



# CLIMATE ACTION PLAN 2023

## EXECUTIVE SUMMARY BROCHURE

### Introduction

For over a decade, Edmonds has been committed to preventing the harms from climate change. From sea level rise that causes erosion and flooding, to drought and higher land temperatures that will destroy crops and forests, and rising ocean temperatures and acidity that will affect marine species on which much of the web of life depends, Edmonds recognizes that it bears responsibility to take action as citizens of the world and stewards of our environment.

In 2010, the City adopted a Climate Action Plan (CAP) to substantially reduce greenhouse gas (GHG) emissions. Starting in 2018, local consultants were hired to prepare a new GHG inventory and to advise the City on updating its CAP. This plan focuses on the most important steps Edmonds can take to address climate change.

### A Call to Action

Global climate change is already harming the Pacific Northwest, and is expected to grow worse and become irreversible unless human-generated GHG emissions can be eliminated. To achieve a future Edmonds community with a high quality of life that is sustainable and equitable for all residents, eliminating GHG emissions is critical.

The most important finding of this update to Edmonds' CAP is that the Edmonds community has not kept pace with its goals to reduce GHG emissions. To avert the worst harm from global climate change, we must achieve an even more ambitious rate of emissions reduction.

The City adopted Resolution 1453, which commits Edmonds to a science-based target of 1.5°C global temperature rise. To meet that target means the community must be carbon neutral by 2050. We have a long way to go, but we have reason to hope we can get there.

This Plan provides a roadmap and a few indicator metrics that will help the community know how we are doing. It is a call to action. The tools to address the climate crisis have never been better and they are improving steadily. It will take effort on the part of the City, state and federal governments, and individuals to make use of those tools. It is time to get to work.

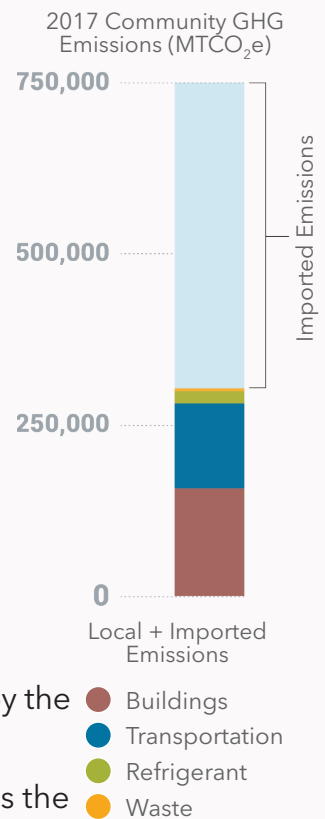
Frontline communities, those most likely to be affected by climate change, are often more resource efficient than the general population, with lifestyles that help achieve the community's climate action goals. They often live in higher density housing, consume less energy per capita, and rely on public transit.

However, intersecting vulnerabilities and socioeconomic determinants, such as preexisting health conditions, physical location, historic marginalization, social context, and income stability, can make these communities more susceptible to threats of climate change.

Climate equity ensures a fair distribution of the benefits of climate action and resilience efforts as the community transitions to a low carbon future, reducing disparities.

Edmonds' 2017 GHG emissions were an estimated 750,000 MT CO<sub>2</sub>e, including both local emissions that occur within the city limits and imported emissions generated elsewhere to produce the goods, food, and services consumed in Edmonds. Total local and imported emissions in 2017 were approximately 17.2 MT CO<sub>2</sub>e per capita. For comparison, in 2017 the global per capita average was 6.4 MT CO<sub>2</sub>e and the US average was 17.3 MT CO<sub>2</sub>e. Other key observations include:

- Residential buildings have more than double the impact of commercial buildings
- 75% of natural gas was consumed by the residential sector, and nearly 25% by the commercial sector
- Passenger transport, primarily in cars, is the leading source of transportation-related local emissions



## Buildings & Energy

Energy used in buildings is the largest source of local GHG emissions in Edmonds. Residential buildings emit roughly twice the quantity of GHGs than commercial and industrial buildings.

### Strategies and Top Actions

Each action is accompanied by two icons: one indicates how important it is in reducing or preventing GHG emissions, and the other indicates how much influence the City has over the outcome.

	GHG Reduction Potential	Who is Responsible
<b>BE-1: Replace Fossil Fuels used in Buildings with Renewable Energy Resources</b>		
BE-1.1: Adopt appropriate zoning allowances to facilitate installation of renewable energy projects and energy efficient equipment.	Medium	City
BE-1.2: Provide financial-assistance programs for solar energy projects and energy efficient equipment.	Medium	City
<b>BE-2: Improve Energy Efficiency of Existing Buildings and Infrastructure</b>		
BE-2.1: Support legislation requiring gas supply systems statewide to be carbon-neutral by 2045.	High	State
BE-2.2: Create and implement a green building incentive program.	Low	City
<b>BE 3: Require the Design and Construction of New and Remodeled Buildings to Meet Green Building Standards</b>		
BE-3.1: Adopt regulations to require new multi-family and commercial buildings to be 100% electric by 2023.	Medium	City
BE-3.2: Require that all new multi-family residential and commercial buildings and any major commercial remodeling projects meet LEED or similar built green standards: LEED Gold for Commercial and LEED Silver for multifamily, to implement Resolution 1168.	Medium	City

## Transportation

Transportation accounts for 40% of local GHG emissions in Edmonds—our second largest source of emissions. Choices that the City and community make regarding land use, use of electric or high-efficiency vehicles, and support for infrastructure all influence local GHG emissions from transportation.

### Strategies and Top Actions

#### TR-1: Reduce Vehicle Miles Traveled (VMT) through Sustainable Land Use

TR-1.1: Adopt a multimodal level of service to enable complete streets outcomes.	Medium	City
TR-1.2: Develop code and zoning supporting mixed-use and transit-oriented development in neighborhood commercial centers.	High	City

#### TR-2: Reduce VMT by Improving Transit Systems

TR-2.1: Coordinate transit agencies to increase service and improve convenience to access new light rail connections.	Medium	Transit Agencies
TR-2.2: Promote Sounder commuter rail stop in Edmonds.	Low	City and Transit Agencies
TR-2.3: Invest in transit stop amenities to improve the ridership experience (e.g. shelter, bench, lighting).	Medium	City and Transit Agencies

#### TR-3: Reduce VMT by Committing to a Complete Street Approach

TR-3.1: Install one bike rack per block in neighborhood districts.	Low	City
TR-3.2: Establish a complete streets process and steering committee for capital projects.	Medium	City
TR-3.3: Develop a pedestrian priority investment network and triple funding in the Capital Improvements Plan.	Medium	City

#### TR-4: Reduce VMT through Vehicle Sharing and Flexible Work Requirements

TR-4.1: Explore bike and scooter share programs within the City of Edmonds.	Medium	City
TR-4.2: Formalize hybrid work options for City employees.	Low	City
TR-4.3: Explore developing car share facilities with ferry system.	Medium	City and WSDOT

#### TR-5: Promote Low-Carbon Vehicles and Other Methods of Reducing Emissions from Vehicles

TR-5.1: Adopt standards for charging stations in public rights-of-way.	High	City
TR-5.2: Convert City fleet to electric vehicles.	Medium	City
TR-5.3: Add charging stations to all city owned facilities including parks.	Medium	City

## Environment

The Edmonds community indicated it wants to ensure the carbon sequestered in its urban forests and natural areas is maintained or increased to eliminate most of its GHG emissions over time.

### Strategies and Top Actions

#### EN-1: Maintain or Increase Carbon Sequestration in Trees and Natural Areas

EN-1.1: Adopt a canopy coverage target for the city.	Low	City
EN-1.2: Identify pockets of woodlands and marsh land that the City could purchase to add to our parks system.	Low	City
EN-1.3: Identify City parks and open spaces where carbon sequestration could be increased.	Low	City

#### EN-2: Explore Other Methods for Offsetting Edmonds' GHG Emissions

EN-2.1: Develop a periodic calculation of the gap between Edmonds' targeted GHG emissions reductions and actual.	Low	City
EN-2.2: Engage in a regional conversation about offsetting GHGs.	Low	City
EN-2.3: Include a calculation of the social and mortality costs of carbon that would result from each Comprehensive Plan update	Low	City

## Environment (continued)

### Strategies and Top Actions

	GHG Reduction Potential	Who is Responsible
<b>EN-3: Prepare for the Impacts of Climate Change</b>		
EN-3.1: When planning for climate change adaptations, assess which communities would be most affected and who would benefit most.	N/A	City
EN-3.2: Develop a plan for adapting to sea level rise in Edmonds.	N/A	City
EN-3.3: Evaluate risks to stormwater infrastructure from higher intensity storms, and develop plans to upgrade system and development codes.	N/A	City

## Lifestyles & Consumption

Much of our Imported Emissions include goods and furniture, meat and dairy, transportation fuels and air travel, clothing, and food.

### Strategies and Top Actions

	GHG Reduction Potential	Degree of City Control
<b>LC-1: Reduce Material Consumption, Waste Generation, and Resource Depletion</b>		
LC-1.1: Reduce barriers to achieving Edmonds' zero-waste goal.	Medium	City
LC-1.2: Increase recycling bins in partnership with local businesses.	Medium	City and Business Partners
LC-1.3: Require recycled products for City-produced printed materials.	Low	City
<b>LC-2: Increase Local Food Production</b>		
LC-2.1: Educate smaller households on ways to reduce food waste.	High	City
LC-2.2: Educate consumers on the GHG and health benefits of consuming less pre-packaged food.	N/A	City
LC-2.3: Involve community in identifying property, both City-owned and private, as potential sites for neighborhood public "P-Patches."	Low	City

## Tracking Progress

Our consultants prepared a tracking tool that focuses on a key metric for 10 strategies, built off existing information about GHG emissions, population and employment growth, commuting patterns, and

To address the reduction gap identified in the tool, replacing fossil-fuel based gas, carbon-neutral refrigerants, carbon sequestration, and other measures are needed to meet our GHG emissions targets for 2050.

Strategy	2035 Annual GHG Savings (MTCO <sub>2</sub> e)	2050 Annual GHG Savings (MTCO <sub>2</sub> e)	Monitoring Metric(s)
BE-1*	-	-	Number of new residential and commercial solar PV systems installed
BE-2	3,157 417	6,253 417	Percent of residential and commercial area retrofitted Savings from 2017 improvements to wastewater treatment plant
BE-3	3,272	7,870	Percent of new, LEED-Certified residential and commercial development
TR-1	4,781	5,737	Number of multi-family units built in activity centers
TR-2	3,792	4,807	Percent of commuters using public transportation
TR-3	880	2,177	Percent of commuters walking or biking to work
TR-4	8,700	9,229	Percent of commuters carpooling and/or utilizing an alternate work week
TR-5	50,734	81,046	Number of electric vehicles
EN-1	131	262	Number of trees planted
LC-1	3,257	4,343	Tonnage of solid waste generated
	79,121	122,141	Total Reduction (MT CO <sub>2</sub> e)
	64,745	188,918	1.5°C Scenario Target Reduction (MT CO <sub>2</sub> e)
	-14,376	66,778	Reduction still Needed to Reach Target (MT CO <sub>2</sub> e)
	122%	65%	Percent of Target Achieved

\*Although this metric will not help reduce GHG after the electric grid is carbon neutral in 2030, prior to that date, cumulatively it will produce enough electricity to reduce GHGs by approximately 12,000 MTCO<sub>2</sub>e.