

CITY OF LAKE FOREST PARK PLANNING COMMISSION MEETING

Tuesday, March 12, 2024 at 7:00 PM

Meeting Location: In Person and Virtual / Zoom

17425 Ballinger Way NE Lake Forest Park, WA 98155

INSTRUCTIONS FOR PARTICIPATING IN THIS MEETING VIRTUALLY:

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

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

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

HOW TO PARTICIPATE WITH ORAL COMMENTS:

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

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

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

HOW TO SUBMIT WRITTEN COMMENTS:

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

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

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

AGENDA

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

2. **PLANNING COMMISSION'S LAND ACKNOWLEDGEMENT**

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

3. **APPROVAL OF AGENDA**

4. **APPROVAL OF MEETING MINUTES**

A. Approval of March 4, 2024 Planning Commission Special Meeting minutes

5. **MEETING DATES**

6. **PUBLIC COMMENTS**

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

7. **REPORT FROM CITY COUNCIL LIAISON**

8. **OLD BUSINESS**

A. 2024 Comprehensive Plan Update

Transportation Element Discussion

Climate Planning

Climate Action Plan (January 2024 Working Draft)

Climate Action Plan Policy Memo

Climate Planning Discussion Guide

B. Outreach Plan Status

C. Community Survey Status

D. Joint Meeting with Climate Action Committee

9. **NEW BUSINESS**

10. **REPORTS AND ANNOUNCEMENTS**

11. **ADDITIONAL CITIZEN COMMENTS**

12. **AGENDA FOR NEXT MEETING**

13. **ADJOURN**

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

City of Lake Forest Park - Planning Commission
Draft Special Meeting Minutes: March 4, 2024
In-person and Zoom Hybrid Meeting

Planning Commissioners present: Maddy Larson; Cherie Finazzo; Meredith LaBonte; Lois Lee (via zoom),
Chair Ashton McCartney; Sam Castic (via zoom); Melissa Cranmer (via zoom); David Kleweno

Staff and others present: Mark Hofman, Community Development Director, Nick Holland, Senior Planner;
Sarah Phillips, Climate Committee Chair; Councilmember Bodi

Members of the Public: Nigel Keifer; Paula GoodetStang (via zoom); Ellyn Saunders (via zoom);

Planning Commissioners absent: Vice Chair Janne Kaje

Call to order: Chair McCartney called the meeting to order at 7:01 pm.

Land Acknowledgement: Chair McCartney read the land acknowledgement.

Approval of Agenda

Cmr. Larson made a motion to approve the agenda, Cmr. Finazzo seconded, and the motion to approve the agenda was carried unanimously.

Approval of Meeting Minutes

Cmr. Larson made a motion to approve the February 13, 2024, regular meeting minutes. Cmr. Kleweno seconded the motion.

Cmr. Larson and Cmr. Kleweno each suggested minor edits.

All voted to approve the February 13, 2024, minutes as amended, and the motion was carried unanimously.

Meeting Dates:

The next meeting is scheduled for March 12, 2024. Discussion of schedules and planned attendance occurred.

Citizen Comments

Sarah Phillips suggested clarifying the climate action plan as a draft, she described the Climate Action Committee's progress on the plan. She said a draft is planned for the end of March.

City Council Liaison Report

Councilmember Bodi was not in attendance.

Old Business

Comprehensive Plan Update

Transportation Element Discussion

Chair McCartney suggested outlining the important issues for the Commission prior to talking about the comprehensive plan update. She talked about some of the discussions she has had with the Vice Chair who shared his input. She solicited input from the Commission.

Chair McCartney led the group into discussions on the transportation element. Director Hofman introduced the packet materials, provided by SCJ and Cristina Haworth. He talked about the need to prepare for the regular meeting next Tuesday and finalize some of the comments for the transportation element. Cmr. Larson asked about the next steps in the process and when the Commission can expect draft language for each upcoming element. Director Hofman responded and said that an introduction to the chapter should occur prior to draft language. Cmr. Larson sought clarification on the goals for tonight and Chair McCartney provided guidance. Chair McCartney suggested starting with the portions of the chapter that are lacking as identified by the packet materials. Director Hofman provided his input. He spoke about the road classification for Bothell Way NE, and the potential for changing it. He elaborated on the nature of the road classification change and how it could impact the community's character. Cmr. Larson asked for clarification on the term 'freight needs' and how it is related to the use of Bothell Way. Director Hofman provided an explanation. Cmr. Larson talked about the ST3 project, and the work done by the CORE organization as it relates to the road classification for Bothell Way NE. Director Hofman provided guidance and responses and elaborated on the reasons for the terms as they were referred to in the draft materials for the meeting.

Cmr. Castic asked for clarification on which policies would be included in the draft comprehensive plan. Chair McCartney provided a response and indicated that those are meant to represent potential policies. The group continued to evaluate the draft materials. Cmr. Lee talked about city facilities and including town center to personalize the section and she said that she liked the draft the consultants put together. Councilmember Bodi indicated that financing will be the driver on a lot of the potential for these types of improvements. Director Hofman emphasized that these policies aren't to be considered for the final policy wording, and changes can be made by flagging this section for later discussion. Cmr. Lee clarified that the town center is a public space. Chair McCartney introduced policies seven and eight and asked for input. Cmr. Larson suggested including an equity provision in the policies. She said that additional connections to transit should be considered for certain parts of LFP, such as areas further away from SR 522. Chair McCartney said that the ideas discussed will be flagged for discussion at the regular meeting next week. Chair McCartney introduced policy nine. She asked the Commission for input. Chair McCartney introduced policy ten. She asked the Commission for input. Cmr. Larson directed a question to Councilmember Bodi. She asked about the community's plan to change the way 522 was developed. She asked about how the Commission can adopt regulations that would prevent a large project from claiming that they won't impact any stormwater systems. Councilmember Bodi provided an update on the new stormwater plan the city is planning on adopting. She said that the regulations were solid, but Sound Transit concluded that there would be no discharge or impact to city streams. She said that this topic is a timely issue, given the tire pollution and impact on the adjacent stream. She suggested policies that are broad to protect streams from road related impacts. Chair McCartney suggested flagging this as an issue to discuss. Discussion continued on the issue of transportation and how specific transportation related policies can be developed to support grant applications and funding for transportation improvements in LFP. Cmr. Castic talked about policy twelve and suggested establishing a base line number. Chair McCartney said she wanted to be careful not to skip over conversation about policy eleven. She asked the Commission for input. Cmr. Larson provided her input and Director Hofman provided explanations on how all methods of transportation in a multi-modal model should be included in policy support. It was suggested that the policy may have been included because it was meant to meet the guidance provided by Puget Sound Regional Council and State Commerce. Chair McCartney asked for comments on policy twelve. There was none. Chair McCartney introduced policy thirteen and fourteen. Councilmember Bodi said that there are funding sources for street improvements, which relate to these policies. Chair McCartney introduced policy fifteen. She asked for comments. Director Hofman said that staff will follow up to determine what the existing funding sources are for transportation improvements, to determine if the existing plan includes policies for this requirement.

Chair McCartney summarized and said that she tracked about seven items that needed additional discussions. She suggested transitioning to climate discussions.

1 *Climate Planning*

2
3 Chair McCartney suggested working from page 87 of the packet which represented a memo drafted by SCJ
4 and specific questions. She said that the draft climate action plan is missing some equity elements, which the
5 Climate Action Committee (CAC) is addressing. Cmr. Larson drew attention to the slides provided in the
6 materials, which stated some of the new requirements for climate planning. Director Hofman said that staff
7 will be coordinating with the CAC to supplement the language drafted for the new chapter in the
8 comprehensive plan update. He provided a schedule for adopting the climate action plan and associated
9 chapter for the comprehensive plan. He suggested taking advantage of grant funding, so that the requirement
10 doesn't affect the city budget. Chair McCartney asked the group how to discuss the material, Cmr. Kleweno
11 suggested using the questions for framing the discussion. Chair McCartney introduced the first question and
12 asked for input from the Commission.
13

14 *Climate Action Plan (January 2024 Working Draft)*

15
16 CAC Chair Phillips asked if she could address the Commission and Chair McCartney allowed for it. CAC
17 Chair Phillips provided her perspective on the first discussion topic and question. She talked about the
18 direction of the CAC on the subject and the primary goals of the climate action plan. Cmr. Finazzo provided
19 her perspective and wondered if another draft chapter would be useful for comparison. Chair McCartney
20 asked if it was appropriate to ask questions of the CAC Chair. Director Hofman said that he viewed the
21 session as legislative, in which questions can be asked. Chair McCartney asked for elaboration on the use of
22 fuel and the policy in the draft plan. CAC Chair Phillips provided a response and said that the plan dictates
23 all citizens should move to electric vehicles and appliances when doing new construction. Cmr. Larson asked
24 how far the recommendations can go, or will the Council shoot down recommendations. Councilmember
25 Bodi talked about the policies other cities have adopted and said that electric infrastructure is a cutting-edge
26 type of policy, but it is occurring in the region. Cmr. Kleweno said that he appreciated that the language has a
27 sense of urgency. He said he would like to see language as a cultural shift to this type of policy and energy
28 source. He said that the practicality of the actual change may not be realistic. Cmr. Finazzo said that the
29 policy of new construction can be the start of change. CAC Chair Phillips said that after the CAC adopts the
30 climate action plan, they are moving to outreach, to educate citizens on the issues of climate change. She
31 suggested that the city hire a full-time position to progress and lead on the issue of climate change, to develop
32 policies and ultimately regulations to support the elimination of fuels and ultimately implementation.
33 Director Hofman said that the community will need to decide how far they want to go on this issue. Cmr.
34 Finazzo shared an example of using gas to heat themselves during power outages. Discussion continued on
35 the issue of fuel alternatives. Director Hofman summarized the Commission's responsibility in adopting a
36 climate action chapter for the 2024 Comprehensive Plan Update. He suggested using portions of the climate
37 action plan, currently being developed by the CAC. He summarized the process for doing so and complying
38 with the state mandates as it relates to the comprehensive plan update.
39
40

41 *Climate Action Plan Policy Memo*

42
43 Chair McCartney introduced the various options for climate policy and the table which described where they
44 could be incorporated into the comprehensive plan and asked for input. Cmr. Larson asked about the best
45 way to update the draft, and potentially drafting policy that would support the city collecting information
46 about the best way to go about climate improvements. The group discussed an approach and talked about
47 how to achieve compliance with state law. Chair McCartney continued the discussion on the various options
48 for climate policy provided by the city consultant. Various comments were provided by each Commissioner.
49 Chair McCartney continued to introduce the material provided in the policy memo. She solicited input from
50 the Commission and talked about electric vehicles and shared transportation options which could be included
51 in the transportation element. She talked about the acceleration of electric vehicle infrastructure and methods
52 of public outreach along with installation of electric vehicle infrastructure. Cmr. Larson said she would

support a general statement for electric vehicle infrastructure in the transportation element. Cmr. Kleweno asked if the feedback from tonight will be included in draft language for the March regular meeting. Director Hofman provided a response and indicated that a more detailed discussion on these topics will occur at the March regular meeting.

Climate Planning Discussion Guide

Director Hofman summarized the memo provided by SCJ indicated that new legislation has been adopted for additional goals and targets for local jurisdictions to achieve with their comprehensive plan updates. He said that additional discussion will occur at the regular March meeting, to determine the Commission’s position. He said that the focus should be on transportation and housing, and that the climate element could be something that occurs later, given the priority of transportation and housing.

Director Hofman talked about the community input survey and said that he wants to ensure that component is on track for public participation and outreach. He said that the contract with SCJ includes a community survey component and that it should be discussed at the next meeting. Councilmember Bodi said she appreciates the dedication of the Commission and Staff in this effort. She said that the Council would appreciate a public hearing prior to recommending the draft. Chair McCartney said that she looks at the draft language as a layman and hopes to understand how the document affects the public who cannot participate. She emphasized the need to inform the public of the progress and work on the comprehensive plan update. Cmr. Finazzo provided her opinions on how to properly conduct a public survey. Additional discussion occurred on the public outreach component and the best way to reach out to the community for input on the comprehensive plan update process. It was decided to add the public outreach plan to the agenda for the march regular meeting.

New Business

Not applicable.

Reports and Announcements

None.

Citizen Comments:

None.

Agenda for Next Meeting:

Additional discussion on comprehensive plan amendments, community survey and outreach.

Adjournment:

Cmr. Finazzo made a motion to adjourn the meeting, Cmr. Larson seconded, and the motion was carried unanimously. The meeting was adjourned at 8:54 pm.

APPROVED:

Ashton McCartney, Planning Commission Chair



Memorandum

To: Planning Commission
From: Mark Hofman, AICP, Community Development Director
Date: March 1, 2024
Re: Old Business - 2024 Comprehensive Plan Update
Attachments: 1. Climate Action Plan (January 2024 Working Draft)
2. Climate Action Plan Policy Memo
3. Climate Planning Discussion Guide
4. Transportation Policy Memo and Attachment 1

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

2023 Working Meetings

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

2024 Working Meetings

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

Tonight’s Meeting

- At this meeting, we will:
- Discuss transportation policy recommendations

- Learn about climate planning requirements and Lake Forest Park’s approach to climate planning
- Discuss integrating the Climate Action Plan into the Comprehensive Plan

Resources

- 2015 Comprehensive Plan: <https://www.cityofflp.gov/160/Lake-Forest-Park-Comprehensive-Plan>
 - Vol. I, *Goals and Policies*, Transportation Chapter (enumerated pg. 83/PDF pg. 93)
 - Vol. II, *Background Analysis*, Transportation Chapter (enumerated pg. 195/PDF pg. 101)
- 2024 Comprehensive Plan Update Website: <https://www.cityofflp.gov/373/2024-Comprehensive-Plan-Update>
- 2021 King County Urban Growth Capacity Report: <https://kingcounty.gov/en/legacy/depts/executive/performance-strategy-budget/regional-planning/-/media/depts/executive/performance-strategy-budget/regional-planning/UGC/KC-UGC-Final-Report-2021-Ratified.ashx?la=en&hash=38D2E7B9BC652F69C8BB0EA52DB7778F>
 - *Applying Urban Growth Capacity Findings*, County and City Plans (enumerated pg. 81/PDF pg. 88)¹
 - Ch. 7, Lake Forest Park Profile (no enumeration/PDF pg. 156)
- Puget Sound Regional Council (PSRC) VISION 2050 Multicounty Planning Policies: <https://www.psrc.org/media/1695>
 - Regional Growth Strategy (enumerated and PDF pg. 3)
 - Climate Change (enumerated and PDF pg. 5)
 - Development Patterns (enumerated and PDF pg. 6)²
 - Supporting Growth through Concurrency (enumerated and PDF pg. 10)
 - Transportation (enumerated and PDF pg. 13)
- 2023 King County Countywide Planning Policies: https://cdn.kingcounty.gov/-/media/king-county/depts/executive/performance-strategy-budget/regional-planning/cpps/2021_cpps-adopted_19384-amended_19553.pdf?rev=7ea6e59c9810495db4335e3b6b6d35e8&hash=F3190536F7D2C1A28BE15E62E82C42D9
 - Introduction, Equity and Social Justice (enumerated and PDF pg. 7)
 - Environment, Climate Change (enumerated and PDF pg. 16)
 - Transportation (enumerated and PDF pg. 58)
- Racially Disparate Impacts Guidance, Department of Commerce: <https://deptofcommerce.app.box.com/s/11217198jattb87qobtw63pkplzhxege>
- Safe Highways Project Library: <http://www.yourlakeforestpark.com/library->

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

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

[safehighways.html](#)

- Climate Planning Intermediate Guidance, Department of Commerce:
 - Compiled Guidance: <https://deptofcommerce.app.box.com/s/fpg3h0lbwln2ctqjg7jg802h54ie19jx>
 - Chapter by Chapter: <https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/climate-change/>

Memorandum

Date: March 1, 2024
To: Christina Haworth, (SCJ Alliance)
From: Jessica Brackin, Carmen Kwan, and Moiz Abdul Majid (Fehr & Peers)
Subject: **Policies for Lake Forest Park's Transportation Element**

SE23-0925

City of Lake Forest Park has requested Fehr & Peers review the city's current Transportation Element (TE) of the 2015 Comprehensive Plan and identify areas that could need additional or expanded policies to meet the PSRC requirements for certification of the 2024 Comprehensive Plan Update. The current 2015 TE Goals & Policies Section is in **Attachment A** for reference.

The Washington State Growth Management Act (GMA) calls for coordination between local, regional, and state planning efforts. State law designates Puget Sound Regional Council (PSRC) as the Regional Transportation Planning Organization (RTPO) for King County and requires PSRC to certify the transportation-related provisions of local comprehensive plans. Certification Requirements includes:

- Conformity with GMA transportation planning requirements
- Consistency with adopted regional guidelines and principles - PSRC's [VISION 2050](#) is the multicounty planning document that establishes regional guidelines and principles.
- Consistency with the Regional Transportation Plan

The following section provides suggestions for City staff to consider for the 2024 TE Update. PSRC publishes a [VISION Consistency Tool for Local Comprehensive Plans](#) which includes a checklist to guide comprehension plans and facilitate certification. Specific PSRC checklist requirements we identified as potentially lacking in the current TE are indicated by ✓. Policies for consideration are developed from example policies from other jurisdictions in the region. These policies are a starting point for staff discussion and are expected to be refined by staff as needed.

A key component to the TE update will be incorporating the efforts of plans adopted since the 2015 Comprehensive Plan: Safe Streets, Safe Highways Report, and Safe Streets: Town Center

Connections, Neighborhood Traffic Calming Program, and Stormwater Management Action Plan. These plans are referenced as appropriate.

Summary of Suggested TE Revisions for Consideration

✓1. Work to develop and operate a safe and convenient system for all users and the movement of freight and goods (MPP-T-11)

Note: WSDOT freight classification shows SR 522 as a T-3 corridor today. It was classified as a T-2 corridor in 2015. Currently Lake Forest Park does not have T-1 or T-2 classified routes.

Policies for consideration:

- *Include freight needs in the prioritization criteria for street projects as appropriate.*
- *Assess and seek to minimize conflicts between active transportation modes and freight mobility when developing transportation improvement projects on designated truck routes.*

✓2. Support safe and welcoming environment for walking and bicycling (MPP-DP-15)

Policies for consideration:

- *Continue the Neighborhood Traffic Calming Program to address expressed concerns on low-volume residential roads.*
- *Incorporate selected projects of Safe Streets, Safe Highways, and Safe Streets Town Center Connections plans into the TIP, CIP, and 20-year financing plan.*

✓3. Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system (RCW 36.70A.070(6)(a)(vi), MPP-T-3)

Policies for consideration:

- *Encourage all employers to consider implementing Commute Trip Reduction Program (CTR) strategies and practices to reduce drive-alone miles and vehicle miles traveled especially during peak demand hours.*

✓4. Increase the resilience of the transportation system and support security and emergency management (MPP-T-31)

-and-

✓5. Identify maintenance and system preservation projects and programs necessary to maintain the ability of the transportation system to provide safe, efficient, and reliable movement of people, goods, and services (RCW 36.70A.070, MPP-T-1-2, T-4)

Policies for consideration:

- *Prioritize the maintenance of the transportation system to maintain continued operation during natural and human-caused hazards.*

✓6. Prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34)

Policies for consideration:

- *Support the transition to electrification of personal and fleet vehicles by exploring the feasibility of installing charging stations for public use at City facilities open to the public such as parks and recreation centers.*

✓7. Prioritize multimodal investments in centers and high-capacity station areas (MPP-RC-7-10, T12-13, T-19)

-and-

✓8. Promote the design of transportation facilities that support local and regional growth centers and high-capacity transit station areas and fit the community in which they are located (MPP-T19-21)

Policies for consideration:

- *Improve access to the Town Center, a transit hub and planned high-capacity transit station which provides multimodal connections to other centers in the region, as identified in the Safe Street Town Center Connections and Safe Highways plans.*

✓9. Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services (MPP-T-9)

Policies for consideration:

- *Prioritize inclusive outreach in the transportation planning process.*
- *Create equitable corridors that provide safe and inviting travel for all people, regardless of mode, age, or ability.*

✓10. Reduce stormwater pollution from transportation facilities and improve fish passage (MPP-T32)

Policies for consideration:

- *Assess and implement feasible action items related to the transportation network identified in the Stormwater Management Action Plan, specifically enhanced street sweeping in the Lyon Creek Basin.*

✓11. Develop a comprehensive concurrency program that addresses level-of-service standards for multimodal types of transportation and include implementation strategies (RCW 36.70A.070, RCW 36.70A.108, MPP-DP-52-54)

Policies for consideration:

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

✓12. Provide travel demand forecasts and identify state and local system projects, programs, and management necessary to meet current and future demands and to improve safety and human health (RCW 36.70A.070, MPP-T-4-5)

- *Fehr & Peers is scoped to will coordinate with City staff and the project team include a light technical update to the forecast future travel demand based on the Town Center EIS to address this requirement and identify any future vehicle transportation improvements needed.*

✓13. Include a 20-year financing plan, as well as an analysis of funding capability for all transportation modes (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6, T-15)

✓14. Include a reassessment strategy to address the event of a funding shortfall (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-1112, T-6)

-and-

✓15. Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (MPP-RC-11-12, T-6)

- *Review Safe Streets, Safe Highways, and Safe Streets Town Center Connections plans to identify and expand the TIP and CIP to meet the 20-year planning requirements including identifying funding sources.*

Next Steps

The next steps are for City staff to review the suggested policies for consideration and to provide direction on final revised text for the TE update.

Attachments:

Attachment A: 2015 Transportation Element Goals & Policies

GOALS & POLICIES

Transportation

Introduction

The intent of the Transportation Element is to guide the creation of an adaptive transportation system in Lake Forest Park that supports the City’s vision and character. The element is informed by the directives presented in Washington State’s Growth Management Act, the WSDOT Strategic Plan, relevant Puget Sound Regional Council documents (*VISION 2040*, *Transportation 2040*), and King County’s countywide planning documents.

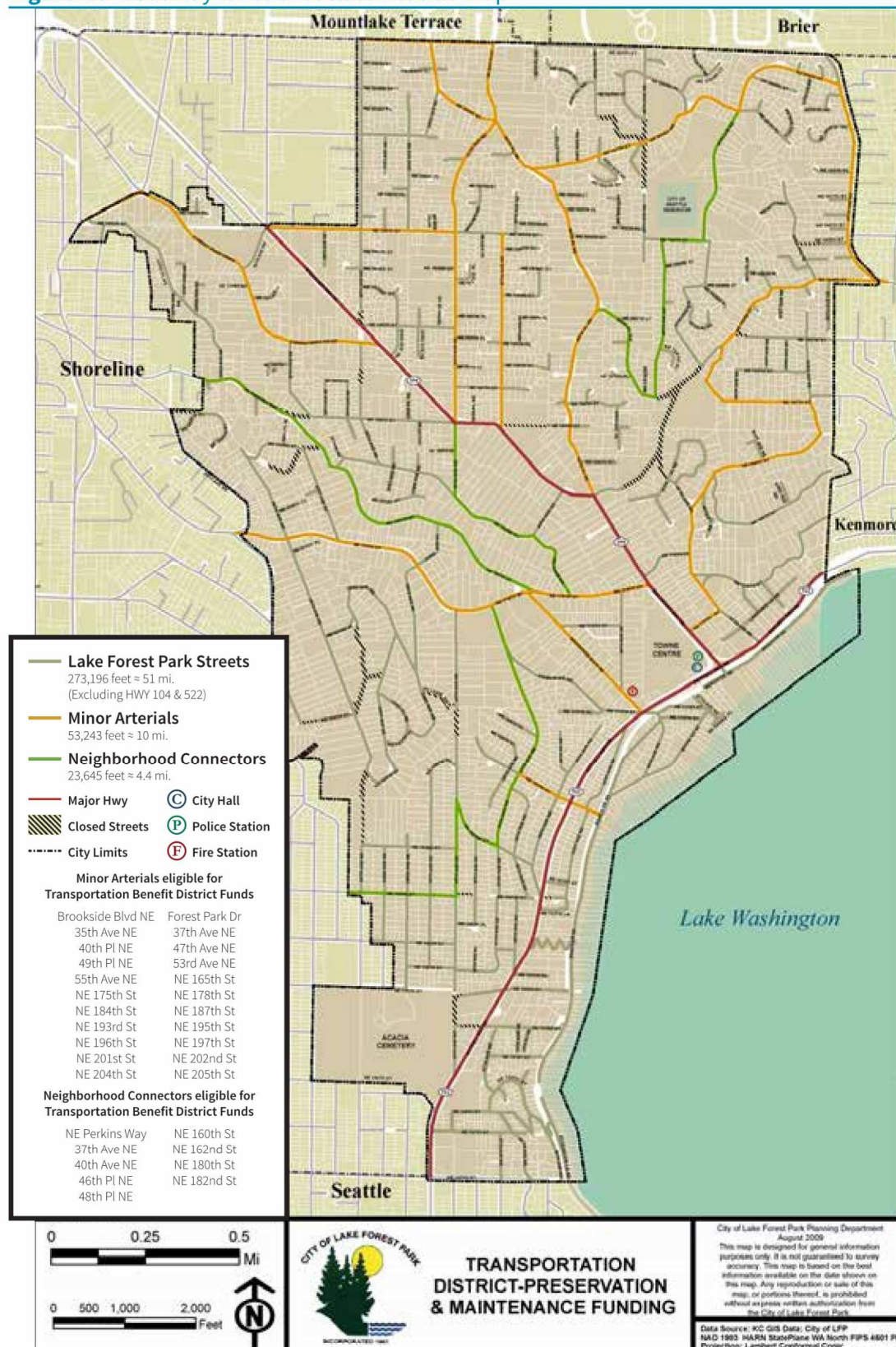
Regional forces have a significant influence on transportation conditions in Lake Forest Park. The city itself is, for all intents and purposes, built out and considered “mature.” However, the region surrounding it—especially to the northeast—is growing substantially and significantly increasing the volume of traffic transecting the city. The initiation of tolling on SR 520 has greatly increased “diversion” traffic through the city. Looking ahead, the development of light rail along the I-5 corridor could lead to further increase of traffic volumes in Lake Forest Park as people drive to the stations. These forces are already changing the character of Lake Forest Park—the goals and policies in the Transportation Element provide a framework for the City to respond to them.

For reference, the City’s street network map is shown in Figure I.3 and additional information about the City’s transportation system is included in the Transportation Element Background Analysis (Volume II). Major topics addressed in Volume II, Transportation, include:

- Existing roadway classifications, as illustrated in Figure I.3
- Daily and PM peak hour traffic counts
- Transit service
- Walking routes
- Transportation funding
- Level of Service policies



Figure I.3 Roadway functional classification map



Goals & Policies

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

Policy T-1.1 Work to create a connected and complete transportation network.

Policy T-1.2 Develop a “park & ride” facility in Lake Forest Park, and work with neighboring communities to develop additional regional “upstream” park & ride facilities.

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

Policy T-1.4 Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail via motorized and non-motorized transportation, including but not limited to designing bus routes/Bus Rapid Transit (BRT) which interface with rail stations.

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

Policy T-1.6 Improve bus stop comfort and safety by providing shelters and safe access for pedestrians and bicyclists.

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

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

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

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

- Autos LOS C/D on local arterials, which allows for moderate congestion throughout the day.

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

Transit demand is high in Lake Forest Park.

Many residents commute via bus to employment centers in Seattle and the Eastside and peak hour buses operate at capacity. Community members have called for expanded transit service and park & ride facilities near bus stops and future light rail stations.

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



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

Policy T-1.12 Encourage the use of alternative modes of transportation and non-peak use of regional arterials.

Policy T-1.13 On major arterials, encourage shared driveways to reduce right-of-way needs and to minimize turning movement conflicts.

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

Policy T-1.15 Plan a transportation system that accommodates users of all abilities, including the elderly and those with special needs.

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

What is transportation level of service?

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



Source: Institute of Transportation Engineers, 2011.

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

Policy T-2.1 Create and regularly update a *Non-Motorized Plan* that identifies:

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

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

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

Policy T-2.4 Incorporate consideration of the multimodal transportation LOS, when adopted, into the City's environmental review process to ensure that impacts of new development on the bicycle and pedestrian network are fully evaluated and mitigated.

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

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

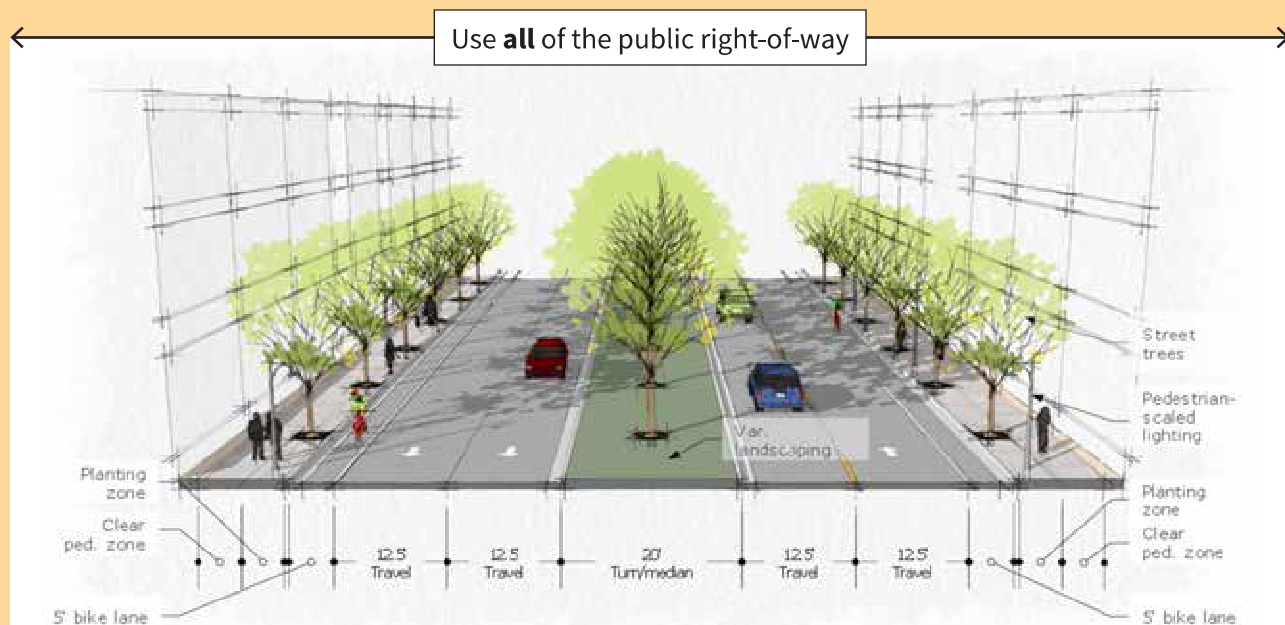
Policy T-2.7 Aim for complete streets designs for the safety of all modes. Install separators for bikes/pedestrians/cars in appropriate locations.

Policy T-2.8 Enforce regulation requiring homeowner maintenance of landscaping along pedestrian and bicycle facilities.



What are complete streets?

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



Source: Studio Cascade, 2014.

Policy T-2.9 Expand Lake Forest Park's "Safe Routes to School Program" participation, including an education and encouragement component, and continue to apply for local, state, and federal grants to enhance safe routes to school.

Policy T-2.10 Support education and outreach measures for all users—motorized and non-motorized.

Policy T-2.11 Design/improve crosswalks for maximum safety.

Policy T-2.12 Strive to improve the accessibility of the transportation system for all.

Policy T-2.13 Establish urban streetscape design criteria that are oriented towards non-motorized use.

Policy T-2.14 Provide safe pedestrian crossings at bus stops on arterial roadways.

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

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

Goal T-3 Given planned changes in the regional transportation system and their likely impacts on the quality of life in Lake Forest Park, minimize and manage “cut-through” traffic on local streets through regional cooperation, as well as through implementation of local measures (transportation demand management and traffic calming).

Policy T-3.1 Implement appropriate local traffic calming devices/designs throughout Lake Forest Park neighborhoods.

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

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

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

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

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

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

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

Goal T-4 Create a sustainable funding plan for constructing and maintaining an adaptive multi-modal transportation system.

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

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

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

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

Policy T-4.5 Explore options to fund sidewalks and walkways that are consistent with priorities expressed in the *Non-Motorized Plan* (Goal T-2).



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

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

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

Goal T-5 Minimize the impact of state highways on quality of life in Lake Forest Park.

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

- Actively review WSDOT programs for policies, potential funding, and potential design treatments of state routes heading through Lake Forest Park.
- Identify and implement safety improvements for property owners directly exposed to highway-speed traffic, whenever possible.
- Advocate for aesthetically pleasing and appropriate noise-mitigation opportunities, whenever possible. These barriers should not interfere with appropriate pedestrian or bicycle travel.
- Proactively pursue measures to improve access to traffic flow for residents along state routes, whenever possible.



- Maintain lobbying effort to encourage WSDOT to continue to improve state transportation infrastructure within city limits and prevent Lake Forest Park from becoming more of a “choke point” for traffic congestion.

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

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

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

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

PSRC (Puget Sound Regional Council)

Goal T-6 Work with transit agencies to provide transit service that meets the community’s needs.

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

Policy T-6.2 Coordinate with regional transit entities to increase bus capacity/frequency, including development of BRT on SR 522.

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

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

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

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

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

Policy T-6.7 Maintain easy and frequent transit access to major employment and shopping centers such as downtown Seattle, Northgate, the Eastside, and the University of Washington. Where possible, increase the number of destinations that are accessible by transit.

The City of Lake Forest Park Climate Action Plan

Executive Summary

The Lake Forest Park (LFP) Climate Action Committee has researched the impact of greenhouse gas emissions on climate change and developed a Climate Action Plan. The work of the committee relies heavily on the emissions analysis done by King County, and climate action plans of other cities in King County.

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 GHG by 50% by 2030, compared to a 2007 baseline.

Our city is experiencing the effects of climate change:

- Extreme weather is affecting us with flooding, wildfire smoke and heat domes.
 - There were 51 extreme heat days in 2022. This is 23 more extreme heat days than the 1970s average. (Stacker 2023)
 - Reduced snowpack is affecting water supply, early spring melt results in scouring of streambeds. <https://www.nature.com/articles/s43017-021-00219-y>
 - Change in climate is impacting local gardens, the hardiness zones are changing, earlier spring temperatures damage plants and birds and insects that feed on the plants have not arrived creating stressed plants. <https://www.seattletimes.com/seattle-news/environment/seattle-urban-area-trends-warmer-in-newest-usda-plant-hardiness-map/>
 - Mountain pine beetles are impacting our forests, ticks carrying Lyme disease are beginning to arrive in Western Washington, Avian flu has arrived infecting backyard flocks. <https://www.opb.org/article/2023/11/17/climate-change-is-hastening-the-demise-of-pacific-northwest-forests/>
 - Increasing temperatures are adversely affecting water temperatures in the lakes and streams causing stress on fish populations.
- Mantua, N.J., Tohver, I., Hamlet, A.F. 2009. Impacts of climate change on key aspects of freshwater salmon habitat in Washington State Chapter 6 in *The Washington Climate Change*

Impacts Assessment: Evaluating Washington's Future in a Changing Climate, Climate Impacts Group, University of Washington, Seattle, Washington.

- Heat waves affect health and well-being, especially seniors and young children.

<https://www.cdc.gov/disasters/extremeheat/older-adults-heat.html>

What are the sources of Greenhouse Gas (GHG) emissions in Lake Forest Park?

According to the K4C emissions report, fossil fuel-based transportation is the largest source of GHG emissions in LFP. Air travel is 32%, on-road is 31% and off-road (mostly heavy construction equipment) is 6%. The fuel burned to run these vehicles is the major contributing factor to GHG emissions in LFP.

The second largest category of GHG emissions in LFP is fossil fuel-based appliances in homes and other buildings. Natural gas used for heating and cooking represents about 19% of total GHG emissions, a smaller amount from building materials and construction, 7% from refrigerants, and 2% from solid waste.

(<https://your.kingcounty.gov/dnrp/climate/documents/puget-sound-regional-emissions-project-summary.pdf>)

The need for action to address climate change is urgent. LFP Residents indicate that they are concerned about climate change, they expect the city to partner with other cities to implement policies, and they want to know what they can do individually.

This Climate Action Plan has three primary goals:

1. Reduce emissions produced within the City of Lake Forest Park
2. Enhance Lake Forest Park's ecosystem health and carbon sequestration
3. Increase Lake Forest Park's resilience and preparedness

To reach these goals, the Climate Action Committee is suggesting six areas of action to reduce GHG and to prepare for the impacts of climate change and meet the goals of the Climate Action Plan:

1. Transportation and Mobility
2. Built Environment and Land Use
3. Natural Environment, Ecosystems, and Sequestration
4. Consumption and Solid Waste
5. Community Resilience and Preparedness

To change the trajectory of climate change, every sector in society will have to make a concerted effort. The City of Lake Forest Park has a small population with a beneficial tree cover, and has

limited resources. The Climate Action Committee is encouraging the city to make major changes in its municipal operations.

Making meaningful progress towards these goals will require the City hiring staff or significantly reallocating staffing resources. Collaboration with neighboring cities must be a priority if limited resources are to be used effectively. No policy should be implemented or item purchased without careful and public consideration of the impact on climate.

The plan presented here is intended to guide the current City Council in its policy decisions, public outreach, purchases, and hiring. The plan is intended to assist the Council in strategizing over the long term. The immediacy of global and local 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. 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 and considered a living document.

Table of Contents

Vision and Goals

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

Goal 1: Reduce Emissions. Reduce GHG emissions by 60% by 2030 and net zero by 2050 (compared to a 2019 baseline). To do this we must prioritize initiatives that make the biggest difference in reducing and/or limiting GHG emissions produced by the LFP municipal government, residences, and businesses in order to exceed [K4C targets](#) (King County-Cities Climate Collaboration 2021).

Goal 2: Enhance Ecosystem Health and Carbon Sequestration. Improve the health and resilience of local ecosystems to maximize their ability to remove carbon dioxide (CO2) from the atmosphere, provide habitat, regulate the water cycle, and buffer the impacts of climate change.

Goal 3: Increase Community Resilience and Preparedness. Protect the community from the worsening impacts of climate change through resilient infrastructure, emergency preparedness, and community participation.

Committee Methods

This Climate Action Plan was written by the Lake Forest Park Climate Action Committee, whose 10 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 has gathered and analyzed information pertinent to climate concerns of Lake Forest Park and our surrounding area. Specifically, the CAC committee has:

- Reviewed existing municipal Climate Action Plans from neighboring cities to identify best practices
- Reviewed the [2015 LFP Comprehensive Plan](#) (Lake Forest Park Planning Committee 2016), the [2018 100-year Legacy Plan](#) (Lake Forest Park Legacy Planning Team 2019), and previous climate initiatives by the city of LFP (see Appendix 1)
- 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, and the 2008 LFP Preliminary GHG Inventory and Proposed Climate Action Plan (see Appendix 5)
- Identified strategies and actions matrix for the five focus areas that will help the community meet its climate goals
- Built collaborations between Lake Forest Park and neighboring cities and communities, through city commissions, committees, boards, and task forces
- Engaged and surveyed LFP citizens to gather insights and feedback on actions, strategies, and priorities to inform CAP development
- Identified potential funding sources to achieve the Climate Action Plan goals

Letter from LFP City Mayor

Dear Lake Forest Park Residents,

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 changing over both our police and public works vehicles to be battery-powered. We use LED lights in City Hall. And we have developed and created this Climate Action Plan, thanks to the tireless work of the resident Climate Action Committee.

As the committee notes, implementing this plan and monitoring and documenting the results will be the next goal. At recent meetings and hearings and through an on- line 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 and 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,

Mayor



Dear 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 200X, 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 changing over both our police and public works vehicles to be battery-powered. We use LED lights in City Hall. And we have developed and created this Climate Action Plan, thanks to the tireless work of the resident Climate Action Committee.

As the committee notes, implementing this plan and monitoring and documenting the results will be the next goal. At recent meetings and hearings and through an on- line 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 and 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,

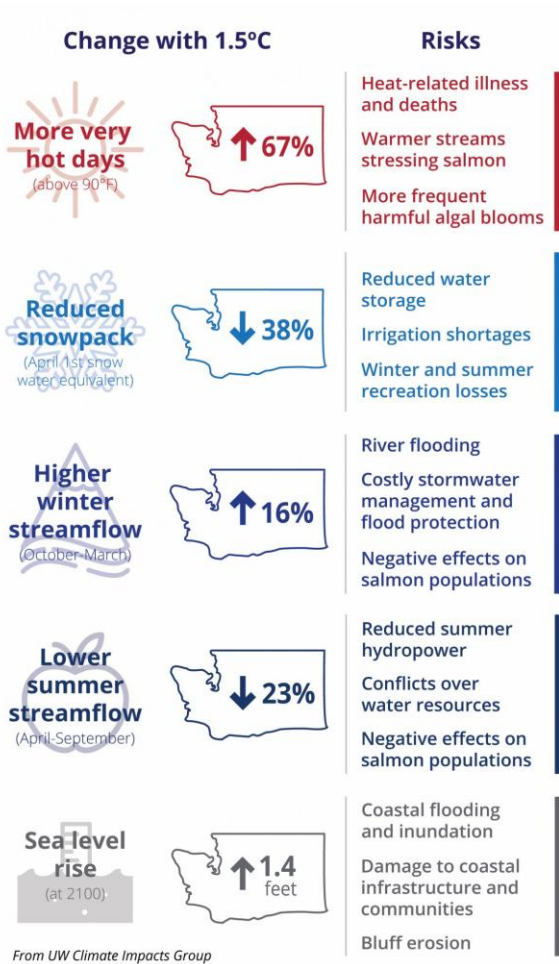
Mayor

Climate Action Plan for Lake Forest Park, WA

Section 1: Context

Climate Impacts in Puget Sound and Lake Forest Park, WA

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 2021 [PNW heat wave](#) (June 25-July2) catastrophically impacted British Columbia and Washington as well as neighboring provinces and states. Effects on humans and ecosystems continued well beyond June 2021 and included mortalities in both human and aquatic populations, reduced crop and fruit yields, and triggered 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.

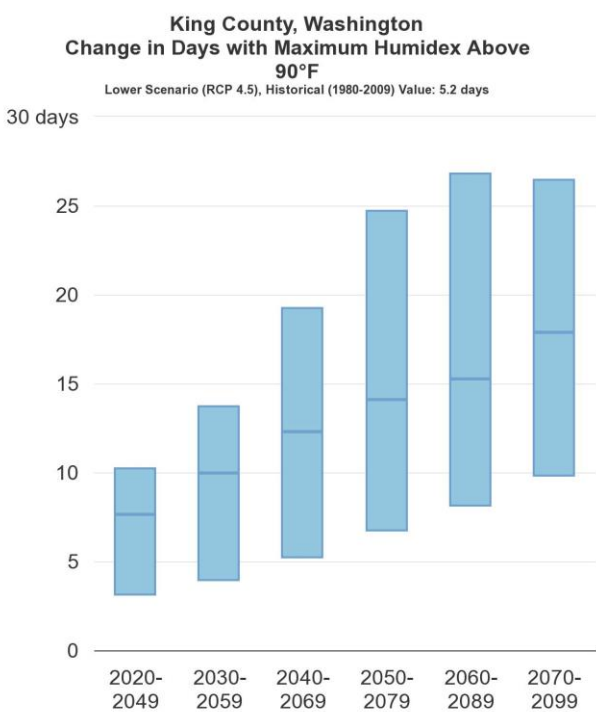


Projections using different models agree that warming of the planet by 1.5°C (2.7°F) will cause a large range of extreme challenges in managing natural systems. Specific impacts predicted for Washington State are summarized in Figure 1.

Figure 1: Projected impacts of 1.5°C (2.7°F) warming on Washington State. 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](#).

In the next section, we look in more detail at the climate change impacts that are already felt in Lake Forest Park. We also consider what the

future could hold, depending on choices we make today.



Increasing Temperatures and Extreme Heat:

Temperature is what is measured by a thermometer, and when you add in humidity, that is the heat we feel. An index called Humidex represents the 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 that are hotter, larger, and longer lasting than it had in previous decades.

Heat events in King County in the future, a future in which we significantly curb global CO₂ emissions (a best case scenario) are shown in Figure 2. The graph shows bars for 30 year increments, generated from the “[Climate Mapping for a Resilient Washington](#)” tool developed by the University of Washington Climate Impacts Group in partnership with the

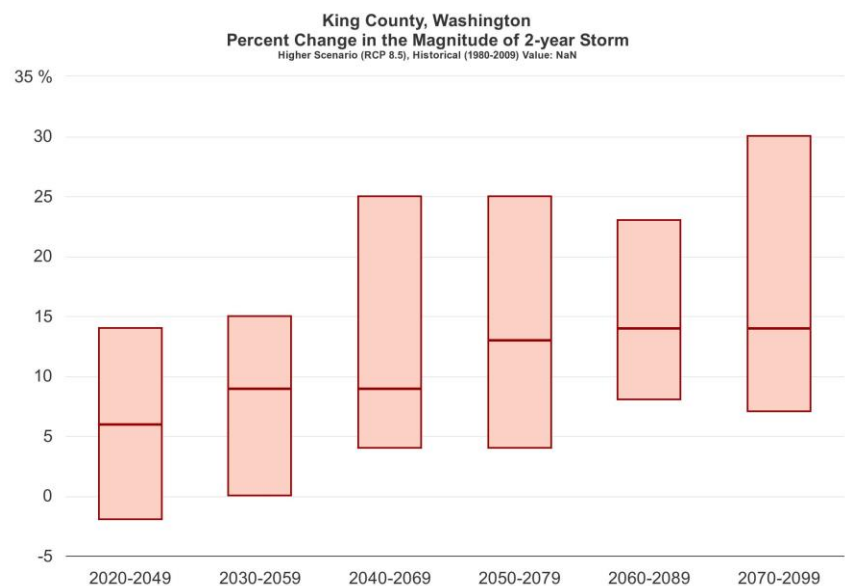
University of Idaho, Research Data & Computing Services for web development. Even if we curb emissions significantly to prevent average temperatures rising more than 1.5C, King County would still average 2-3 more extreme heat days each year between 2030-2059 than in the current 30 year period.

For Lake Forest Park we are concerned about this continued increase in hotter average temperatures and associated heat waves because they result in:

- An increase in heat-related illness and death especially for children, the elderly and individuals with asthma, COPD, and other breathing issues.
- An increased incidence of diseases carried by mosquitoes, ticks, and other vectors that thrive in warm/humid climates. Waterborne diseases will also become more common.
- Disruption and accelerated deterioration of important infrastructures: energy, buildings, water, road, rail, tarmacs.
- Reduction in the oxygen the water can hold, compromising habitats for many aquatic animals. Low oxygen conditions also promote blooms of harmful algae and bacteria that poison streams and waterways.

Changing Precipitation Patterns: Along with heatwaves and related drought conditions caused by warmer temperatures, heavy precipitation 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.



In King County, under the higher emissions scenario (projections for the lower emissions scenario is not modeled by “[Climate Mapping for a Resilient Washington](#)” tool), the amount of precipitation in a “two-year storm” (a storm of such magnitude only seen every two years), will contain on average 6% more water in 2030 than the average seen in the baseline years of 1980-2009 (Figure 3). This is 3% more than the average projected to be seen in the current 30 year interval (2020-2049).

Heavy rainfall events and rapid melting of snow fields negatively affect the natural and built environment of Lake Forest Park in the following ways:

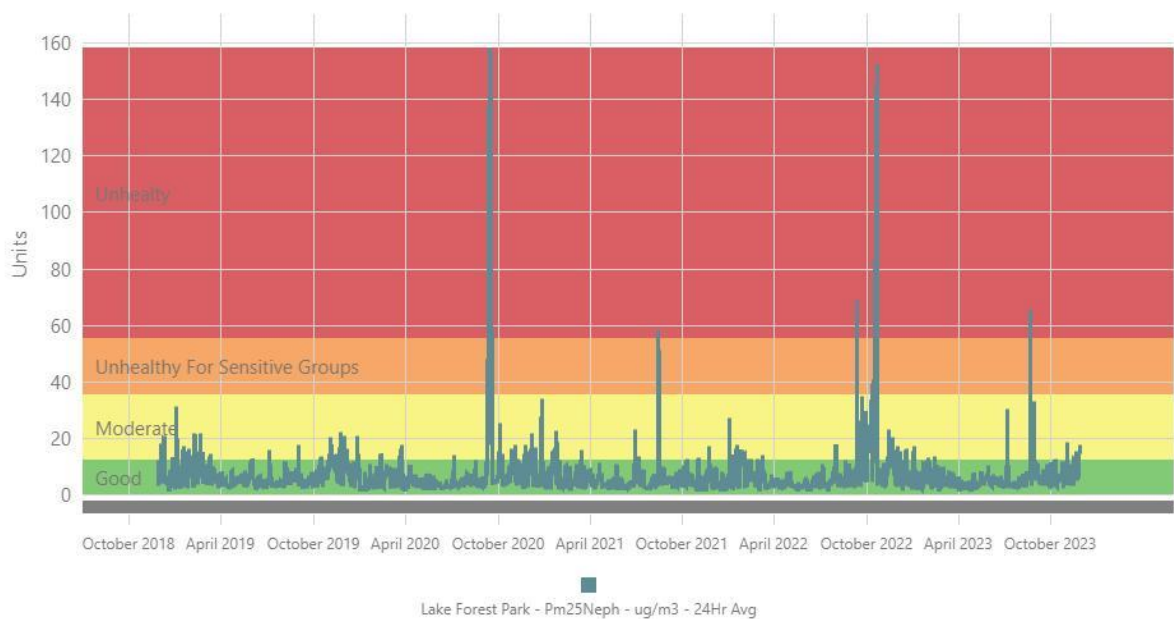
- Increase in the incidence of mudslides and urban flooding damaging homes, businesses, and roads.
- More polluted runoff causing nutrient loading and more frequent algal blooms in Lake Washington.
- Large, rapid flow of water through streams that scours streambeds. This scouring harms salmon populations and other aquatic life, including by reducing salmon egg viability.

Increasing wildfire severity and associated hazardous air quality: Large and severe fires in the Pacific Northwest are associated with warm/dry conditions, conditions that will likely occur more often as the earth continues to warm ([Halofsky et al, 2020](#)). Residents of LFP should be

prepared for distant wildfires to disrupt energy infrastructure as well as increase the number of days with hazardous air conditions caused by wildfires.

Smoke from burning vegetation and built structures contains fine particulate matter (PM2.5), ozone precursors, and other toxic components that can travel hundreds of miles before settling out of the air. Fine particulate matter is one component of smoke that is monitored carefully because it passes through the nose into our throats and lungs. Additionally, particles carried by smoke that settle in streams and soil contain chemicals which can acidify these systems and also create nutrient deficiencies that harm living things and thus entire ecosystems¹.

Figure 4. Five years of air quality data (PM2.5) in Lake Forest Park, WA, downloaded from the [Puget Sound Clean Air Agency](#).



For one or more days in the summers of each of the last 3 years, residents of Lake Forest Park, and our surrounding land and streams, were exposed to unhealthy air generated by distant wildfires (Figure 4). Summers are cherished times for those in the PNW, times spent outdoors in our gardens, on trails, at the beach. But unhealthy smoke drives us indoors to avoid exposure to smoke pollutants, pollutants associated with increases in mortality, asthma, and other respiratory problems, as well as worse outcomes for birth, COVID-19 infection rates, and emotional well-being (summarized in NCA 5). 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.

¹ “Particle pollution in Washington’s air.” 2023. Washington State Department of Ecology. <https://ecology.wa.gov/Air-Climate/Air-quality/Air-quality-targets/Air-quality-standards/Particle-pollution>.

Box 1. What is climate change?

Climate change refers to long-term shifts in temperatures and weather patterns. Earth's average temperature has fluctuated over its long geological history, due to its orbit, changes in atmospheric composition, and solar activity. However, in the last 10,000 years, Earth has been in a predictably stable part of its climate cycle, which has provided the environmental context for current life.

Human activity has altered our planet more rapidly and to a greater extent than any events in the last million years. In just the last 200 years, the discovery that fossil fuels (coal, oil and gas) could be exploited relatively easily to generate massive amounts of energy drove the astounding technological progress of the Industrial Revolution, with enormous benefit to mankind.

A trailing scientific understanding followed this revolution to reveal indisputable evidence that the burning of fossil fuels releases long-lived, heat-trapping gasses (greenhouse gasses, or GHGs). These gasses include carbon dioxide (CO₂) and methane (CH₄). The exponential increase in production of energy to power human activity has created GHG pollution in quantities that have significantly changed the composition of Earth's atmosphere. Like an ever thickening blanket wrapping the earth, accumulating GHGs prevent the escape of heat that would normally dissipate into outer space, thus disrupting the regulation of Earth's relatively constant climate.

Acceleration of fossil fuel exploits have filled our atmosphere with GHGs, increasing Earth's average temperature so steeply that it is now warmer than any time in the last 800,000 years (well before humans walked Earth). Since 2000, almost every year has exceeded the record of hottest average temperature set by the previous year. True to this trend, September 2023 was the hottest month on record on Earth.

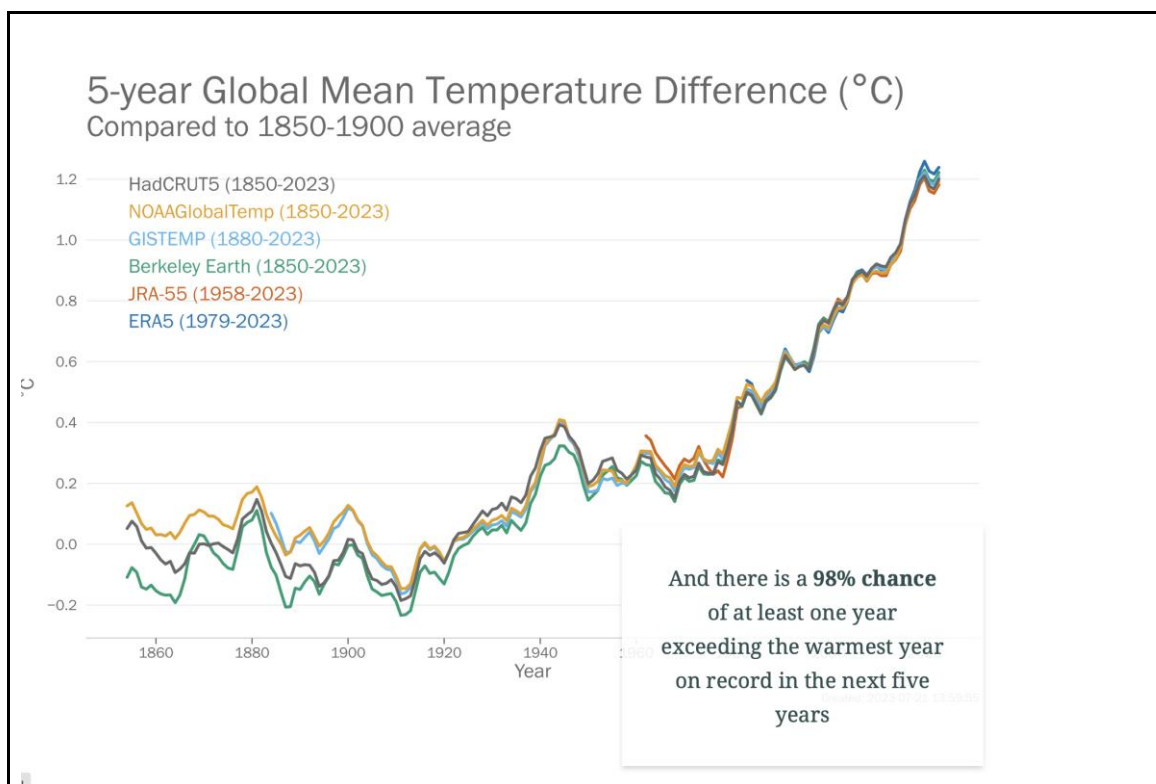


Figure caption: Global Data Sets. “Five-year running average of global temperature anomalies (°C relative to 1850–1900) from 1850–1854 to 2019–2023 (data to June 2023) shown as a difference from the 1850–1900 average.” More information on the original data sets and the original figure can be found in Figure 2 and 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 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, but 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.

Ecosystems are Changing: Ecosystems and humans that are part of these systems 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 springs that come sooner.

For people in LFP we can adapt by installing heat pumps, adding air filtration systems, and more. For plants and animals they must migrate or evolve.

LFP residents are proud of our city's gardens and greenways. Tree canopy keeps us cooler in the summer, and our gardens are cherished places where we grow food and flowers. These are places where family and friends gather. Changes to the timing and patterns of freezing temperatures in the PNW, number of dry/hot days, and more will stress plants that have otherwise grown well in our area. We've seen pine beetle infestations of drought stressed trees, one example of what could be to come. Preparing for and understanding these changing systems will help us adapt, and modify our expectations as we plan our gardens and yards for a warmer/drier climate.

Why we need a Climate Action Plan

Warming of our planet, caused over the last century by human emission of heat-trapping gasses into Earth's atmosphere, is rapidly altering the stability of ancient systems that underlie current life on Earth. In Lake Forest Park and the surrounding Puget Sound, these changes manifest in climate events that include accelerating incidence 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). Concomitantly, our ability to manage compounding current and future climate impacts requires immediate 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 the [King County Cities Climate Collaborative \(K4C\)](#) (LFP resolution 1726), pledging a 50% reduction of 2007 baseline GHG emissions by 2030 and 95% reduction by 2050.

Reducing Lake Forest Park Greenhouse Gas Emissions

LFP Emissions Profile

In 2022 [The Puget Sound Regional Emissions Analysis Project](#), led by the King County Climate Data cooperative, released data estimated for local community sources of GHG emissions generated from human activity. Specific emissions data for the City of Lake Forest Park are summarized in Figure 5.

The majority (69%) of LFP GHG emissions derive from the transportation sector (in green in Figure 5). On-road vehicles (passenger vehicles, freight trucks, and transit) and “non-road

equipment,” (recreational, construction, industrial, lawn/garden, agriculture, commercial and pleasure craft) create just over half of transportation emissions. Air travel (estimated for LFP based on average city-wide income) contributes the other half.

Energy burned in government, business and resident structures (shown in blue in Figure 5) 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 negligible GHG emissions, 75% of structures in the LFP built environment rely on natural gas for water heaters, household heat and/or cooking.

The remaining 7% of total GHG emissions in LFP are produced from refrigerants, mainly CFCs used in refrigeration and air conditioning, and decomposition from solid waste exported to landfill. These sources are shown in dark and light purple, respectively in Figure 5. More detail on LFP’s emissions profile, and on the breakdown of GHG production derived from municipal operations is discussed in Appendix 2.

Figure 5 version 1:
Total Lake Forest Park GHG Emissions, 2019: 100,091 MTCO2E

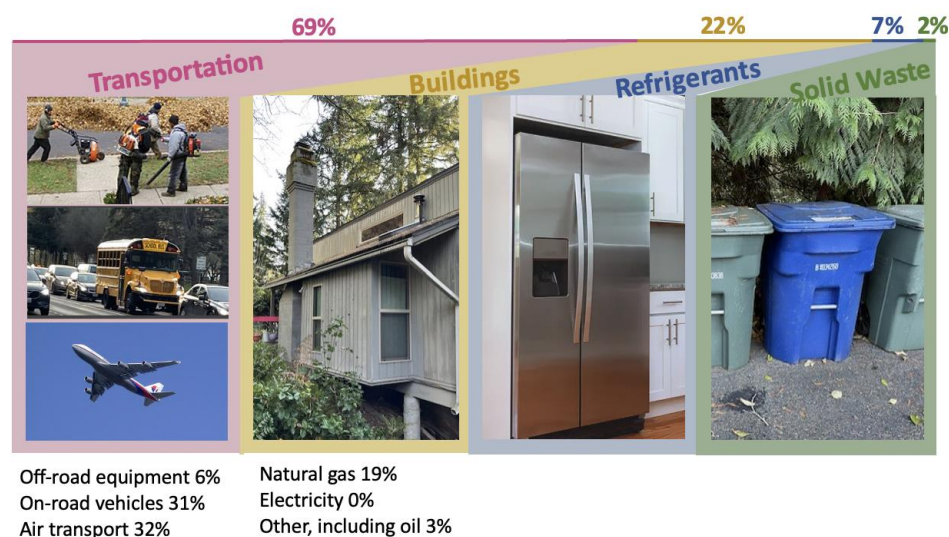


Figure 5. Human created GHG Emissions generated in LFP, by sector (2019). Data generated by the Puget Sound Regional Emissions Analysis Project, and released as part of the [Geographic GHG Emissions Inventory Database](#). Further breakdown of emissions sources are documented in Appendix 2.

Figure 5 version 2:

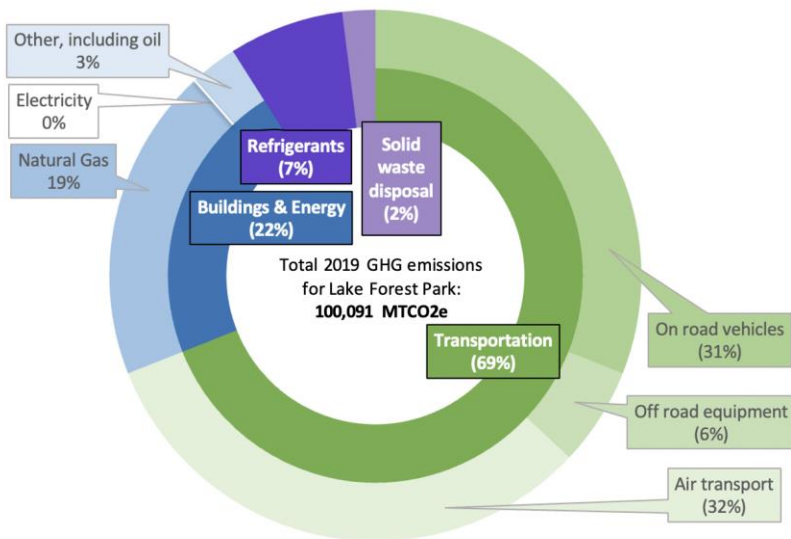


Figure 5. Human created GHG Emissions generated in LFP, by sector (2019). Data generated by the Puget Sound Regional Emissions Analysis Project, and released as part of the [Geographic GHG Emissions Inventory Database](#). Further breakdown of emissions sources are documented in Appendix 2.

Lake Forest Park Emissions Targets

If current human activity continues without significant overall decrease in fossil fuel and land usage, global GHG emissions are projected to increase another 50% by 2100. The dashed line in Figure 6 illustrates this potential trend.

Regulations enacted at federal, state and regional levels are forecast to reduce atmospheric GHG by 2030 to about 35% of levels recorded in 2007, and to 50% by 2050 (Figure 6, orange section). These higher level regulations (detailed in Appendix 3) empower local actions and are a valuable springboard for municipal level action.

The green section of Figure 6 illustrates the forecasted effects of actions to reduce GHGs tailored to King County municipal regions. This emphasizes the critical role of locally-focused actions motivated through municipal governments in achieving emissions reduction goals of 50% of the 2007 baseline by 2030, 75% by 2040 and **95% by 2050**.

The K4C identifies sectors where concentration of local action will have the greatest consequence on mitigating GHG pollution in the Puget Sound area: 1) Buildings, 2) Transportation, 3) Solid Waste Disposal, and 4) Ecosystems where CO₂ is naturally sequestered.

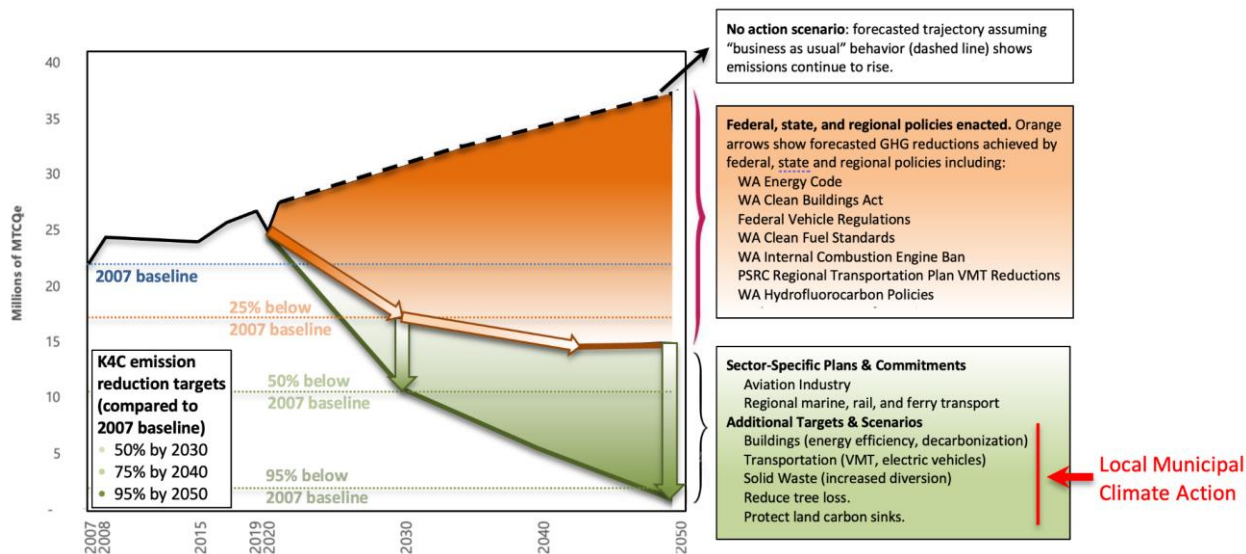


Figure 6. Forecasted emissions and reductions associated with action at different organizational levels (Figure adapted from King County.)

*We may want to simplify this figure by Not listing the (red section) actions that are spelled out above, but instead listing these in appendix. This will highlight municipal actions possible in this LFP climate action plan.

Protecting our community and environment from climate changes to come

Mitigation of further GHG emissions is crucial to stemming the worsening of future heating and associated other climate impacts. However, halting emissions will not immediately *reduce* atmospheric CO₂ concentrations or return average global temperatures to the pre-industrial levels to which current life on Earth is adapted. This is because many of the major greenhouse gasses persist in the atmosphere for tens to hundreds of years after being released. Thus the warming potential of GHGs already in the atmosphere will continue to affect both present and future generations. Thus, in addition to proactive action to prevent human-derived GHG emissions from entering the atmosphere, local civic action by governments, businesses, organizations, and individuals have a crucial role in anticipating the vulnerabilities and bolstering the strengths of LFP inhabitants and natural environments. This climate action plan addresses actions necessary for GHG mitigation and for ensuring the resiliency for our entire community to thrive despite future climate change.

Clearly the range of impending impacts will challenge different people, natural areas and infrastructure to different degrees. To ensure a healthy productive community, this committee recommends considering climate action in the context of a comprehensive understanding of Lake

Forest Park demographics and resources, so that equitable and just inclusion for all can strengthen our city's ability to withstand climate impacts together.

Our Path Forward

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.

This document presents recommendations for essential actions needed to end GHG emissions generated in Lake Forest Park and for building a community that understands and is well-prepared for future climate impacts. Action on these recommendations will put LFP on a path to join other communities in:

Mitigating GHG emissions to almost zero over the next 30 years through

- Policy changes for the city government that are implemented in municipal operations
- Policies that incentivize emission reductions by businesses and households
- Community members adoption of actions and lifestyles that reduce or eliminate emissions

Building the resiliency of our community to climate impacts by

- Assessing and alerting members to the strengths and vulnerabilities of our community to climate impacts of Lake Forest Park
- 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:

1. Improvement of the transportation sector and land use (Focus Area 1: Transportation and Mobility (TR))
2. Transformation of built environments (Focus Area 2: Built Environment/Land use (BE))
3. Protection of our natural environments, resources, and ecological systems (Focus Area 3: Natural Environment, Ecosystems, Sequestration (NE))
4. Management and reduction of waste and consumption (Focus Area 4: Consumption and Solid Waste (CW))

5. Strengthening of community to promote adaptations and collaborative culture that will allow all residents to thrive despite climate setbacks (Focus Area 5. Community Resilience and Preparedness (CR))

LFP Community Values and Response

The City of Lake Forest Park was originally platted in 1910, mostly for second residences intended as nature retreats for professionals residing in nearby Seattle. In 1961 residents incorporated as the City of Lake Forest Park to control pressures of increasing development. The planning and vision that went into creation of the City of LFP reflects the value that residents placed on sustainable living and environmental protection. These values persist to the present and are articulated 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 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.”

Responding effectively to the climate crisis will require that we act together to make significant changes in how we live our lives. Engaging as much of the Lake Forest Park community in the decision-making processes by which we build resilience and reduce our GHG emissions is an important step in meeting the challenges ahead.

“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.”

Citation: Almeida, P., González, L.R., Flores, E.O. et al. The building blocks of community participation in local climate meetings. npj Clim. Action 2, 37 (2023). <https://doi.org/10.1038/s44168-023-00071-4>

The LFP City Council’s creation of the LFP Climate Action Committee (CAC) demonstrates commitment to transform and accelerate local action on climate. Since inception, the CAC has

realized a key role of developing connections between the community and city government to engage ongoing action at all levels within the community.

The LFP CAC defined timelines that provided structure for moving the committee forward, toward the goal of designing the Climate Action Plan and for engaging the community.

	Set Goals and Strategies	Define Priorities	Draft Climate Action Plan	Plan for Year 2
	Timeframe			
Project Task	March - July 2022	July – October 2022	October 2022 – December 2022	January-February 2023
Outreach, Communication, and Community Engagement	Develop and Implement a first-year Outreach and Communication Plan	Implement First-Year Outreach, Communication, and Engagement Plan	Review and summarize results of first-year efforts, develop second-year Outreach, Communication, and Engagement Plan	<ul style="list-style-type: none">• Produce Climate Action Plan• Deliver Plan to Council• Prepare 2023 Work Plan
Climate Action Planning: Define Priorities, Strategies, and Goals*	Review existing Climate Action Plans; review K4C and People for Climate Action priority actions	Identify preliminary climate action priorities, strategies, and goals	Prepare draft Climate Action Plan; deliver draft plan to Council during December 2022	
Data Collection and Analysis	Identify available data and data gaps; develop plan to address data gaps; review K4C emissions study for LFP	Organize and present available data and data gaps; identify metrics (if any) for preliminary strategies	Develop plan for ongoing data collection and management, including addressing critical data gaps	
* Assume “buildings” and “transportation” are critical sectors; prioritize these and community resilience.				

Figure Caption: This is the timeline presented to the City Council in 2022.

Since March 2022 the LFP CAC developed a detailed community survey and this climate action plan while engaging with the community through workshops, tabling events and much more (Table 1).

The Survey

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

Key findings of the LFP Climate Action Survey	
1	Opportunities. LFP should connect citizens 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 Energysmart eastside .
2	Policy. LFP city government should be a role model for other small cities, and make climate friendly policy changes and decisions collaboratively.
3	Transportation. LFP should improve local infrastructure and advocate for policies at the state level that reduce cars on the road.
4	Education. 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	Policy and positive change. Empower residents by providing pathways to advocate for climate friendly policy change.

Community Engagement

Members of the LFP CAC engaged members of the community through the survey, but also through educational workshops done in partnership with neighboring cities of Kenmore and Shoreline, conversations at community events, and much more (Table 1).

[Link to table for editing and updating](#)

Table 1. Events and activities of the LFP Climate Action Committee since its inception in 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
Additional Supporting Activities		
Distributed 12 Climate New Flashes to LFP members to announce above events		
Created handouts and displays to use at public events, including 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 and Actions

The strategies and actions section provide a framework for action. These actions are in five focus areas- transportation and mobility, the built environment/land use, natural environment, consumption and solid waste.

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.

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 and Mobility (TR)

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

Goal: Reduce GHG emissions from transportation by transitioning to electric vehicles (EV’s), expanding shared transportation options, and promoting improvement of cycling and pedestrian networks.



Globally and locally, transportation is the largest source of greenhouse gas emissions. According to the Fifth National Climate Assessment, “Since 2017, the transportation sector has overtaken electricity generation as the largest emitter”, accounting for the largest percentages of emissions 69% of total community-wide emissions in 2019. In LFP most of these emissions come from gasoline use in passenger vehicles and airplane flights (though the methodology of the King County estimates for per capita flights.) Lake Forest Park has developed a Safe Streets program which could be accelerated to meet emissions goals.

Community Priorities: 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. In our 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”.

In 2020 about 55.2% of Lake Forest Park residents drove alone to their place of employment, another 8.8% carpoolled, another 8.8% used public transportation, about 5.0% walked, biked, or used another means to commute, and about 23.2% of Lake Forest Park workers worked from

home. 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% used hybrid fuels). Worker commuting methods reported for 2020 were likely affected by the global pandemic; however for this census period an estimated 55.2% of the Lake Forest Park workforce commuted in single-occupancy vehicles, 8.8% carpooled, 8.8% used public transportation, 4% walked, rode a bicycle, or used another means (such as a motorcycle or hired vehicle) and about 23.2% worked from home.

Table 1. Transportation and Mobility Strategies and Actions.

Strategy #1: Accelerate electric vehicle (EV) adoption		
Ref code	Action	How action is accomplished
<i>TR 1.1</i>	Electrify the City Fleet	<p>Increase the number of municipal EVs to 100% by 2040. Purchase and deploy make-ready Battery Electric Vehicles (BEVs) to transition the City's vehicle fleet to electric by 2035 for all operationally feasible vehicles. As needed, delay purchasing replacement vehicles until BEV options are available and affordable. If BEVs are not available for necessary replacements, consider plug-in hybrid options.</p> <p>Convert LFP Police Fleet to all electric vehicles by 2035.</p>
<i>TR 1.2</i>	Eliminate gas powered vehicles and tools	<p>Develop a transition plan for city owned vehicles from gas to electric. Eliminate and publicize gas powered tools. Explore what other jurisdictions have done to eliminate gas-powered tools. Consider a buy-back program for gas-powered tools.</p> <p>Educate the public about the tool library.</p>
<i>TR 1.3</i>	Increase charging infrastructure	<p>Include charging infrastructure in the city's revised Comp Plan--start with putting charging stations in public facilities.</p> <p>Continue to partner with Bothell, Kenmore, and Shoreline to obtain funding from the state to install charging stations along 522, at City Hall, on 104 and in apartment and condos.</p> <p>Increase electrical capacity and charging infrastructure at City facilities to ensure adequate capacity for fleet and employee EV charging.</p> <p>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.</p> <p>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.</p>

		Include goals in the city's revised Comp Plan--Start with putting charging stations in public facilities.
TR 1.4	Incentivize EV charging stations	Publicize the federal rebates for EV charging stations Apply for the federal and state grant for EV charging
TR 1.5	Community education about Electric Vehicles	Provide community education and outreach to increase EV adoption and promote existing incentives for EV purchases.
Strategy #2: Reduce community wide driving		
Ref code	Action	How action is accomplished
TR 2.1	Review Municipal Codes for Emission Reduction	Develop regulations that require bike lockers at new or major retrofits at town center, multifamily facilities and parks and municipal facilities. Include bike lockers in the 2024-26 budget.
TR 2.2	Encourage Transit-Oriented Development	Study and support transit-oriented development and missing middle housing
TR 2.3	Develop a pedestrian and bicycle network	<p>Increase the network of safe bike lanes, boulevards, and trails; widening sidewalks; expanding convenient transit stops; and installing effective traffic signals.</p> <p>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</p> <p>Start with strategic areas near schools and commerce; identify and apply for sources of funding.</p>
TR 2.4	Secure bike storage	Purchase, deploy and maintain bike storage in parks, nodes and commercial facilities.
TR 2.5	Expand capacity of the LFP Town Center to act as a mobility hub.	Reexamine the TC 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.
TR 2.6	Review flex schedules for municipal employees.	Review the flex schedule annually to make sure it is working
TR 2.7	Collaborate with the Cities of Shoreline and Kenmore as they adopt shared-use electric bicycle or scooter programs.	Explore north-end cities with a shared bike and scooter program. 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.
TR 2.8	Limit air travel	Review the travel policy in the city and encourage staff training and professional development to take place locally. Community education on air travel alternatives, opportunities and incentives to electrify; actions being taken at the city, state and federal levels to reduce transportation.
Strategy #3: Improve “last mile access”		
Ref code	Action	How action is accomplished
TR 3.1	Build Transit oriented development	Uphold the GMA to prioritize dense mixed use TOD and affordable housing and update the comp plan to comply with HB 1110
TR 3.2	Start a Jitney Service	Fund an experimental jitney service
TR 3.3	Support bike infrastructure	Safe streets for bikes and safe storage solutions in parks, nodes and commercial facilities
TR 3.4	Support pedestrian infrastructure	Accelerate and expand safe streets programs and develop a one way street program
TR 3.5	Increase transit ridership through education and outreach	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
TR 3.6	Support city trail system	Accelerate Green Infrastructure program

Focus Area 2: Built Environment/Land use (BE)

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

Goal: Reduce GHG emissions from buildings by reducing energy usage, electrifying buildings, and transitioning to clean and reliable renewable energy sources.



In LFP emissions from buildings represent 22% of the emissions. Most of this comes from natural gas. In 2020, the US Census estimated that 61% of homes use gas for heating, cooking or heating water, and another 7% use fuel oil. Solar panels have been installed on more than 70 residences; however, this represents fewer than 1.5% of homes. As of January 2024 the only retail, commercial, or multi-family housing unit that has installed solar panels is the King County Housing Authority (this system likely provides about 9- to 10% of the total solar energy generated within the City).

Community Priorities: Residents want to reduce their emissions, but are concerned about becoming more vulnerable to weather related events. They will be looking to the City to provide solutions to some of these issues. For example, 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.”

Table 2. Strategies and Actions for Focus Area 2, Built Environment/Land use

Strategy #1: Use Cleaner Energy		
Action code #	Action	How action is accomplished
BE 1.1	Encourage transition to electric or solar energy	Incentivize a full transition to electric or solar energy in existing commercial and residential buildings.
BE 1.2	Encourage enrollment in Seattle City Light's Green Up program	Encourage businesses, large energy users, and residents to enroll in Seattle City Light's (SCL) Green Up program to expand the use of green energy.

<i>BE 1.3</i>	Support community solar projects	Add to the legislative agenda of the city to provide for community solar. 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.
<i>BE 1.4</i>	Enact code requiring electrification	Enact code to phase out fossil fuel infrastructure in new construction.
<i>BE 1.5</i>	Advocate for increased electricity grid reliability	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.
<i>BE 1-6</i>	Advocate for Green infrastructure	Provide information about green infrastructure programs like green roofs.
Strategy #2: Build strategically for less energy and clean energy		
Action code #	Action	How action is accomplished
<i>BE 2.1</i>	Increase incentives for infrastructure improvements	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.
<i>BE 2.2</i>	Develop green building regulations	Require new and retrofitted multifamily housing to have EV charging stations. Restrict the addition of new gas lines and installations in residential and multifamily zones.
<i>BE 2.3</i>	Review environmental justice criteria into land use decisions	Incorporate environmental justice criteria and priorities into zoning, land use planning, permitting policies, and development of new projects. 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.
BE 2.4	Prioritize dense, mixed use, transit oriented developments and affordable housing	Uphold the Growth Management Act and HB 1110 to prioritize dense, mixed use, transit-oriented development (TOD) and affordable housing.

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

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



Goal: Foster climate resilient natural landscape by restoring natural systems, protecting vital habitats and ecosystems, and conserving water resources.

Lake Forest Park is a unique city with a large tree canopy (50%), undeveloped watersheds (12%) and other natural ecosystems so preserving and restoring these rare resources should be given the greatest priority. As we move away from fossil fuel use in the energy sector we can increase uptake of carbon dioxide by restoring and enhancing the health of our trees and waterways.

In addition to capturing carbon, healthy ecosystems provide a wide range of interconnected benefits and services, such as improving mental health, offering recreational opportunities, acting as natural cooling areas during heat waves, and providing habitat for local wildlife.

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.

Community Priorities: Residents value our canopy and ecosystems and seek to retain them as natural resources and community assets. 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 plant life, the region's temperatures will soar higher.”

More Information on Tree Canopy and Climate Change Resilience and Urban Watersheds and Climate Change Resilience in Appendix 6

TABLE 3. Strategies and Actions for our Natural Environment

Strategy #1: Maintain healthy urban forest		
Ref code	Action	How action is accomplished
<i>NE 1.1</i>	Implement Policy and Practices for sustaining tree canopy.	<p>Support the Tree Board's policy and strategies to protect large-stature species with dense wood, identify most effective carbon-capturing trees, and develop a plan for maintaining tree canopy in perpetuity.</p> <p>Adopt planning and funding programs for urban dense vegetative growth programs such as Miyawaki Forests</p>
<i>NE 1.2</i>	Incentivize Climate-conscious tree planting.	<p>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.</p> <p>Implement in city open space plan project to plant a diverse mix of pest-tolerant, well-adapted, low-maintenance, long-lived, and drought-resistant trees to ensure greater resilience, while planting small groves of especially water-tolerant species in areas receiving peak volumes of stormwater runoff to reduce flooding and pollutant transport.</p>
<i>NE 1.3</i>	Allocate resources for urban tree maintenance.	<p>Require new developments to maintain new tree planting for 5 years.</p> <p>Provide information on how to plant and care for new plantings.</p> <p>Require the city to establish and adhere to a regular tree maintenance cycle with an eye towards helping protect cities from extreme weather events.</p>
<i>NE 1.4</i>	Address tree canopy cover inequity.	Supporting the Tree Board expansion of tree cover is an opportunity to address inequitable access to trees and green space.
<i>NE 1.5</i>	Outreach and education on forest conservation strategies	Support nonprofits efforts to educate and engage residents on tree retention and health and the value of trees as a mitigating strategy in climate change.

Strategy #2: Increase carbon sequestration		
Ref code	Action	How action is accomplished
<i>NE 2.1</i>	Evaluate municipal parks for greater carbon sequestration.	Support nonprofits and the Park Board to implement a plan to re-evaluate existing parks and other existing green areas for carbon sequestering sinks..
<i>NE 2.2</i>	Evaluate open spaces for greater carbon sequestration.	Support nonprofits and the Planning Department to implement a plan to re-wild unused areas by converting impervious surfaces into permeable habitats.
Strategy #3: Maintain healthy waterways		
Ref code	Action	How action is accomplished
<i>NE 3.1</i>	Recognize and protect all waterways	Review and revise existing codes and ordinances to enhance protection by widening buffer zones even for minor streams. Coordinate with federal and state agencies for funding to develop a plan to reroute the sewer system so it is out of the streams.
<i>NE 3.2</i>	Safeguard our water supply.	Host 4 water districts to discuss and plan for safeguarding supply, encouraging conservation and reusable water containers
<i>NE 3.3</i>	Reduce the impact of runoff	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.).
<i>NE 3.4</i>	Restore water ways to enhance natural flow	Work with federal and state agencies and non-profits to fund the removal of any impediments (concrete channels, rip-rap, culverts, etc.) to the natural flows of streams.
<i>NE 3.5</i>	Maintain riparian environments.	Work with nonprofits to secure funding to work with community groups to remove invasive species Review guidelines for native plantings for the riparian environment.

NE 3.6	Restore degraded stream beds.	Work with federal and state agencies and non-profits to fund restoration of hyporheic zones of streams in heavily impacted areas. Re-seeding healthy benthic invertebrates into restored areas should be researched and considered.
NE 3.7	Reintroduce native kokanee salmonid populations (<i>Oncorhynchus nerka</i>)	Support nonprofits and private citizens for reintroduction programs facilitated by Fish and Wildlife and Department of Ecology.

Focus Area 4. Consumption and Solid Waste (CW)

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

Goal: Reduce community waste and the GHG emissions associated with the consumption and disposal of goods and materials.

Solid waste disposal and wastewater treatment account for 2% of community wide GHG emissions. Consuming products also creates “upstream” emissions from the energy and fuel used to produce and distribute goods and materials. The City can reduce these emissions by promoting sustainable consumption and increasing waste diversion. 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.



Community Priorities: Clarify 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”.

Table 4. Strategies and Actions for Consumption and solid waste

Strategy #1: Implement circular economy		
Ref Code	Action	Implementation Ideas/How action is accomplished
<i>CW 1.1</i>	Reduce municipal purchase of paper	Switch to digital whenever possible for both internal and external
<i>CW 1.2</i>	Investigate resource sharing across municipalities	Host a Northend cities meeting to plan for the use of shared resources such as vehicles, equipment, and cost saving ideas.
<i>CW 1.3</i>	Develop Environmentally Preferable Purchasing Policy	Use the federal environmental preferable purchasing policy for products or services that have a reduced effect on human health and the environment.
Strategy #2: Prevent Waste		
Ref Code	Action	Implementation Ideas/How action is accomplished
<i>CW 2.1</i>	Support sustainable local food economy	Support food assistance programs in partnership with the Farmers Market; join the John Hopkins meatless Monday campaign and publicize it to residents
<i>CW 2.2</i>	Promote educational programs on waste prevention.	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. Require Republic to upgrade their community outreach on what goes where in commercial venues and expand education on household recycling.
Strategy #3: Reduce input to landfills		
Ref Code	Action	Implementation Ideas/How action is accomplished
<i>CW 3.1</i>	Mandate recycling and composting	Revise solid waste Contract to require evidence that commercial and restaurants are effectively recycling and composting, and haulers are documenting diversion rates.

CW 3.2	Conduct education on zero waste programs.	Promote alternatives to single use materials. Promote buy nothing and second hand sales. Support community organizations efforts to recycle more and use less plastic and recycle lithium batteries.
--------	---	--

Focus Area 5. Community Resilience and Preparedness (CR)

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

Goal: Ensure that all Lake Forest Park residents are prepared for current and future climate impacts.



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 the most vulnerable members of our community as we communicate and build resilience. We will work to clearly define goals and ways partnerships between individuals, communities, and the city will help us attain those goals.

Community Priorities: Climate change is happening so fast that residents are unsure of how to prepare. 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.”

Table 5. Strategies and Actions for Focus Area 5: Community Resilience and Preparedness

Strategy #1: Prepare for climate emergencies

Ref code	Action	Implementation ideas/How action is accomplished
CR 1.1	Hire an Environmental Specialist	Hiring an Environmental Specialist is necessary to oversee the implementation of the cities CAP
CR 1.2	Create a resilience and energy subsidy information center.	Create and maintain a central resource, e.g., web presence on the city website, where federal and state incentives are posted and updated.
CR 1.3	Increase resilience hubs	In partnership with local agencies, neighboring cities and organizations identify buildings/rooms to use as resilience hubs, for electricity, public heating and cooling centers, and information to the public about these resources. Publicize these locations through regular and routine outreach to residents.
CR 1.4	Create age specific communication strategies	Co-create climate communications with target communities and organizations —especially youth organizations to ensure that the next generation has a say—on climate and health impacts and emergency resources/warnings during extreme events. 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.
CR 1.5	Create an Climate Emergency management education program	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. Provide free or discounted air filter box fans to vulnerable community members.
CR 1.6	Educate residents about NEMCO	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 rehoming plans.

Strategy #2: Increase adaptive capacity and resilience

Ref code	Action	How action is accomplished/implementation ideas
----------	--------	---

CR 2.1	Mitigate impacts of green gentrification	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.
CR 2.2	Review WSDOT's vulnerability assessment	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 emergency action plan.
CR 2.3	Provide environmental mini grants	Provide mini-grants for community climate projects, perhaps in partnership with Kenmore and Shoreline. Projects that either reduce GHG emissions or build community climate resilience and increase funding for community-driven projects.
CR 2.4	Promote multi-jurisdictional collaboration	Continue to collaborate with nearby municipalities on ways to empower our constituents to reduce their carbon footprint.

(* a “resilience hub” is an existing community-serving facility that is enhanced to support residents and coordinate resource distribution and services before, during, or after a natural hazard event).

Role of the Municipal Operations for the 5 Focus Areas

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

Summary: City operations that produce GHG’s include fleet vehicles, employee commutes, electricity to power municipal operations, and natural 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 document provides specific strategies and associated actions that can be taken by our city government that create regulations that generate a sustainable future by eliminating GHG’s in government operations and in transit, that enhance our natural resources and that ensure our citizens reduce consumption and build resilience to climate change.

Goal: City prioritizes 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.

Community Priorities: One community respondent answered on the survey that our City government should install charging stations in front of city hall, and solar panels on roof of city hall”. Another respondent stated that our City should “partner with the school district to educate students and families about how they can reduce their carbon footprint at school (recycle, walk to school, carpool, compost at lunch, etc.). This is the next generation who is worried and needs to see their city doing something!”

Section 3: Implementation Plan

When implemented the strategies and actions outlined above will move us toward a low-emissions, resilient Lake Forest Park. However, before a detailed implementation plan can be designed, the LFP Climate Action Plan needs an equity review. The Climate Action Committee worked to gather input from representatives of the entire community of Lake Forest Park, and brought some ideas around equity into the action plan. However, it is now time to bring in a professional who thinks about equity every day, to read the LFP CAP and provide equity recommendations.

Once we’ve addressed equity considerations we will need a strong implementation plan. A strong implementation plan will include a full time city staff member, timeline, estimated costs, lead departments, community partners (e.g., Public Utilities, KCLS, Shoreline School District, neighboring cities, Rotary), and more (current actions, existing legislative processes, etc.) for each action. It will include a process for accountability.

The urgency of action on climate change and therefore in the urgency of designing an implementation plan and acting on that plan, argue for bringing in a full time paid professional staff member for LFP. Climate Action 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.

Box 2. LFP Climate Action Manager

Under the general supervision of the LFP City Administrator, the Climate Action Manager is 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 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 include:

- Oversight and accountability of meeting LFP climate goals,

- Formation of partnerships with government and nonprofit 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, write articles and newsletters.

Guidance for a hiring committee in the form of potential interview questions for such a position are given in Appendix 7 .

The impact of 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 (including the newly hired City Council, the newly hired Climate Action Manager, and the Mayor), the LFP Climate Action Committee, and the LFP community.

The role of the LFP Climate Action Committee. The CAC will continue to serve the LFP City Council and LFP Community. In the next phase the CAC in collaboration with the City Council will be to support the efforts of the City to reach its emission goals and build a community more resilient to climate change. The CAC's emerging role 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 through, 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.

The role of the LFP City Government

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 can make that happen.

The role of the Community

Community support and participation are key to achieving community-wide emission reduction and climate resilience goals. Community members can support CAP implementation in a variety of ways by participating in the process, including:

- By staying informed through, for example, the proposed information hub, and sharing opportunities with friends, family, and neighbors.
- Volunteering to help with education and outreach, and implementing specific actions suggested here, and that will become part of the detailed implementation plan.
- Advocating for funding for converting energy systems in our homes and buildings, redesigning our roads, and more, by engaging with local, regional, State and Federal representatives.

Lake Forest Park and neighboring communities are beginning to be actively involved in 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 is a living document of actions and activities completed to date. Appendix 1 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.

Community actions

- Build Miyawaki forests in LFP, similar in strategy to the one built at the Shoreline Historical Museum. <https://www.nytimes.com/2023/08/24/climate/tiny-forests-climate-miyawaki.html>
- Plant trees in town center parking lots.
- Support and volunteer at Shoreline tool library.
- Facilitate or join workshops (e.g., [Climate Fresk](#)) and book clubs— supporting and learning from each other.
- Encourage stream restoration on private and public property.
- Put together 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?

Individual Actions

The most important action is to get your family, circle of friends and colleagues, and community thinking about both climate change mitigation and resilience, so:

- Learn about climate change and new building and energy options
- Talk about climate change and new building and energy options

Specific actions you can take in different parts of your life:

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 purchase new appliances and prepare for home upgrades

Update to Energy Star appliances and fixtures

Consumption/Land Use

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

Adapt

Get or make an air purifier.

Prepare household and car emergency kits

References

Natural Systems

Baschak L.A., Brown R.D., 1995. An ecological framework for the planning, design, and management of urban river greenways. *Landscape and Urban Planning*, 33, 211-225.

Bolund P., Hunhammar S., 1999. Ecosystem services in urban areas. *Ecological Economics*, 29, 293–301.

Walsh C.J., Roy A. H., Feminella J.W., Cottingham P.D., Groffman P.M., Morgan R.P., 2005. The urban stream syndrome: current knowledge and the search for a cure. *J. N. Am. Benthol. Soc.*, **24**(3), 706–723.

Fourth National Climate Assessment, Vol. II: Impacts, Risks, and Adaptation in the United States (2018)

Soo-Hyung Kim, Uran Chung, Joshua J. Lawler, and Royce E. Anderson, 2012. Assessing the Impacts of Climate Change on Urban Forests in the Puget Sound region: Climate Suitability Analysis for Tree Species. School of Environmental and Forest Sciences, College of the Environment, University of Washington.

Safford, H.; Larry, E.; McPherson, E.G.; Nowak, D.J.; Westphal, L.M. (August 2013). Urban Forests and Climate Change. U.S. Department of Agriculture, Forest Service, Climate Change Resource Center. www.fs.usda.gov/ccrc/topics/urban-forests

Bratman, Gregory N et al. “Nature experience reduces rumination and subgenual prefrontal cortex activation.” *Proceedings of the National Academy of Sciences of the United States of America* vol. 112,28 (2015): 8567-72. doi:10.1073/pnas.1510459112

Lee, K.O., Mai, K.M. & Park, S. Green space accessibility helps buffer declined mental health during the COVID-19 pandemic: evidence from big data in the United Kingdom. *Nat. Mental Health* 1, 124–134 (2023). <https://doi.org/10.1038/s44220-023-00018-y>

Kate E. Lee, Kathryn J.H. Williams, Leisa D. Sargent, Nicholas S.G. Williams, Katherine A. Johnson, 40-second green roof views sustain attention: The role of micro-breaks in attention restoration, *Journal of Environmental Psychology*, Volume 42, (2015)

Wilker, Elissa H et al. “Green space and mortality following ischemic stroke.” *Environmental research* vol. 133 (2014): 42-8. doi:10.1016/j.envres.2014.05.005

General

IPCC, 2023: Climate Change 2023: Synthesis Report. Contribution of Working Groups I, II and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, H. Lee and J. Romero (eds.)]. IPCC, Geneva, Switzerland, pp. 35-115, doi: 10.59327/IPCC/AR6-9789291691647

Acknowledgements

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 Council members
Lorri Bodi
Thomas French, (2024 elected mayor)
Tracy Furutani
Larry Goldman
Paula Goode
Jon Lebo
Semra Riddle
Ellyn Saunders
Philippa Kassover, (retired 2024)

CAP committee 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 Tancreti graduated, Student member - vacant

Cory Roche, staff to the Climate Action Committee

Thanks to the Citizens 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, the many people that attended our booths at community events, made suggestions and comments, initiated and joined our book club, and those that attended the LFP CAC monthly meetings.

Neighboring cities and their climate/sustainability managers

Cascadia Consulting Group

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.

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:

1. Completed a municipal and community greenhouse gas (GHG) emission inventory
2. Developed a suite of potential greenhouse gas reducing actions at the community and municipal level.²

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.
- **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.).

² Lake Forest Park Preliminary Greenhouse Gas Inventory and Proposed Climate Action Plan, *Emily M. Templin*, page 6

- **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 - eg 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

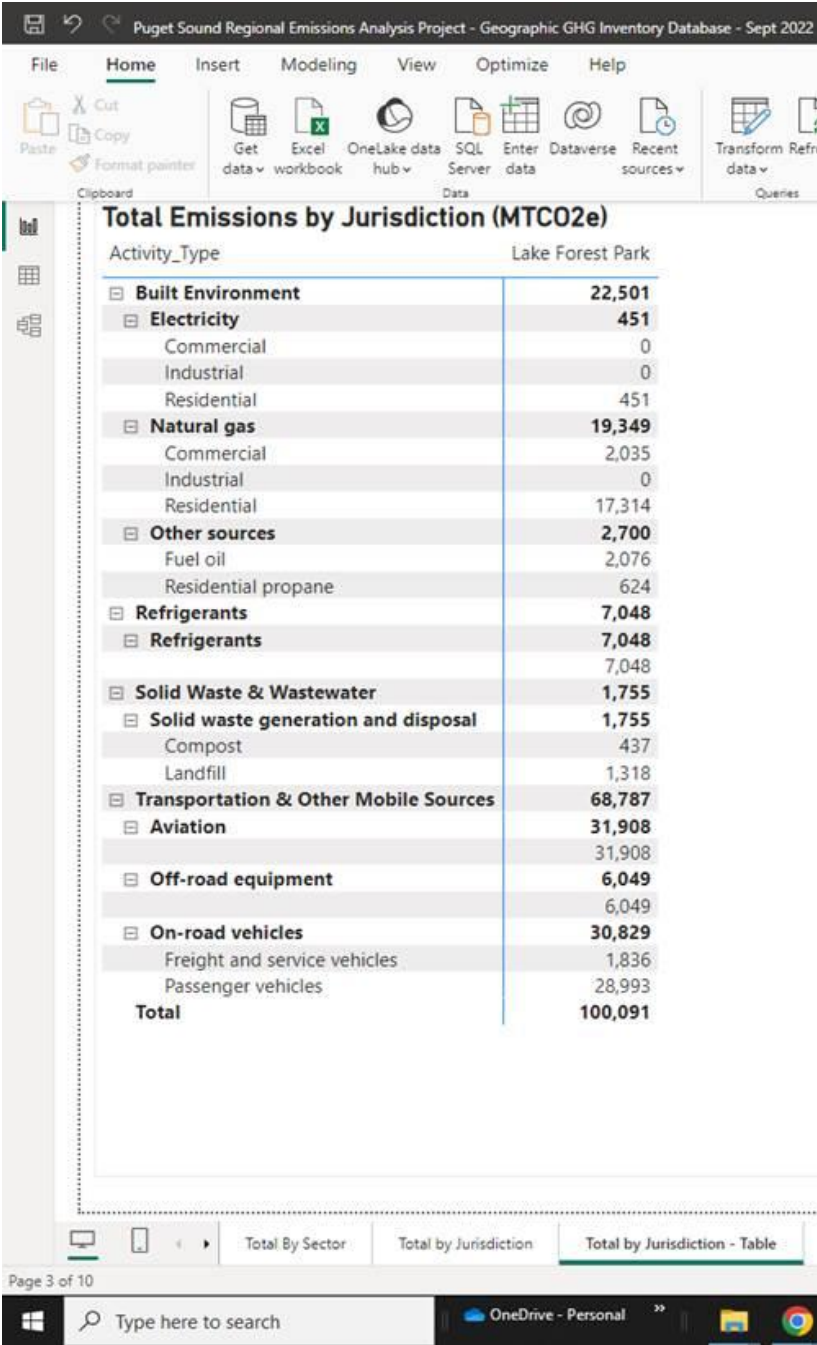
Initiatives/Agendas/legislative priorities - eg culverts, stormwater management, transportation...

Stewardship committee

Parks committee

Planning commission

Appendix 2 K4C database – City operations



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

Appendix 3 Regulations enacted at federal, state, and regional levels that will affect implementation:

(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. We received a total of 446 responses.

Appendix 5: Demographic Data

A set of spreadsheets will be provided in support of text citations and the data summary presented here.

Lake Forest Park Demographics Summary (Source: [US 2020 Census](#))

Population

The 2020 US Census reports that Lake Forest Park has a population of 13,603 persons. The median age for Lake Forest Park residents is 42.6 (± 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 2010 Tree Inventory Report (Urban Forest Effects and Values January 2011).

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 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.
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:

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. Provide scientific information and function as indicators of the state of the urban environment.
7. 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.
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: Guidance for a hiring committee in the form of potential interview questions for a city Climate Action Manager

As the city's first Climate Action Plan 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?

Glossary

The most important words:

Mitigation: what we can do to change the rate and amount of future climate change

Adaptation: what can we do to reduce harm

Resilience: what we can do to prepare for an upcoming hazard

FINAL

Glossary of Terms

Afforestation	The act or process of establishing trees or a forest, especially on land not previously forested.
Carbon sequestration	The process of capturing and storing atmospheric carbon dioxide, often through organic forms such as trees and soils.
Enteric fermentation	Part of the digestive process in ruminant animals such as cattle, sheep, goats, and buffalo that emits methane, a potent greenhouse gas.
Fugitive emissions	Emissions of greenhouse gases that are not produced intentionally by a stack or vent and can include leaks from industrial plants and pipelines. Fugitive emissions may be caused by the production, processing, transmission, storage, and use of fuel (IPCC, 2006).
Greenhouse gas (GHG)	A gas that absorbs and emits radiant energy within the thermal infrared range, causing the greenhouse effect. Primary greenhouse gases are carbon dioxide (CO ₂), methane (CH ₄), nitrous oxide (N ₂ O), and fluorinated gases (e.g., HFCs).
Ozone-depleting substances	Compounds that contribute to stratospheric ozone depletion, such as chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs). Many of these compounds have recently been substituted with hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), which are not ozone depleting, but are potent greenhouse gases.
Switchgear insulation	The environment within switchgears that are used in electricity transmission systems. Sulfur hexafluoride (SF ₆), a potent greenhouse gas, is often used in switchgears due to its excellent insulation properties.
Upstream or “lifecycle” GHG emissions	Greenhouse gas (GHG) emissions associated with the production, processing, transmission, storage, and distribution of goods and services, beginning with the extraction of raw materials and ending with the delivery of the goods and services to the site of use.

[King County Communitywide Geographic Greenhouse Gas Emissions](#)

Table of Acronyms



City of Lake Forest Park Climate Action Plan Memo

To: Lake Forest Park Climate Action Committee
Mark Hofman, Community Development Director

From: Cristina Haworth, AICP, and Chelsea Lee, SCJ Alliance

Date: February 29, 2024

Project: Lake Forest Park Comprehensive Plan Update

Subject: Climate Action Plan—Integrating into the 2024 Comprehensive Plan Update

Introduction

The City of Lake Forest Park (City) is updating its Comprehensive Plan and will integrate planning for climate change into this effort. Jurisdictions in King County (as well as Snohomish, Pierce, and Kitsap Counties) are not required to adopt a climate element until 2029, and the original scope of work for updating the Comprehensive Plan included adapting the Climate Action Plan into a Climate Element that would be expanded at a future date. The City was recently awarded a \$500,000 grant to complete the full Climate Element early; the grant funds climate planning following state guidance to adopt a resilience sub-element and a greenhouse gas (GHG) emissions reduction sub-element within a new Climate Element, and to incorporate climate-related policies within other elements of the Comprehensive Plan update.

To ensure that efforts are not duplicated, there are two concurrent paths that the City will take, with both the Comprehensive Plan update and the Climate Action Plan.

- ◆ Adapt the Climate Action Plan policies as appropriate into existing elements of the Comprehensive Plan (land use, transportation, capital facilities, and utilities). This will be completed by December 31, 2024, with the rest of the Comprehensive Plan update.
- ◆ Develop a separate Climate Element that will exist independently within the Comprehensive Plan, to be adopted by amendment when it is complete. This will be completed by June 30, 2025, and will be adopted as an amendment to the 2024 Comprehensive Plan.

Adapting the Climate Action Plan

The Lake Forest Park Climate Action Committee developed a draft Climate Action Plan that identifies visions, goals, community priorities, strategies, and actions within five focus areas: transportation and mobility; built environment/land use; natural environment, ecosystems, and sequestration; consumption and solid waste; and community resilience and preparedness. This memo lists the goals and strategies within the Climate Action

Plan, suggests where they could be incorporated into existing elements of the Comprehensive Plan, and identifies any gaps that need to be filled while developing the full Climate Element.

Climate Action Plan Policy Analysis

Goal or Strategy	Climate Action Plan	Comprehensive Plan Element
Reduce Emissions. Reduce GHG emissions by 60% by 2030 and net zero by 2050 (compared to a 2019 baseline). To do this, we must prioritize initiatives that make the biggest difference in reducing and/or limiting GHG emissions produced by the LFP municipal government, residences, and business in order to exceed K4C targets (King County-Cities Climate Collaboration 2021).	Vision and Goals, Goal 1	Land Use, Transportation, Capital Facilities, Utilities Where this goes will probably depend on which types of GHG emission sources are identified to make the “biggest difference” for reductions.
Enhance Ecosystem Health and Carbon Sequestration. Improve the health and resilience of local ecosystems to maximize their abilities to remove carbon dioxide (CO ₂) from the atmosphere, provide habitat, regulate the water cycle, and buffer the impacts of climate change.	Vision and Goals, Goal 2	Environmental Quality & Shorelines
Increase Community Resilience and Preparedness. Protect the community from the worsening impacts of climate change through resilient infrastructure, emergency preparedness, and community participation.	Vision and Goals, Goal 3	Capital Facilities, Utilities, Community Services & Public Safety To some extent, this is already represented in the Community Services & Public Safety element (Policy CS-7.3 Promote community education to address safety concerns and reduce the impact of disasters)
TR Goal: Reduce GHG emissions from transportation by transitioning to electric vehicles (EVs), expanding shared transportation options, and promoting improvement of cycling and pedestrian networks.	Focus Area 1: Transportation and Mobility (TR)	Land Use, Transportation
Strategy #1: Accelerate electric vehicle (EV) adoption.	Focus Area 1: Transportation and Mobility (TR)	Transportation
Strategy #2: Reduce community-wide driving.	Focus Area 1: Transportation and Mobility (TR)	Land Use, Transportation, Capital Facilities

Strategy #3: Improve “last mile access.”	Focus Area 1: Transportation and Mobility (TR)	Land Use, Transportation, Capital Facilities
BE Goal: Reduce GHG emissions from buildings by reducing energy usage, electrifying buildings, and transitioning to clean and reliable renewable energy sources.	Focus Area 2: Built Environment/Land Use (BE)	Environmental Quality & Shorelines: Goal EQ-5 Alternative Energy and its corresponding policies address similar topics Capital Facilities, Utilities
Strategy #1: Use cleaner energy.	Focus Area 2: Built Environment/Land Use (BE)	Environmental Quality & Shorelines: Goal EQ-5 Alternative Energy and its corresponding policies address similar topics Capital Facilities, Utilities
Strategy #2: Build strategically for less energy and clean energy.	Focus Area 2: Built Environment/Land Use (BE)	Land Use, Environmental Quality & Shorelines
NE Goal: Foster climate resilient natural landscape by restoring natural systems, protecting vital habitats and ecosystems, and conserving water resources.	Focus Area 3: Natural Environment, Ecosystems, and Sequestration (NE)	Land Use, Environmental Quality & Shorelines
Strategy #1: Maintain healthy urban forest.	Focus Area 3: Natural Environment, Ecosystems, and Sequestration (NE)	Environmental Quality & Shorelines: Goal EQ-9 Forest Canopy and its corresponding policies address similar topics
Strategy #2: Increase carbon sequestration.	Focus Area 3: Natural Environment, Ecosystems, and Sequestration (NE)	Defer to Climate Element
Strategy #3: Maintain healthy waterways.	Focus Area 3: Natural Environment, Ecosystems, and Sequestration (NE)	Environmental Quality & Shorelines, Capital Facilities

CW Goal: Reduce community waste and the GHG emissions associated with the consumption and disposal of goods and materials.	Focus Area 4: Consumption and Solid Waste (CW)	Environmental Quality & Shorelines, Utilities
Strategy #1: Implement circular economy.	Focus Area 4: Consumption and Solid Waste (CW)	Defer to Climate Element
Strategy #2: Prevent waste.	Focus Area 4: Consumption and Solid Waste (CW)	Environmental Quality & Shorelines, Utilities
Strategy #3: Reduce input to landfills.	Focus Area 4: Consumption and Solid Waste (CW)	Environmental Quality & Shorelines, Utilities
CR Goal: Ensure that all Lake Forest Park residents are prepared for current and future climate impacts.	Focus Area 5: Community Resilience and Preparedness (CR)	Defer to Climate Element
Strategy #1: Prepare for climate emergencies.	Focus Area 5: Community Resilience and Preparedness (CR)	Defer to Climate Element
Strategy #2: Increase adaptive capacity and resilience.	Focus Area 5: Community Resilience and Preparedness (CR)	Land Use, Community Services & Public Safety

Climate Element

Washington's Climate Planning Requirements

Because the Climate Action Plan was prepared prior to adoption of Washington's climate planning laws, it does not directly respond to new climate planning requirements. The Department of Commerce's guidance on climate planning describes the following requirements with which new Climate Elements must comply:¹

- Climate Elements must be designed to result in reductions in overall greenhouse gas (GHG) emissions and must enhance resilience to avoid the adverse impacts of climate change, which must include

¹ <https://deptofcommerce.app.box.com/s/fpg3h0lbwln2ctqjg7jg802h54ie19jx>

efforts to reduce localized GHGs and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities. The Climate Element includes two sub-elements:

- A GHG emissions reduction sub-element that requires actions to reduce overall emissions and per capita vehicle miles traveled (VMT). GHG emissions reduction should (1) result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing emissions elsewhere in Washington; (2) result in reductions in per capita VMT but without increasing greenhouse gas emissions elsewhere in Washington; and (3) prioritize reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.
- A resilience sub-element that (1) addresses natural hazards created or aggravated by climate change, including sea level rise, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns; (2) identifies, protects, and enhances natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration; and (3) identifies, protects, and enhances community resilience to climate impacts, including social, economic, and built-environment factors which support adaptation to climate impacts consistent with environmental justice.
- Work should equitably enhance the resilience of communities and ecological systems to climate change, be consistent with best available science and scientifically credible climate projections and impact scenarios; and, prioritize and benefit overburdened communities that will suffer disproportionately from environmental impacts and climate-exacerbated natural hazards.

There will be a full policy audit as part of the Climate Element's initial phases and gaps, deficiencies, inconsistencies, and other issues will be more fully addressed in that process; this information is provided as a preview of what to expect in the coming months.

Preliminary Policy Review

- There are some redundancies with the goals and strategies proposed in the Climate Action Plan compared to existing elements in the current Comprehensive Plan. Those will need to be reviewed to ensure consistency without too much overlap.
- Some of the strategies in the Climate Action Plan fit into different elements within the current Comprehensive Plan than their corresponding goal; the focus areas within the Climate Action Plan may need to be revised for the Climate Element.
- Additional data collection, review, analysis, and policy development must be completed to fully address greenhouse gas emissions reductions requirements related to transportation and land use.
- Further review, analysis, and policy development must be completed to fully address resilience requirements, especially focused on the hazards listed in the Department of Commerce's guidance.
- Environmental justice will need to be fully considered in every step of developing the Climate Element. The environmental justice aspect of the Climate Action Plan may need additional considerations (e.g., transitioning to electric vehicles and reducing installation of gas lines can incur disproportionate costs for residents in lower income brackets).
- Department of Commerce's *Menu of Measures* should be reviewed. Selected climate measures should then be adapted to local conditions and priorities to achieve climate planning goals.

To Lake Forest Park Planning Commission; Mark Hofman, AICP
From: Cristina Haworth, AICP
Date: March 1, 2024
Project: 2024 Comprehensive Plan Update
Subject Climate Goals and Policies Discussion Guide

Introduction:

Climate Planning Required

In the 2003 legislative session, HB 1181 was adopted to add a climate goal to the Growth Management Act (GMA) and require local comprehensive plans to adopt a Climate Element into their comprehensive plans. Lake Forest Park's Climate Element must include:

- A resilience sub-element with goals and policies that improve climate preparedness, response, and recovery efforts. Minimum requirements are:
 - Address natural hazards created or aggravated by climate change.
 - Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration.
 - Identify, protect, and enhance community resilience to climate impacts, including social, economic, and built-environment factors, which support adaptation to climate impacts consistent with environmental justice.
- A greenhouse gas emissions reduction sub-element with goals and policies that reduce emissions and vehicle miles traveled, without increasing emissions elsewhere in the state. Minimum requirements are:
 - Identify actions that reduce overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing emissions elsewhere in Washington.
 - Identify actions that will reduce per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in Washington.
 - Prioritize reductions that benefit overburdened communities to maximize the co-benefits of reduced air pollution and environmental justice.
- Considerations that maximize economic, environmental, and social co-benefits and prioritize environmental justice to avoid worsening environmental health disparities. We note that while environmental justice has not been overtly addressed in LFP's Comprehensive Plan, the community and City leadership have a long history of supporting the advancement of environmental justice.

- Wherever possible, consider utilizing urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state. LFP is an established and largely built-out community. Major changes to land use and transportation patterns are not feasible and the opportunities to use new planning approaches to promote physical activity and reduce per capita vehicle miles traveled (VMT) are limited. This update will refresh the 2015 Comprehensive Plan policies to more clearly support nonmotorized transportation and opportunities for physical activity.
- The process for developing a climate element must engage a diverse range of community members, especially those who are most at risk for experiencing displacement and negative health outcomes, such as youths, the elderly, communities of color, those who are experiencing houselessness, and/or those who are living below the federal poverty level.

Approach to Climate Planning in LFP

The original scope of work for the Comprehensive Plan update did not include development of a full Climate Element, but allocated resources to adapt the Climate Action Plan to address climate change within the Comprehensive Plan's existing elements. Lake Forest Park was recently awarded a grant to fund the preparation of a Climate Element meeting state requirements and following the Department of Commerce's climate planning guidance. Because the timelines for the Comprehensive Plan update and the Climate Grant differ, we will embark on two concurrent paths to address climate planning:

- Path 1.** Adapt the Climate Action Plan policies as appropriate into existing elements of the Comprehensive Plan (land use, transportation, capital facilities, and utilities). This will be completed by December 31, 2024, with the rest of the Comprehensive Plan update.
- Path 2.** Develop a separate Climate Element that will exist independently within the Comprehensive Plan, to be adopted by amendment when it is complete. This will begin in approximately May 2024 and be completed by June 30, 2025. The final Climate Element will be adopted as an amendment to the 2024 Comprehensive Plan.

This memo addresses Path 1, adapting the Climate Action Plan to fit into the Comprehensive Plan.

Discussion Questions and Guidance:

1. **Climate Action Plan and Comprehensive Plan.** Review the City of Lake Forest Park Climate Action Plan Memo (dated February 29, 2024) and consider the following:
 - a. Do you agree with the proposed Element assignments for each of the goals and strategies from the Climate Action Plan?
 - b. Are there any goals or strategies that you think should be deferred to Path 2 (developing the full Climate Element) beyond those identified in the Climate Action Plan Memo?
 - c. Are there any climate planning-related topics that you think should be addressed during Path 1 that are not included in the Climate Action Plan?

2. **Environmental Justice.** Goals, policies, and implementation actions may have unintended and disproportionate impacts. For example, transitioning to electric vehicles and reducing installation of gas lines can incur disproportionate costs for residents in lower income brackets. Additionally, the emphasis on transitioning to electric vehicles for personal use (rather than as a focus for public transit options) may reinforce auto-centric priorities on development patterns, which could reproduce economic, social, and health disparities. What are your ideas for prioritizing equity and environmental/climate justice as we plan?

Lake Forest Park Comprehensive Plan Update

PLANNING COMMISSION REGULAR MEETING
MARCH 12, 2024

Tonight's Meeting

Schedule Revisions

Equity Moment

Comprehensive Plan Element Updates – Framework & Objectives

Transportation Element

Climate Planning

Q&A

Look Ahead

Planning Commission Review Schedule

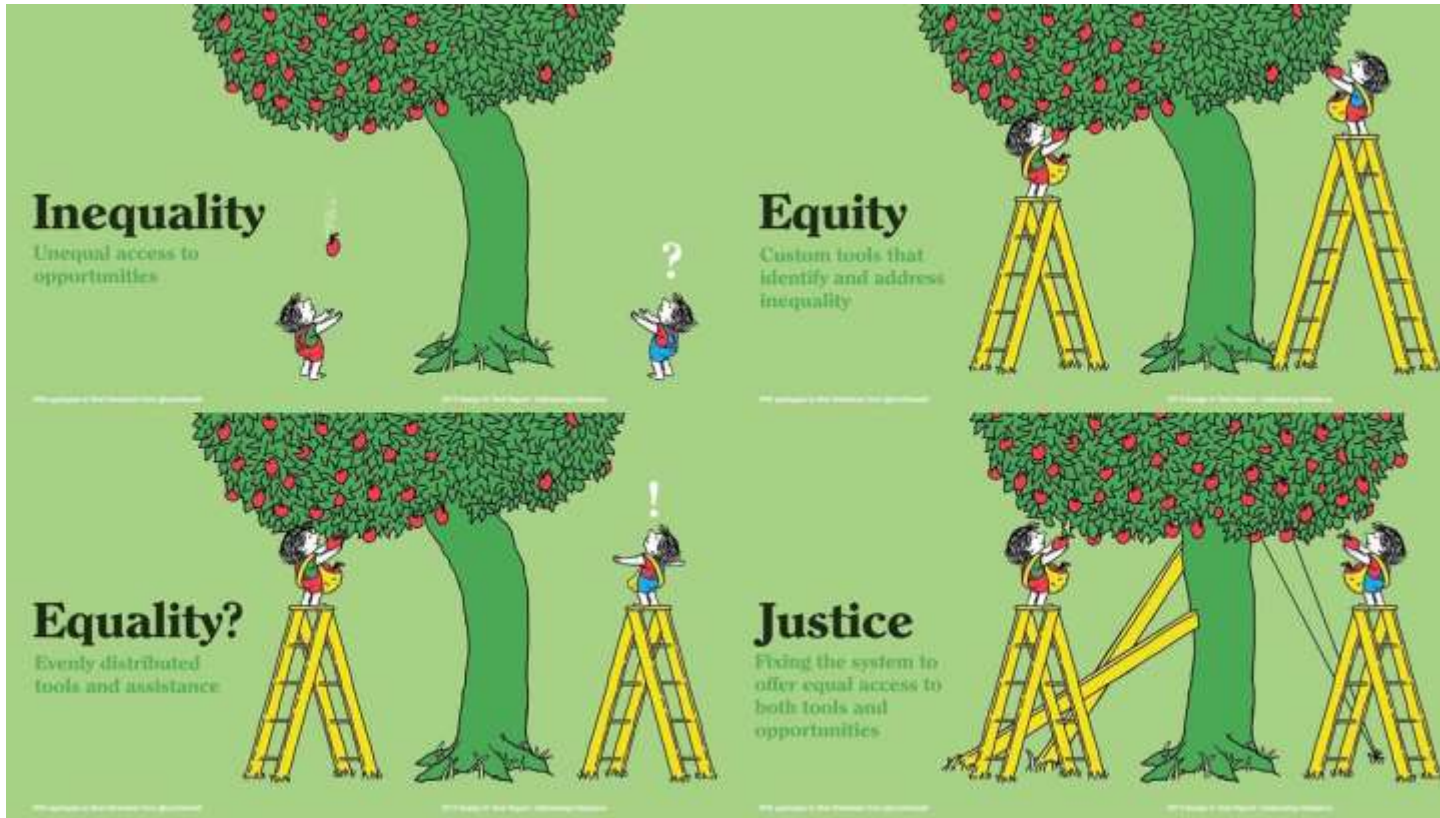
Year	Month	Elements for Review
2024	Jan	Land Use; Transportation ; <u>Environmental Quality</u>
	Feb	Transportation ; Climate ; <u>Land Use</u> ; Environmental Quality; <u>Community Services & Public Safety</u>
	Mar	Housing ; Climate; Environmental Quality ; <u>Transportation</u>
	Apr	<u>Housing</u> ; Climate; Community Services & Public Safety
	May	<u>Economic Development</u> ; Capital Facilities; Utilities; Parks, Trails, and Open Space
	Jun	Capital Facilities; Utilities; Parks, Trails, and Open Space

Equity Moment

Equity Moment

Equality means each individual or group of people is given the same resources or opportunities.

Equity considers the specific needs or circumstances of a person or group and provides the resources needed to be successful.



Comprehensive Plan Element Updates

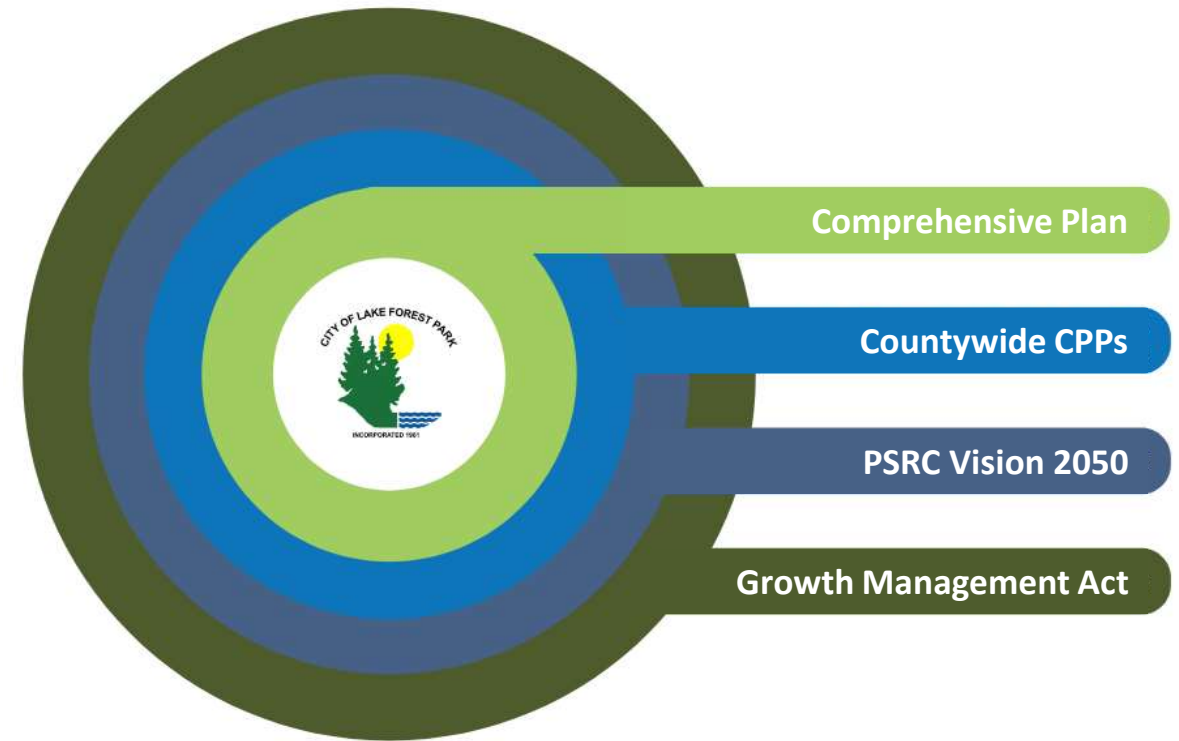
Element Update Objectives

Regulatory Compliance

- GMA & Amendments
- King County CPPs
- PSRC Vision 2050

Community Vision and Priorities

- Balance environmental preservation, economic vitality, and neighborhoods
- Support diverse cultures and perspectives
- Vibrant Town Center is the heart of the community
- Safe and connected neighborhoods



Policy Framework

Framework Structure	Key Words	Recommendation
Goals should be a <u>high-level</u> , comprehensive, and intentionally vague overview of the future vision.	Facilitate, promote, encourage, preserve	Look for opportunities to <u>simplify</u> goals and confirm that policies are <u>consistent</u> with each goal.
Policies should be <u>moderately specific</u> steps to make the goals possible.	Maintain, enhance, encourage, promote, increase, designate, consider, coordinate, support, explore	<u>Policies lead to actions.</u> Policies should be phrased with “and” statements that may indicate actions within a policy.
Actions are <u>very specific</u> ; when completed, there will be a tangible or measurable result or product.	Develop, adopt, implement, map, evaluate, review, align, work, establish	Identify <u>actions that may already exist</u> within policies and suggest any new ones.

Transportation Element

Findings & Recommendations

PSRC Vision 2050

The 2015 Transportation Element is **generally consistent**.

Required:

- Work to develop and operate a safe and convenient system for all users and the movement of freight and goods (MPP-T-11)

Note: WSDOT freight classification shows SR 522 as a T-3 corridor today. It was classified as a T-2 corridor in 2015. Currently Lake Forest Park does not have T-1 or T-2 classified routes.

Consider:

- Include freight needs in the prioritization criteria for street projects as appropriate.
- Assess and seek to minimize conflicts between active transportation modes and freight mobility when developing transportation improvement projects on designated truck routes.

Findings & Recommendations

Required:

- Support safe and welcoming environment for walking and bicycling (MPP-DP-15)

Consider:

- Continue the Neighborhood Traffic Calming Program to address expressed concerns on low-volume residential roads.
- Incorporate selected projects of Safe Streets, Safe Highways, and Safe Streets Town Center Connections plans into the TIP, CIP, and 20-year financing plan.

Findings & Recommendations

Required:

- Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system (RCW 36.70A.070(6)(a)(vi), MPP-T-3)

Consider:

- Encourage all employers to consider implementing Commute Trip Reduction Program (CTR) strategies and practices to reduce drive-alone miles and vehicle miles traveled especially during peak demand hours.

Findings & Recommendations

Required:

- Increase the resilience of the transportation system and support security and emergency management (MPP-T-31)
- Identify maintenance and system preservation projects and programs necessary to maintain the ability of the transportation system to provide safe, efficient, and reliable movement of people, goods, and services (RCW 36.70A.070, MPP-T-1-2, T-4)

Consider:

- Prioritize the maintenance of the transportation system to maintain continued operation during natural and human-caused hazards.

Findings & Recommendations

Required:

- Prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34)

Consider:

- Support the transition to electrification of personal and fleet vehicles by exploring the feasibility of installing charging stations for public use at City facilities open to the public such as parks and recreation centers.

Findings & Recommendations

Required:

- Prioritize multimodal investments in centers and high-capacity station areas (MPP-RC-7-10, T12-13, T-19)
- Promote the design of transportation facilities that support local and regional growth centers and high-capacity transit station areas and fit the community in which they are located (MPP-T19-21)

Consider:

- Improve access to the Town Center, a transit hub and planned high-capacity transit station which provides multimodal connections to other centers in the region, as identified in the Safe Street Town Center Connections and Safe Highways plans.

Findings & Recommendations

Required:

- Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services (MPP-T-9)

Consider:

- Prioritize inclusive outreach in the transportation planning process.
- Create equitable corridors that provide safe and inviting travel for all people, regardless of mode, age, or ability.

Findings & Recommendations

Required:

- Reduce stormwater pollution from transportation facilities and improve fish passage (MPP-T32)

Consider:

- Assess and implement feasible action items related to the transportation network identified in the Stormwater Management Action Plan, specifically enhanced street sweeping in the Lyon Creek Basin.

Findings & Recommendations

Required:

- Develop a comprehensive concurrency program that addresses level-of-service standards for multimodal types of transportation and include implementation strategies (RCW 36.70A.070, RCW 36.70A.108, MPP-DP-52-54)

Consider:

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

Findings & Recommendations

Required:

- Provide travel demand forecasts and identify state and local system projects, programs, and management necessary to meet current and future demands and to improve safety and human health (RCW 36.70A.070, MPP-T-4-5)

Consider:

- Fehr & Peers is scoped to will coordinate with City staff and the project team include a light technical update to the forecast future travel demand based on the Town Center EIS to address this requirement and identify any future vehicle transportation improvements needed.

Findings & Recommendations

Required:

- Include a 20-year financing plan, as well as an analysis of funding capability for all transportation modes (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6, T-15)
- Include a reassessment strategy to address the event of a funding shortfall (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-1112, T-6)
- Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (MPP-RC-11-12, T-6)

Consider:

- Review Safe Streets, Safe Highways, and Safe Streets Town Center Connections plans to identify and expand the TIP and CIP to meet the 20-year planning requirements including identifying funding sources.

Climate Element

Summary of Climate Planning Requirements

Washington State Department of Commerce

The Growth Management Act now requires local climate action in comprehensive plans.

Required:

- The Greenhouse Gas (GHG) Emissions sub-element, with goals and policies to reduce GHG emissions and vehicle miles traveled
- The Resilience sub-element, with goals and policies to improve climate preparedness, response, and recovery efforts

Department of Commerce published guidance.

Summary of Climate Planning Requirements

Minimum Requirements for GHG Emissions sub-element

- Reduce overall GHG emissions generated by transportation and land use within the jurisdiction
(without increasing emissions elsewhere)
- Reduce per capita vehicle miles traveled within the jurisdiction
(without increasing GHG emissions elsewhere)
- Prioritize reductions that benefit overburdened communities to maximize co-benefits of reduced air pollution and environmental justice

Summary of Climate Planning Requirements

Minimum Requirements for Climate Resilience sub-element

- Address natural hazards created or aggravated by climate change
- Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration
- Identify, protect, and enhance community resilience to climate impacts
 - Include social, economic, and built-environment factors
 - Support adaptation to climate impacts consistent with environmental justice

Hazards to Evaluate:

-  Sea Level Rise
-  Landslide
-  Flooding
-  Drought
-  Heat
-  Smoke
-  Wildfire
-  Other

LFP's Approach to Climate Planning

Two concurrent paths for Lake Forest Park

- Adapt the draft Climate Action Plan policies
 - Distribute into existing elements of the Comprehensive Plan
 - Policies anticipated to end up in Land Use, Environmental Quality & Shorelines, Community Services & Public Safety, Transportation, Capital Facilities, and Utilities)
 - Some policies/strategies may be deferred to the Climate Element process
- Develop a separate Climate Element
 - New Element will exist independently within the Comprehensive Plan
 - Planning completed by June 30, 2025, to be adopted by amendment no later than December 31, 2025

LFP's Approach to Climate Planning

		2024										2025											
		M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Adapt CAP																							
	CAC/PC Review																						
	CC Review																						
	Adoption																						
Climate Element																							
	Commerce Workflow																						
	Final Document																						
	CC Review																						
	Adoption																						

Discussion Topics

- **Review the Climate Action Plan Memo.**
 - **CAP Policies.** Do you agree with the proposed location(s) of policies? **See Discussion Guide Q1a.**
 - **Defer to Climate Element.** Are there any climate planning topics that should be deferred? **See Discussion Guide Q1b.**
 - **Missing Topics.** Are there any climate planning topics that are missing from Path 1? **See Discussion Guide Q1c.**
- **Equity and Environmental Justice.** Brainstorm approach to environmental justice. **See Discussion Guide Q2.**

Discussion/Questions

Equity Review and Evaluation

Goal and Policy Evaluation Questions:

1. What do we intend to protect or prevent?
2. Who benefits, and how? Who is burdened, and how?
3. Does this contribute to identified racially disparate impacts, displacement, or exclusion?
4. Can the benefits be more widely distributed? Can the burdens be minimized or more widely shared?
5. Did impacted community members help identify new goals and policies?
6. Were policy and goal additions, alternatives, or improvements to undo racially disparate impacts addressed?
7. Were anti-displacement policies included to support those who are most at risk of physical, economic, or cultural displacement?
8. Does the policy language provide clear direction for implementation?
9. Are the policies clear in their intent, and do they provide clarity for measurement and tracking purposes?