



# CITY OF LAKE FOREST PARK CITY COUNCIL REGULAR MEETING

**Thursday, May 23, 2024 at 7:00 PM**

**Meeting Location: In Person and Virtual / Zoom**

**17425 Ballinger Way NE Lake Forest Park, WA 98155**

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## **INSTRUCTIONS FOR JOINING IN THIS MEETING VIRTUALLY:**

**Join Zoom Webinar:**

**Call into Webinar: 253-215-8782 | Webinar ID: 875 8410 0661**

The City Council is providing opportunities for public comment by submitting a written comment or by attending 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 Council Chambers. Fill out the form, and the Mayor or Presiding Officer will call your name at the appropriate time. Oral comments are limited to 3:00 minutes per speaker. Oral Comments are not being accepted via Zoom.

The meeting is being recorded.

### **HOW TO SUBMIT WRITTEN COMMENTS:**

Written comments will be submitted to the Council if received by 5:00 p.m. on the date of the meeting; otherwise, they will be provided to the City Council the next day. The City Clerk will read your name and subject matter into the record during Public Comments.

As allowed by law, the Council may add and take action on items not listed on the agenda. For up-to-date information on agendas, please visit the City's website at

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

## **AGENDA**

- 1. CALL TO ORDER: 7:00 PM**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ADOPTION OF AGENDA**

#### 4. PUBLIC COMMENTS

***The Council will not be accepting online public comments. This portion of the agenda is set aside for the public to address the Council on agenda items or any other topic the Council might have purview or control over. If the comments are of a nature that the Council does not have influence or control over, then the Mayor may request the speaker suspend their comments. The Council may direct staff to follow up on items brought up by the public. Comments are limited to a three (3) minute time limit.***

#### 5. PROCLAMATIONS

**A.** Proclamation recognizing June 7, 2024 as National Gun Violence Awareness Day

**B.** Proclamation recognizing June 2024 as Pride Month

#### 6. PRESENTATIONS

**A.** Climate Action Plan

#### 7. CONSENT CALENDAR

*The following items are considered to be routine and non-controversial by the Council and will be approved by one motion. There will be no separate discussion of these items unless a Councilmember so requests, in which case the item will be removed from the Consent Calendar in its normal sequence on the agenda.*

**A.** May 9, 2024 City Council Work Session Minutes

**B.** May 9, 2024 City Council Regular Meeting Minutes

**C.** City Expenditures for the Period Ending May 9, 2024

**D.** City Expenditures for the Period Ending May 23, 2024

#### 8. ORDINANCES AND RESOLUTIONS FOR COUNCIL DISCUSSION

**A.** Ordinance 24-1291/Adopting a new Chapter 3.95, Acceptance of Donations, in the Lake Forest Park Municipal Code

#### 9. ORDINANCES AND RESOLUTIONS FOR ACTION

**A.** Resolution 24-1953/Authorizing the Administration to apply for Public Works Board financing for the 40th Place NE roundabout.

**B.** Ordinance 24-1293/Amending Chapter 10.06, Traffic Safety Cameras of the Lake Forest Park Municipal Code related to fines for Traffic Safety Camera infractions

#### 10. COUNCIL DISCUSSION AND ACTION

#### 11. OTHER BUSINESS

#### 12. COUNCIL COMMITTEE REPORTS

**A.** Councilmember Reports

B. Mayor's Report

C. City Administrator's Report

### 13. ADJOURN

#### FUTURE SCHEDULE

- Thursday, June 13, 2024 City Council Work Session 6 p.m. - *hybrid meeting (City Hall and Zoom)*
- Thursday, June 13, 2024 City Council Regular Meeting 7 p.m. - *hybrid meeting (City Hall and Zoom)*
- Wednesday, June 19, 2024 Juneteenth – City Offices Closed
- Thursday, June 20, 2024 City Council Budget & Finance Committee Meeting 6 p.m. - *hybrid meeting (City Hall and Zoom)*
- Monday, June 24, 2024 City Council Committee of the Whole Meeting 6 p.m. - *hybrid meeting (City Hall and Zoom)*
- Thursday June 27, 2024 City Council Regular Meeting 7 p.m. - *hybrid meeting (City Hall and Zoom)*

*As allowed by law, the Council may add and take action on items not listed on the agenda.*

*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.*



## PROCLAMATION

**WHEREAS**, every day, more than 120 Americans are killed by gun violence and more than 200 are shot and wounded, with an average of more than 17,000 gun homicides every year; and

**WHEREAS**, Americans are 26 times more likely to die by gun homicide than people in other high-income countries; and

**WHEREAS**, Washington State averages 853 gun deaths every year, with a rate of 12.4 deaths per 100,000 people, a crisis that costs the State \$11.9 billion each year, of which \$171.7 million is paid by taxpayers. Washington State has the 40th highest rate of gun deaths in the US; and

**WHEREAS**, cities across the nation, including Lake Forest Park, are working to end the senseless violence with evidence-based solutions; and

**WHEREAS**, support for the Second Amendment rights of law-abiding citizens goes hand-in-hand with keeping guns away from people with dangerous histories; and

**WHEREAS**, in January 2013, Hadiya Pendleton was tragically shot and killed at age 15; and on the first Friday in June, people in the United States will recognize National Gun Violence Awareness Day and wear orange in a tribute to her and other victims of gun violence and the loved ones of those victims; and

**WHEREAS**, a group of Hadiya’s friends, asked their classmates to commemorate her life by wearing orange; they chose this color because hunters wear orange to announce themselves to other hunters when out in the woods, and orange is a color that symbolizes the value of human life; and

**WHEREAS**, anyone can join Hadiya’s friends in this campaign by pledging to wear orange on the first Friday of June each year to help raise awareness about gun violence and honor the lives of victims and survivors; and

**WHEREAS**, we renew our commitment to reduce gun violence and pledge to do all we can to keep firearms out of the hands of people who should not have access to them, and encourage responsible gun ownership to help keep our families and communities safe.

**NOW, THEREFORE**, the Mayor and City Council of the City of Lake Forest Park do hereby proclaim June 7, 2024, as

### National Gun Violence Awareness Day

Signed this 23<sup>rd</sup> day of May, 2024.

\_\_\_\_\_  
Thomas W. French, Mayor



**PROCLAMATION**

**PRIDE MONTH**

**WHEREAS**, the Lesbian, Gay, Bisexual, Transgender, and Queer+ (LGBTQ+) communities of the greater Puget Sound area are an integral part of the vibrant culture and climate of our area; and

**WHEREAS**, the diverse LGBTQ+ communities continue to contribute to widespread academic, economic, artistic, and social spheres within and around our city; and

**WHEREAS**, the month of June was designated *Pride Month* to commemorate the Stonewall Riots which occurred in June of 1969 and are generally recognized as the catalyst of the LGBTQ+ rights movement; and

**WHEREAS**, the LGBTQ+ communities of Puget Sound have thoughtfully organized numerous workshops, sporting events, receptions, festivals, concerts, plays, dances, and a host of other inspired activities to participate in during the celebration of *Pride Month*; and

**WHEREAS**, the City of Lake Forest Park remains committed to protecting the civil rights of LGTBQ+ communities, as the power and purpose of this iconic event proves vital in our unified effort to forge a more open and just society; and

**WHEREAS**, the active and involved Lesbian, Gay, Bisexual, Transgender, and Queer+ people and families make an indelible impact upon the quality of life in the Puget Sound, and *Pride Month* serves as a call to our collective consciousness to persist in the fight to eradicate prejudice and discrimination everywhere.

**NOW, THEREFORE**, the Mayor and City Council of the City of Lake Forest Park proclaim June 2024 to be

***PRIDE MONTH***

in Lake Forest Park and encourage all citizens to recognize the enduring efforts and ongoing contributions of the Lesbian, Gay, Bisexual, Transgender, and Queer+ communities to our city and to our country.

Signed this 23<sup>rd</sup> day of May, 2024.

\_\_\_\_\_  
Thomas W. French, Mayor

**Lake Forest Park**

**Climate**

**Action**

**Plan**

May 2024



Prepared by Lake Forest Park Climate Action Committee and edited by Cascadia Consulting Group

# Acknowledgments

Development of the 2024 Climate Action Plan for Lake Forest Park required the effort of many people in our community. Thanks to all those who assisted in this process and who will engage in implementation in the future.

## Lake Forest Park Mayors

Mayor Jeff Johnson  
Mayor Tom French

## LFP councilmembers

Lorri Bodi  
Thomas French, *2024 elected Mayor*  
Tracy Furutani  
Larry Goldman  
Paula Goode  
Jon Lebo  
Semra Riddle  
Ellyn Saunders  
Philippa Kassover, *retired 2024*

## LFP Climate Action Committee (CAC) members

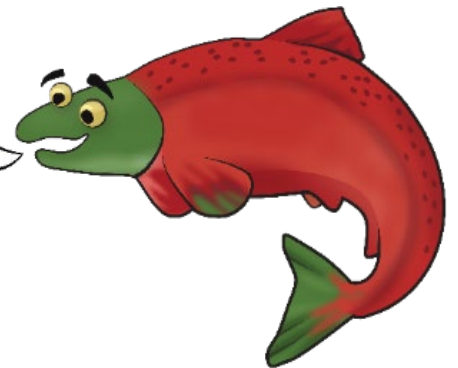
Tracy Furutani, Council Liaison  
Miriam Bertram  
Dana Campbell  
Jessica Côté  
Tamara Erickson  
Linda Holman  
Sarah Phillips, *Chair*  
Brian Saunders  
Anne Udaloy, *Vice Chair*  
Matt Son  
Anna Côté graduated,  
*Student member - currently vacant*  
Bella Tancretti graduated,  
*Student member - currently vacant*  
Cory Roche, *LFP Staff to the Climate Action Committee*

**Residents of Lake Forest Park** engaged with the committee, including the people that responded to the Climate Survey and those who volunteered to help tally survey responses, as well as the many people who attended our booths at community events, made suggestions and comments, initiated and joined our book club, and attended the LFP CAC monthly meetings.

## Neighboring cities and their climate/sustainability managers

**Cascadia Consulting Group**

Hi! I'm \_\_\_\_\_,  
the Kokanee.  
Me and my  
family are in  
danger from  
climate change!





## Executive Summary

The Lake Forest Park (LFP) Climate Action Committee (CAC) has developed a Climate Action Plan to reduce LFP's contribution to climate change and prepare the LFP community for climate impacts. The Mayor of LFP was authorized by the City Council to sign onto the King County Cities Climate Collaborative (K4C) Joint Letter of Commitment: Climate Change Actions in King County in March 2019. Included in this resolution (1726) is a commitment to reduce GHGs by 50% by 2030, compared to a 2007 baseline.

The Climate Action Committee engaged the broader Lake Forest Park community during development of the Climate Action Plan through a survey and public events. The LFP community indicated the importance of taking climate action. The City and the CAC will continue to engage the LFP community throughout implementation.



## What are the Effects of Climate Change on Lake Forest Park?

It is critical to take action because the city is already experiencing the effects of climate change, including flooding, wildfire smoke, and heat dome events.



**Extreme heat days are increasing in number.** There were 51 extreme heat days in the Seattle in 2022. This is 23 more extreme heat days than the 1970s average (Stacker 2023)



**Heat waves affect health and well-being,** especially that of seniors, those who are overweight or have heart disease or high blood pressure, and young children (CDC 2023). Exposure to extreme heat also puts outdoor workers and those who work in hot environments at risk (CDC NIOSH 2023). Heat waves also inequitably effect those who cannot afford air conditioning.



**Reduced snowpack is affecting water supply** by reducing seasonal storage of freshwater, leading to reduced runoff and streamflow, and creating drought conditions in the western US (Siirila-Woodburn et al. 2021).



**Change in climate is impacting local gardens** by shifting the region to a warmer hardiness zone (Zhou 2023). Earlier spring temperatures are creating an early bloom when insects that pollinate the plants have not arrived, which can reduce pollinator survival, plant reproduction, and bird populations that rely on these plants (USDA 2024).



**Climate change is expanding the habitats of disease-carrying insects and animals.** Mountain pine beetles are impacting our forests, ticks carrying Lyme disease are beginning to arrive in Western Washington, and Avian flu has already arrived, infecting backyard bird populations (Giles 2023).



**Increasing temperatures are adversely affecting water temperatures** in the lakes and streams, causing stress on stream ecosystems and fish populations (Mantua et al 2009).



**Wildfires are increasing in size and severity, creating smoky conditions.** Regional wildfire risk is causing more days with low air quality in Washington.

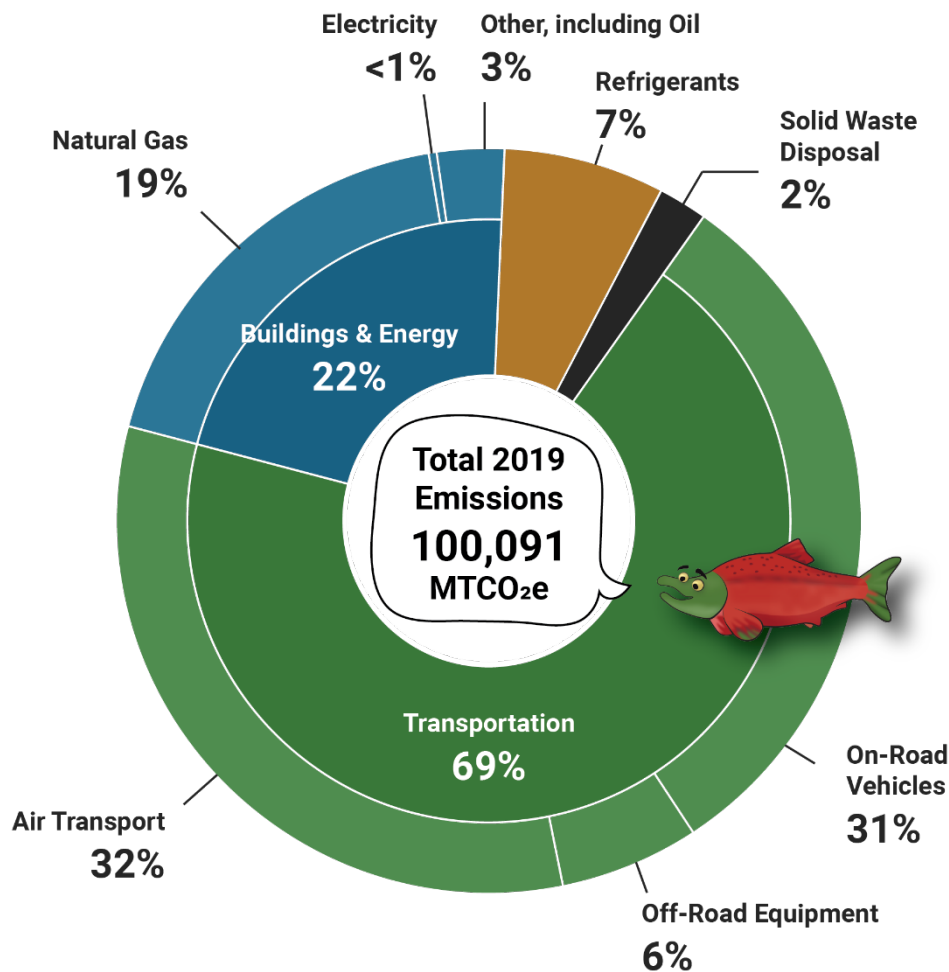


**Rainstorms are becoming more intense,** causing mudslides, flooding, and erosion and damage of streambeds.

## What are the Sources of Greenhouse Gas Emissions in Lake Forest Park?

According to the K4C emissions report (Cascadia 2022), fossil fuel-based transportation is the largest source of GHG emissions in LFP. Fossil fuel-based transportation refers to the fuel burned to run vehicles and makes up over two thirds of emissions (69%). Within this total, air travel makes up 32% of emissions, on-road transportation accounts for 31% of emissions, and off-road (mostly heavy construction equipment) accounts for 6% of emissions.

The second largest category of GHG emissions in LFP comes from natural gas used for heating and cooking, which represents about 19% of emissions. A smaller amount of emissions comes from building materials and construction, while 7% of emissions come from refrigerants and 2% come from solid waste (Cascadia 2022).



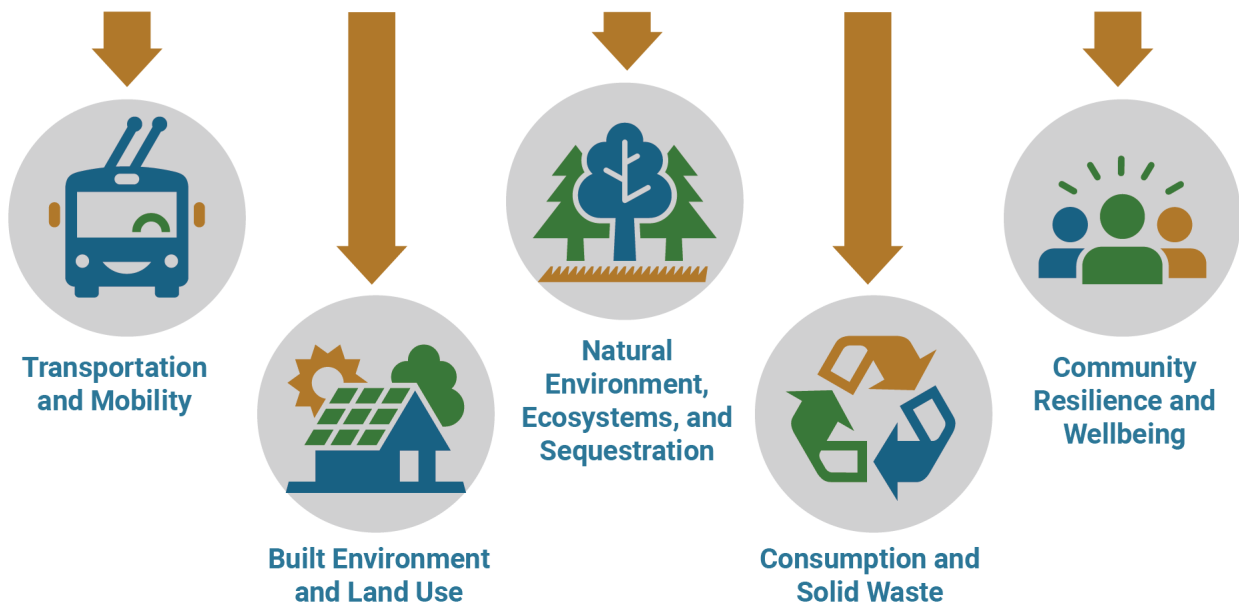
## Why Does Lake Forest Park Need a Climate Action Plan?

The need for action to address climate change is urgent. Our survey of LFP residents (**Appendix 4: Survey Data**) showed that many LFP residents recognize this urgency and want to know what they can do. They also expect LFP to partner with other cities to implement policies. The Climate Action Plan is written to guide LFP leadership and citizens in achieving three major goals as described below.

**This Climate Action Plan has three primary goals:**

<p><b>Reduce emissions produced within the City of Lake Forest Park</b></p>	<p><b>Enhance LFP's ecosystem health and carbon sequestration</b></p>	<p><b>Increase LFP's resilience and preparedness for climate change impacts</b></p>

**To reach these goals, the Climate Action Committee is suggesting five areas of action**





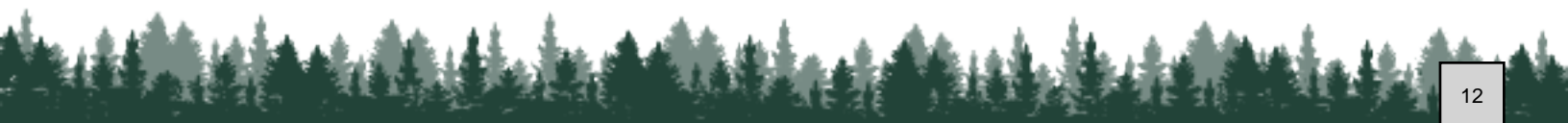
To change the trajectory of climate change, every sector in society will have to make a concerted effort. The Climate Action Committee is also encouraging the city to make major changes in its municipal operations. No policy should be implemented, nor item purchased, without careful and public consideration of the impact on climate.

The City of Lake Forest Park has a small population with a beneficial tree cover but limited financial resources because of the small tax base. Making meaningful progress towards our goals will require increased city staff capacity, which will require the City to hire staff or significantly reallocate staffing resources. In addition, collaboration with neighboring cities must be a priority to effectively use limited resources.



An important mission of the LFP Climate Action Committee is to ensure that the actions outlined here will be a vital and evolving guide for governance in Lake Forest Park, regularly updated to create a living document. The plan presented here is intended to guide the City Council in its policy decisions, public outreach, purchases, hiring, and strategy over the long term. The plan is also intended to inspire citizen and community action to support the plan. The immediacy of climate change requires swift implementation of best practices and vigilant, ongoing updates of this action plan to ensure continued support for the growing and changing needs in our community.

Development of the 2024 Climate Action Plan for Lake Forest Park required the effort of many people in our community. Thanks to all those who assisted in this process and who will engage in implementation in the



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# Glossary

Term	Definition
<b>Climate Action Committee (CAC)</b>	The Lake Forest Park committee is responsible for gathering and analyzing climate information and drafting this Climate Action Plan.
<b>Electric Vehicle (EV)</b>	A vehicle powered by a battery system and electric motor.
<b>Greenhouse Gas Emissions (GHG)</b>	Heat-trapping gases that warm the atmosphere and cause climate change, including carbon dioxide (CO <sub>2</sub> ), methane (CH <sub>4</sub> ), and nitrous oxide (N <sub>2</sub> O).
<b>King County Cities Climate Collaborative (K4C)</b>	A collaboration between King County and partner cities to coordinate and enhance the effectiveness of local government climate and sustainability action (Cascadia 2022).
<b>Metric Tons of Carbon Dioxide Equivalent (MTCO<sub>2</sub>e)</b>	A unit of measurement that represents an amount of a greenhouse gas and communicates its impact on climate change in terms of units of carbon dioxide based on the global warming potential of the gas.
<b>Net Zero Emissions</b>	A goal of producing as few greenhouse gas emissions as possible through human activities and removing the remaining emissions from the atmosphere from processes such as carbon sequestration. Lake Forest Park has defined net zero as reducing emissions by 95% and removing the rest via sequestration.
<b>Resilience Hub</b>	A community-serving facility that is enhanced to support residents and coordinate resource distribution and services before, during, or after a natural hazard event.
<b>Seattle City Light (SCL)</b>	An energy utility providing electrical power to the Seattle area and Lake Forest Park in Washington state.
<b>Sequestration</b>	The process of capturing and storing atmospheric carbon dioxide in landscapes, including soil and vegetation. Sequestration processes can help achieve net zero emissions.
<b>Vulnerable Communities</b>	Those who are most likely to be impacted by the effects of climate change. These are community members that face historic and current inequities, often experience the earliest and most acute impacts of climate change and have limited resources and/or capacity to adapt to those impacts.

# Vision & Goals

The City of Lake Forest Park (LFP) must act in concert with other jurisdictions to provide a roadmap for navigating the climate crisis. To move toward this vision, the CAP identified three broad goals:



**Reduce emissions produced within the City of Lake Forest Park**

## Goal 1: Reduce Emissions

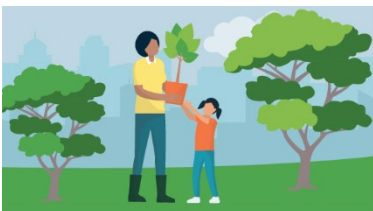
Reduce GHG emissions 50% by 2030 (compared to a 2007 baseline) and achieve 95% by 2050. To do this, we must prioritize initiatives that make the biggest difference in reducing GHG emissions produced by the LFP city government, residences, and businesses. These targets exceed [K4C targets](#) (Cascadia 2022).



**Enhance LFP's ecosystem health and carbon sequestration**

## Goal 2: Enhance Ecosystem Health & Carbon Sequestration

Improve the health and resilience of local ecosystems to maximize their ability to remove carbon dioxide (CO<sub>2</sub>) from the atmosphere, provide habitat, regulate the water cycle, and buffer the impacts of climate change.



**Increase LFP's resilience and preparedness for climate change impacts**

## Goal 3: Increase Community Resilience & Preparedness

Protect and prepare all Lake Forest Park residents from the worsening impacts of climate change through resilient infrastructure, emergency preparedness, and enabling equitable community participation.



# Committee Methods

This Climate Action Plan was written by the Lake Forest Park Climate Action Committee, whose ten members are residents appointed by Mayor Jeff Johnson and the LFP City Council beginning in February 2022. In preparing this document, the LFP Climate Action Committee (CAC) has gathered and analyzed information pertinent to climate concerns of Lake Forest Park and our surrounding area.

Specifically, the CAC has:



Reviewed existing Climate Action Plans from neighboring cities, including Kenmore, Bothell, and Shoreline, to identify best practices.



Reviewed the [2015 LFP Comprehensive Plan](#) (City of Lake Forest Park 2016), the [100-year Legacy Plan](#) (City of Lake Forest Park Legacy Task Force 2008), and previous climate initiatives by the city of LFP (**Appendix 1: Past and Present Actions Implemented in LFP**).



Compiled demographic, energy use, and emission production trends of Lake Forest Park residents using 2020 US Census data ([US Census Bureau 2020](#)), data provided by the Washington State Department of Licensing (2022), and the 2008 LFP Preliminary GHG Inventory and Proposed Climate Action Plan (Templin 2008 [**Appendix 5: Demographic Data**]).



Identified strategies and actions for the five focus areas that will help the City and broader LFP community meet its climate goals.



Built collaborations between LFP and neighboring cities and communities, through city commissions, committees, boards, and task forces.



Developed and implemented an engagement plan to survey LFP residents to gather insights and feedback on actions, strategies, and priorities to inform CAP development (**Appendix 4: Survey Data**).



Identified potential funding sources to achieve the Climate Action Plan goals.

# Letter from the Mayor

Mayor  
Tom French

17425 Ballinger Way NE  
Lake Forest Park, WA 98155-5556  
Phone: 206-368-5440  
Fax: 206-364-6521  
Email: [cityhall@cityofLFP.gov](mailto:cityhall@cityofLFP.gov)  
[www.cityofLFP.gov](http://www.cityofLFP.gov)



Councilmembers  
Lorri Bodi  
Tracy Furutani  
Larry Goldman  
Paula Goode  
Jon Lebo  
Semra Riddle  
Ellyn Saunders

Dear Residents of Lake Forest Park,

I am pleased to introduce Lake Forest Park's Climate Action Plan. As the embodiment of the local community, city government can provide leadership in efforts to reduce our carbon footprint. Recognizing this in 2017, the City of Lake Forest Park became a member of the King County Cities Climate Collaboration (K4C), which adopted a goal of cutting countywide carbon emissions in half by 2030, and by 80% at the midpoint of the century (compared to a 2007 baseline).

The City has been taking action already: we are working to transition to battery-powered vehicles across both our police and public works fleets. LED lights have been installed at City Hall. A big thanks and appreciation to the tireless work of the Climate Action Committee volunteers, we have the City's first Climate Action Plan.

As the Climate Action Committee notes, implementing this plan, monitoring, and documenting the results will be the next goal. At recent meetings and through an online survey, Lake Forest Park residents have made it clear that global warming and the impact it will have on future generations is an important issue. Many of you have contributed your thoughts and ideas concerning measures the City and residents should take to reduce greenhouse gas emissions. These include improvements in energy efficiency, renewable energy, and changes in areas such as transportation, recycling, and landscapes. This valuable input from residents has informed the Climate Action Plan so that it is truly a document of our common interests.

I am certain that with the guidance of this plan, both the City government and Lake Forest Park residents can together make meaningful changes in our everyday lives and operations to reduce our carbon footprint. I look forward to working together toward a more sustainable future for Lake Forest Park and for all of us!

Sincerely,

Tom French, Mayor, City of Lake Forest Park



# Section 1: Context



## Climate Change

Ecosystems, and humans within them, must adapt to the changing environmental conditions. In LFP we are seeing climate changes that include more extreme weather days, including heavy rainfall, hotter summers, and earlier transitions to spring. Understanding and preparing for these changing systems will help us adapt and modify our expectations as we plan for a warmer and drier climate.

### What is causing climate change?

Climate change refers to long-term shifts in temperatures and weather patterns due to human activity, which has altered our planet faster and to a greater extent than any events in the last million years.

Earth's average temperature has risen and fallen over its long history due to its positioning in space and changes in the atmosphere. However, in the last 200 years, human use of fossil fuels (coal, oil and gas) has released heat-trapping gasses (GHGs) that have accumulated in the atmosphere. These gasses include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and others. Like an ever-thickening blanket wrapping the Earth, accumulating GHGs trap heat close to the Earth's surface. They have increased Earth's average temperature so that it is now warmer than any time in the last 800,000 years; temperatures were previously this hot during the Pliocene, the previous geologic epoch (Kaufman 2023).

Since 2000, almost every year has exceeded the record of hottest average temperature set by the previous year (IPCC 2023). True to this trend, the months of June through December in 2023 were each their hottest on record on Earth as of January 8, 2024 (Lindsey and Dahlman 2024).

Figure 1. 5-year global mean temperature differences compared to 1850-1900 averages

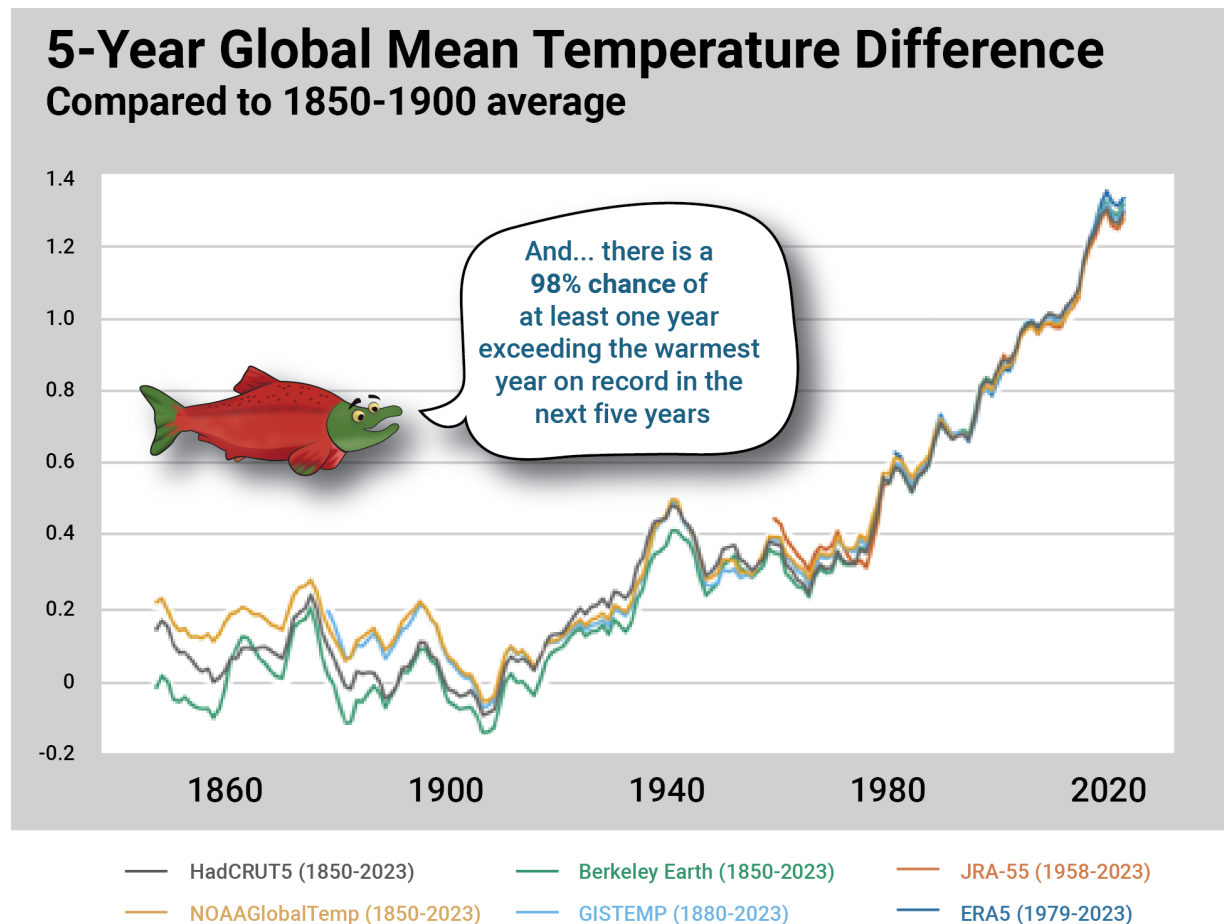


Figure 1 shows the five-year running average of global temperature anomalies (°C relative to 1850-1900) from 1850-1854 to 2019-June 2023 shown as a difference from the 1850-1900 average as estimated by the six agencies shown by colored lines. More information on the original data sets can be found in the index of [United in Science 2023, Sustainable Development Edition. World Meteorological Organization \(WMO\), 2023](#). Earth’s closely interrelated systems compound the effect of temperature change, quickly disrupting conditions throughout the atmosphere, oceans, land, polar and glacial ice, and living organisms. Complex feedback loops further multiply impacts in ways that we cannot predict. Increasing temperatures on Earth have resulted in global shifts in weather patterns and increasing frequency of extreme events, and will also cause havoc in many ways we are not aware of until changes occur.

Our ecosystems, including human ones, have, over eons of time, developed dependencies to conditions of a stable climate. Disruption of this stability on the scope we are now experiencing threatens unprecedented risk to survival on a very broad scale.

## Why We Need a Climate Action Plan

Warming of our planet, caused over the last century by human emission of heat-trapping greenhouse gasses into Earth's atmosphere, is rapidly altering the stability of ancient systems that support current life on Earth. In Lake Forest Park and the surrounding Puget Sound, these changes manifest in climate events that include accelerating incidents of extreme heat, drought, hazardous air quality caused by wildfires, and heavy storms that bring destructive flooding events.



Critical accumulation of GHG pollution in our atmosphere has already caused significant global climate change. The degree to which future warming occurs depends on choices made now to address greenhouse gas emissions. National goals, calculated to avoid future catastrophic climate events, require overall reduction of American GHG emissions by more than 6% per year (NCA5 2023). Consequently, our ability to manage compounding current and future climate impacts requires proactive preparation and investment in infrastructure.

Local government has a clear, crucial role in facilitating rapid transition to low-carbon, climate-resilient, sustainable communities. In 2019, Lake Forest Park City Council realized this commitment by voting to join K4C (LFP resolution 1726 on March 14, 2019), pledging a 50% reduction of 2007 baseline GHG emissions by 2030 and 95% reduction by 2050 (Cascadia 2022).

## Preparing for Climate Impacts

The Puget Sound region is experiencing more extreme weather events more often, driven by the rapid warming of the planet that began with the industrial revolution (NCA5, 2023). The impacts of these extreme weather events can be devastating and lasting. The unprecedented [Pacific Northwest heat wave](#) from June 25-July 2, 2021 catastrophically impacted Washington, as well as neighboring states and Canadian provinces. Effects on humans and ecosystems continued well beyond July 2021 and included deaths among humans and aquatic populations, reduced crop and fruit yields, and subsequent river flooding from rapid snow and glacier melt. Months after the heat wave, a substantial increase in wildfires associated with the heat contributed to landslides and poor air quality in the Puget Sound region (White et al 2023).

Projections using different models agree that warming of the planet by 1.5°C (2.7°F) will cause a large range of extreme challenges in managing natural systems in WA (Figure 2), including:

- 1. Increasing temperatures and extreme heat.** There were 51 extreme heat days in 2022. This is 23 more extreme heat days than the 1970s average (Stacker 2023). The western U.S. is also experiencing more frequent multi-day heat waves, which are more widespread, hotter, and longer lasting than in previous decades.

Heat waves affect health and well-being, especially that of seniors, those who are overweight or have heart disease or high blood pressure, young children, those who work outdoors or in hot environments and those who cannot afford air conditioning (CDC 2023; CDC NIOSH 2023). Heatwaves also cause damage to infrastructure and create unhealthy aquatic habitats.

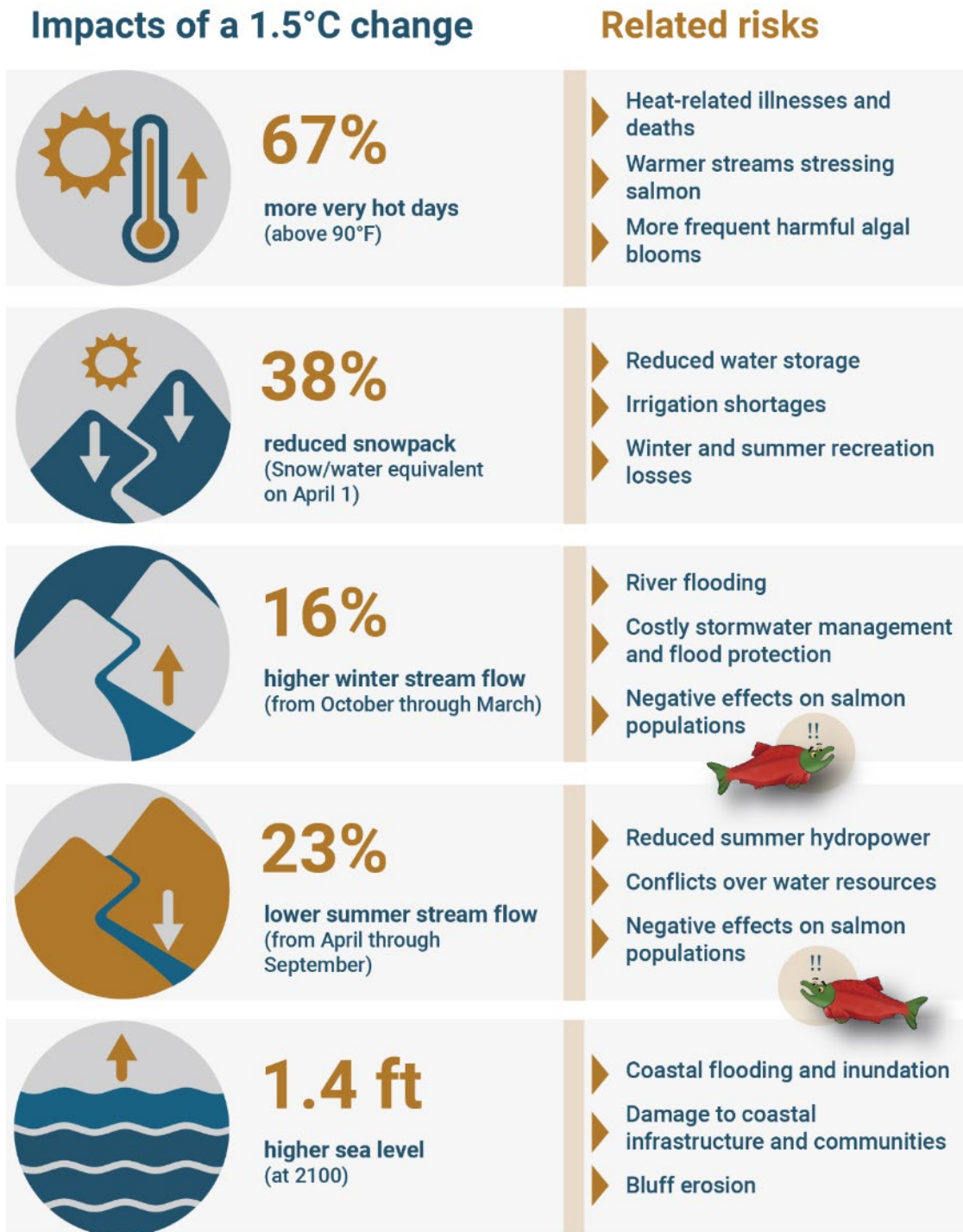
Increasing average temperatures are impacting the habitats of plants and animals as well, by expanding the habitats of disease-carrying insects and animals and affecting hardiness zones of local plants (Zhou 2023). Mountain pine beetles are impacting our forests, ticks carrying Lyme disease are beginning to arrive in Western Washington, and Avian flu has already arrived, infecting backyard bird populations (Giles 2023). Earlier spring temperatures cause disconnect between flowering and insect pollinator timing reducing survivorship of both plants and pollinators (USDA 2024).

- 2. Changing precipitation patterns.** Heavy rain events are becoming more common, and more precipitation is falling as rain, rather than snow. Reduced snowpack is affecting water supply (Siirila-Woodburn et al. 2021). Heavy rainfall events, especially those that melt snow, cause mudslides and urban flooding, which damage homes and infrastructure, as well as flows of water that carry pollution and toxic algae and erode streambeds, harming salmon and other species depending on the water environment.
- 3. Increasing wildfire severity and hazardous air quality.** Large, severe fires in the Pacific Northwest are linked to warm and dry conditions, which will likely occur more often as the earth continues to warm. Regional, and even distant, fires are also likely to create hazardous, smoky conditions in Lake Forest Park more often into the future.

In **Appendix 8. Climate Change Impacts**, we look in more detail at the climate change impacts that are already felt in Lake Forest Park.

**Climate change amplifies existing risks and disparities, such as chronic health conditions, social and environmental circumstance, and pollution exposure, which can result in variable impacts on vulnerable communities within Lake Forest Park.**

Figure 2. Some projected impacts of 1.5°C (2.7°F) warming on Washington State



Notes: Projected changes in hot days relative to 1976- 2005, changes in sea level rise relative to 1991-2010; all others relative to 1970-1999. Data from: Fourth National Climate Assessment; Climate Change Impacts and Adaptation in Washington State; State of Knowledge: Climate Change in Puget Sound; Projected Sea Level Rise for Washington State – A 2018 Assessment. Figure reproduced from the UW Climate Impacts Group publication [No Time to Waste](#).



Reducing GHG emissions is crucial to avoid the worst of future climate impacts. However, halting emissions will not immediately bring GHG levels in the atmosphere back to pre-industrial levels, nor halt climate change completely. This is because many GHGs persist in the atmosphere for decades after being released. Governments, businesses, organizations, and individuals must anticipate the risks and take action so the community can adapt and thrive despite future climate change.

The range of impending climate impacts will challenge people, natural areas and infrastructure in varying ways and to different degrees. To ensure a healthy and resilient LFP community, the City of LFP will seek to advance climate action in the context of a comprehensive understanding of Lake Forest Park demographics and resources. Equitable and just inclusion for all can strengthen the city's ability to withstand climate impacts together.

## Reducing Lake Forest Park's Greenhouse Gas Emissions

### SOURCES OF EMISSIONS

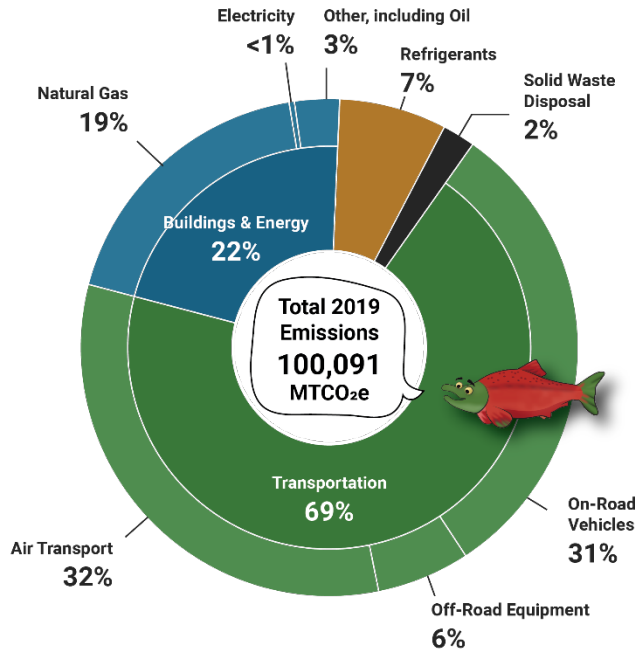
In 2022 [The Puget Sound Regional Emissions Analysis Project](#), led by the King County Climate Data cooperative, released data estimating local community sources of GHG emissions generated from human activity. Specific emissions data for the City of Lake Forest Park are summarized in **Figure 3**.

The majority (69%) of LFP GHG emissions come from the transportation sector. On-road vehicles (such as passenger vehicles, freight trucks, and transit) and off-road equipment (such as recreational, construction, industrial, lawn/garden, commercial and pleasure craft) create just over half of transportation emissions. Air transport (estimated for LFP based on average city-wide income) contributes the other half.

Energy used in government, business, and residential structures accounts for the next greatest source of emissions (22%) in LFP. While electricity supplied to LFP by Seattle City Light is produced from hydropower and contributes nearly zero GHG emissions, 75% of structures in LFP rely on natural gas for water heat, household heat, and/or cooking.

The remaining GHG emissions in LFP are produced from refrigerants (7%), which are used in refrigeration and air conditioning, and from solid waste disposal in landfills (2%). More detail on LFP's emissions and the breakdown of GHG emissions from City operations is discussed in **Appendix 2: K4C database – City**.

Figure 3. Human-created GHG emissions in LFP by sector (2019)



Notes: Data generated by the Puget Sound Regional Emissions Analysis Project and released as part of the [Geographic GHG Emissions Inventory Database](#).

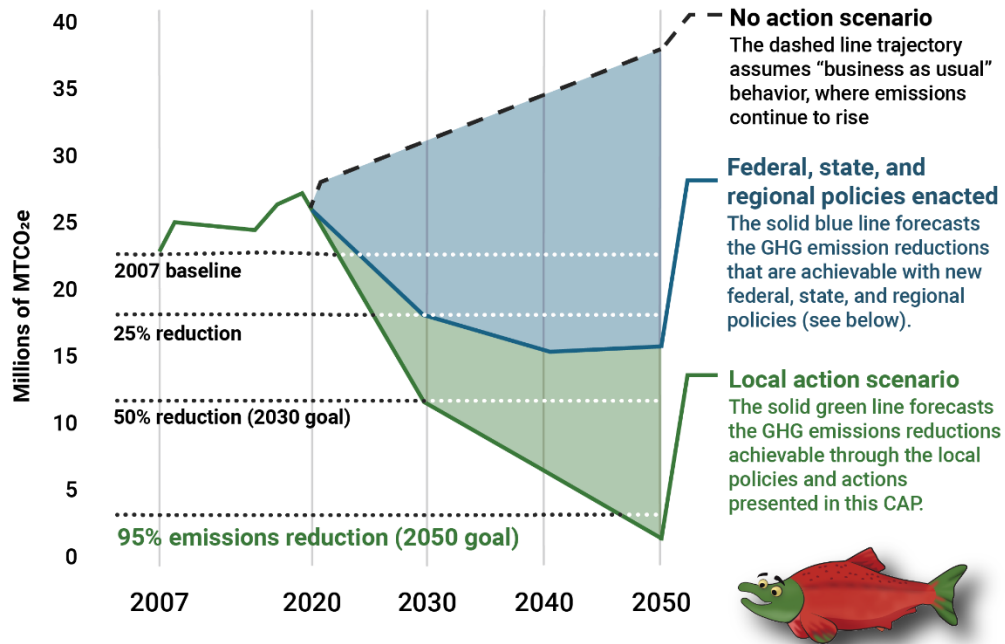
### EMISSIONS REDUCTION TARGETS

Without significant intervention, global GHG emissions are projected to increase by another 50% by 2100 (Figure 4). Regulations at federal, state, and regional levels are expected to reduce GHG emissions by 35% from 2007 levels by 2030 and 50% by 2050. These regulations empower local action and are detailed further in **Appendix 3: Regulations**

Figure 4 illustrates the predicted GHG reductions from a local action scenario – the forecasted reduction in GHG with the combined actions of local, federal, state and regional policies. This emphasizes the critical role of locally focused actions in achieving emissions reduction goals of 50% of the 2007 baseline by 2030, 75% by 2040, and 95% by 2050.

K4C identifies sectors where concentration of local action will have the greatest effect on reducing GHG emissions in the Puget Sound area: buildings, transportation, solid waste disposal, and ecosystems where CO<sub>2</sub> is naturally stored (Cascadia 2022).

**Figure 4.** Forecasted emissions and reductions in Lake Forest Park associated with action at different organizational levels



- Federal, state, and regional policies driving emissions reduction in Washington**
- WA Energy Code
  - WA Clean Building Act
  - Federal Vehicle regulations
  - WA Clean Fuel Standards
  - WA Internal Combustion Engine Ban
  - PSRC Regional Transportation Plan VMT Reduction
  - WA Hydrofluorocarbon policies

- Local sector-specific plans and scenarios driving emissions reduction in Lake Forest Park**
- Aviation industry
  - Regional marine, rail, and ferry transport
  - Buildings (energy efficiency, decarbonization)
  - Transportation (VMT, electric vehicles)
  - Solid waste (increased diversion)
  - Reduce tree loss
  - Protect land carbon sinks

Notes: Figure adapted from King County (Cascadia 2022).

## Community Engagement & Values

### Planning Context

The City of Lake Forest Park has been committed to sustainable living and environmental protection since its inception. LFP was mapped out in 1910, mostly for second residences of Seattle professionals looking for retreats to nature. In 1961, residents incorporated as the City of Lake Forest Park to control pressures of increasing development.

This planning and vision persist today and are set forth in the City of Lake Forest Park Comprehensive Plan (ratified in 2016), and the City of Lake Forest Park Legacy 100-year Vision Statement (ratified in 2018).

**The Comprehensive Plan notes**

“The Comprehensive Plan and Legacy Vision share a common vision of sustainability and environmental preservation. The Legacy Vision identifies a number of specific green infrastructure projects that could be implemented over time to achieve this vision. The Comprehensive Plan recognizes and incorporates the importance of environmental preservation in all elements of the plan and highlights specific green infrastructure projects identified in the Legacy Vision next to applicable goals and policies. Together, the Comprehensive Plan and Legacy Vision seek to promote, enhance, and preserve the City’s long-term environmental quality and green character.”

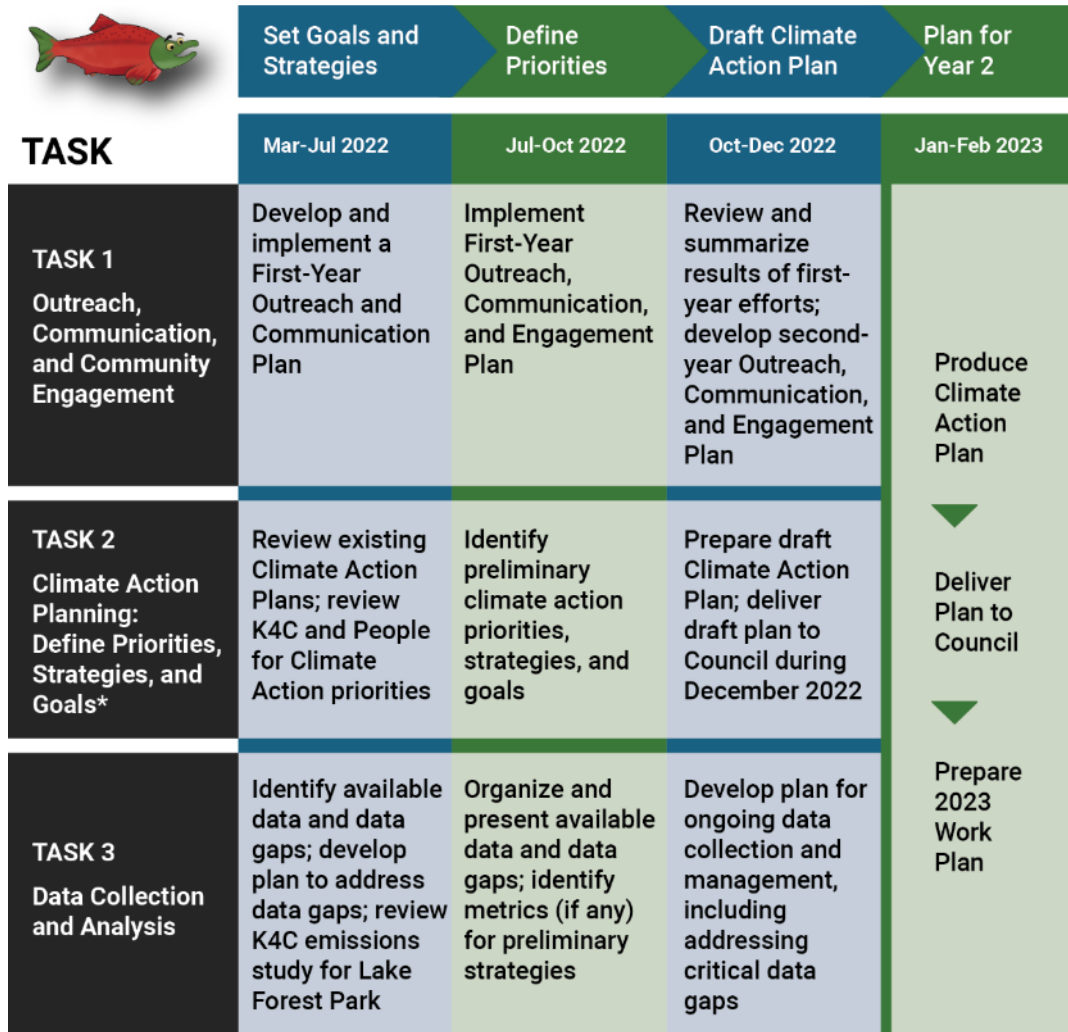
The LFP City Council’s creation of the LFP Climate Action Committee (CAC) demonstrates commitment to transform and accelerate local climate action. A key role of the CAC is to develop connections between the LFP community and City staff to enact climate action at all levels.



## Planning Process

The LFP CAC defined timelines that provided structure for moving the committee toward the goal of designing the Climate Action Plan and for engaging the community (Figure 5).

Figure 5. CAC timeline presented to City Council in 2022



\*Prioritizing buildings, transportation, and community resilience as critical sectors.

## Community Engagement

### OVERVIEW

Responding effectively to the climate crisis requires acting together to make significant changes in how we live our lives. The burden of change can be lessened when community members are empowered to participate in decision-making processes. Engaging the LFP community in the decision-making processes will help to build resilience and adapt to the challenges ahead.

As Almeida et al (2023) states, “Bringing the public into local meetings and assemblies about a range of climate resiliency programs, such as green jobs, renewable energy, clean transportation, and climate action plans, is the starting point for developing equitable and just transition strategies to reduce greenhouse gas emissions at the community level.” (p.37)

Since March 2022, the LFP CAC engaged residents via workshops, tabling events, a survey, and more (**Table 1**). Through these interactions, resident voices were brought into this Climate Action Plan.

### COMMUNITY SURVEY

The LFP Climate Action Committee created online and paper versions of a 40-question [survey](#) to gather input on LFP community member views, priorities, concerns and ideas related to local climate changes. The Climate Action Committee carried out a campaign to advertise and encourage participation across the LFP community. Key findings from the 466 responses are summarized below. Complete methodology and data from the survey is reported in **Appendix 4: Survey Data**.

**Table 1.** Key findings of the LFP Climate Action Survey

1	<b>Opportunities.</b> LFP should connect residents to climate issues and opportunities, including promoting existing incentives and subsidies to go electric and through partnerships with neighboring cities, nonprofits, and other LFP commissions. Successful models include the heat pump program of <a href="#">Energysmart eastside</a> .
2	<b>Policy.</b> The LFP city government should be a role model for other small cities and make climate friendly policy changes and decisions collaboratively.
3	<b>Transportation.</b> LFP should improve local infrastructure and advocate for policies at the state level that reduce cars on the road.
4	<b>Education.</b> LFP should keep up to date on and educate residents about cost effective ways to reduce GHG emissions that are the least disruptive to their daily life.
5	<b>Policy and positive change.</b> Empower residents by providing pathways to advocate for climate friendly policy change.



## COMMUNITY EVENTS

The LFP CAC engaged members of the community through the survey, but also through conversations at community events, educational workshops done in partnership with neighboring cities of Kenmore and Shoreline, and much more (Table 2 and Table 3).

**Table 2.** Events and activities of the LFP Climate Action Committee since 2022

What	Where	When
Distribution of Community Survey	Throughout LFP	September-December 2022
Launched "LFP in Action" Book Club	LFP Third Place Books	November 2022
Honored: LFP CAC Receives Third Place Commons Friends of the Community Award	LFP Commons	May 25, 2023
Tabled at Green Fair	LFP Commons	April 29, 2023
Tabled at Secret Gardens of Lake Forest Park GardenTour	LFP Commons	June 17, 2023
Tabled at Farmers Market	LFP Farmers Market	July 23, 2023, and October 1, 2023
Tabled at Picnic in the Park	Animal Acres Park	September 2023
Co-hosted workshop: Go electric, Convection Stoves	LFP Commons	July 18, 2023
Co-hosted workshop: Go electric Solar	Kenmore	August 17, 2023
Co-hosted workshop: Go electric, Heat Pumps	Shoreline	September 19, 2023
Attended Tree Board Meetings	LFP City Hall	July 2023
Attended Parks Board Meetings	LFP City Hall	July 2023
Attended Planning Commission Meetings	LFP City Hall	July 23, 2023; November 14, 2023; and January 8, 2024
Hosted the Climate Town Hall with State Legislatures	LFP Common	April 13, 2024

**Table 3.** Additional community engagement activities completed by the CAC

- Distributed 12 Climate Newsletters to LFP community members to announce above events
- Created handouts and displays to use at public events, including information on Inflation Reduction Act grants and rebates
- Wrote and distributed several articles to the Lake Forest Park newsletter lists.
- Started collaborations with King County north end cities on programs and events for disseminating relevant climate information.
- Currently there are 123 subscribers to the LFP CAC "Notify Me" list; we expect this to grow as the work of the City becomes more evident.
- Met with the Shoreline Schools superintendent to discuss the school system's climate action plan
- Met with representatives from Seattle City Light to discuss grid reliability and undergrounding.







# Section 2: Strategies & Actions

# Strategies and Actions

A climate action plan provides a road map for our LFP government and community to address climate change. It provides strategies to reduce GHG emissions and sequester carbon while also preparing communities for climate impacts that cannot be avoided. Implementation of these strategies will lead to investment in adaptations that build community resilience and prioritize fair, equitable, and empowering actions for the most vulnerable communities.



The focus areas, strategies, and actions outlined below for Lake Forest Park align with and draw heavily upon our neighboring cities' plans and are informed by feedback from the LFP community and information from the 2019 King County GHG Emissions Inventory. The vision of the future for each focus area is borrowed from the [Mercer Island Climate Action Plan](#) released in April 2023. Action on these recommendations will put LFP on a path to join other communities in achieving the dual climate goals of mitigation and resiliency.

## Mitigation

**Mitigating GHG emissions** to almost zero over the next 30 years (90% by 2050) through:

- Policy changes for the City to implement within its operations
- Incentives for emission reductions by businesses and households
- Actions and lifestyle changes by residents of Lake Forest Park that reduce or eliminate emissions

## Resiliency

**Building the resiliency** of our community to climate impacts by:

- Assessing and alerting members to climate impacts on Lake Forest Park, with particular attention to vulnerable and overburdened communities.
- Establishing a practice of continual consideration of climate-related issues at the individual, community, and municipal levels.
- Adopting adaptive, proactive strategies for implementing actions in a manner that is just and appropriate for all community members.



Research by the Climate Action Committee finds five focus areas where the City of Lake Forest Park can take action to address mitigation and resilience goals. We have organized the second section of this plan, our Strategies and Actions, around these five focus areas:



Improvement of the **transportation sector and land use**

**Focus Area 1:** Transportation & Mobility (TR)



Transformation of **built environments**

**Focus Area 2:** Built Environment/Land Use (BE)



Protection of our **natural environments, resources, and ecological systems**

**Focus Area 3:** Natural Environment, Ecosystems, Sequestration (NE)



Management and reduction of **waste and consumption**

**Focus Area 4:** Consumption and Solid Waste (CW)



Strengthening of **community** to promote adaptations and collaborative culture that will allow all residents to thrive despite climate setbacks

**Focus Area 5:** Community Resilience & Preparedness (CR)

Lake Forest Park will achieve these Climate Action Plan goals by following strategies and implementing actions in five focus areas, detailed below.





## Focus Area 1: Transportation & Mobility

Vision of the future: Low-to-no carbon transportation options are safe, clean, accessible, affordable, and widely used.

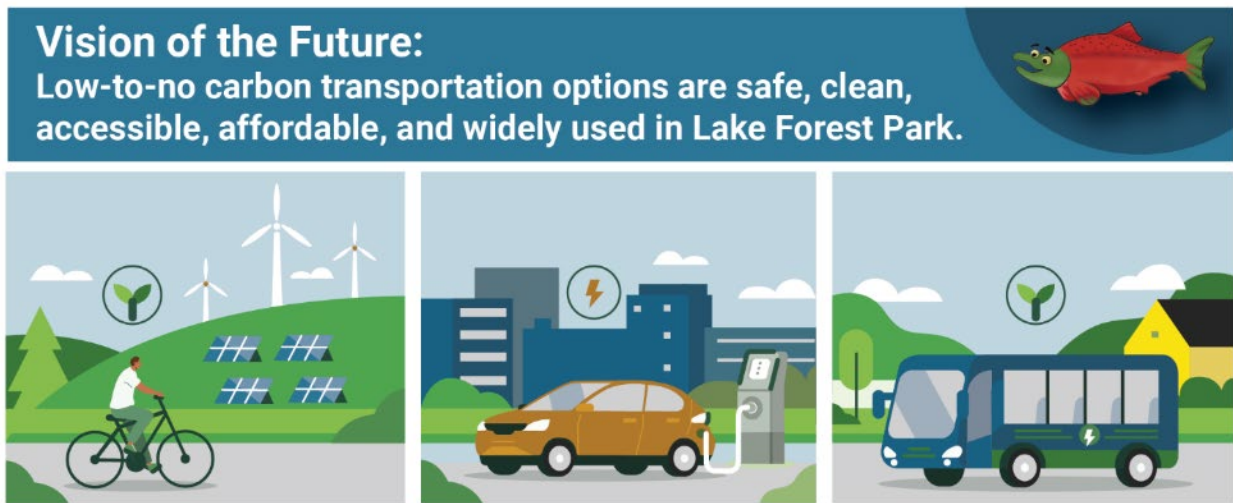
**Table 4.** Transportation and mobility goals and community priorities

Goal	Community Priorities
<ul style="list-style-type: none"> <li>• Reduce GHG emissions from transportation by transitioning to electric vehicles (EV's), expanding shared transportation options, and promoting improvement of cycling and pedestrian networks.</li> <li>• Advocate for greener forms of long distance travel to reduce GHG emissions.</li> <li>• Accelerate the Lake Forest Park Safe Streets program to meet emissions goals.</li> </ul>	<ul style="list-style-type: none"> <li>• According to survey results, residents are driving less and walking and biking more. They are rethinking air travel, reducing the number of cars in their household, and purchasing or considering purchasing an eclectic vehicle.</li> <li>• Residents are also adopting battery electric and hybrid vehicles (in 2022, 3% of personal passenger vehicles owned by Lake Forest Park residents were battery electric and nearly 6% were hybrid).</li> </ul>

According to survey results, in 2020, about 55.2% of Lake Forest Park residents drove alone to their place of employment. An additional 8.8% carpooled; 8.8% used public transportation; 5.0% walked, biked, or used another means to commute; and 23.2% worked from home.

In the survey, one community respondent stated, “we should bike when we can, we should ride-share as much as possible, we should use the bus and light rail more”.

Figure 6. Low-to-no carbon transportation options in Lake Forest Park



## Transportation and Mobility Strategies & Actions

### STRATEGY 1: ACCELERATE ELECTRIC VEHICLE (EV) ADOPTION

*Table 5. Actions and implementation ideas to accelerate EV adoption*

Ref Code	Action	Implementation Ideas
TR 1.1	Electrify the City fleet	<ul style="list-style-type: none"> <li>Develop a transition plan, then increase the number of municipal EVs to 100% by 2035.</li> <li>Purchase and deploy Electric Vehicles (EVs) to transition the City’s vehicle fleet to electric by 2035 for all operationally feasible vehicles. As needed, delay purchasing replacement vehicles until EV options are available and affordable. If EVs are not available for necessary replacements, consider plug-in hybrid options.</li> <li>Increase electrical capacity and charging infrastructure at City facilities to ensure adequate capacity for fleet and employee EV charging.</li> </ul>
TR 1.2	Eliminate gasoline-powered tools	<ul style="list-style-type: none"> <li>Eliminate and publicize the transition away from gasoline-powered tools.</li> <li>Explore what other jurisdictions have done to eliminate gas-powered tools. Consider a buy-back program for gas-powered tools.</li> <li>Educate the LFP community about the value and availability of the Shoreline tool library.</li> </ul>
TR 1.3	Increase charging infrastructure	<ul style="list-style-type: none"> <li>Include language to install charging infrastructure in public facilities within the City’s revised Comprehensive Plan.</li> <li>Continue to partner with Bothell, Kenmore, and Shoreline to obtain funding from the state to install charging stations along route 522, at City Hall, on route 104, and in apartments and condominiums.</li> <li>In alignment with regional efforts through WSDOT and Seattle City Light, expand the public EV charging network by assessing gaps and supporting installation of charging stations for public use on business, institutional, City, and utility properties in key areas. Install charging stations for public use at City facilities open to the public such as parks and recreation centers wherever feasible.</li> <li>Require Installation of a minimum number of charging stations in addition to electrical capacity for all new</li> </ul>

Ref Code	Action	Implementation Ideas
		multifamily residential and commercial construction and during major renovation of parking lots/ structures.
TR 1.4	Incentivize EV charging stations	<ul style="list-style-type: none"> <li>Publicize the federal rebates for EV charging stations to LFP businesses and the LFP community.</li> <li>Apply for the federal and state grant for EV charging.</li> </ul>
TR 1.5	Community education about Electric Vehicles	<ul style="list-style-type: none"> <li>Provide community education and outreach to increase EV adoption and promote existing incentives for EV purchases.</li> </ul>

**STRATEGY 2: REDUCE COMMUNITY WIDE DRIVING**

*Table 6. Actions and implementation ideas to reduce community wide driving*

Ref Code	Action	Implementation Ideas
TR 2.1	Review municipal codes for emission reduction	<ul style="list-style-type: none"> <li>Develop a format for an environmental impact note for each piece of legislation.</li> </ul>
TR 2.2	Encourage transit-oriented development	<ul style="list-style-type: none"> <li>Study and support transit-oriented development and missing middle housing.</li> </ul>
TR 2.3	Develop a pedestrian and bicycle network	<ul style="list-style-type: none"> <li>Increase the network of safe bike lanes, boulevards, and trails; widen sidewalks; expand convenient transit stops; and install effective traffic signals.</li> <li>Partner with public transport services, community organizations, and surrounding jurisdictions to pilot new routes and diverse transit options (including carpooling) to improve efficiency and reliability.</li> <li>Start with strategic areas near schools and commerce.</li> <li>Identify and apply for sources of funding.</li> </ul>
TR 2.4	Secure bike storage	<ul style="list-style-type: none"> <li>Develop regulations that require bike lockers at new or major retrofits at town center, multifamily facilities, parks, and municipal facilities. Include bike lockers in the 2024-26 budget.</li> </ul>



Ref Code	Action	Implementation Ideas
TR 2.5	Expand capacity of the LFP Town Center to act as a mobility hub	<ul style="list-style-type: none"> <li>Reexamine the Town Center Zoning to ensure the Town Center becomes a shared-use mobility hub that enhances cross-community travel by transit, ride-share, electric vehicles, bike-share, and scooter-share and any means other than driving a traditional gas/diesel vehicle alone.</li> </ul>
TR 2.6	Review flex schedules for municipal employees	<ul style="list-style-type: none"> <li>Review the flex schedule annually to make sure it is working.</li> </ul>
TR 2.7	Collaborate with the cities of Shoreline and Kenmore as they adopt shared-use electric bicycle or scooter programs	<ul style="list-style-type: none"> <li>Explore with north-end cities creating a shared bike and scooter program.</li> <li>Partner with community groups to pilot an e-bike library where bikes are available to low-income community members without requiring smartphone technology and a credit card to access.</li> </ul>
TR 2.8	Consider reducing air travel	<ul style="list-style-type: none"> <li>Review the travel policy in the City and encourage staff training and professional development to take place locally.</li> <li>Conduct community education on air travel alternatives, opportunities and incentives to electrify; actions being taken at the City, state and federal levels to reduce transportation.</li> </ul>

**STRATEGY 3: IMPROVE “LAST MILE / FIRST MILE ACCESS”**

*Table 7. Actions and implementation ideas to improve "first mile/last mile access"*

Ref Code	Action	Implementation Ideas
TR 3.1	Build -transit oriented development	<ul style="list-style-type: none"> <li>Uphold the GMA to prioritize dense mixed use TOD and affordable housing and update the comp plan to comply with HB 1110.</li> </ul>
TR 3.2	Expand the South Transit jitney service	<ul style="list-style-type: none"> <li>Review the South Transit jitney service in north Lake Forest Park and encourage expansion to south Lake Forest Park.</li> </ul>





Ref Code	Action	Implementation Ideas
TR 3.3	Support pedestrian infrastructure	<ul style="list-style-type: none"> <li>Accelerate and expand safe streets programs and develop a one-way street program.</li> </ul>
TR 3.5	Increase transit ridership through education and outreach	<ul style="list-style-type: none"> <li>Collaborate with regional transit authorities to install reader boards and informational kiosks and use city website to better inform the community about transit options and apps.</li> </ul>
TR 3.6	Support city trail system	<ul style="list-style-type: none"> <li>Accelerate Green Infrastructure program</li> </ul>





## Focus Area 2: Built Environment/Land Use



Vision of the future: Residents live and work in energy efficient buildings powered by clean, renewable energy.

Table 8. Built environment/land use goals and community priorities

Goal	Community Priorities
<ul style="list-style-type: none"> <li>• Reduce GHG emissions from buildings by reducing energy usage, electrifying buildings, and transitioning to clean and reliable renewable energy sources.</li> <li>• Eliminate natural gas usage in LFP. Emissions from buildings represent 22% of total LFP GHG emissions and most of this comes from natural gas.</li> <li>• Expand and incentive solar panels. As of January 2024, the only retail, commercial, or multi-family housing unit that has installed solar panels is the King County</li> </ul>	<ul style="list-style-type: none"> <li>• Residents want to reduce their emissions but are concerned about becoming more vulnerable to weather related events by relying only on electric. They will be looking to the City to provide solutions to some of these issues.</li> <li>• One community respondent answered on the survey that the City government should install charging stations in front of city hall, and solar panels on roof of city hall". Another respondent stated that the City should "partner with the school district to educate students and families</li> </ul>

Goal	Community Priorities
<p>Housing Authority (this system likely provides about 9- to 10% of the total solar energy generated within the City).</p>	<p>about how they can reduce their carbon footprint at school (recycle, walk to school, carpool, compost at lunch, etc.). The next generation is worried and needs to see their city take action.</p>



One resident on our survey asked, "If the City requires homes to be all electric - what obligation does the City have to make sure the power grid works? In case you haven't noticed - it hasn't worked very well over this winter. My gas-powered home had hot water and the ability to cook during those times. If it was all-electric - I guess I would have just sat here shivering? You can't dictate that people use one source of heat/cool/etc. and then not have that actually work - that's irresponsible."



## Strategies and Actions for Built Environment/Land Use

### STRATEGY 1: USE CLEANER ENERGY

*Table 9. Action and implementation ideas to use cleaner energy*

Ref Code	Action	Implementation Ideas
BE 1.1	Encourage a transition from gas to electric and solar energy	<ul style="list-style-type: none"> <li>Incentivize a full transition to either electric or solar energy in existing commercial and residential buildings.</li> </ul>
BE 1.2	Encourage enrollment in Seattle City Light's Green Up program	<ul style="list-style-type: none"> <li>Encourage businesses, large energy users, and residents to enroll in Seattle City Light's Green Up program to expand the use of green energy.</li> </ul>
BE 1.3	Support community solar projects	<ul style="list-style-type: none"> <li>Add a community solar program to the legislative agenda of the City . Use incentives and partnerships to support the development of local community solar projects and micro-grids that provide alternative energy sources for critical community facilities, especially during brownouts or unexpected power loss.</li> </ul>
BE 1.4	Enact code requiring electrification	<ul style="list-style-type: none"> <li>Enact code to phase out fossil fuel infrastructure in new construction.</li> </ul>
BE 1.5	Advocate for increased electricity grid reliability	<ul style="list-style-type: none"> <li>Encourage local utilities to update regulations that increase the flexibility of the electricity grid and incentivizes large-scale energy customers to reduce their electricity use during peak times.</li> </ul>
BE 1-6	Inform and educate about green infrastructure	<ul style="list-style-type: none"> <li>Provide information about green infrastructure programs such as green roofs, thermostat technology and passive heating.</li> </ul>



**STRATEGY 2: BUILD STRATEGICALLY FOR LESS ENERGY AND CLEAN ENERGY**

*Table 10. Action and implementation ideas to build strategically for less energy and clean energy*

Ref Code	Action	Implementation Ideas
BE 2.1	Increase incentives for infrastructure adaptation improvements	<ul style="list-style-type: none"> <li>Increase incentives and promotion of green stormwater infrastructure and urban forests on developed properties, with emphasis on areas prone to urban heat islands, flooding, and identified environmental health disparities.</li> </ul>
BE 2.2	Develop green building regulations	<ul style="list-style-type: none"> <li>Require new and retrofitted multifamily housing to have EV charging stations.</li> <li>Restrict the addition of new gas lines and installations in residential and multifamily zones.</li> </ul>
BE 2.3	Integrate environmental justice criteria within land use decisions	<ul style="list-style-type: none"> <li>Incorporate environmental justice criteria and priorities into zoning, land use planning, permitting policies, and development of new projects.</li> <li>In collaboration with utilities and local jurisdictions, develop a residential home energy program to provide education, technical assistance, and financial assistance to replace gas and oil heating systems with electric heat pumps, improve home efficiency, and install renewable energy systems. Options include a rebate program, bulk-purchase retrofit campaign, or other financing mechanism. Prioritize low- and middle-income households for assistance and incentives.</li> </ul>
BE 2.4	Prioritize dense, mixed use, transit-oriented developments and affordable housing	<ul style="list-style-type: none"> <li>Uphold the Growth Management Act and HB 1110 to prioritize dense, mixed use, transit-oriented development (TOD) and affordable housing.</li> </ul>





### Focus Area 3: Natural Environment, Ecosystems, Sequestration

Vision of the future: The community protects, conserves, and restores our natural systems, landscapes, and habitats.

*Table 11. Natural environment, ecosystems, and sequestration goals and community priorities*

Goal	Community Priorities
<ul style="list-style-type: none"> <li>Foster climate-resilient natural landscapes by restoring natural systems, protecting vital habitats and ecosystems, and conserving water resources.</li> <li>Sequester carbon while restoring and enhancing trees and waterways.</li> <li>Protect Lake Forest Park’s unique resources, including its large tree canopy (50%), undeveloped watersheds (12%), and other natural ecosystems.</li> </ul>	<ul style="list-style-type: none"> <li>Residents value our canopy and ecosystems and seek to retain them as natural resources and community assets.</li> <li>One community resident responded in the survey, “We see many stressed, dying, and dead trees in the neighborhood. When we lose our canopy, the understory suffers as well. I feel we are in danger of irreversibly and negatively impacting the area, and with loss of trees and other</li> </ul>



Goal	Community Priorities
<ul style="list-style-type: none"> <li>Maintain interconnected benefits and services of natural systems, such as improving mental health, offering recreational opportunities, acting as natural cooling areas during heat waves, and providing habitat for local wildlife.</li> <li>Climate change strategies that focus on reducing emissions from transportation and supporting dense, walkable, transit-oriented development, should also work to protect and increase our existing urban tree canopy and restore and protect waterways to make the City of LFP climate resilient. The actions in this section enhance our efforts to protect tree canopy and waterways.</li> </ul>	<p>plant life, the region's temperatures will soar higher.”</p>

More information on tree canopy and climate change resilience and urban watersheds and climate change resilience is available in **Appendix 6: Natural Systems.**

## Strategies and Actions for Natural Environment, Ecosystems, Sequestration

### STRATEGY 1: MAINTAIN HEALTHY URBAN FOREST

*Table 12. Actions and implementation ideas to maintain healthy urban forests*

Ref Code	Action	Implementation Ideas
NE 1.1	Implement policy and practices for sustaining tree canopy	<ul style="list-style-type: none"> <li>Support the Tree Board’s policy and strategies to protect large-stature species with dense wood, identify the most effective carbon-capturing trees, and develop a plan for maintaining tree canopy in perpetuity.</li> <li>Adopt planning and funding programs for urban dense vegetative growth programs such as Miyawaki Forests.</li> </ul>
NE 1.2	Incentivize climate-conscious tree planting	<ul style="list-style-type: none"> <li>Review city policy and ordinances for planting trees around buildings to promote energy efficiency, enlarge and improve planting sites with tree longevity in mind, increase stormwater infiltration, and include trees in street improvement projects.</li> <li>Implement a city open space project to plant a diverse mix of pest-tolerant, well-adapted, low-maintenance, long-lived, and drought-resistant trees to ensure greater</li> </ul>



Ref Code	Action	Implementation Ideas
		resilience, while planting small groves of especially water-tolerant species in areas receiving peak volumes of stormwater runoff to reduce flooding and pollutant transport.
NE 1.3	Allocate resources for urban tree maintenance	<ul style="list-style-type: none"> <li>Require new developments to maintain new tree planting for 5 years.</li> <li>Provide information on how to plant and care for new plantings.</li> <li>Require the City to establish and adhere to a regular tree maintenance cycle with an eye towards helping protect cities and infrastructure from extreme weather events.</li> </ul>
NE 1.4	Address tree canopy cover inequity	<ul style="list-style-type: none"> <li>Supporting the Tree Board expansion of tree cover is an opportunity to address inequitable access to trees and green space.</li> </ul>
NE 1.5	Conduct outreach and education on forest conservation strategies	<ul style="list-style-type: none"> <li>Support the efforts of nonprofits to educate and engage residents on tree retention and health and the value of trees as a mitigating strategy for climate change.</li> </ul>

**STRATEGY 2: INCREASE CARBON SEQUESTRATION**

Table 13. Actions and implementation ideas to increase carbon sequestration

Ref Code	Action	Implementation Ideas
NE 2.1	Evaluate municipal parks for greater carbon sequestration	<ul style="list-style-type: none"> <li>Support community organizations, nonprofits and the Parks Board to implement a plan to re-evaluate existing parks and other existing green areas for carbon sequestering sinks.</li> </ul>
NE 2.2	Evaluate open spaces for greater carbon sequestration	<ul style="list-style-type: none"> <li>Support nonprofits, community-based organizations, and the Planning Department to implement a plan to re-wild unused areas by converting impervious surfaces into permeable habitats.</li> </ul>





**STRATEGY 3: MAINTAIN HEALTHY WATERWAYS**

*Table 14. Actions and implementation ideas to maintain healthy waterways*

Ref Code	Action	Implementation Ideas
NE 3.1	Recognize and protect all waterways	<ul style="list-style-type: none"> <li>Review and revise existing codes and ordinances to enhance protection by widening buffer zones even for minor streams.</li> <li>Coordinate with neighboring jurisdictions, cities, water districts, sewer districts, and other key partners to identify and seek state and federal funding to develop a plan to reroute the sewer system so it is out of the streams and a short-term plan to reline the sewer system to enhance reliability.</li> </ul>
NE 3.2	Safeguard our water supply	<ul style="list-style-type: none"> <li>Host four water districts to discuss and plan for safeguarding supply, encouraging conservation and reusable water containers.</li> </ul>
NE 3.3	Reduce the impact of runoff	<ul style="list-style-type: none"> <li>Review and revise building codes for new or redevelopments to require onsite stormwater control measures (SCM). (Examples of SCMs are rainwater tanks, infiltration systems that receive overflow from tanks and impervious surfaces, and biofiltration systems, rain gardens, etc.).</li> </ul>
NE 3.4	Restore water ways to enhance natural flow	<ul style="list-style-type: none"> <li>Work with federal and state agencies, neighboring jurisdictions, community-based organizations, and nonprofits to fund the removal of any impediments (concrete channels, rip-rap, culverts, etc.) to the natural flows of streams.</li> </ul>
NE 3.5	Maintain riparian environments	<ul style="list-style-type: none"> <li>Work with community-based organizations and nonprofits to secure funding to work with community groups to remove invasive species.</li> <li>Review guidelines for native plantings for the riparian environment.</li> </ul>
NE 3.6	Restore degraded stream beds	<ul style="list-style-type: none"> <li>Work with federal and state agencies and nonprofits to fund restoration of hyporheic zones of streams in heavily impacted areas.</li> <li>Research and consider re-seeding healthy benthic invertebrates into restored areas.</li> </ul>



Ref Code	Action	Implementation Ideas
NE 3.7	Reintroduce native kokanee salmonid populations ( <i>Oncorhynchus nerka</i> )	<ul style="list-style-type: none"><li>• Support community-based organizations, nonprofits and residents for reintroduction programs facilitated by the Washington Department of Fish and Wildlife and Washington Department of Ecology.</li></ul>





## Focus Area 4: Consumption and Solid Waste

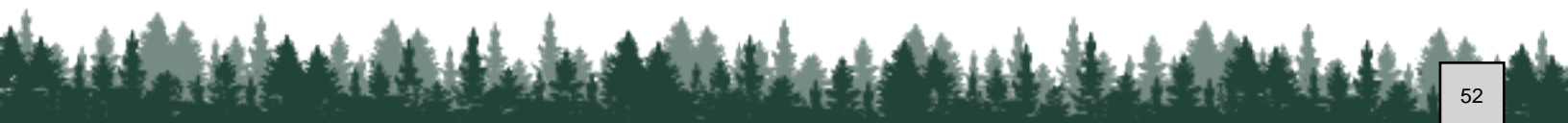


Vision of the future: The community practices circular economy principles, reducing resources used, reusing and repurposing materials, and recycling and composting almost all of what is left.

**Table 15.** Consumption and solid waste goals and community priorities

Goal	Community Priorities
<ul style="list-style-type: none"> <li>• Reduce waste and the GHG emissions associated with the consumption and disposal of goods and materials.</li> <li>• Solid waste disposal and wastewater treatment account for 2% of communitywide GHG emissions. Consuming products also creates upstream emissions from the energy and fuel used to produce and distribute goods and materials.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase effective recycling and composting in residential and businesses and demonstrate the link to climate change. One community resident responded to the survey that we should “recycle and compost heavily, use washable towels in place of paper towels, reusable bags, and limit use of plastic”.</li> </ul>

Goal	Community Priorities
<ul style="list-style-type: none"><li>In addition to reducing emissions, waste prevention and diversion can also reduce pollution and litter. Sustainable consumption, in turn, supports Lake Forest Park businesses by promoting local goods.</li></ul>	



## Strategies and Actions for Consumption & Solid Waste

### STRATEGY 1: IMPLEMENT CIRCULAR ECONOMY IN CITY OPERATIONS

Table 16. Actions and implementation ideas to implement circular economy

Ref Code	Action	Implementation Ideas
CW 1.1	Reduce municipal purchase of paper	<ul style="list-style-type: none"> <li>Switch to digital whenever possible for both internal use and external uses, such as public meetings.</li> </ul>
CW 1.2	Investigate resource-sharing across municipalities	<ul style="list-style-type: none"> <li>Host a north-end cities meeting to plan for the use of shared resources such as vehicles, equipment, and cost saving ideas.</li> </ul>
CW 1.3	Develop Environmentally Preferable Purchasing Policy	<ul style="list-style-type: none"> <li>Use existing examples of purchasing policies, such as the federal environmental preferable purchasing policy, to develop a LFP purchasing policy for products or services that have a reduced effect on human health and the environment.</li> </ul>

### STRATEGY 2: PREVENT WASTE

Table 17. Actions and implementations to prevent waste

Ref Code	Action	Implementation Ideas
CW 2.1	Support sustainable local food economy	<ul style="list-style-type: none"> <li>Support food assistance programs in partnership with the Farmers Market</li> <li>Join the John Hopkins meatless Monday campaign and publicize it to residents.</li> </ul>
CW 2.2	Promote educational programs on waste prevention	<ul style="list-style-type: none"> <li>Revise the format of the newsletters to have a “climate corner”; distribute information and meal ideas through various city-sponsored media outlets, support the master Gardeners Program and their efforts to encourage home food growing.</li> <li>Require Republic to upgrade their community outreach on what goes where in commercial venues and expand education on household recycling.</li> </ul>

**STRATEGY 3: REDUCE INPUT TO LANDFILLS**

*Table 18. Actions and implementations to reduce input to landfills*

Ref Code	Action	Implementation Ideas
CW 3.1	Mandate recycling and composting	<ul style="list-style-type: none"> <li>Revise solid waste contract to require evidence that businesses and restaurants are effectively recycling and composting and that haulers are documenting diversion rates.</li> </ul>
CW 3.2	Conduct education about zero waste programs	<ul style="list-style-type: none"> <li>Promote alternatives to single-use materials. Promote buy nothing and secondhand sales.</li> <li>Support community-based organizations and nonprofit organizations efforts to recycle more and use less plastic and recycle lithium batteries.</li> </ul>
CW 3.3	Educate Community on waste sorting	<ul style="list-style-type: none"> <li>Develop programs and signage to educate community on what is recyclable and compostable, and what is not.</li> </ul>





## Focus Area 5: Community Resilience & Preparedness

Vision of the future: People and ecosystems are healthy, thriving, and can respond and adapt to climate change.

**Table 19.** Community resilience and preparedness goals and community priorities

Goal	Community Priorities
<ul style="list-style-type: none"> <li>• Ensure that all Lake Forest Park residents are prepared for current and future climate impacts.</li> <li>• Increasing community resilience—the community’s ability to adapt and respond to unavoidable climate impacts—is a necessary part of effective climate action. We will center vulnerable and overburdened communities as we communicate and build resilience. We will work to clearly define goals and ways</li> </ul>	<ul style="list-style-type: none"> <li>• Climate change is happening at a fast pace with far-reaching effects. In our survey, one community respondent stated, “this will take an extraordinary cultural/paradigm shift at all levels (individual to global systems). A gradual rebuild of society in order for all the interconnected systems to be healthy is the only solution.”</li> </ul>

Goal	Community Priorities
partnerships between individuals, communities, and the City to attain those goals.	

## Strategies and Actions for Community Resilience & Preparedness

### STRATEGY 1: PREPARE FOR CLIMATE EMERGENCIES

Table 20. Actions and implementation ideas to prepare for climate emergencies

Ref Code	Action	Implementation Ideas
CR 1.1	Hire a Climate Action Plan Program Manager	<ul style="list-style-type: none"> <li>Hiring a Climate Action Plan Program Manager is necessary to oversee the implementation of the LFP CAP.</li> </ul>
CR 1.2	Create a resilience and energy subsidy information center	<ul style="list-style-type: none"> <li>Create and maintain a central resource on the City website, where federal and state incentives are posted and updated.</li> </ul>
CR 1.3	Increase resilience hubs	<ul style="list-style-type: none"> <li>In partnership with local agencies, neighboring cities and organizations, identify buildings or rooms to use as resilience hubs, for electricity, public heating and cooling centers.</li> <li>Publicize these locations through regular and routine outreach to residents.</li> </ul>
CR 1.4	Create audience specific communication strategies	<ul style="list-style-type: none"> <li>Co-create climate communications with communities and organizations —especially youth organizations —on climate and health impacts and emergency resources and warnings during extreme events.</li> <li>Create a neighborhood and youth ambassador program to train and give people the tools and resources to work with their peers to implement many of the actions identified in this plan.</li> <li>Reach out to adult care facilities and collaborate with senior centers to disseminate information on climate and health impacts, emergency resources, and warnings during extreme events.</li> </ul>



Ref Code	Action	Implementation Ideas
		<ul style="list-style-type: none"> <li>• Create communication materials for non-English speaking communities.</li> </ul>
CR 1.5	Create a climate emergency management education program	<ul style="list-style-type: none"> <li>• Collaborate with emergency management staff to provide community-based education and engagement activities each year to increase awareness of climate impacts and opportunities for action.</li> <li>• Provide free or discounted air filter box fans to vulnerable community members.</li> </ul>
CR 1.6	Educate residents about Northshore Emergency Management Coalition (NEMCO)	<ul style="list-style-type: none"> <li>• Support NEMCO efforts to provide information and facilities to deal with extreme weather and plans for respite locations from the impacts of heat, cold, flooding, (e.g., cooling stations and emergency housing plans).</li> </ul>

**STRATEGY 2: INCREASE ADAPTIVE CAPACITY AND RESILIENCE**

Table 21. Actions and implementation ideas to increase adaptive capacity and resilience

Ref Code	Action	Implementation Ideas
CR 2.1	Mitigate impacts of green gentrification	<ul style="list-style-type: none"> <li>• Mitigate impacts of green gentrification by pursuing community centered anti-displacement strategies (e.g., eviction prevention and cash assistance) and expanding access to affordable housing resources such as home ownership strategies and climate-related home improvements.</li> </ul>
CR 2.2	Utilize Washington State Department of Transportation (WSDOT)'s vulnerability assessment information	<ul style="list-style-type: none"> <li>• Identify potential climate vulnerabilities (e.g., flood prone roads, landslides areas, canopy areas especially vulnerable to climate change) and assist impacted residents to create an individualized emergency action plan.</li> </ul>
CR 2.3	Provide environmental mini grants	<ul style="list-style-type: none"> <li>• Provide mini grants for community climate projects, perhaps in partnership with Kenmore and Shoreline. Consider funding projects that either reduce GHG emissions or build community climate resilience and provide highest funding levels for community-driven projects.</li> </ul>

Ref Code	Action	Implementation Ideas
CR 2.4	Facilitate multi-jurisdictional collaboration	<ul style="list-style-type: none"><li>• Continue to collaborate with nearby municipalities on ways to empower our constituents to reduce their carbon footprint and to proactively plan for climate impacts.</li></ul>





# Section 3: Implementation Plan

# Implementation Plan

## Overview

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When implemented, the strategies and actions outlined above will move us toward a low-emissions, resilient Lake Forest Park. The Climate Action Committee worked to gather input from the LFP community and have worked to incorporate equity considerations into the action plan.

A strong implementation plan will include the identification of a timeline, estimated costs, lead departments, community partners (e.g., public utilities, King County Library System (KCLS), Shoreline School District, neighboring cities, Rotary), and more (current actions, existing legislative processes, etc.) for each action outlined above. It will also require a defined process for accountability.

To successfully implement the LFP Climate Action Plan, the CAC recommends that the City hire a full time staff member to lead implementation. The urgency of action on climate change and of designing an implementation plan and acting on that plan, argue for bringing in a full-time paid professional staff member for LFP. Climate Staff/Managers in Shoreline and Kenmore are working with the LFP Climate Action Committee on outreach and educational events, and their positions can be models for the role of a similar hire in LFP.

The effective impacts from our efforts, measured in achievement of specific GHG reduction targets specified in the implementation plan and greater community resilience, will require coordination and cooperation between the City government, the LFP Climate Action Committee, and the LFP community. Guidance for a hiring committee in the form of potential interview questions for such a position are given in **Appendix 7: Hiring Committee Guidance for a city Climate Action Plan Program Manager**.

## Equity Considerations

Implementation of the CAP will rely on continued leadership from the City and the CAC, continued engagement with the LFP community, and the ongoing collective action from LFP residents and businesses. Here are some guiding questions that can be used in implementation:

- **Disproportionate impacts.** Does the action generate burdens (including costs), either directly or indirectly, to communities of color or low-income populations? If yes, how can we mitigate these impacts?
- **Shared benefits.** Can we target the action's benefits in progressive ways to reduce historical or current disparities? Are the benefits dispersed equitably?
- **Accessibility.** Are the action's benefits broadly accessible to households and businesses throughout the community—particularly communities of color, vulnerable and low-income populations, and businesses owned by women, people of color, and emerging small businesses?

- **Alignment and partnership.** Does the action align with and support existing priorities of communities of color and low-income populations? Are there opportunities to leverage resources and build collaborative partnerships?
- **Accountability.** Does the action have appropriate accountability mechanisms to ensure that communities of color, low-income populations, or vulnerable communities will equitably benefit and not be disproportionately harmed?

## Climate Action Plan Program Manager

Under the general supervision of the LFP City Administrator, the Climate Action Plan Program Manager will be responsible for implementing the City's Climate Action Plan (CAP) to achieve the City's GHG emission reduction targets and to ensure the development of community resilience to extreme climate and weather events. The Climate Action Plan Program Manager will coordinate across all City departments and the community and monitor and evaluate the City's progress towards meeting climate goals.

The manager's responsibilities will include:

- Oversight and accountability of meeting LFP climate goals.
- Formation of partnerships with government partners and nonprofit and community-based organizations to advance emission reduction.
- Pursue grants and partnership opportunities to support implementation of CAP actions. Includes identification of/application for state and federal grants.
- Annual reporting to the City Council, Climate Action Committee and community on implementation, challenges, and overall progress on meeting GHG reduction goals.
- Develop budget and work plan recommendations for City Council consideration each biennium to support CAP recommended actions. Management of allocated budgets.
- Identify CAP-related advocacy items for inclusion in the City's annual legislative priorities.
- Create community resources, update the web, and write articles and newsletters.
- Ensure equitable implementation and access to resources for all residents

## The Role of the LFP City Government

**Vision:** Community members and City government are informed and active in local climate action and work together to meet emission reduction targets.

The City of Lake Forest Park must provide leadership in eliminating GHG emissions, mitigating impacts, and building a resilient city. An example of leadership: the community needs an information hub, a place for citizens to find up to date information, including on rebates. The City will continue to lead and coordinate implementation of the actions and strategies identified within the CAP.

City operations that produce GHG emissions include fleet vehicles, employee commutes, electricity to power municipal operations, and gas used in power tools. The City can adopt actions that reduce emissions and increase community resilience while also acting as a model and resource for LFP residents. This section provides specific strategies and associated actions that can be taken by the city government that create regulations that generate a sustainable future by eliminating GHG's in government operations and in transit, enhancing our natural resources, and ensuring our residents reduce consumption and build resilience to climate change.

The City will prioritize adoption of actions to eliminate municipal GHG emissions and integrate climate considerations into city reporting and decision-making while increasing community awareness and empowering community resilience to climate changes.

## The Role of the LFP Climate Action Committee

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The CAC was formed to represent the diversity of the community and with three year terms to provide opportunities for interested citizens to participate and allow new voices to be heard. The CAC will continue to serve the LFP City Council and LFP Community. In the next phase, the role of the CAC, in collaboration with the City Council, will be to:

- Collaborate with the Mayor, City Council and City Administration on the best ways to reduce emissions.
- Provide outreach to the community, acting as a liaison between the City and the residents of LFP (e.g., tabling at community events).
- Create and host workshops and other events in partnership with neighboring cities.
- Write articles for newsletters, Instagram, Facebook and other sources.
- Continue to be partners in implementation of the climate action plan.
- Develop model climate-related legislation for the City to be presented to the City Council for consideration.

## The Role of the Community and Individual

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### Role of the Community

Community support and participation are key to achieving community-wide emission reduction and climate resilience goals. The City will continue to proactively seek community input on implementation of the actions and strategies to ensure equity and reflect the unique needs of the LFP community. Throughout implementation of the strategies and actions, the CAC and LFP staff will continue to engage LFP community members in decision-making processes. Ongoing community engagement will be a critical to support all the strategies and actions identified in Section 2 and will be an essential element for the actions in **Table 22**.

Table 22. Actions with essential community engagement components



### Transportation and Mobility

- TR 1.5 Community education about electric vehicles
- TR 2.2 Encourage transit-oriented development
- TR 2.5 Expand capacity of the LFP Town Center to act as a mobility hub



### Built Environment / Land Use

- BE 1.1 Encourage a transition from gas to electric or solar energy
- BE 2.3 Integrate environmental justice criteria within land use decisions
- BE 2.4 Prioritize dense, mixed use, transit-oriented developments and affordable housing



### Natural Environment, Ecosystems, and Sequestration

- NE 1.4 Address tree canopy inequity
- NE 1.5 Conduct outreach and education on forest conservation strategies
- NE 3.2 Safeguard our water supply



### Consumption and Solid Waste

- CW 2.1 Support sustainable local food economy
- CW 2.2 Promote educational programs on waste prevention
- CW 3.2 Conduct education about zero waste programs



### Community Resilience and Preparedness

- CR 1.2 Create a resilience and energy subsidy information center
- CR 1.3 Increase resilience hubs
- CR 2.1 Mitigate impacts of green gentrification



Community members can support CAP implementation in a variety of ways by participating in the process, including by:

- Staying informed about climate change and resilience and sharing opportunities to reduce personal GHG emissions and help implement the CAP with friends, family, and neighbors.
- Volunteering to help with education and outreach and implementing specific actions suggested here.
- Advocating for funding for converting energy systems in our homes and buildings, redesigning our transportation systems, and more by engaging with local, regional, state and federal representatives.

Lake Forest Park and neighboring communities are starting to become actively involved and taking action related to reducing emissions and preparing for changes to come.

Individual actions and those done in conjunction with neighbors and friends are key to our community's ability to come together in our work towards a climate changed future. Specific actions we can do now as the implementation plan is finalized are listed below. **Appendix 1: Past and Present Actions Implemented in LFP** is intended to be a living document that will become part of the information hub and/or available through the City's website, maintained by the LFP CAC.

## Individual Actions

To support implementation of the CAP, the City of LFP asks the LFP community to think about both climate change mitigation and resilience. Consider engaging with friends, family, and neighbors to:

- Learn about climate change and new building and energy options
- Talk about climate change and new building and energy options
- Pursue civics learning sessions/field trips, e.g., where does our water come from? Where is our water treated? Where does our waste go? How/where is hydropower made? What are other renewable energy resources in our state?

Implementing individual actions to address climate change may vary across the LFP community, recognizing that each LFP community member has access to varying resources, knowledge, and expertise. Some specific actions that community members can take to increase climate resilience include:

### TRANSPORTATION

- Walk, scooter or bike for short range
- Use public transportation, carpooling and trains when possible
- Telecommute, if possible
- Reduce air travel and/or use carbon offsets



## HOUSEHOLD/BUILT ENVIRONMENT

- Plan for purchase of electric tools, vehicles
- Join a tool library
- Wash clothes in cold water, air dry on clothesline
- Get ready to replace appliances with energy efficient models (Energy star rated) and prepare for home upgrades with reduced energy requirements
- Update to Energy Star fixtures

## CONSUMPTION/LAND USE

- Plant trees in town center parking lots
- Reduce meat and dairy consumption
- Recycle and compost more
- Plant native species
- Garden, grow your own food, get a pea patch
- Purchase and sell clothing from consignment stores
- Reduce food waste
- Shop locally
- Join the King County Library System for books and other media
- Bring your own reusable cup/water bottle, cutlery

## PROTECT THE ENVIRONMENT

- Volunteer with local environmental groups
- Reduce use of pesticides and fertilizers
- Build [Miyawaki forests](#) in LFP, similar in strategy to the one built at the Shoreline Historical Museum
- Encourage stream restoration on private and public property

## ADAPT

- Get or make an air purifier
- Prepare household and car emergency kits
- Support and volunteer at Shoreline Tool Library
- Facilitate or join workshops (e.g., [Climate Fresk](#)) and book clubs

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# Appendices



# Appendix 1: Past and Present Actions Implemented in LFP

The City of Lake Forest Park has some experience with planning for the environment. For example, the city was among the first cities to use integrated pest management on public property. The City's first Climate Action Plan was developed in 2008. The city purchased hybrid vehicles for the police department. The Climate Action Committee is encouraging the City to increase its efforts to meet the GHG emissions goals.

## PART A. Past Actions to Reduce GHG

**2008:** The first formal action of the City of Lake Forest Park to address climate change was a [climate action plan](#) written for the City of Lake Forest Park by Emily M. Templin at the University of Washington Evans School of Government. It focused on city actions to reduce GHG emissions. The 2008 recession limited action taken by the city. Two important products that came from this were are:

- Completed a municipal and community greenhouse gas (GHG) emission inventory
- Developed a suite of potential greenhouse gas reducing actions at the community and municipal level.<sup>1</sup>

**2019:** Lake Forest Park City Council voted to join the [King County Cities Climate Collaborative \(K4C\)](#) in 2019, thus committing to reduce city-produced greenhouse gas emissions to 50% of 2007 levels by 2030 and 95% by 2050.

**June 2022:** Lake Forest Park City Council unanimously voted to create The LFP Climate Action Committee of 11 residents with the specification that 2 would be students, and all would be confirmed by LFP City Council. The committee's mission was to design a Climate Action Plan guiding the city towards equitable actions to fulfill its commitment of rapid GHG reduction and to increase community resilience to climate change impacts.

**2008-2023** Since the first Climate Action Plan in 2008 through the present, the City has implemented:

- **Lights out** City Hall lights are almost all LED. The conversion of remaining lighting is scheduled. Many of the rooms have motion sensors that turn off the lights if there is no activity in the room.
- **Computers off** The City established a practice that computers automatically go into energy saving mode when not in use.

<sup>1</sup> Lake Forest Park Preliminary Greenhouse Gas Inventory and Proposed Climate Action Plan, *Emily M. Templin*, page 6

## Appendix 1: Past and Present Actions Implemented in LFP

- **HVAC (heating, ventilation, and air conditioning systems) Maintenance** The HVAC systems are regularly maintained and upgraded. HEPA filters that filter out dust, pollen mold, bacteria and airborne particles have been installed.
- **Appliance replacement** The appliances are certified as Energy Star efficient.
- **Solar Panel Installation** Municipal sites are being investigated for the potential installation of solar panels.
- **Electrical Conversions** City has plans to purchase its first electric vehicle in 2024. Landscaping equipment is being transitioned to battery-powered (blowers, mowers, chainsaws, etc.).
- **Alternative Transport Incentives for government employees** In addition to Bike to work Month implemented each May since 2009, the City has instituted work from home policies.
- **Expansion of Recycling Programs** – The City recycles LDPE plastic within City Hall Compost bins have been added in meeting rooms, kitchen, and bathrooms. Battery recycling for the public is available at City Hall.
- **Environmental Purchasing Program** The City has instituted a practice on food service containers. The city shall not provide, purchase or use non compostable food service containers, straws, lids, and utensils at any city facility or city-sponsored event. All parties who contract with the city shall be prohibited from using non compostable food service containers, straws, lids, and utensils in city facilities or on city-funded projects within the city. (Ord. 1224 § 2, 2021; Ord. 1181 § 1, 2018)
- **Going Digital** The City Council has shifted from providing paper Council packets to purchasing portable computers and providing electronic versions of packet materials. City departments have shifted toward digital systems and have gone paperless where feasible.

## PART B. Current Opportunities for Coordination with other LFP efforts

List/describe Other existing LFP City Planning efforts, citywide strategic initiatives, and committees/organizations with efforts that are synergistic with our focus of mitigating emissions and adapting our community and environment to climate impacts.

### EXAMINE THE MUNICIPAL CODE:

City of LFP Adopted provisions – e.g., building codes, environmental protection, planning and land use (What regulations have been passed that support climate safety/preparation/protection/emissions?)

- Tree Ordinance
- Land Use Ordinances
- Storm water runoff ordinances
- Water Quality ordinances
- Compost/recycling/solid waste management/landscaping
- Initiatives/Agendas/legislative priorities – e.g., culverts, stormwater management, transportation...
- Stewardship committee
- Parks committee
- Planning commission

# Appendix 2: K4C database – City Operations

Puget Sound Regional Emissions Analysis Project - Geographic GHG Inventory Database - Sept 2022

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Data: Get data, Excel workbook, OneLake data hub, SQL Server, Enter data, Dataverse, Recent sources, Transform Refn data, Queries

### Total Emissions by Jurisdiction (MTCO2e)

Activity_Type	Lake Forest Park
<b>Built Environment</b>	<b>22,501</b>
<b>Electricity</b>	<b>451</b>
Commercial	0
Industrial	0
Residential	451
<b>Natural gas</b>	<b>19,349</b>
Commercial	2,035
Industrial	0
Residential	17,314
<b>Other sources</b>	<b>2,700</b>
Fuel oil	2,076
Residential propane	624
<b>Refrigerants</b>	<b>7,048</b>
<b>Refrigerants</b>	<b>7,048</b>
	7,048
<b>Solid Waste &amp; Wastewater</b>	<b>1,755</b>
<b>Solid waste generation and disposal</b>	<b>1,755</b>
Compost	437
Landfill	1,318
<b>Transportation &amp; Other Mobile Sources</b>	<b>68,787</b>
<b>Aviation</b>	<b>31,908</b>
	31,908
<b>Off-road equipment</b>	<b>6,049</b>
	6,049
<b>On-road vehicles</b>	<b>30,829</b>
Freight and service vehicles	1,836
Passenger vehicles	28,993
<b>Total</b>	<b>100,091</b>

Page 3 of 10

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Puget Sound Regional Emissions Analysis Project  
<https://your.kingcounty.gov/dnrp/climate/documents/puget-sound-regional-emissions-project-summary.pdf>





# Appendix 3: Regulations

## Regulations enacted at federal, state, and regional levels that will affect implementation

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(info below comes from [Burien CAP](#), reference if this info is used in this section)

- Washington's Climate Commitment Act, which places an economy-wide cap on carbon to meet state GHG reduction targets and remain consistent with best available science, while minimizing the use of offsets. It works in concert with the state's Health Environment for All (HEAL) Act to assess environmental justice (EJ) impacts and direct 35-40% of investments to overburdened communities. The HEAL Act defines EJ in state law and embeds it in state agency work including engagement, budgeting, funding, and strategic planning. Among its requirements are that 40% of investments in climate-related actions be directed to overburdened communities.
- Washington's Clean Energy Transformation Act (CETA) requires a phase-out of coal by 2025, carbon-neutral electricity sales by 2030, and 100% clean energy by 2045. Utilities are the primary implementer of CETA.
- The Washington State Clean Buildings Act establishes a state energy performance standard, natural gas conservation standard, and other measures for new and existing large buildings over 50,000 square feet with an early adopter incentive program. It also directs the State Building Code Council to develop, by 2021, rules requiring EV charging capability at all new buildings with on-site parking. The greater of one space or 10% of spaces must be provided. In 2021, the legislature passed HB 1287 extending these requirements, by rule, to new single-family construction by 2024. HB 1287 also requires the Washington Department of Transportation to develop and maintain a publicly available mapping and forecasting tool with information regarding the location of EV charging infrastructure.
- Washington's Clean Fuel Standard reduces the overall carbon intensity of fuels by requiring a 20% reduction in the carbon intensity of transportation fuels by 2038, using cleaner fuels or purchasing clean fuel credits. Boats, trains, aircraft, and military vehicles, and equipment are excluded. Other legislation supports the Clean Fuel Standard. For example, SB 5811 allows Washington to adopt and implement California's stringent vehicle emissions standards. SB 5000 establishes a pilot program to exempt new and qualifying used fuel-cell-powered EVs from the sales and use tax between the years 2022–2030 (Burien Climate Advisory Group 2021).

# Appendix 4: Survey Data

The online and paper survey including both multiple choice and short answer formats was distributed via 39 unique locations including local Facebook groups, the LFP Sunday Farmer's Market, the City newsletter, Shoreline Area news, Next Door, every city board and commission, organizations located in LFP such as Rotary, the garden club and Stewardship Foundation. It was distributed to condos and rentals through the business offices, and to schools through PTAs and environmental clubs. Neighborhood associations distributed the link to their members. The survey received a total of 446 responses.

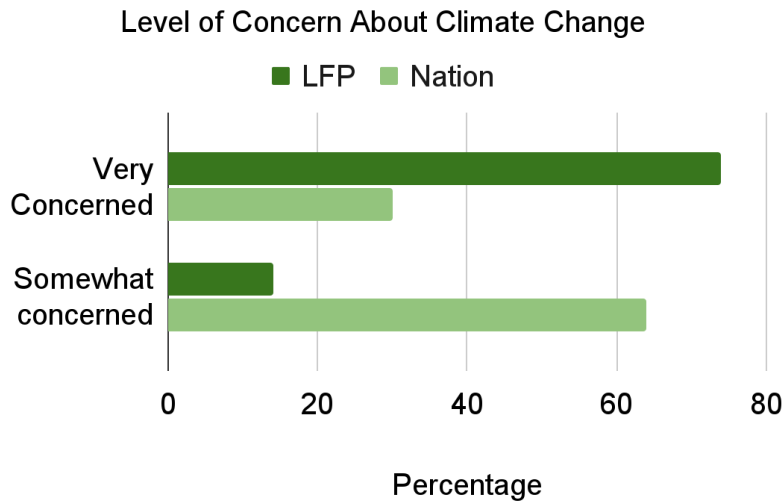
## Summary Findings

- The LFP community cares very much about climate change (Figure 1).
- LFP should partner with neighboring cities as we address climate issues (such as Energysmart eastside).
- Individuals in the community gather climate information from many different sources.
- Residents need support, e.g. information, subsidies and role models, to ease the path to adapting to rapid transformations in transportation, energy and infrastructure. Sacrifices and tradeoffs at all levels are needed and education and outreach can help.
- Respondents shared ideas to inform education and outreach efforts.

## Current Attitudes and Practices of LFP residents

### THE COMMUNITY CARES VERY MUCH ABOUT CLIMATE CHANGE.

Figure 1: Our LFP survey asked residents “How concerned are you about climate change?” a question directly comparable to one asked by Yale Climate Communications, who surveyed the nation in July 2022.



In LFP, 74% of survey takers are very concerned about climate change and 14% somewhat concerned. Across the nation, 30% say they are very concerned about climate change and 64% say they are at least somewhat concerned or worried about global warming. (88% in LFP are either very or somewhat concerned; 94% of Americans are either very or somewhat concerned)

## Who makes up the LFP Community? Who responded to our survey?

267 of the 446 survey respondents answered our demographic questions.

Figure 2. Almost half of our respondents live in 2-person households. Average household size of 2.5-2.6 is shown in both the census and LFP CAC survey populations.

### Q40. Household Size LFP Survey Respondents

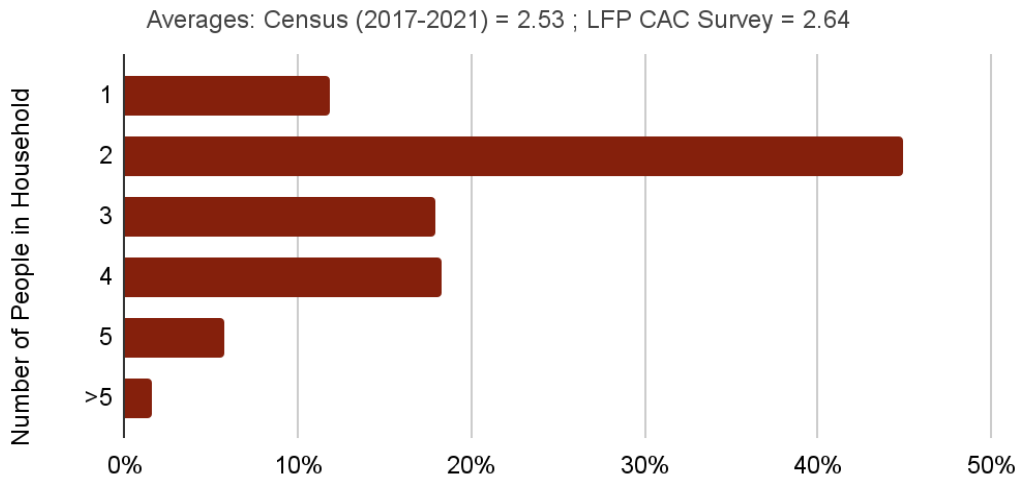


Figure 3. Individuals identifying as female are overrepresented in our survey, as compared with population numbers based on 2020 census data.

### Q39. LFP Survey Respondents vs. Census: Gender Identity

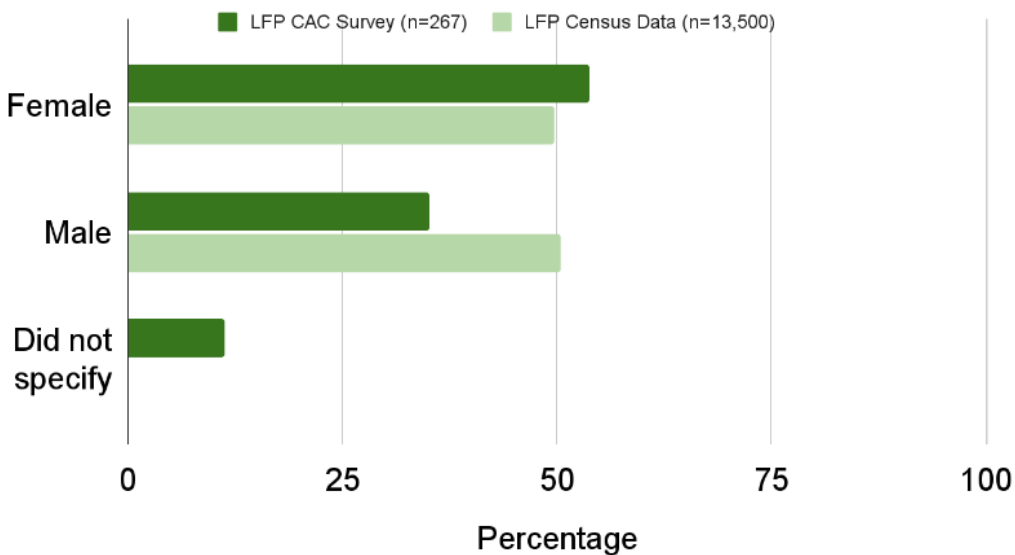


Figure 4a. Age of people in households surveyed.

**Q40. Addresses the question of what percentage of households contain people from specific age groups.**

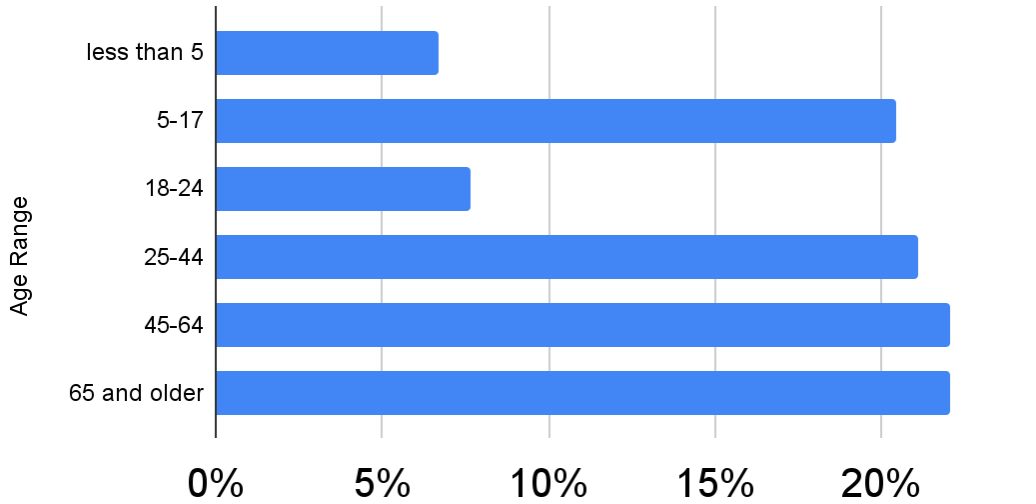
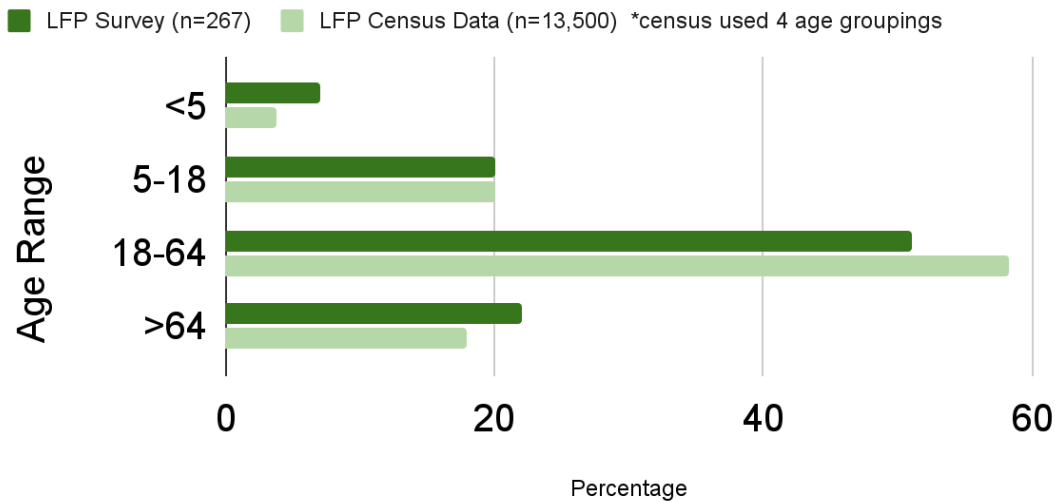


Fig 4b. Most households contain people between 18 and 64, a grouping used by the census.

**Q40. Age Range of People in Respondent's Household Compared to Census**



Most (85%) who answered the survey own their homes and 92% live in LFP. 7% rent homes and 6% (27 people) selected "other," which included those who rent apartments. Those who do not live in LFP live primarily in Shoreline or other neighboring cities.

## When asked in what ways they have been affected by climate change, smoke from forest fires was foremost on their minds.

Q4 In what ways have you been affected by climate change? (check all that apply). Answered: 442 Skipped: 4

79% (350)	Experienced negative effects of smoke from forest fires
49% (217)	Feeling uncomfortably hot or cold in my home
51% (224)	Seeing changes in water levels of lakes and streams
48% (211)	Noticing differences in the plant and animal life in my neighborhood
16% (69)	My family or friends have experienced catastrophic effects of climate change
10% (44)	None of the above

Respondents were given the opportunity to select “other” and specify. 80 responses, a few cited eco-anxiety and others pushed back on efforts to address climate change (e.g. “Climate change has always existed. It’s a good thing. Many people choose to live in areas with distinct seasons so there is variety in their lives. The same can be said of climate change, ...it offers variety and unpredictably, ...again, great things to many people.” and “Watching my tax dollars get sucked into black holes of spending trying to combat something that isn’t changeable.”)

Summary of “Other” responses to Question 4

# of responses	Response Type, generalized	Summary statement of responses to “in what ways have you been affected by climate change?”
28	Phenomena/ Earth cycles	Changes in weather patterns, fire, snowpack and other atmospheric events
22	Unconcerned	Not concerned or in denial of climate change
21	Climate Anxiety	Personal feelings of anxiety and emotions for themselves and future generations
16	Local ecology	Observable impacts to surroundings plants, animals and other ecology
3	Outliers	A couple of questions were not responsive

## Are LFP residents developing resiliency to the impacts of climate change?

When asked how they are responding to the impacts of climate change, LFP residents are primarily limiting activities outdoors and adding air filters and AC units or heat pumps. Some are modifying their gardens.

Q5. What are you doing as a result of the changing climate? (check all that apply)

71% (316)	Limiting my activities outdoors due to increased amounts of smoke
46% (203)	Adding indoor air filters
41% (182)	Adding AC units and/or heat pump(s)
38% (169)	Changing my landscaping to native plants/pollinators
13% (59)	Planting trees to provide shade (in consultation with an arborist)
12% (53)	None of the above

Responses

- Other (please specify)
- 28.22%
- 125
- Total Respondents: 443

**What are residents already doing to minimize their contribution to climate change?**

Half are choosing to walk rather than drive, with fewer than 25% biking or driving electric vehicles.

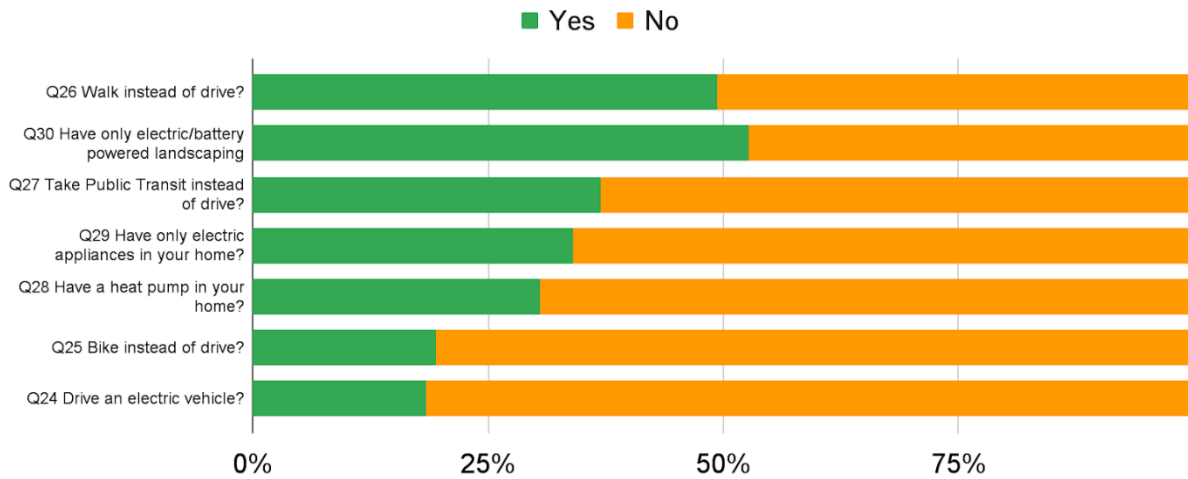
Questions 24 through 30 asked about what ways the respondent is minimizing their contribution to climate change.

- Q26 Walk instead of drive?
- Q30 Have only electric/battery powered landscaping equipment?
- Q27 Take Public Transit instead of drive?
- Q29 Have only electric appliances in your home?
- Q28 Have a heat pump in your home?
- Q25 Bike instead of drive?
- Q24 Drive an electric vehicle



Appendix 4: Survey Data

There are a variety of ways we can minimize our individual contribution to climate change. Do you currently....



Reasons respondents **DO NOT** drive an EV.

# of responses	Working title	Descriptive sentence
123	Cost of an EV	The cost of an EV is prohibitive.
71	Current vehicle works	The current vehicle is working for now for the owner.
47	Charging Infrastructure and range	Concern about charging structure and the range for EV driving.
20	EV not the solution	The cost and energy used to build and operate an EV are not climate friendly.
7	Next Purchase EV	These residents are planning to purchase an EV.

Reasons respondents **DO NOT** bike.

# of responses	Working title	Descriptive sentence
85	Accessibility Issues	A significant number of respondents had accessibility issues with biking— i.e., age, disability
62	Infrastructure	Concerns about safety and lack of infrastructure
60	Local topography	Concern about hilly topography and bike infrastructure



Appendix 4: Survey Data

36	Bike not feasible	Long distance to work and/or work requirements
32		These respondents expressed no desire to use a bike
25	Children and cargo	These respondents expressed concerns with transporting children and cargo.
14		Shut-ins or work from home
9	E Bike	These respondents ride an e-bike
3	Cost	Concerns about expense and affordability

Q 27-Reasons people **DO NOT** take public transportation.

# of responses	Working title	Descriptive sentence
140	Not convenient	There are not enough routes (miss 522) and the busses are too infrequent
43	Health and safety	The bus passengers could have covid, there are homeless people on the bus and they are filled with bacteria
27	Occasional users	Use the bus and rail occasionally
12	Work from home	Shift to work at home or the responders just don't use transit
5	Prefer driving	These respondents liked the freedom that driving provides
Reasons people DO take public transportation		
74	Convenience	Public transportation goes where they travel, saves money on parking and ease to get downtown
27	Environmental	Uses public transportation because of environmental concerns
19	other	Not responsive or an occasional user
7	Not convenient	Uses occasionally, but would use more if it were more convenient
5	Enjoyment of safety	The transit is safe and easy to use

Appendix 4: Survey Data

Reasons people **DO NOT** have electric appliances in their homes:

Number	Descriptive sentence
97	Already have gas appliances, renters, and legacy owners
47	Cost to convert and cost of electricity is too high
32	Gas is superior
28	Prefer gas for cooking
19	Gas for reliability and capacity issues inside and outside the home.

Q 30 Reasons people use electric powered landscaping equipment.

# of Responses	Working title	Descriptive sentence
55	Environmental Concern	The primary concern is the environmental impact of gas tools.
46	Less Noise	Electric equipment is quieter and gives off fewer fumes.
37	Convenience	Electric tools are cheaper or easier to use.

Q 30 Reasons people don't have electric powered landscaping equipment.

# of Responses	Descriptive sentence
69	not useful information; might rent; or has a gardener and doesn't provide additional information
37	completely against electric tools
34	cannot afford to switch or are delaying but plan to switch
16	in process of replacing tools with electric or battery
13	hand tools are low maintenance environmentally concerned

Q 26 Reasons people do/don't walk.

# of Responses	Descriptive sentence
91	Walking is too far, too hilly, and takes too much time.
67	I walk when possible
65	I walk because it's good for my health



Appendix 4: Survey Data

37	Walking is too dangerous there aren't enough sidewalks
35	I live close to shops and walk close distances.
28	I have health issues or I'm too old to walk.
25	Walking is fun.
11	I can't carry things like my groceries.

### What are LFP residents' preferred priorities for reducing CO<sub>2</sub> emissions that cause warming?

Most popular answer was partnering with other cities to influence climate friendly policy changes.

Questions 7 to 22 asked respondents about what priorities the city should prioritize. Partnering with other cities to influence climate friendly policy changes received the most "high" ratings. Most of the suggestions were rated as either high or medium priority by over 75% of the respondents. The least popular option, Q21, requiring every homeowner selling their home to provide potential buyers and energy audit was rated low priority by over 50% of the respondents. Complete responses are presented in the table and figure below.

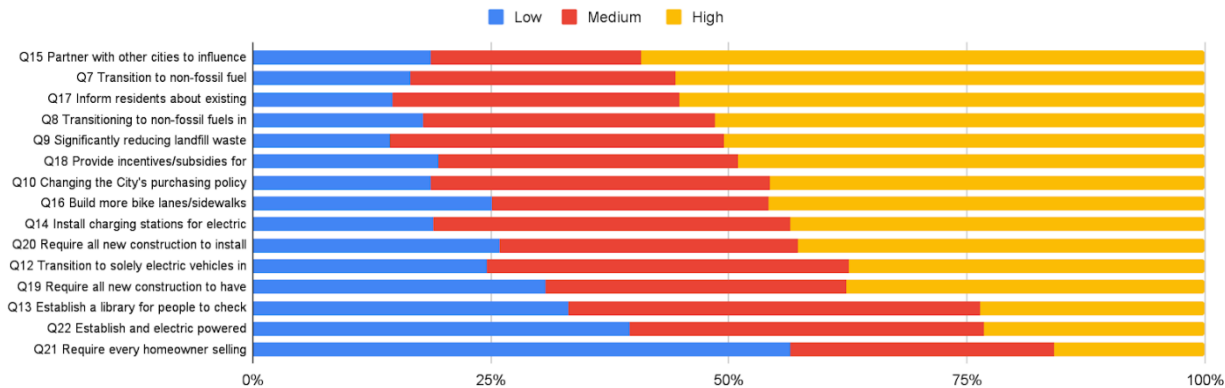
Table of responses to Q7 to 22.

Strategy	Low Priority (#)	Medium Priority	High Priority
Q15 Partner with other cities to influence climate friendly policy changes	76	90	241
Q7 Transition to non-fossil fuel transportation (electric vehicles, biking, etc.)	70	118	235
Q17 Inform residents about existing incentives/subsidies for people and businesses to transition to non-fossil fuels	60	123	226
Q8 Transitioning to non-fossil fuels in homes, businesses, school buildings, and city buildings	76	130	218
Q9 Significantly reducing landfill waste generation	61	150	215
Q18 Provide incentives/subsidies for people and businesses to transition to non-fossil fuels	80	129	201
Q10 Changing the City's purchasing policy	78	149	191
Q16 Build more bike lanes/sidewalks	102	118	186

Appendix 4: Survey Data

Q14 Install charging stations for electric vehicles	77	152	177
Q20 Require all new construction to install heat pumps	105	127	173
Q12 Transition to solely electric vehicles in the City's fleet	100	155	152
Q19 Require all new construction to have non-gas appliances and/or heating	124	127	152
Q13 Establish a library for people to check out electric/battery powered landscaping equipment	135	176	96
Q22 Establish and electric powered community shuttle	160	151	94
Q21 Require every homeowner selling their home to provide potential buyers an energy audit that defines household energy uses, losses and potential improvements	231	113	65

We can utilize strategies or actions like those listed below to reduce our community's contribution to climate change. Do you think our City should make these strategies a high, medium or low priority? (Ordered for graph with highest



"Other" Strategies City should Try

# of responses	Category of Response	Summary statement
34	Not Relevant	Answers not relating to the question or not yet possible
28	Transportation	Providing clean transportation and encouraging walking and biking
19	Unconcerned/against change	Residents blame the government and have a disbelief in the problem



Appendix 4: Survey Data

13	Green spaces and trees	Installation/protection of already existing trees and green spaces
10	Alternative energy sources	Encourage solar power and hydro power instead of fossil fuels and gas
4	Zoning housing and infrastructure	Support/against zoning that would make denser housing and communities
3	Emergency response	Have emergency fund for emergency event response to extreme weather events

Other ways respondents are minimizing individual contribution to climate change.

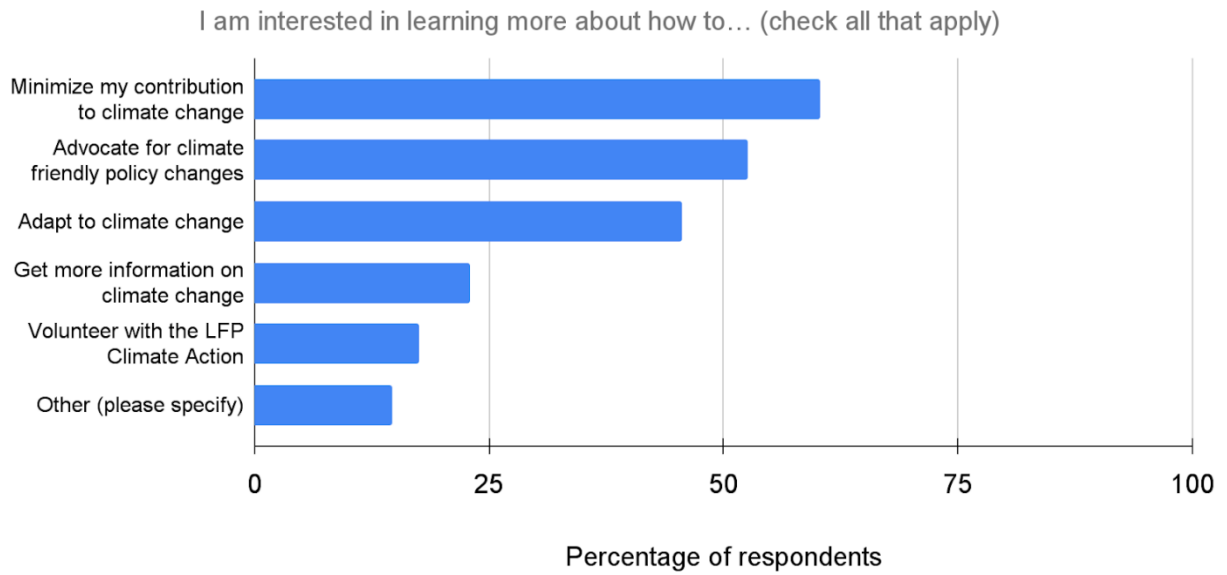
# of responses	Working title	Descriptive sentence
57	Recycle	Recycle as much as possible and expand opportunities to recycle and to reduce and eliminate plastics.
49	Conservation of heat and water resources	Residents took specific actions to conserve heat and water including short showers, not watering lawns, diet considerations—vegan and vegetarian diets and now having children.
27	Less travel	Residents are traveling less especially by airplane, working from home and consolidating car trips.
19	Local shopping and reuse	Residents are shopping locally if they can consolidate deliveries and shopping at re-use stores.
16	More Composting	Residents are composting on site and using commercial composting (Ridwell and Republic)
3	Vote	Residents vote and encourage others to vote for people who support their point of view

Over half of survey respondents want help figuring out how to minimize their contribution to climate change and want to learn more about being an advocate for climate friendly policy change.

When asked what they wanted to learn more about, the most popular response was minimizing their contribution to climate change (60% of respondents), and almost as popular was learning more about advocating for climate friendly policy change (53%). Of the 5 options listed (see figure below) the least popular was getting more information on climate change (23%) and volunteering with the LFP Climate Action Committee (17%).



Appendix 4: Survey Data



Get more information on climate change	23% (50)
Minimize my contribution to climate change	60% (131)
Adapt to climate change	46% (99)
Advocate for climate friendly policy changes	53% (114)
Volunteer with the LFP Climate Action Committee	17% (38)
<a href="#">Responses</a>	15%
Other (please specify)-these were not informative	(32)

**People in Lake Forest Park are getting climate** information from a wide variety of sources.

- 47% or 127 get info from friends and family
- 17% or 47 get info from school or college
- 41% or 125 people get info from social media and websites (see table below)

When asked where else they find useful climate information 79 indicated newspapers (yay!), see Tables below for detail.

Q 34 Where else do you find useful climate information and guidance?		
# of Responses	Working title	Descriptive sentence
79	News papers	respondents got information from newspapers most noted were the New York Times and the Seattle Times.
23	Organizations	Respondents got information from organizations, usually ones they were members of, from the Audubon to the Rotary to the Garden Club.
21	Internet	most mentioned generic Internet sites several listed scientific sites general to scientific.
21	Journals, books, magazines	in depth, long format articles and books
6	government	Government official publications from cities and other sources
5	skeptics	Did not think climate change was an issue didn't look up anything

Where are you getting your information on climate?

Number	Source
6	Lake Forest Park Stewardship Foundation
5	People for Climate Action
3	League of Women Voters Climate Committee
2	Shoreline trees
2	Puget Sound Aquarium
2	Democratic Party Climate Committee
2	Sierra Club
2	350 Seattle
2	Stop the Money Pipeline
2	CA Families

Appendix 4: Survey Data

1	Native Conservation
1	Mountains to Sound Greenway
1	5 Acre Woods
1	StreamKeepers
1	Global Warmer Policy
1	Native Plant Society
1	Sea Green Leadership
1	Washington Environmental Voters
1	LFP for Peace
1	Ground Zero Center for Nonviolence
1	Pass the New Green deal
1	Earth Corp
1	Front and center
1	Grace Cole
1	CCL Citizens Climate lobby
1	Program on Climate Change -UW
1	Paws
1	Climate reality
1	Friday for the future
1	PNW Climate Alliance
1	Rotary Environmentally Sustainable Committee
1	Master Gardeners
1	Climate Action Committee
1	Climate Hawks
1	Shoreline Museum
1	Water District
1	PSAKA
1	Nature Conservancy

Where are you volunteering in groups whose goal is to address climate change?

Number	Source
7	LFP Stewardship Foundation including Grace Cole
4	People for Climate Action
3	StreamKeepers
3	LWV Climate Committee
2	Save Shoreline trees
2	Puget Sound Aquarium
2	350 Seattle
2	Stop the Money Pipeline
2	LFP Climate Committee





Appendix 4: Survey Data

2	Sierra Club
1	Nature Conservancy
1	Mts to Sound Greenway
1	5 Acre Woods
1	Kenmore Water Activity Club
1	Global Warming Policy Foundation
1	Dayenu (?)
1	LFP Climate Action Committee
1	Washington Native Plant Society
1	Seattle Green Partnership
1	Earth Corp
1	Front and Center
1	CCL Citizen Climate Lobby
1	Program on Climate Change at UW
1	PAWS Wildlife facility
1	Climate Reality Project
1	Fridays for the Future
1	Pacific Northwest Forest Climate Alliance
1	Whale Scout
1	Climate of Hope
1	Climate hawks
1	Coltura
1	Climate Action for Families
1	LFP Water District
1	Shoreline Historical Museum
1	Green new deal coalition
1	Democratic Party Climate Committee
1	Nature Conservancy
1	WA Environmental Voters
1	LFP for Peace
1	Ground Zero
1	Center for Nonviolent Action Poulsbo
1	Shoreline school district Resource Conservations advisory Committee
1	Master Gardeners
1	Rotary Environmental Sustainability Committee



# Appendix 5: Demographic Data

## POPULATION

The 2020 US Census (US Census Bureau 2020) reports that Lake Forest Park has a population of 13,603 persons. The median age for Lake Forest Park residents is 42.6 ( $\pm 2.6$ ). About 18.2% of the Lake Forest Park population is 65 years old or older. The largest Lake Forest Park racial/ethnic groups are White (73.6%) followed by Asian (11.2%) and Two or More races (10.7%).

## MEDIAN INCOME

The median household income of Lake Forest Park households was \$152,010, significantly higher than the statewide median income of \$91,306. However, about 3.2% ( $\pm 1.1\%$ ) of Lake Forest Park residents live in poverty.

# Appendix 6: Natural Systems

## Green Spaces and Climate Change Resilience

Urban green spaces can help mitigate climate change by sequestering atmospheric carbon (from carbon dioxide) in tissue and by altering energy use in buildings. Understanding an urban forest's structure, function and value can promote management decisions that will improve human health and environmental quality. Specifically, the urban forest can help improve air quality by reducing air temperature, directly removing pollutants from the air. Emissions of pollutants into the air can result in changes to the climate (FNCA, 2018). Pollution removal by trees in Lake Forest Park was estimated using field data and recent pollution and weather data available. For complete details, see the Tree Inventory Report (City of Lake Forest Park 2023).

Climate Change will directly and indirectly affect the urban forests of Lake Forest Park.

1. Changing plant hardiness zones by a half zone towards the end of the century (Kim, et al. 2012) by shifting seed transfer zones around the Salish Sea for western redcedar, western hemlock, and Douglas-fir further northwest, or disappear by the end of the century.
2. Increase the likelihood of winter kill (unnatural warming followed by rapid cooling)
3. Favor many populations of tree pest and pathogen
4. Alter water cycles by increasing winter precipitation and summer evaporation and transpiration.
5. More frequent and intense extreme weather events increase the likelihood of severe flooding, which may uproot trees and cause injury or death to tree root systems if waterlogged soils persist for prolonged periods.

Proactive management is necessary to protect urban forests against climate-related threats, and to sustain desired urban forest structures for future generations. Seattle recently formed the Urban Forestry Core Team (2020) to provide better oversight of their urban forests to facilitate existing policies, programs, regulations, and incentives that are used to manage Seattle's urban forest and combat climate change.

Specifically, urban green spaces can mitigate climate change effects by (from World Resource Institute):

1. Acting as a yearly net carbon removal resource.
2. Reducing economic costs from climate change adverse effects. Conserving forests and avoiding forest degradation is the most cost-effective strategy to lower emissions. Trees can provide significant benefits for adaptation by providing buffers to certain climate risks and making urban spaces more livable.
3. Improve residents' health and life expectancy. Urban trees provide many benefits beyond climate mitigation and adaptation, including improving residents' health and well-being by decreasing high blood pressure, reducing stress, and improving mood, boosting

## Appendix 6: Natural Systems

immune systems, reducing the risk of some psychological disorders, and supporting mental development in children.

Urban green spaces have recently been shown to have positive effects on resident health and cognitive abilities.

1. Green spaces are linked to an improved mental health state due to COVID-19 lockdowns. Londoners in closer proximity to nature and parks reported better mental health than those living further away from nature and parks during COVID-19 lockdowns. (Lee et al. 2023)
2. Being in nature can improve mental health and cognitive function (Bratman et al. 2015). Also, just by looking at a picture of a green roof on a computer instead of concrete, increased cognitive function. (Lee et al. 2015)
3. Nature can make us physically healthier. This study shows post-stroke patients who had more exposure to green space survived longer than those with less green space access. (Wilker et al. 2014)

Any Urban Forest policy should be constructed as comprehensive considering future populations, commit to race and social initiatives that are proactive in promoting equity and environmental access for all citizens.

Strategies to preserve and restore urban green spaces of Lake Forest Park should include (Safford et al., 2013):

1. Climate Smart policies and protections for urban trees. Urban forest managers can help aid reductions efforts by preferentially allocating resources to trees that are more effective at mitigating emissions. These should include protecting large-stature species with dense wood, identifying the best carbon-capturing trees, and maintaining tree canopy in perpetuity.
2. Green Corridors provide both ecological services, such as habitats and resources for urban wildlife; but also providing services to urban populations such as mobility networks and access to green spaces through the provision of sustainable and active transport routes that link transport with mixed land use (residential, commercial, education, recreation etc.) and open spaces.
3. Smart Climate-conscious tree planting. Planting trees around buildings to promote energy efficiency, enlarging and improving planting sites to improve tree longevity and increase stormwater infiltration, and including trees in street improvement projects. Planting a diverse mix of pest-tolerant, well-adapted, low-maintenance, long-lived, and drought-resistant trees ensures greater resilience, while planting small groves of especially water-tolerant species in areas receiving peak volumes of stormwater runoff reduces flooding and pollutant transport.
4. Allocate resources for urban tree maintenance. Establishing and adhering to a regular maintenance cycle can help protect cities from extreme weather events. Young trees must be pruned early and often to encourage development of strong branching structures that are less vulnerable to storm and wind damage, and hazardous or diseased trees must be removed.

## Appendix 6: Natural Systems

5. Mitigate effects of climate change inequities based on social and cultural classes. Expanding tree cover is an opportunity to address inequitable access to trees and green space.
6. Enhance collaborative governance across traditional boundaries to engage constituents, increase environmental and political awareness across generations, and enable communities to better address complex issues such as climate change. Due to limited staff and budget resources, many cities rely on partnerships with private landowners, organized citizen groups, and nonprofit agencies to effectively manage urban ecosystems. In some areas, citizens participate in advisory commissions that provide input to local officials on policy and regulations governing urban forests. In others, partnerships promote innovative greening strategies that complement or augment existing programs.

## Urban Watersheds and Climate Change Resilience

Urban watersheds are key contributors to climate change mitigation strategies and protecting urban stream environments should be considered a high priority in terms of climate resilience and adaptation.

The ecological, functional value of streams in urban environments can be divided into four categories: biodiversity, maintaining hydrological processes, improving climate, and providing direct and indirect financial benefits. Watersheds in the city will help even out temperature deviations both during summer and winter. The vegetation associated with streams, known as riparian zones, reduces the temperature of the surrounding area during the summer by shading and evapotranspiration (Walsh et al., 2005).

Climate Change will directly and indirectly affect the urban watersheds of Lake Forest Park by:

1. Increased magnitude and unpredictability of flows
2. Increased water temperatures, elevated nutrient, and contaminant concentrations.
3. Decrease in the number and variety of plant and animal communities. Many of the effects of climate change on stream ecosystems are indirect via effects on riparian vegetation and canopy structure.

Lake Forest Park offers a unique glimmer of hope given our large tree canopy cover and large greenbelts associated with the two main watersheds, McAleer and Lyon Creek Basins. However, unless high priority in preventing further development and disruption of these basins is implemented, Lake Forest Park may concede to the constraints that most other urban areas cannot avoid.

Specifically, urban watersheds can mitigate climate change effects by:

4. Acting as green corridors or natural air vents because they create air flows, thus contributing to the renewal of the air we breathe and the control of pollution in the atmosphere.

## Appendix 6: Natural Systems

5. The riparian zones filter air by holding suspended dust particles induced from the road traffic, the building activities, and they enrich the atmosphere with oxygen.
6. The vegetation and the soil of streams contribute to the retention and infiltration of the rainwater and the reduction of the surface runoff which can constitute a significant flood prevention mechanism.
7. Hosting a variety of habitats of plant species, birds and animals and facilitating species migration by connected species-rich areas, act as corridors which are suitable for wildlife habitat and migration and can be the tool to mitigate habitat loss and fragmentation and conserve biodiversity.
8. Offer social values such as recreational use, participation, nature and scenery, sanitary management, and water safety as being important factors relating to public perception of urban stream corridors and greenways.
9. Provide scientific information and function as indicators of the state of the urban environment.
10. Venues for ecological and environmental education. The City of Lake Forest Park should have an obligation to educate children about the environment surrounding them and the role urban streams play in the environment and how they are connected and affected by negative impacts on them.

Successful rehabilitation of urban watersheds can only be achieved once stormwater management and the spatial distribution of water storage are re-established and protected throughout the urban basin. There are five principles for urban stormwater management as proposed by Walsh (2016).

1. Ecosystems to be protected must be identified, and objectives for their ecological preservation must be set.
2. Prevent significant runoff volumes from reaching the stream so that the interplay between evapotranspiration, infiltration, and streamflow should resemble predevelopment conditions.
3. Stormwater control measures (SCMs) should yield flow regimes that resemble the predevelopment regime in both quality and quantity.
4. SCMs should be able to store water from high flow events so that the frequency of disturbance to biota does not increase in comparison with predevelopment conditions.
5. SCMs should be implemented on all impervious surfaces in the catchment of the target stream. Examples of SCMs are rainwater tanks, infiltration systems that receive overflow from tanks and impervious surfaces, and biofiltration systems.

Strategies to preserve and restore the watersheds of Lake Forest Park should include:

1. Restore geomorphology through channel rehabilitation by replacement of concrete or riprap streambed with a more natural substrate, such as gravel and sand, and, in cases where banks cannot be re-naturalized, the incorporation of engineering-based methods, such as porous concrete that allows the development of riparian vegetation.

## Appendix 6: Natural Systems

2. Maintaining riparian environments by removal of invasive species and establishing buffer zones for riparian environments.
3. Restoration of stream hyporheic zones have also been key mitigation for salmon recovery programs. Restoration of hyporheic zones in heavily impacted areas should be prioritized and can be done relatively cheaply. Re-seeding healthy benthic invertebrates into restored areas should be researched and considered.
4. Establish routine biological monitoring annually to assess stream health through macroinvertebrate assemblages (Biological Integrity of Benthic Invertebrates [\(B-IBI\)](#)). This can be done with community involvement and educational outreach programs.
5. Reintroduction of native kokanee salmonid populations (*Oncorhynchus nerka*) into both Lyon and McAleer Creek basins, as outlined by Lake Sammamish Kokanee Work Group (KWG). Salmonid populations are keystone species and play an essential role in the health and function of ecosystems. Both Lyon and McAleer Creek basins once had large populations of this native species of landlocked salmonid kokanee, as outlined by Lake Sammamish Kokanee Work Group (KWG). Salmonid populations are keystone species and play an essential role in the health, resilience, and function of ecosystems. Keystone species will be vital components of ecosystem resiliency during climate change.

Any Urban Stream policy should be constructed as comprehensive considering future populations, commit to race and social initiatives that are proactive in promoting equity and environmental access for all citizens.

# Appendix 7: Hiring Committee Guidance

## Guidance for a hiring committee in the form of potential interview questions for a city Climate Action Plan Program Manager

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As the city's first Climate Action Plan Program Manager, what steps would you take in the first six months to develop and begin implementing the Climate Action Plan? What outcomes would you try to achieve by the end of that period?

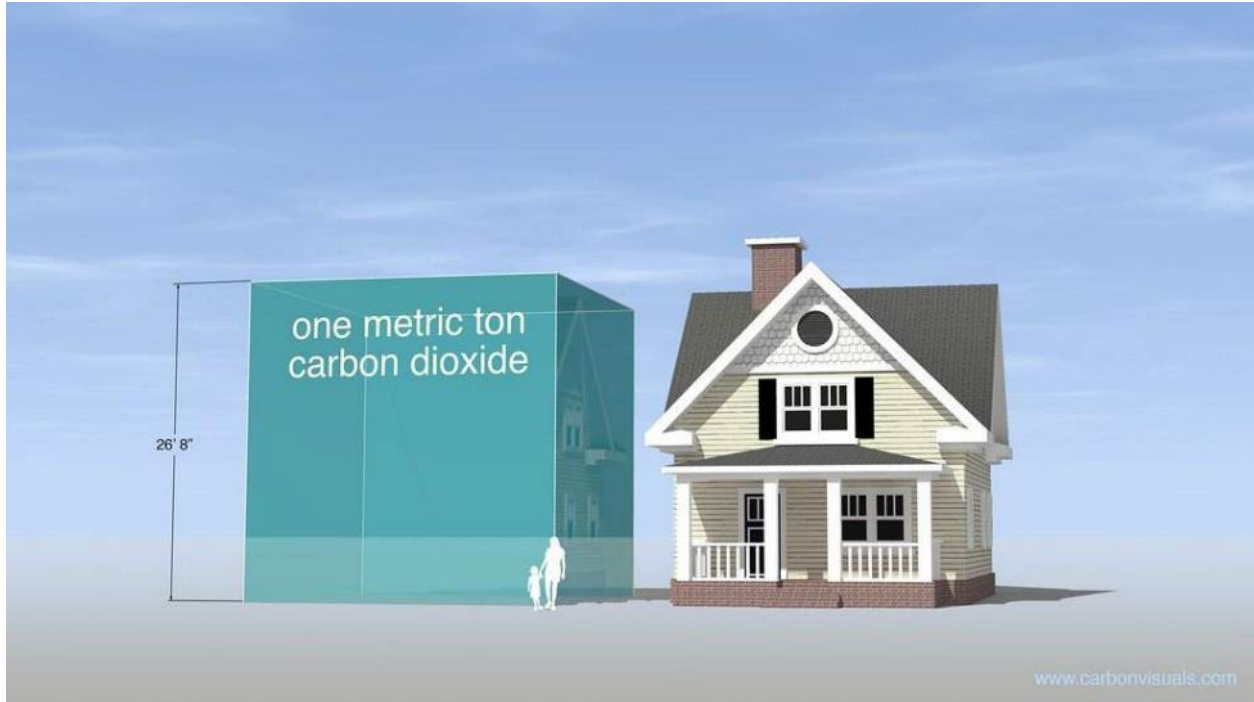
What is your experience working with communities, including (for example) conducting research and education outreach? Based on that experience, how would you approach building the relationships, both internally and externally, that are needed to achieve the City Council's program goals and priorities? Who would you engage? What strategies might you employ to secure the parties' support and engagement?

Give an example of a project that required you to research, collect, analyze, organize, synthesize, and present a variety of data accurately and clearly in both written and graphic form.

What does diversity, equity, inclusion and accessibility mean to you in the context of the Climate Action Plan and its implementation?

In thinking about your goals for the next stage or phase of the Climate Action Plan and the Climate Action Committee, what is one area that you need to focus on to grow and develop your skills for achieving those goals?





# Appendix 8. Climate Change Impacts

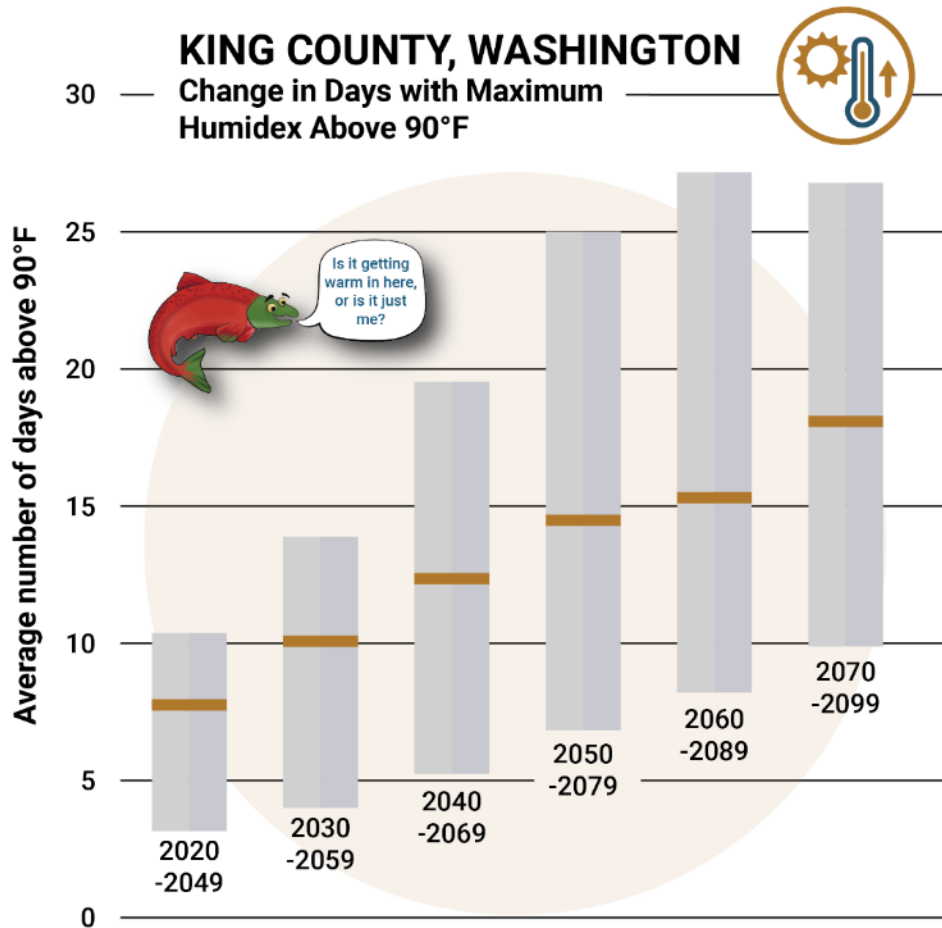
Key climate change impacts facing Lake Forest Park are increasing temperatures and extreme heat, changing precipitation patterns, and increasing wildfire severity and hazardous air. Leadership from the city in preparing for these events can empower residents to take action, create a sense of shared mission, and support emotional well-being.

## Increasing Temperatures & Extreme Heat

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Temperature is what is measured by a thermometer; when you add in humidity, that is the heat we feel. An index called Humidex represents a combination of humidity and temperature that is used to describe and model heatwaves. The western U.S. is experiencing more frequent multi-day heat waves, which are more widespread, hotter, and longer lasting than in previous decades according to the Fourth National Climate Assessment (USGCRP, 2018).

Figure 7. Change in days with maximum humidex above 90 degrees across 30-year increments



Heat events in King County in the future are shown in Figure 2. The graph shows results from the [Climate Mapping for a Resilient Washington](#) tool (UW CIG 2023). The graph shows a best-case scenario future in which we curb emissions significantly to prevent average temperatures rising more than 1.5°C. Even in this scenario, King County would average 2-3 more extreme heat days each year between 2030-2059 than in the current 30-year period.

We are concerned about this continued increase in hotter average temperatures and associated heat waves in Lake Forest Park because they result in (Lemery and Auerbach 2017):

- Increases in heat-related illness and death, especially for children, the elderly and individuals with asthma, chronic obstructive pulmonary disease, and other breathing issues.
- Increased incidences of diseases carried by mosquitoes, ticks, and other vectors that thrive in

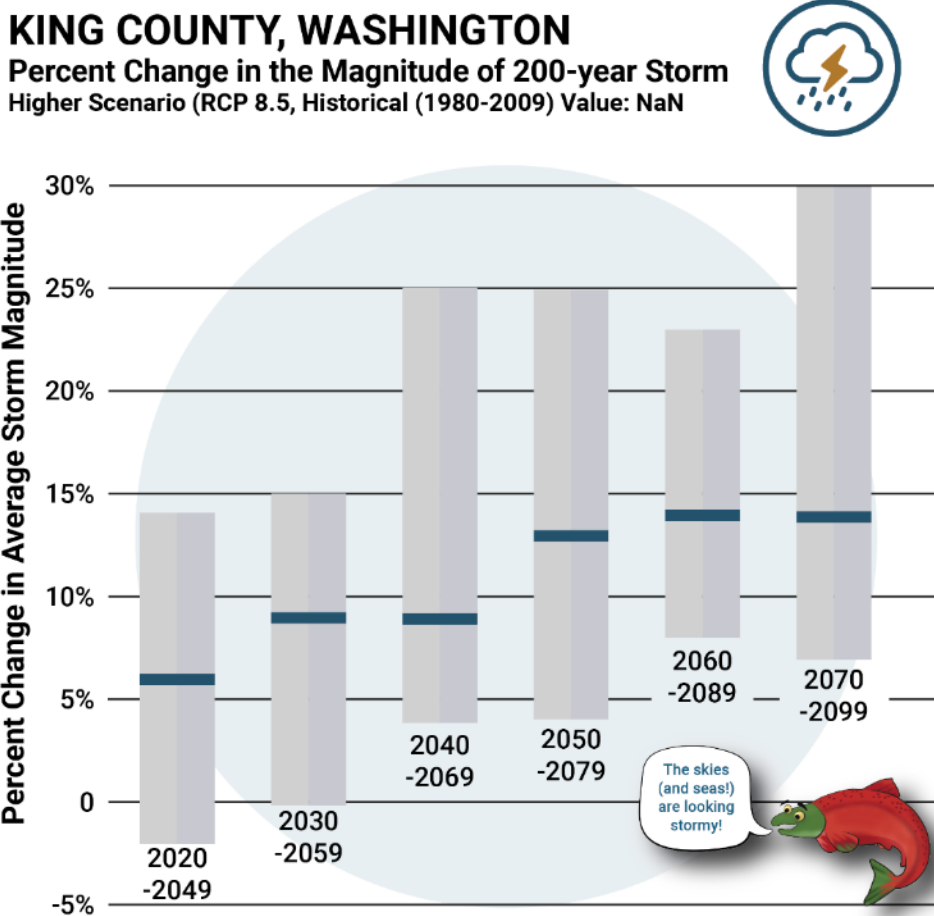
*Climate change amplifies existing risks and disparities, such as chronic health conditions, social and environmental circumstance, and pollution exposure, which can result in variable impacts on vulnerable communities within Lake Forest Park.*

- warm and humid climates. Waterborne diseases will also become more common.
- Damages to, and accelerated deterioration of, important elements of infrastructure: energy systems, buildings, water conveyance and treatment systems, roads, railways, and areas with tarmac.
  - Decreases in the amount of oxygen the water can hold, which will compromise habitats for many aquatic animals. Low-oxygen conditions also promote blooms of harmful algae and bacteria that poison streams and waterways.

## Changing Precipitation Patterns

Heavy rain and snow events are becoming more common across the country. Over the past several decades, increases in the temperature of the Pacific Ocean have driven warmer atmospheric currents that transport larger amounts of moisture into the U.S. west coast. Warmer air carries more water so as air temperatures increase, these currents carry larger volumes of water. Flooding associated with these heavy precipitation events damages infrastructure and threatens the health and safety of residents.

Figure 8. Percent change in the magnitude of 200-year storms



## Appendix 8. Climate Change Impacts

In King County, the amount of precipitation in a “two-hundred year storm” (a storm of such magnitude only seen every two hundred years), could contain on average, 9% more water in 2030 than the average seen in 1980-2009 (Figure 3). This projection references a higher emissions scenario (projections for the lower emissions scenario are not modeled by “[Climate Mapping for a Resilient Washington](#)” tool).

Heavy rainfall events and flooding caused by rainfall and rapid melting of snow negatively affect the natural and built environment of Lake Forest Park by causing:

- More frequent mudslides and urban flooding, which damages homes, businesses, and roads.
- Flows of water that carry pollution and high amounts of nutrients, creating more frequent harmful algal blooms in Lake Washington and Puget Sound. In their toxic form, blue-green algae can cause illness in humans, pets, waterfowl, and other animals that come into contact with the algae. Toxic blooms can kill livestock and pets that drink the water.
- Large, rapid flow of water through streams that erodes streambeds. This erosion harms salmon populations and other aquatic life, such as by reducing salmon egg viability.

## Increasing Wildfire Severity & Hazardous Air Quality

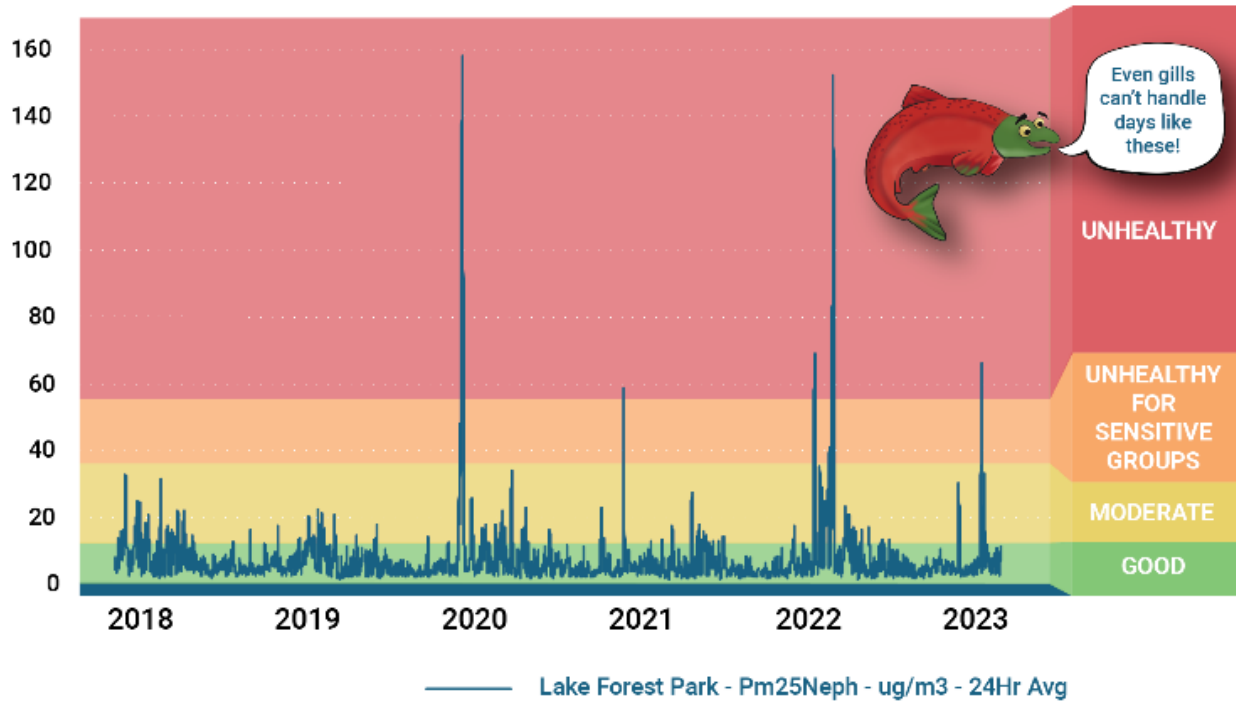
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Large, severe fires in the Pacific Northwest are linked to warm and dry conditions, which will likely occur more often as the earth continues to warm ([Halofsky et al, 2020](#)). Residents of LFP should be prepared for wildfires to disrupt energy infrastructure as well as increase the number of days with unhealthy air quality (Raymond n.d.)

Even distant wildfires can negatively impact air, water, and soil quality, as smoke contains fine particles (PM<sub>2.5</sub>) and other toxic components that can travel hundreds of miles before settling out of the air (Washington Department of Ecology 2023).

Appendix 8. Climate Change Impacts

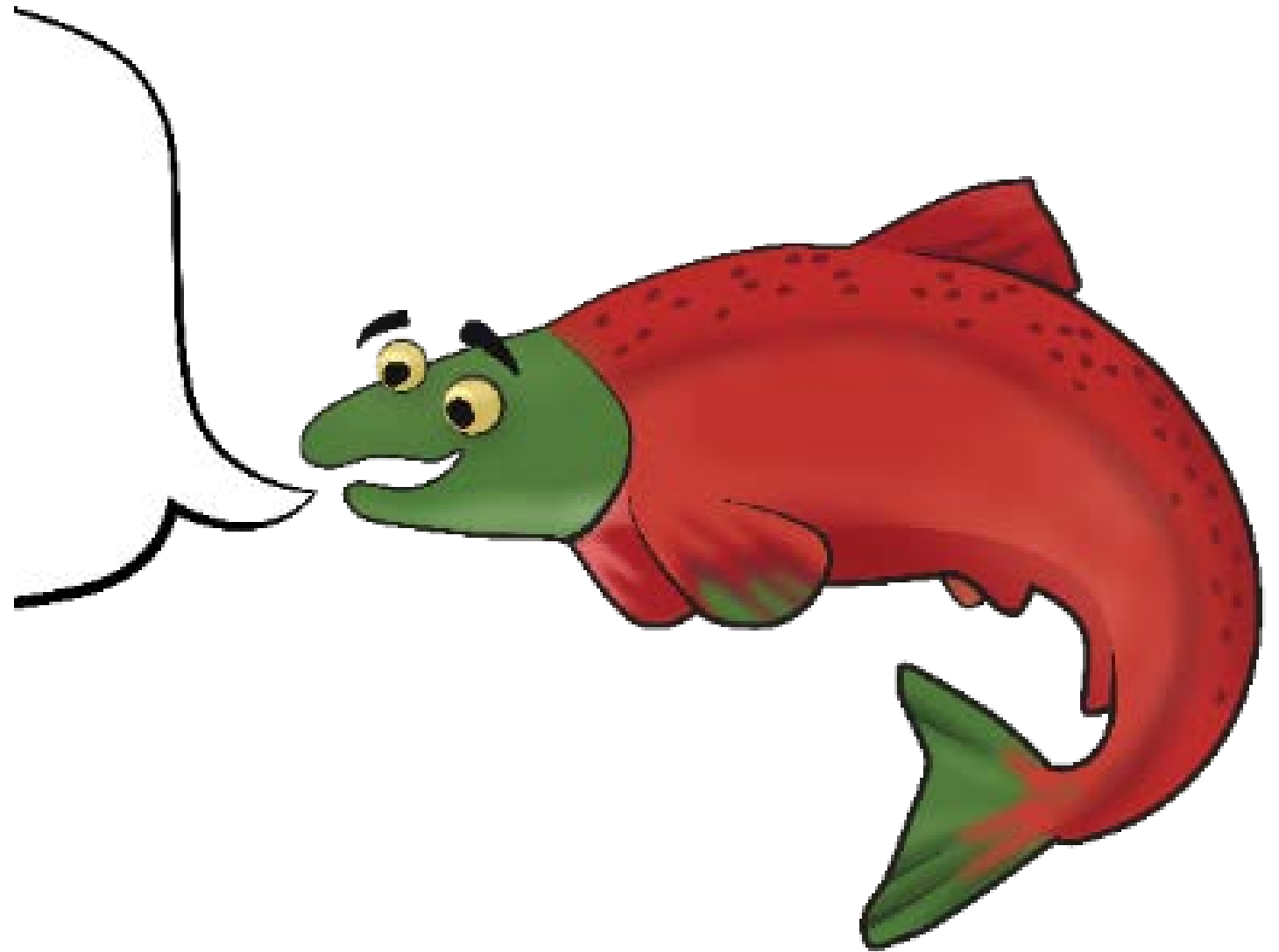
**Figure 9.** Five years of air quality data (PM<sub>2.5</sub>) in Lake Forest Park, downloaded from the [Puget Sound Clean Air Agency](#).



For one or more days in the summers of each of the last three years, residents of Lake Forest Park, as well as our surrounding land and streams, were exposed to unhealthy air caused by distant wildfires (Figure 4). Summers are cherished times for those in the PNW - times spent outdoors in our gardens, on trails, and at the beach. But unhealthy smoke exposes everyone, including outdoor workers and the unhoused, to smoke pollutants, which cause wide-ranging health consequences and overall increases in mortality. Smoke pollutants are associated with asthma and other respiratory problems, worse outcomes for birth, COVID-19 infection rates, and emotional well-being (USGCRP 2023).

# Lake Forest Park Climate Action Plan

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**Two Studies on Greenland Reveal Ominous Signs for Sea Level Rise**

Some glaciers on the island are melting at double the rate of just a few decades ago.

**A Pond in Hawaii Turned Pink, Raising an Environmental Red Flag**

**Battling a Water Crisis: Bottles, Barges and Maybe a Quarter Billion-Dollar Pipe**  
New hardiness zone map will help US gardeners keep pace with climate change



Emperor Penguin Breeding Failure Linked With Antarctic Sea Ice Decline

**U.S. has reduced greenhouse gas emissions — but not enough to stop climate change impacts**  
“[Why wildfires are at their deadliest in more than a century.](#)” Scott Dance, Washington Post. “The massive wildfires can be linked to fire hazards — drought, wind, human-caused climate change — that have accelerated over recent decades.”

**Can we still avoid 1.5 degrees C of global warming?**

Strictly speaking, it’s not yet impossible to keep from heating our world more than 1.5 degrees Celsius beyond the average global air temperature of the mid-to-late 1800s, when the Industrial Revolution was gaining momentum.

**What the Melting of Antarctic Ice Shelves Means for the Planet**

**Many California Cities Are Understaffed and Unprepared to Mobilize Climate Funds:**



November 14th, 2023 | SETH BORENSTEIN, TAMMY WEBBER

**[Worsening warming is hurting people in all regions, US climate assessment shows](#) VIEW**

A dire new report says the U.S. is warming much faster than the world as a whole and faces frequent costly weather disasters — and it’s only going to get worse.

**Canada Will Require All New Car Sales to Be Zero Emissions by 2035**

# What are the Effects of Climate Change on Lake Forest Park?



Extreme heat days are increasing in number.

Section 6, Item A.



Heat waves affect health and well-being,



Reduced snowpack is affecting water supply.



Change in climate is impacting local gardens.



Climate change is expanding the habitats of disease-carrying insects and animals.



Increasing temperatures are adversely affecting water temperatures).



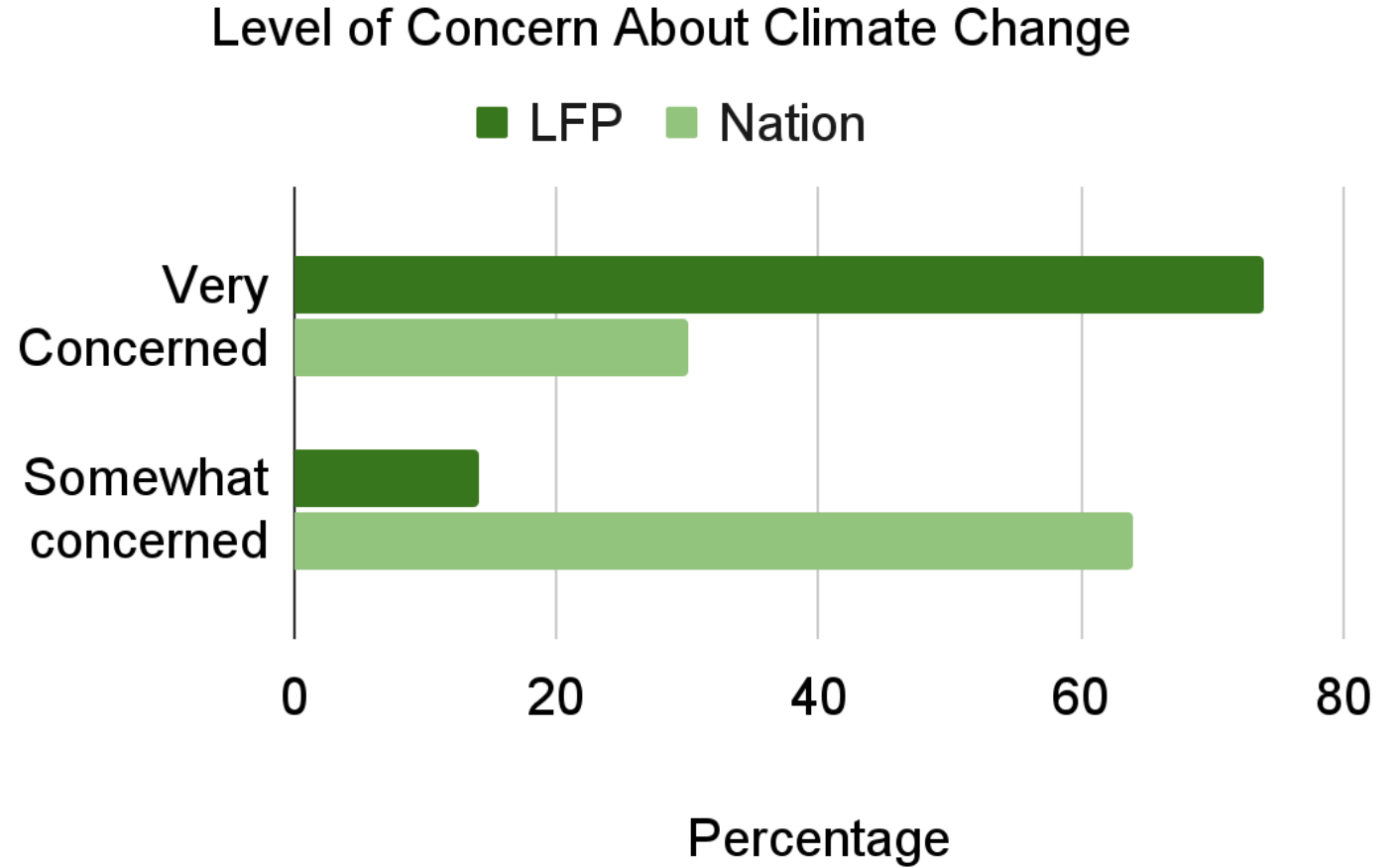
Wildfires are increasing in size and severity, creating smoky conditions.



Rainstorms are becoming more intense.

**THE COMMUNITY CARES VERY MUCH ABOUT CLIMATE CHANGE.**

Our LFP survey asked residents “How concerned are you about climate change?” a question directly comparable to one asked by Yale Climate Communications, who surveyed the nation in July 2022.



Lake Forest Park

# Climate Action Plan

May 2024



Prepared by Lake Forest Park Climate Action Committee and edited by Cascadia Consulting Group

# Committee Methods



Reviewed existing Climate Action Plans

Section 6, Item A.



Reviewed the [2015 LFP Comprehensive Plan](#) (City of Lake Forest Park 2016), the [100-year Legacy Plan](#)



Compiled demographic, energy use, and emission production trends of Lake Forest Park residents using 2020 US Census].



Identified strategies and actions for the five focus areas that will help the [City](#) and broader LFP community meet its climate goals.



Built collaborations between LFP and neighboring cities and communities, through city commissions, committees, boards, and task forces.

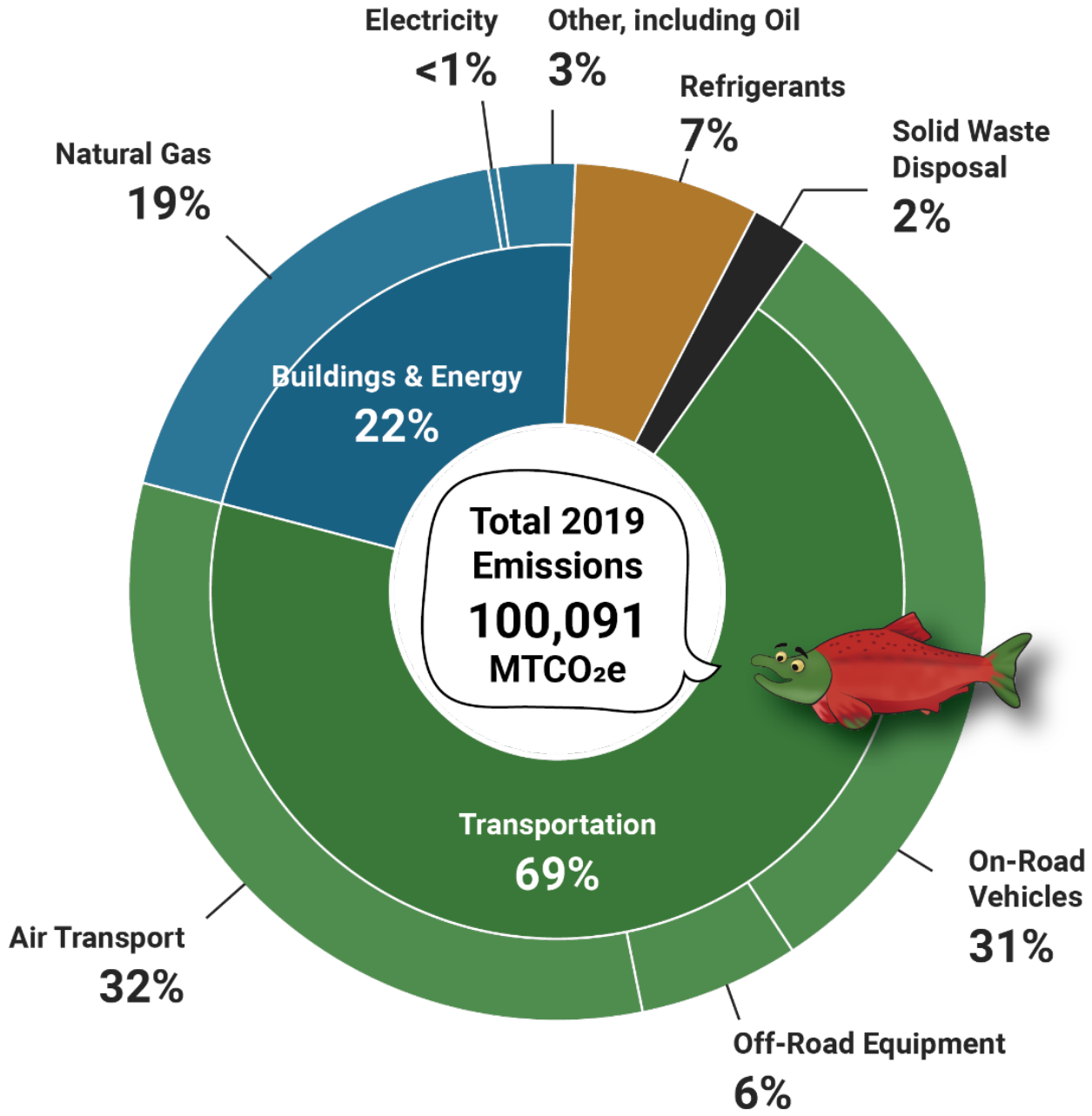


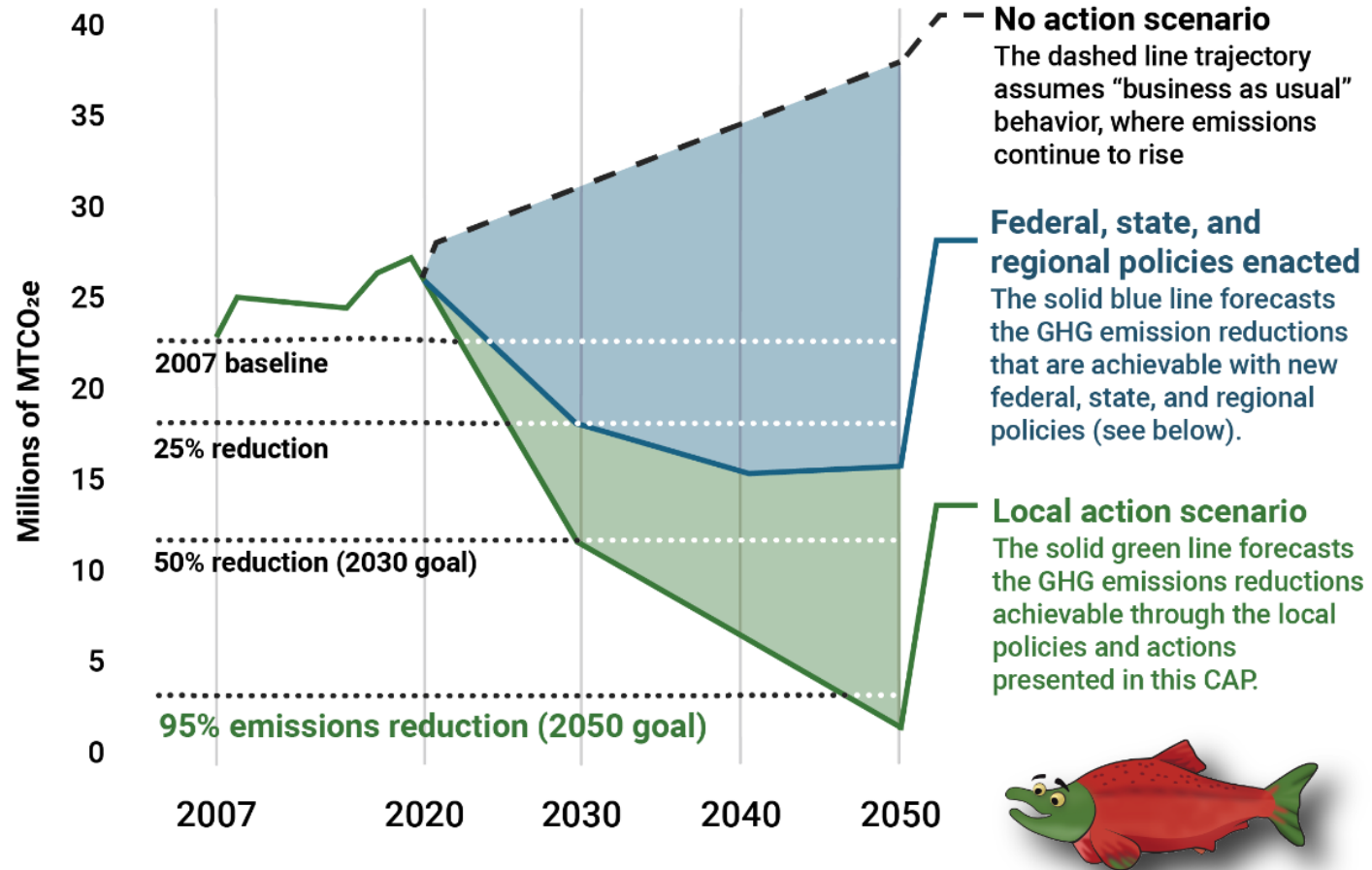
Engaged and surveyed LFP residents to gather insights and feedback



Identified potential funding sources to achieve the Climate Action Plan goals.

# What are the Sources of Greenhouse Gas Emissions in Lake Forest Park?





- Federal, state, and regional policies driving emissions reduction in Washington**
- WA Energy Code
  - WA Clean Building Act
  - Federal Vehicle regulations
  - WA Clean Fuel Standards
  - WA Internal Combustion Engine Ban
  - PSRC Regional Transportation Plan VMT Reduction
  - WA Hydrofluorocarbon policies

- Local sector-specific plans and scenarios driving emissions reduction in Lake Forest Park**
- Aviation industry
  - Regional marine, rail, and ferry transport
  - Buildings (energy efficiency, decarbonization)
  - Transportation (VMT, electric vehicles)
  - Solid waste (increased diversion)
  - Reduce tree loss
  - Protect land carbon sinks

## This Climate Action Plan has three primary goals:



Reduce emissions produced within the City of Lake Forest Park



Enhance LFP's ecosystem health and carbon sequestration

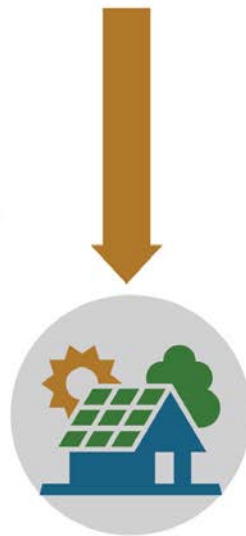


Increase LFP's resilience and preparedness for climate change impacts

To reach these goals, the Climate Action Committee is suggesting five areas of action



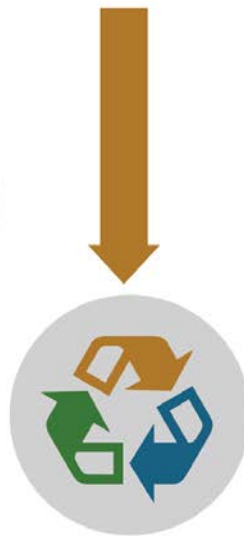
Transportation and Mobility



Built Environment and Land Use



Natural Environment, Ecosystems, and Sequestration



Consumption and Solid Waste



Community Resilience and Wellbeing



# Vision of the future



## Focus Area 2: Built Environment/Land Use

Vision of the future: Residents live and work in energy efficient buildings powered by clean, renewable energy.



## Focus Area 3: Natural Environment, Ecosystems, Sequestration

Vision of the future: The community protects, conserves, and restores our natural systems, landscapes, and habitats.



## Focus Area 4: Consumption and Solid Waste

Vision of the future: The community practices circular economy principles, reducing resources used, reusing and repurposing materials, and recycling and composting almost all of what is left.



## Focus Area 5: Community Resilience & Preparedness

Vision of the future: People and ecosystems are healthy, thriving, and can respond and adapt to climate change.

5 Focus Areas

58 Actions

91  
IMPLEMENTATION  
IDEAS

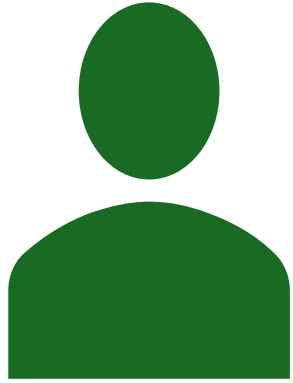
## Transportation and Mobility Strategies & Actions

### STRATEGY 1: ACCELERATE ELECTRIC VEHICLE (EV) ADOPTION

- *Actions and implementation ideas to accelerate EV adoption*

Ref Code	Action	Implementation Ideas
TR 1.1	Electrify the City fleet	<ul style="list-style-type: none"> <li>• Develop a transition plan, then increase the number of municipal EVs to 100% by 2035.</li> <li>• Purchase and deploy Electric Vehicles (EVs) to transition the City's vehicle fleet to electric by 2035 for all operationally feasible vehicles. As needed, delay purchasing replacement vehicles until EV options are available and affordable. If EVs are not available for necessary replacements, consider plug-in hybrid options.</li> <li>• Increase electrical capacity and charging infrastructure at City facilities to ensure adequate capacity for fleet and employee EV charging.</li> </ul>
TR 1.2	Eliminate gasoline-powered tools	<ul style="list-style-type: none"> <li>• Eliminate and publicize the transition away from gasoline-powered tools.</li> <li>• Explore what other jurisdictions have done to eliminate gas-powered tools. Consider a buy-back program for gas-powered tools.</li> <li>• Educate the LFP community about the value and availability of the Shoreline tool library.</li> </ul>
TR 1.3	Increase charging infrastructure	<ul style="list-style-type: none"> <li>• Include language to install charging infrastructure in public facilities within the City's revised Comprehensive Plan.</li> <li>• Continue to partner with Bothell, Kenmore, and Shoreline to obtain funding from the state to install charging stations along route 522, at City Hall, on route 104, and in apartments and condominiums.</li> <li>• In alignment with regional efforts through WSDOT and Seattle City Light, expand the public EV charging network by assessing gaps and supporting installation of charging stations for public use on business, institutional, City, and utility properties in key areas. Install charging stations for public use at City facilities open to the public such as parks and recreation centers wherever feasible.</li> <li>• Require Installation of a minimum number of charging stations in addition to electrical capacity for all new multifamily residential and commercial construction and during major renovation of parking lots/ structures.</li> </ul>

Ref Code	Action	Implementation Ideas
TR 1.1	Electrify the City fleet	<ul style="list-style-type: none"><li data-bbox="644 425 2420 468">• Develop a transition plan, then increase the number of municipal EVs to 100% by 2035.</li><li data-bbox="644 525 2420 718">• Purchase and deploy Electric Vehicles (EVs) to transition the City's vehicle fleet to electric by 2035 for all operationally feasible vehicles. As needed, delay purchasing replacement vehicles until EV options are available and affordable. If EVs are not available for necessary replacements, consider plug-in hybrid options.</li><li data-bbox="644 775 2420 868">• Increase electrical capacity and charging infrastructure at City facilities to ensure adequate capacity for fleet and employee EV charging.</li></ul>



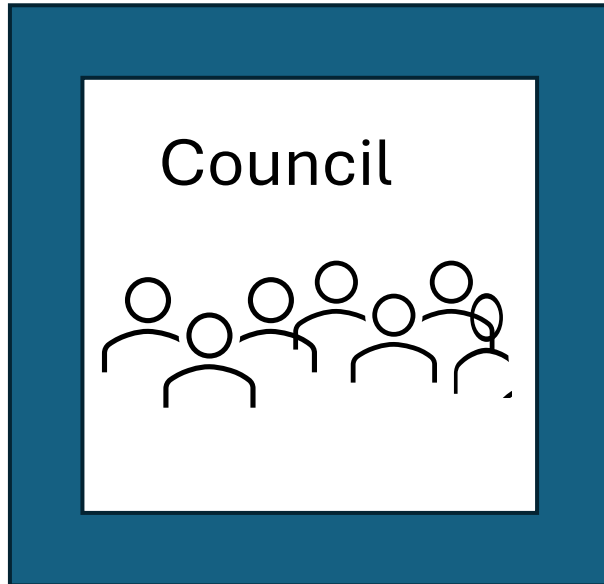
## **Hire a climate action manager**

Reducing local emissions is doing our part. The City needs someone who is nimble and responsive to drive the climate response. The Climate Manager is the person responsible for

- Outreach to the public
- Applying for grants
- Ensuring climate justice is a consideration in legislation and outreach
- Collaboration with other cities and agencies



# Implementation Strategy



Thank you



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**CITY OF LAKE FOREST PARK  
CITY COUNCIL WORK SESSION MEETING MINUTES  
May 9, 2024**

**It is noted this meeting was held in person in the Emergency Operations Center at City Hall and virtually via Zoom.**

**Councilmembers present:** Tracy Furutani, Vice Chair; Larry Goldman, Paula Goode, Jon Lebo, Semra Riddle, Ellyn Saunders

**Councilmembers absent:** Lori Bodi, Deputy Mayor

**Staff present:** Tom French, Mayor; Phillip Hill, City Administrator; Jeff Perrigo, Public Works Director; Mark Hofman, Community Development Director; Calvin Killman, Building Official; Matt McLean, City Clerk

**Others present:** 3 visitors

**CALL TO ORDER**

Mayor French called the May 9, 2024 City Council work session meeting to order at 6:00 p.m.

**ADOPTION OF AGENDA**

**Cmbr. Furutani moved** to approve the agenda as presented. **Cmbr. Goode seconded.**  
**The motion to approve the agenda as presented carried unanimously.**

**ORDINANCE 24-1292/Adopting the 2021 International Building Code and Other Construction-Related Codes**

Building Official Killman presented the item and responded to questions.

**ADJOURNMENT**

There being no further business, Mayor French adjourned the meeting at 6:41 p.m.

\_\_\_\_\_  
Tom French, Mayor

\_\_\_\_\_  
Matt McLean, City Clerk



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**CITY OF LAKE FOREST PARK  
CITY COUNCIL REGULAR MEETING MINUTES  
May 9, 2024**

**It is noted this meeting was held in person in the City Council Chambers and remotely via Zoom.**

**Councilmembers present:** Tracy Furutani, Council Vice Chair; Larry Goldman, Paula Goode, John Lebo, Semra Riddle, Ellyn Saunders

**Councilmembers absent:** Lori Bodi, Deputy Mayor (excused)

**Staff present:** Tom French, Mayor; Phillip Hill, City Administrator; Kim Adams Pratt, City Attorney; Mike Harden, Police Chief; Lindsey Vaughn, Finance Director; Jeff Perrigo, Public Works Director; Mark Hofman, Community Development Director; Cory Roche, Environmental & Sustainability Specialist; Andrew Silvia, Senior Project Manager; Katie Phillips, Project Manager; Matt McLean, City Clerk

**Others present:** 8 visitors

**CALL TO ORDER**

Mayor French called the May 9, 2024 City Council regular meeting to order at 7:00 p.m.

**FLAG SALUTE**

Cmbr. Furutani led the Pledge of Allegiance.

**ADOPTION OF AGENDA**

**Cmbr. Furutani moved** to approve the agenda as presented. **Cmbr. Riddle seconded.**  
**The motion to adopt the agenda as presented carried unanimously.**

**PUBLIC COMMENTS**

Mayor French invited comments from the audience. The following members of the audience shared comments with the council:

- Diane Haddock requested documentation and proof how the Council determined NE 178<sup>th</sup> Street as a no racing zone since there hasn't been any street racing on the street.
- David Haddock requested answers regarding the fact there has been no speed racing on NE 178<sup>th</sup> St.

1 The other comments received were not from Lake Forest Park citizens, and the commenters  
2 were using aliases online during the Zoom portion. None of these comments pertained to any  
3 city business or agenda items or to matters the City Council has control over or purview over.  
4

5 There being no one else in the audience wishing to speak, Mayor French closed public  
6 comments.  
7

8 **PROCLAMATION – Recognizing May 12-18, 2024 as National Police Week and May 15, 2024 as**  
9 **Peace Officer Memorial Day**

10  
11 Cmr. Furutani read a proclamation recognizing May 12-18, 2024 as National Police Week and  
12 May 15, 2024 as Peace Officer Memorial Day  
13

14 **PROCLAMATION – Recognizing May 19-25, 2024 as National Public Works Week**

15  
16 Cmr. Riddle read a proclamation recognizing May 19-25, 2024 as National Public Works Week.  
17

18 **PROCLAMATION – Recognizing May 5-11, 2024 as Municipal Clerks Week**

19  
20 Cmr. Goldman read a proclamation recognizing May 5-11, 2024 as Municipal Clerks Week.  
21

22 **PRESENTATION – Swearing in of new Lake Forest Park Police Officer William Godsil**

23  
24 Police Chief Harden gave a presentation introducing William Godsil as the newest Lake Forest  
25 Park Police Officer.  
26

27 Mayor French administered the oath of office to Officer Godsil.  
28

29 **PRESENTATION – Lakefront Park schematic design package for the preferred alternative**  
30 **design**

31  
32 Environment & Sustainability Specialist Roche introduced the item.  
33

34 Amber Mikluscak from DCG Watershed gave a brief presentation with updates and next steps  
35 on the Lakefront Park project and responded to questions from the council.  
36

37 Discussion followed.  
38

39 **CONSENT CALENDAR**

40  
41 Cmr. Lebo requested that item E be removed since he, as the Chair of the Budget & Finance  
42 Committee, hasn't had a chance to review the expenditures report yet.  
43

1 Mayor French stated he has not had a chance to review the report either.

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**Cmbr. Furutani moved** to approve the Consent Calendar with item E., City Expenditures for the Period Ending May 9, 2024, removed. **Cmbr. Riddle seconded. The motion to approve the Consent Calendar as amended carried unanimously.**

- A. April 18, 2024 City Council Budget & Finance Committee Meeting Minutes
- B. April 22, 2024 City Council Committee of the Whole Meeting Notes
- C. April 25, 2024 City Council Regular Meeting Minutes
- D. April 30, 2024 City Council Special Meeting Minutes
- ~~E. City Expenditures for the Period Ending May 9, 2024~~

**RESOLUTION 24-1954/Accepting the Accessible Curb Ramps Construction Project**

Senior Project Manager Silvia presented the item.

Discussion followed.

**Cmbr. Goldman moved** to waive the three-touch rule for Resolution 24-1952. **Cmbr. Lebo seconded. The motion to waive the three-touch rule carried unanimously.**

**Cmbr. Riddle moved** to approve Resolution 24-1954/Accepting the Accessible Curb Ramps Construction Project. **Cmbr. Furutani seconded. The motion to approve Resolution 24-1952 as presented carried unanimously.**

**RESOLUTION 24-1953/Authorizing the Administration to apply for Public Works Board financing for the 40<sup>th</sup> Place roundabout.**

City Administrator Hill presented the item and responded to questions.

Discussion followed.

**OTHER BUSINESS**

**Excuse Deputy Mayor Bodi’s Absence**

**Cmbr. Fututani moved** to excuse Deputy Mayor Bodi from the evening’s meeting. **Cmbr. Goldman seconded. The motion to excuse Deputy Mayor Bodi carried, with Cmbrs. Riddle and Furutani opposed.**

**COUNCIL COMMITTEE REPORTS/COUNCIL/MAYOR/CITY ADMINISTRATOR REPORTS**

City Councilmembers reported on meetings they attended.

1  
2 Mayor French gave a brief report.

3  
4 **EXECUTIVE SESSION – Potential Litigation per RCW 42.30.110(1)(i)**

5  
6 The City Council went into Executive Session at 8:40 p.m. for approximately 30 minutes for the  
7 purpose of discussing potential litigation per RCW 42.30.110(1)(i).

8  
9 At 9:10 p.m., it was announced the Executive Session would be extended an additional 15  
10 minutes.

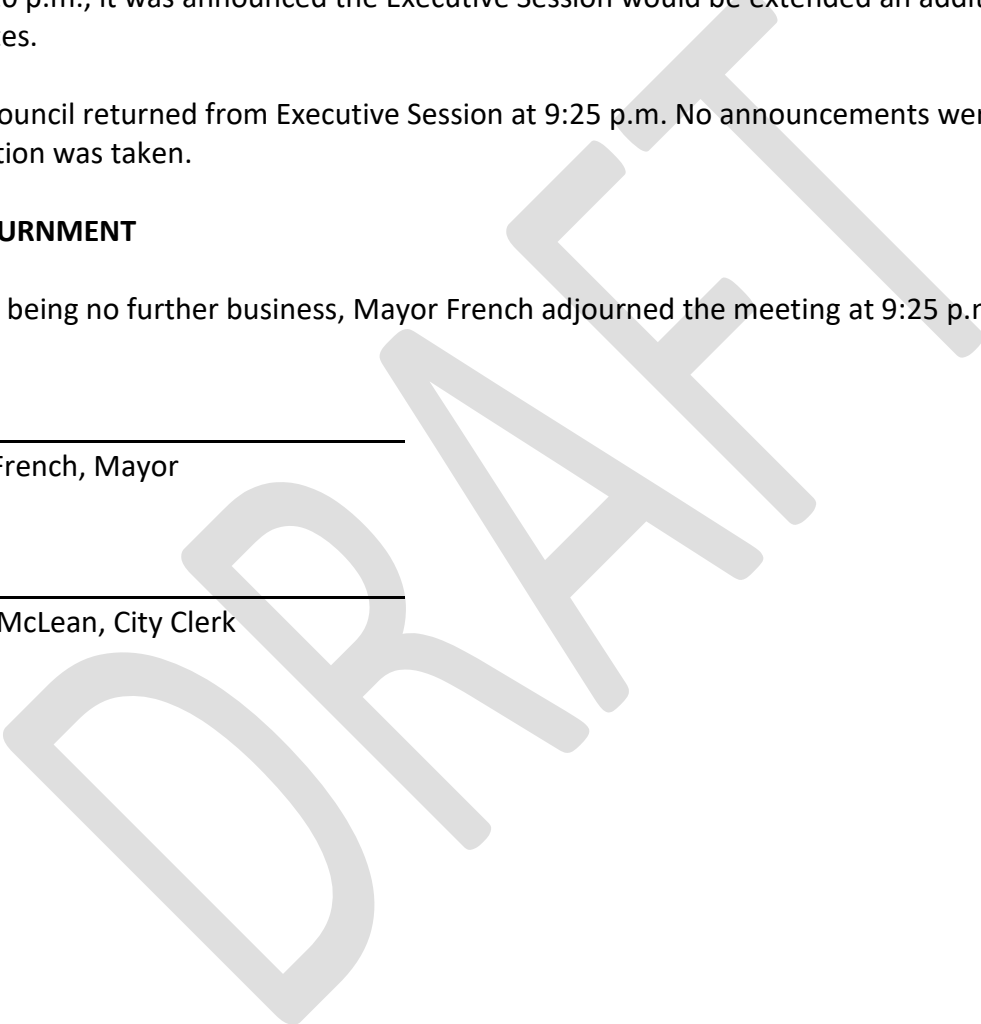
11  
12 The Council returned from Executive Session at 9:25 p.m. No announcements were made, and  
13 no action was taken.

14  
15 **ADJOURNMENT**

16  
17 There being no further business, Mayor French adjourned the meeting at 9:25 p.m.

18  
19  
20 \_\_\_\_\_  
21 Tom French, Mayor

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23  
24 \_\_\_\_\_  
25 Matt McLean, City Clerk



City of Lake Forest Park  
SORTED TRANSACTION CHECK REGISTER  
05/09/2024

VOUCHER CERTIFICATION AND APPROVAL

We, the undersigned members of the Finance Committee of the City of Lake Forest Park, Washington, do hereby certify that the merchandise or services hereinafter specified have been received, an Accounts Payable Dated 05/09/24 CLAIM FUND Check Nos. 86202 through 86249 in the amount of \$337,499.87, a 04/23/24 PAYROLL FUND ACH transactions in the amount of \$165,382.54 and DIRECT DEPOSIT transactions in the amount of \$186,198.85, are approved for payment this 9th day of May 2024.

**Additional approved transactions are:**  
ACH transaction Elavon in the amount of \$1,022.89  
ACH transaction State of Washington in the amount of \$19,472.20  
ACH transaction US Bank in the amount of \$77,212.76

Total approved claim fund transactions: \$786,789.11

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Finance Committee

# Bank Reconciliation

## Checks by Date

User: tbaker@cityofflp.gov  
 Printed: 05/02/2024 - 2:51PM  
 Cleared and Not Cleared Checks



Check No	Check Date	Name	Comment	Module	Clear Date	Amount
0	5/9/2024	Elavon		AP		1,022.89
0	5/9/2024	State of Washington		AP		19,472.20
86202	5/9/2024	AARD Pest Control, Inc		AP		142.29
86203	5/9/2024	ACF West Inc.		AP		39.12
86204	5/9/2024	All Battery Sales & Service Inc.		AP		168.04
86205	5/9/2024	Avocette Technologies Inc.		AP		187.50
86206	5/9/2024	Anthony Carl Basler		AP		140.00
86207	5/9/2024	CDW Government, Inc.		AP		1,323.67
86208	5/9/2024	Cintas First Aid & Safety		AP		22.58
86209	5/9/2024	City of Shoreline		AP		6,838.25
86210	5/9/2024	ClearGov Inc.		AP		7,714.00
86211	5/9/2024	Code 4, LLC		AP		1,327.14
86212	5/9/2024	Jason Czebotar		AP		45.97
86213	5/9/2024	Databar		AP		524.38
86214	5/9/2024	Envirotech Services, Inc.		AP		5,833.31
86215	5/9/2024	Frontline Public Safety Solutions		AP		1,350.00
86216	5/9/2024	Gordon Thomas Honeywell Gov't. Affa		AP		3,150.00
86217	5/9/2024	Imaging Spectrum, Inc.		AP		619.49
86218	5/9/2024	International Institute of Municipal Cler		AP		125.00
86219	5/9/2024	King County Finance		AP		2,123.20
86220	5/9/2024	King County Finance		AP		7,291.60
86221	5/9/2024	King County Finance & Business		AP		226,777.65
86222	5/9/2024	Law Offices of Christian W. Smith		AP		300.00
86223	5/9/2024	Legend Data Systems, Inc.		AP		55.15
86224	5/9/2024	Litho Craft, Inc.		AP		1,635.34
86225	5/9/2024	Loomis		AP		468.76
86226	5/9/2024	National Testing Network, Inc		AP		500.00
86227	5/9/2024	Norcom 911		AP		2,250.00
86228	5/9/2024	Northshore Utility District		AP		9,742.94
86229	5/9/2024	Office Depot, Inc.		AP		6.28
86230	5/9/2024	Pacific Office Automation		AP		469.66
86231	5/9/2024	Peerless Network, Inc		AP		1,039.41
86232	5/9/2024	Petty Cash		AP		167.66
86233	5/9/2024	Plywood Supply, Inc.		AP		664.93
86234	5/9/2024	Puget Sound Energy		AP		29.70
86235	5/9/2024	Rhomar Industries, Inc.		AP		1,451.90
86236	5/9/2024	Right Way Plumbing LLC		AP		80.00
86237	5/9/2024	Pablo A. Sepulveda		AP		200.00
86238	5/9/2024	Shoreline/LFP Arts Council		AP		4,500.00
86239	5/9/2024	Snohomish Co Sheriff's Office		AP		20,588.98
86240	5/9/2024	Staples Advantage		AP		50.76
86241	5/9/2024	The FA Bartlett Tree Expert Company		AP		2,689.00
86242	5/9/2024	The Watershed Company		AP		2,118.67
86243	5/9/2024	Transpo Group USA Inc		AP		15,008.20
86244	5/9/2024	United Rentals		AP		1,694.21
86245	5/9/2024	USI, Inc.		AP		319.81

Check No	Check Date	Name	Comment	Module	Clear Date	Section 7, Item C.
86246	5/9/2024	Velocity Systems		AP		801.00
86247	5/9/2024	Washington State Criminal Justice		AP		3,183.00
86248	5/9/2024	Westlake Hardware WA-153		AP		1,461.32
86249	5/9/2024	Eduardo Zaldibar		AP		280.00
Total Check Count:						50
Total Check Amount:						357,994.96



# Accounts Payable

## Checks by Date - Summary by Check Date

User: tandrus@cityofflp.gov  
Printed: 4/25/2024 11:01 AM

Check No	Vendor No	Vendor Name	Check Date	Check Amount
ACH	LEOFFTR	LEOFF TRUST	04/23/2024	34,406.58
ACH	NAVIA	Navia Benefit Solutions, Inc.	04/23/2024	772.09
ACH	NAVIAFSA	Navia - FSA	04/23/2024	323.34
ACH	PFLTRUST	LFP PFL Trust Account	04/23/2024	1,992.18
ACH	TEAMDR	National D.R.I.V.E.	04/23/2024	4.45
ACH	TXSDU	Texas State Disbursement Unit (SDU)	04/23/2024	1,015.76
ACH	WASUPREG	Washington State Support Registry	04/23/2024	180.00
ACH	Z401AL	Vantagepoint Transfer Agents-107084 ICM.	04/23/2024	1,688.53
ACH	Z457	Vantagepoint Transfer Agents-304508 ICM.	04/23/2024	8,445.10
ACH	ZAWC	AWC	04/23/2024	1,546.88
ACH	ZDREAHE	Dream Ahead	04/23/2024	100.00
ACH	ZEMPSEC	Employment Security Dept.	04/23/2024	538.53
ACH	ZEMPWACA	Wa.Cares Tax	04/23/2024	873.65
ACH	ZGUILD	LFP Employee Guild	04/23/2024	975.00
ACH	ZICMA	Vantagepoint Transfer Agents-107084 ICM.	04/23/2024	31,877.16
ACH	ZL&I	Washington State Department of Labor & I	04/23/2024	6,523.97
ACH	ZLEOFF	Law Enforcement Retirement	04/23/2024	13,873.47
ACH	ZLFPIRS	Lake Forest Park/IRS	04/23/2024	35,435.36
ACH	ZPERS	Public Employees Retirement	04/23/2024	24,339.82
ACH	ZTEAM	Teamsters Local Union #117	04/23/2024	174.43
ACH	ZWATWT	Washington Teamsters Welfare Trust	04/23/2024	296.24
Total for 4/23/2024:				165,382.54
Report Total (21 checks):				165,382.54



# Bank Reconciliation

## Checks by Date

User: tbaker@cityoffp.gov  
Printed: 05/02/2024 - 3:04PM  
Cleared and Not Cleared Checks



Section 7, Item C.

Check No	Check Date	Name	Comment	Module	Clear Date	Amount
0	4/23/2024		DD 00523.04.2024	PR		186,198.85
Total Check Count:						1
Total Check Amount:						186,198.85

# Bank Reconciliation

## Checks by Date

User: tbaker@cityofflp.gov  
 Printed: 05/02/2024 - 2:59PM  
 Cleared and Not Cleared Checks



Check No	Check Date	Name	Comment	Module	Clear Date	Amount
0	4/11/2024	North City Water District		AP		168.50
32403791	4/11/2024	Earth Breeze Wholesale		AP		495.90
32403792	4/11/2024	Amazon		AP		649.62
32405431	4/11/2024	Axon Enterprise, Inc.		AP		495.00
32405432	4/11/2024	On-Target Solutions Group		AP		195.00
32405433	4/11/2024	International Association of Chiefs of P		AP		75.00
32405434	4/11/2024	PNWKP Association		AP		250.00
32405435	4/11/2024	Symbol Arts, LLC		AP		159.80
32406311	4/11/2024	Association of Washington Cities		AP		445.00
32410101	4/11/2024	Washington Public Treasurer's Assn.		AP		450.00
32427511	4/11/2024	Provide Support, LLC		AP		303.00
32427512	4/11/2024	Amazon		AP		102.95
32427513	4/11/2024	Amazon		AP		21.37
32427514	4/11/2024	Amazon		AP		83.65
32427515	4/11/2024	Zoom Video Communications, Inc		AP		3,348.76
32427516	4/11/2024	Wasabi Technologies, Inc		AP		20.15
32427881	4/11/2024	Waste Management Northwest		AP		3,988.46
32427882	4/11/2024	North City Water District		AP		52.27
32427883	4/11/2024	Seattle City Light		AP		25.68
32427884	4/11/2024	Seattle City Light		AP		3,535.53
32427885	4/11/2024	Seattle City Light		AP		454.95
32427886	4/11/2024	Seattle City Light		AP		16.34
32427887	4/11/2024	Summit Law Group PLLC		AP		308.00
32427888	4/11/2024	Summit Law Group PLLC		AP		75.00
32427889	4/11/2024	Good To Go		AP		4.50
32428501	4/11/2024	Washington Finance Officers Associatic		AP		75.00
32428502	4/11/2024	Washington Finance Officers Associatic		AP		40.00
32429901	4/11/2024	Holiday Inn		AP		622.92
32434641	4/11/2024	Jet City Printing, Inc.		AP		780.34
32457001	4/11/2024	Minuteman Press		AP		130.35
32457002	4/11/2024	Washington Association of Building Of		AP		105.00
32470331	4/11/2024	Amazon		AP		36.34
32470332	4/11/2024	Traffic Safety Supply Co., Inc.		AP		966.53
32489531	4/11/2024	Waitwhile, Inc.		AP		551.40
32489532	4/11/2024	Amazon		AP		40.54
32489533	4/11/2024	Mr. T's Trophies		AP		28.52
32489534	4/11/2024	Amazon		AP		20.88
32489535	4/11/2024	The Lodge at St Edward Park		AP		959.08
32492711	4/11/2024	Cummins-Wagner		AP		3,810.72
32492712	4/11/2024	American Public Works Association		AP		864.00
32492713	4/11/2024	Les Schwab Tire Center		AP		1,758.94
32495771	4/11/2024	AED Superstore		AP		2,296.02
32495772	4/11/2024	Narcan.com		AP		1,084.37
32496351	4/11/2024	The Lodge at St Edward Park		AP		5,057.86
324278810	4/11/2024	Sound Security Inc. (Sonitrol)		AP		1,858.15
324278811	4/11/2024	Innovac Services LLC		AP		1,107.51

Check No	Check Date	Name	Comment	Module	Clear Date	
324278812	4/11/2024	Innovac Services LLC		AP		6,372.37
324278813	4/11/2024	Northwest Cascade, Inc.		AP		526.11
324278814	4/11/2024	Northwest Cascade, Inc.		AP		439.07
324278815	4/11/2024	Pacific Topsoils, Inc.		AP		193.01
324278816	4/11/2024	Smarsh		AP		2,610.66
324278818	4/11/2024	Seattle City Light		AP		23,167.50
324278819	4/11/2024	Seattle City Light		AP		33.69
324278820	4/11/2024	The Seattle Times		AP		137.50
324278821	4/11/2024	Northwest Cascade, Inc.		AP		201.55
324278822	4/11/2024	Northwest Cascade, Inc.		AP		185.05
324278823	4/11/2024	Seattle City Light		AP		270.21
324278824	4/11/2024	Verizon Wireless		AP		2,827.46
324278825	4/11/2024	Integra Telecom, Inc.		AP		724.88
324278826	4/11/2024	Stericycle, Inc.		AP		20.72
324278827	4/11/2024	Summit Law Group PLLC		AP		1,447.50
324278828	4/11/2024	LexisNexis Risk Data Mgmt. Inc.		AP		136.58

Total Check Count: 62

Total Check Amount: 77,212.76

City of Lake Forest Park  
SORTED TRANSACTION CHECK REGISTER  
05/23/2024

VOUCHER CERTIFICATION AND APPROVAL

We, the undersigned members of the Finance Committee of the City of Lake Forest Park, Washington, do hereby certify that the merchandise or services hereinafter specified have been received, an Accounts Payable Dated 05/23/24 CLAIM FUND Check Nos. 86250 through 86333 in the amount of \$353,660.36, a 05/08/24 PAYROLL FUND ACH transactions in the amount of \$183,974.55 and DIRECT DEPOSIT transactions in the amount of \$190,184.10, are approved for payment this 23rd day of May 2024.

**Additional approved transactions are:**

- ACH transaction Invoice Cloud in the amount of \$1,380.75
- ACH transaction Wex Bank - Chevron in the amount of \$160.15
- ACH transaction US Bank Credit Card in the amount of \$59,194.83

Total approved claim fund transactions: \$788,554.74

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Finance Committee

# Bank Reconciliation

## Checks by Date

User: tbaker@cityofflp.gov  
 Printed: 05/20/2024 - 3:07PM  
 Cleared and Not Cleared Checks



Check No	Check Date	Name	Comment	Module	Clear Date	Amount
0	5/23/2024	Invoice Cloud		AP		1,380.75
0	5/23/2024	Wex Bank - Chevron		AP		160.15
86250	5/23/2024	American Traffic Solutions Inc.		AP		66,500.00
86251	5/23/2024	Aspect Consulting, LLC		AP		37,603.06
86252	5/23/2024	Sharon Bachel		AP		10.00
86253	5/23/2024	Shahnaz Bano		AP		10.00
86254	5/23/2024	Anthony Carl Basler		AP		280.00
86255	5/23/2024	Desirae Bearden		AP		240.00
86256	5/23/2024	Beavers Northwest		AP		1,763.04
86257	5/23/2024	Christopher Bendiksen		AP		300.00
86258	5/23/2024	Matthew Boss		AP		10.00
86259	5/23/2024	Richard Burmeister		AP		10.00
86260	5/23/2024	Cadman Materials, Inc.		AP		116.91
86261	5/23/2024	Michael Capps		AP		10.00
86262	5/23/2024	Century Link		AP		33.38
86263	5/23/2024	City of Kenmore		AP		113.52
86264	5/23/2024	City of Sunnyside		AP		3,906.00
86265	5/23/2024	Irama Cly		AP		10.00
86266	5/23/2024	George Coleman		AP		981.60
86267	5/23/2024	Conсор North America, Inc.		AP		8,645.25
86268	5/23/2024	Ireneo Escarez		AP		10.00
86269	5/23/2024	Julie Espinoza		AP		47.29
86270	5/23/2024	John Frey		AP		10.00
86271	5/23/2024	Galls, LLC		AP		698.97
86273	5/23/2024	Gray & Osborne, Inc.		AP		12,249.50
86274	5/23/2024	Guardian Alliance Technologies, Inc		AP		230.00
86275	5/23/2024	Michael Harden		AP		120.00
86276	5/23/2024	Department 32 - 2501271310 Home De		AP		165.39
86277	5/23/2024	Cassandra Howard		AP		135.47
86278	5/23/2024	Jaylin Hughes		AP		10.00
86279	5/23/2024	Ronda Hughes		AP		10.00
86280	5/23/2024	Lee Jardine		AP		10.00
86281	5/23/2024	Jet City Printing, Inc.		AP		743.85
86282	5/23/2024	Johnston Group, LLC		AP		3,925.00
86283	5/23/2024	Kahsai Inc.		AP		126.00
86284	5/23/2024	Kaiser Foundation Health Plan of Washi		AP		68.00
86285	5/23/2024	KDH Consulting, Inc		AP		241.92
86286	5/23/2024	Min-Jeong Kim		AP		10.00
86287	5/23/2024	King County Finance		AP		824.00
86288	5/23/2024	King County Pet License		AP		120.00
86289	5/23/2024	James Kovacs		AP		10.00
86290	5/23/2024	Lake Forest Park Water Dist		AP		1,574.23
86291	5/23/2024	Language Line Services		AP		25.87
86292	5/23/2024	Legend Data Systems, Inc.		AP		165.45
86293	5/23/2024	Loomis		AP		453.62
86294	5/23/2024	Madrona Law Group, PLLC		AP		15,228.50

Check No	Check Date	Name	Comment	Module	Clear Date	
86295	5/23/2024	Zahra Masaoka		AP		10.00
86296	5/23/2024	Mary Ellen Massart		AP		10.00
86297	5/23/2024	Wendy Matheison		AP		10.00
86298	5/23/2024	Kayomi McDonald		AP		10.00
86299	5/23/2024	Moon Security Service Inc.		AP		1,080.00
86300	5/23/2024	Brenda Mooney		AP		10.00
86301	5/23/2024	Shamsa Nasir		AP		10.00
86302	5/23/2024	Navia Benefit Solutions		AP		300.00
86303	5/23/2024	Dylan Nichols		AP		10.00
86304	5/23/2024	Northshore Utility District		AP		19,698.71
86305	5/23/2024	Office Depot, Inc.		AP		1,012.87
86306	5/23/2024	PACE Engineers, Inc.		AP		18,802.00
86307	5/23/2024	Peerless Network, Inc		AP		1,041.02
86308	5/23/2024	Puget Sound Energy		AP		391.74
86309	5/23/2024	Red Carpet Building Maint. Inc.		AP		3,206.15
86310	5/23/2024	Patricia Reilly		AP		10.00
86311	5/23/2024	Rebecca Rosman		AP		10.00
86312	5/23/2024	Paul Sanford		AP		10.00
86313	5/23/2024	SCJ Alliance		AP		24,484.45
86314	5/23/2024	Pablo A. Sepulveda		AP		80.00
86315	5/23/2024	Snohomish County Sheriff's Office		AP		512.24
86316	5/23/2024	State Auditor's Office		AP		6,185.50
86317	5/23/2024	State Treasurer's Office		AP		6,628.37
86318	5/23/2024	Stewart MacNichols Harmell, Inc., P.S.		AP		10,140.00
86319	5/23/2024	Barbara Strelecki		AP		10.00
86320	5/23/2024	Legesse Tetemke		AP		10.00
86321	5/23/2024	The Watershed Company		AP		40,603.63
86322	5/23/2024	Topsoils Northwest Inc		AP		375.49
86323	5/23/2024	Transportation Solutions Inc		AP		12,488.95
86324	5/23/2024	TransUnion Vantage Data		AP		1.16
86325	5/23/2024	Lindsey Vaughn		AP		160.00
86326	5/23/2024	Ventilation Power Cleaning, Inc.		AP		45,637.95
86327	5/23/2024	Wally's Towing, Inc.		AP		140.46
86328	5/23/2024	Washington Association of Sheriffs & P		AP		75.00
86329	5/23/2024	Washington State Department of Licens		AP		72.00
86330	5/23/2024	Washington State Patrol		AP		81.75
86331	5/23/2024	West Coast Armory North		AP		90.00
86332	5/23/2024	Dylan Zink		AP		10.00
86333	5/23/2024	City of Sunnyside		AP		2,485.10

Total Check Count:	85
Total Check Amount:	355,201.26

# Accounts Payable

## Checks by Date - Summary by Check Date

User: tandrus@cityoflfp.gov  
 Printed: 5/14/2024 9:00 AM



Check No	Vendor No	Vendor Name	Check Date	Check Amount
ACH	LEOFFTR	LEOFF TRUST	05/08/2024	3,470.38
ACH	NAVIA	Navia Benefit Solutions, Inc.	05/08/2024	772.09
ACH	NAVIAFSA	Navia - FSA	05/08/2024	323.34
ACH	PFLTRUST	LFP PFL Trust Account	05/08/2024	2,032.03
ACH	TEAMDR	National D.R.I.V.E.	05/08/2024	4.45
ACH	TXSDU	Texas State Disbursement Unit (SDU)	05/08/2024	1,015.76
ACH	WASUPREG	Washington State Support Registry	05/08/2024	180.00
ACH	Z401AL	Vantagepoint Transfer Agents-107084 ICM	05/08/2024	1,688.53
ACH	Z457	Vantagepoint Transfer Agents-304508 ICM	05/08/2024	9,500.39
ACH	ZAWC	AWC	05/08/2024	43,265.70
ACH	ZDREAHE	Dream Ahead	05/08/2024	100.00
ACH	ZEMPSEC	Employment Security Dept.	05/08/2024	537.29
ACH	ZEMPWACA	Wa.Cares Tax	05/08/2024	900.24
ACH	ZGUILD	LFP Employee Guild	05/08/2024	925.00
ACH	ZICMA	Vantagepoint Transfer Agents-107084 ICM	05/08/2024	31,179.02
ACH	ZL&I	Washington State Department of Labor & I	05/08/2024	6,759.74
ACH	ZLEOFF	Law Enforcement Retirement	05/08/2024	14,364.12
ACH	ZLFPIRS	Lake Forest Park/IRS	05/08/2024	36,703.41
ACH	ZPERS	Public Employees Retirement	05/08/2024	23,894.79
ACH	ZTEAM	Teamsters Local Union #117	05/08/2024	169.71
ACH	ZWATWT	Washington Teamsters Welfare Trust	05/08/2024	6,188.56
Total for 5/8/2024:				183,974.55
Report Total (21 checks):				183,974.55

# Bank Reconciliation

## Checks by Date

User: tbaker@cityofflp.gov  
Printed: 05/20/2024 - 3:13PM  
Cleared and Not Cleared Checks

Section 7, Item D.



Check No	Check Date	Name	Comment	Module	Clear Date	Amount
0	5/8/2024		DD 00208.05.2024	PR		190,184.10
Total Check Count:						1
Total Check Amount:						190,184.10



# Accounts Payable

## Checks by Date - Summary by Check Date

User: tbaker@cityofflp.gov  
 Printed: 5/20/2024 3:15 PM



Check No	Vendor No	Vendor Name	Check Date	Check Amount
42403791	WRPA	Washington Recreation & Park Assoc.	05/09/2024	495.00
42403792	AMAZON	Amazon	05/09/2024	38.21
42405431	SSPOLY	South Sound Polygraph LLC	05/09/2024	300.00
42405432	AMAZON	Amazon	05/09/2024	39.64
42405433	AMAZON	Amazon	05/09/2024	55.13
42405434	WHIA	Washington Homicide Investigators Assoc.	05/09/2024	400.00
42405435	AMAZON	Amazon	05/09/2024	337.42
42405436	COREVIS	Core Vision Training	05/09/2024	274.99
42405437	SYMBOLA	Symbol Arts, LLC	05/09/2024	427.42
42406311	INGALLIN	Ingallina's Box Lunches	05/09/2024	471.46
42406312	NEOGOV	GovernmentJobs.com, Inc	05/09/2024	125.00
42406313	APAWA	American Planning Assoc. of WA	05/09/2024	125.00
42406314	NEOGOV	GovernmentJobs.com, Inc	05/09/2024	125.00
42406315	ALBERTSO	Albertsons	05/09/2024	14.98
42410101	GFOA	Government Finance Officers Association	05/09/2024	190.00
42410102	CAMPBELL	Campbell's Resort	05/09/2024	365.40
42410103	MUNIRES	Municipal Research & Services Center	05/09/2024	40.00
42421011	MUNIRES	Municipal Research & Services Center	05/09/2024	135.00
42427511	ADOBE	Adobe Inc.	05/09/2024	363.54
42427512	AMAZON	Amazon	05/09/2024	527.86
42427513	AMAZON	Amazon	05/09/2024	14.33
42427514	AMAZON	Amazon	05/09/2024	9.81
42427515	ADOBE	Adobe Inc.	05/09/2024	7.94
42427516	AMAZON	Amazon	05/09/2024	497.67
42427771	CEDARBK	Cedarbrook	05/09/2024	346.04
42427772	CEDARBK	Cedarbrook	05/09/2024	188.65
42427881	WASTEMGT	Waste Management Northwest	05/09/2024	4,842.53
42427882	SEALIGHT	Seattle City Light	05/09/2024	3,804.59
42427883	SEALIGHT	Seattle City Light	05/09/2024	18.02
42427884	SEALIGHT	Seattle City Light	05/09/2024	36.42
42427885	SEALIGHT	Seattle City Light	05/09/2024	623.56
42427886	NORTHCIT	North City Water District	05/09/2024	72.45
42427887	NORTHCIT	North City Water District	05/09/2024	132.56
42427888	NORTHCIT	North City Water District	05/09/2024	53.16
42427889	NORTHCIT	North City Water District	05/09/2024	53.16
42429901	LYFT	LYFT	05/09/2024	34.38
42434641	NEMC	Northshore Emergency Management Coalit	05/09/2024	550.00
42434642	ALEXGOW	Alexander Gow Fire Equipment Co.	05/09/2024	192.94
42434643	VOLGISTI	Volgistics Inc.	05/09/2024	792.00
42434644	JETCITY	Jet City Printing, Inc.	05/09/2024	187.17
42457001	MINUTEMA	Minuteman Press	05/09/2024	76.72
42457002	CLICK2MA	Click2Mail	05/09/2024	4,655.90
42489531	LODGSTED	The Lodge at St Edward Park	05/09/2024	88.08
42489532	ALBERTSO	Albertsons	05/09/2024	17.61
42489533	AMAZON	Amazon	05/09/2024	39.65
42489534	DOCKSIDE	Dockside Donuts	05/09/2024	44.75
42492711	VARISALE	Vari Sales Corp.	05/09/2024	351.26

Check No	Vendor No	Vendor Name	Check Date	Section 7, ItemD.
42495771	AMAZON	Amazon	05/09/2024	17.59
42495772	EMERGENT	Emergent Devices, Inc,	05/09/2024	2,170.70
42495773	WRAPTECH	Wrap Technologies, Inc	05/09/2024	389.00
42495774	AEDSUPER	AED Superstore	05/09/2024	1,487.95
42495775	AMAZON	Amazon	05/09/2024	29.76
42495776	AMAZON	Amazon	05/09/2024	248.16
42496351	DLVRIT	Dlvr.it Pro	05/09/2024	129.50
42496352	WCCMA	Washington City/County Management Assc	05/09/2024	365.00
42992712	APWA	American Public Works Association	05/09/2024	21.00
424278810	INNOVAC	Innovac Services LLC	05/09/2024	4,190.63
424278811	INNOVAC	Innovac Services LLC	05/09/2024	1,107.51
424278812	INNOVAC	Innovac Services LLC	05/09/2024	6,859.40
424278813	NWCASCA	Northwest Cascade, Inc.	05/09/2024	439.07
424278814	NWCASCA	Northwest Cascade, Inc.	05/09/2024	526.11
424278815	PACTOP	Pacific Topsoils, Inc.	05/09/2024	197.60
424278816	INTEGPHN	Integra Telecom, Inc.	05/09/2024	724.88
424278817	SEATIMEA	The Seattle Times	05/09/2024	458.00
424278818	SOUNDSEC	Sound Security Inc. (Sonitrol)	05/09/2024	1,858.15
424278819	SEALIGHT	Seattle City Light	05/09/2024	31.86
424278820	LEXISNEX	LexisNexis Risk Data Mgmt. Inc.	05/09/2024	136.58
424278821	NWCASCA	Northwest Cascade, Inc.	05/09/2024	185.05
424278822	SMARSH	Smarsh	05/09/2024	2,244.03
424278823	INNOVAC	Innovac Services LLC	05/09/2024	1,107.51
424278825	INNOVAC	Innovac Services LLC	05/09/2024	1,053.29
424278826	VERIZWIR	Verizon Wireless	05/09/2024	2,826.81
424278827	NWCASCA	Northwest Cascade, Inc.	05/09/2024	201.55
424278828	SUMMITLA	Summit Law Group PLLC	05/09/2024	1,556.00
424278829	SUMMITLA	Summit Law Group PLLC	05/09/2024	39.50
424278830	BULGER	Bulger Safe & Lock, Inc.	05/09/2024	13.12
424278831	INNOVAC	Innovac Services LLC	05/09/2024	5,997.12
Total for 5/9/2024:				59,194.83
Report Total (77 checks):				59,194.83



# CITY OF LAKE FOREST PARK CITY COUNCIL AGENDA COVER SHEET

**Meeting Date** May 23, 2024

**Originating Department** Executive

**Contact Person** Phillip Hill, City Administrator  
Kim Adams Pratt, City Attorney

**Title** Ordinance 24-1291/Adopting a new Chapter 3.95, Acceptance of Donations, in the Lake Forest Park Municipal Code

### Legislative History

- First Presentation – April 11, 2024
- Second Presentation – May 23, 2024

### Attachments:

1. Ordinance 24-1291/Adopting a new chapter, 3.95 Acceptance of Donations, in the Lake Forest Park Municipal Code “Acceptance of Donations”

### Executive Summary

The mayor and council have expressed interest in adopting policies and procedures to allow for the city to receive donations. Local governments in Washington State are allowed to receive donations per RCW 35.21.100, which states.

Every city and town by ordinance may accept any money or property donated, devised, or bequeathed to it and carry out the terms of the donation, devise, or bequest, if within the powers granted by law. If no terms or conditions are attached to the donation, devise, or bequest, the city or town may expend or use it for any municipal purpose.

In the original draft ordinance, donors of real property or monetary donations greater than \$10,000 were prohibited from applying for permits under Titles 16 and 18 of the LFPMP for twelve months after the acceptance of their donation by the city. At the April meeting, council requested language allowing exceptions to this prohibition in emergency situations. That provision is included in this draft in section 3.95.050(H).

**Background**

Currently there is not a mechanism allowing the City of Lake Forest Park to accept donations. Over the past few years members of the public have desired to donate to the police department. To accept these donations, they have been made to an outside non-profit police foundation on behalf of the police department.

Adopting a policy by which the city can accept all forms of donations intended specifically to benefit the city will provide for an easy to understand and accessible process. The draft ordinance sets limitations on donations that may be accepted by the mayor or designee, those to be considered for acceptance by city council, and provides a general structure for assessing whether the proposed donation is consistent with city adopted plans and visions, and assessing costs associated with ownership, prioritization of city resources, and any terms or restrictions on the donation.

Allowed donations, including those support the city in a declared local emergency, and Prohibited Donations are outlined in the proposed ordinance.

**Fiscal & Policy Implications**

Fiscal implications would be considered as part of the proposed donation assessment, such as operations and maintenance associated with real property donations.

Section 2 directs the Finance Director to establish accounting procedures to carry out the terms of the chapter.

**Alternatives**

<i>Options</i>	<i>Results</i>
<ul style="list-style-type: none"> <li>Adopt policies and procedures allowing for donations to the city.</li> </ul>	<p>The administration will create the necessary forms and procedures to support donations to the city.</p>
<ul style="list-style-type: none"> <li>Do not adopt policies and procedures allowing for donations to the city.</li> </ul>	<p>Only donations to the police department will be allowed through the outside police foundation.</p>

**Staff Recommendation**

Discuss and provide the administration with requested changes/additions for consideration at a future council meeting.

**ORDINANCE NO. 24-1291**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, RELATING TO THE ACCEPTANCE OF DONATIONS BY THE CITY OF LAKE FOREST PARK; PROVIDING FOR OTHER MATTERS PROPERLY RELATING THERETO, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, the City of Lake Forest Park (the "City") is a non-charter code city, by virtue of the Constitution and laws of the State of Washington; and

**WHEREAS**, pursuant to Chapter 35A.11 RCW, the City Council may adopt and enforce ordinances of all kinds relating to and regulating its local or municipal affairs and appropriate to the good government of the City; and

**WHEREAS**, the City has been and may continue to be approached by private citizens, business groups, or other private organizations desiring to make donations to the City for public purposes; and

**WHEREAS**, the City Council desires to adopt this ordinance to establish the policies and procedures of the City to accept money or non-monetary donations, devises, or bequests.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, DO ORDAIN AS FOLLOWS:**

Section 1. ADOPTION. A new chapter 3.95 Lake Forest Park Municipal Code is created "Acceptance of Donations" as follows;

**3.95.010 Purpose.**

The purpose of this chapter is to establish policies and procedures for acceptance of donations by the City of Lake Forest Park. The City Council finds it prudent to adopt such policies and procedures to direct the administration in instances where an individual or entity wishes to make a donation to the City for public purposes.

**3.95.020 Definitions.**

The following definitions shall apply to this chapter:

"Conflict of Interest" means an action that, if taken by a City officer or employee, would violate a local, state, federal, or professional code of ethics applicable to that City officer or employee

"Donation" refers to any money or property, real or personal, donated, devised, or bequeathed, with or without restriction, to the City of Lake Forest Park. As used in this chapter, the term "donation" does not refer to any money or property, real or personal that may be reasonably classified as a grant.

"Donation Agreement" means the legal instrument, in a form approved by the City Attorney, that sets out the terms and conditions of the donation and is executed by the authorized representatives of the City and of the Donor.

"Financial Asset" means stocks, bonds, and assets readily convertible into Cash, such as a marketable security, a note, an account receivable, and cryptocurrency.

"Monetary Donation" means the official legal tender of a sovereign nation state, checks, and money orders.

"Personal Property" means any movable or intangible thing that is subject to ownership and is not Real Property. For the purposes of this Chapter, "Personal Property" does not include Monetary donation or Financial Assets.

"Real Property" means land, and anything growing on, attached to, or erected on it, excluding anything that may be easily severed without injury to the land.

### 3.95.30 Acceptance of Donations

A. Limitation on Acceptance of Donations. The City may accept and use donations only for purposes related to those powers granted to the City by law. All donations to the City that are accompanied by any contingency, term, or condition on the use by the City of such donation that is inconsistent with this chapter, contrary to law, or inconsistent with the policies, plans, goals, or any other ordinance of the City shall be declined by the City. Subject to this limitation, the following apply to the acceptance of donations:

1. Monetary Donations under \$10,000. The Mayor or designee is authorized to accept any monetary donation under \$10,000 to the City, and to abide by any terms or conditions of the donation. If no terms or conditions are attached to the donation the City may expend or use the same for any public purpose consistent with this chapter. Such donations shall be reported to the City Council at the first regular meeting following acceptance.

2. Monetary Donations of \$10,000 or Greater. Any monetary donation of \$10,000 or greater shall be approved by the City Council before acceptance. Upon such approval by the City Council, the Mayor or designee is authorized to accept such monetary donation to the City, and to abide by any terms or conditions of the donation. If no terms or conditions are attached to the donation the City may expend or use the same for any public purpose consistent with this chapter.

3. Personal Property Donations Directly Supporting City Events or Community Activities. The Mayor or designee is authorized to accept personal property donations that support specific city events and other community activities.

4. Other Personal Property Donations. The Mayor or designee will assess the utility to the City and value of personal property donations offered to the City (other than in subpart 3. Above).

a. If the estimated value of the donation is less than \$10,000, the Mayor or designee is authorized to accept such donations. Such donations shall be reported to the City Council at the first regular meeting following acceptance.

b. If the estimated value of the donation is \$10,000 or greater, the Mayor or designee is authorized to accept such donation upon approval by the City Council.

5. Real Property Donations. The Mayor or designee will evaluate the proposed donation for consistency with City adopted plans and visions, costs associated with ownership, prioritization of City resources, and any terms or restrictions on the donation. The donation shall be presented to the City Council for evaluation and a decision whether to accept the donation. If the donation is accepted by the City Council, the Mayor is authorized to execute all legal instruments necessary to effectuate acceptance of the donation and the transfer of the real property to the City.

B. The City shall not take possession of any Donation until it has been accepted and a Donation Agreement has been fully executed by the Donor and the City officer or employee authorized to accept the Donation.

**3.95.40 Emergencies.**

A. Where a proclamation of local emergency has been declared pursuant to Chapter 8.15 LFP MC, the Mayor is authorized to accept any donation that may reasonably aid the City in responding to the emergency.

B. The authority granted to the Mayor under this section shall expire when the proclamation of local emergency is lifted.

**3.95.050 Prohibited Donations.**

The City shall not accept Donations from following categories of donors or donations:

A. Candidates, as defined by RCW 42.17A.005;

B. Political Committees, as defined by RCW 42.17A.005;

C. An individual or entity with a pending application for a permit or approval by the City;

D. An individual or entity that has submitted a bid, proposal, or quote to the City and no decision to award a contract for the advertised work has been made;

E. An individual or entity that has a matter pending before the City's Hearing Examiner;

F. An individual or entity that is in active litigation with the City;

G. Where acceptance of the donation would constitute a conflict of interest; and

H. Donors of real property or monetary donations greater than \$10,000 are prohibited from applying for permits under Titles 16 and 18 of the LFPMC for twelve months after the acceptance of their donation by the city. The city council may grant an exception under the following circumstances:

1. Permits necessary to address emergent circumstances related to Tree Canopy Preservation and Enhancement per LMPMC 16.14.050.
2. Permits necessary to address emergent circumstances related to Environmentally Critical Areas per LFPMC 16.16.220.

**3.95.060 Procedure for Acceptance of Donation.**

A. All donations shall be offered in writing to the City and directed to the Mayor or designee. The City shall not take possession of any Donation until it has been accepted and a Donation Agreement has been fully executed by the Donor and the City officer or employee authorized to accept the Donation.

B. If a donation is not approved or accepted by the City, but the City is in receipt of same, the donation shall be immediately returned to the private citizen, business group, or private organization attempting to make such donation in a manner that properly documents the return of such donation by the City.

Section 2. ACCOUNTING PROCEDURES. The Finance Director is directed to establish accounting procedures as may be necessary to carry out the terms of this chapter, in accordance with all applicable laws of the State of Washington and requirements of the Office of the State Auditor.

Section 3. SEVERABILITY. Should any portion of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 4. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerk errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 5. EFFECTIVE DATE. This ordinance shall take effect five (5) days after passage and publication.

**APPROVED BY A MAJORITY** the Lake Forest Park City Council this XXth day of XXXX, 2024



APPROVED:

\_\_\_\_\_

Tom French  
Mayor

ATTEST/AUTHENTICATED:

\_\_\_\_\_

Matthew McLean  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_

Kim Adams Pratt  
City Attorney

Introduced:  
Adopted:  
Posted:  
Published:  
Effective:

DRAFT



# CITY OF LAKE FOREST PARK CITY COUNCIL AGENDA COVER SHEET

**Meeting Date** May 23, 2024

**Originating Department** Executive

**Contact Person** Phillip Hill, City Administrator

**Title** Resolution 24-1953/Authorizing the Administration to apply for Public Works Board financing for the 40<sup>th</sup> Place roundabout.

### Legislative History

- First Presentation – April 18, 2024, Budget and Finance Committee Meeting
- Second Presentation – May 9, 2024, Regular City Council Meeting
- Third Presentation – May 23, 2024 Regular City Council Meeting

### Attachments:

1. Resolution 24-1953 - authorizing the Administration to apply for Public Works Board financing for the 40<sup>th</sup> Place roundabout.

### Executive Summary

The public works department has been regularly updating the council about the budget shortfall related to 40<sup>th</sup> PL NE & Ballinger Way roundabout project. Due to inflation, cost escalation due to delays in schedule, the need for additional right-of-way acquisition, and changes to the project related to state and local code requirements, this project lacks the necessary funds to construct by roughly \$3M. It is anticipated that the Transportation Improvement Board (TIB) will approve up to \$1M in additional grant funds, leaving the city with a roughly \$2M funding gap. This resolution would authorize the administration to apply for financed funding to make up this difference through the Public Works Board.

### Background

[RCW 43.155](#) authorizes the Public Works Board to loan and grant money to counties, cities, and special purpose districts to repair, replace or create infrastructure. This is a competitive process, where 61 of 84 applicants in the last round were awarded funding.

Funding, if awarded, is provided at a very reasonable rate of 1.71% for a five (5) to ten (10) year term. As part of the 2023/2024 budget process, the city council increased the city's car tab fees by \$10 and began collecting a 0.1% sales tax that provide increased revenues to the city's Transportation Benefit District. The estimated increase in revenue was targeted at \$259,000 per year. Based on early, end of year projections, the city is on track to receive the estimated amount. The table below shows the calculated annual payments of financing \$2.0M at the stated rate of 1.71% for 10 years.

At the May 9, 2023, regular council meeting, the question was raised as to why the administration is not requesting approval to apply for the full \$3.0M funding shortfall. The calculated annual payments for \$2.5M would be \$272,161.54, exceeding new TBD revenues by \$13,161.54 per year and for \$3.0M would require an annual payment of \$326,593.85, exceeding new TBD revenues by \$67,593.85 per year. It is at council's discretion to authorize the administration to apply for more than the requested amount, but that decision would reduce the amount available each year for street and multi-modal improvements.

PWB Loan	\$	2,000,000.00
Term (months)		120
Rate		1.71%
Monthly		\$18,144.10
Annual		\$217,729.23
Increased TBD Budget (estimated)	\$	259,000.00

Fiscal Year 2025 All PWB Traditional Funding Programs – Interest Rates			
<b>Award Limits:</b>	Construction applicants can request up to \$10 million per project. Pre-construction and Emergency applicants can request up to \$1 million per project. The total funding received from all programs combined cannot exceed \$10 million per jurisdiction per biennium.		
<b>Funding Type</b>	<b>Non-distressed</b>	<b>Distressed</b>	<b>Severely Distressed</b>
Loan Term: 5 years or less <i>(Pre-construction)</i>	0.86%	0.68%	0.43%
Loan Term: >5 to 20 years* <i>(Construction and Emergency)</i>	1.71%	1.38%	0.86%
<b>Local Match Funding:</b>	NONE		
<b>Loan Fee:</b>	NONE		
*The loan term cannot exceed the life of the asset being financed.			

Application deadline and award date.

- Summer 2024: Review of applications received as of June 28, 2024, with an anticipated award date of August 2, 2024.

Senior Project Manager Silvia and the city's engineering consultant have begun working on the application materials to meet the June 28, 2024, submittal date. Should the city council approve Resolution 24-1953, the administration will apply to the Public Works Board in the amount of \$2,000,000 and request a 10-year term. Loan repayments are due the June 1<sup>st</sup> following the first withdrawal of funds, consisting of interest only for the first payment. Subsequent payments consist of

principal and interest remaining for the term of the loan. The final payment shall be on or before the term of the loan to bring the balance to zero.

If the administration is approved to apply for this funding source, and awarded, council has asked what approach the administration will take should bids come in higher than the engineer's estimate. The Public Works Board does maintain a funding dependent budget that can provide up to \$500,000 to cover costs specific to bid cost overruns. There is also a small reserve in the cities Transportation Benefit District that could be considered.

**Fiscal & Policy Implications**

If the city was awarded financing from the Public Works Board for the roundabout, it would commit roughly \$218,000 per year of the city's transportation benefit district revenues to debt service which can be serviced by the increased revenues, of approximately \$259,000, to this fund adopted by the city council as part of the 2023/2024 biennial budget.

**Alternatives**

<i>Options</i>	<i>Results</i>
<ul style="list-style-type: none"> <li>Approve Resolution 24-1953 authorizing the administration to apply for \$2M in funding from the Public Works Board for the 40<sup>th</sup> PL NE &amp; Ballinger Way roundabout</li> </ul>	<p>If awarded the loan from the Public Works Board, and granted additional funding from the Transportation Improvement Board, the project would begin construction in 2025</p>
<ul style="list-style-type: none"> <li>Do not approve Resolution 24-1953 authorizing the administration to apply for \$2M in funding from the Public Works Board for the 40<sup>th</sup> PL NE &amp; Ballinger Way roundabout</li> </ul>	<p>The roundabout project would likely not move forward, as the administration has effectively exhausted all opportunities for additional outside grants</p>

**Staff Recommendation**

Approve Resolution 24-1953 - Authorizing the Administration to apply for Public Works Board financing for the 40<sup>th</sup> Place roundabout.

**RESOLUTION NO. 24-1953**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, AUTHORIZING APPLICATION TO THE WASHINGTON STATE PUBLIC WORKS BOARD FOR A LOAN TO CONSTRUCT THE CITY’S 40TH PLACE NORTHEAST AND BALLINGER WAY ROUNDABOUT PROJECT.**

**WHEREAS**, the City of Lake Forest Park is in the process of planning, designing, and then constructing the 40th Place Northeast and Ballinger Way roundabout project (the Project) needed to address curves, non-standard intersections, blind driveways, and inadequate multimodal facilities along this area of the SR104 corridor; and

**WHEREAS**, Washington State’s Public Works Board is authorized by chapter 43.155 RCW to provide loans and grant money to cities to repair, replace, or create infrastructure including roads and streets; and

**WHEREAS**, the City anticipates a roughly \$2M funding gap for the Project, and City Administration is proposing application to the Public Works Board for a loan in the amount of \$2,000,000 for a 10-year term at an interest rate of 1.7%; and

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of Lake Forest Park, as follows:

Section 1. AUTHORIZE APPLICATION. The City Council hereby authorizes the Mayor to execute all necessary application materials for the City to apply for a loan from the Public Work’s Board at substantially the following terms for the City’s 40th Place Northeast and Ballinger Way roundabout Project: \$2,000,000 for a ten (10) year period at an interest rate of 1.7%.

Section 2. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener’s/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

**PASSED BY A MAJORITY VOTE** of the members of the Lake Forest Park City Council this 23rd day of May, 2024.

APPROVED:

\_\_\_\_\_  
Thomas French  
Mayor

ATTEST/AUTHENTICATED:

---

Matt McLean  
City Clerk

FILED WITH THE CITY CLERK:  
PASSED BY THE CITY COUNCIL:  
RESOLUTION NO.:

Original estimate.

August 2019 - \$3,248,300  
 December 2021 - \$5,043,309

Where we are today in design.

Currently in 100% design phase, having completed 90% design in March.

Expenditure by fund source (city/grant/loan).

Funding Sources							
TIB		WSDOT		City Transp. Capital Fund		LFP Water District	
LTD	EAC	LTD	EAC	LTD	EAC	LTD	EAC
\$535,210	\$2,945,396	\$139,800	\$650,000	\$18,636	\$600,000	\$0	\$155,905

Abbreviations

LTD Life To Date (amount spent)  
 EAC Estimate At Completion (amount spent)

Current total cost of the project.

\$7,024,540  
 \$4,351,301 currently available

Assumptions – escalation factors – estimate compared to what may be seen in the marketplace.

The 90% EE was based on eight bid tabulations for similar projects bid in Q4 2023 and should reflect recent construction cost escalation. Moving forward, TSI advised me that they are using 2% as an inflation rate in long-range estimates based on national CPI and NHCCI trends. In the estimates via the CIP dashboard, we have inflated TSI’s 90% estimate by 4% as a (hopefully) conservative forecast of 2025 construction pricing.

Amount in contingency @ 90%.

\$457,238

Break out cost increases – wall code; tree code; concrete increases.

## 40<sup>th</sup> Place NE/SR-104 Roundabout Update

Increased cost resulting from new right of way tree code is negligible.

\$500,000 increase in wall costs is a mix of additional wall area to reduce property acquisition and new fascia requirements. 62% of the increase is fascia related.

\$100,000 concrete escalation.

What have we will have spent up to November 1, 2024.

\$1,622,685 – inclusive of all design and ROW costs





# CITY OF LAKE FOREST PARK CITY COUNCIL AGENDA COVER SHEET

**Meeting Date** May 23, 2024

**Originating Department** Executive

**Contact Person** Mayor French  
Phillip Hill, City Administrator  
Kim Adams Pratt, City Attorney

**Title** Ordinance 24-1293/Amending Chapter 10.06, Traffic Safety Cameras of the Lake Forest Park Municipal Code related to fines for Traffic Safety Camera infractions

### Legislative History

- First Presentation – April 22, 2024, City Council Committee of the Whole Meeting
- Second Presentation – May 16, 2024, Budget and Finance Committee Meeting
- Third Presentation/Action – May 23, 2024, City Council Regular Meeting

### Attachments:

1. Ordinance 24-1293 - Amending LFPMC 10.06.010 and 10.06.050
2. House Bill 2384
3. 2023 Safety Camera Program Analysis
4. 2024 NE 178<sup>th</sup> St. Traffic Safety Camera Analysis

### Executive Summary

In the 2024 Legislative Session, House Bill 2384 passed both chambers to become law effective June 6, 2024. With the new law, the new maximum fine for a traffic camera infraction is set at \$145.00 and allows for that fine to be doubled for a school speed zone infraction.

At the April 22, 2024, City Council Committee of the Whole meeting, Mayor French presented a proposal to amend the city’s municipal code to raise the fine for traffic camera infractions from \$136.00 to \$145.00 and to \$290.00 for repeat offenses in school zones and for any offense in excess of 11 miles per hour over the posted school zone speed limit. Draft Ordinance 24-1293, reflecting those proposed changes, is attached.

**Background**

Traffic volumes on the city’s collector roads are continuing to increase with the region's growth, and with the new light-rail lines in Shoreline and Mountlake Terrace opening in the Fall of 2024, this trend will likely continue. As an example, NE 178th Street's annual traffic increased 23% in 2023 to 1.6 million vehicles, resulting in a 12%-14% increase in traffic safety camera citations.

The table below is from the city’s recent speed analysis conducted by Transpogroup, which identified 7,903 citations in 2023 in this one school zone. While just over 90% of these violations are one-time offenders, nearly 10% (757) of the citations are repeat offenders. The rationale behind the sliding fee scale is to impress upon repeat offenders the city’s desire to improve pedestrian safety in school zones.

**Table 3. School Speed Camera Citations Records by Time of the Day**

Time Period	% of Total Citations	Average Number of School Zone Citations per Hour per Day <sup>1</sup>	Average Number of School Zone Citations per Hour per Year
7-7:59 AM	8%	4	607
8-8:59 AM	18%	8	1,460
9-9:59 AM	14%	6	1,092
10-10:59 AM	-	-	-
11-11:59 AM	2%	1	132
12-12:59 PM	1%	-	72
1-1:59 PM	4%	2	301
2-2:59 PM	15%	6	1,147
3-3:59 PM	24%	11	1,925
4-4:59 PM	15%	6	1,167
<b>TOTAL</b>	<b>100%</b>	<b>44</b>	<b>7,903</b>

NOTE: 2023 data for both directions  
1. Represents the ratio of the average daily citations recorded by time of the day.

While less detailed analysis has been conducted for the Lake Forest Park Elementary school zone, violations increased from 7,256 in 2022, resulting in 5,442 citations, to 7,997 in 2023, resulting in 6,076 citations. That’s a 10.21% increase in violations and an 11.65% increase in citations.

**Fiscal & Policy Implications**

While traffic citation revenue will increase marginally with the base increase of \$9.00 per citation, revenue from repeat offenses and excessive speeds is unknown, as the intended outcome is to drastically reduce offenses in those two categories.

**Alternatives**

<i>Options</i>	<i>Results</i>
<ul style="list-style-type: none"> <li>Approve Ordinance 24-1293/Amending LFPMC 10.06.010 and 10.06.050</li> </ul>	<p>A new fine structure for automated traffic safety cameras will be authorized effective June 7, 2024.</p>

- Do not approve Ordinance 24-1293 Amending LFP MC 10.06.010 and 10.06.050

The fine structure automated traffic safety cameras will not change.

**Staff Recommendation**

Approve Ordinance 24-1293/Amending LFP MC 10.06.010 and 10.06.050, increasing the base monetary penalty for Automated traffic safety camera citations from \$136.00 to \$145.00 and adding a base monetary penalty of \$290.00 for repeat offenses in school speed zones and a base monetary penalty of \$290.00 for any offense more than 11 miles per hour over the posted school zone speed limit.

**ORDINANCE NO. 24-1293**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, AMENDING CHAPTER 10.06 AUTOMATIC TRAFFIC SAFETY CAMERAS, OF THE LAKE FOREST PARK MUNICIPAL CODE; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.**

---

**WHEREAS**, the City of Lake Forest Park is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington, and has the authority to regulate the use of City streets pursuant to RCW 35A.11.020; and

**WHEREAS**, the City has seen double digit increases in traffic safety infractions in school speed zones enforced with traffic safety cameras; and

**WHEREAS**, Engrossed Substitute House Bill 2384 takes effect on June 6, 2024, and allows fines in an amount not to exceed \$145 for infractions generated through the use of an automated traffic safety camera, and for fines to be doubled to \$290 for school speed zone infractions generated through the use of an automated traffic safety camera; and

**WHEREAS**, the City Council has determined it is in the interest of public safety and the welfare to establish greater fines as allowed by state statute.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. AMENDMENT.** Lake Forest Park Municipal Code (“LFPMC”), 10.06.010, Automated traffic safety cameras – Detection of violations – Restrictions, is amended as set forth in the attached and incorporated Exhibit A to this Ordinance.

**Section 2. AMENDMENT.** LFPMC 10.06.050, Fine, is amended as set forth in the attached and incorporated Exhibit A to this Ordinance.

**Section 3. SEVERABILITY.** Should any portion of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

**Section 4. CORRECTIONS.** The City Clerk is authorized to make necessary corrections to this ordinance including, but not limited to, the correction of

scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

**Section 5. EFFECTIVE DATE.** This ordinance shall take effect June 7, 2024, which is more than five (5) days after passage and publication.

**APPROVED BY A MAJORITY** the Lake Forest Park City Council this XXX day of XXX, 2024.

APPROVED:

\_\_\_\_\_

Thomas French  
Mayor

ATTEST/AUTHENTICATED:

\_\_\_\_\_

Matthew McLean  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_

Kim Adams Pratt  
City Attorney

- Introduced:
- Adopted:
- Posted:
- Published:
- Effective:

**EXHIBIT A**

**10.06.010 Automated traffic safety cameras – Detection of violations – Restrictions.**

...

D. “Automated traffic safety camera” means a device that uses a vehicle sensor installed to work in conjunction with an intersection traffic control system or a speed measuring device, and a camera synchronized to automatically record one or more sequenced photographs, microphotographs or electronic images of the front or rear of a motor vehicle at the time the ~~whenever a~~ vehicle fails to stop when facing a steady red traffic control signal, or exceeds a speed limit ~~to a school speed zone~~ as detected by a speed measuring device.

**10.06.50 Fine.**

- A. The fine for an infraction detected under authority of this chapter shall be a base monetary penalty of ~~\$136~~ 145.00; ~~and provided further, that whenever, in the future, the state of Washington increases the fine imposed under this chapter, by legislation or court rule, the city’s fine shall be increased to a like amount upon the effective date of such legislation or court rule.~~
- B. Provided that the fine for an infraction detected under authority of this chapter for school speed zone cameras shall be as follows:
  - 1. a base monetary penalty of \$145.00 for the first offense, unless B.3 applies;
  - 2. a base monetary penalty of \$290 for repeat offenses; and
  - 3. a base monetary penalty of \$290 for any offense in excess of 11 miles per hour over the posted school zone speed limit.
- C. The base monetary fine for all infractions shall automatically be adjusted for inflation every five years, beginning January 1, 2029, based on the changes in the consumer price index as calculated by State Office of Financial Management for that time period.

CERTIFICATION OF ENROLLMENT  
ENGROSSED SUBSTITUTE HOUSE BILL 2384

68th Legislature  
2024 Regular Session

Passed by the House March 5, 2024  
Yeas 55 Nays 38

\_\_\_\_\_  
**Speaker of the House of  
Representatives**

Passed by the Senate February 29,  
2024  
Yeas 26 Nays 23

\_\_\_\_\_  
**President of the Senate**  
Approved

\_\_\_\_\_  
**Governor of the State of Washington**

CERTIFICATE

I, Bernard Dean, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE HOUSE BILL 2384** as passed by the House of Representatives and the Senate on the dates hereon set forth.

\_\_\_\_\_  
**Chief Clerk**

FILED

**Secretary of State  
State of Washington**

ENGROSSED SUBSTITUTE HOUSE BILL 2384

AS AMENDED BY THE SENATE

Passed Legislature - 2024 Regular Session

State of Washington 68th Legislature 2024 Regular Session

By House Transportation (originally sponsored by Representatives Donaghy, Fitzgibbon, Walen, and Pollet)

READ FIRST TIME 02/05/24.

1 AN ACT Relating to automated traffic safety cameras; amending RCW
2 46.16A.120, 46.63.030, 46.63.180, 46.63.075, and 46.68.480; adding
3 new sections to chapter 46.63 RCW; and repealing RCW 46.63.170.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. Sec. 1. A new section is added to chapter 46.63
6 RCW to read as follows:

7 The definitions in this section apply throughout this section and
8 sections 2 through 6 of this act unless the context clearly requires
9 otherwise.

10 (1) "Automated traffic safety camera" means a device that uses a
11 vehicle sensor installed to work in conjunction with an intersection
12 traffic control system, a railroad grade crossing control system, or
13 a speed measuring device, and a camera synchronized to automatically
14 record one or more sequenced photographs, microphotographs, or
15 electronic images of the front or rear of a motor vehicle at the time
16 the vehicle fails to stop when facing a steady red traffic control
17 signal or an activated railroad grade crossing control signal, or
18 exceeds a speed limit as detected by a speed measuring device.
19 "Automated traffic safety camera" also includes a device used to
20 detect stopping at intersection or crosswalk violations; stopping
21 when traffic obstructed violations; public transportation only lane



1 violations; stopping or traveling in restricted lane violati  
2 public transportation bus stop zone violations detected by a public  
3 transportation vehicle-mounted system.

4 (2) "Hospital speed zone" means the marked area within hospital  
5 property and extending 300 feet from the border of the hospital  
6 property (a) consistent with hospital use; and (b) where signs are  
7 posted to indicate the location is within a hospital speed zone,  
8 where "hospital" has the same meaning as in RCW 70.41.020.

9 (3) "Public park speed zone" means the marked area within public  
10 park property and extending 300 feet from the border of the public  
11 park property (a) consistent with active park use; and (b) where  
12 signs are posted to indicate the location is within a public park  
13 speed zone.

14 (4) "Public transportation vehicle" means any motor vehicle,  
15 streetcar, train, trolley vehicle, ferry boat, or any other device,  
16 vessel, or vehicle that is owned or operated by a transit authority  
17 or an entity providing service on behalf of a transit authority that  
18 is used for the purpose of carrying passengers and that operates on  
19 established routes. "Transit authority" has the same meaning as  
20 provided in RCW 9.91.025.

21 (5) "Roadway work zone" means an area of any city roadway,  
22 including state highways that are also classified as city streets  
23 under chapter 47.24 RCW, or county road as defined in RCW 46.04.150,  
24 with construction, maintenance, or utility work with a duration of 30  
25 calendar days or more. A roadway work zone is identified by the  
26 placement of temporary traffic control devices that may include  
27 signs, channelizing devices, barriers, pavement markings, and/or work  
28 vehicles with warning lights. A roadway work zone extends from the  
29 first warning sign or high intensity rotating, flashing, oscillating,  
30 or strobe lights on a vehicle to the end road work sign or the last  
31 temporary traffic control device or vehicle.

32 (6) "School speed zone" has the same meaning as described in RCW  
33 46.61.440 (1) and (2).

34 (7) "School walk zone" means a roadway identified under RCW  
35 28A.160.160 or roadways within a one-mile radius of a school that  
36 students use to travel to school by foot, bicycle, or other means of  
37 active transportation.

38 NEW SECTION. **Sec. 2.** A new section is added to chapter 46.63  
39 RCW to read as follows:

1 (1) Nothing in this section prohibits a law enforcement  
2 from issuing a notice of traffic infraction to a person in control of  
3 a vehicle at the time a violation occurs under RCW 46.63.030(1) (a),  
4 (b), or (c).

5 (2) Any city or county may authorize the use of automated traffic  
6 safety cameras and must adopt an ordinance authorizing such use  
7 through its local legislative authority.

8 (3) The local legislative authority must prepare an analysis of  
9 the locations within the jurisdiction where automated traffic safety  
10 cameras are proposed to be located before adding traffic safety  
11 cameras to a new location or relocating any existing camera to a new  
12 location within the jurisdiction. The analysis must include equity  
13 considerations including the impact of the camera placement on  
14 livability, accessibility, economics, education, and environmental  
15 health when identifying where to locate an automated traffic safety  
16 camera. The analysis must also show a demonstrated need for traffic  
17 cameras based on one or more of the following in the vicinity of the  
18 proposed camera location: Travel by vulnerable road users, evidence  
19 of vehicles speeding, rates of collision, reports showing near  
20 collisions, and anticipated or actual ineffectiveness or  
21 infeasibility of other mitigation measures.

22 (4) Automated traffic safety cameras may not be used on an on-  
23 ramp to a limited access facility as defined in RCW 47.52.010.

24 (5) A city may use automated traffic safety cameras to enforce  
25 traffic ordinances in this section on state highways that are also  
26 classified as city streets under chapter 47.24 RCW. A city government  
27 must notify the department of transportation when it installs an  
28 automated traffic safety camera to enforce traffic ordinances as  
29 authorized in this subsection.

30 (6) (a) At a minimum, a local ordinance adopted pursuant to this  
31 section must contain the restrictions described in this section and  
32 provisions for public notice and signage. Cities and counties must  
33 also post such restrictions and other automated traffic safety camera  
34 policies on the city's or county's website. Cities and counties using  
35 automated traffic safety cameras before July 24, 2005, are subject to  
36 the restrictions described in this section, but are not required to  
37 adopt an authorizing ordinance.

38 (b) (i) Cities and counties using automated traffic safety cameras  
39 must post an annual report on the city's or county's website of the  
40 number of traffic crashes that occurred at each location where a

1 automated traffic safety camera is located, as well as the n  
2 notices of infraction issued for each camera. Beginning January 1,  
3 2026, the annual report must include the percentage of revenues  
4 received from fines issued from automated traffic safety camera  
5 infractions that were used to pay for the costs of the automated  
6 traffic safety camera program and must describe the uses of revenues  
7 that exceeded the costs of operation and administration of the  
8 automated traffic safety camera program by the city or county.

9 (ii) The Washington traffic safety commission must provide an  
10 annual report to the transportation committees of the legislature,  
11 and post the report to its website for public access, beginning July  
12 1, 2026, that includes aggregated information on the use of automated  
13 traffic safety cameras in the state that includes an assessment of  
14 the impact of their use, information required in city and county  
15 annual reports under (b)(i) of this subsection, and information on  
16 the number of automated traffic safety cameras in use by type and  
17 location, with an analysis of camera placement in the context of area  
18 demographics and household incomes. To the extent practicable, the  
19 commission must also provide in its annual report the number of  
20 traffic accidents, speeding violations, single vehicle accidents,  
21 pedestrian accidents, and driving under the influence violations that  
22 occurred at each location where an automated traffic safety camera is  
23 located in the five years before each camera's authorization and  
24 after each camera's authorization. Cities and counties using  
25 automated traffic safety cameras must provide the commission with the  
26 data it requests for the report required under this subsection in a  
27 form and manner specified by the commission.

28 (7) All locations where an automated traffic safety camera is  
29 used on roadways or intersections must be clearly marked by placing  
30 signs at least 30 days prior to activation of the camera in locations  
31 that clearly indicate to a driver either that: (a) The driver is  
32 within an area where automated traffic safety cameras are authorized;  
33 or (b) the driver is entering an area where violations are enforced  
34 by an automated traffic safety camera. The signs must be readily  
35 visible to a driver approaching an automated traffic safety camera.  
36 Signs placed in automated traffic safety camera locations after June  
37 7, 2012, must follow the specifications and guidelines under the  
38 manual of uniform traffic control devices for streets and highways as  
39 adopted by the department of transportation under chapter 47.36 RCW.  
40 All public transportation vehicles utilizing a vehicle-mounted system

1 must post a sign on the rear of the vehicle indicating to  
2 that the vehicle is equipped with an automated traffic safety camera  
3 to enforce bus stop zone violations.

4 (8) Automated traffic safety cameras may only record images of  
5 the vehicle and vehicle license plate and only while an infraction is  
6 occurring. The image must not reveal the face of the driver or of  
7 passengers in the vehicle. The primary purpose of camera placement is  
8 to record images of the vehicle and vehicle license plate when an  
9 infraction is occurring. Cities and counties must consider installing  
10 automated traffic safety cameras in a manner that minimizes the  
11 impact of camera flash on drivers.

12 (9) A notice of infraction must be mailed to the registered owner  
13 of the vehicle within 14 days of the violation, or to the renter of a  
14 vehicle within 14 days of establishing the renter's name and address  
15 under subsection (17) of this section. The notice of infraction must  
16 include with it a certificate or facsimile thereof, based upon  
17 inspection of photographs, microphotographs, or electronic images  
18 produced by an automated traffic safety camera, stating the facts  
19 supporting the notice of infraction. This certificate or facsimile is  
20 prima facie evidence of the facts contained in it and is admissible  
21 in a proceeding charging a violation under this chapter. The  
22 photographs, microphotographs, or electronic images evidencing the  
23 violation must be available for inspection and admission into  
24 evidence in a proceeding to adjudicate the liability for the  
25 infraction. A person receiving a notice of infraction based on  
26 evidence detected by an automated traffic safety camera may respond  
27 to the notice by mail.

28 (10) The registered owner of a vehicle is responsible for an  
29 infraction under RCW 46.63.030(1)(d) unless the registered owner  
30 overcomes the presumption in RCW 46.63.075, or, in the case of a  
31 rental car business, satisfies the conditions under subsection (17)  
32 of this section. If appropriate under the circumstances, a renter  
33 identified under subsection (17)(a) of this section is responsible  
34 for an infraction.

35 (11) Notwithstanding any other provision of law, all photographs,  
36 microphotographs, or electronic images, or any other personally  
37 identifying data prepared under this section are for the exclusive  
38 use of authorized city or county employees, as specified in RCW  
39 46.63.030(1)(d), in the discharge of duties under this section and  
40 are not open to the public and may not be used in a court in

1 pending action or proceeding unless the action or proceeding  
2 to a violation under this section. No photograph, microphotograph, or  
3 electronic image, or any other personally identifying data may be  
4 used for any purpose other than enforcement of violations under this  
5 section nor retained longer than necessary to enforce this section.  
6 Transit authorities must provide to the appropriate local  
7 jurisdiction that has authorized traffic safety camera use under  
8 section 6(2) of this act any images or evidence collected  
9 establishing that a violation of stopping, standing, or parking in a  
10 bus stop zone has occurred for infraction processing purposes  
11 consistent with this section.

12 (12) If a county or city has established an automated traffic  
13 safety camera program as authorized under this section, the  
14 compensation paid to the manufacturer or vendor of the equipment used  
15 must be based only upon the value of the equipment and services  
16 provided or rendered in support of the system and may not be based  
17 upon a portion of the fine or civil penalty imposed or the revenue  
18 generated by the equipment. If the contract between the city or  
19 county and manufacturer or vendor of the equipment does not provide  
20 for performance or quality control measures regarding camera images,  
21 the city or county must perform a performance audit of the  
22 manufacturer or vendor of the equipment every three years to review  
23 and ensure that images produced from automated traffic safety cameras  
24 are sufficient for evidentiary purposes as described in subsection  
25 (9) of this section.

26 (13) (a) Except as provided in (d) of this subsection, a county or  
27 a city may only use revenue generated by an automated traffic safety  
28 camera program as authorized under this section for:

29 (i) Traffic safety activities related to construction and  
30 preservation projects and maintenance and operations purposes  
31 including, but not limited to, projects designed to implement the  
32 complete streets approach as defined in RCW 47.04.010, changes in  
33 physical infrastructure to reduce speeds through road design, and  
34 changes to improve safety for active transportation users, including  
35 improvements to access and safety for road users with mobility,  
36 sight, or other disabilities; and

37 (ii) The cost to administer, install, operate, and maintain the  
38 automated traffic safety cameras, including the cost of processing  
39 infractions.

40 (b) Except as provided in (d) of this subsection:

1 (i) The automated traffic safety camera program revenue u  
2 county or city with a population of 10,000 or more for purposes  
3 described in (a)(i) of this subsection must include the use of  
4 revenue in census tracts of the city or county that have household  
5 incomes in the lowest quartile determined by the most currently  
6 available census data and areas that experience rates of injury  
7 crashes that are above average for the city or county. Funding  
8 contributed from traffic safety program revenue must be, at a  
9 minimum, proportionate to the share of the population of the county  
10 or city who are residents of these low-income communities and  
11 communities experiencing high injury crash rates. This share must be  
12 directed to investments that provide direct and meaningful traffic  
13 safety benefits to these communities. Revenue used to administer,  
14 install, operate, and maintain automated traffic safety cameras,  
15 including the cost of processing infractions, are excluded from  
16 determination of the proportionate share of revenues under this  
17 subsection (13)(b); and

18 (ii) The automated traffic safety camera program revenue used by  
19 a city or county with a population under 10,000 for traffic safety  
20 activities under (a)(i) of this subsection must be informed by the  
21 department of health's environmental health disparities map.

22 (c) Except as provided in (d) of this subsection, beginning four  
23 years after an automated traffic safety camera authorized under this  
24 section is initially placed and in use after the effective date of  
25 this section, 25 percent of the noninterest money received for  
26 infractions issued by such cameras in excess of the cost to  
27 administer, install, operate, and maintain the cameras, including the  
28 cost of processing infractions, must be deposited into the Cooper  
29 Jones active transportation safety account created in RCW 46.68.480.

30 (d)(i)(A) Jurisdictions with an automated traffic safety camera  
31 program in effect before January 1, 2024, may continue to allocate  
32 revenue generated from automated traffic safety cameras authorized  
33 under sections 3 and 5(2)(c) of this act as determined by the  
34 jurisdiction, as well as for the purposes established in (a) through  
35 (c) of this subsection, by:

36 (I) Up to a 10 percent increase in the number of traffic safety  
37 camera locations authorized to detect violations for automated  
38 traffic safety cameras authorized under section 3 of this act; and

1 (II) Up to a 10 percent increase in the number of traffi  
2 camera locations authorized to detect violations for automated  
3 traffic safety cameras authorized under section 5(2)(c) of this act.

4 (B)(I) Any automated traffic safety camera program in effect  
5 before January 1, 2024, with fewer than 10 traffic safety camera  
6 locations for automated traffic safety cameras authorized under  
7 section 3 of this act, which adds automated traffic safety cameras to  
8 one additional location for the use of cameras authorized under  
9 section 3 of this act, may continue to allocate revenue generated  
10 from automated traffic safety cameras authorized under section 3 of  
11 this act as determined by the jurisdiction, as well as for the  
12 purposes established in (a) through (c) of this subsection.

13 (II) Any automated traffic safety camera program in effect before  
14 January 1, 2024, with fewer than 10 traffic safety camera locations  
15 for automated traffic safety cameras authorized under section 5(2)(c)  
16 of this act as of January 1, 2024, which adds automated traffic  
17 safety cameras to one additional location for the use of cameras  
18 authorized under section 5(2)(c) of this act, may continue to  
19 allocate revenue generated from automated traffic safety cameras  
20 authorized under section 5(2)(c) of this act as determined by the  
21 jurisdiction, as well as for the purposes established in (a) through  
22 (c) of this subsection.

23 (C) For the purposes of this subsection (13)(d)(i), a location  
24 is:

25 (I) An intersection for automated traffic safety cameras  
26 authorized under section 3 of this act where cameras authorized under  
27 section 3 of this act are in use; and

28 (II) A school speed zone for automated traffic safety cameras  
29 authorized under section 5(2)(c) of this act where cameras authorized  
30 under section 5(2)(c) of this act are in use.

31 (ii) The revenue distribution requirements under (a) through  
32 (d)(i) of this subsection do not apply to automated traffic safety  
33 camera programs in effect before January 1, 2024, for which an  
34 ordinance in effect as of January 1, 2024, directs the manner in  
35 which revenue generated from automated traffic safety cameras  
36 authorized under section 3 or 5(2)(c) of this act must be used.

37 (14) A county or city may adopt the use of an online ability-to-  
38 pay calculator to process and grant requests for reduced fines or  
39 reduced civil penalties for automated traffic safety camera  
40 violations.

1 (15) Except as provided in this subsection, registered o  
 2 vehicles who receive notices of infraction for automated traffic  
 3 safety camera-enforced infractions and are recipients of public  
 4 assistance under Title 74 RCW or participants in the Washington  
 5 women, infants, and children program, and who request reduced  
 6 penalties for infractions detected through the use of automated  
 7 traffic safety camera violations, must be granted reduced penalty  
 8 amounts of 50 percent of what would otherwise be assessed for a first  
 9 automated traffic safety camera violation and for subsequent  
 10 automated traffic safety camera violations issued within 21 days of  
 11 issuance of the first automated traffic safety camera violation.  
 12 Eligibility for medicaid under RCW 74.09.510 is not a qualifying  
 13 criterion under this subsection. Registered owners of vehicles who  
 14 receive notices of infraction must be provided with information on  
 15 their eligibility and the opportunity to apply for a reduction in  
 16 penalty amounts through the mail or internet.

17 (16) Infractions detected through the use of automated traffic  
 18 safety cameras are not part of the registered owner's driving record  
 19 under RCW 46.52.101 and 46.52.120. Additionally, infractions  
 20 generated by the use of automated traffic safety cameras under this  
 21 section must be processed in the same manner as parking infractions,  
 22 including for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120,  
 23 and 46.20.270(2). The amount of the fine issued for an infraction  
 24 generated through the use of an automated traffic safety camera may  
 25 not exceed \$145, as adjusted for inflation by the office of financial  
 26 management every five years, beginning January 1, 2029, based upon  
 27 changes in the consumer price index during that time period, but may  
 28 be doubled for a school speed zone infraction generated through the  
 29 use of an automated traffic safety camera.

30 (17) If the registered owner of the vehicle is a rental car  
 31 business, the issuing agency must, before a notice of infraction  
 32 being issued under this section, provide a written notice to the  
 33 rental car business that a notice of infraction may be issued to the  
 34 rental car business if the rental car business does not, within 18  
 35 days of receiving the written notice, provide to the issuing agency  
 36 by return mail:

37 (a) A statement under oath stating the name and known mailing  
 38 address of the individual driving or renting the vehicle when the  
 39 infraction occurred; or



1 (b) A statement under oath that the business is un  
2 determine who was driving or renting the vehicle at the time the  
3 infraction occurred because the vehicle was stolen at the time of the  
4 infraction. A statement provided under this subsection must be  
5 accompanied by a copy of a filed police report regarding the vehicle  
6 theft; or

7 (c) In lieu of identifying the vehicle operator, the rental car  
8 business may pay the applicable penalty. Timely mailing of this  
9 statement to the issuing agency relieves a rental car business of any  
10 liability under this chapter for the notice of infraction.

11 NEW SECTION. **Sec. 3.** A new section is added to chapter 46.63  
12 RCW to read as follows:

13 (1) Automated traffic safety cameras may be used to detect  
14 stoplight violations, subject to section 2 of this act.

15 (2) Automated traffic safety cameras used to detect stoplight  
16 violations are restricted to intersections of two or more arterials  
17 with traffic control signals that have yellow change interval  
18 durations in accordance with RCW 47.36.022, which interval durations  
19 may not be reduced after placement of the camera.

20 NEW SECTION. **Sec. 4.** A new section is added to chapter 46.63  
21 RCW to read as follows:

22 (1) Automated traffic safety cameras may be used to detect  
23 railroad grade crossing violations, subject to section 2 of this act.

24 (2) Automated traffic safety cameras at railroad grade crossings  
25 may be used only to detect instances when a vehicle fails to stop  
26 when facing an activated railroad grade crossing control signal.

27 NEW SECTION. **Sec. 5.** A new section is added to chapter 46.63  
28 RCW to read as follows:

29 (1) Automated traffic safety cameras may be used to detect speed  
30 violations, subject to section 2 of this act.

31 (2) Automated traffic safety cameras may be used to detect speed  
32 violations within the following locations:

- 33 (a) Hospital speed zones;
- 34 (b) Public park speed zones;
- 35 (c) School speed zones;
- 36 (d) School walk zones;

1 (e) Roadway work zones, except that a notice of infrac  
2 only be issued if an automated traffic safety camera captures a speed  
3 violation when workers are present; and

4 (f) State highways within city limits that are classified as city  
5 streets under chapter 47.24 RCW.

6 (3) In addition to the automated traffic safety cameras that may  
7 be authorized for specified zones or roads in subsection (2) of this  
8 section, the local legislative authority may authorize the use of one  
9 additional automated traffic safety camera per 10,000 population to  
10 detect speed violations in locations deemed by the local legislative  
11 authority to experience higher crash risks due to excessive vehicle  
12 speeds. For automated traffic safety cameras authorized to detect  
13 speed violations as part of a pilot program prior to the effective  
14 date of this section, the location must be deemed by a local  
15 legislative authority to have experienced higher crash risks due to  
16 excessive vehicle speeds prior to installation of the automated  
17 traffic safety camera.

18 (4) Notices of infraction for automated traffic safety camera-  
19 detected speed violations may not be issued to the registered vehicle  
20 owner of:

21 (a) A marked fire engine equipped with emergency lights and  
22 siren; or

23 (b) An ambulance licensed by the department of health and  
24 equipped with emergency lights and siren.

25 NEW SECTION. **Sec. 6.** A new section is added to chapter 46.63  
26 RCW to read as follows:

27 (1)(a) Subject to section 2 of this act and as limited in this  
28 subsection, automated traffic safety cameras may be used in cities  
29 with populations of more than 500,000 residents to detect one or more  
30 of the following violations:

- 31 (i) Stopping when traffic obstructed violations;
- 32 (ii) Stopping at intersection or crosswalk violations;
- 33 (iii) Public transportation only lane violations; or
- 34 (iv) Stopping or traveling in restricted lane violations.

35 (b) Use of automated traffic safety cameras as authorized in this  
36 subsection (1) is restricted to the following locations only:  
37 Intersections as described in section 3(2) of this act; railroad  
38 grade crossings; school speed zones; school walk zones; public park  
39 speed zones; hospital speed zones; and midblock on arterials. The us

1 of such automated traffic safety cameras is further limited  
2 following:

3 (i) The portion of state and local roadways in downtown areas of  
4 the city used for office and commercial activities, as well as retail  
5 shopping and support services, and that may include mixed residential  
6 uses;

7 (ii) The portion of state and local roadways in areas in the city  
8 within one-half mile north of the boundary of the area described in  
9 (b)(i) of this subsection;

10 (iii) Portions of roadway systems in the city that travel into  
11 and out of (b)(ii) of this subsection that are designated by the  
12 Washington state department of transportation as noninterstate  
13 freeways for up to four miles; and

14 (iv) Portions of roadway systems in the city connected to the  
15 portions of the noninterstate freeways identified in (b)(iii) of this  
16 subsection that are designated by the Washington state department of  
17 transportation as arterial roadways for up to one mile from the  
18 intersection of the arterial roadway and the noninterstate freeway.

19 (2) Subject to section 2 of this act, automated traffic safety  
20 cameras may also be used in cities with a bus rapid transit corridor  
21 or routes to detect public transportation only lane violations.

22 (3) Subject to section 2 of this act, automated traffic safety  
23 cameras that are part of a public transportation vehicle-mounted  
24 system may be used by a transit authority within a county with a  
25 population of more than 1,500,000 residents to detect stopping,  
26 standing, or parking in bus stop zone violations if authorized by the  
27 local legislative authority with jurisdiction over the transit  
28 authority.

29 (4) Subject to section 2 of this act, and in consultation with  
30 the department of transportation, automated traffic safety cameras  
31 may be used to detect ferry queue violations under RCW 46.61.735.

32 (5) A transit authority may not take disciplinary action  
33 regarding a warning or infraction issued pursuant to subsections (1)  
34 through (3) of this section against an employee who was operating a  
35 public transportation vehicle at the time the violation that was the  
36 basis of the warning or infraction was detected.

37 **Sec. 7.** RCW 46.16A.120 and 2012 c 83 s 5 are each amended to  
38 read as follows:

1 (1) Each court and government agency located in this state  
2 jurisdiction over standing, stopping, and parking violations, the use  
3 of a photo toll system under RCW 46.63.160, the use of automated  
4 traffic safety cameras under ((RCW 46.63.170)) sections 2 through 6  
5 of this act, and the use of automated school bus safety cameras under  
6 RCW 46.63.180 may forward to the department any outstanding:

- 7 (a) Standing, stopping, and parking violations;
- 8 (b) Civil penalties for toll nonpayment detected through the use  
9 of photo toll systems issued under RCW 46.63.160;
- 10 (c) Automated traffic safety camera infractions issued under RCW  
11 46.63.030(1)(d); and
- 12 (d) Automated school bus safety camera infractions issued under  
13 RCW 46.63.030(1)(e).

14 (2) Violations, civil penalties, and infractions described in  
15 subsection (1) of this section must be reported to the department in  
16 the manner described in RCW 46.20.270(3).

17 (3) The department shall:

18 (a) Record the violations, civil penalties, and infractions on  
19 the matching vehicle records; and

20 (b) Send notice approximately ((one hundred twenty)) 120 days in  
21 advance of the current vehicle registration expiration date to the  
22 registered owner listing the dates and jurisdictions in which the  
23 violations, civil penalties, and infractions occurred, the amounts of  
24 unpaid fines and penalties, and the surcharge to be collected. Only  
25 those violations, civil penalties, and infractions received by the  
26 department ((one hundred twenty)) 120 days or more before the current  
27 vehicle registration expiration date will be included in the notice.  
28 Violations, civil penalties, and infractions received by the  
29 department later than ((one hundred twenty)) 120 days before the  
30 current vehicle registration expiration date that are not satisfied  
31 will be delayed until the next vehicle registration expiration date.

32 (4) The department, county auditor or other agent, or subagent  
33 appointed by the director shall not renew a vehicle registration if  
34 there are any outstanding standing, stopping, and parking violations,  
35 and other civil penalties issued under RCW 46.63.160 for the vehicle  
36 unless:

37 (a) The outstanding standing, stopping, or parking violations and  
38 civil penalties were received by the department within ((one hundred  
39 twenty)) 120 days before the current vehicle registration expiration;

40 (b) There is a change in registered ownership; or

1 (c) The registered owner presents proof of payment  
2 violation, civil penalty, and infraction provided in this section and  
3 the registered owner pays the surcharge required under RCW 46.17.030.

4 (5) The department shall:

5 (a) Forward a change in registered ownership information to the  
6 court or government agency who reported the outstanding violations,  
7 civil penalties, or infractions; and

8 (b) Remove the outstanding violations, civil penalties, and  
9 infractions from the vehicle record.

10 **Sec. 8.** RCW 46.63.030 and 2023 c 17 s 1 are each amended to read  
11 as follows:

12 (1) A law enforcement officer has the authority to issue a notice  
13 of traffic infraction:

14 (a) When the infraction is committed in the officer's presence,  
15 except as provided in RCW 46.09.485;

16 (b) When the officer is acting upon the request of a law  
17 enforcement officer in whose presence the traffic infraction was  
18 committed;

19 (c) If an officer investigating at the scene of a motor vehicle  
20 accident has reasonable cause to believe that the driver of a motor  
21 vehicle involved in the accident has committed a traffic infraction;

22 (d) When the infraction is detected through the use of an  
23 automated traffic safety camera under ((RCW 46.63.170)) sections 2  
24 through 6 of this act. A trained and authorized civilian employee of  
25 a general authority Washington law enforcement agency, as defined in  
26 RCW 10.93.020, or an employee of a local public works or  
27 transportation department performing under the supervision of a  
28 qualified traffic engineer and as designated by a city or county, has  
29 the authority to review infractions detected through the use of an  
30 automated traffic safety camera under sections 2 through 6 of this  
31 act and to issue notices of infraction consistent with section 2(9)  
32 of this act. These employees must be sufficiently trained and  
33 certified in reviewing infractions and issuing notices of infraction  
34 by qualified peace officers or by traffic engineers employed in the  
35 jurisdiction's public works or transportation department. Nothing in  
36 this subsection impairs decision and effects collective bargaining  
37 rights under chapter 41.56 RCW;

38 (e) When the infraction is detected through the use of an  
39 automated school bus safety camera under RCW 46.63.180. A trained and

1 authorized civilian employee of a general authority Washington  
2 enforcement agency, as defined in RCW 10.93.020, or an employee of a  
3 local public works or transportation department performing under the  
4 supervision of a qualified traffic engineer and as designated by a  
5 city or county, has the authority to review infractions detected  
6 through the use of an automated school bus safety camera under RCW  
7 46.63.180 and to issue notices of infraction consistent with RCW  
8 46.63.180(1)(b). These employees must be sufficiently trained and  
9 certified in reviewing infractions and issuing notices of infraction  
10 by qualified peace officers or by traffic engineers employed in the  
11 jurisdiction's public works or transportation department. Nothing in  
12 this subsection impairs decision and effects collective bargaining  
13 rights under chapter 41.56 RCW; or

14 (f) When the infraction is detected through the use of a speed  
15 safety camera system under RCW 46.63.200.

16 (2) A court may issue a notice of traffic infraction upon receipt  
17 of a written statement of the officer that there is reasonable cause  
18 to believe that an infraction was committed.

19 (3) If any motor vehicle without a driver is found parked,  
20 standing, or stopped in violation of this title or an equivalent  
21 administrative regulation or local law, ordinance, regulation, or  
22 resolution, the officer finding the vehicle shall take its  
23 registration number and may take any other information displayed on  
24 the vehicle which may identify its user, and shall conspicuously  
25 affix to the vehicle a notice of traffic infraction.

26 (4) In the case of failure to redeem an abandoned vehicle under  
27 RCW 46.55.120, upon receiving a complaint by a registered tow truck  
28 operator that has incurred costs in removing, storing, and disposing  
29 of an abandoned vehicle, an officer of the law enforcement agency  
30 responsible for directing the removal of the vehicle shall send a  
31 notice of infraction by certified mail to the last known address of  
32 the person responsible under RCW 46.55.105. The notice must be  
33 entitled "Littering—Abandoned Vehicle" and give notice of the  
34 monetary penalty. The officer shall append to the notice of  
35 infraction, on a form prescribed by the department of licensing, a  
36 notice indicating the amount of costs incurred as a result of  
37 removing, storing, and disposing of the abandoned vehicle, less any  
38 amount realized at auction, and a statement that monetary penalties  
39 for the infraction will not be considered as having been paid until  
40 the monetary penalty payable under this chapter has been paid and the

1 court is satisfied that the person has made restitution in th  
2 of the deficiency remaining after disposal of the vehicle.

3 **Sec. 9.** RCW 46.63.180 and 2013 c 306 s 716 are each amended to  
4 read as follows:

5 (1) School districts may install and operate automated school bus  
6 safety cameras on school buses to be used for the detection of  
7 violations of RCW 46.61.370(1) if the use of the cameras is approved  
8 by a vote of the school district board of directors. School districts  
9 are not required to take school buses out of service if the buses are  
10 not equipped with automated school bus safety cameras or functional  
11 automated safety cameras. Further, school districts shall be held  
12 harmless from and not liable for any criminal or civil liability  
13 arising under the provisions of this section.

14 (a) Automated school bus safety cameras may only take pictures of  
15 the vehicle and vehicle license plate and only while an infraction is  
16 occurring. The picture must not reveal the face of the driver or of  
17 passengers in the vehicle.

18 (b) A notice of infraction must be mailed to the registered owner  
19 of the vehicle within (~~fourteen~~) 14 days of the violation, or to  
20 the renter of a vehicle within (~~fourteen~~) 14 days of establishing  
21 the renter's name and address under subsection (2)(a)(i) of this  
22 section. The (~~law enforcement officer issuing the~~) notice of  
23 infraction (~~shall~~) must also include a certificate or facsimile of  
24 the notice, based upon inspection of photographs, microphotographs,  
25 or electronic images produced by an automated school bus safety  
26 camera, stating the facts supporting the notice of infraction. This  
27 certificate or facsimile is prima facie evidence of the facts  
28 contained in it and is admissible in a proceeding charging a  
29 violation under this chapter. The photographs, microphotographs, or  
30 electronic images evidencing the violation must be available for  
31 inspection and admission into evidence in a proceeding to adjudicate  
32 the liability for the infraction. A person receiving a notice of  
33 infraction based on evidence detected by an automated school bus  
34 safety camera may respond to the notice by mail.

35 (c) The registered owner of a vehicle is responsible for an  
36 infraction under RCW 46.63.030(1)(e) unless the registered owner  
37 overcomes the presumption in RCW 46.63.075, or, in the case of a  
38 rental car business, satisfies the conditions under subsection (2) of  
39 this section. If appropriate under the circumstances, a renter

1 identified under subsection (2)(a)(i) of this section is res  
2 for an infraction.

3 (d) Notwithstanding any other provision of law, all photographs,  
4 microphotographs, or electronic images prepared under this section  
5 are for the exclusive use of (~~law enforcement~~) authorized city or  
6 county employees, as specified in RCW 46.63.030(1)(e), in the  
7 discharge of duties under this section and are not open to the public  
8 and may not be used in a court in a pending action or proceeding  
9 unless the action or proceeding relates to a violation under this  
10 section. No photograph, microphotograph, or electronic image may be  
11 used for any purpose other than enforcement of violations under this  
12 section nor retained longer than necessary to enforce this section.

13 (e) If a school district installs and operates an automated  
14 school bus safety camera under this section, the compensation paid to  
15 the manufacturer or vendor of the equipment used must be based only  
16 upon the value of the equipment and services provided or rendered in  
17 support of the system, and may not be based upon a portion of the  
18 fine or civil penalty imposed or the revenue generated by the  
19 equipment. Further, any repair, replacement, or administrative work  
20 costs related to installing or repairing automated school bus safety  
21 cameras must be solely paid for by the manufacturer or vendor of the  
22 cameras. Before entering into a contract with the manufacturer or  
23 vendor of the equipment used under this subsection (1)(e), the school  
24 district must follow the competitive bid process as outlined in RCW  
25 28A.335.190(1).

26 (f) Any revenue collected from infractions detected through the  
27 use of automated school bus safety cameras, less the administration  
28 and operating costs of the cameras, must be remitted to school  
29 districts for school zone safety projects as determined by the school  
30 district using the automated school bus safety cameras. The  
31 administration and operating costs of the cameras includes infraction  
32 enforcement and processing costs that are incurred by local law  
33 enforcement or local courts. During the 2013-2015 fiscal biennium,  
34 the infraction revenue may also be used for school bus safety  
35 projects by those school districts eligible to apply for funding from  
36 the school zone safety account appropriation in section 201, chapter  
37 306, Laws of 2013.

38 (2)(a) If the registered owner of the vehicle is a rental car  
39 business, the (~~law enforcement~~) issuing agency shall, before a  
40 notice of infraction is issued under this section, provide a written



1 notice to the rental car business that a notice of infraction  
2 issued to the rental car business if the rental car business does  
3 not, within (~~eighteen~~) 18 days of receiving the written notice,  
4 provide to the issuing agency by return mail:

5 (i) A statement under oath stating the name and known mailing  
6 address of the individual driving or renting the vehicle when the  
7 infraction occurred;

8 (ii) A statement under oath that the business is unable to  
9 determine who was driving or renting the vehicle at the time the  
10 infraction occurred because the vehicle was stolen at the time of the  
11 infraction. A statement provided under this subsection (2)(a)(ii)  
12 must be accompanied by a copy of a filed police report regarding the  
13 vehicle theft; or

14 (iii) In lieu of identifying the vehicle operator, the rental car  
15 business may pay the applicable penalty.

16 (b) Timely mailing of a statement under this subsection to the  
17 issuing (~~law enforcement~~) agency relieves a rental car business of  
18 any liability under this chapter for the notice of infraction.

19 (3) For purposes of this section, "automated school bus safety  
20 camera" means a device that is affixed to a school bus that is  
21 synchronized to automatically record one or more sequenced  
22 photographs, microphotographs, or electronic images of the rear of a  
23 vehicle at the time the vehicle is detected for an infraction  
24 identified in RCW 46.61.370(1).

25 **Sec. 10.** RCW 46.63.075 and 2023 c 17 s 2 are each amended to  
26 read as follows:

27 (1) In a traffic infraction case involving an infraction detected  
28 through the use of an automated traffic safety camera under (~~RCW~~  
29 ~~46.63.170~~) sections 2 through 6 of this act, detected through the  
30 use of a speed safety camera system under RCW 46.63.200, or detected  
31 through the use of an automated school bus safety camera under RCW  
32 46.63.180, proof that the particular vehicle described in the notice  
33 of traffic infraction was in violation of any such provision of  
34 sections 2 through 6 of this act or RCW (~~46.63.170~~) 46.63.200(~~7~~)  
35 and 46.63.180, together with proof that the person named in the  
36 notice of traffic infraction was at the time of the violation the  
37 registered owner of the vehicle, constitutes in evidence a prima  
38 facie presumption that the registered owner of the vehicle was the

1 person in control of the vehicle at the point where, and for  
2 during which, the violation occurred.

3 (2) This presumption may be overcome only if the registered owner  
4 states, under oath, in a written statement to the court or in  
5 testimony before the court that the vehicle involved was, at the  
6 time, stolen or in the care, custody, or control of some person other  
7 than the registered owner.

8 **Sec. 11.** RCW 46.68.480 and 2023 c 431 s 8 are each amended to  
9 read as follows:

10 The Cooper Jones active transportation safety account is created  
11 in the state treasury. All receipts from penalties collected under  
12 ((RCW 46.63.170)) section 2(13)(c) of this act and funds designated  
13 by the legislature shall be deposited into the account. Expenditures  
14 from the account may be used only to fund grant projects or programs  
15 for bicycle, pedestrian, and nonmotorist safety improvement  
16 administered by the Washington traffic safety commission. By December  
17 1, 2024, and every two years thereafter, the commission shall report  
18 to the transportation committees of the legislature regarding the  
19 activities funded from the account. The account is subject to  
20 allotment procedures under chapter 43.88 RCW. Moneys in the account  
21 may be spent only after appropriation.

22 NEW SECTION. **Sec. 12.** RCW 46.63.170 (Automated traffic safety  
23 cameras—Definition) and 2022 c 182 s 424, 2022 c 182 s 423, 2020 c  
24 224 s 1, 2015 3rd sp.s. c 44 s 406, 2015 1st sp.s. c 10 s 702, & 2013  
25 c 306 s 711 are each repealed.

--- END ---

# Lake Forest Park, WA

## Safety Camera Program Analysis

### 2023



SUBMITTED BY VERRA MOBILITY

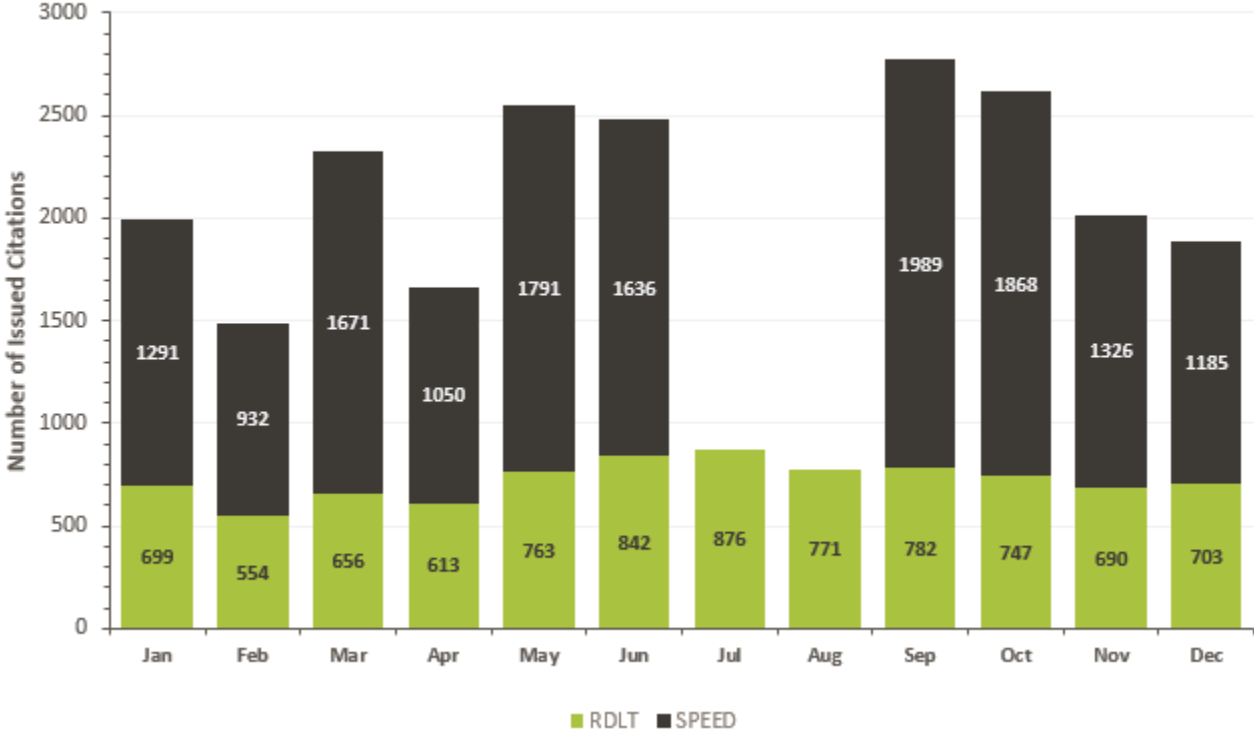


Trend:

Lake Forest Park, WA - Red Light 2023 Issued Citations by Program Month													
Month:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Issued Citations (Red Light)	700	555	657	614	764	843	877	772	783	748	691	704	8,708
Active Days Capturing Events	31	28	31	30	31	30	31	31	30	31	30	31	365
Average Citations Per Active Day	22.6	19.8	21.2	20.5	24.6	28.1	28.3	24.9	26.1	24.1	23.0	22.7	23.9
Average Citations Per Site Per Active Day	3.37	2.94	3.08	3.04	3.54	4.46	4.04	3.59	4.08	3.82	3.42	3.37	3.56

Lake Forest Park, WA - Speed 2023 Issued Citations by Program Month													
Month:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Issued Citations (Speed)	1,292	933	1,672	1,051	1,792	1,637			1,990	1,869	1,327	1,186	14,749
Active Days Capturing Events	18	14	22	17	22	13			10	23	18	15	172
Average Citations Per Active Day	71.8	66.6	76.0	61.8	81.5	125.9			199.0	81.3	73.7	79.1	85.8
Average Citations Per Site Per Active Day	10.25	10.14	11.45	8.91	11.71	18.19			99.50	15.32	10.62	11.86	13.51

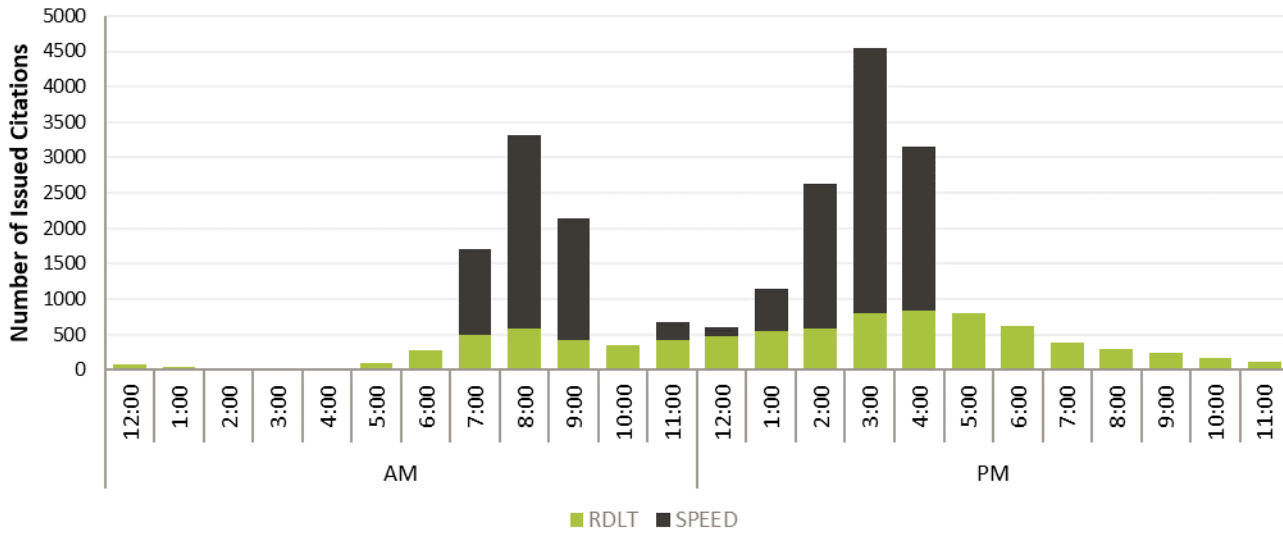
Lake Forest Park, WA - Safety Camera Program  
2023 Total Issued Citations by Month



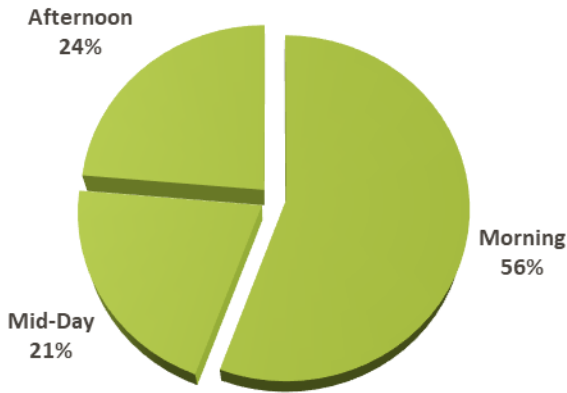
**Time:**

**Lake Forest Park, WA - Safety Camera Program**

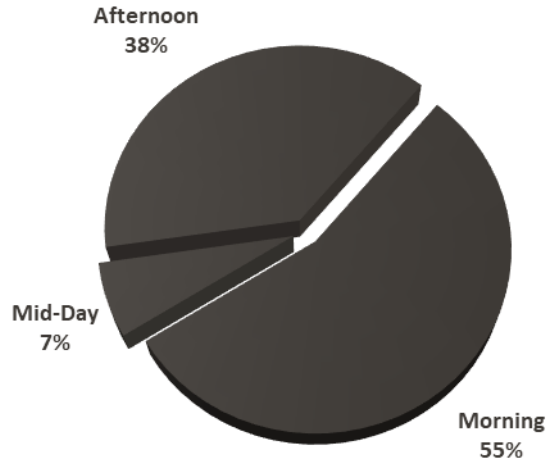
Issued Citations by Hour of the Day



**Lake Forest Park, WA**  
Red Light Citations by Time Period



**Lake Forest Park, WA**  
Speed Citations by Time Period

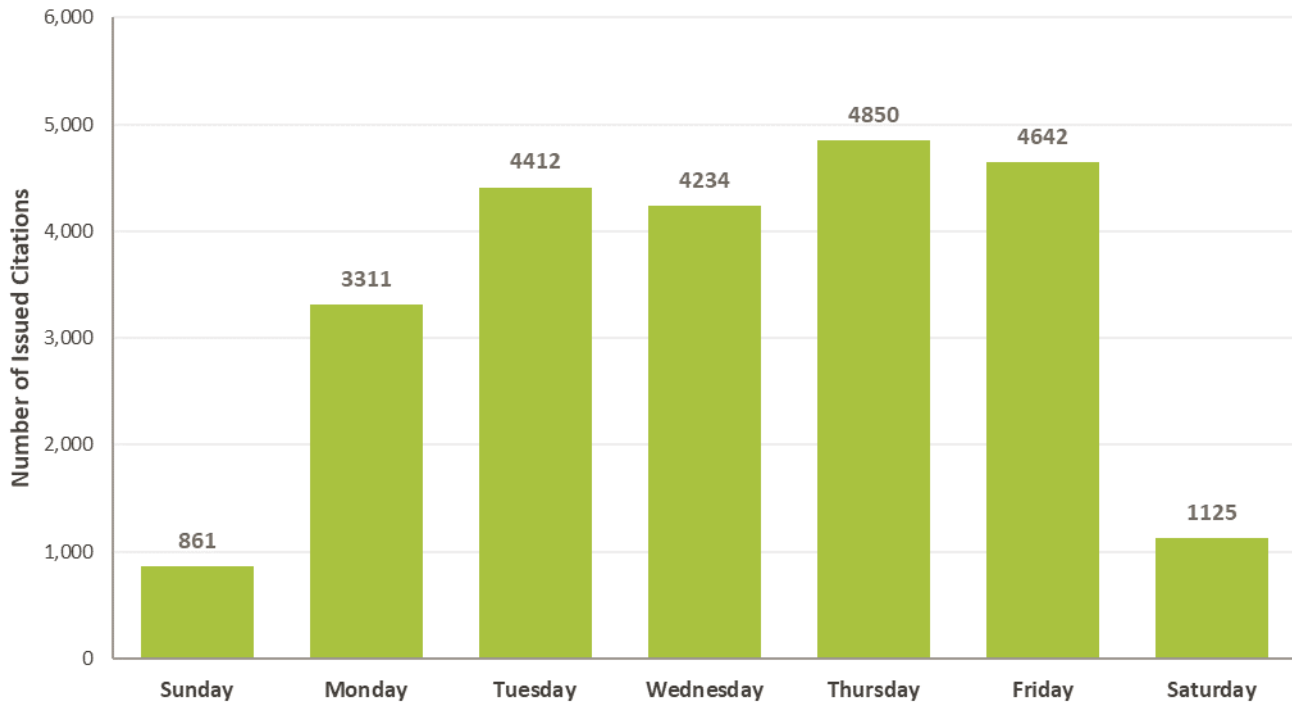


**Weekday:**

Day of the Week	Issued Citations	Number of Active Days	Issued Citations Per Active Day	%
Sunday	861	52	16.6	4%
Monday	3,311	52	63.7	14%
Tuesday	4,412	53	83.2	19%
Wednesday	4,234	52	81.4	18%
Thursday	4,850	52	93.3	21%
Friday	4,642	52	89.3	20%
Saturday	1,125	52	21.6	5%

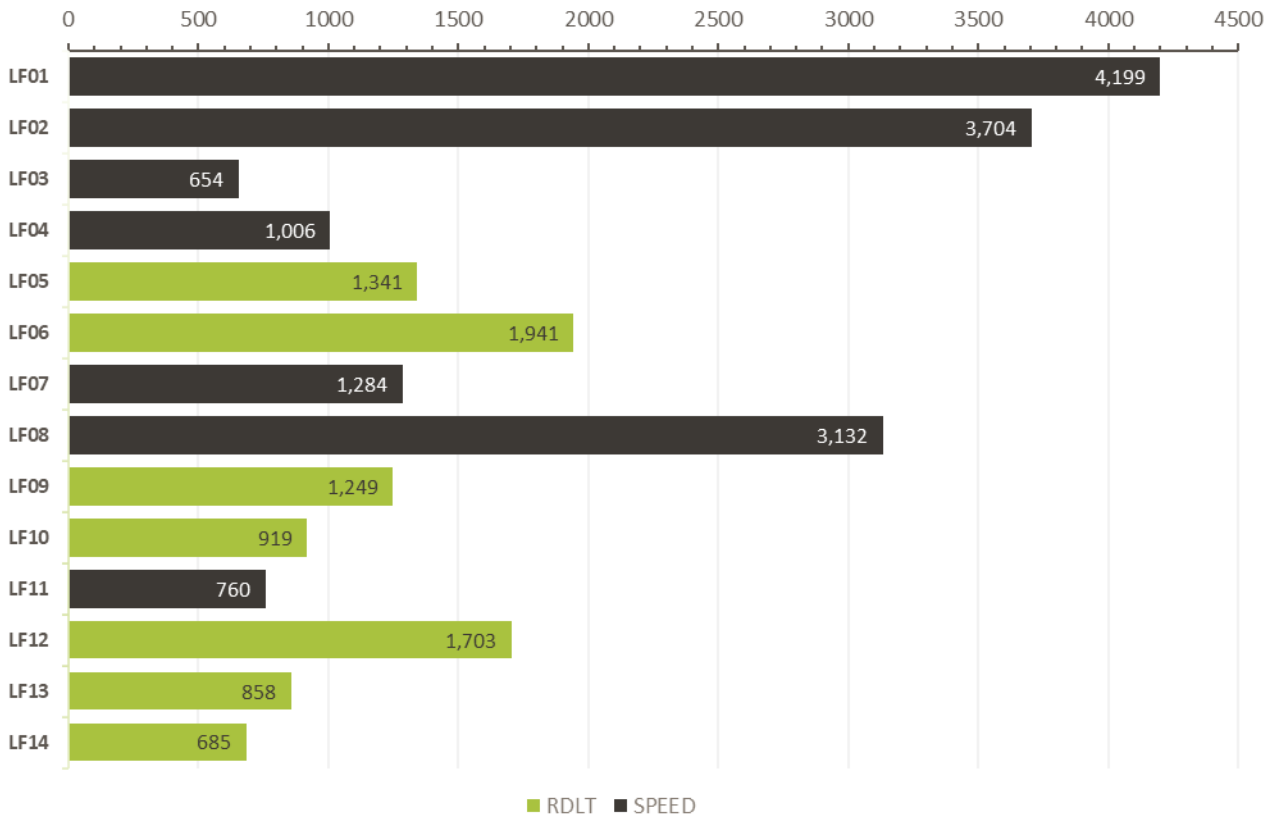
**Lake Forest Park, WA - Safety Camera Program**

Issued Citations by Day of the Week



**By Location:**

**Lake Forest Park, WA - Safety Camera Program**  
2023 Total Issued Citations by Location



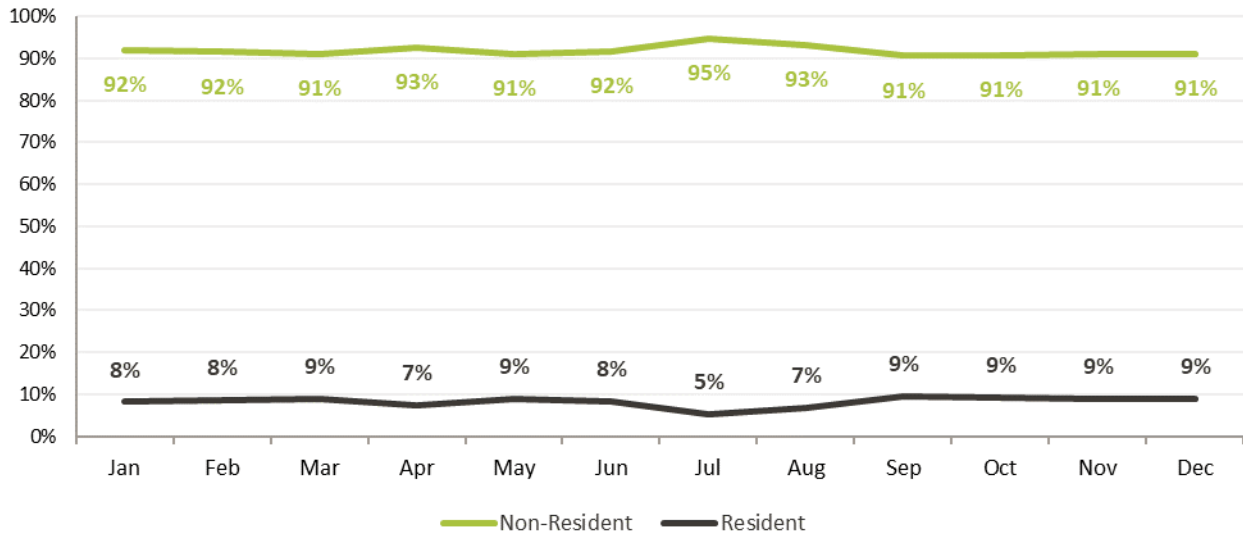
**Legend:**

- ▣ LF01  
WB NE 178TH ST @ 37TH AVE NE
- ▣ LF02  
EB NE 178TH ST @ 37TH AVE NE
- ▣ LF03  
NB 35TH AVE NE @ NE 187TH ST
- ▣ LF04  
SB 35TH AVE NE @ NE 187TH ST
- ▣ LF05  
NB BOTHELL WAY NE @ NE 165TH ST
- ▣ LF06  
SB BOTHELL WAY NE @ NE 165TH ST
- ▣ LF07  
NB 40TH PL NE @ 185TH ST
- ▣ LF08  
SB 40TH PL NE @ 185TH ST
- ▣ LF09  
NB BOTHELL WAY NE/ SR 522 @ NE 170TH ST
- ▣ LF10  
SB BOTHELL WAY NE/ SR 522 @ NE 170TH ST
- ▣ LF11  
NB 37TH AVE NE @ BROOKSIDE ELEMENTARY SCHOOL
- ▣ LF12  
NB BOTHELL WAY NE/ SR 522 @ BALLINGER WAY NE/ SR 104
- ▣ LF13  
SB BOTHELL WAY NE/ SR 522 @ BALLINGER WAY NE/ SR 104
- ▣ LF14  
EB BALLINGER WAY NE/ SR 104 @ BOTHELL WAY NE/ SR 522

**Residency:**

**Lake Forest Park, WA - Safety Camera Program**

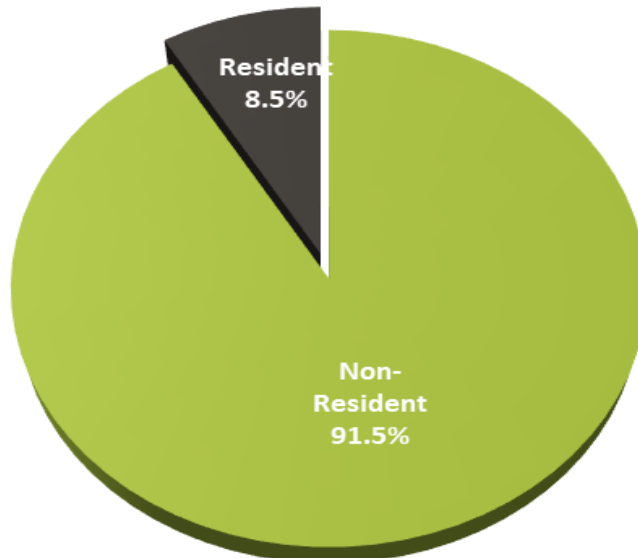
Issued Monthly Citations by Violator City of Residence



Top 5 Cities by Residency of Violators		Top 5 Zip Codes by Residency of Violators	
City Name	Percent of Total Citations	Zip Code	Percent of Total Citations
SEATTLE, WA	17.1%	98155	14.7%
SHORELINE, WA	9.4%	98028	5.3%
LAKE FOREST PARK, WA	8.5%	98125	4.7%
BOTHELL, WA	7.2%	98133	3.8%
KENMORE, WA	5.7%	98034	3.5%

**Lake Forest Park, WA - Safety Camera Program**

Citations by Violator City of Residence





**Violator Speed:**

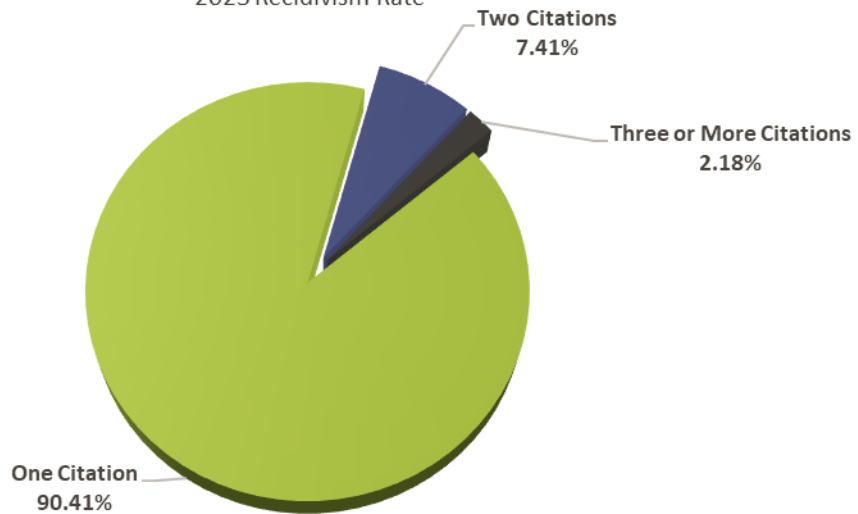
Citations by Speed (MPH)																									
26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	50	51	56
2,953	2,466	2,015	1,663	1,327	1,098	905	696	499	359	243	182	133	63	50	32	23	11	8	7	1	1	1	1	1	1

Citations by Speed Bucket		
Speed Bucket	Total Citations	Percent
26-30 MPH	10,424	71%
31 + MPH	4,315	29%

**Recidivism:**

**Lake Forest Park, WA - Safety Camera Program**

2023 Recidivism Rate



## MEMORANDUM

<b>Date:</b>	April 17, 2024	<b>TG:</b>	1.18166.21
<b>To:</b>	Jeffrey Perrigo, PE – City of Lake Forest Park		
<b>From:</b>	Jon Pascal, PE- Transpo Group Bahar Azin - Transpo Group		
<b>Subject:</b>	Extending Operational Hours of the NE 178th Street Traffic Safety Cameras		

The City of Lake Forest Park is proposing to modify the existing school zone traffic safety cameras located along the NE 178th Street corridor to monitor vehicle speeds throughout the day. Such a change would allow the cameras to be activated 24 hours a day and 7 days a week to monitor the 25 mph corridor speed limit, while also continuing to monitor the 20 mph school zone speed limit during the morning and afternoons when Brookside Elementary School is in session. The City has requested a speed and safety analysis to provide an understanding of the existing conditions along NE 178th Street from 25th Avenue NE (western city limits) to State Route 104. This memorandum provides a summary of existing vehicle speeds, traffic volumes, crashes, and citations issued by the existing school zone traffic safety cameras and will be used as a basis for monitoring safety performance along the corridor.

### State Law on Automated Traffic Safety Cameras

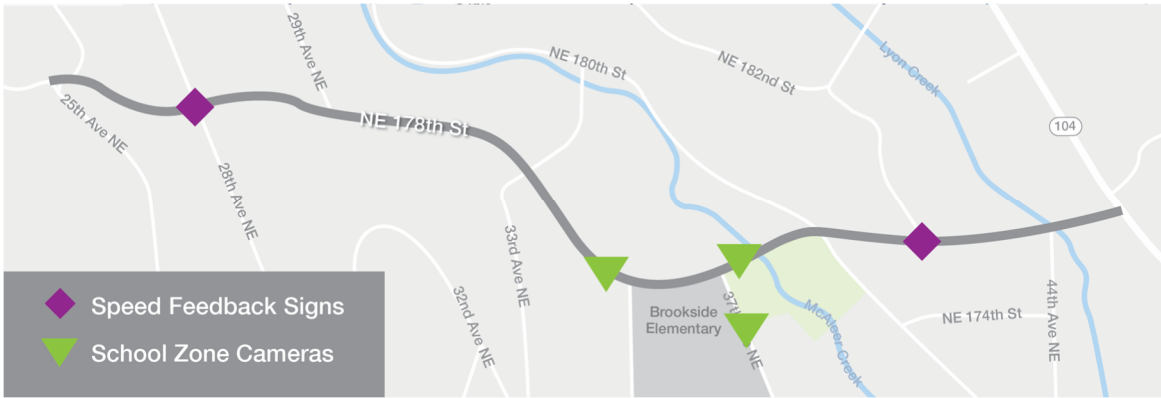
State law allows for additional “at-large” automated traffic safety cameras to detect speed violations based on specific population thresholds. The cameras can only be placed in locations that comply with one of the following:

- A. The location has been identified as a priority location in a local road safety plan that a city has submitted to the Washington state department of transportation and where other speed reduction measures are not feasible or have not been sufficiently effective at reducing travel speed;
- B. The location has a significantly higher rate of collisions than the city average in a period of at least three years prior to installation and other speed reduction measures are not feasible or have not been sufficiently effective at reducing travel speed; or
- C. The location is in an area within the city limits designated by local ordinance as a zone subject to specified restrictions and penalties on racing and race attendance.

The City of Lake Forest Park has designated NE 178th Street from 25th Avenue NE to State Route 104 as a “no racing zone” through adoption of Ordinance 23-1284 and codified in LFPMC 9.35.050. Such a designation allows Lake Forest Park to install “at-large” automated traffic safety cameras along the corridor to monitor vehicle speeds.

### Corridor Description

The NE 178th Street corridor within the City of Lake Forest Park is shown in Figure 1. The figure highlights the location of the existing school zone speed cameras and radar speed feedback signs that are in place along the corridor.



**Figure 1. NE 178th Street Corridor with Existing Speed Management Tools**

NE 178th Street is a two-lane east-west roadway with a posted speed limit of 25 miles per hour (mph), including a single lane in both eastbound and westbound directions. The roadway is classified as a Minor Arterial by the City of Lake Forest Park based on the adopted Comprehensive Plan.

There is a school zone located between 35th Avenue NE and 37th Avenue NE, with speed cameras operating from 7:30 am to 9:30 am and 2:30 pm to 4:30 pm, with a reduced speed limit of 20 mph. Additionally, two speed feedback signs are positioned at the intersections of NE 178th Street and 28th Avenue NE, and NE 178th Street and 40th Avenue NE.

## Vehicle Speeds

Speeds for all vehicles were collected along the study corridor at two locations by using the speed feedback signs at the intersection of NE 178th Street and 40th Avenue NE, and the intersection of NE 178th Street and 28th Avenue NE over two months from April to May 2023. The posted speed limit on the corridor during the data collection period was 25 mph.

Key speed indicators include the median speed, 85th percentile speed, 10 mph pace, percent in pace, and percent of vehicles 5 mph over the speed limit. The key indicators are used to help identify if a speeding problem exists and to what extent. The definition and purpose of the speed indicators are described below. Table 1 summarizes the key speed indicators for the study corridor.

**Median Speed** – The speed in which 50 percent of all traffic is traveling at or below. The statistical median is not typically used in determining the appropriate posted speed limit, but is used as a point of reference in understanding the prevailing conditions. Ideally, the median speeds should be under the posted speed limit.

**85th Percentile Speed** – The speed in which 85 percent of the traffic is traveling at or below. Typically, the 85th percentile speed should be within 5 to 10 mph of the posted speed.

**10 mph Pace** – The 10 mph pace is a measure of the range in speeds and is defined as the consecutive 10 mph range containing the highest number of vehicles. Typically, the upper limit of the 10 mph pace should be near the posted speed limit.

**Percent in Pace** – The percent in pace represents the percentage of all vehicles traveling within the 10 mph pace. It is desirable to have a high percentage of the total number of vehicles in the 10 mph pace.

**Percent of Vehicles 5 mph over the Speed Limit** – A measure representing the number of vehicles traveling over the posted speed limit by at least 5 mph. This represents the percentage of vehicles that could be the target of automated traffic safety cameras since citations are usually given to vehicles exceeding the speed limit by more than 5 mph.

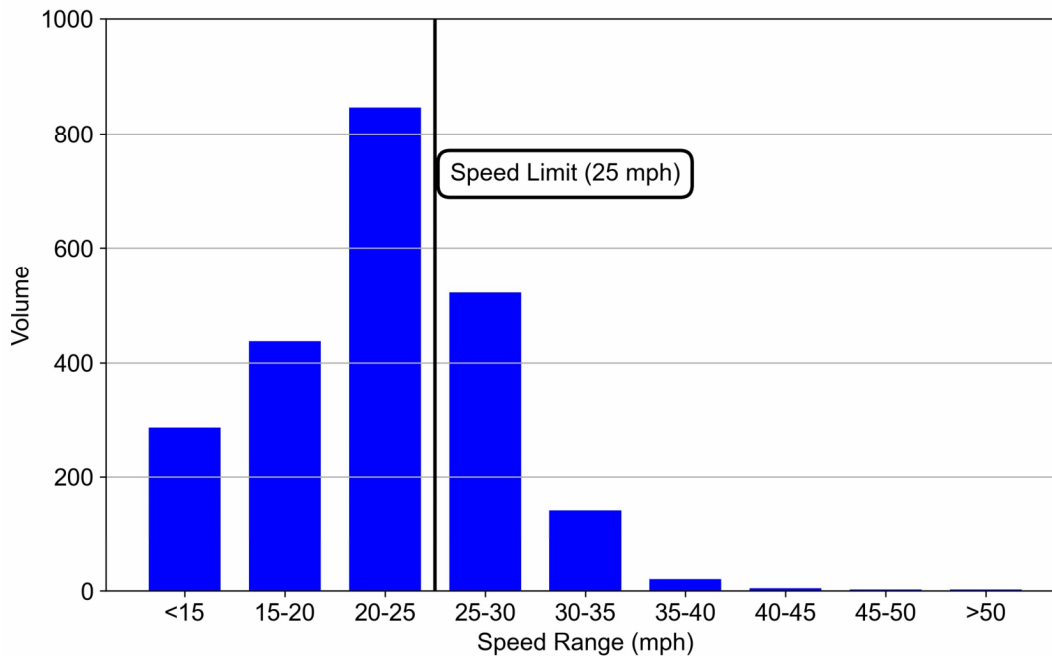
**Table 1. NE 178th Street Speed Data Summary (2023)**

Indicator	Westbound <sup>1</sup>	Eastbound <sup>2</sup>
Posted Speed Limit (mph)	25 mph	25 mph
Average Daily Traffic	2,250 vehicles	3,655 vehicles
Median Speed	23 mph	24 mph
85th Percentile Speed	28 mph	29 mph
10 mph Pace	19-29 mph	20-30 mph
% in Pace	63%	62%
% of Vehicles 5 mph over Speed Limit <sup>3</sup>	7%	9%

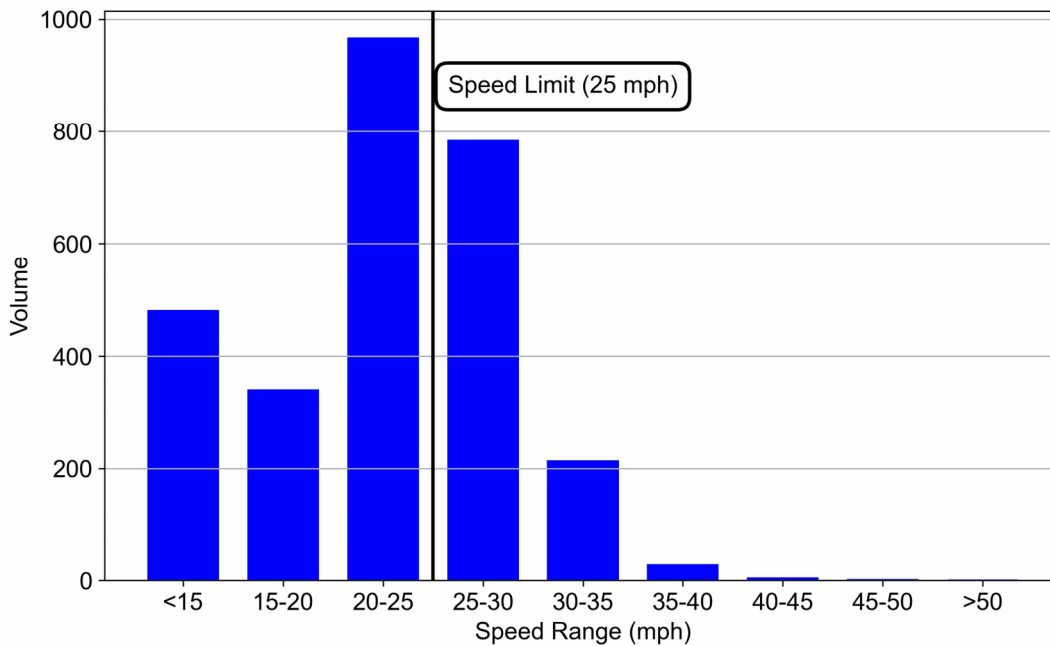
1. Data collected in the westbound direction at 40th Avenue NE.  
 2. Data collected in the eastbound direction at 28th Avenue NE  
 3. Represents the vehicles exceeding the posted speed limit by at least 5 mph.

As shown in Table 1 the number of vehicles driving at 31 mph or more is about 7 percent of the total daily westbound traffic and 9 percent of the total daily eastbound traffic.

For a more comprehensive understanding of speed distribution within the corridor, Figure 2 and Figure 3 present a summary of speed distribution data gathered from the speed feedback signs. The graphs show the average daily number of vehicles operating in speed ranges of 5 mph.



**Figure 2 Vehicle Speed Distribution for NE 178th Street at 40th Avenue NE (Westbound)**



**Figure 3 Vehicle Speed Distribution for NE 178th Street at 28th Avenue NE (Eastbound)**

The figures highlight that a majority number of vehicles operate at or under 25 mph. However, they also highlight many vehicles continue to exceed the speed limit, specifically in the eastbound direction. The second highest volume of vehicles falls within the speed range of 25 to 30 mph.

## Collision Records

Crash records over the most recent complete five-year period were reviewed for the corridor. The crash records are summarized in Table 2. Historical crash data was provided by WSDOT for the period of January 1, 2019 to December 31, 2023.

**Table 2. Annual Collision Summary – 2019 to 2023**

Roadway Segment	2019	2020	2021	2022	2023	Total	Annual Average
NE 178th Street	8	1	2	2	1	21	3.5

Source: WSDOT, 2023.

Note: Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

As shown in Table 2, the corridor experienced an annual average of more than 3 collisions over the last 5-year period, with 21 collisions total along the corridor. The majority of collisions resulted in property damage only, with no fatalities and two injuries over the last 5-year period.

Of the total collisions, six involved improper vehicle movements (improper passing, improper backing, or not granting right-of-way to another vehicle), three involved driver inattention or distraction, and one involved a driver under the influence of alcohol. No collisions involved pedestrians or bicyclists.

## School Zone Speed Camera Citations

In addition to the radar speed feedback sign, data for both directions of travel were collected from the school zone speed cameras. The cameras currently operate from 7:30 to 9:30 am and 2:30 to 4:30 pm when school is in session and enforce the 20 mph school zone speed limit. While the cameras record driver speeds continuously, citations are issued during enforcement hours only. The cameras also operate during school early release time periods, which is why some citations are noted during the midday period. The citation data were collected for the most recent year, 2023. The summary of citations issued by each hour of the day is shown in Table 3.

**Table 3. School Speed Camera Citations Records by Time of the Day**

Time Period	% of Total Citations	Average Number of School Zone Citations per Hour per Day <sup>1</sup>	Average Number of School Zone Citations per Hour per Year
7-7:59 AM	8%	4	607
8-8:59 AM	18%	8	1,460
9-9:59 AM	14%	6	1,092
10-10:59 AM	-	-	-
11-11:59 AM	2%	1	132
12-12:59 PM	1%	-	72
1-1:59 PM	4%	2	301
2-2:59 PM	15%	6	1,147
3-3:59 PM	24%	11	1,925
4-4:59 PM	15%	6	1,167
<b>TOTAL</b>	<b>100%</b>	<b>44</b>	<b>7,903</b>

NOTE: 2023 data for both directions  
 1. Represents the ratio of the average daily citations recorded by time of the day.

Based on the citation records from school zone speed cameras in Table 3, there are on average approximately 44 citations recorded daily, which results in approximately 7,903 citations recorded per year. A higher number of citations is generally observed during the afternoon hours.

## Estimated Number of Citations with All-Day Speed Enforcement

Expanding the operating hours of the traffic safety cameras would extend the duration that speeding violations would be captured. To estimate the total number of citations that may be issued with the extended operating hours of the cameras, it was assumed that the proportion of vehicles exceeding the posted speed limit by over 5 mph will remain consistent at approximately 7 percent of total westbound daily traffic and 9 percent for eastbound daily traffic (see Table 1). In addition, vehicle speeds and traffic volumes fluctuate on a daily basis, so a +/- 15 percent range in total citations was assumed. As a result, the number of vehicles receiving citations could fluctuate between 350 to 470 vehicles per day if the camera operating hours are expanded to monitor vehicle speeds 24 hours a day, 7 days per week. Based on the experience of other agencies, it is also expected that vehicle speeds and the number of citations would decrease over time as more drivers become familiar with the cameras.

## Key Findings

The key findings of the speed and safety analysis along NE 178th Street are the following:

- **No-Racing Zone:** NE 178th Street has been designated as a "no racing zone," subject to specified restrictions and penalties on racing and race attendance, under Ordinance 23-1284 and LFPMC 9.35.050. Such a designation allows the City to install



“at-large” automated traffic safety cameras along the corridor to monitor vehicle speeds.

- **Vehicle Speeds:** Existing speed data shows a persistent trend of vehicles traveling over the speed limit despite existing speed management tools. While a significant portion of vehicles drive below the posted speed limit, a considerable number of vehicles exceed the speed limit. Records show that approximately 7 percent of vehicles travel over 5 mph above the speed limit in the westbound direction and 9 percent in the eastbound direction.
- **Collision Records:** Over the past five years, the corridor has experienced an average of more than five collisions annually, totaling 21 collisions. While most collisions resulted in property damage only, improper vehicle movements, driver distraction, and exceeding safe speeds were the key contributing factors.
- **School Zone Speed Camera Citations:** With operating hours from 7:30 am to 9:30 am and 2:30 pm to 4:30 pm, and a reduced speed limit to 20 mph, an average of 44 daily citations and 7,903 yearly citations are issued to vehicles traveling at 26 mph or greater.
- **Extending Speed Camera Operating Hours:** Expanding the operating hours of the traffic safety cameras would extend the duration that speeding violations would be captured. It is estimated that approximately 350 to 470 citations would be issued per day if the camera operating hours were expanded to monitor vehicle speeds 24 hours a day, 7 days per week.
- **Monitoring:** The data summarized in this study may be used to monitor changes in vehicle speeds, collisions, and number of citations and track the safety performance of the corridor over time.

## City Administrator Report City of Lake Forest Park

Date: May 23, 2024

TO: Honorable Deputy Mayor and Councilmembers

FR: Phillip Hill, City Administrator

CC: Honorable Mayor Tom French  
Leadership Team

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The City Administrator Report is meant to provide the council, staff and community an update on the activities of the City and on issues that concern the City. This memo will be provided in each Council packet and is divided into key sections.

Please let me know if you have any questions or need additional information about any of the following items and please feel free to contact any of the department heads for additional information.

### **I. Intergovernmental and local issues update.**

#### **Police Department**

Notable Incidents:

Officers responded to a 911 call at Taco Bell of an intoxicated person pointing a revolver at the caller. Officers arrived immediately and contacted the reporting party and the alleged suspect. No weapons were found on the alleged suspect, and the caller changed their story. The caller admitted it might have been a hand gesture rather than a firearm.

A dayshift officer on patrol observed an occupied vehicle parked on the side of the road in the 1500 blk of NE 196<sup>th</sup> St, near the privately owned greenspace park. The officer observed a female subject in the car who was obviously impaired, as well as a male. They admitted an associate of theirs was in the park relieving himself. The officer did not observe the person doing this, and all subjects were provided warnings by the officer to not relieve themselves in public.

A former resident of the 3300 blk of NE 178<sup>th</sup> St has returned to the area and is apparently living out of his vehicle. The PD has received numerous 911 calls about this subject, and he was recently formally trespassed from his former residence. In addition to general nuisance and welfare check type calls, citizens have called 911 about Mr. Goodwin being in city parks after dark, creating disturbances, and possibly casing mailboxes. The PD has extensive history with



this person and is closely monitoring his activity. Mr. Goodwin is not friendly towards law enforcement and likely does not present a threat to the community.

A citizen who lives off NE 178<sup>th</sup> St contacted the PD about a vehicle entering her driveway and doing a “burn out”, leaving tire marks. The citizen believed the incident could be related to her Nextdoor post where she disagreed with the street racing signs posted along the roadway. The vehicle was not located.

A citizen called 911 to report a group of juveniles were throwing rocks at windows at the Woodland North Apartments. The juveniles were estimated to be middle school or high school age. They were not located by the responding officers, and it was determined that no damage occurred.

A female subject was contacted while passed out in her vehicle near the Watercrest apartments. She said a family member lives at the apartments.

A person attempted to shoplift a cartful of merchandise at the Ross store in the Town Center. However, officers arrived on scene and made their presence known before the subject left the store with any stolen items. The subject left the cartful inside the store, paid for a couple of small items, and upon leaving, voiced his displeasure about the presence of law enforcement personnel.

A large group of juveniles entered Albertson’s at the Town Center. Some of the juveniles stole an undetermined amount of merchandise and fled the store in numerous directions. Officers arrived and contacted a few stragglers who were excluded as suspects. Those who stole merchandise were not identified, and the remaining juveniles were asked to leave the property.

A nightshift officer on patrol located three intoxicated people in the parking lot of the Kidney Center in the middle of the night. One subject was so impaired they were lying on the ground; however, they refused medical services when offered by the officer. The other two people were less impaired and agreed to care for their friend.

Two juvenile males were hanging out in the area of Horizon View Park in the middle of the night and encountered an adult male they didn’t know. They alleged the adult male started chasing them for no reason. After calling 911, they ran to a safe location and awaited officers. The officers provided safe transportation home and officers were unable to locate the male who chased the juveniles.

A hit and run collision occurred at the intersection of 35<sup>th</sup> Ave NE and NE 195<sup>th</sup> St. Witnesses reported seeing a vehicle traveling at a high rate of speed and colliding with the victim vehicle. Immediately following the collision, the suspect driver fled on foot, however they left behind their stolen vehicle with a bloodstained airbag (DNA!). The victims were transported to the

hospital and the airbag was collected for DNA processing. Unfortunately, the suspect was not located at the time of the incident. This remains under investigation.

A citizen reported to 911 a male subject and very young child asking for handouts in the parking lot of the Town Center. They were not located by responding officers so coordinated services could not be offered. Thankfully, there was no indication the child was in danger.

Officers responded to a 911 call about a pantless male subject at Horizon View Park. They contacted the male subject, who it turned out was wearing very large, baggy pants that possibly exposed portions of his body. No crime occurred and the subject lived in the area.



Spectators of the aurora borealis display gathered at/along Horizon View Park. The on-duty nightshift sergeant monitored this situation and allowed the gathering for the public interest in this rare event. No issues were reported, and the sergeant felt the interactions with the public went very well.

Officers contacted a group of solicitors in the 15600 blk of 34th Ave NE. The group did not have a permit to solicit door-to-door and were given warnings by the officers. The officers also provided instructions on how to properly conduct this business in the City.

Officers responded to a homeless person kneeling in the traffic lanes of SR522 at NE 165th St. By the time the officers arrived, they observed the person using the crosswalk as required, and the subject refused to speak with the officers. Officers last observed the subject lying in the bus shelter at NE 165th St. Due to the individual not wishing to interact with the officers, it wasn't determined if the person was impaired or in crisis.

Officers observed a suspicious vehicle in the parking lot of the Town Center. Upon closer inspection the vehicle was found unoccupied but containing fentanyl-related drug paraphernalia. The vehicle also had fresh body damage. The vehicle was registered out of Vancouver B.C., and officers were unable to locate any associated persons.

A citizen reported seeing a bag with clothing and a handgun abandoned at 45th Pl NE and 46th Ave NE. An officer responded and found the bag contained two airsoft pistols. No real firearms were located. The bag and contents were collected by the officer in order to prevent any safety concerns for the public.

A citizen reported a suspicious homeless subject at the Town Center, going into multiple businesses. The person was suspected by the citizen of being impaired on drugs. Officers contacted the subject and requested outreach assistance from the Mobile Crisis Team and RCR.

A suspicious vehicle was observed (unoccupied) in the parking lot of the Town Center. This vehicle was known to be associated with a Lake Forest Park organized retail theft case. The suspect had stolen \$300 worth of Red Bull and then when trying to leave in getaway vehicle, it

broke down. He got help from a citizen trying to jump the battery and he was contacted by officers and arrested.

A 23-year-old woman struck her 76-year-old mother in the head with an object and fled the scene before officers arrived. Despite the 911 call, the mother refused to identify her daughter or assist much in the case, and she also initially refused medical aid. The mother did eventually agree to medical treatment at the hospital, and officers were later able to identify the daughter and establish probable cause for her arrest. The daughter is still outstanding.

A sergeant on patrol observed newer graffiti on the retaining wall in the 15300 blk of Bothell Way NE. This sergeant has monitored graffiti in LFP for several years and is unfamiliar with these new graffiti "tags". It's unknown if this is a new vandal or someone who has changed their moniker.



*Graffiti example 1*



*Graffiti example 2*

Officers responded to a collision in the 17000 blk of Bothell Way NE. While conducting their collision investigation, they noticed obvious signs of impairment by the causing driver. The driver was investigated for DUI and subsequently arrested.

Multiple citizens reported a suspicious person possibly prowling vehicles on Beach Dr NE near the Civic Club. Our astute mayor was in the area and followed the person as she crossed SR522 towards Ballinger Way NE. Officers attempted contact with the woman, however she was uncooperative and refused to stop for the officers. She was detained shortly thereafter and provided a fake name to the officers. Using fingerprint technology, her true identity was revealed, and officers discovered she had numerous outstanding arrest warrants out of several Puget Sound area courts.

A citizen was scammed out of a large amount of money when they responded to a message on their computer they believed was from their bank. The message prompted the citizen to call a phone number that was supposedly for Chase Bank. Over several hours, the citizen then purchased \$15,000 in gift cards and provided the gift card info to the scammers. No suspects have been identified.

A locker theft occurred at Planet Fitness, which included the victim's car keys. The victim interrupted two suspects trying to steal his vehicle and the suspects fled on foot. Our officers intercepted one of the suspects and engaged in a foot pursuit in the Town Center parking lot. The officer was able to overtake the suspect, who was booked into jail on multiple charges. The other suspect is outstanding, but the investigation is ongoing to hold him accountable.

A dispute over a parking stall at a busy restaurant resulted in one driver offering to fight the other driver. Officers responded and mitigated the incident. The allegations didn't rise to a criminal offense.

A suspicious subject has been observed multiple times recently in the area of the Civic Club and the Town Center. After a foot pursuit with one of our officers, the subject was detained and identified as Alexander Hardisty. Hardisty was trespassed from the Civic Club, and charges related to the foot pursuit are pending. For information on Hardisty: [Shoreline Area News: Edmonds Police warn school community about man who followed ballet students and entered Edmonds school](#)



Just minutes before midnight, officers responded to aid the fire department in managing street closures caused by a house fire at 20414 30th Avenue NE, a group home managed by the Washington State Department of Social and Health Services.

Thankfully, all residents and care staff evacuated safely before the fire department's arrival. The intensity of the blaze required the presence of at least 11 fire vehicles from Lake Forest Park (LFP), prompting the temporary

closure of 30th Avenue between 203rd and 205th Streets. Mountlake Terrace Police also assisted by closing the eastbound lane of NE 205th Street in the 2800 block.

Although the house suffered significant damage, additional care staff arrived at the scene and relocated the residents to another facility they oversee in the 3000 block of NE 205th Street. The Department of Social and Health Services was promptly notified to arrange emergency housing.

Tide Pod Thefts: Over the last few days, multiple suspects have attempted/committed the theft of Tide Pods at Town Center stores. Tide Pods are popular black-market goods. Thankfully, our proactive officers have made multiple arrests over the last few days, including an incident on 5/15 involving numerous PD members. The suspect ran multiple times from officers but was eventually cornered and arrested on the Burke Gilman Trail near the border with Seattle.

### Promotion of Ross Adams



On May 1st, Ross Adams was promoted to Lieutenant and appointed Division Commander over Support Services. Lt. Diego Zanella now leads Patrol Operations Command, overseeing the uniformed officer's division. Ross, a Seattle native, had a passion for music from an early age and enjoyed outdoor activities like skiing, hiking, and fishing. Inspired by his father, a longtime Seattle Police officer, Ross pursued a career in law enforcement. He began as a Reserve Police Officer in 2001 and joined Lynnwood PD in 2002, where he served in various roles, including Detective.



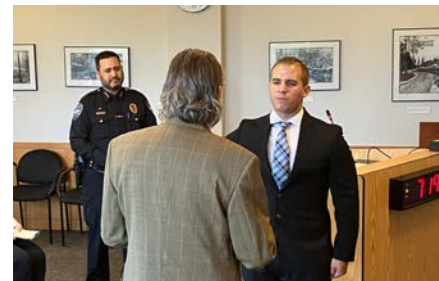
After a brief hiatus to be a stay-at-home father, Ross joined Lake Forest Park PD in 2015. He became a sergeant in 2018, demonstrating a strong commitment to leadership and mentorship. His promotion to Lieutenant marks an exciting new chapter in his career.

### New Police Officer Hire!



The Police Department is excited to introduce its newest member, Officer William (Will) Godsil. Originally from Spokane, Will relocated to Western Washington in 2013 upon being stationed at Joint Base Lewis McChord as a Combat Engineer. After leaving active duty in 2017, he settled in various Western Washington cities including Seattle, Tacoma, and Federal Way, taking on jobs in both unarmed and armed security.

In 2022, Will felt a calling to serve his local community, akin to his service to the country, leading him to join the Federal Way Police Department. Today, he joins the Lake Forest Park Police Department, driven by a commitment to fulfill the department's vision statement, ensuring that Lake Forest Park remains one of the safest cities in the Puget Sound region.



Off duty, Will enjoys staying active by working out and taking his dog, Summit, on hikes. He also relishes attending local baseball and football games, as well as embarking on road trips with his girlfriend, Julie. Additionally, Will continues to serve part-time in the Army Reserves as a Drill Sergeant, where he imparts knowledge, trains, and mentors Army recruits, assisting

in their transformation from civilians to proud members of the U.S. Army. He eagerly anticipates becoming the next police officer and getting acquainted with both fellow officers and residents in this beautiful city!

**Pack the Park – 5k “ish”**



The Pack the Park fun run went off without a hitch. Approximately 150 runners of all ages and abilities showed up and no security or health safety issues were reported. From the PD side, the run was staffed by a LT, Sgt, and an officer, and the dayshift crew was available to assist as well. Cory Roche did a great job coordinating the event!





**LEARN EMERGENCY COMMUNICATION PREPAREDNESS**  
 THIS CLASS IS OPEN TO RESIDENTS OF LAKE FOREST PARK, KENMORE & SURROUNDING AREAS

*The power goes out, the wind is blowing, trees have fallen, and there are no bars on the cell phone. Can you communicate with others?*

## NEMCo Community Class

### Emergency Radio & Family Communication

Communication is essential during an emergency. Preparing now, means you and your family will be ready. The Northshore Emergency Management Coalition (NEMCo) provides a FREE Community Class on Emergency Radio & Family Communications Preparedness. Learn how to develop family emergency communication plan and how to maintain communication with others using commonly available radios during an event or emergency!

The Emergency Radio class presents information in an easy to understand format and does not require any testing to use the radio. You will learn how to setup an family communication plan, use radios and how to setup an emergency neighborhood group in this FREE class.



**NEXT CLASS:**  
 Tuesday May 21st.  
 Fire Station 51, Kenmore  
 7220 NE 181st Street  
 Kenmore, WA 98028  
 Program Time 6:00 - 9:00 PM  
 Sign in time 5:30 - 5:50 PM

Open to all residents of Kenmore, Lake Forest Park, and surrounding communities.

What to Bring: If you have your own FRS/GMRS Radio please bring it with note taking materials. Masks are not required and optional.

### Emergency Radio & Family Communications 3 Hour Interactive Class with Hands-on Exercises

- Learn how to Setup an Family Communication Plan.
- Understand Over-the-Air Public Notification Systems.
- Get Hands on FRS/GMRS Radio operation and use.
- How to choose a radio for your needs.
- **Setting up a neighborhood group.**
- Preparedness is good for all ages.
  - Children 13-15 must be accompanied by an adult.
- No licensing or radio experience required.

Questions email OpsNEMCo@gmail.com

**REGISTER FOR CLASS ONLINE AT: Scan Here**  
<https://bit.ly/3Mtdtgc>



## II. Internal City Information

### Human Resources Department

- Recruitment Updates:
  - HR Director Moore has begun phone interviews with selected candidates from the pool of Court Clerk applications. In person interviews will occur with selected candidates following Memorial Day.
  - After initial recruitment efforts, work continues to fill the Senior Planner vacancy.
  - The Senior Project Manager position has been posted for Public Works. First round of review will occur after May 21<sup>st</sup>.
- Staffing Updates:
  - Municipal Services is excited to announce that Jessica Halterman has accepted the position of Deputy City Clerk. She will begin the role on June 3<sup>rd</sup>.
- On May 15<sup>th</sup>, HR Director Moore scheduled a virtual webinar through the EAP for an employee “lunch and learn” event. Topic was “Caring from a Distance,” which discussed the unique problems associated with caring for an elder loved one from a distance and how to create a care giving plan.

### Community Development Department

A. Community Survey - The community survey for the 2024 periodic update of the Comprehensive Plan was available from March 27 to its closing at end of day Wednesday, April 17. SCJ Alliance is currently finalizing the data received and drafting a summary report for complete release in late May or early June. The survey opportunity was publicly noticed with wide distribution, including a city-wide postcard mailing. A total of 932 people participated in the survey. Community members were highly encouraged to participate and indicate what does or does not reflect their impressions of Lake Forest Park and hopes for the city's future. The participation, insight, and ideas about the city from the Lake Forest Park community are highly valued and respected. The winner of the gift card award (\$500 gift card to Local 104 for dining) was selected via a random number generator at the regular meeting of the Planning Commission on May 14 and will be contacted by staff. A big “Thank you!” to all who participated.

B. Comprehensive Plan Periodic Update - The periodic update effort continues with the Capital Facilities and Utilities Elements in focus with the Planning Commission for May, as well as incorporating climate policies into applicable elements. June will include the remaining elements- Economic Development and the Parks, Trails & Open Space Elements. The numerous added special meetings are proving effective on focusing the discussion with consultant SCJ Alliance during the regular meetings that follow. The Commission was briefed on remaining public participation program items, including an open house and a public hearing, before a recommendation is made on the amendments to the City Council this Summer.



### C. Permit Activity Data-

Application payments for April 2024 totaled \$53,614.63 for the Community Development Department - \$47,919.45 for Building and \$5,695.63 for Planning.

This April was a particularly busy month for building permit application activity. A six-year comparison is as follows:

April	2024	\$47,919.45
	2023	\$39,049.39
	2022	\$25,764.33
	2021	\$28,372.75
	2020	\$44,249.74
	2019	\$24,048.16

### III. Council Information

### IV. Response to Citizen and Council Comments

### V. Contract Reporting

### VI. Legislative Update

### VII. Community Events

- **Concert in the Park:** June 26, 6:30PM – Pfingst Animal Acres Park
- **Concert in the Park:** July 31, 6:30PM – Pfingst Animal Acres Park
- **Shakespeare in the Park:** August 10, 4:00PM – Pfingst Animal Acres Park
- **Feria Viva Latinoamerica:** August 24, 11:00AM to 6:00PM – Pfingst Animal Acres Park
- **Family Day at the Farmers Market:** August 25, 10:00AM to 3:00PM – City Hall Parking Lot
- **Picnic in the Park!:** September 7, 10:00AM to 2:00PM, Pfingst Animal Acres Park
- **Yoga in the Park Series** will make its return Saturday mornings at Pfingst Animal Acres Park around July & August, stay tuned for more details and start dates!

### VIII. Upcoming City Sponsored Events

### IX. Meetings Calendar

[Parks and Recreation Advisory Board Meeting \(hybrid meeting\)](#)

May 28, 2024, 7:00 PM - 9:00 PM @ City Hall and via Zoom

[Climate Action Committee Meeting \(hybrid meeting\)](#)

June 4, 2024, 7:00 PM - 9:00 PM @ City Hall and via Zoom

[Tree Board Meeting \(hybrid meeting\)](#)

June 5, 2024, 7:00 PM - 9:00 PM @ City Hall and via Zoom

[Planning Commission Special Meeting \(hybrid meeting\)](#)

June 6, 2024, 7:00 PM - 9:00 PM @ City Hall and via Zoom

[Planning Commission Meeting \(hybrid meeting\)](#)

June 11, 2024, 7:00 PM - 9:00 PM @ City Hall and via Zoom

[City Council Work Session \(hybrid meeting\)](#)

June 13, 2024, 6:00 PM - 7:00 PM @ City Hall and via Zoom

[City Council Regular Meeting \(hybrid meeting\)](#)

June 13, 2024, 7:00 PM - 9:00 PM @ City Hall and via Zoom