

Edmonds CAP Engagement Workshop #1 Summary

March 25, 2021 | 6:00pm to 8:00pm

Purpose

The purpose of the workshop is to educate the public about the Climate Action Plan (CAP), inform the Edmonds community about ways they can participate and contribute to the CAP, and gather feedback on draft CAP strategies, actions, and implementation.

Key Outcomes

Survey link: <https://www.surveymonkey.com/r/2RFVKSX>

Links to Materials

- [Workshop #1 Handout Packet](#)
- [Workshop #1 Recording](#)
- [Workshop #1 PowerPoint Presentation](#)

Agenda

Time	Agenda Item															
5:55-6:00	Open Zoom room															
6:00-6:10	Introduction															
6:10-6:30	Presentation on Proposed CAP Strategies and GHG Inventory															
6:30-6:45	Brief Q&A Session															
6:45-6:50	Introduce Breakout Group Discussion Activity															
6:50-7:40	Breakout Sessions + Report Back															
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Breakout Room #4	New Strategies #2	Transportation														
7:40-7:50	Report Out															
7:50-8:00	Closing and Next Steps															

Notes from Breakout Discussion Groups

Buildings & Energy and Waste & Natural Resources Breakout Group

Below are notes and discussion points on existing proposed [buildings and energy strategies](#) and [waste and natural resources strategies](#)¹:

- **EY-1 Replace fossil fuels with renewable energy resources: solar installations**
 - Concerned that solar is **unreliable** and not decarbonizing.
 - Solar is **too costly** and won't get the most carbon out for the buck.
 - Might have **equity considerations** – many people may not be able to afford it.
 - Some want to **encourage solar, but not subsidize it**.
 - **Solar rebate from PUD** is already available.
- **EY-2 Improve efficiency of existing buildings and infrastructure**
 - Need **education and incentives**, especially for expensive conversions.
 - There can be cost-saving incentives – however, there is an **equity issue** of who pays and who benefits. Ways to lower costs could include:
 - Residential **PACE-property** assessed clean energy.
 - **PUD has rebates** for energy efficiency.
 - Incentives that focus on **lower income housing** (e.g., for weatherization).
 - **Loan program** focusing on lower income and older buildings.
 - **Provide loans for retrofitting**, which can include:
 - **Heat pumps** can be effective.
 - Need to **better insulate and to situate buildings** better for energy efficiency.
 - Focus on **converting fossil fuels to electric**.
 - Focus on **building lifecycles** – including its materials.
 - **On-demand hot water** can lower energy consumption.
 - Utilize **building codes** for energy efficient updates.
 - **Carbon tax** can focus on benefits. However, some concern about effectiveness of a carbon tax.
- **EY-3 Improve efficiency of new buildings**
 - Continue **incentives** for LEED-certified buildings.
 - **Educate residents on the various incentives currently available** for new appliances.
 - **Install motion sensor lighting** to reduce energy usage in areas such as underground parking garages.
 - **Research options** for electric options for tankless hot water.
 - **Develop new policies** to require energy efficiency for new development.
 - Considerations:
 - How will this affect people's **ability to buy a house**, especially for people on a fixed income?

¹ More details on assumptions and potential impact of existing proposed transportation strategies can be found [here](#).

- New houses are not “affordable” because they are brand new – **already a premium on new construction and development.**
 - Might be **unfair for construction companies** with these new companies.
- **EY-4 Increase carbon sequestration**
 - Need to determine **where to plant trees** and should **focus on low-income** communities.
 - **Marsh and eelgrass** (blue carbon) can help.
- **W-1 Reduce material consumption**
 - Increase composting throughout the City.
 - All carry-out should be compostable.
 - Education campaigns on how to sort waste.

Transportation Breakout Group

Below are notes and discussion points on [existing proposed transportation strategies](#)²:

- **TR-1 Reduce vehicle miles traveled through sustainable land use.**
 - **Co-locating shopping centers with residential neighborhoods** can reduce car trips, even for a few blocks.
 - Utilizing **incentives or subsidies** can encourage development of business or shopping centers near residential areas. For example, some developments have used a multifamily tax exemption to build additional housing and businesses along Highway 99.
 - In addition to development considerations, **encouraging land use to facilitate other non-motorized vehicles along busy roads** (e.g., Highway 99) will be needed by 2050.
 - In addition to new development, there should be a focus on how we can **improve areas with existing developments to reduce vehicle miles traveled.** For example, encouraging new businesses and shops in residential areas can reduce car trips associated with shopping. This might be most impactful in food deserts or resource-limited neighborhoods of Edmonds.
 - In conjunction with TR-2 and TR-3, should focus on **transit-oriented development.**
 - Should be conscious about **tradeoffs** in this strategy. For example, increased density may reduce vehicle miles traveled, but that may come at the cost of vegetation and tree canopy density.
- **TR-2 Reduce vehicle miles traveled by improving transit systems.**
 - **Reducing fees or costs** for public transportation can lead to increased adoption of transit services. Some options included:
 - Free public transportation for all
 - Encouraging employers to provide subsidized Orca passes for employees, such as the City of Edmonds.

² More details on assumptions and potential impact of existing proposed transportation strategies can be found [here](#).

- Should focus on **changing behaviors and normalize using public transportation**. If we build public transit, they may not necessarily come.
- Should focus on **reducing commuter or other pass-through traffic**. For example:
 - Work with Sound Transit to increase frequency of the Sounder to reduce commuter traffic.
- Should focus on **equity**. For example:
 - Utilize dial-a-ride for elders to go to businesses and shops.
 - Utilize frequent buses between senior homes and centers and shopping districts.
- Should consider **ferry traffic and operations**. For example:
 - Need to decrease cars idling while waiting for the ferry.
 - Support the long-term plan for electrifying the WA State ferry fleet.
- Should consider **bus electrification** and other electric public transit options.
 - Everett Transit recently got a grant to support electric buses and charging.
 - Can use grants to offset costs.
 - Work to electrify school buses too.
- Increase frequency of direct public transportation options between Edmonds and the airport.
- **TR-3 Reduce vehicle miles traveled by promoting active transportation.**
 - Should consider **weather and geography** (e.g., hills) in active transportation investments, **especially for elderly population**. For example:
 - Promote e-bikes or electric golf carts, especially elders who may want a more stable option.
 - Can utilize grants or subsidies with partners, such as Sharing Wheels or Hopeworks.
 - Should focus on having protected bike lanes – many people don't want to bike because roads aren't safe.
 - The "Walkable Weekends" in downtown Edmonds has been great to decrease traffic downtown and improve community cohesion.
- **TR-4 Promote carpooling and vehicle-sharing.**
 - Need to consider telecommuting – especially considering this past year. More employers may be more amenable to telecommuting for its employees.
 - A public van system can be more attractive and accessible for elders (e.g., a van to Eastgate for shopping).
 - Is there a way to facilitate car-sharing, especially for ferry traffic?
- **TR-5 Promote electric vehicles.**
 - Should include subsidies for electric vehicles.
 - Need to also add additional charging stations throughout Edmonds. A recent study said that there wasn't enough charging stations currently in Edmonds to meet potential future demand.
 - Should focus on electric vehicle adoption by 2035 since car lifecycles typically last about 15 years.

New Strategies

Potential new strategies that were identified include:

Strategy or Action	Description	Considerations
Alternative energy use through solar, nuclear, wind, or geothermal energy	Transition away from the use of coal and gas for energy by making use of solar, nuclear, wind, and/or geothermal energy. Partner with SnoPUD on their community solar program to expand it to an Edmonds community solar program.	Energy types should be tailored and suitable for Edmonds. For example, what is the feasibility to capture and store energy with current technology or facilities – if not, will need to invest in new infrastructure capacity in a cost-effective way. Also unsure about the impact or feasibility of wind energy.
On-demand hot water for residential homes	Provide on-demand hot water in residential homes could save resources and easily implemented.	There was uncertainty how much energy (if any) this may save in Edmonds.
Utilize electric cars to store energy as part of a smart grid	Encourage the use of electric cars in Edmonds and build a smart grid that will be able to transfer and help facilitate energy storage and increase energy storage capacity. This can help alleviate future demand on energy sources.	None stated.
Reduce food waste	Reduce the amount of food waste and associated GHG emissions through education efforts or policies. For example, educating residents about urban gardens can lead to more locally grown food for households. Alternatively, a requirement for restaurants to have vegetarian options can also decrease meat consumption.	Unsure about the impact of gardening education for residents and how much that will reduce GHG emissions. There are also space considerations for urban gardens.
Conserve water	Encourage water conservation through education and policy requirements. For example, alternative landscape education can help residents manage yards and lawns that help conserve energy and water, clean up waterways, provide cooling and sheltering benefits, and create habitat for native species.	None stated.
Ban fuel/gas powered mowers and trimmers	Eliminate fuel or gas-powered motors and trimmers (e.g., leaf blowers), as well as gas motors overall. This can also help with localized air quality.	Some people in the community may value gas motors (e.g., leaf blowers, motorboats) a lot.
Implement a bikeshare program	Create a bikeshare program between Edmonds, Shoreline, and Seattle. This strategy, in conjunction with others,	None stated.

	can encourage more people to not rely on cars.	
Implement a natural gas ban		Already included similar strategies but wanted this action to be stronger than just “encourage”.
Increase the gas tax		May push other vehicles to fuel outside of Edmonds, meaning they alienate people and don’t get that revenue.
Support a statewide carbon price		None stated.
Support or promote telecommuting	Support businesses to promote telecommuting options or local office-share programs.	Especially during pandemic, this seems much more viable.
Invest in bike infrastructure and education	Build infrastructure that protects bike lane, have bike speed limits, and includes bike education. There should be financial support or programs for people to access bikes, especially e-bikes.	Can help with reducing commute trips. Also increasing bike safety will help people actually feel safe and switch transportation modes.
Educate Edmonds residents about hidden pockets of carbon	Partner with SnoPUD to educate Edmonds’s residents about hidden pockets of gas emissions so they can reduce emissions further.	None stated.
Educate residents and restaurants about electrical appliances	Educate residents and chefs who do not want to give up their gas stoves on the benefits and capabilities of electric stoves.	None stated.
Ensure sufficient space in multifamily homes to compost		Many current homes and buildings don’t have space to compost.
Preserve and increase access to green spaces	Preserve and increase green spaces in Edmonds, such as planting more trees or exploring a conservancy program (e.g., partner with Forterra).	This can also help increase carbon sequestration.
Encourage circular economies	Implement a program that promotes sharing of resources and goods (e.g., books to libraries) to minimize waste.	None stated.
Institute a last mile program	Implement a last mile program, especially for delivery drivers (e.g., Amazon, UPS, FedEx) to reduce VMT and emissions associated with goods delivery.	None stated.

Other specific questions and topics that were discussed include:

- SnoPUD feels confident about **meeting potential future energy demand**. However, SnoPUD states that at the state level, there is discouragement to fuel switching to remove oil furnaces and they cannot incentivize this.
- Strategies **should lead to GHG reduction as well as conservation benefits**.
- There shouldn't only be a focus on new construction, but we **should also help upgrade older homes with more efficient technology**. This may require partnerships with landlords or developers.
- All strategies and actions should have a focus on **being equitable**.
- There is a tradeoff of focusing on smaller solutions, which might be easier to implement, versus larger solutions that might have a huge return, but would take a long time.
- There were multiple opinions about how to **fund these strategies**:
 - One person was vocally against higher taxes to support implementation.
 - Three people were vocally in favor for higher taxes or fees to support implementation. One participant cited research on carbon taxes as an effective community planning strategy.