in Lake Forest Park carry fewer regional trips given their circuitous nature.³ As the city is mostly built out, traffic volumes on non-state routes have remained relatively static compared to the traffic counts reported in the 2005 Comprehensive Plan (see Table II.38 below).

The two new light rail stations in Shoreline are likely to may increase traffic volumes through Lake Forest Park. As the mostly two-lane roadways in the city may not be up to the same standards as connecting roadways in neighboring cities, Lake Forest Park may become the choke point that limits regional travel and access to and from the new high capacity transit stations.

Table II.38 Daily and PM roadway traffic counts

Location	PM Peak Hour Count	Daily Count
SR 104 @ North City limits	1,8001,049	16,303
SR 522 @ East City limits	4,8313,744	—
SR 522 @ West City limits	4,2644,096	—
25th NE/NE 178th	—	1,000
40th PI NE/45th PI NE	—	2,528
55th NE/NE 193rd	—	4,601
55th NE/NE 204th	—	4,696
NE 178th/25th NE	—	7,040
NE 178th/37th NE	—	6,294

Sources: City of Lake Forest Park, 2005 Comprehensive Plan; WSDOT, 2012–2014; City of Kenmore, 2015.

² Fehr & Peers, PSRC Travel Demand Model, 2015.
³ Residents have reported instances of speeding on neighborhood streets by pass through traffic.

Impacts of Lake Forest Park Growth on State Facilities

To understand how the growth anticipated in this plan may impact the two state highways traversing the City of Lake Forest Park, Bothell Way (SR 522) and Ballinger Way NE (SR 104), PM peak hour traffic conditions were analyzed.

As stated in the Land Use Element Background Analysis, the City’s Growth Targets include 554,870-housing units and 244 additional employees in Lake Forest Park. To evaluate the transportation impacts of this growth, the additional vehicle trips that could be generated by this growth were estimated:

- For the housing growth the assumption was made that all of these units would be single-family detached units. This will result in a conservative value, as single-family detached units will generate the highest PM peak hour trips as compared to multi-family units. Using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition, the number of PM peak hour trips that would be generated is 1.01 per unit or 557 total trips. The ITE manual also suggests that 351 (63%) of these trips will be returning home and 206 (37%) will be leaving.
- For the employment growth, the assumption was made that it would be a mix of retail, services, and office employees. Using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition, and standard assumptions of the relationship between employment and square footage, the number of PM peak hour trips that would be generated from employment is 734 trips, with 385 arriving and 349 leaving.

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This analysis assumes all of these trips will be using state routes to either enter or leave the City, resulting in 736 vehicular trips arriving and 555 leaving. This is an extremely conservative assumption in that it overstates the probable number of trips using state routes. Some of the housing trips will likely remain in their respective neighborhoods, make short trips to the shopping center or leave/enter via other arterial streets. Also some of the employment trips will likely come from inside Lake Forest Park.

Existing traffic volume counts were obtained from WSDOT and the recent Transportation Element Update for the City of Kenmore. Based on these counts, which were collected in 2012-2014, it is possible to distribute the additional entering and exiting traffic volumes on each of the state routes based on existing proportions. These additional traffic volumes are compared to the existing traffic volumes in Table II.39.

The projected growth for the City represents a 13% increase to the existing traffic for trips entering the City along state highways and a 10% increase to the existing

Table II.29 Existing and additional PM peak hour traffic volumes

	Existing Entering	Additional Entering	Existing Exiting	Additional Exiting	Total Additional
SR 104 @ North City limits	739709	100	1,064560	108	208
SR 522 @ East City limits	2,185	295	2,646	269	565
SR 522 @ West City limits	2,519	341	1,745	178	518

Sources: City of Lake Forest Park, 2005 Comprehensive Plan; WSDOT, 2012–2014; City of Kenmore, 2015.

traffic exiting the City along state highways. When these additional trips are aggregated by location, the totals become 208 to/from the north, 565 to/from the east, and 518 to/from the west.

Freight and Goods Movement

~~There are several~~ The routes in Lake Forest Park that are within WSDOT’s designated Freight and Goods Transportation System are shown in ~~As~~ Figure

~~II.33 shows, SR 522 has a T2 tonnage class, meaning that it is amongst the region’s most heavily used routes for goods movement. In addition, several routes have a All freight routes within the City have T3 designation which is defined as routes carrying 300,000 to 4 million tons per year, including SR 104, NE 197th Street, and 35th Avenue NE. While these routes carry fewer goods (in terms of tonnage) than SR 522, they serve as critical connections to other major freight routes and destinations, such as I-5, a T1 route.~~

provide for the continued efficient movement of goods while also ensuring the safety of citizens and travellers along these routes.

Knowing the designation of these routes is important, as it should inform how streets are planned, designed, and managed to

Transportation Background Analysis
Figure R-23 Lake Forest Park tonnage class T-1 to T-5
WSDOT Freight and Goods Transportation System – 2023 Update



Lake identified that SR 522 (Bothell Way) and SR 104 (Ballinger Way) divide the community by their size, traffic volumes and designs and offered little in the way to accommodate people not traveling in a car. To improve the conditions for all travelers on these state routes, the City authorized the Safe Highways Plan. This plan provides recommendations for:

- SR 104 cross-sections and intersection layouts,
- SR 522 cross-sections and for 145th Street/SR 522 intersection layout,
- Active transportation access to transit investments,
- And additional considerations to achieve community goals, not tied to specific locations.

Conditions for Transit

Public transit service is operated by King County Metro and Sound Transit. Table II.40 summarizes the services and routes. Transit routes operate on Bothell Way (SR 522) and Ballinger Way (SR 104), and 35th Avenue NE/NE 190th Street north of Ballinger Way. There is generally good transit service north-south from Lake Forest Park to large employment and shopping centers such as Downtown Seattle, University of Washington, and Northgate. On Bothell Way (SR 522) there is a continuous Business Access Transit (BAT) lane in the southbound direction and an almost continuous BAT lane in the northbound direction with a gap. There is a gap in the northbound BAT lane from just north of NE 145th Street to NE 170th Street Avenue NE. There is more limited transit service that operates east-west through the city along Ballinger Way (SR 104). The Town Center transit stops see the city's highest daily transit boardings (390 boardings, based on the average spring 2014 transit data). Many transit riders use the Town Center parking lot as an unofficial park & ride. There have been discussions between the City and the shopping center owners about a park & ride within the Town Center, however, no agreement has been reached.

Table II.40 Roadway functional classification system Transit Service

Route	Service Area	Service Hours
308	Downtown Seattle - Horizon View	Weekdays, Peak hour/direction only
309	Downtown Seattle - Kenmore	Weekdays, Peak hour/direction only
312	Downtown Seattle - Cascadia Community College	Weekdays, Peak hour/direction only
322	Kenmore P&R - First Hill	Weekday, Peak Hour Direction Only
331	Shoreline Community College - Kenmore P&R	Weekday & Weekends, All Day
342	Shoreline P&R - Bothell - Renton	Weekdays, Peak hour/direction only
372	University District - Woodinville P & RUW/CC Bothell Campus	Weekday, all day
522	Downtown Seattle - Roosevelt - Woodinville P&R	Weekday and Weekends, All Day

Source: King County Metro, Sound Transit, Fehr & Peers, 2014

A map of public transit service in the area is in Figure II.34.

Future transit projects include Sound Transit's Lynnwood Link Extension of Line 1 light rail future with two planned light rail stations west of Lake Forest Park at within the vicinity of NE 145th Street and NE 185th Street near along I-5 in neighboring Shoreline. This extension of Line 1 will begin service in August 2024. In addition, Sound Transit's Stride S3 is planned to bring bus rapid transit line (BRT) service from the new Link 1 Line station at 148th Street in Shoreline through Lake Forest Park on Bothell Way (SR 522) to the SR 522/I-405 Transit Hub and connect to

Stride S2 which will run from Lynnwood to Bellevue along I-405 and further connect to Stride S1 which will run from further south from Bellevue to Burien.
~~Sound Transit's Long Range Plan calls for a High Capacity Transit (HCT) between Bothell, Lake Forest Park, and Northgate via SR 522.~~

Figure II.34 Map of transit service in Lake Forest Park

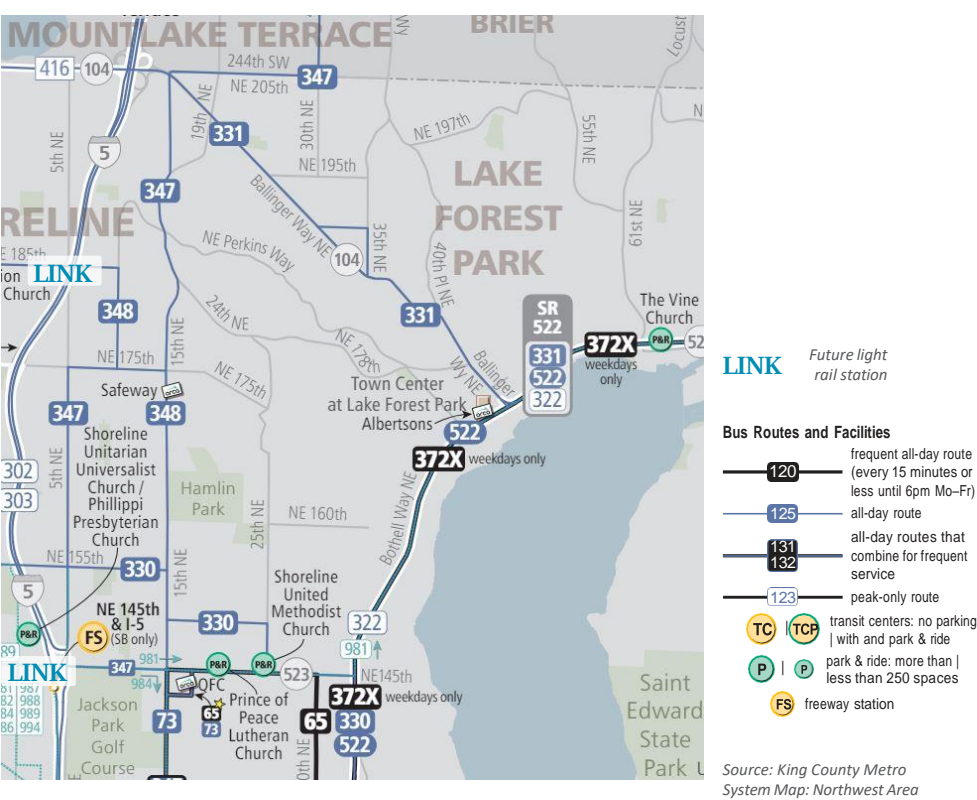


Figure II.35 Planned Stride S3 Route



Source: Sound Transit Stride S3 Project Map

Conditions for Walking & Biking

There are designated walking routes throughout Lake Forest Park. However, not all walking routes have sidewalks. Pedestrian facilities range from sidewalks with curb ramps to dirt paths along roadway shoulders. The Legacy 100-year Vision inventoried all walking routes, and highlighted all routes without a sidewalk in red in Figure II.35 on the following page. The dashed yellow roadways are locations with sidewalks on one or both sides of the road.

Lake Forest Park identified the desire to make its streets safer for all users and to improve connection to transit and amenities like the Burke-Gilman Trail, Interurban Trail, Parks, schools, and retail. To achieve this goal, The City authorized three studies to prioritize projects to improve the multimodal network in Lake Forest Park. These studies are the Safe Streets Plan, Safe Highways Plan, and the Safe Streets: Town Center Connections Plan. The lists of prioritized project from each of these studies is listed below, along with a corresponding maps.

Safe Streets Plan Project List

Tier 1 (Highest Priority)

- 1. Brookside Elementary Safe Routes to School

Commented [JB2]: Coordinate with City to include status of project list

- [2. Permanent Speed Warning Signs](#)
- [3. Lake Forest Park Elementary Safe Routes to School](#)
- [4. Briarcrest Safe Routes to School](#)
- [5. NE 178th Street Sidewalk](#)

[Tier 2 \(Lower Priority\)](#)

- [6. 37th Avenue NE Traffic Calming](#)
- [7. Perkins Way Pedestrian/Bike Infrastructure](#)
- [8. North Area Pedestrian and Bike Connections](#)
- [9. 55th Avenue NE Sidewalk](#)
- [10. NE 187th Street, NE 184th Street, and 47th Avenue NE Sidewalk](#)

[Safe Streets: Town Center Connections Plan Project List](#)

[Tier 1 \(Highest Priority\)](#)

- [1. Brookside Elementary Safe Routes to School](#)
- [2. 44th Avenue/178th Street Improvements](#)
- [3. 35th Avenue/40th Avenue/182nd Street Traffic Calming and Street Improvements](#)
- [4. Brookside Boulevard Sidewalks and Bike Lanes](#)
- [5. 47th Avenue/184th Street Traffic Calming and Street Improvements](#)

[Tier 2 \(Lower Priority\)](#)

- [6. Westside Town Center Trail Connection](#)
- [7. McKinnon Creet Trail Connection](#)
- [8. Hamlin Road Sidewalks](#)
- [9. 39th Avenue Sidewalks](#)

Figure II.35 Safe Streets Project Recommendations

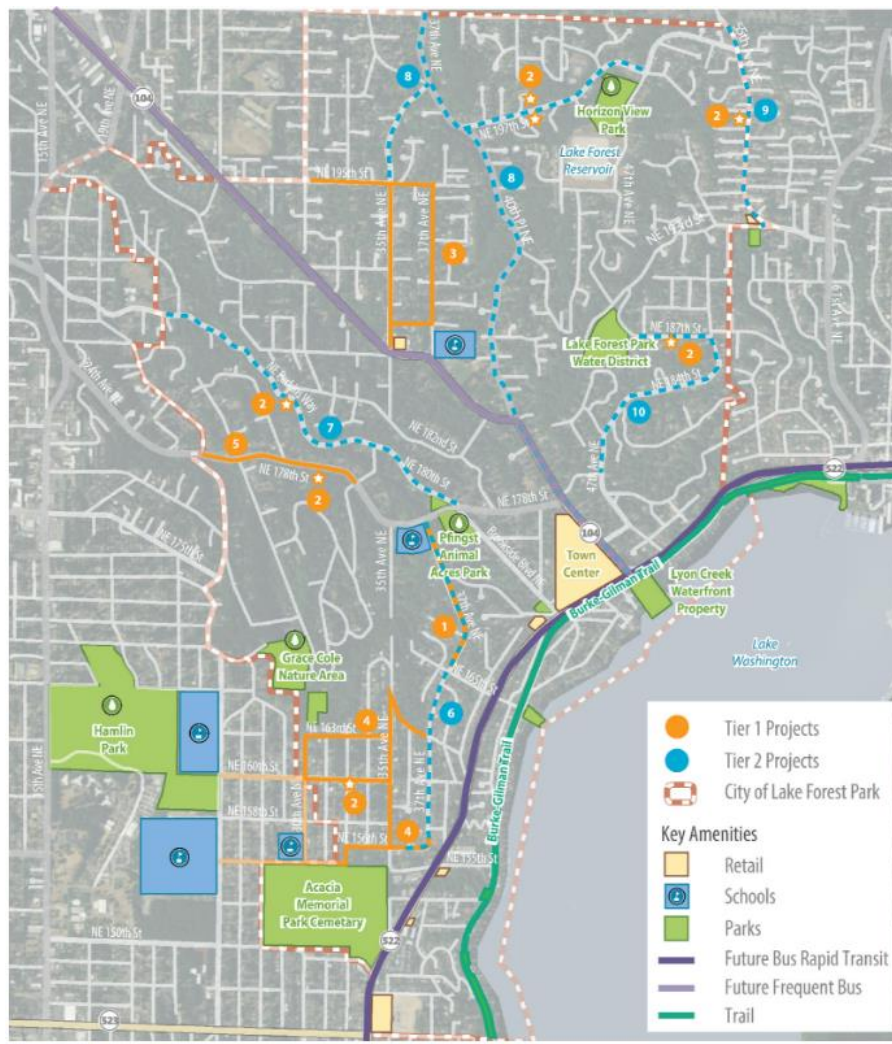


Figure II.36 Safe Streets Town Center Connections Plan Project Recommendations



Figure II-45 Designated walking routes

Gap Analysis-Healthy Connections

City Limits	Bus Routes
Parcels	Bus Stops
Burke Gilman Trail	Traffic Signals
Street Buffer: 10ft	Wetlands
Closed Streets	Creeks
Walking Routes	
Walking Route w/o a Sidewalk	

Source: City of Lake Forest Park Legacy 100-Year Vision, 2008.

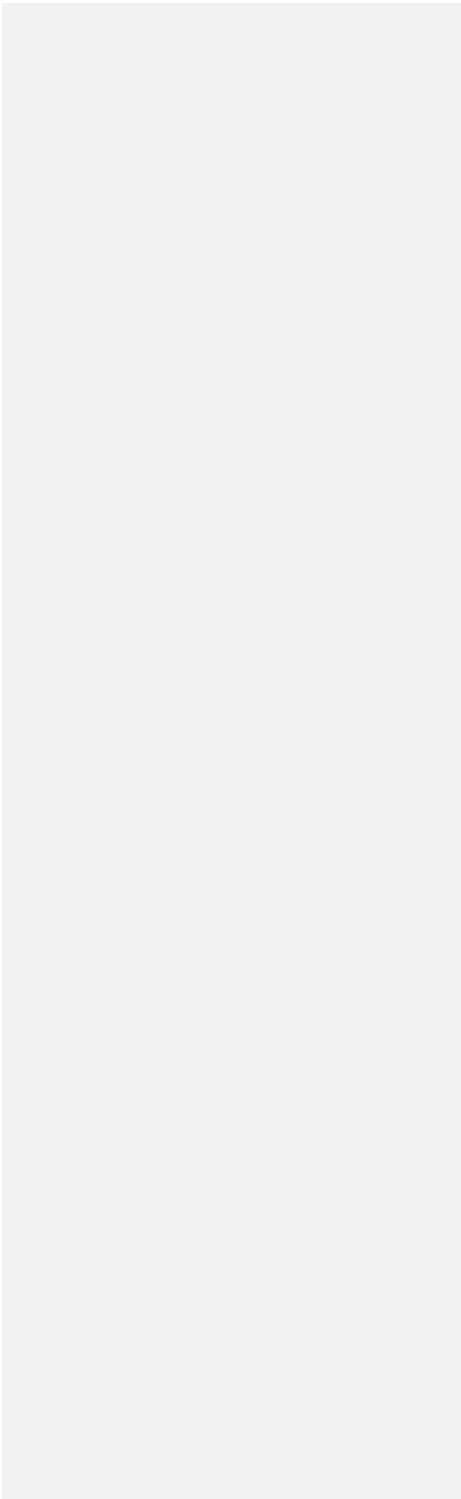


Figure II-16 Designated bicycle routes

Transportation Funding

Commented [JB3]: Coordinate with City on Funding Section

The City generally spends about \$150,000 per year on street overlays. This amount varies due to the availability of outside funding and annual priorities. It is expected that this amount of funding will continue to be available in the future. Additional funding fluctuates year-to-year for various transportation projects depending on how successful Lake Forest Park is in competing for grants.

Table II.41 summarizes the planned capital projects for the next six years and Table II.42, the funding sources for these projects. Please see the discussion in Volume II, Capital Facilities for additional information.

Table II.41 Transportation improvement projects: 2015–2020

Project	Cost
Annual Street Overlay Program	\$884,000
NE 178th Street Roadway Improvements Phase 2	\$2,270,000
ADA Ramps	\$77,400
37th Ave Sidewalk	\$2,800,000
Transportation Master Plan	\$40,000
Total	\$6,071,400

Table II.42 Transportation capital improvement funding: 2015–2020

Project	Cost
Real Estate Excise Tax (REET) I	\$60,000
Real Estate Excise Tax (REET) II	\$1,011,400
State/Federal Funding	\$5,000,000
Total	\$6,071,400

A new *Transportation Master Plan* is also planned for the next six years. This plan will provide a long-term strategy for the City’s transportation system and detailed information about projected project needs.

Beyond 2020, the City plans to continue the annual street overlay program and identified a number of street and trail improvements, including:

- Bike trail between the Interurban and Burke-Gilman Trails near Perkins Way
- Green street and pedestrian improvements on NE 178th Street
- Sidewalk and crosswalk improvements around the Town Center
- Demonstration green street between 33rd Avenue NE and 35th Avenue NE on NE 158th Street

Potential funding sources include conservation grants, state funding, and federal funding.

Level of Service Policies

The City plans to adopt these LOS standards

- Vehicle: Maintain vehicle LOS C/D
- Pedestrians: Strive to complete the pedestrian networks as prioritized in the Safe Street, Safe Highways, and Safe Streets Town Center Connection plans.
- Bicyclists: Strive to complete the bicycle network 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.
- Ensure that the development provides mitigation measures when required to maintain appropriate levels of service for all modes and to meet concurrency requirements.

The City is planning to update its *Non-Motorized Plan* as an early priority after Comprehensive Plan adoption, consistent with Policy T-2.1. As part of this effort, the City intends to develop non-motorized LOS standards that support the City's vision and align with multi-county planning policies, as described in Policy T-1.16. Table II.43 on the following page provides an example of the type of non-motorized transportation policy language the City will consider when it updates its *Non-Motorized Plan*.

Table II.43 – Example multimodal level of service policy language

Pedestrian LOS		Description
High-Quality		Pedestrian facility where identified in <i>Non-Motorized Plan</i> , with a buffer
Needs-Improvement		Pedestrian facility provided on one side of the street
Poor-Quality		No pedestrian facility

Bicycle LOS		Description
High-Quality		Provides minimum treatment* recommendation, as shown in <i>Non-Motorized Plan</i>
Needs-Improvement		Provides a lower level facility* than recommended in the <i>Non-Motorized Plan</i>
Poor-Quality		No Facility

* Bicycle facilities—lowest level to highest level of treatment: shared, bike lanes, buffered bike facility, separated trail.

Transit LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
High-Quality	High-level	Sidewalks and marked crosswalks serving stops	All-day service. Peak service 15 minutes or less, midday 30 minutes or less
Needs Improvement	Some amenities	Sidewalks and marked crosswalks serving some stops	All-day service. Peak services 30 minutes or less, midday service 60 minutes or less
Poor-Quality	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service