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1		<b>Edmonds CAP Policy Gap Analysis - Existing Plans, Programs, and Policies</b>	
2		<i>Existing Plans, Programs, and Policies</i>	
3			
4	<i>Purpose: this tab categorizes all existing programs and policies into specific Strategy Areas and Action Programs in the 2010 CAP</i>		
5	Last updated: 12/4/18		
6			
7	<b>Description of Fields Below</b>		
8	CAP Action Program ID	The CAP action program ID that relates to (or is associated with) each Program / Policy reviewed	
9		<i>Note: yellow highlights are general programs; blue text are new recommended measures for the CAP</i>	
10	Document Name	The document where each Program / Policy is found	
11	Program / Policy	The specific program and/or policy reviewed for the Policy Gap Analysis	
12			
13	<b>Documents Included below:</b>		
14	<a href="#">2010 CAP</a>	Previous CAP	
15	<a href="#">2012 Energy Plan</a>	Municipal Ops	
16	<a href="#">Comprehensive Transportation Plan</a>	Transportation	
17	<a href="#">2011 New Cities Energy Action Plan</a>	City-wide energy efficiency and conservation	
18	<a href="#">Community Sustainability Element</a>		
19	<a href="#">Zero Waste Study</a>	Waste only	
20	<a href="#">City Sustainability website</a>	<a href="http://www.edmondswa.gov/2011-05-27-04-43-33/sustainability-initiatives.html">http://www.edmondswa.gov/2011-05-27-04-43-33/sustainability-initiatives.html</a>	
21	<a href="#">Other Programs</a>	EnviroStars Green Business Program, City Parks Irrigation Systems Plan, Sustainable Cities Partnership, Walkability Assessment, Sustainable Buildings Policy, Comprehensive Water System Plan (2017)	
22			
23			
24	<b>CAP Action Program ID</b>	<b>Document Name</b>	<b>Program / Policy</b>
25		<b>2010 CAP</b>	
26		2010 CAP	<b>Transportation and Land Use</b>
27		2010 CAP	<u>Reduce miles traveled for goods, services, and employment</u>
28	TR1	2010 CAP	TR 1: Promote the continued improvement of local commercial and transportation hubs.
29	TR2	2010 CAP	TR 2: Continue to encourage businesses to locate in Edmonds.
30	TR3	2010 CAP	TR 3: Encourage local purchasing of goods and services.
31		2010 CAP	<u>Reduce gallons of fuel consumed when we travel</u>
32	TR4	2010 CAP	TR 4: Increase bicycle parking and lanes/trails that connect commercial and mobility hubs in concert with the City's
33	TR5	2010 CAP	TR 5: Continue to implement sidewalk and street improvements throughout the City and especially for the Safe Routes to School program. Encourage schools to increase funding for busing programs and to support bicycle-safety training for children.
34	TR6	2010 CAP	TR 6: Promote the addition of a shuttle service connecting commercial and mobility hubs.
35	TR7	2010 CAP	TR 7: Coordinate with Community Transit, Sound Transit, and WSDOT to pursue funding opportunities to increase transit service and improve convenience to encourage greater ridership.
36	TR8	2010 CAP	TR 8: Work with local vehicle dealers to further promote hybrid/electric vehicles within the community.
37	TR9	2010 CAP	TR 9: Promote and facilitate, where necessary, shared vehicles used, such as school carpooling and vehicle-on-demand parking
38	TR10	2010 CAP	TR 10: Adopt a policy to limit vehicle idling, including the posting of appropriate signs at businesses and holding areas, such as school and ferry areas. This action would include evaluating how to equip City trucks with auxiliary electrical systems for illumination and warning signs

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39		2010 CAP	Encourage a mix of land uses designed to increase accessibility to services, recreation, jobs, and housing
40	TR11	2010 CAP	TR 11: Support mixed-use development in neighborhood commercial centers to encourage close-to-home local shopping and employment opportunities.
41	TR12	2010 CAP	TR 12: Encourage transit-oriented development standards and projects in the City's activity centers (Highway 99 and downtown).
42	TR13	2010 CAP	TR 13: Review and update City land-use rules to encourage homebased business opportunities.
43	TR14	2010 CAP	TR 14: Encourage integration of sustainable techniques (such as lowimpact development (LID) or complete-streets standards) into land-use and development codes.
44		2010 CAP	Lifestyles
45		2010 CAP	Reduce material consumption, waste generation, and resource depletion
46	LF1	2010 CAP	LF 1: Create a campaign to offer more publicly available recycling facilities in partnership with local businesses and inform customers about using them, thus increasing the percentage of recycled goods at the community level.
47	LF2	2010 CAP	LF 2: Research a zero-waste goal and develop a zero-waste strategic plan for Edmonds.
48	LF3	2010 CAP	LF 3: Encourage and expand use of recycled products for Cityproduced printed materials.
49	LF4	2010 CAP	LF 4: Encourage programs to educate and assist homeowners in composting.
50	LF5	2010 CAP	LF 5: Research the creation of facilities to convert organic waste to energy
51		2010 CAP	Increase local food production
52	LF6	2010 CAP	LF 6: Encourage home and community gardens.
53	LF7	2010 CAP	LF 7: Involve community in identifying City parks and other property, both City-owned and private, as potential sites for neighborhood public "P-Patches."
54	LF8	2010 CAP	LF 8: Encourage gardens on the verges of public spaces and streets where gardens will not impinge on pedestrian or cyclist safety and right-of-way.
55	LF9	2010 CAP	LF 9: Continue to promote local farmers' markets and co-ops.
56	LF10	2010 CAP	LF 10: Support legislation to promote solar access to home and community food gardens.
57	LF11	2010 CAP	LF 11: Consider establishing a local carbon-offset program to purchase land for public community gardens and to defray the cost
58	LF12	2010 CAP	LF 12: Encourage harvesting of fruits and vegetables from private fruit trees and gardens for distribution to local food banks.
59		2010 CAP	Buildings
60		2010 CAP	Replace fossil fuels with renewable energy resources for energy that is supplied to buildings
61	BU1	2010 CAP	BU 1: Support efforts of Snohomish County PUD to increase the proportion of renewable power in the energy mix by promoting buying green power.
62	BU2	2010 CAP	BU 2: Promote the installation of renewable energy projects with the City via a) adopting appropriate zoning allowances; b) encouraging and supporting state legislators to sponsor appropriate bills; and c) creating financial assistance programs.
63		2010 CAP	Improve energy efficiency of and within buildings
64	BU3	2010 CAP	BU 3: For the short term, the City will promote efficiency by a) managing the Energy Efficiency Conservation Block Grant; b) encouraging residents and businesses to take advantage of the federal tax credit program for 2009 and 2010; c) promoting the PUD's 10% Energy Challenge through 2011; and d) promoting other programs that address energy efficiency for buildings.
65	BU4	2010 CAP	BU 4: Promote a building retrofit program for improving energy efficiency to reach a long-term goal of 55% per capita reduction in energy consumption by a) creating a financial-assistance program operated by the City alone or jointly with utilities and energy companies to provide the incentive for overcoming upfront installation costs; b) developing a program for contractor certification; and c) updating the permitting procedures and methodology to streamline the process.
66	BU5	2010 CAP	BU 5: Develop a program to achieve water conservation in existing buildings and landscaping, with a goal of reducing per capita water use by 30% by the year 2020.

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67	BU6	2010 CAP	BU 6: Encourage meeting Silver-level LEED standards or higher for all new residential and commercial buildings, including landscaping, as well as any major commercial remodeling projects. Increase the LEED-level requirement as technology and economy dictates.
68	BU7	2010 CAP	BU 7: Support energy audits at the time of commercial and residential sales.
69		2010 CAP	<b>Environment</b>
70		2010 CAP	<u>Increase carbon sequestration</u>
71	EN1	2010 CAP	EN 1: Maintain and, whenever possible, expand our urban forests.
72	EN2	2010 CAP	EN 2: Identify pockets of woodlands and marsh land that the City could purchase to add to our parks system.
73	EN3	2010 CAP	EN 3: Require shade trees, drought-resistant plants, and rain gardens in public and private commercial parking lots.
74	EN4	2010 CAP	EN 4: Encourage low-impact landscaping and gardening practices in multi-family and single-family residences.
75	EN5	2010 CAP	EN 5: Identify City parks where carbon sequestration could be increased.
76	EN6	2010 CAP	EN 6: Consider establishing a local carbon offset program to purchase woodlands and maintain our urban forests, wetlands, and City parks.
77		2010 CAP	<u>Adopt solar access and tree policies</u>
78	EN7	2010 CAP	EN 7: Press state legislators to enact solar-access legislation, ultimately increasing the percentage of households with solar
79	EN8	2010 CAP	EN 8: Adopt the educational principle of “the right tree in the right place.”
80		2010 CAP	<u>Adopt solar access and tree policies</u>
81	EN9	2010 CAP	EN 9: Consult with experts, such as the University of Washington Climate Impacts Group and the Puget Sound Regional Council,
82	EN10	2010 CAP	EN 10: Educate the public in the need for water conservation.
83	EN11	2010 CAP	EN 11: Provide emergency planning and the need for community preparedness to ensure food security and energy availability in the event of power outages or disruption of transportation.
84		2010 CAP	<b>Economy</b>
85		2010 CAP	<u>Support environmentally beneficial businesses and job creation</u>
86	EC1	2010 CAP	EC 1: Continue to promote new green business development opportunities through support of green building certification and tax incentives for businesses that show green leadership, proven effectiveness in reduction of GHG, creative environmentally friendly product packaging, etc.
87	EC2	2010 CAP	EC 2: Support and encourage a local green business recognition program.
88	EC3	2010 CAP	EC 3: Encourage local purchasing of goods and services.
89	EC4	2010 CAP	EC 4: Encourage recycling programs in the workplace.
90	EC5	2010 CAP	EC 5: Encourage businesses of all sizes to promote sustainable operational practices.
91		2010 CAP	<b>Community Outreach and Empowerment</b>
92		2010 CAP	<u>Increase community education and commitment toward sustainability efforts</u>
93	CO1	2010 CAP	CO 1: Increase City employees’ awareness of climate-protection issues and develop internal committees, such as green purchasing initiative or energy efficiency, to implement plans.
94	CO2	2010 CAP	CO 2: Use the City’s website and City publications and work with community organizations to promote sustainability efforts to both residents and businesses.
95	CO3	2010 CAP	CO 3: Continually and visually educate the residential and business community on the progress the City is making in order to set a positive example for their efforts.
96	CO4	2010 CAP	CO 4: Encourage community educational campaigns to turn off computers at night, turn off lights, and promote programmable thermostats.
97		2010 CAP	<u>Encourage other levels of government to work toward sustainability</u>
98	CO5	2010 CAP	CO 5: Advocate for state and federal legislation that advances GHG reductions and other sustainability efforts.
99	CO6	2010 CAP	CO 6: Continue to provide a leadership role with other local governmental agencies to share best practices and successes.
100		2010 CAP	<b>Implementation</b>
101		2010 CAP	<u>Monitor success in achieving plan objectives and update periodically</u>
102	IM1	2010 CAP	IM 1: Evaluate and align future development applications and the City’s Capital Improvement Program with the Climate Change

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103	IM2	2010 CAP	IM 2: Prepare an annual report to the Planning Board and City Council assessing the implementation of this plan.
104	IM3	2010 CAP	IM 3: Hire an action plan coordinator to advance efforts and to provide accountability and coordination between community
105	IM4	2010 CAP	IM 4: Appoint an action plan commission to continue to advance efforts to be responsible for prioritizing efforts that impact the
106	IM5	2010 CAP	IM 5: Review and revise this plan as appropriate on an annual basis
107	<b>Comprehensive Transportation Plan</b>		
108		Comprehensive Transportation Plan	<b>GOAL 1: PROVIDE A SAFE AND COMFORTABLE TRAVEL EXPERIENCE FOR ALL USERS</b>
109	TR5	Comprehensive Transportation Plan	Policy 1.1 Design new streets and, when the opportunity arises, redesign streets to a standard that reduces lane width to accommodate vehicles that use the street most frequently; rather than large vehicles that may use the street only occasionally.
110	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 1.2 Relate required street widths to the function and operating standards for the street.
111	TR4, TR5	Comprehensive Transportation Plan	Policy 1.3 Design street improvements to enhance the safe and efficient movement of pedestrians and bicycle traffic. Incorporate traffic calming measures where appropriate.
112	TR4, TR5	Comprehensive Transportation Plan	Policy 1.4 Design walking paths for use by people at all mobility levels. Improvements to walking paths and curb cuts should meet the requirements of the ADA.
113	TR4, TR5	Comprehensive Transportation Plan	Policy 1.5 Place highest priority on provision of lighting on walking paths, crosswalks and bicycle facilities that regularly carry non-motorized traffic at night. Non-motorized traffic, characterized as any vehicle that does not require a license, includes motorized bicycles, scooters, and Segways, in addition to pedestrians and people riding bicycles.
114	TR4, TR5	Comprehensive Transportation Plan	Policy 1.6 Seek opportunities to improve safety for those who bicycle in the city.
115	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 1.7 Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, Puget Sound Regional Council, Community Transit, Sound Transit, and other entities to ensure critical infrastructure is in place to respond to both natural and human-caused disasters.
116		Comprehensive Transportation Plan	<b>GOAL 2: BUILD A TRANSPORTATION SYSTEM THAT ENHANCES THE CITY'S LAND USE VISION</b>
117	TR1, TR6, TR7, TR12	Comprehensive Transportation Plan	Policy 2.1 Locate and design transportation facilities to meet the demands of existing and projected land uses as provided for in the Comprehensive Plan.
118	TR1, TR6, TR7, TR12	Comprehensive Transportation Plan	Policy 2.2 Work with transit agencies to ensure existing and planned transit creates connections to existing and future employment and activity centers.
119	TR1, TR6, TR7, TR12	Comprehensive Transportation Plan	Policy 2.3 Locate and design transportation facility improvements to respect the community's residential character, natural features, and quality of life.
120	TR15	Comprehensive Transportation Plan	Policy 2.4 Design local residential streets to prevent or discourage use as shortcuts for vehicle through-traffic. Coordinate local traffic control measures with the affected neighborhood.
121	TR15	Comprehensive Transportation Plan	Policy 2.5 Design street improvements to encourage downtown traffic circulation to flow in and around commercial blocks, promoting customer convenience and reducing congestion. Separate through-traffic from local traffic circulation to encourage and support customer access.
122	TR16	Comprehensive Transportation Plan	Policy 2.6 Carefully review parking requirements for downtown development proposals both for autos and bikes to promote development while still ensuring adequate balance between parking supply and demand.
123	TR16	Comprehensive Transportation Plan	Policy 2.7 Encourage underground parking as part of new development.
124	TR4, TR5	Comprehensive Transportation Plan	Policy 2.8 Provide a complete walking path network in commercial areas, especially downtown, as an element of public open space that supports pedestrian and commercial activity.

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125	TR1, TR6, TR7, TR12	Comprehensive Transportation Plan	Policy 2.9 Reassess the Transportation Improvement Program (TIP) annually to ensure that transportation facility needs, financing, and levels of service are consistent with the City's land use plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan.
126	TR1, TR6, TR7, TR12	Comprehensive Transportation Plan	Policy 2.10 Ensure city transportation facilities and services are provided concurrent with new development or redevelopment to mitigate impacts created from such development. Road improvements may be provided at the time of or within 6 years of development.
127	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 2.11 Encourage neighborhoods to fund improvements that exceed City standards (e.g. for parking, median strips, landscaping, traffic calming, walking paths or other locallydetermined projects).
128	TR4, TR5, TR12	Comprehensive Transportation Plan	Policy 2.12 Guide the development of new streets and maintenance of existing streets to form a well-connected network that provides for safe, direct, and convenient access to the existing roadway network for automobiles, bicycles, and pedestrians. Prioritize transportation investments that reinforce the City's vision of developing near transitoriented area
129		Comprehensive Transportation Plan	<b>GOAL 3: BE SUSTAINABLE- FINANCIALLY, ENVIRONMENTALLY, AND SOCIALLY</b>
130	TR14	Comprehensive Transportation Plan	Policy 3.1 Minimize the adverse impact of transportation facility improvements on the natural environment both in established neighborhoods and undeveloped areas.
131	TR14	Comprehensive Transportation Plan	Policy 3.2 Design streets with the minimum pavement areas needed and utilized innovative and sustainable materials where feasible, to reduce impervious surfaces.
132	TR14	Comprehensive Transportation Plan	Policy 3.3 Include analyses of geological, topographical, and hydrological conditions in street design.
133	EN1, EN3, EN4	Comprehensive Transportation Plan	Policy 3.4 Encourage landscaping along residential streets to preserve existing trees and vegetation, increase open spaces, and decrease impervious surfaces. Landscaping may be utilized to provide visual and physical barriers but should be carefully designed not to interfere with motorists' sight distance and traffic, pedestrian, bicycle, and wheel chair safety. Landscaping improvements should take maintenance requirements into consideration.
134	TR14	Comprehensive Transportation Plan	Policy 3.5 Encourage underground placements of utilities when existing roadways are improved.
135	TR14	Comprehensive Transportation Plan	Policy 3.6 Encourage placement of underground conduit for future installation of fiber optic cable as roadways are built or improved.
136	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.7 Convert private streets to public streets only when: a. The City Council has determined that a public benefit would result. b. The street has been improved to the appropriate City public street standard. c. The City Engineer has determined that conversion will have minimal effect on the City's street maintenance budget. d. In the case that the conversion is initiated by the owner(s) of the road, that the owner(s) finance the survey and legal work required for the conversion.
137	TR4, TR5	Comprehensive Transportation Plan	Policy 3.8 Construct walking paths in an ecologically friendly manner, encouraging the use of pervious paving materials where feasible
138	TR1, TR6, TR7, TR11, TR12, TR15	Comprehensive Transportation Plan	Policy 3.9 Maximize efficiencies of existing transportation facilities through: • Transportation Demand Management. • Encouraging development to use existing facilities. • Technologies that improve the efficiency of travel, including signal improvements and changeable message signs.
139	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.10 Base the financing plan for transportation facilities on estimates of local revenues and external revenues that are reasonably anticipated to be received by the City.

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140	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.11 Finance the six-year Transportation Improvement Program (TIP) within the City's financial capacity to achieve a balance between available revenue and expenditures related to transportation facilities. If projected funding is inadequate to finance needed transportation facilities, based on adopted LOS (Level of Service) standards and forecasted growth, the City should explore one or more of the following options: • Lower the LOS standard • Change the Land Use Plan • Increase the amount of revenue from existing sources • Adopt new sources of revenue
141	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.12 Seek funding to complete multimodal solutions to transportation needs.
142	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.13 Ensure that ongoing operating and maintenance costs associated with a transportation facility are financially feasible prior to constructing the facility.
143	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.14 Ensure that future development pays a proportionate share of the cost to mitigate impacts associated with growth. Future development's payments may take the form of impact fees, SEPA mitigation payments, dedications of land, provision of transportation facilities, or special assessments.
144	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.15 Strive to conform to the Federal and State Clean Air Acts by working to help implement PSRC's Vision 2040 and by following the requirements of Chapter 173-420 of the WAC.
145	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.16 Support transportation investments that advance alternatives to driving alone, as a measure to reduce greenhouse gas emissions and in turn reduce the effect of citywide transportation on global climate change.
146	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.17 Keep roadways operating in safe condition by taking steps to secure roadway funding from a variety of sources to maintain, rehabilitate, or replace roadways. Edmonds will work with its partners to understand street maintenance and rehabilitation needs. Prioritize roadway preservation projects and consider the long term maintenance costs of new capacity as part of the up-front cost of development.
147	TR4, TR5	Comprehensive Transportation Plan	Policy 3.18 Where possible, encourage easements that provide pedestrian connections and protect the natural environment.
148	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 3.19 Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations through investment in equitable modes of transportation, in addition to potential catch-up investment for areas in need as necessary.
149		Comprehensive Transportation Plan	<b>GOAL 4: FOSTER AN ACTIVE AND HEALTHY COMMUNITY</b>
150	TR4, TR5	Comprehensive Transportation Plan	Policy 4.1 Encourage active transportation by providing safe facilities for bicycle and pedestrians.
151	TR4, TR5	Comprehensive Transportation Plan	Policy 4.2 Leverage funding opportunities and the City's right of way to complete the arterial walking path system according to the following priority list: • Arterial roadways without walking paths or shoulders on which transit service is provided; • Arterial roadways without walking paths or shoulders on which transit service is not provided; • Arterial roadways with shoulders too narrow or in or poor walking condition for pedestrians; • Arterial roadways with adequate shoulders for pedestrians but without walking paths; and • The remainder of the arterial roadway system (e.g. roads with walking paths along one side, or roads with walking paths in disrepair).
152	TR4, TR5	Comprehensive Transportation Plan	Policy 4.3 As funding permits and right of way is available, complete a collector walking path system that connects to transit service and activities such as retail, schools, or parks.
153	TR4, TR5	Comprehensive Transportation Plan	Policy 4.4 When appropriate, acquire easements and/or development rights in lieu of rights-of-way for installation of smaller facilities such as sidewalks, walking paths, and bikeways.
154	TR4, TR5	Comprehensive Transportation Plan	Policy 4.5 Locate utilities and walking path amenities, including but not limited to poles, benches, planters, trashcans, bike racks, and awnings, so as to not obstruct nonmotorized traffic or transit access.
155	TR4, TR5	Comprehensive Transportation Plan	Policy 4.6 Locate walking paths and bicycle facilities to facilitate community access to parks, schools, neighborhoods, shopping centers and transit facilities/stops.



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156	TR4, TR5	Comprehensive Transportation Plan	Policy 4.7 Place highest priority on pedestrian safety in areas frequented by children, such as near schools, parks, and playgrounds. Provide walking paths in these areas at every opportunity.
157	TR4, TR5	Comprehensive Transportation Plan	Policy 4.8 Maintain existing public walking paths.
158	TR4, TR5	Comprehensive Transportation Plan	Policy 4.9 Periodically review and update walking path construction priorities in the Transportation Plan.
159	TR4, TR5	Comprehensive Transportation Plan	Policy 4.10 Encourage the use of innovative crosswalk treatments, such as pedestrian actuated flashing signals or pedestrian crossing flags.
160	TR4, TR5	Comprehensive Transportation Plan	Policy 4.11 Encourage collaboration across departments to develop a network of walking paths throughout the city. This network could include but not be limited to signed loop trails in neighborhoods, park-to-park walking paths, and theme-related walks.
161	TR4, TR5	Comprehensive Transportation Plan	Policy 4.12 Encourage separation of walking paths from bikeways, where feasible. Multi-use paths should also be encouraged in instances which separating walk and bike paths is unreasonable.
162	TR4, TR5	Comprehensive Transportation Plan	Policy 4.13 Place highest priority for improvements to bicycle facilities and installation of bike racks and lockers near schools, commercial districts, multi-family residences, recreation areas, and transit facilities.
163	TR4, TR5	Comprehensive Transportation Plan	Policy 4.14 Provide bicycle lanes where feasible, to encourage the use of bicycles for transportation and recreation purposes. Sharrows can be provided on lower volume roadways to create motorist awareness.
164	TR4, TR5	Comprehensive Transportation Plan	Policy 4.15 Identify bicycle routes through signage.
165	TR4, TR5	Comprehensive Transportation Plan	Policy 4.16 Ensure that existing public bicycle facilities are maintained and upgraded when feasible.
166	TR4, TR5	Comprehensive Transportation Plan	Policy 4.17 Prioritize connectivity to transit nodes that provide important connections to regional destinations.
167	TR4, TR5	Comprehensive Transportation Plan	Policy 4.18 When bicycle improvements are being considered along a certain stretch, the addition of protected bike lanes will be considered as part of the evaluation.
168		Comprehensive Transportation Plan	<b>GOAL 5: CREATE A COMPLETE AND CONNECTED SYSTEM THAT OFFERS EFFICIENT TRANSPORTATION OPTIONS</b>
169	TR4, TR5	Comprehensive Transportation Plan	Policy 5.1 Design all streets where feasible as complete streets that serve automobile, transit, pedestrian and bicycle travel according to City ordinance 3842.
170	TR4, TR5	Comprehensive Transportation Plan	Policy 5.2 Periodically review functional classifications of city streets and adjust the classifications when appropriate.
171	TR16	Comprehensive Transportation Plan	Policy 5.3 Provide on-street parking as a secondary street function only in specifically designated areas such as in the downtown business district and in residential areas where offstreet parking is limited. Streets should not be designed to provide on-street parking as a primary function, particularly in areas with frequent transit service.
172	TR16	Comprehensive Transportation Plan	Policy 5.4 Encourage parking on one side rather than both sides of streets with narrow rights-of-way, with the exception of downtown.
173	TR4, TR5	Comprehensive Transportation Plan	Policy 5.5 Encourage the efficient movement of people and goods through an effective and inter-connected transportation network that includes: collector and arterial streets, trails, bike paths, public transit and other transportation facilities.
174	TR15	Comprehensive Transportation Plan	Policy 5.6 Design streets to accommodate emergency service vehicles. Improve emergency service access to the waterfront, especially to west side of train tracks when there is a train crossing.
175	TR15	Comprehensive Transportation Plan	Policy 5.7 Coordinate traffic signals located within ½ mile of each other to decrease delay and improve operations.
176	TR4, TR5	Comprehensive Transportation Plan	Policy 5.8 Use public rights-of-way only for public purposes. The private use of a public right-of-way is prohibited unless expressly granted by the City.

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177	TR4, TR5	Comprehensive Transportation Plan	Policy 5.9 Construct pedestrian facilities on all streets and highways, interconnecting with other modes of transportation.
178	TR4, TR5	Comprehensive Transportation Plan	Policy 5.10 Locate walking paths and additional street features such as benches and shelters along transit routes to provide easy access to transit stops.
179	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 5.11 Explore future funding for a city-based circulator bus that provides local shuttle service between neighborhoods (Firdale Village, Perrinville, Five Corners, Westgate) and downtown.
180	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 5.12 Place priority on coordinating bus routes and bus stop sites in City plans for street lighting improvements.
181	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 5.13 Consider transit stop sites in the design of roadways, walking path improvements and land use permit reviews.
182	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 5.14 Design Arterial and Collector roadways to accommodate buses and other modes of public transportation including the use of high occupancy vehicle priority treatments, transit signal priority, queue bypass lanes, boarding pads and shelter pads, and transit-only lanes where appropriate.
183	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 5.15 Implement multi-modal LOS standards that considers transit and non-motorized operations as well as automobile operations.
184	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 5.16 Provide additional transportation facility capacity when existing facilities are used to their maximum level of efficiency consistent with adopted LOS standards.
185	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 5.17 Encourage the provision of a bus rapid transit system or other high-capacity frequent transit service along SR 104.
186		Comprehensive Transportation Plan	<b>GOAL 6: PARTNER WITH OTHER ENTITIES TO CREATE A LOGICAL SYSTEM THAT INTEGRATES WITHIN THE REGIONAL TRANSPORTATION NETWORK</b>
187	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 6.1 Provide access between private property and the public street system that is safe and convenient, and incorporates the following considerations: • Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway. Restrict number of driveways located along arterials. Coordinate with local businesses and property owners to consolidate access points in commercial and residential areas. • Require new development to consolidate and minimize access points along all state highways, principal arterials, and minor arterials. • Design the street system so that the majority of direct residential access is provided via local streets. • For access onto state highways, implement Chapter 468-52 of the Washington Administrative Code (WAC), Highway Access Management -- Access Control Classification System and Standards.
188	TR4, TR5	Comprehensive Transportation Plan	Policy 6.2 Provide safe bicycle connections to existing bicycle facilities in adjacent jurisdictions.
189	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.3 Work with transit providers to ensure that transit service within the city is: • Convenient and flexible to meet community and user needs; • Dependable, affordable, and maintains regular schedules; • Provides adequate service during evening hours, weekends, and holidays; and • Comfortable and safe for all users.
190	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.4 Work with transit providers to ensure that public transit is accessible within a quarter (1/4) mile of any address in the city.
191	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.5 Work with transit providers to serve designated activity centers with appropriate levels of transit service. Transit stops should be properly located throughout the activity center, and designed to serve local commuting and activity patterns, and significant concentrations of employment.
192	TR11, TR12, TR13	Comprehensive Transportation Plan	Policy 6.6 Design new development and redevelopment in activity centers to provide pedestrian access to transit.
193	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.7 Work with transit agencies to coordinate public transit with school district transportation systems to provide transit connections for school children.
194	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.8 Form a multimodal system that links ferry, rail, bus, auto, and non-motorized travel providing access to regional transportation systems while ensuring the quality, safety, and integrity of local commercial districts and residential neighborhoods.



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195	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.9 Locate and design a multi-modal transportation center and terminal to serve the city's needs with the following elements: • A ferry terminal that meets the operational requirements to accommodate forecast ridership demand and that provides proper separation of automobile, bicycle and walk-on passenger loading; • A train station that meets intercity passenger service and commuter rail loading requirements, and provides the requisite amenities such as waiting areas, storage and bicycle lockers; • A transit center with connections to major regional destinations; • A linkage between stations/terminals that meets the operational and safety requirements of each mode, including a link between the multi-modal station terminal to the business/commerce center in downtown Edmonds; • Safety features that include better separation between train traffic and other modes of travel, particularly vehicle and passenger ferry traffic as well as the general public; and • Overall facility design that minimizes the impact to the natural environment, in particular the adjacent marshes.
196	TR1, TR6, TR7, TR11, TR12, TR15	Comprehensive Transportation Plan	Policy 6.10 Encourage joint public/private efforts to develop and implement transportation demand management and traffic reduction strategies.
197	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.11 Work with both public and private entities to ensure the provision of adequate transportation facilities and services necessary to mitigate impacts to Edmonds' transportation system.
198	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 6.12 Participate in local and regional forums to coordinate strategies and programs that further the goals of the Comprehensive Plan.
199	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 6.13 Coordinate with neighboring jurisdictions and regional and state agencies to make transportation system improvements and assure that funding requirements are met.
200	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.14 Encourage public transportation providers within the city to coordinate services to ensure the most effective transportation systems possible and provide comfortable stop amenities.
201	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 6.15 Coordinate with neighboring jurisdictions and regional and state agencies to encourage their support of the City's policies and planning processes.
202	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.16 Participate on the boards of Community Transit and other public transit providers, and regularly share citizen and business comments regarding transit services to the appropriate provider.
203	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.17 Work with Community Transit to provide additional passenger shelters and benches at bus stops sites within Edmonds.
204	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.18 Coordinate with local public transit agencies and private transit providers regarding road closures or other events that may disrupt normal transit operations in order to minimize impacts to transit customers.
205	TR9	Comprehensive Transportation Plan	Policy 6.19 Work with Community Transit and local employers to encourage ridesharing to employment centers and major activity centers.
206	MULTIPLE TRANS	Comprehensive Transportation Plan	Policy 6.20 Coordinate with non-City providers of transportation facilities and services on a joint program for maintaining adopted LOS standards, funding and construction of capital improvements. Work in partnership with non-City transportation facility providers to prepare functional plans consistent with the City Comprehensive Plan.
207	TR1, TR6, TR7	Comprehensive Transportation Plan	Policy 6.21 Regularly coordinate with WSDOT, Washington State Ferries, Community Transit, King County Metro, Snohomish County, the Town of Woodway, and the Cities of Mountlake Terrace, Lynnwood, Shoreline, and Mukilteo, to ensure planning for transportation facilities is compatible.
208	TR8	Comprehensive Transportation Plan	Policy 6.22 Encourage and promote the use of electric vehicles as they are developed in all automobile, truck, and commercial vehicle classes. Encourage the use of such vehicles in a way that conditions are safe and don't impede traffic flow. Provide for a broad range of electric charging opportunities at public and private parking venues throughout the city, including standards for new developments that provide parking facilities.
209	TR8	Comprehensive Transportation Plan	Policy 6.23 Position Edmonds to respond to technical innovations, such as electric vehicles, autonomous vehicles, and other personal mobility devices. Coordinate with regional and private entities to accommodate these modes of transportation that have the potential to provide increased mobility and environmental benefit

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210		<b>Community Sustainability Element - Comprehensive Plan</b>	
211		Community Sustainability Element - Comprehensive Plan	<b>Sustainability Goal A.</b> Develop land use policies, programs, and regulations designed to support and promote sustainability. Encourage a mix and location of land uses designed to increase accessibility of Edmonds residents to services, recreation, jobs, and housing.
212	TR11, TR12, TR13, TR14	Community Sustainability Element - Comprehensive Plan	A.1 Adopt a system of codes, standards and incentives to promote development that achieves growth management goals while maintaining Edmonds' community character and charm in a sustainable way. Holistic solutions should be developed that employ such techniques as Low Impact Development (LID), transit-oriented development, "complete streets" that support multiple modes of travel, and other techniques to assure that future development and redevelopment enhances Edmonds' character and charm for future generations to enjoy.
213	TR11, TR12, TR13	Community Sustainability Element - Comprehensive Plan	A.2 Include urban form and design as critical components of sustainable land use planning. New tools, such as form-based zoning and context-sensitive design standards should be used to support a flexible land use system which seeks to provide accessible, compatible and synergistic land use patterns which encourage economic and social interaction while retaining privacy and a unique community character.
214	TR11, TR12, TR13	Community Sustainability Element - Comprehensive Plan	A.3 Integrate land use plans and implementation tools with transportation, housing, cultural and recreational, and economic development planning so as to form a cohesive and mutually-supporting whole.
215	TR11, TR12, TR13	Community Sustainability Element - Comprehensive Plan	A.4 Use both long-term and strategic planning tools to tie short term actions and land use decisions to long-term sustainability goals. City land use policies and decision criteria should reflect and support sustainability goals and priorities.
216		Community Sustainability Element - Comprehensive Plan	<b>Sustainability Goal B.</b> Develop transportation policies, programs, and regulations designed to support and promote sustainability and resiliency. Take actions to reduce the use of fuel and energy in transportation, and encourage various modes of transportation that reduce reliance on automobiles and are supported by transportation facilities and accessibility throughout the community.
217	MULTIPLE TRANS	Community Sustainability Element - Comprehensive Plan	B.1 Undertake a multi-modal approach to transportation planning that promotes an integrated system of auto, transit, biking, walking and other forms of transportation designed to effectively support mobility and access.
218	TR1, TR6, TR7	Community Sustainability Element - Comprehensive Plan	B.2 Actively work with transit providers to maximize and promote transit opportunities within the Edmonds community while providing links to other communities both within and outside the region.
219	TR8	Community Sustainability Element - Comprehensive Plan	B.3 Explore and support the use of alternative fuels and transportation operations that reduce GHG emissions.
220	TR11, TR12, TR13, TR14	Community Sustainability Element - Comprehensive Plan	B.4 When undertaking transportation planning and service decisions, evaluate and encourage land use patterns and policies that support a sustainable transportation system.
221	MULTIPLE TRANS	Community Sustainability Element - Comprehensive Plan	B.5 Strategically plan and budget for transportation priorities that balances ongoing facility and service needs with long-term improvements that support a sustainable, multi-modal transportation system.
222	TR4, TR5	Community Sustainability Element - Comprehensive Plan	B.6 Strategically design transportation options – including bike routes, pedestrian trails and other non-motorized solutions – to support and anticipate land use and economic development priorities.

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223		Community Sustainability Element - Comprehensive Plan	<b>Sustainability Goal C.</b> Promote seamless transportation linkages between the Edmonds community and the rest of the Puget Sound region.
224	MULTIPLE TRANS	Community Sustainability Element - Comprehensive Plan	C.1 Take an active role in supporting and advocating regional solutions to transportation and land use challenges.
225	TR1, TR6, TR7	Community Sustainability Element - Comprehensive Plan	C.2 Local transportation options should be designed to be coordinated with and support inter-city and regional transportation programs and solutions.
226	TR1, TR6, TR7	Community Sustainability Element - Comprehensive Plan	C.3 Advocate for local priorities and connections and the promotion of system-wide flexibility and ease of use in regional transportation decisions.
227		Community Sustainability Element - Comprehensive Plan	<b>Sustainability Goal D.</b> Develop utility policies, programs, and maintenance measures designed to support and promote sustainability, resilience, and energy efficiency. Maintain existing utility systems while seeking to expand the use of alternative energy and sustainable maintenance and building practices in city facilities.
228	TR15	Community Sustainability Element - Comprehensive Plan	D.1 Balance and prioritize strategic and short-term priorities for maintenance and ongoing infrastructure needs with long-term economic development and sustainability goals.
229	TR15	Community Sustainability Element - Comprehensive Plan	D.2 Strategically program utility and infrastructure improvements to support and anticipate land use and economic development priorities.
230	TR14	Community Sustainability Element - Comprehensive Plan	D.3 Explore and employ alternative systems and techniques, such as life-cycle cost analysis, designed to maximize investments, minimize waste, and/or reduce ongoing maintenance and facilities costs.
231	ALL MEASURES	Community Sustainability Element - Comprehensive Plan	D.4 Include sustainability considerations, such as environmental impact, green infrastructure (emphasizing natural systems and processes), and GHG reduction in the design and maintenance of facilities and infrastructure.
232		Community Sustainability Element - Comprehensive Plan	<b>Sustainability Goal E.</b> Develop economic development policies and programs designed to support and promote sustainability and energy efficiency. Encourage the co-location of jobs with housing in the community, seeking to expand residents' ability to work in close proximity to their homes. Encourage and support infrastructure initiatives and land use policies that encourage and support home-based work and business activities that supplement traditional business and employment concentrations.
233	TR2	Community Sustainability Element - Comprehensive Plan	E.1 Economic development should support and encourage the expansion of locally- based business and employment opportunities.
234	TR11	Community Sustainability Element - Comprehensive Plan	E.2 Land use policies and implementation tools should be designed to provide for mixed use development and local access to jobs, housing, and services.
235	ALL MEASURES	Community Sustainability Element - Comprehensive Plan	E.3 Regulatory and economic initiatives should emphasize flexibility and the ability to anticipate and meet evolving employment, technological, and economic patterns.
236	TR11, TR12, TR13	Community Sustainability Element - Comprehensive Plan	E.4 Land use and regulatory schemes should be designed to encourage and support the ability of local residents to work, shop, and obtain services locally.

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237	TR11, TR12, TR13	Community Sustainability Element - Comprehensive Plan	E.5 Land use and economic development programs should provide for appropriate scale and design integration of economic activities with neighborhoods while promoting patterns that provide accessibility and efficient transportation options.
238		Community Sustainability Element - Comprehensive Plan	<b>Sustainability Goal F.</b> Develop cultural and recreational programs designed to support and promote sustainability. Networks of parks, walkways, public art and cultural facilities and events should be woven into the community's fabric to encourage sense of place and the overall health and well being of the community.
239	GENERAL SUSTAINABILITY	Community Sustainability Element - Comprehensive Plan	F.1 Cultural and arts programs should be supported and nourished as an essential part of the City's social, economic, and health infrastructure.
240	GENERAL SUSTAINABILITY	Community Sustainability Element - Comprehensive Plan	F.2 Recreational opportunities and programming should be integrated holistically into the City's infrastructure and planning process.
241	GENERAL SUSTAINABILITY	Community Sustainability Element - Comprehensive Plan	F.3 Cultural, arts, and recreational programming should be an integral part of City design and facilities standards, and should be integrated into all planning, promotion, and economic development initiatives.
242		Community Sustainability Element - Comprehensive Plan	<b>Sustainability Goal G.</b> Develop housing policies, programs, and regulations designed to support and promote sustainability. Support and encourage a mix of housing types and styles which provide people with affordable housing choices geared to changes in life style. Seek to form public and private partnerships to retain and promote affordable housing options.
243	TR11, TR12, TR13	Community Sustainability Element - Comprehensive Plan	G.1 Land use and housing programs should be designed to provide for existing housing needs while providing flexibility to adapt to evolving housing needs and choices.
244	TR11, TR12, TR13	Community Sustainability Element - Comprehensive Plan	G.2 Housing should be viewed as a community resource, providing opportunities for residents to choose to stay in the community as their needs and resources evolve and change over time.
245	TR11, TR12, TR13	Community Sustainability Element - Comprehensive Plan	G.3 Support the development of housing tools, such as inclusionary zoning incentives and affordable housing programs, that promote a variety of housing types and affordability levels into all developments.
246	<b>New Cities Energy Action Plan</b>		
247		New Cities Energy Action Plan	<b>Building Energy Efficiency</b>
248		New Cities Energy Action Plan	<u>Action 1—Municipal Retrofits</u>
249	BU8	New Cities Energy Action Plan	1A. Determine a municipal efficiency target that would lead to substantial energy savings and serve as a leadership step for the rest of the community.
250	BU8	New Cities Energy Action Plan	1B. Work with Snohomish PUD to implement streetlight efficiency pilot project.
251	BU8	New Cities Energy Action Plan	1C. Identify energy efficiency opportunities with the Edmonds School District.
252		New Cities Energy Action Plan	<u>Action 2—Single Family Retrofits</u>
253	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	2A. In conjunction with Sustainable Works, conduct a review of the residential retrofit pilot.
254	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	2B. Engage SnoPUD and PSE to review utility incentive programs and operations.
255	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	2C. Leverage Snohomish County residential energy efficiency loan program.
256		New Cities Energy Action Plan	<u>Action 3—Commercial Retrofits</u>
257	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	3A. Convene grocery store owners to define energy efficiency goals for sector.
258	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	3B. Engage Swedish Medical Center (Stevens) to define energy efficiency goals for the facility.
259	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	3C. Secure engagement of other commercial building owners and operators.
260		New Cities Energy Action Plan	<u>Action 4—Nonprofit Retrofits</u>
261	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	4A. Convene community nonprofit leaders to define energy efficiency goals for the sector, including a variety of organizations such as churches.

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262		New Cities Energy Action Plan	<b>Distributed Generation</b>
263		New Cities Energy Action Plan	<u>Action 1—Edmonds Community Solar Project</u>
264	BU2	New Cities Energy Action Plan	1A. Complete community solar analysis to guide city decision-making
265	BU2	New Cities Energy Action Plan	1B. City of Edmonds partners with Solar Edmonds to complete community solar project
266	BU2	New Cities Energy Action Plan	<u>Action 2—Waste Heat Recovery</u>
267		New Cities Energy Action Plan	<b>Main Street Project</b>
268		New Cities Energy Action Plan	<u>Action 1—Electric Vehicle Charging Station</u>
269	TR8	New Cities Energy Action Plan	1A. Solicit a charging station from EcoTality and the EV Project for Main Street.
270	TR8	New Cities Energy Action Plan	1B. Consider the establishment of a Business Improvement District to cover the cost of charging.
271	TR8	New Cities Energy Action Plan	1C. Develop public engagement strategy around EVs in Edmonds.
272		New Cities Energy Action Plan	<u>Action 2—Smart Grid Fiber</u>
273	BU9	New Cities Energy Action Plan	2A. Work with SnoPUD’s smart grid project to identify opportunities to install smart grid infrastructure in conjunction with Main Street Project.
274		New Cities Energy Action Plan	<u>Action 3—Energy Efficient Streetlights</u>
275	BU8	New Cities Energy Action Plan	3A. Work with SnoPUD and (historic preservation group) to retrofit Main Street lamps with energy efficient bulbs.
276		New Cities Energy Action Plan	<b>Financing</b>
277		New Cities Energy Action Plan	<u>Action 1—Building Energy Efficiency Tools</u>
278	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	1A. Utilize existing residential loan programs that are backed by a loan loss reserve
279	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	1B. Develop a strategy to enhance current residential loan programs.
280	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	1C. Work with SnoPUD and PSE to enhance current energy efficiency incentive programs.
281	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	1D. Utilize Washington’s Housing Finance Commission loan pool for non-profit organizations.
282	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	1E. Explore the use of Qualified Energy Conservation Bonds for projects.
283		New Cities Energy Action Plan	<u>Action 2—Distributed Generation</u>
284	BU2	New Cities Energy Action Plan	2A. Facilitate financing options for development of community solar project.
285		New Cities Energy Action Plan	<u>Action 3—Main Street Project</u>
286	BU6, BU9	New Cities Energy Action Plan	3A. Smart Grid pilot funding
287	BU6	New Cities Energy Action Plan	3B. Local Improvement District
288	BU6	New Cities Energy Action Plan	3C. Business Improvement District
289		New Cities Energy Action Plan	<b>Policy Initiatives</b>
290		New Cities Energy Action Plan	<u>Action 1—Building Energy Use</u>
291	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	1A. Commercial Building Energy Disclosure.
292	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	1B. Commercial Building Energy Performance Requirement.
293	BU7	New Cities Energy Action Plan	1C. Home Energy Assessment Requirement at the Time of Sale.
294	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	1D. Building Energy Assessment Requirement at the Time of Permit.
295	BU3, BU4, BU5, BU7	New Cities Energy Action Plan	1D. Building Energy Assessment Requirement at the Time of Permit.
296		New Cities Energy Action Plan	<u>Action 2—Water Conservation</u>
297	BU5	New Cities Energy Action Plan	2A. Utility Pricing.
298		New Cities Energy Action Plan	<u>Action 3—Transportation Alternatives</u>
299	TR11, TR12, TR13	New Cities Energy Action Plan	3A. Zoning.
300	TR15	New Cities Energy Action Plan	3B. Complete Streets.
301	TR8	New Cities Energy Action Plan	3C. Electrification of the Transportation System.
302	<b>2012 Energy Plan</b>		
303	TR8	2012 Energy Plan	<b>1. Invest in more efficient police fleet</b>
304		2012 Energy Plan	• Install idling management devices in newer police fleet vehicles
305		2012 Energy Plan	• Pilot hybrid police vehicles



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306		2012 Energy Plan	• Introduce more advanced fleet management and tracking systems
307		2012 Energy Plan	• Pilot propane gas-powered vehicle conversion for a subset of Crown Victorias
308		2012 Energy Plan	<b>2. Invest in key short-term facilities upgrades</b>
309	BU8	2012 Energy Plan	• Add occupancy/vacancy sensors in City Hall and Public Safety building
310	BU8	2012 Energy Plan	• Investigate installation of fresh air ventilation to the server room to reduce the load on the mini-split system"
311	BU8	2012 Energy Plan	<b>3. Work with PUD to improve streetlight efficiency</b>
312		2012 Energy Plan	• Establish monitoring technologies to assess actual vs. billed streetlight energy use
313		2012 Energy Plan	• Push for additional pilot LED projects
314		2012 Energy Plan	• Work with PUD to negotiate lower rates for LED streetlights
315	BU8	2012 Energy Plan	<b>4. Targeted solar &amp; infrastructure lighting</b>
316		2012 Energy Plan	• Continue choosing solar for new school zone signals
317		2012 Energy Plan	• De-lamp or change bulb type of exterior lighting in Public Safety building
318		2012 Energy Plan	• Reduce usage of outer five garage parking lights by 6 hrs/day at City Hall
319		2012 Energy Plan	<b>5. Conduct engineering and economic analysis of higher capital cost options</b>
320	WW1	2012 Energy Plan	• Recover energy from incinerated bio-solids
321	BU2	2012 Energy Plan	• Solar or geothermal water heating component when planning for Yost Pool boiler replacement
322	TR14	2012 Energy Plan	• Cooler temperature asphalt mixes
323	WW1	2012 Energy Plan	• Methane recovery from wastewater treatment plant
324	<b>Zero Waste Study</b>		
325	LF1, LF2, LF3, LF4	Zero Waste Study	City Zero Waste Goal
326	LF1, LF2, LF3	Zero Waste Study	Goal 1: Reduce the amount of waste generated at Zero Waste public events.
327	LF1, LF2, LF3	Zero Waste Study	Goal 2: Increase the amount of waste recycled and composted at Zero Waste public events.
328	LF1, LF2, LF3, LF4	Zero Waste Study	Zero-Waste: Research an approach to increase diversion (from landfill) of recyclable construction and demolitions materials generated by commercial development in the City. This should include an examination of resources and companies that are doing this type of recycling and what is, or could be, available to the Edmonds community. Are incentives or requirements the way to go? How can we be assured that materials are actually being recycled?
329		Zero Waste Study	1) Creating a process for establishing baseline metrics for various waste streams produced by Edmonds, including landfill, organic waste, recyclable materials, construction waste and other identified streams,
330		Zero Waste Study	2) Providing suggestions on how to assess progress toward zero waste goals, and if time allows
331		Zero Waste Study	3) Creating baseline data for these waste streams. Information will be derived from interviews with City of Edmonds staff and research on best practices from other cities with advanced waste reduction processes.
332	LF2, LF4	Zero Waste Study	Food-Waste: The City is interested in introducing a food waste reduction program, focusing initially on public events that take place at City facilities. We need a policy or ordinance with procedures that specifies the added collection of organic discards at organized public events taking place on City property.
333		Zero Waste Study	1) Identifying sources of organic waste material
334		Zero Waste Study	2) Identifying barriers to proper organic waste disposal particular to Edmonds
335		Zero Waste Study	3) Providing solutions to these barriers derived from best practices at other cities with advanced waste reduction practices.
336	<b>City Sustainability Website</b>		
337	BU3, BU4, BU5, BU7	Energy Meter Program	<b>Energy Meter Program</b>
338		Energy Meter Program	Through the Federal Energy Efficiency and Conservation Block Grant (EECBG) program, the City received funding to purchase 36 energy use meters. These meters have been made available to residents and small business owners to check-out for a free two week period.

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339		Energy Meter Program	The goal of this program is to provide local residents and small business owners with an opportunity to quantify the energy consumption of various household or business appliances and to provide guidance on how to reduce energy consumption within their home or business.
340	TR8	Electric Vehicle Program	<b>Electric Vehicle Program</b>
341	TR8	Electric Vehicle Program	Through the Federal Energy Efficiency and Conservation Block Grant (EECBG) program, the City received funding to upgrade standard vehicle purchases to acquire hybrid and electric vehicles for its municipal fleet. Between 2010 and 2011, the City purchased four Toyota Prius hybrids and two Nissan Leaf electric vehicles.
342	TR8	Electric Vehicle Program	In 2011, the City changed its operations management of fleet vehicles in order to increase the use of the new electric vehicles. Staff has been committed to using the City's hybrid and electric vehicles whenever available for site visits and field work.
343	TR8	Electric Vehicle Program	Through a partnership with ChargePoint Northwest, six electric vehicle charging stations were installed in 2011 around the City for public use. These stations are part of a nationwide system that allows users to view availability of charging stations within their network.
344	BU8	City Buildings Energy Improvement	<b>City Buildings Energy Improvement Program</b>
345		City Buildings Energy Improvement	Edmonds City Hall, a 1979 facility, was awarded ENERGY STAR labels in 2011 and 2012 for the years 2010 and 2011 respectively, acknowledging that it performs in the top 20 percent of similar structures across the United States. Find out more here.
346		City Buildings Energy Improvement	Energy usage at the City's Public Safety Complex (comprised of the Public Safety Building and Fire Station No. 17) has been significantly reduced over recent years. This was accomplished by adding insulation, controls software and commissioning measures as well as implementing preventative maintenance of HVAC equipment and adjusting heating and cooling times based on when portions of the buildings are occupied. Due to these improvements, the total energy cost savings at the Public Safety Complex in 2011 alone was \$13,900.
347		City Buildings Energy Improvement	Facilities maintenance staff utilizes "Portfolio Manager" to track the energy consumption of 16 City-owned buildings with a total of 30 energy accounts. This has enabled the City to track a total of over \$34,000 in energy savings in 2011 alone from energy management and improvements made throughout the seven buildings that house major City operations.
348		City Buildings Energy Improvement	26 LED soffit lights with motion detector set-backs were installed at the Public Works yard to replace previously existing 100 to 400 W high intensity discharge lights for a total savings of 16,700 kWh per year. The city is expanding on this program by including LED lighting in its future Public Works projects. For example, the Main Street Project, which is anticipated to be completed by the end of 2012, includes new LED light poles along both sides of the street along one main downtown block.
349		City Buildings Energy Improvement	In 2010, the City replaced its aging computer servers with energy efficient models for a total savings of over 5,200 kWh per year.
350		City Buildings Energy Improvement	In 2010, the city purchased software for each city computer, resulting in an automatic system for conducting computer updates and shutting down computers during nonbusiness hours for a total savings of over 225,000 kWh per year.
351	BU8	Wastewater Treatment Plant Energy	<b>Wastewater Treatment Plant Energy Challenge</b>
352		Wastewater Treatment Plant Energy	During 2010 and 2011, the City of Edmonds Wastewater Treatment Plant participated in an Energy Challenge with Snohomish County PUD and Bonneville Power Administration. During the Energy Challenge, several energy saving projects were identified, evaluated and implemented.
353		Wastewater Treatment Plant Energy	Light fixtures at the City's wastewater treatment plant were retrofitted from standard lighting to high performance lamps and ballasts, CFLs and occupancy sensors. This is estimated to save approximately 56,205 kWh per year, for an annual savings of approximately \$4,122.
354		Wastewater Treatment Plant Energy	The existing effluent pump outfall lines were modified with larger orifices, reducing the system backpressure and allowing more gravity flow conditions, which reduced pump run times. This is estimated to save approximately 175,489 kWh per year, for an annual savings of approximately \$12,109.

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355		Wastewater Treatment Plant En	The existing blowers were replaced with turbo blowers and the dissolved oxygen control was upgraded. Additionally, diffusers were installed in the bottom of the sludge tank to improve aeration. This is estimated to save approximately 451,883 kWh per year, for an annual savings of approximately \$26,589.
356	BU2	Edmonds Community Solar Proje	<b>Edmonds Community Solar Project</b>
357		Edmonds Community Solar Proje	Edmonds is a proud host to one of the first community solar installations in the Puget Sound region. The installation is located on the Frances Anderson Center, which houses the Parks and Recreation Department and acts as a community hub. This location provides wide spread community education about solar energy. The installation was developed by the Edmonds Community Solar Cooperative, supported by Tangerine Power, in cooperation with Sustainable Edmonds, a local non-profit of citizens dedicated to sustainability.
358		Edmonds Community Solar Proje	This project is a unique public/private partnership enabling Snohomish County PUD customers to participate in a collective solar project that reduces the costs of access and ownership while reaping the benefits of generating clean, solar energy for the community. Additionally, as part of the installation, the City receives a rebate from Snohomish County PUD on its energy use at the Frances Anderson Center.
359		Edmonds Community Solar Proje	This project is the first community-owned solar cooperative in Western Washington and is also the first such project in the state for a municipality that does not own its own electric utility.
360		Edmonds Community Solar Proje	The cooperative is planning a 30 kW expansion of the existing installation by the summer of 2012.
361		Edmonds Community Solar Proje	The Parks and Recreation Department is currently in the process of scheduling green initiatives education for residents, which is co-sponsored by the Edmonds Community Solar Cooperative as part of the Community Solar Project.
362	BU2	Solarize South County	<b>Solarize South County</b>
363		Solarize South County	This was a time-limited initiative designed to help single-family homeowners and small businesses purchase solar panels via a streamlined process and group discount. As part of the program, A&R Solar, a PUD-registered solar installer, was selected by a volunteer committee through a competitive process. Participants in the initiative were not only eligible for a group discount, but also for the PUD's Solar Express rebate of up to \$2,500 for residential customers and up to \$10,000 for small businesses, along with federal and state incentives for solar energy. The program included several community workshops, which not only helped get the word out about the program itself, but also provided education about the benefits of solar to individuals throughout the community.
364		Greening Parks	<b>Greening Parks</b>
365	GENERAL SUSTAINABILITY	Greening Parks	The City of Edmonds is committed to reducing pesticide use in its parks and has achieved a 60% reduction since 2008 by using Integrated Pest Management (IPM) approach to landcare. Using an IPM approach protects a systems' natural balance, and keeps unnecessary chemicals out of the environment. This approach has enabled many areas within the Edmonds parks system to be managed and maintained as pesticide free. Learn more about IPM in Edmonds Parks here.
366	BU5	Greening Parks	Parks crews have installed drip irrigation systems to replace overhead irrigation in the downtown planter beds and portions of the Frances Anderson Center. This method of delivering water directly to vegetation has outstanding results and these plants and flowers have flourished. There is also no wasted water running down the street, and it has reduced water consumption and costs by 70 percent. Parks crew will continue to install drip irrigation systems throughout the City's park system.
367	BU8	Administrative Initiatives	<b>Administrative Initiatives</b>
368		Administrative Initiatives	In 2011, city inspectors began using an iPad field module that provides mapping and immediate data entry. This saves paper and time. The mapping component allows for easier and better route planning for inspections, thereby reducing resource demands.
369		Administrative Initiatives	Staff has set up a city-wide "Office Supply Exchange" to share used or surplus office supplies.
370		Administrative Initiatives	The Parks and Recreation Department has implemented online registration for all classes, eliminating the need to copy, fax, and mail registration forms. Find out more here.

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371		Administrative Initiatives	Online permitting has been expanded, reducing the resources necessary, such as fuel, trips, and paper, to apply for and obtain certain permits. Additionally, the City's internal permit review process has been digitized, reducing paper demands and increasing efficiency of permit reviews. Find out more here.
372		Administrative Initiatives	There has been a shift over the past couple of years to providing the City Council as well as the City's other boards and commissions with meeting packets electronically, dramatically reducing the number of photocopies necessary to provide members with printed packets. For example, city elected officials and directors were issued iPads in 2011, which provides these individuals with the opportunity to access paperless City Council packets, thus saving a significant amount of paper, energy, and time. Access online meeting agendas and packets here.
373	<b>Other Programs and Policies</b>		
374	EC1, EC2, EC3, EC4, EC5	EnviroStars Green Business Progr	<b>EnviroStars Green Business Program</b>
375		EnviroStars Green Business Progr	The City of Edmonds is proud to announce that it has joined several Washington cities, counties and utilities to launch a revamped EnviroStars program, which brings together green business initiatives from around the region under one umbrella. The new EnviroStars program includes a central web portal that allows businesses to find referrals for local sustainability services and incentives to start on a path to recognition. The program will also help small businesses connect with one another so they can learn from and support their peers.
376		EnviroStars Green Business Progr	The supercharged EnviroStars program replaces the City's Green Business Pledge and provides a central hub for Washington businesses to receive assistance and recognition for saving energy and water, reducing waste and pollution, choosing safer products, and cutting greenhouse gas emissions.
377		EnviroStars Green Business Progr	Consumers will use the EnviroStars directory to find businesses who share their environmental values – from restaurants and grocery stores, to hotels and auto body shops, and everything in between. They can also look for the EnviroStars mark on the storefronts of recognized businesses in their community.
378		EnviroStars Green Business Progr	Businesses that engage with EnviroStars will benefit by learning to operate more efficiently, strengthening their bottom line, improving employee health, and gaining recognition for environmental leadership.
379	BU5	City Parks Irrigation Systems Plan	<b>City Parks Irrigation Systems Plan</b>
380	GENERAL SUSTAINABILITY	Sustainable Cities Partnership	<b>Sustainable Cities Partnership</b>
381		Sustainable Cities Partnership	The Sustainable Cities Partnership (SCP) is a yearlong partnership between Western Washington University's Office of Sustainability, the Association of Washington Cities (AWC), and one partner city chosen through a competitive application process. 2016-2017 is the inaugural year of the Partnership, and the City of Edmonds was chosen as the first Washington city to participate in the program.
382		Sustainable Cities Partnership	The partnership engages Western Washington University (WWU) students and faculty on sustainability and livability projects chosen in collaboration with the partner city (Edmonds). The SCP faculty and students work through a variety of studio and service learning courses, thus providing students with experience tackling the city's real-world projects. Many courses/projects will involve fieldwork, so the partner city will typically be within a two-hour drive of Western (Edmonds is within this distance).
383		Sustainable Cities Partnership	Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCP's primary value derives from collaborations resulting in on-the-ground impact and forward movement for a community ready to transition to a more sustainable and livable future. AWC will be an active partner in the launch of SCP, helping to solicit partner cities and to communicate the value of this effort to other elected and appointed municipal officials throughout the state. AWC will also help with the ongoing communication needs of the partner city and can help draw upon resources and skills of other entities in the region.
384		Sustainable Cities Partnership	The projects being undertaken during the 2016-2017 WWU academic year are listed below (some last a quarter while others span the entire academic year).
385	TR4, TR5, TR11, TR12, TR13	Walkability Assessment	<b>Walkability Assessment</b>

	A	B	C
386		Walkability Assessment	Like many other cities, Edmonds' pedestrian infrastructure is lacking, outside the downtown core. The City is interested in identifying gaps and obstacles in the pedestrian network that impede walkability. The study area lies just outside the downtown core and contains important route between key destinations (two schools, a medical campus, parks, and three shopping nodes). The goal of the project is to analyze the relationship between the perception of the urban street environment and how it affects walking behavior.
387		Sustainable Buildings Policy	<b>Sustainable Buildings Policy</b>
388	BU8	Sustainable Buildings Policy	It shall be the policy of the City of Edmonds to finance, plan, design, construct, manage, renovate, maintain, and decommission its facilities and buildings to be sustainable. This applies to new construction and major remodels in which the total project square footage meets the criteria given. The US Green Building Council's LEED (Leadership in Energy and Environmental Design) rating system and accompanying Reference Guide shall be used as a design and measurement tool to determine what constitutes sustainable building by national standards.
389	BU6	Sustainable Buildings Policy	New construction of all City-owned facilities and buildings greater than 5,000 square feet shall meet a minimum LEED Silver rating.
390	BU8	Sustainable Buildings Policy	Renovations of existing buildings that exceed this 5,000 square foot threshold shall also meet a minimum LEED Silver standard for all projects whose value is 50% or more of the assessed value of the structure
391	BU8	Sustainable Buildings Policy	Improvements to buildings that do not exceed these thresholds shall seek to improve the building's ability to meet LEED standards to the extent warranted by the scope and funding available for the project without impairing the ability of the City to maintain its buildings and facilities
392	BU8	Sustainable Buildings Policy	In all cases, the City shall utilize budget planning and life cycle cost analysis in all of its building and facility decisions
393		Sustainable Buildings Policy	Design and project management teams are encouraged to meet higher LEED rating levels. A Mayor's Award for achieving a higher rating will be awarded.
394	WW4	Comprehensive Water System Pla	<b>Comprehensive Water System Plan (2017)</b>
395		Comprehensive Water System Pla	<u>Water Main Improvements</u>
396		Comprehensive Water System Pla	Primarily replacement of existing water mains due to their age, pipe material, and need to provide more fire flow.
397		Comprehensive Water System Pla	<u>PRV Station and Pressure Relief Improvements</u>
398		Comprehensive Water System Pla	Replacement of PRV Stations #13, #14, #15, #16 (CIP Nos. PRV 1 through PRV 4)
399		Comprehensive Water System Pla	Annual PRV Station Improvements Program (CIP No. PRV 5)
400		Comprehensive Water System Pla	<u>Facility Improvements</u>
401		Comprehensive Water System Pla	Five Corners Reservoir Improvements (CIP No. F1)
402		Comprehensive Water System Pla	Yost Reservoir Piping Maintenance and Replacement (CIP No. F2)
403		Comprehensive Water System Pla	Seaview Reservoir Piping Maintenance and Replacement (CIP No. F3)
404		Comprehensive Water System Pla	SPU Intertie & Emergency Intertie Improvements (CIP No. F4)
405		Comprehensive Water System Pla	<u>Other Improvements</u>
406		Comprehensive Water System Pla	Pressure Zone Conversion (325 to 486) (CIP No. M1)
407		Comprehensive Water System Pla	Comprehensive Water System Plan Update (CIP No. M2)