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1	 Edmonds CAP Policy Gap Analysis	
2	<i>Policy Gap Analysis and Proposed New CAP Measures</i>	
3		
4	<i>Purpose: This tab identifies where existing programs and policies are not associated with specific Strategy Areas and Action Programs in the 2010 CAP</i>	
5	Last updated: 12/4/18	
6		
7	Description of Fields Below	
8	CAP Strategy / Action ID and Document Name	The CAP Strategy and Action Program ID, and the document associated with each individual Program / Policy
9		<i>Note: yellow highlights are new recommended strategy areas and/or action programs for the CAP</i>
10	Program / Policy	The specific program and/or policy reviewed for the Policy Gap Analysis that is associated with each CAP Action Program
11		
12		
13	CAP Strategy / Action ID and Document Name	Program / Policy
14	ALL MEASURES	
15	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.
16	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.
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18	Buildings	
19	BU1	Support efforts of Snohomish County PUD to increase the proportion of renewable power in the energy mix by promoting buying green power.
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21	BU2	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.
22	New Cities Energy Action Plan	1A. Complete community solar analysis to guide city decision-making
23	New Cities Energy Action Plan	1B. City of Edmonds partners with Solar Edmonds to complete community solar project
24	New Cities Energy Action Plan	Action 2—Waste Heat Recovery
25	New Cities Energy Action Plan	2A. Facilitate financing options for development of community solar project.
26	2012 Energy Plan	• Solar or geothermal water heating component when planning for Yost Pool boiler replacement
27	Edmonds Community Solar Project	Edmonds Community Solar Project
28	Solarize South County	Solarize South County
29		
30	BU3	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.
31	New Cities Energy Action Plan	2A. In conjunction with Sustainable Works, conduct a review of the residential retrofit pilot.
32	New Cities Energy Action Plan	2B. Engage SnoPUD and PSE to review utility incentive programs and operations.
33	New Cities Energy Action Plan	2C. Leverage Snohomish County residential energy efficiency loan program.
34	New Cities Energy Action Plan	3A. Convene grocery store owners to define energy efficiency goals for sector.
35	New Cities Energy Action Plan	3B. Engage Swedish Medical Center (Stevens) to define energy efficiency goals for the facility.
36	New Cities Energy Action Plan	3C. Secure engagement of other commercial building owners and operators.
37	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.
38	New Cities Energy Action Plan	1A. Utilize existing residential loan programs that are backed by a loan loss reserve

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39	New Cities Energy Action Plan	1B. Develop a strategy to enhance current residential loan programs.
40	New Cities Energy Action Plan	1C. Work with SnoPUD and PSE to enhance current energy efficiency incentive programs.
41	New Cities Energy Action Plan	1D. Utilize Washington’s Housing Finance Commission loan pool for non-profit organizations.
42	New Cities Energy Action Plan	1E. Explore the use of Qualified Energy Conservation Bonds for projects.
43	New Cities Energy Action Plan	1A. Commercial Building Energy Disclosure.
44	New Cities Energy Action Plan	1B. Commercial Building Energy Performance Requirement.
45	New Cities Energy Action Plan	1D. Building Energy Assessment Requirement at the Time of Permit.
46	New Cities Energy Action Plan	1D. Building Energy Assessment Requirement at the Time of Permit.
47	Energy Meter Program	Energy Meter Program
48		
49	BU4	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.
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66	Energy Meter Program	Energy Meter Program
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68	BU5	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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85	New Cities Energy Action Plan	2A. Utility Pricing.
86	Energy Meter Program	Energy Meter Program
87	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.
88	City Parks Irrigation Systems Plan	City Parks Irrigation Systems Plan
89		
90	BU6	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.
91	New Cities Energy Action Plan	3A. Smart Grid pilot funding
92	New Cities Energy Action Plan	3B. Local Improvement District
93	New Cities Energy Action Plan	3C. Business Improvement District
94	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.
95		
96	BU7	Support energy audits at the time of commercial and residential sales.
97	New Cities Energy Action Plan	2A. In conjunction with Sustainable Works, conduct a review of the residential retrofit pilot.
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111	New Cities Energy Action Plan	1C. Home Energy Assessment Requirement at the Time of Sale.
112	New Cities Energy Action Plan	1D. Building Energy Assessment Requirement at the Time of Permit.
113	New Cities Energy Action Plan	1D. Building Energy Assessment Requirement at the Time of Permit.
114	Energy Meter Program	Energy Meter Program
115		
116	BU8	Improve Efficiency of Municipal Operations and Public Infrastructure

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117	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.
118	New Cities Energy Action Plan	1B. Work with Snohomish PUD to implement streetlight efficiency pilot project.
119	New Cities Energy Action Plan	1C. Identify energy efficiency opportunities with the Edmonds School District.
120	New Cities Energy Action Plan	3A. Work with SnoPUD and (historic preservation group) to retrofit Main Street lamps with energy efficient bulbs.
121	2012 Energy Plan	• Add occupancy/vacancy sensors in City Hall and Public Safety building
122	2012 Energy Plan	• Investigate installation of fresh air ventilation to the server room to reduce the load on the mini-split system"
123	2012 Energy Plan	3. Work with PUD to improve streetlight efficiency
124	2012 Energy Plan	4. Targeted solar & infrastructure lighting
125	City Buildings Energy Improvement Program	City Buildings Energy Improvement Program
126	Wastewater Treatment Plant Energy Challenge	Wastewater Treatment Plant Energy Challenge
127	Administrative Initiatives	Administrative Initiatives
128	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.
129	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
130	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
131	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
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133	BU9	Smart Grid
134	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.
135	New Cities Energy Action Plan	3A. Smart Grid pilot funding
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137	BU10	Electrify Buildings
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139	BU11	Community Choice Aggregation
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142	Transportation and Land Use	
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144	TR1	Promote the continued improvement of local commercial and transportation hubs.
145	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.
146	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.
147	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.
148	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.

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149	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.
150	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.
151	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.
152	Comprehensive Transportation Plan	Policy 5.12 Place priority on coordinating bus routes and bus stop sites in City plans for street lighting improvements.
153	Comprehensive Transportation Plan	Policy 5.13 Consider transit stop sites in the design of roadways, walking path improvements and land use permit reviews.
154	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.
155	Comprehensive Transportation Plan	Policy 5.15 Implement multi-modal LOS standards that considers transit and non-motorized operations as well as automobile operations.
156	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.
157	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.
158	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.
159	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.
160	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.
161	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.
162	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.
163	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.
164	Comprehensive Transportation Plan	Policy 6.10 Encourage joint public/private efforts to develop and implement transportation demand management and traffic reduction strategies.
165	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.

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166	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.
167	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.
168	Comprehensive Transportation Plan	Policy 6.17 Work with Community Transit to provide additional passenger shelters and benches at bus stops sites within Edmonds.
169	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.
170	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.
171	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.
172	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.
173	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.
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175	TR2	Continue to encourage businesses to locate in Edmonds.
176	Community Sustainability Element - Comprehensive Plan	E.1 Economic development should support and encourage the expansion of locally- based business and employment opportunities.
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179	TR3	Encourage local purchasing of goods and services.
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181	TR4	Increase bicycle parking and lanes/trails that connect commercial and mobility hubs in concert with the City's transportation plan
182	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.
183	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.
184	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.
185	Comprehensive Transportation Plan	Policy 1.6 Seek opportunities to improve safety for those who bicycle in the city.
186	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.
187	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 transit-oriented area
188	Comprehensive Transportation Plan	Policy 3.8 Construct walking paths in an ecologically friendly manner, encouraging the use of pervious paving materials where feasible
189	Comprehensive Transportation Plan	Policy 3.18 Where possible, encourage easements that provide pedestrian connections and protect the natural environment.
190	Comprehensive Transportation Plan	Policy 4.1 Encourage active transportation by providing safe facilities for bicycle and pedestrians.

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191	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).
192	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.
193	Comprehensive Transportation Plan	Policy 4.4 When appropriate, acquire easements and/or development rights in lieu of rights-ofway for installation of smaller facilities such as sidewalks, walking paths, and bikeways.
194	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.
195	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.
196	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.
197	Comprehensive Transportation Plan	Policy 4.8 Maintain existing public walking paths.
198	Comprehensive Transportation Plan	Policy 4.9 Periodically review and update walking path construction priorities in the Transportation Plan.
199	Comprehensive Transportation Plan	Policy 4.10 Encourage the use of innovative crosswalk treatments, such as pedestrian actuated flashing signals or pedestrian crossing flags.
200	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.
201	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.
202	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.
203	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.
204	Comprehensive Transportation Plan	Policy 4.15 Identify bicycle routes through signage.
205	Comprehensive Transportation Plan	Policy 4.16 Ensure that existing public bicycle facilities are maintained and upgraded when feasible.
206	Comprehensive Transportation Plan	Policy 4.17 Prioritize connectivity to transit nodes that provide important connections to regional destinations.
207	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.
208	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.
209	Comprehensive Transportation Plan	Policy 5.2 Periodically review functional classifications of city streets and adjust the classifications when appropriate.
210	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.
211	Comprehensive Transportation Plan	Policy 5.8 Use public rights-of-way only for public purposes. The private use of a public right-ofway is prohibited unless expressly granted by the City.
212	Comprehensive Transportation Plan	Policy 5.9 Construct pedestrian facilities on all streets and highways, interconnecting with other modes of transportation.
213	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.
214	Comprehensive Transportation Plan	Policy 6.2 Provide safe bicycle connections to existing bicycle facilities in adjacent jurisdictions.

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215	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.
216	Walkability Assessment	Walkability Assessment
217		
218	TR5	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.
219	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.
220	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.
221	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.
222	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.
223	Comprehensive Transportation Plan	Policy 1.6 Seek opportunities to improve safety for those who bicycle in the city.
224	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.
225	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 transit-oriented area
226	Comprehensive Transportation Plan	Policy 3.8 Construct walking paths in an ecologically friendly manner, encouraging the use of pervious paving materials where feasible
227	Comprehensive Transportation Plan	Policy 3.18 Where possible, encourage easements that provide pedestrian connections and protect the natural environment.
228	Comprehensive Transportation Plan	Policy 4.1 Encourage active transportation by providing safe facilities for bicycle and pedestrians.
229	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).
230	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.
231	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.
232	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.
233	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.
234	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.
235	Comprehensive Transportation Plan	Policy 4.8 Maintain existing public walking paths.
236	Comprehensive Transportation Plan	Policy 4.9 Periodically review and update walking path construction priorities in the Transportation Plan.
237	Comprehensive Transportation Plan	Policy 4.10 Encourage the use of innovative crosswalk treatments, such as pedestrian actuated flashing signals or pedestrian crossing flags.

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241	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.
242	Comprehensive Transportation Plan	Policy 4.15 Identify bicycle routes through signage.
243	Comprehensive Transportation Plan	Policy 4.16 Ensure that existing public bicycle facilities are maintained and upgraded when feasible.
244	Comprehensive Transportation Plan	Policy 4.17 Prioritize connectivity to transit nodes that provide important connections to regional destinations.
245	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.
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247	Comprehensive Transportation Plan	Policy 5.2 Periodically review functional classifications of city streets and adjust the classifications when appropriate.
248	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.
249	Comprehensive Transportation Plan	Policy 5.8 Use public rights-of-way only for public purposes. The private use of a public right-ofway is prohibited unless expressly granted by the City.
250	Comprehensive Transportation Plan	Policy 5.9 Construct pedestrian facilities on all streets and highways, interconnecting with other modes of transportation.
251	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.
252	Comprehensive Transportation Plan	Policy 6.2 Provide safe bicycle connections to existing bicycle facilities in adjacent jurisdictions.
253	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.
254	Walkability Assessment	Walkability Assessment
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256	TR6	Promote the addition of a shuttle service connecting commercial and mobility hubs.
257	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.
258	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.
259	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.
260	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.
261	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.
262	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.

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263	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.
264	Comprehensive Transportation Plan	Policy 5.12 Place priority on coordinating bus routes and bus stop sites in City plans for street lighting improvements.
265	Comprehensive Transportation Plan	Policy 5.13 Consider transit stop sites in the design of roadways, walking path improvements and land use permit reviews.
266	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.
267	Comprehensive Transportation Plan	Policy 5.15 Implement multi-modal LOS standards that considers transit and non-motorized operations as well as automobile operations.
268	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.
269	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.
270	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.
271	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.
272	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.
273	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.
274	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.
275	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.
276	Comprehensive Transportation Plan	Policy 6.10 Encourage joint public/private efforts to develop and implement transportation demand management and traffic reduction strategies.
277	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.
278	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.
279	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.
280	Comprehensive Transportation Plan	Policy 6.17 Work with Community Transit to provide additional passenger shelters and benches at bus stops sites within Edmonds.

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281	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.
282	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.
283	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.
284	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.
285	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.
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287	TR7	Coordinate with Community Transit, Sound Transit, and WSDOT to pursue funding opportunities to increase transit service and improve convenience to encourage greater ridership.
288	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.
289	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.
290	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.
291	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.
292	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.
293	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.
294	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.
295	Comprehensive Transportation Plan	Policy 5.12 Place priority on coordinating bus routes and bus stop sites in City plans for street lighting improvements.
296	Comprehensive Transportation Plan	Policy 5.13 Consider transit stop sites in the design of roadways, walking path improvements and land use permit reviews.
297	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.
298	Comprehensive Transportation Plan	Policy 5.15 Implement multi-modal LOS standards that considers transit and non-motorized operations as well as automobile operations.
299	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.
300	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.
301	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.
302	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.

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303	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.
304	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.
305	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.
306	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.
307	Comprehensive Transportation Plan	Policy 6.10 Encourage joint public/private efforts to develop and implement transportation demand management and traffic reduction strategies.
308	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.
309	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.
310	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.
311	Comprehensive Transportation Plan	Policy 6.17 Work with Community Transit to provide additional passenger shelters and benches at bus stops sites within Edmonds.
312	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.
313	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.
314	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.
315	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.
316	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.
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318	TR8	Work with local vehicle dealers to further promote hybrid/electric vehicles within the community.
319	Electric Vehicle Program	Electric Vehicle Program
320	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.

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321	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.
322	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.
323	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.
324	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
325	Community Sustainability Element - Comprehensive Plan	B.3 Explore and support the use of alternative fuels and transportation operations that reduce GHG emissions.
326	New Cities Energy Action Plan	1A. Solicit a charging station from EcoTality and the EV Project for Main Street.
327	New Cities Energy Action Plan	1B. Consider the establishment of a Business Improvement District to cover the cost of charging.
328	New Cities Energy Action Plan	1C. Develop public engagement strategy around EVs in Edmonds.
329	New Cities Energy Action Plan	3C. Electrification of the Transportation System.
330	2012 Energy Plan	1. Invest in more efficient police fleet
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332	TR9	Promote and facilitate, where necessary, shared vehicles used, such as school carpooling and vehicle-on-demand parking spaces.
333	Comprehensive Transportation Plan	Policy 6.19 Work with Community Transit and local employers to encourage ridesharing to employment centers and major activity centers.
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335	TR10	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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337	TR11	Support mixed-use development in neighborhood commercial centers to encourage close-to-home local shopping and employment opportunities.
338	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.
339	Comprehensive Transportation Plan	Policy 6.6 Design new development and redevelopment in activity centers to provide pedestrian access to transit.
340	Comprehensive Transportation Plan	Policy 6.10 Encourage joint public/private efforts to develop and implement transportation demand management and traffic reduction strategies.
341	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.
342	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.

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343	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.
344	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.
345	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.
346	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.
347	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.
348	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.
349	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.
350	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.
351	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.
352	New Cities Energy Action Plan	3A. Zoning.
353	Walkability Assessment	Walkability Assessment
354		
355	TR12	Encourage transit-oriented development standards and projects in the City's activity centers (Highway 99 and downtown).
356	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.
357	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.
358	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.
359	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.
360	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.
361	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 transit-oriented area
362	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.
363	Comprehensive Transportation Plan	Policy 6.6 Design new development and redevelopment in activity centers to provide pedestrian access to transit.
364	Comprehensive Transportation Plan	Policy 6.10 Encourage joint public/private efforts to develop and implement transportation demand management and traffic reduction strategies.

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365	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.
366	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.
367	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.
368	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.
369	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.
370	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.
371	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.
372	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.
373	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.
374	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.
375	New Cities Energy Action Plan	3A. Zoning.
376	Walkability Assessment	Walkability Assessment
377		
378	TR13	Review and update City land-use rules to encourage homebased business opportunities.
379	Comprehensive Transportation Plan	Policy 6.6 Design new development and redevelopment in activity centers to provide pedestrian access to transit.
380	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.
381	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.
382	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.
383	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.
384	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.

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385	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.
386	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.
387	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.
388	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.
389	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.
390	New Cities Energy Action Plan	3A. Zoning.
391	Walkability Assessment	Walkability Assessment
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393	TR14	
394	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.
395	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.
396	Comprehensive Transportation Plan	Policy 3.3 Include analyses of geological, topographical, and hydrological conditions in street design.
397	Comprehensive Transportation Plan	Policy 3.5 Encourage underground placements of utilities when existing roadways are improved.
398	Comprehensive Transportation Plan	Policy 3.6 Encourage placement of underground conduit for future installation of fiber optic cable as roadways are built or improved.
399	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.
400	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.
401	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.
402	2012 Energy Plan	<ul style="list-style-type: none"> Cooler temperature asphalt mixes
403		
404	TR15	Infrastructure to Improve Traffic Flow and Efficiency
405	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.
406	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.
407	Comprehensive Transportation Plan	Policy 3.9 Maximize efficiencies of existing transportation facilities through: <ul style="list-style-type: none"> Transportation Demand Management. Encouraging development to use existing facilities. Technologies that improve the efficiency of travel, including signal improvements and changeable message signs.
408	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.
409	Comprehensive Transportation Plan	Policy 5.7 Coordinate traffic signals located within ½ mile of each other to decrease delay and improve operations.

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410	Comprehensive Transportation Plan	Policy 6.10 Encourage joint public/private efforts to develop and implement transportation demand management and traffic reduction strategies.
411	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.
412	Community Sustainability Element - Comprehensive Plan	D.2 Strategically program utility and infrastructure improvements to support and anticipate land use and economic development priorities.
413	New Cities Energy Action Plan	3B. Complete Streets.
414		
415	TR16	Parking Policies
416	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.
417	Comprehensive Transportation Plan	Policy 2.7 Encourage underground parking as part of new development.
418	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.
419	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.
420		
421	MULTIPLE TRANS	
422	Comprehensive Transportation Plan	Policy 1.2 Relate required street widths to the function and operating standards for the street.
423	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.
424	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).
425	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.
426	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.
427	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
428	Comprehensive Transportation Plan	Policy 3.12 Seek funding to complete multimodal solutions to transportation needs.
429	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.
430	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.
431	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.
432	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.

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433	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.
434	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.
435	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.
436	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.
437	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.
438	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.
439	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.
440	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.
441	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.
442	Community Sustainability Element - Comprehensive Plan	C.1 Take an active role in supporting and advocating regional solutions to transportation and land use challenges.
443		
444	Lifestyles	
445	LF1	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.
446	Zero Waste Study	City Zero Waste Goal
447	Zero Waste Study	Goal 1: Reduce the amount of waste generated at Zero Waste public events.
448	Zero Waste Study	Goal 2: Increase the amount of waste recycled and composted at Zero Waste public events.
449	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?
450		
451	LF2	Research a zero-waste goal and develop a zero-waste strategic plan for Edmonds.
452	Zero Waste Study	City Zero Waste Goal
453	Zero Waste Study	Goal 1: Reduce the amount of waste generated at Zero Waste public events.
454	Zero Waste Study	Goal 2: Increase the amount of waste recycled and composted at Zero Waste public events.

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455	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 commwrity. Are incentives or requirements the way to go? How can we be assured that materials are actually being recycled?
456	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.
457		
458	LF3	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.
459	Zero Waste Study	City Zero Waste Goal
460	Zero Waste Study	Goal 1: Reduce the amount of waste generated at Zero Waste public events.
461	Zero Waste Study	Goal 2: Increase the amount of waste recycled and composted at Zero Waste public events.
462	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 commwrity. Are incentives or requirements the way to go? How can we be assured that materials are actually being recycled?
463		
464	LF4	Encourage programs to educate and assist homeowners in composting.
465	Zero Waste Study	City Zero Waste Goal
466	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 commwrity. Are incentives or requirements the way to go? How can we be assured that materials are actually being recycled?
467	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.
468		
469	LF5	Research the creation of facilities to convert organic waste to energy
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471	LF6	Encourage home and community gardens.
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473	LF7	Involve community in identifying City parks and other property, both City-owned and private, as potential sites for neighborhood public “P-Patches.”
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475	LF8	Encourage gardens on the verges of public spaces and streets where gardens will not impinge on pedestrian or cyclist safety and right-of-way.
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477	LF9	Continue to promote local farmers’ markets and co-ops.
478		
479	LF10	Support legislation to promote solar access to home and community food gardens.
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481	LF11	Consider establishing a local carbon-offset program to purchase land for public community gardens and to defray the cost of development and administering them.
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483	LF12	Encourage harvesting of fruits and vegetables from private fruit trees and gardens for distribution to local food banks.

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486	Water and Wastewater	
487	WW1	Methane recovery and energy generation at the wastewater treatment plant
488	2012 Energy Plan	• Methane recovery from wastewater treatment plant
489	2012 Energy Plan	• Recover energy from incinerated bio-solids
490		
491	WW2	Promote Water Recycling and Greywater Use
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493	WW3	Wastewater treatment improvements
494		
495	WW4	Water delivery system improvements
496	Comprehensive Water System Plan (2017)	Comprehensive Water System Plan (2017)
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499	Environment	
500	EN1	Maintain and, whenever possible, expand our urban forests.
501	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.
502		
503	EN2	Identify pockets of woodlands and marsh land that the City could purchase to add to our parks system.
504		
505	EN3	Require shade trees, drought-resistant plants, and rain gardens in public and private commercial parking lots.
506	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.
507		
508	EN4	Encourage low-impact landscaping and gardening practices in multi-family and single-family residences.
509	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.
510		
511	EN5	Identify City parks where carbon sequestration could be increased.
512		
513	EN6	Consider establishing a local carbon offset program to purchase woodlands and maintain our urban forests, wetlands, and City parks.
514		
515	EN7	Press state legislators to enact solar-access legislation, ultimately increasing the percentage of households with solar and/or ability to harvest their own gardens.
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517	EN8	Adopt the educational principle of "the right tree in the right place."
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519	EN9	Consult with experts, such as the University of Washington Climate Impacts Group and the Puget Sound Regional Council, to keep current on climate-change trends and recommended practices to prepare for them.
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521	EN10	Educate the public in the need for water conservation.
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523	EN11	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.
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526	Economy	
527	EC1	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.
528	EnviroStars Green Business Program	EnviroStars Green Business Program
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530	EC2	Support and encourage a local green business recognition program.
531	EnviroStars Green Business Program	EnviroStars Green Business Program
532		
533	EC3	Encourage local purchasing of goods and services.
534	EnviroStars Green Business Program	EnviroStars Green Business Program
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536	EC4	Encourage recycling programs in the workplace.
537	EnviroStars Green Business Program	EnviroStars Green Business Program
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539	EC5	Encourage businesses of all sizes to promote sustainable operational practices.
540	EnviroStars Green Business Program	EnviroStars Green Business Program
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543	Community Outreach and Empowerment	
544	CO1	Increase City employees' awareness of climate-protection issues and develop internal committees, such as green purchasing initiative or energy efficiency, to implement plans.
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546	CO2	Use the City's website and City publications and work with community organizations to promote sustainability efforts to both residents and businesses.
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548	CO3	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.
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550	CO4	Encourage community educational campaigns to turn off computers at night, turn off lights, and promote programmable thermostats.
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552	CO5	Advocate for state and federal legislation that advances GHG reductions and other sustainability efforts.
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554	CO6	Continue to provide a leadership role with other local governmental agencies to share best practices and successes.
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557	Implementation	
558	IM1	Evaluate and align future development applications and the City’s Capital Improvement Program with the Climate Change Action Plan.
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560	IM2	Prepare an annual report to the Planning Board and City Council assessing the implementation of this plan.
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562	IM3	Hire an action plan coordinator to advance efforts and to provide accountability and coordination between community and City efforts.
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564	IM4	Appoint an action plan commission to continue to advance efforts to be responsible for prioritizing efforts that impact the Climate Change Action Plan.
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566	IM5	Review and revise this plan as appropriate on an annual basis
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569	GENERAL SUSTAINABILITY	
570	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.
571	Community Sustainability Element - Comprehensive Plan	F.2 Recreational opportunities and programming should be integrated holistically into the City’s infrastructure and planning process.
572	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.
573	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.
574	Sustainable Cities Partnership	Sustainable Cities Partnership
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