



# **Seattle Climate Action Plan IMPLEMENTATION STRATEGY**

**October 2013**

# **Climate Action Plan**

## **IMPLEMENTATION STRATEGY**

### **“By 2015” Actions**

An overview of the actions to be implemented by 2015

### **Council Identified Priority Actions**

A more detailed look at the actions Council requested the City move forward quickly

### **Community Involvement Strategy**

An outline of actions to engage the community in advancing climate action

## **“By 2015” Actions**

Climate Action Plan									
"By 2015" Action Implementation Plan									
	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
Transportation and Land Use									
TLU 1	Renew and extend the time frame of the Bridging the Gap (BTG) levy and prioritize investments in transit, pedestrian, cycling improvements and system maintenance.	SDOT	CBO, Leg, MO	SDOT is doing background work to prepare for a major kickoff on BTG renewal in 2014.	Begin public engagement, develop funding alternatives and prepare proposed package.	City Council and the Mayor will need to determine the size, length, and contents of a transportation funding package, as well as when to put a measure on the ballot.	The 2014 proposed budget contains \$350,000 to begin planning/ community involvement.	The MO also anticipates an additional investment of \$300,000 in 2015.	It is likely that preparation for BTG renewal will require numerous public meetings, involvement of the BTG Oversight Committee, social media engagement, on-line surveys and focus groups. SDOT will need to engage various stakeholders and ensure it reaches out to all corners of Seattle, particularly historically underrepresented communities.

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TLU 2	Secure local or transit agency authority to levy a motor vehicle excise tax (MVET) at the City or County level.	OIR	Leg, MO	Develop updated legislative agenda for 2014 with Office of Intergovernmental Relations (OIR), which will include a transportation funding package. Monitor activities at State level, particularly potential December 2013 special session.	Work with King County, Puget Sound Regional Council (PSRC) and other cities to support legislative action on a transportation funding package, including authority for increased local revenues for transit.	No policy change needed. Mayor and City Council have supported this action in the past.	Staff resources	None	None
TLU 3	Begin construction of 23rd Avenue priority bus corridor ( <i>multimodal corridor</i> ).	SDOT	No	Community outreach, Complete Streets analysis, traffic modeling and 30% design will be completed.	1. Completion of remaining engineering and design. 2. Initiation of Phase I (John to Jackson) construction.	Complete Streets ordinance has shaped this multi-modal design. The Transit Master Plan, Bicycle Master Plan, and Pedestrian Master Plan have all informed the design, and the project accommodates all modes as a result of this policy guidance.	\$18.15 million of local and federal funding is identified in the 2013 Q3 supplemental and the 2014 proposed budget.	The total project cost is estimated to be \$58 million (Roanoke-John-Rainier). The project is being phased through 2016. The Proposed CIP earmarks \$25 million in 2015 and \$2.7 million in 2016 from various sources.	Two open houses held already. There will likely be a final workshop once design is advanced past 30%. SDOT has also collaborated with corridor-based, neighborhood planning efforts led by DPD.

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TLU 4	Complete the preliminary engineering and environmental analysis for the Center City Transit Connector.	SDOT	No	1. Develop Draft Locally Preferred Alternative (LPA). 2. Send letter to Federal Transit Administration announcing City's intent to develop this project and eventually submit it for capital funds grant.	1. Submit Final Draft LPA for City Council adoption. 2. Begin conceptual design 3. Complete consultant procurement for environmental analysis and preliminary engineering (P.E.)	Mayor and City Council concurrence required at key milestones, including locally preferred alternative (LPA) designation.	\$2.5 million which includes \$1.5 million in the endorsed CIP and an additional \$1.0 million in the 2014 proposed budget.	\$4 million in funding planned for 2015.	Scoping meeting, open houses, community meetings, on-line presence and tools.
TLU 5	Develop a Freight Master Plan that includes goals to make freight movement more efficient and reduce its impact on greenhouse gas emissions.	SDOT	DPD	1. Develop a draft scope of work and complete consultant procurement 2. Develop a project team structure 3. Develop a public engagement strategy	Most of the substantive work on the plan will occur in 2014. This will include regular briefings with a project advisory committee and other stateholder groups, developing technical analyses, and preparing a draft Freight Master Plan for public review.	There is strong policy direction in the Comprehensive Plan to protect industrial lands. The Freight Master Plan will contain goals and objectives relating to the movement of freight, and will ultimately be adopted by City Council.	\$250,000 for the Freight Master Plan. There is also \$280,000 budgeted for an Industrial Areas Freight Access Study, which is being done in partnership with the Port of Seattle.	None	A public engagement strategy will be developed. This will include a project advisory committee, public meetings, briefings with City boards and commissions, and on-line presence and tools.

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TLU 6	Build bicycle lanes that are physically separated from traffic in the Center City.	SDOT		<ol style="list-style-type: none"> <li>1. Begin design on two miles of the future downtown cycle track network (specific streets TBD).</li> <li>2. Submit grant application for 7th Avenue cycle track.</li> <li>3. Have already installed short segment of cycle track on Cherry Street.</li> </ol>	Design will continue; some construction may begin in 2014.	The Bicycle Master Plan, currently being updated, will provide policy direction.	Funding for 30% design of the two miles is included in the Bicycle Master Plan Capital Improvement Project project. Funding for additional work is TBD.	TBD	Cycle track design will include extensive public outreach with a variety of stakeholders.
TLU 7	Expand on-street bicycle racks and facilitate provision of off-street bicycle parking and bike sharing.	SDOT	DPD	<ol style="list-style-type: none"> <li>1. Install 400 bicycle parking spaces in the public right of way, including eight on-street bicycle corrals.</li> <li>2. Off-street bicycle parking is installed with private development as required by the SMC.</li> <li>3. Legislation to support bike share program operation in SDOT right-of-way (program operation will be undertaken by private entity - Puget Sound Bike Share and Alta Bicycle Share).</li> </ol>	<ol style="list-style-type: none"> <li>1. Install a similar number of bicycle parking spaces in 2014.</li> <li>2. Continued support of bike share program, which aims to launch in 2014 with a goal of 50 stations and 500 bicycles.</li> </ol>	Bike share use and term permit legislation requires City Council support and action.	Funding for on-street bicycle parking is included in the Bicycle Master Plan Capital Improvement Plan project.	For bike share additional private funds are needed for launch. Additional funding may be needed to expand beyond initial launch size. No additional resources are needed to continue installing on-street parking at the current level.	Bike share will conduct community outreach to educate the public about bike share and station locations. On-street bicycle parking is coordinated with adjacent businesses.

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TLU 8	Implement bicycle intersection safety improvements on heavily traveled bicycle corridors.	SDOT	No	1. Install interim safety improvements along and at intersection on E Marginal Way. 2. Begin design for improvements at the Spokane/Chelan/W Seattle Trail intersection. 3. Design and outreach are underway for improvements at 50th and Green Lake.	2014 workplan is under development.	None	Some funding is available through the Bicycle Master Plan Capital Improvement Plan project. Funding for additional work is TBD.	TBD	Public engagement varies depending on the type and scale of the project.
TLU 9	Improve sidewalks and crossings on arterial streets to connect Urban Centers and Villages.	SDOT	No	Make crossing and safety improvements at 42 locations this year.	Expect to make approximately 40 crossing and safety improvements in 2014.	None	These projects are funded through the Pedestrian Master Plan Capital Improvement Plan project.	None	Public engagement varies depending on the type and scale of the project.



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TLU 10	Improve wayfinding and bus passenger facilities by adding electronic real-time bus schedule information and off-board payment options.	SDOT	SCL (electricity), DoIT (fiber), KC Metro	1. Install SDOT intelligent transportation system (ITS) kiosks at 10 locations on Third Avenue. 2. Activate and install SDOT outdoor real-time information signs (RTIS) on Rainier Avenue. 3. Install 2 SDOT storefront RTIS signs on Campus Parkway in the University District.	1. Seek locations for additional SDOT storefront RTIS sign installations. 2. Continue installing RTIS signs on Rainier Avenue. 3. Complete SDOT ITS kiosk installation on Third Avenue.	None	Storefront RTIS signs are funded through a Transit Corridor Capital Improvement Plan project. SDOT Third Avenue ITS kiosks are funded by King County Metro (federal funds). Rainier RTIS outdoor signs are funded through State Regional Mobility Grant funds.	TBD	Public engagement varies depending on the type and scale of the project.

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TLU 11	Implement Safe Routes projects to improve pedestrian connections to schools, transit and neighborhood business districts.	SDOT	No	1. Improve walking routes at eight schools this year and begin design on additional projects for 2014. 2. Begin School Road Safety Plan in late 2013, which will guide future investments. 3. Work with OED and DON to implement the Only in Seattle program, which funds improvements in areas with paid on-street parking.	School zone speed camera revenue will fund a significant increase in the number of school safety projects.	None	Funding for school projects is included in the Pedestrian Master Plan - School Safety project.	None	Public engagement varies depending on the type and scale of the project.

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TLU 12	Participate in multi-agency efforts working to support bike sharing, vehicle sharing and ride sharing.	SDOT	DPD, Parks, and DON	For bike share the City has a representative on the non-profit board (Puget Sound Bike Share) and is providing support towards a planned 2014 program launch. The City routinely collaborates with King County Metro and WSDOT to identify travel options, including implementing ride share strategies.	Continue 2013 activities at the same level.	See other comments on bike share above. Council regulatory changes to support the growing demand for ride share services while meeting goals for safety, reliability, and affordability for passengers as well as fair leases for drivers could affect vehicle sharing programs. Council will be considering these issues in the fall.	Staff resources.	None	Existing outreach tools such as social media will be used to support program launch.
TLU 13	Work with Transportation Management Associations, property managers, employers, homeowners' associations and community groups to develop and market transit passes, car sharing and other programs that support travel options.	SDOT		Begin developing a Multi-Family Travel Options marketing program to provide these services. Continue to support the Commute Seattle partnership in Downtown.	Pilot Multi-Family Travel Options with residential property owners.	More resources may be needed to deliver this program on a larger scale.	State Commute Trip Reduction (CTR) funds will be used to pilot this in Center City locations. Less than \$100K used for program development.	TBD - More resources will be needed to deliver this program beyond pilot sites.	Outreach will be via Commute Trip Reduction Program networks and directly to property managers.

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TLU 14	Support private adoption of electric vehicles by making it easier to get permits and by planning for access to charging stations and impacts on energy demand.	OSE	DPD, SDOT, FAS, SCL, SPL, Police, Fire, Law, Labor Relations	1. Complete study on increasing access to charging stations. 2. Develop recommendations based on results of the City Publicly Available Charging Station in City Garages pilot program. 3.Track locations of charging stations on private property to evaluate and respond to impacts to electrical distribution infrastructure.	1. Implement study recommendations to increase access to charging, including developing public/private partnerships. 2. Other actions to be developed in 2014 work plan.	1. Decisions will be needed concerning continuing to provide publicly available charging station services in City garages. 2. Decision to provide access to charging infrastructure for employees' personal electric vehicles.	Staff resources and consultant support.	TBD	TBD - based on study results.
TLU 15	Develop a Green Fleets Plan for City of Seattle fleet that encourages market adoption of next generation vehicles and fuels.	FAS	Parks, SPU, SCL, SDOT, Fire, Police, OSE	Prepare a Green Fleets Action Plan framework to achieve the million gallon fuel challenge and contribute to meeting citywide climate action goals.	Work with departments to prepare a Fuel Reduction Opportunities Assessment and Implementation Plan.	Policy needs may arise as the plan develops.	Staff resources	None	Internal outreach and media release.

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TLU 16	Expand the City's municipal electric vehicle fleet.	FAS	Parks, SPU, SCL, SDOT, Fire, Police, OSE	Purchase 36 new electric vehicles including sedans and SPD parking enforcement vehicles.	Convene an interdepartmental team to evaluate City building infrastructure needs to support expanded municipal electric fleet.	None	Capital replacement funds.	TBD	TBD
TLU 17	Develop equitable development policies to support growth and development near existing and planned high capacity transit without displacement as part of the 2015 Comprehensive Plan major review.	DPD	OH	Major review of the Comprehensive Plan - Housing Element, and a review of affordable housing incentives.	Major review of the Comprehensive Plan- Housing Element and review of the Incentive Zoning program.	New or revised policy in the Comprehensive Plan; changes to the Incentive Zoning program.	Staff resources and consultant resources to develop a public engagement plan and develop the Comprehensive Plan EIS.	TBD	Comprehensive Plan major review will include public engagement - the engagement plan is under development. An Affordable Housing Incentive Advisory Committee is providing input.
TLU 18	Continue to implement local area plans and urban design frameworks in Capital Hill, Broadview/Bitter Lake/Haller Lake, Rainer Beach, Othello, Mount Baker, Beacon Hill, Northgate, and the University District.	DPD	SDOT, OH	Different project are at different stages including developing and implementing scopes of work, conducting public engagement, developing existing conditions analyses and preliminary recommendations.	Conducting public engagement and implementing comprehensive plan and zoning changes as needed.	Adopting legislation to change zoning and/or comprehensive plan policy as needed.	Staff resources and consultant resources for some projects.	None identified at this time.	Public engagement generally includes project website, community workshops, community resource fairs, advisory committee, community action teams, surveys, polls, and other online engagement through website and social media.

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TLU 19	Implement the Challenge Grant strategies in the Rainier Valley to prevent displacement and retain affordable housing near transit.	OH	DPD, DON, OED, OCR	Award funds to a developer for the acquisition of one parcel for an affordable housing and mixed-use project. Launch a commercial technical assistance program for locally owned businesses. Formalize a coalition of immigrant and refugee community based organizations to plan for a shared multi-cultural center.	Award funds to a second developer for the acquisition of a Sound Transit parcel at the Othello station for an affordable housing and mixed-use project. Continue the commercial technical assistance program. Present a Business Retention and Attraction Plan for the Othello commercial district and launch an implementation strategy. Conduct a feasibility study for a shared multi-cultural center.	Commitment to provide permanent sources of financing for the long-term development and management of affordable housing near transit in SE Seattle.	\$7 million for land acquisition. \$850,000 for commercial stabilization strategy. \$400,000 for shared multi-cultural center planning.	Permanent sources of financing for long-term development and management of affordable housing. Commercial pre-development and tenant improvement funds for the business retention and attraction strategy. Pre-development funds for the shared multi-cultural center.	Semi-annual large community gatherings to report on progress made in planning a shared multi-cultural center. A large community meeting to present a Business Retention and Attraction Plan and launch the implementation strategy.
TLU 20	Develop a tool to foster consistent consideration of greenhouse gas emissions impacts and opportunities to reduce them when updating and implementing transportation and land use policies.	OSE	DPD, SDOT	Collaborate with departments to identify opportunities and develop a test version of the tool or guide.	Update the resource based on departmental feedback and pilot testing and launch the resource.	None	Staff resources	None	Internal outreach through existing staff and interdepartmental team meeting forums.

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TLU 21	Develop a placemaking strategy for using our public spaces to make streets and neighborhoods more vibrant and to promote economic activity. Implement a project reallocating a portion of the public right-of-way to a public/pedestrian space, such as a plaza or parklet.	SDOT	Nearly all department have some role	<p>1. SDOT presented the Public Space Management Program implementation strategy and 2013 work plan to Council in June. The program includes 23 initiatives that are prioritized based on recommendations from a 34-member Public Space Management Task Force.</p> <p>2. 2013 deliverables include research on alley activation and design standards; development of a request for proposals for a Coordinated Street Furniture Program; launch of the Pilot Parklet Program; identification of pilot sites for a "pavement-to-parks" program; and new communications materials.</p>	<p>The program's implementation strategy includes 5-year implementation actions for each program area. The 2014 work plan will be based on these 5-year actions. SDOT will provide Council with a detailed 2014 work plan in late 2013. 2014 tasks could include:</p> <p>1. Launch of a formal Parklet Program.</p> <p>2. The Coordinated Street Furniture Program will select a vendor and begin preparing legislation for changes to the sign code.</p> <p>3. Install a public loo in Pioneer Square.</p> <p>4. Adopt a Director's Rule to address placement and maintenance standards for news boxes.</p> <p>6. Propose a new permitting structure for business and neighborhood amenities.</p>	No policy changes are needed to continue implementation. However, many of the program areas require legislation to achieve full implementation. For example, the Coordinated Street Furniture Program will require the adoption of legislation to change the sign code to allow off-premise advertising.	The 2014 proposed budget includes \$782,000 and 3 new FTEs.	<p>To fully implement the program, grant funding for community-generated projects should also be considered.</p> <p>\$680,000 is currently a planning assumption for 2015</p>	The program's implementation strategy was developed by a Task Force of 34 people, including City staff and members of the public. Staff have briefed community groups on request and will develop a more comprehensive outreach plan for the program later in 2013. Significant outreach has occurred for specific program areas, such as the Pilot Parklet Program.

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TLU 22	Implement strategies to provide residents' daily needs within a convenient walk and create nodes well served by transit and non-motorized transportation options.	DPD	SDOT, OH	The major review of the Comprehensive Plan including the Land Use and Urban Village elements and local area plans include policies and actions to support complete, connected neighborhoods.	The major review of the Comprehensive Plan including the Land Use and Urban Village elements and local area plans include policies and actions to support complete, connected neighborhoods.	Comprehensive Plan updated distribution of growth; mitigation of impacts for the preferred alternative, zoning changes associated with local area plans, and public realm concepts.	Staff resources and consultant resources for some projects.	None identified at this time.	Public engagement generally includes project website, community workshops, community resource fairs, advisory committee, community action teams, surveys, polls, and other online engagement through website and social media.
TLU 23	Create a grant program that supports walking, biking and transit projects in business districts with paid parking.	OED	SDOT	The Only in Seattle Program was established and includes \$500,000 in SDOT's budget to support capital improvement projects that enhance business districts. Participating neighborhood business districts that have paid on-street parking are eligible to submit proposals.	Ongoing program	None	\$500,000	None	The Only in Seattle program includes an extensive marketing component. OED conducts direct outreach to promote awareness of the grant program.



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TLU 24	Work with neighborhood districts to develop on-street parking management and other access strategies.	SDOT	DPD, OED, DON	Begin work in Chinatown-ID and Pioneer Square, continue work in Ballard. Focus on changes to on-street parking regulation and access themes.	1. Assuming 2013 funding levels, work will be complete in Chinatown-ID, Pioneer Square, and Ballard. Work will be scoped in two additional neighborhoods. 2. Explore whether/how program role can be expanded to address multimodal neighborhood business district access.	None	Staff resources and a \$60,000 annual budget.	None	Community meetings, surveys, open houses, and online presence.
TLU 25	Expand the e-Park program in the Center City to reduce the need to drive around while finding parking.	SDOT	City Light, DON	The e-Park Phase 2 expansion is underway now, with five additional garages joining the program in 2013 - primarily in the Pioneer Square and Central Waterfront neighborhoods.	In 2014, e-Park will complete the installation of the right-of-way dynamic and wayfinding signs that support the 2013 Phase 2 expansion. The addition of up to 5 additional garages in the Center City may also be included in 2014, as well as preliminary planning for a Phase III expansion to SODO and Seattle Center.	None	The Phase 2 expansion is funded. SR 99 mitigation funds are used to cover garage costs to increase the number of Pioneer Square and Central Waterfront garages in the program. Phase 3 is not funded.	Expansion of e-Park to the financial district and Chinatown/ID requires funds to offset garage costs to enter the program and remove barriers to entry (approx. \$15K per garage). Preliminary cost estimate for Phase 3 expansion which is anticipated to start in 2015 - 2016 is \$4.5M.	Public education about e-Park is conducted through an annual marketing/public education campaign.

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TLU 26	Update and maintain a Seattle travel demand model in order to implement the monitoring framework.	SDOT	DPD OSE	SDOT works with the Puget Sound Regional Council (PSRC) and consultants to do travel demand modeling to support transportation planning work. PSRC is developing a business model for how to provide travel demand modeling services to member jurisdictions and their consultants. The region is shifting from a traditional 4-step model to an activity-based model that is more granular, but likely cost-prohibitive for individual jurisdictions to maintain on their own. Instead, PSRC is likely to provide the base model to jurisdictions/consultants for their use in analyzing alternative scenarios.	SDOT, DPD, and OSE staff will work with PSRC to identify modeling needs for City projects, including the update of the City's Comprehensive Plan, the Freight Master Plan, and implementation of the Climate Action Plan.	The current direction is to continue to rely on PSRC and consultants to perform modeling to support city transportation planning and other initiatives. Alternatively, the City could re-establish its travel demand model.	There are resources identified in the proposed budget for the Comprehensive Plan update that include travel demand modeling support. There are no identified resources for Climate Action Plan support.	The current direction is adequate to meet our basic needs on large-scale projects with consultant budgets. However, the City could consider re-establishing in-house travel demand model analysis capabilities or on-call consultant services in order to conduct additional analyses, such as performance monitoring for the CAP and other needs. This would require multiple FTEs (or a combination of FTEs and consultants) and resources for computer hardware, software licenses, analysis and data maintenance.	No public engagement is planned, as travel demand modeling supports work on projects with their own public engagement plans.

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	<b>Building Energy</b>								
BE 1	Begin implementing a plan to deploy smart meters that provide real-time energy use information to all Seattle City Light customers.	SCL		Hire project manager, establish project team, hire expert educational consultant, develop workforce development plan for impacted employees.	Adopt health and privacy policies, develop a business case and submit a Budget Issue Paper, develop and issue a Request For Proposal for implementation.	Decision to proceed with implementation.	Strategic Plan includes placeholder for funding from 2015-2018.	Strategic Plan includes placeholder for funding from 2015-2018.	Community forums, outreach to businesses and organizations, website, surveys, info sheets/FAQs, e-bulletins, DON liaisons.
BE 2	Make the energy benchmarking scores of the City's municipal buildings publicly available.	OSE	FAS, Parks, Seattle Center, SPL, SDOT, SCL, SPU	1. Benchmark City buildings in accordance with, and beyond, the requirements of the City's Energy Benchmarking and Reporting Ordinance. 2. Produce an Energy Performance Report for municipal buildings and make it readily available to the public.	1. Benchmark City buildings in accordance with the requirements of the City's Energy Benchmarking and Reporting Ordinance. 2. Benchmark relevant City buildings less than 20,000 sf. 3. Produce an Energy Performance Report for municipal buildings and make it readily available to the public.	As part of Mayor's Office approval of the Resource Conservation Management Plan, determine whether municipal facilities should benchmark and report buildings below the 20,000 square foot requirement	\$7,500 in grant funds (2013) to develop the initial report format and content; OSE staff time to develop report; FAS, Parks, SC, SPL, SDOT, SPU staff time to benchmark buildings.	None	Press release, website.

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BE 3	Develop a Resource Conservation Management Plan to guide efficiency investments in City facilities, including developing a strategy for routinely conducting "tune ups" of City facility energy systems (known as retro-commissioning).	OSE	FAS, Parks, Seattle Center, SPL, SDOT, SCL, SPU	1. Finalize Draft Resource Conservation Plan. 2. Develop guidelines for resource efficient best practices. 3. Conduct building energy audits and implement Operations and Maintenance (O&M) targeted efficiency improvements.	1. Establish centralized resource consumption tracking. 2. Implement O&M targeted efficiency improvements. 3. Undertake studies to identify the costs and benefits of capital based efficiency improvements. 4. Conduct additional building energy audits.	Adopt plan, provide direction to departments to track energy and water consumption data in a resource accounting system.	Grant funds have supported OSE staff time and consultant expenses in 2012 & 2013.  The 2014 proposed budget includes resources to make the Citywide Resource Conservation Advisor a permanent position (\$127,500 ) and resources to implement the Plan (\$250,000).		Public release of Plan through City website.
BE 4	Require building energy audits for the largest and less efficient commercial and multifamily buildings to help identify cost effective and operational improvements.	OSE	DPD, SCL	Monitor best practices, benchmarking results, and energy code updates.	Launch working group to recommend a policy design, conduct outreach and begin defining policy.	Mayor/Council approve specific policy elements; consider incentive or assistance options.	Staff resources	TBD	Working group of impacted stakeholders, additional stakeholder outreach.

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BE 5	Pilot a retro-commissioning incentive program to provide financial and technical assistance to tune up energy systems in existing commercial buildings.	SCL	None	Continue implementation of twelve projects currently underway.	Complete implementation and assess results of pilot efforts.	Whether or not to implement retro-commissioning as standard offer as part of portfolio of programs to meet energy savings targets.	Included in overall conservation incentive budget.	None	Engage current participants to assess pilot; outreach to customers, if offered as standard program.
BE 6	Maintain the City's commitment to low-income weatherization services by continuing to seek resources for the HomeWise program.	OH	SCL, OSE	Weatherize the homes of low-income homeowners and rentals occupied by low-income tenants to help make these buildings more energy efficient helping low-income Seattle residents save energy and money.	Weatherize the homes of low-income homeowners and rentals occupied by a low-income tenants to help make these buildings more energy efficient helping low-income Seattle residents save energy and money.	None	Funding from Seattle City Light, Puget Sound Energy (PSE), Washington State Department of Commerce	With American Recovery & Reinvestment Act (ARRA) dollars HomeWise was able to increase its capacity, especially to serve multi-family buildings. With the end of ARRA funding, other sources of funding and/or financing are needed, especially to continue serving multi-family buildings at the same or greater level.	HomeWise will continue its normal methods of marketing and promoting our programs.

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BE 7	Pass state legislation to authorize a property tax exemption for rental housing owners who undertake significant upgrades to increase energy efficiency.	OSE	OIR	None	Develop draft legislation; build support and legislative strategy. Advocate for adoption by state legislature.	Confirmation of Mayor/Council support for an exemption program.	Staff resources	None	Will be developed for City program in 2014 if state legislation passes.
BE 8	Partner with property owners and managers to identify the most compelling financing tools for energy efficiency upgrades in commercial buildings and outline a plan to help bring them to market.	OSE	SCL	None	Coordinate with outside organizations (e.g. BOMA and 2030 District) to identify needs and interest; research best practices	None to implement this action of identifying the tools. Next steps, based on findings, may require policy decisions.	Staff resources	None	Engage commercial building stakeholders through an informal stakeholder working group.
BE 9	Continue improving permitting processes to promote the most sustainable buildings, such as the Living Building and Deep Green Pilot Program.	DPD	OSE, SPU, SDOT	1. Convene Living Building and Deep Green Technical Advisory Group. 2. Deliver legislation revising the Living Building Pilot Program. 3. Update Priority Green eligibility thresholds to adapt to changes in construction codes and green building certification programs.	Develop legislation implementing a new Seattle Deep Green pilot program.	Mayor/Council decision on what level of flexibility and/or incentives are needed to promote more sustainable buildings and how to ensure compliance with performance requirements.	Staff resources	None at this time. Future resources may be identified as part of the update to the program.	Technical Advisory group will work with staff throughout process Public meetings for stakeholder input will be held in 2014. Stakeholder outreach on new Priority Green eligibility thresholds.

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BE 10	Partner with Seattle Public Schools to identify opportunities to build Living Building Challenge or Deep Green schools.	OSE	None	Meet with Seattle Public Schools (SPS) Facilities staff to share best practices for City buildings. Provide SPS access to City-developed green building strategies toolkit, Capital Green and associated training curriculum.	Periodic coordination with SPS to share approaches and resources. Engage additional stakeholders to evaluate options for moving toward goal.	None	Staff resources	None	None
BE 11	Continue increasing energy efficiency standards in the Seattle Energy Code over time.	DPD	None	Implement 2012 Seattle Energy Code Chart incremental energy use targets for each 3-year cycle through 2030.	Education & user support for 2012 Energy Code. City approval of future energy use targets.	Mayor/Council reaffirm commitment to targeted energy use reductions.	Staff resources	None	Public meetings for stakeholder input
BE 12	Develop an alternative energy master plan that focuses on low-carbon energy solutions, such as district energy and siting of solar and geothermal energy in the public right-of-way.	OSE	SCL, DPD, SPU	None	1. Launch master planning effort 2. Establish working group 3. Set goals and priorities 4. Establish plan framework	Mayor's Office policy decisions about scope and direction of master plan.	Staff resources	None	Public input into master plan through multiple media and venues; specific engagement strategy to be developed with project scoping.

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BE 13	Maintain Seattle City Light's commitment to conservation and renewables, as well as to providing carbon neutral electricity.	SCL	None	Achieve 14.0 aMW energy conservation, support customer renewables, and maintain greenhouse gas neutrality.	Achieve 14.0 aMW energy conservation, support customer renewables, and maintain greenhouse gas neutrality.	Confirmation of energy savings target through SCL Strategic Plan update.	\$45.5 million in Capital Regional District for conservation and customer renewables; \$1.2 million for carbon offsets.	None	Outreach through strategic planning process; outreach and marketing to customers for participation in conservation and renewable programs.
BE 14	Continue Seattle City Light support for solar energy through net metering, which reduces the quantity of electricity billed to the customer by the amount of solar energy produced.	SCL	None	Continue to implement net metering policy and comply with State requirement.	Continue to implement net metering policy and comply with State requirement.	None	Renewable production incentives funded by State.	None	Promotion of solar through Solarize campaigns, web, newsletters, outreach, and demonstration projects.
<b>Waste</b>									
W1	Support and collaborate on ongoing state, regional, and national programs and policies to encourage product stewardship of electronics and other materials.	SPU	SCL	SPU will continue to work with the Northwest Product Stewardship Council (NWPSC) and Local Hazardous Waste Management Program on legislation to create extended producer responsibility (EPR) laws.	2013 tasks will continue.	The Solid Waste Management Plan contains policy support for these actions.	Staff & program resources	None	NWPSC already does extensive outreach to solid waste agencies and their constituencies that focus on specific legislation and EPR in general. This will continue.



	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
W2	Pursue local product stewardship programs, such as take-back requirements for select products that are not included in state or regional programs and reduce product packaging.	SPU	None	SPU is awaiting possible state action before moving ahead with local retail take-back requirements.	Level of state action will be re-evaluated before considering local take back of batteries, medical sharps, and other items.	The Solid Waste Management Plan and the Zero Waste Resolution provide support for these actions.	Can be accomplished within existing SPU Solid Waste Division and Resource Conservation budgets.	None until implementation then 1/2 FTE for outreach.	None until local action proposed, then extensive stakeholder outreach with retail businesses.
W3	Launch programs to support edible food donation, help commercial kitchens find efficiencies and reduce waste, and help households and businesses reduce food waste through better planning, purchasing, storage and preparation.	SPU	None	Pilot study by 100+ households examining level of food waste and how it can be reduced.	Promote household food waste reduction strategies through SPU communication tools.	The Solid Waste Management Plan and the Zero Waste Resolution contain support for these actions.	State grant funding (Coordinated Prevention Grant) is anticipated to fund program.	None	Media, mostly direct mail.
W4	Continue to support opt-out programs for junk mail.	SPU	None	Continue the Catalog Choice contract service.	Continue the Catalog Choice contract service.	None. Program is ongoing.	\$25,000	None	Direct mail outreach to residents to maintain awareness of program.
W5	Implement new recycling and composting programs for residential and business waste, including programs that target waste hauled by residents to transfer stations.	SPU	None	Research and test station sorting of Construction & Demolition (C&D) recycling and other large items. Also see self-haul options in other actions.	Implement station sorting. (Plus new bans and self-haul services described in other items.)	None	Staff resources	TBD	TBD

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
W6	Increase enforcement of residential and business recycling and composting requirements.	SPU	None	More aggressive garbage container monitoring with existing staff.	Continued container monitoring, plus station floor monitoring of large roll-off customers.	None (potential staffing decisions).	Staff resources	TBD	None
W7	Ban the following materials from residential and business garbage to increase recycling: asphalt paving, concrete, bricks, asphalt singles, plastic film , clean wood, residential food, and compostable paper.	SPU	None	None	1. Consider legislation to ban food waste from garbage for households (2014), apartments (2015) and businesses (2016). 2. Consider legislation to ban beverage containers, wood and film from buinesss garbage.	New legislation	Staff resources	TBD: Outreach could require new or reallocated resources.	TBD

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
W8	Phase-in bans on the following construction and demolition waste from job sites and private transfer stations: recyclable metal, cardboard, plastic film, carpet, clean gypsum, clean wood, and asphalt shingles.	SPU	DPD	1. Outreach Plan Development 2. Newsletter articles, presentations to construction trade associations, property management associations, recyclers, haulers and processors 3. SPU Rulemaking for implementing the Construction & Demolition (C&D) recycling facility certification program and waste diversion submittal process . 4. SPU IT to develop Waste Diversion Report Form and database. 5. Creation of Client Assistance Memos and other educational resources for new programs.	1. Increased outreach to wider range of audiences such as public and private transfer station customers. 2. Initiate monitoring program of Waste Diversion Report submittals. 3. Certify recyclers and mixed waste receiving and processing facilities through monitoring and sampling program. 4. Contract with recyclers for accepting commingled C&D materials tipped at City transfer stations for recovering banned materials.	Issues may develop with 1) the certification process as far as certain facilities being listed or not listed and 2) how the City chooses to enforce the disposal bans at its own transfer stations. Initial decisions and instructions on transfer station disposal bans will be based on results of a current pilot.	\$40,000 - \$60,000 supporting DPD's educational efforts and waste diversion report, maintenance of Waste Diversion Report electronic web form, sampling for facility certification, and field outreach to construction contractors.  The 2014 proposed budget includes resources for more comprehensive facility monitoring, field staff to visit construction sites and transfer stations with educational materials , as well as development of new public outreach	TBD	Multiyear public engagement process with focus initially on major stakeholder interest groups such as the AGC, Master Builders and also minority contractor organizations. Will expand in 2014 to include more general audiences such as home remodelers and junk haulers.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
W9	Expand investment in existing residential and business programs for reuse and organics management to reach more residents and businesses.	SPU	None	Mulch mowing promotion through a Coordinated Prevention Grant. Reuse option promoted via customer outreach tools.	Program funding such as mulch mowing will be undertaken when additional funding such as grants are available. Reuse will continue to be promoted via customer outreach tools.	2014 spending plan review (SPU Solid Waste Division and Resource Conservation Division review program emphasis areas, which could lead to budget adjustments.)	TBD	TBD	TBD
W10	Continue to support and expand material exchanges and reuse programs, and promote building with salvaged and reclaimed materials.	SPU	None	This work has been scaled back due to personnel cuts in Corporate Strategies.	Modest promotion will continue in connection with Construction & Development (C&D) disposal bans and processor certification program.	Supported by Solid Waste Management Plan and Zero Waste Resolution.	Staff resources	Expansion would require evaluation of budget.	Outreach is connected with C&D material bans and processor certification process.
W11	Make reuse and recycling drop-off more convenient at transfer facilities.	SPU	NA	Design of the North Transfer Station (NTS), including space programmed for reuseable drop off.	Construction of NTS and initiation of South Transfer Station (STS) Phase 2 design work that will include reuseable drop off and retail sale space.	These decisions were covered in the Solid Waste Facility Master plan as well as the Solid Waste Management Plan.	Both Capital projects are funded and we will be evaluating Operations & Maintenance requirements next year.	None	There has been extensive community outreach is ongoing for NTS. STS phase 2 will also include community outreach.
W12	Enhance outreach and education about recycling and composting to both residents and businesses.	SPU	None	Redirecting funds in second half of 2013 to boost food recycling through a media campaign that encourages more food recycling by residents and businesses.	Continued food recycle outreach, recruiting and assistance,	2014 spending plan review.	2013 - \$425k non-labor; 2014 - \$425k non-labor	TBD	Media outreach, direct mail, promotion partnerships, tenant account assistance at large accounts, and under-served outreach.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
W13	Pilot and consider changing garbage collection from single-family homes to every-other-week .	SPU	None	1. Submitted final report on pilot to Council. 2. Soliciting input from advisory groups.	Make final decision on any desired service changes for 2015.	City decision 1Q14 for potential every-other-week (EOW) garbage in 2Q15 or later.	2013 - \$65k non-labor to complete pilot; 2014 - none	None	1. Advisory group input in 4Q13. 2. Transition outreach in 4Q14 if EOW garbage selected
W14	Focus grants on schools to establish system-wide collection for food and yard waste.	SPU	None	Budget for these grants has been eliminated.	None, though progress monitoring by staff will continue.	Council would need to reaffirm importance and fund.	None	TBD	None
<b>Preparing for Climate Change</b>									
A1	Apply the planning methodology detailed in the City of Seattle Sea Level Rise Planning Guidance for Capital Projects to projects projected to be impacted by sea level rise.	OSE	SPU, SDOT, Parks, SCL, FAS	Update the document based on latest projections. Pilot test the the approach on two major capital projects.	Make any needed revisions to the approach. Provide training on applying the guidance to staff in capital departments.	Executive direction to employ the evaluation methodology to large capital projects in areas at risk of more frequent flooding due to sea level rise.	Staff resources	Departments may determine that additional investment is needed for individual projects to enhance resilience to sea level rise.	Internal outreach to capital departments.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A2	Use thermal imaging to identify areas that are most likely to be impacted by heat events. This will inform development of urban forest and tree planting priorities and programs.	SPU	SDOT, OSE, Parks	Identify thermal imagery data sources that can be used to create a City GIS layer.	Create a layer in the City's GIS system that can be overlaid with the tree and vegetation canopy layer. Use results to target tree planting in problem locations through the Trees for Neighborhoods program and SDOT's street tree planting. This information would be used in the possible development and management of forest eco-hoods.	None: This work fits within the policy direction established in the Urban Forest Stewardship Plan.	Staff resources	None expected	Information on heat islands and opportunities to use vegetation to help mitigate heat impacts will be incorporated into the reLeaf website and outreach materials.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A3	Maintain efforts to restore all 2500 acres of forested parkland by 2025 through the Green Seattle Partnership.	OSE	Parks, SPU	Maintain 865 acres in restoration, plant 30,000 trees and shrubs, bring 60 new acres into restoration, maintain and educate 130 volunteer Forest Stewards, support, promote, and track outcomes for least 800 volunteer events.	Maintain 910 acres in restoration, plant 28,000 trees and shrubs, bring 45 new acres into restoration, maintain and educate 135 volunteer Forest Stewards, support, promote, and track outcomes for least 700 volunteer events.	Ongoing financial support is primarily Capital, policy decisions are required to replace or supplement this funding with permanent Operations & Maintenance or other sources.	Currently \$2.5 million annually in Capital Improvement Program and Levy funds until 2015. \$100K from SPU Operations & Maintenance funds.	The program needs an additional \$1.3 million annually to start closing the current gap in funding and stay on track with the original 20 Year Plan benchmarks. Without any additional funding the gap will grow to and estimated \$4 million by 2014.	Public engagement is significant with about 800 volunteer events and 75,000 volunteer hours a year. Engagement includes 3 major public events that each draw 500-1000 people. Community outreach includes ongoing youth employment programs with non-profits: Goodwill, Earthcorps, Nature Consortium, Washington Conservation Corps, and efforts to engage more community groups in focus neighborhoods (Rainer, White Center, Bitterlake Columbia City, Rainer Beach/Valley Beacon Hill South Park Delridge Highland Park Holly Park) to their local forested park.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A4	Implement the Urban Forest Stewardship Plan.	OSE	SPU, Parks, DPD, FAS, SCL, SDOT, S Ctr,	Finalize Plan update. Adopted by Council.	An implementation strategy for the Urban Forest Stewardship Plan's short-term actions identified by Council is underway and anticipated to be completed by the end of 2013. The strategy will include tasks, schedule, policy decisions, and needed resources.				
A5	Implement projects in several urban creeks that connect floodplains, increase stormwater storage capacity, and improve culverts to minimize flooding and improve habitat.	SPU	Parks, SDOT	Knickerbocker Floodplain Improvement Project (construction 2013-2014); NE 93rd Culvert (construction 2013-2014); Taylor Creek Culvert (design 2013-2014).	Knickerbocker Floodplain Improvement Project (construction 2013-2014); NE 93rd Culvert (construction 2013-2014); Taylor Creek Culvert (design 2013-2014).	These projects are in the SPU Capital Improvement Program and are critical to reducing flooding impacts to residents and eliminating fish passage.	Approximately \$900k in 2013 and \$7.2 million in 2014.	None at this time.	In all cases efforts are made to engage affected area residents. Public engagement strategies are tailored depending on scope and impacts of the project.
A6	Evaluate climate change impacts on electricity resources and future energy demands using applied research and modeling beyond the 20-year planning horizon currently used in the Integrated Resource Plan.	SCL	None	The 2012 Integrated Resource Plan assess a need to understand changes in glacier contribution to the Skagit basin. Resource planning beyond the 20-year horizon will be informed by a collaborative effort (see action below) to inventory and model historical and future glacier contributions to streamflow in the Skagit river and tributaries.	The 2014 Integrated Resource Plan (IRP) will be updated to include new research from the glacier assessment and the latest climate change projections. An updated hydrology model with glaciers incorporated will be in development during 2014.	It is not current policy to require resource planning beyond the 20-year planning horizon. Longer-term planning will need to be supported by policies within the utility and the city.	No additional resources are budgeted beyond the current climate change research budget.	A City Light climate preparedness strategy is under development which will identify additional actions which may require funding.	In addition to the public process for the IRP, SCL will provide information on climate change impacts and adaptation actions to customers as needed.



	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A7	Collaborate with external partners to research the impacts of climate change on hydroelectric projects, including impacts on generating facilities and salmon survival.	SCL	SCL	<p>SCL established an Memorandum Of Agreement with the National Park Service (NPS) to assess historical and future contribution of glaciers to the Skagit River Project. Research will show changes in summer water resources for hydropower generation and instream flows for fish. Funds will be allocated to incorporate results of the glacier study into a more comprehensive model of future streamflow for the Skagit basin. SCL, in collaboration with SPU, acquired the most recent climate projections, which will be used in adaptation planning.</p> <p>SCL is collaborating with the Clean Energy Group (CEG) that consists of electric utilities that are sharing information on climate</p>	SCL will collaborate with NPS and university scientists to continue the modeling of streamflow in the Skagit basin. Funds from the climate change adaptation initiative will be allocated to research that increases understanding of climate change impacts on SCL operations.	Emphasis and support within the utility and city for the importance of considering climate change adaptation in utility operations.	\$100,000 per year for 2013 and 2014	A City Light climate preparedness strategy is under development which will identify additional actions which may require additional funding.	SCL will provide information on climate change impacts and adaptation actions to customers as needed.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A8	Maximize conservation programs to help meet future electricity needs, reduce the need for new energy sources as Seattle grows, reduce energy costs to residents and businesses, and help meet obligations for natural resource stewardship.	SCL		Achieve 14.0 aMW energy conservation per SCL Strategic Plan.	Achieve 14.0 aMW energy conservation per SCL Strategic Plan.	Conservation targets are reassessed through periodic updates to the Seattle City Light Strategic Plan and Integrated Resource Plan (IRP).	\$43.3 million	None	Outreach through strategic planning and IRP processes; outreach and marketing to customers for participation in conservation programs.
A9	Implement advanced metering to begin the transition to a "smart grid" to help meet customer demand, detect system overloads that could be caused by what events or other issues, and reroute power to improve system reliability.	SCL		Hire project manager, establish project team, hire expert educational consultant, develop workforce development plan for impacted employees.	Adopt health and privacy policies, develop business case and submit BIP, develop and issue RFP for implementation.	Decision to proceed with implementation.	Strategic Plan includes placeholder for funding from 2015-2018.	Strategic Plan includes placeholder for funding from 2015-2018.	Community forums, outreach to businesses and organizations, website, surveys, info sheets/FAQs, e-bulletins, DON liaisons.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A10	Work with federal and academic research groups to downscale climate data for the watersheds supplying the city's water. Use this information to update the water supply assessment and explore impacts on the intensity of forest fires, turbidity, the timing of fall rains, and precipitation in the city.	SPU	SCL	Obtaining downscaled data, generating climate-altered hydrology, running hydrology through operational and system models to assess impacts; also exploring impacts on fire intensity in watersheds, return of fall rains.	Continue impacts assessment, evaluate adaptation options.	None	2013-2014: \$140,000	None	TBD; will definitely present at water sector events
A11	Continue to invest in water conservation programs reducing per capita water use to help meet future needs and to build adaptive capacity.	SPU	SCL Parks	implement regional program per Actions and Strategies report ( <a href="http://savingwater.org/docs/2013WaterConsProgActionsStrategies.pdf">http://savingwater.org/docs/2013WaterConsProgActionsStrategies.pdf</a> ). Implement Seattle Low-income Water Conservation Assistance Program.	Same as 2013	SPU CIP and Operating budget	\$2 million for Regional Water Conservation; \$650,000 for low-income water conservation assistance.	None	Various for programs identified in Actions and Strategies.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A12	Continue to evaluate the impact of climate change on the drainage system and identify strategies for enhancing resilience.	SPU		Initiate Drainage and Wastewater Climate Resilience Study examining what combination of SLR and rainfall causes problems in our system. For tidally-influenced basins.	2013 activity will extend into 2014; planning to include non tidally-influenced basins as well.	None	\$100,000	\$60,000 to add non tidally influenced basins, but may be able to fund with 2014 budget.	None at this point
A13	Adopt a Green Stormwater Infrastructure (GSI) policy and implementation strategy affirming GSI as the preferred stormwater management approach.	OSE (with SPU)	SPU, SDOT, Parks	Policy adopted in March 2013 via Executive Order and in July 2013 via City Council Resolution.	Implementation Strategy will be drafted in Q3-4, 2013 and in Q1-Q2, 2014.	No policy changes are needed to support the development of the Implementation Strategy. Policy changes may be needed to support delivery of the Implementation Strategy .	Development of Implementation Strategy will be achieved within existing resources.	Delivery of Implementation Strategy will require new resources. Possible budget alternatives will be outlined in the Strategy.	A public comment period following the release of the DRAFT Implementation Strategy is anticipated for early Q2, 2014.
A14	Expand precipitation monitoring and evaluation capabilities to mitigate future urban flooding risk and enhance understanding of neighborhood-scale climate impacts.	SPU		Expand use of social media.	Enhancements to Seattle RainWatch system. Expansion and enhancement of SPU rain gage network.	None	Staff resources	None	Social media, conferences, publications

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A15	Evaluate the impacts of sea level rise on flood prone areas and shoreline development and habitat, and consider implications for land use management strategies.	SPU & DPD		Updating and publication of citywide sea level rise maps. Addition of minor sea level rise provisions to the Stormwater Code.	Initiate Drainage and Wastewater Climate Resilience Study examining what combination of SLR and rainfall causes problems in our system. For tidally-influenced basins only. Consideration of ECA and SMP revisions.	None at this point	\$60,000	TBD	TBD
A16	Pilot an advanced green building standard on a City facility, such as the Living Building Challenge (LBC), to assess its appropriateness for resilient design and to promote similar levels of green building in the private market.	OSE	TBD	Identify capital projects with potential to pursue LBC and engage with project teams.	Assessment of future building projects relevant for LBC. Continued engagement with Capital Depts. and project teams.	Direction from City leadership for a capital Dept. to pursue LBC.	Staff resources	TBD - There could be incremental design and construction costs above standard Multiple Awards Construction Contract (MACC).	None
A17	Review development codes and incentives and identify barriers and opportunities to encourage private development to become more resilient.	DPD	OSE, SPU	An implementation strategy for this action will be developed as part of the citywide climate adaptation strategy in 2014.					

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A18	Continue to factor climate change projections into emergency preparedness and recovery planning, including future updates to the Seattle disaster readiness and response Plan and the Disaster Recovery Plan.	OEM	SCL, SPU, SDOT, OSE, DOIT, OED and others	Update to the Seattle Hazard Identification and Vulnerability Analysis (SHIVA).	Climate change will be considered as we develop the Disaster Recovery Plan and update the Disaster Mitigation Plan	None	This work will be covered by funding already identified for the Disaster Recovery Plan and the Mitigation Plan Update.	None	Several workshops with stakeholders and community members.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A19	Strengthen the local and regional food system by implementing the Seattle Food Action Plan and consider the impacts of climate change on access to healthy, affordable food in future plan updates.	OSE	DON, HSD, OED, SDOT, DPD, DPR, SPU	1. Continue to support and implement all actions identified in the Food Action Plan. 2. Expand Fresh Bucks to all Seattle farmers markets. 3. Pilot a program to lease City-owned land to urban farmers. 4. Adopt healthy vending guidelines for machines on City property. 5. Expand the Farm to Table program. 6. Integrate policies supportive of healthy food access and urban agriculture into Seattle plans. 7. Identify obstacles to the viability of Seattle farmers markets, and recommendations to address those obstacles.	1. Explore opportunities for Seattle to protect regional farmland. 2. Explore the need for infrastructure (i.e. processing, cold storage, aggregation) that will help get more produce from regional farmers into the City of Seattle market. 3. Explore opportunities to reduce preventable food waste. 4. Identify new opportunities to improve food access for people with low-income, low food access, people of color, and immigrant communities.	None	All of the departments listed have roles in implementing the Food Action Plan, and have various amounts budgeted for implementation.  The 2014 Proposed Budget includes \$100,000 for the Fresh Bucks program and \$136,000 for the Farm to Table program.	OSE and the Food IDT will be identifying budget needs for implementation of the food action plan. Additional resources will be needed for full implementation. Some elements have resources budgeted, but will require additional funds to fully implement.	The public was engaged during the development of the food action plan. OSE is working with the Food IDT to evaluate the need for additional public engagement as we move toward plan implementation, particularly in historically underrepresented communities.

	Action	Lead Dept	Other Dep'ts Involved	2013 Implementation Tasks	2014 Implementation Tasks	Needed Policy Decisions	Existing Resources	Needed Resources	Public Engagement
A20	Expand community gardening and urban agriculture opportunities at P-patches, schools, and on rooftops and inventory vacant land that could be made available for farming.	DON	OSE, Parks, SDOT, OH	Add seven community gardens including leadership development programs to support equity goals and self-management of the garden.	Add three community gardens including leadership development programs to support equity goals and self-management of the garden.	None	Supported by Parks & Open Space Levy (\$2.5 million)	None	Direct community outreach with volunteers and staff, listservs, signs. The program uses multi-lingual outreach workers as appropriate.
A21	Continue efforts to preserve farmland near the city through land use and Transfer of Development Rights (TDR) policies.	DPD		The Council passed legislation implementing a regional TDR program for South Lake Union and Downtown.	Implementation and monitoring of regional TDR program.	None	Staff resources	None	Community outreach during development of program and media outreach about passage.



## **Council Identified Priority Actions**

## **Develop a comprehensive climate impacts adaptation strategy.**

### **1. Overview**

Flooding, heat waves, and extreme high tides are not new challenges in Seattle, and we have strategies for responding to them. However, climate change will shift the frequency, intensity, and timing of these events, and what we now consider an extreme event will become the new normal. If we are not prepared for these changes, the events will significantly impact our economy, infrastructure, and health. Therefore, it is critical that Seattle is preparing for the impacts of a changing climate.

Based on an assessment of the impacts of climate change and the resulting risks and vulnerabilities, the City will develop a citywide adaptation strategy to enhance the resilience of City infrastructure, operations facilities and services under future climate conditions. The actions identified in the strategy will be designed to achieve the following outcomes:

- City infrastructure and services are planned, built, and managed to maximize function and longevity under future climate conditions.
- Disproportionate impacts of climate change on vulnerable populations are minimized.
- Short-term cost effectiveness and long-term economic vitality are maximized.
- Ecosystem services and ecosystem integrity are protected and enhanced to foster the resilience of natural systems.

The strategy will be designed to maximize the city's resilience to a changing climate and reduce GHG emissions while fostering equity, economic vitality, and community livability.

### **2. Equity**

Seattle's most vulnerable populations, including lower income, recent immigrant, older residents, and those with existing health conditions are at greater risk from the impacts of climate change and often have fewer resources to respond to changing conditions. Disproportionate impacts of climate change include:

- Several of the areas identified as at risk of inundation and/or increased flooding due to sea level rise are in lower income communities with a greater proportion of historically underrepresented races.
- Heat events will disproportionately impact people with existing health conditions and those that have limited financial resources to seek relief from extreme heat.
- Storm damage including flooding and wind damage will disproportionately impact residents with fewer resources to repair damage or relocate.

Geographic areas at greater risk from impacts due to sea level rise such as periodic flooding and future inundation include parts of West Seattle, Georgetown, South Park, Harbor Island, and Interbay. We will assess localized heat islands to better understand the distribution of increased temperatures across the city and the impact on more vulnerable members of the community.

The strategy will prioritize actions that help vulnerable populations to moderate potential impacts and to cope with the consequences of climate change. Input from these communities will be critical to inform the actions identified in the strategy.

### **Evaluation Measures**

This is an action to develop a plan. Measures to assess equity outcomes will be developed as part of the planning process.

### 3. Adaptation

N/A – Adapting to climate change is the purpose of this action. A wide range of opportunities to enhance resilience will be considered as part of the strategy.

### 4. Key Tasks & Schedule

OSE is responsible for leading the overall planning effort and the departments noted below are responsible for more detailed planning and coordination across their departments and for participating in cross functional planning activities.

**Task 1:** City staff experts and research institutions will review the most current data to assess the local impacts of climate change under multiple scenarios. The most significant changes in the Pacific Northwest are projected to be to temperature, precipitation, and sea level.

2013 Q3-Q4

**Task 2:** Cross-functional teams conduct a high level assessment of the risks and vulnerabilities of City infrastructure and services to climate impacts across key urban systems:

- Electricity Systems (City Light)
- Water Systems (Public Utilities)
- Drainage Systems (Public Utilities)
- Land Use & Buildings (Planning & Development, Finance & Administrative Services)
- Transportation (Transportation)

The assessments will focus on asset classes (e.g. bridges, electricity distribution lines, reservoirs etc.) and service types rather than individual assets (e.g. a particular electrical substation) or services.

2013 Q 4- 2014 Q3

**Task 3:** Based on the vulnerability and risk assessment, City staff will prepare an action strategy to enhance resilience to future climate conditions.

2014 Q2-Q3

2014 - 2015 Tasks: The Adaptation Strategy is anticipated to identify a set of prioritized actions in areas such as planning, infrastructure design, operations and maintenance, and enhanced monitoring that may need to be put in place in the short term or over the coming decades,

The resources needed for this work will be determined during the planning process.

### Policy Decisions

The assessment of risks and vulnerabilities and action planning will raise several policy questions including:

- The role of City government in enhancing the resilience of private property impacted by sea level rise,
- The role of City government in regional planning efforts,
- Decisions about planning assumptions that may affect project costs in the context of evolving science and a level of uncertainty about the timing of climate impacts, and

### State or Federal Legislative Actions

An evaluation of barriers to resilience created by state and federal regulations, policies, and funding mechanisms is being conducted and may identify needed legislative actions.

## 5. Resources

Staff and consultant resources in SPU, SCL, and OSE support climate adaptation research and planning. Approximately \$40,000 is included in OSE's 2014 base budget to support citywide vulnerability & risk assessment and action planning which will build on the efforts already underway in the utilities.

The 2014 planning process will prioritize areas where additional investment in vulnerability assessment and adaptation planning efforts are needed.

### Financial Impacts on Residents and Businesses

Over the long term financial impacts are anticipated to include increasing storm damage and operating costs to the City, residents and businesses; business or residential relocation costs in inundation/frequent flooding areas; business impacts from disrupted supply chains or power outages; and increased health care costs. The financial impact of developing more resilient infrastructure and services could result in higher utility costs and taxes in order to reduce the financial impacts of damage due to climate change.

## 6. Community Engagement

A community engagement plan will be developed and implemented in 2014. The plan will include use of social media, community meetings, and targeted outreach to underserved communities. Collaboration with the Office of Emergency Management recovery planning outreach will maximize the impact of community engagement efforts and provide a more cohesive outreach approach addressing a range of opportunities to enhance the city's resilience to multiple risks.

**Work with regional and state partners to adopt a funding strategy to meet current and future transportation funding needs.**

## 1. Overview

As a major source of greenhouse gas emissions in the state of Washington and in Seattle, improving the transportation system to make it more environmentally sustainable is a key part of the CAP. Funding to operate, maintain and improve the transportation system is limited, and Seattle must work with regional and state partners to develop a successful funding strategy to address transportation needs, including prioritizing investments in projects and programs that advance sustainable transportation goals.

## 2. Equity

This is a regional and state-wide action to fund sustainable transportation needs. All residents will be impacted. In general, a shift away from roadway expansion projects and more funding of system management, system maintenance and increased investment in transit, pedestrian and bicycle infrastructure could have a positive impact on low-income and vulnerable populations in terms of increased travel options that are active, low-cost and low-impact in terms of GHG emissions.

### Evaluation Measures

For this type of action it is difficult to identify a specific evaluation measure. Amount of funding available for climate actions will be dependent upon a number of variables outside of City control at the regional, state and federal level.

## 3. Adaptation

The need for additional transportation funding will be exacerbated by changes in temperature, precipitation, and sea level rise (SLR), which will increase costs.

Depending on the level of funding available, success on this priority action would allow Seattle to plan for and include features that address climate needs in infrastructure maintenance and improvement projects, as well as allow the City to implement its transportation master plans encouraging walking, biking and riding the bus, thus reducing GHGs.

## 4. Key Tasks & Schedule

With the Office of Intergovernmental Relations (OIR), work to influence:

- Puget Sound Regional Council (PSRC) 2014 Update to Transportation 2040 plan (includes financial strategy).
- State Legislature new transportation funding package, including funding to address transit needs
- Seattle Bridging the Gap transportation funding package renewal
- Sound Transit potential ST3 regional transit funding measure

### Policy Decisions

- T2040: determine financial strategy for final plan. More revenues or cut projects? Which projects to cut?
- State transportation funding package: Focus on maintenance or improvements? Level of funding? Distribution of funding to local agencies? What type of revenue sources?
- BTG renewal: Focus on maintenance or improvements? Level of funding? What revenue sources?

- Sound Transit planning for potential ST3 regional transit funding measure: Level of funding? Focus on regional Light Rail investments or enhance neighborhood connections? Role of local jurisdictions?

#### State or Federal Legislative Actions

- State: Provide more socially-equitable local transportation funding options. Provide a sustainable source of transit funding. Make greenhouse gas reduction and climate change adaptation a funding priority for WSDOT, similar to stormwater quality.
- Federal: Pass new transportation authorization law. Provide metropolitan areas increased authority over Federal funds distributed to state. Provide higher level of transportation funding, with specific funding allocations for GHG emissions reductions and climate adaptation.

### 5. Resources

Existing resources include:

- Minimal staff within SDOT, OIR to coordinate regional, state and federal legislative efforts
- Minimal staff to support development of local transportation funding package to extend or renew BTG
- Minimal staff to coordinate with ST for next funding package
- Minimal resources to develop comprehensive plans for key corridors

In the 2014 Proposed Budget:

- \$350,000 for community engagement related to BTG2 funding package
- \$201,000 (includes 1FTE) to enhance Asset Management program
- \$125,000 (includes 1 temporary FTE) to coordinate and prepare for ST3 funding package
- \$776,000 (includes 1FTE) to develop comprehensive multi-modal corridor plans – allows SDOT to plan ahead for needs

#### Financial Impacts on Residents and Businesses

In order to provide additional transportation funding to address the needs identified in the CAP, residents and businesses are likely to need to pay higher taxes or fees to fund investments in the short term. Over the long term, however, investing in needed infrastructure and service improvements now will reduce potential future impacts of climate change and save money.

### 6. Community Engagement

PSRC, Sound Transit and the State legislature each have their own approaches for seeking input on policy decisions. Seattle has actively worked with stakeholder groups at the regional, state and federal level to advocate for transportation funding decisions that make climate improvements and adaptation a high priority.

During development of a proposal for the local transportation funding measure to extend, renew or replace “Bridging the Gap,” SDOT will engage in extensive public engagement. A key part of the engagement strategy will be to work with the Bridging the Gap Oversight Committee and/or other advisory groups identified by the Mayor and City Council to develop recommendations for an updated local funding strategy. The department will also engage with the public at community meetings and workshops, as well as focus groups and on social media. SDOT will make a special effort to reach out to communities of color and those that are disadvantaged or under-represented.

**Develop a citywide transit communities strategy including creation of equitable development policies that support growth and development near transit without displacement and strategies that provide for the retention and creation of affordable commercial space and family-sized housing in transit communities.**

## **1. Overview**

In May 2013, Council amended the Comprehensive Plan with new policies to emphasize the integration of land use and transit investments. The Comprehensive Plan Major Review will include a “transit community” scenario as part of growth alternatives. An EIS will estimate the impacts of three to four growth alternatives, including a reduction of GHG emissions. The updated plan will include policy changes to support the preferred alternative. The City Council will adopt a revised Comprehensive plan by June 2015.

## **2. Equity**

The Comprehensive Plan is a citywide policy and will have some degree of impact on people who live, work or attend school in the city. Vulnerable populations who currently live near transit could be affected by a Transit Communities policy. The Public Engagement plan will include the use of the City’s (POEL) Public Outreach and Education Liaisons program to discuss alternatives and how these populations may be affected by a transit communities strategy. Affordable housing policies in the current Comprehensive Plan will be reviewed to determine if they can be strengthened.

In addition, DPD and OH are reviewing the City’s current incentive programs. This study includes a review of all affordable housing incentives and will evaluate changes to increase the supply of affordable housing. Recommendations are expected in 2014.

### **Evaluation Measures**

The more specific transit communities’ policies have not yet been completed and thus specific evaluation measures are not yet available. Some key measure might include: access to jobs, housing affordability, access to services, park space, and opportunities for low-cost business space.

## **3. Adaptation**

Current climate change and resilience policies in the Comprehensive Plan will be reviewed to determine if they can be strengthened. By focusing growth in designated areas (such as transit communities), the Plan will locate more people near existing services, making the city less vulnerable to changes in temperature, precipitation, or sea level rise, and more resilient. Designated growth areas for residential uses are generally located away from hazards.

## **4. Key Tasks & Schedule**

Transit Community policies will be part of the Comprehensive Plan Major Review. Major tasks for this process are listed below:

- Background Report and Identify Alternatives (April – September 2013)
  - Goals: Provide educational material about the Comprehensive Plan ; summarize key changes since the Comprehensive Plan was first adopted; obtain public help identifying possible areas of change for the Comprehensive Plan
  - Schedule: DPD will release its background report in mid-September 2013 to visibly launch the engagement process
- EIS Scoping process (November 2013)
  - Goal: Receive public comments on the alternatives identified for analysis and on the impacts that should be considered

- Schedule: DPD will issue a determination about the need for an environmental impact statement in November 2013
- Draft EIS (December 2013 – April 2014)
  - Goal: Receive public comment on the analysis and impacts described in EIS; learn public perspectives on the advantages/disadvantages of the analyzed alternatives
  - Schedule: DPD will publish a Draft EIS in May 2014
- Draft Comprehensive Plan (January 2014 – September 2014)
  - Goal: public comments to refine /changes to the Draft Comprehensive Plan
  - Schedule: DPD will publish a Final EIS and Draft Comprehensive Plan in September 2014

#### Policy Decisions

Key policy decisions to be made include:

- What is the preferred distribution of population and job growth within the city for the next 20 years, 2015-2035.
- Policies that prioritize city investments to support the recommended pattern of growth.
- Policies that will monitor the success of the recommended pattern of growth.

#### Legislative Actions

None

### 5. Resources

The Major Review process is funded with 3 FTEs and \$300,000 for consulting services if an EIS is required. A public engagement plan is in development. Approximately \$20,000 is budgeted for implementation in the fall of 2013 for engagement tools or materials that cannot be produced in house such as videos, motion graphics, info-graphics etc. If an EIS is required, additional funds for public engagement may be available in 2014.

The 2014 Proposed Budget includes:

- 2 FTEs and consultant services in the SDOT budget to support area planning and transit oriented implementation activities, led by DPD.
- 1 FTE and \$75,000 in consultant resources in the DPD budget to implement plans and policies to encourage equitable transit-oriented development in neighborhoods.

#### Financial Impacts on Residents and Businesses

If the Plan update is not adopted by 2015, the City would be out of compliance with the State Growth Management Act, which could make the City ineligible for certain capital funds available from the State of Washington. Without an up to date Comprehensive Plan, city investments will be less coordinated with future growth. The City's ability to provide some services may be affected by the lack of a coordinated plan.

### 6. Community Engagement

DPD is developing a Public Engagement Plan that will use a variety of methods to obtain input into policy decisions. A detailed plan will be available in September 2013. This plan will build on outreach efforts the department has conducted since 2011 regarding the shape of the updated Comprehensive Plan.



**Develop and begin implementation of a coordinated land use and transportation plan in a high-priority transit and bicycle corridor with a goal of shifting more trips to travel modes that generate fewer or no greenhouse gas emissions.**

## **1. Overview**

DPD and SDOT are collaborating on the 23<sup>rd</sup> Avenue Action Plan. The purpose of this project is to establish a city-community collaboration that creates a shared vision and action plan to improve the health and equity of three Central Area community cores: 23rd Avenue and E. Union Street, 23rd Avenue and E. Cherry Street and 23rd Avenue and S. Jackson Street. In tandem with this effort, SDOT completed a complete street assessment and has identified improvements to encourage more transit use, walking and biking, including re-channelization of the existing travel lanes to afford wider sidewalks. This would be accomplished through a curb realignment of the street and a parallel neighborhood greenway to encourage north-south cycling through this corridor.

## **2. Equity**

As part of the City of Seattle's commitment to Inclusive Outreach and Engagement, we have and will continue to use a number of approaches to make it easy for stakeholders to participate. This includes efforts to specifically reach historically-underrepresented community members whose opinions may otherwise go unrecognized. In partnership with the community, the ACT, Public Outreach and Engagement Liaisons (POELs) and the City will work to include voices of our youth, seniors, the African/Black American community, immigrants and refugees, people living with disabilities, working families, and the Hispanic Community.

## **Evaluation Measures**

The City is using a Healthy Living Framework planning approach to highlight the connections between people and places, increase equity and improve health through the development of achievable, community-based, outcomes and strong participation. Outcomes will be identified in the final plan. These could include increased mobility options, higher priority in the City's capital investment plan.

## **3. Adaptation**

No specific changes in temperature, precipitation, or sea level rise (SLR) within the study area have been identified.

## **4. Key Tasks & Schedule**

The 23 Action Plan includes the following major tasks:

- The Current Condition: In February and March 2013, focus groups that included business owners, historically-underrepresented communities, developers, and community organizations, among others share their understanding of the three community cores.
- Looking to the Future: In Phase 1 (spring 2013) community stakeholders share what's great and what needs attention to help shape a shared vision for the future.
- Getting Down to Details: In Phase 2 (summer 2013) community stakeholders identify priorities and add more detail to get the work done. In addition, people and community organizations come together to form the Action Teams that will get the work done.
- Getting to Work: In Phase 3 (fall 2013) community stakeholders provide feedback on the 23 Ave Action Plan to create a final document. In addition, the Action Teams will convene to create their workplans.
- DPD will draft land use legislation for Council review and adoption in 2014.

- SDOT will begin implementing complete street improvements along the 23<sup>rd</sup> Avenue corridor in September 2014.

#### Policy Decisions

Policy outcomes of the 23 Action Plan could include zoning changes, Comprehensive Plan Amendments and changes to the SDOT right of way manual to for potential public realm improvements.

#### Legislative Actions

None

### 5. Resources

DPD is supporting the action with 1 FTE. SDOT is also supporting DPD's community planning work, and several SDOT staff have been involved in identifying and evaluating corridor alternatives along 23<sup>rd</sup> Avenue.

The 2014 proposed budget includes:

- \$10.75 million in new and reallocated funds for the 23<sup>rd</sup> Ave project

#### Financial Impacts on Residents and Businesses

If the 23 Action Plan process was not undertaken, land use changes and transportation improvements would be less coordinated, and communication with the community would be more fragmented. By working together DPD and SDOT can deliver and plan and needed public realm improvements more seamlessly. The recommended solutions will more directly reflect the needs of desires of the community.

### 6. Community Engagement

The 23 Action Plan has extensive community engagement: community resource fairs, community workshops, action teams, ACT (advisory core team), and specific outreach to historically-underrepresented communities.

**Research the benefits of pricing policies on climate protection, transportation and community goals (e.g. reduced congestion, improved air quality, revenue generation) and their potential social equity impacts and solutions by examining the experience of other communities.**

## **1. Overview**

Pricing strategies have been used broadly as a tool to reduce GHG emissions. Congestion pricing benefits drivers and businesses by reducing delays, increasing the predictability of trip times, and allowing for more deliveries per hour. It also improves transit speeds and reliability, which increases transit ridership. It benefits state and local governments by improving the quality of transportation services without large capital expenditures, and by providing additional revenue for funding transportation. In addition, pricing strategies incentivize mode shift by moving passenger trips from single-occupancy vehicles to public transit, cycling, and walking. As a result, congestion pricing strategies reduce fuel consumption and vehicle GHG emissions.

This action will conduct a literature search of other communities regarding the benefits of pricing policies and their potential social equity impacts and solutions. Additionally, updates to the tolling interests identified in the 2009 Seattle Variable Tolling Study will be advanced for Mayor and Council consideration. These updated pricing (including tolling) interest statements will be used to advance City interests in any regional pricing studies and projects.

## **2. Equity**

Equity is a major issue when considering pricing strategies, including tolling. Implementing pricing strategies may disproportionately impact vulnerable populations. However, a 2007 King County, Washington survey revealed that support for tolling grew substantially if a portion of revenues is dedicated to transit service and other enhanced mobility options. Lower income residents are more likely to be transit riders who would benefit from both reduced congestion and increased transit investments from pricing revenues. Vulnerable households without alternatives to driving may experience greater financial impact from pricing strategies (e.g. roadway tolling and parking pricing), and are likely to pay a greater percentage of their annual income on tolls. Some municipalities have addressed the potential disparities by dedicating a portion of toll revenue to improve transit service and enhance other travel options. A similar strategy would require state legislative changes.

## **Evaluation Measures**

This is a research action. If congestion pricing were implemented, performance measures would be developed based on the program goals. Common goals related to pricing strategies include traffic reduction, improved accessibility, improved travel times, improved trip reliability and access, mobility, and environmental goals. Thus, several evaluation measures are needed to inform desired outcomes.

## **3. Adaptation**

This action focuses on system management rather than capital improvements, so opportunities to enhance infrastructure resilience are limited. Reliable mobility is a top priority in any crisis; thus, to the extent pricing strategies contribute to congestion management, they enhance the resilience of the transportation infrastructure.

## **4. Key Tasks & Schedule**

Before major tasks are identified, the City needs to confirm or modify its pricing interests as identified in the 2009 Seattle Variable Tolling Study. Tolling interests will determine the implementation tasks, as well as outreach and coordination strategies.

## Policy Decisions

Revise/update tolling interest statements

## Legislative Actions

Current State regulations limit the use of tolling revenues to the corridor where it was collected. Further, current regulations do not allow funds collected to be used for transportation demand management strategies, such as paying for increased transit service. Adoption of State Legislative Agenda that includes implementation of road pricing in the Puget Sound region and dedication of road pricing revenues to multi-modal transportation projects would therefore be required.

## 5. Resources

Staff resources are available to conduct a literature review of existing data on the impacts of pricing policies.

## Financial Impacts on Residents and Businesses

Congestion pricing benefits residents and businesses by reducing delays, increasing the predictability of trip times, and allowing for more deliveries per hour. It also improves transit speeds and reliability, which increases transit ridership. It benefits state and local governments by improving the quality of transportation services without large capital expenditures, and by providing additional revenue for funding transportation. In addition, pricing strategies incentivize mode shift by moving passenger trips from single-occupancy vehicles to public transit, cycling, and walking. As a result, congestion pricing strategies reduce fuel consumption and vehicle GHG emissions.

Pricing strategies improves system performance, delaying the need of additional capacity investments which are costly and impact limited agency budgets.

## 6. Community Engagement

The initial action is focused on research and does not require specific community engagement. As roadway pricing projects are implemented significant public outreach will be necessary to explain how the strategy supports the City's goals and objectives, and how it supports other investments and programs.

Outreach activities could include:

- Creation of an Advisory Task Force including legislative leaders, interests groups, community leaders and citizens
- Education strategy (in several languages, and via several mediums)
- Town Hall meetings

## **Include health, safety, and equity outcomes in transportation and land use planning building on the Healthy Living Assessment project.**

### **1. Overview**

The Healthy Living Assessment (HLA) is a tool to help planners take health elements into account during planning processes. The HLA includes three data gathering tools that can be used to identify health assets and health gaps in a community and a template for synthesizing data. These tools include sixteen health indicators (listed at the end of this questionnaire), a neighborhood questionnaire, and community discussion questions. The use of the HLA necessitates engagement with the community, with the assumption that people who live and work in a neighborhood are best able to identify assets and gaps. The HLA can be used by planners seeking to identify areas where infrastructure improvements, community initiatives, or city incentives can improve the health of the community and where health-promoting assets of a community can be identified for preservation or strengthening. This toolkit includes an overview of each of the three HLA tools and suggestions on how to use each element.

To date this tool was used during neighborhood plan updates for historically underrepresented communities in Broadview– Bitter Lake – Haller Lake (BBH) and Rainier Beach. It is currently being used for the 23<sup>rd</sup> Avenue Action Plan. Generally it has been used where displacement of current low income residents and businesses is a major concern. DPD is developing guidelines for integrating RSJI into area planning projects. The Healthy Living Assessment Framework will be evaluated as part of that process.

### **2. Equity**

The 23<sup>rd</sup> Avenue Action Plan study area includes recent immigrants, low income and historically under-represented communities, older residents and disabled residents. Community engagement includes project website, community workshops, community resource fairs, advisory committee and action teams. The planning process will identify and address disparities, and realize potential opportunities.

#### **Evaluation Measures**

The 16 indicators included in the Healthy Living Assessment Toolkit are reviewed during project scoping and those appropriate for a specific community could be used in area plans and neighborhoods plans. Indicators could be used as part of an existing conditions report.

### **3. Adaptation**

Area and neighborhood planning will consider potential future climate conditions as described in citywide plans and policies.

### **4. Key Tasks & Schedule**

Ongoing as part of individual planning efforts (which have different timelines). Major milestones for the Comprehensive Plan include:

Background report for public review	September 2013
Growth Scenarios for public review & EIS scoping	December 2013
Draft EIS	May 2014
DRAFT Plan and Final EIS	October 2014
Final Plan adopted by Council	March 2015

#### **Policy Decisions**

A decision to use some or all Healthy Living Assessment indicators in new or modified Comprehensive Plan policies and how Healthy Living Assessment tools (indicators, questionnaires, discussion questions) should be used in area or neighborhood planning.

## Legislative Actions

None

## 5. Resources

The City has data and capacity to integrate appropriate indicators into an existing conditions report. Community questions can be integrated into planning workshops.

## Financial Impacts on Residents and Businesses

The Healthy Living Assessment is designed to identify health assets and gaps. Without this component there may be missed opportunities to address these gaps in certain neighborhoods. The major financial impact for some residents would be higher health care costs.

## 6. Community Engagement

DPD's planning work always includes a community engagement component. The methods used are tailored to individual projects but can include: community resource fairs, community workshops, action teams, advisory committees, specific outreach to historically-underrepresented community, surveys, polls, advisory groups, town hall meetings, stakeholder group meetings, online engagement through social media. See DPD's [online calendar](#) for upcoming events.

**Consider a transportation modal hierarchy as part of the 2015 Comprehensive Plan update in order to assess greenhouse gas reductions, safety, mobility, and funding priorities.**

## **1. Overview**

Over the past several years, SDOT has developed (or is in the process of developing) several modal master plans, specifically a Bicycle Master Plan (which is undergoing a major update), a Pedestrian Master Plan, and a Transit Master Plan. Work on a Freight Master Plan will begin later in 2013, and likely be completed by the end of 2014.

While these master plans help establish the framework for improvements in their respective modes (many of which have been, or are being implemented), they do not provide direction when modal priorities converge on a specific street, or within a specific corridor. While the City has a Complete Streets policy, this policy emphasizes the importance of multiple users (and modes), but again does not prioritize one mode versus another.

In addition, while several policy documents (including the Comprehensive Plan) are explicit about promoting the use of transit, walking, and bicycling, they are not explicit about the priority of these ways of travelling versus single-occupant vehicles. A modal hierarchy could serve as a policy statement that prioritizes these modes over single-occupant vehicles. This would then provide guidance and policy support behind the increasingly challenging right-of-way decisions that need to be made in a growing Seattle, as well as advance the City's broader mobility and environmental sustainability goals.

As part of updating the City's Comprehensive Plan Transportation Element, SDOT proposes to work with other City departments and community stakeholders to develop options on an approach to a modal hierarchy for potential inclusion in the updated Transportation Element. This modal hierarchy could include:

- Policy direction on modal priorities, either citywide or in different parts of the city based on land use character or other factors;
- Direction on what modal priorities mean for street design and other characteristics;
- A decision framework or set of criteria for how modal hierarchy decisions within corridors should be made, and how to involve the public;
- Consideration of the GHG emissions impacts of various travel modes;
- Other elements to be determined.

While a modal hierarchy will need to consider several factors (safety, mobility, etc.), GHG emissions, and the expected generation of GHG by different travel modes, will be a consideration as well. Development of any modal hierarchy will also have to carefully consider how such a policy, or decision framework, would be used in informing and influencing future transportation investment, operational, and design decisions.

## 2. Equity

Equitable provision of pedestrian, bicycle, transit, vehicle, and freight facilities and how to balance right-of-way allocation amongst modes, is an important consideration in developing a right-of-way decision framework.

Many people in Seattle do not drive because of age, disability, costs, or other considerations and are often dependent on walking, biking and transit as their primary modes of travel. Right-of-way allocation can significantly affect how people decide to travel and their health and safety while doing so. Certain right-of-way design features, such as narrower lanes, sidewalks, signal timing, or protected bike facilities, can result in fewer collisions. As seniors, children, and people with disabilities are often more severely injured in collisions, these designs do have social justice implications. Further, providing these facilities can result in increases in trips made by transit, walking, and bicycling – transportation choices that affect air quality and an individual’s physical health (both respiratory disease and obesity are health issues known to affect minority and low income populations at disproportionately high rates).

While seniors, people with disabilities, recent immigrants, and lower income populations often utilize Seattle’s transit and pedestrian facilities, data indicates that bicycling rates amongst these groups remain relatively low. These low rates can affect which facilities are prioritized by a neighborhood or community group. Further, issues related to home and work proximity can make travel by transit, bike, or as a pedestrian infeasible. It is similarly important to understand freight needs, and the economic function of our transportation system in job creation and retention.

Given these issues, to ensure that this process and the recommended outcome appropriately balances race and social justice considerations, SDOT will consult with the broader community, utilize the Race and Social Equity Toolkit, and seek assistance from the Seattle Office of Civil Rights in developing policy options.

### Evaluation Measures

No evaluation measures or outcomes have been established.

## 3. Adaptation

Depending on how the modal hierarchy work is coordinated with, or helps frame, potential updates to the City’s Complete Street policy (and implementation of that policy), the modal hierarchy does provide opportunities to improve the resilience of the City’s infrastructure by better incorporating green storm water infrastructure (GSI) and street trees into the City’s transportation policies and design standards.

## 4. Key Tasks & Schedule

The update of the City’s Comprehensive Plan needs to be completed by June 2015. DPD, who is managing the overall Comprehensive Plan update, will also be involved, as will other City departments (including OSE). Tasks will include:

- Defining the purpose(s) and/or uses of a modal hierarchy,
- Scoping what could or should be part of a modal hierarchy,
- Researching national best practices,
- Developing a work plan, and
- Developing and evaluating potential approaches to a modal hierarchy, and identify implications of different policy choices.



Procuring consultant assistance, and working with DPD to develop a public outreach strategy that is linked with overall public outreach on the Comprehensive Plan update, would also be tasks that would likely be required.

#### Policy Decisions

The entire focus of this effort will be to develop a policy framework for determining a hierarchy or framework for prioritizing transportation modes, and for identifying the implications of any future policy direction on this topic.

#### Legislative Actions

None are anticipated at this time, although issues of modal hierarchy could be impacted by enhancements and expansions of the National Highway System by MAP-21 (the current federal transportation funding bill).

### 5. Resources

The 2014 Proposed Budget includes:

- \$190,000 in consultant resources to support the Transportation Element of the Comprehensive Plan in SDOT.

#### Financial Impacts on Residents and Businesses

The financial impacts on residents and businesses is unknown, as the policy framework for a modal hierarchy has not been developed.

### 6. Community Engagement

Developing a community engagement strategy will be an important component of this work. It will need to be coordinated and done in conjunction with overall community engagement on the entire Comprehensive Plan update, which will be an effort that involves a number of issues, and a number of City departments (and other agencies). SDOT staff will be discussing this with DPD in late 2013, and anticipates developing a public engagement strategy in the first quarter of 2014.

**Based on a comprehensive review of the Community Power Works program, transition the Community Power Works – Home pilot program to an established program that assists homeowners with energy efficiency upgrades.**

## **1. Overview**

In 2010, Community Power Works for Home was created as part of a grant from DOE (Department of Energy) to test an integrated “one-stop shop” service delivery approach to achieve deep energy efficiency. Community Power Works for Home is currently available to owners of single-family homes, duplexes, triplexes, and townhomes in the City of Seattle, regardless of fuel source. The program operates as a “one-stop shop” for customers and incorporates energy audits, a City-approved pool of contractors, a robust IT platform, stellar customer service, quality assurance and quality control, low-interest financing options, and an unprecedented suite of incentives and rebates.

As DOE funding expires, the Office of Sustainability and Environment (OSE) and Seattle City Light (SCL) are engaged in a business plan development process to transition the Community Power Works for Home pilot program to a permanent program that assists homeowners with energy efficiency upgrades. After an advisory group process, OSE and SCL and a non-profit partner, Clean Energy Works (CEW), are developing a business plan to transition Community Power Works for Home out of OSE, while also providing service delivery of SCL’s single-family weatherization program.

Based on the outcome of the business plan, the Clean Energy Works team will assume implementation of the next phase of Community Power Works for Home and will expand SCL’s residential pilot to its entire service territory. The next phase of the program aims to operate exclusively in the residential sector, establishing a long-term, self-sustaining residential energy efficiency program which will substantially reduce GHG emissions from the city’s residential building stock.

In addition to reducing GHG emissions, upgrading Seattle’s residential building stock ensures more families enjoy homes that keep cooler in the summer, stay warmer in the winter, are healthier and safer, use less energy, and save money. A robust energy efficiency program also supports local job growth in the home performance and clean energy sectors.

## **2. Equity**

Community Power Works will continue to be available to all Seattle homeowners, and expand to cover homes in SCL’s broader service territory. There are no specific neighborhoods that will be served over any others. Uptake to date has reflected disproportionate participation from higher income homeowners, although significant participation through the HomeWise program (described below), and a lending tool targeting people with higher credit risks have helped us achieve greater equity in program offerings.

Social equity goals are embedded in Community Power Works for Home through the program’s High Road Agreement (HRA), a national model community workforce agreement with goals for increasing access to quality jobs with career pathways. During the pilot phase of the program, the HRA helped increase the diversity of the program’s workforce; 44% of all technical work is performed by targeted workers. Since program launch, the contractor pool has doubled in size to 25 contractors, of which 16% are Minority-owned and 8% are Women-owned. Maintaining the program’s commitment to High Road standards will ensure that Community Power Works for Home continues to create family-supporting, broadly-accessible jobs for area residents.

Community Power Works has been able to support lower- and middle-income families in socioeconomically diverse areas of Seattle by offering special financing to assist them in making their homes healthier and more energy efficient. Community Power Works has also partnered with HomeWise to upgrade 262 single-family and 728 multi-family low-income units. The transition team is examining opportunities to continue its partnership with lenders and HomeWise, as well as other opportunities to reach low- to middle-income homeowners, renters, and others.

Finally, Community Power Works for Home is the only program in the city that offers incentives and rebates to homeowners in oil-heated homes ensuring energy efficiency upgrade incentives are accessible to all homeowners. The transition plan supports these incentives and rebates in the future.

#### Evaluation Measures

- Percent of contractor pool that are Minority-owned.
- Percent of contractor pool that are Women-owned.
- Percent of contractor pool that are Veteran-owned.
- Percent of technical work hours performed by Targeted Workers (women, people of color, veterans, disabled individuals, formerly incarcerated individuals, and other historically underrepresented or economically disadvantaged groups).
- Percent of retrofits serving low-income families.

### 3. Adaptation

The action is unlikely to be impacted by changes in temperature, precipitation, or SLR, though changes in temperature and SLR may impact the long-term business model of the program. As average annual temperature increases and the frequency and duration of extreme heat events increase, for example, more Seattle homeowners may be inspired to upgrade their homes. Furthermore, a co-benefit of an established program that assists homeowners with energy efficiency upgrades is dramatically improved residential building stock. This has significant benefits for Seattleites, who are able to enjoy homes that keep cooler in the summer, stay warmer in the winter, are healthier and safer, use less energy, and save money.

### 4. Key Tasks & Schedule

#### In 2013, major tasks include:

- OSE and SCL collaborating with the Clean Energy Works team to complete the business planning process.
- OSE, SCL, and CEW finalizing 2014 funding plan.
- OSE begin transitioning project management to CEW.
- OSE, SCL, and CEW begin aligning Community Power Works and SCL residential rebate program.

#### In 2014, major tasks include:

- OSE completing transition of project management to CEW.
- OSE, CEW, and SCL exploring additional funding opportunities for 2015.

#### In 2015, major tasks include:

- CEW assuming Community Power Works program with potential OSE oversight and partnering with SCL.

#### Policy Decisions

Mayor/Council decisions on the following:

Decision to move forward with the next phase of Community Power Works for Home.

#### Legislative Actions

None

## 5. Resources

### Existing staff Resources

The 2014 Proposed Budget includes:

- Staff position designated to the CPW transition and High Road Agreement management.
- \$30,000 for High Road Agreement monitoring and enforcement.

### Financial Impacts on Residents and Businesses

The immediate financial impacts of participating in Community Power Works are offset over time as residents see a return on investment with lower utility bills. The time horizon to see this return on investment varies from one homeowner to the next depending on depth of the retrofit. The financial impacts of no action may increase over time as energy prices increase.

## 6. Community Engagement

Contractors, labor unions, community and environmental organizations, and other stakeholders are actively engaged through one-on-one conversations, small group meetings, presentations, and focus groups to confer on the transition of the program. Specifically, a heavy emphasis is placed on engaging these stakeholders on the next phase of the High Road Agreement and maintaining broad access to the program's economic opportunities for all types of businesses and workers.

## **Expand district energy systems on First Hill and into the South Lake Union and Denny Triangle neighborhoods.**

### **1. Overview**

The City is partnering with a private district energy utility to analyze the opportunity for low-carbon district energy solutions in two neighborhoods: (1) First Hill, encompassing both Yesler Terrace and Harborview Medical Center, and (2) the South Lake Union and Denny Triangle neighborhoods, in partnership with several private developers. In both locations, the goal is to establish a privately owned and operated district energy utility offering competitive rates and heating and cooling from low/no-carbon sources. Both neighborhoods have options for utilizing waste heat from sewage lines, data centers, and other sources to heat new development.

The intended outcomes are:

- Proof of concept that Seattle can supplement its carbon neutral electricity with other low/no carbon energy sources through a district energy strategy in dense, developing neighborhoods; and
- Two established nodes of new district energy utility service utilizing low/no carbon energy sources, which generate an infrastructure platform that can continually utilize new sources clean energy as technology evolves.

Together, the ultimate outcome is a significant building stock fueled by carbon-free waste heat the majority of the year, helping reduce our Building Energy-related carbon emissions.

### **2. Equity**

**South Lake Union:** This is a voluntary utility option for building heating and cooling needs. Developers will select a service option for new construction projects, which could serve a multitude of residential and commercial users. No disparity between different groups is known.

**First Hill:** If a district energy system moves forward, buildings in the redeveloping Yesler Terrace will be required to connect to district energy service, per a cooperative agreement between Seattle Housing Authority and the City. Analyses of the life cycle utility costs for low-income residents (and all Yesler Terrace residents and business) between district energy options and business-as-usual heating options are underway. The ability for district energy to perform competitively with other heating options from a life cycle cost perspective will be one determining factor of whether to move forward with implementation.

### **Evaluation Measures**

We are evaluating the following metrics:

- The up-front development cost for district-energy compatible buildings, as compared to conventional heating choices;
- The life cycle costs to the end-user for district energy utility service, as compared to conventional choices;
- The projected susceptibility of various technology and fuel choices to future prices fluctuations.

### 3. Adaptation

The potential for impacts to district energy infrastructure from changing temperatures will be evaluated. Hot water pipes share the public right-of-way with a variety of utility infrastructure, and engineering standards dictate how much space to leave between the hot water pipes and other infrastructure, based on the extent to which excess heat radiates into the soil. Prior to engineering work on infrastructure installation, OSE will investigate what impact rising temperatures may have to the soil temperature, and therefore to the space requirements for potential heat radiation.

In general terms, distributed energy sources within a district can supplement and complement the electric and gas grids, adding resiliency to building energy sources.

### 4. Key Tasks & Schedule

OSE is responsible for leading the overall planning effort, in coordination with DPD, SCL, and SPU on planning and infrastructure-related issues. Staff support will continue to be committed toward the analysis, planning, and implementation of this project. The following steps and timelines will guide the progression of district energy in both First Hill and South Lake Union.

**Task 1:** Feasibility assessment of the neighborhood opportunity- 2013 Q3-Q4

**Task 2:** Pending positive feasibility outcome, establish implementing agreements- 2014 Q1-Q2

**Task 3:** District energy utility begins developing system- 2014 Q2 - 2015

#### Policy Decisions

Policy decisions center around answering two questions:

- First Hill: Do the analysis results show a compelling enough case in terms of cost-competitiveness and environmental benefit for the City to move forward with implementation and trigger a requirement for district energy connection at Yesler Terrace?
- South Lake Union: should the City support early establishment of a system through assistance and/or incentives? If so, how, and to what end?

#### Legislative Actions

No state or federal legislative action is required to support implementation of this action.

### 5. Resources

Existing resources include:

- \$175,000 for Phase 2 First Hill Study
- \$225,000 for South Lake Union Study

The 2014 Proposed Budget includes:

- \$100,000 for planning for South Lake Union

#### Financial Impacts on Residents and Businesses

Determination of impacts and costs will be part of the feasibility analysis.

### 6. Community Engagement

Community engagement to date has included information and process engagement through workshops and online media. In First Hill, a team of affected stakeholders meets regularly. In South Lake Union, a community outreach and engagement strategy is being developed.

## **Pilot a utility incentive program that would pay for actual energy savings over time instead of providing up-front payment for projected savings**

### **1. Overview**

Operate a three-year pilot program to test the concept of paying customers for energy saving achieved over time, rather than a one-time up-front payment as currently done. Criteria to be used to determine whether or not to offer as a standard program offering include: 1) can incremental energy savings be reliably estimated; 2) are program staffing and administrative costs reasonable; and 3) does the approach achieve additional energy savings beyond standard program offering. Energy savings and associated GHG emissions would be part of current 14.0 aMW (average megawatt) annual target under City Light's Strategic Plan.

### **2. Equity**

Target for pilot program is commercial customers. No disparities or adverse impacts expected.

#### **Evaluation Measures**

N/A

### **3. Adaptation**

N/A

### **4. Key Tasks & Schedule**

9/30/13	Initial participation and funding agreements with pilot participants
11/30/13	Contract with consultant for evaluation support
9/30/14	Annual status report
9/30/15	Annual status report
9/30/16	Evaluation report and recommendation

#### **Policy Decisions**

At the conclusion of the pilot, decision on whether or not to implement the approach as a standard program offering.

#### **Legislative Actions**

None

### **5. Resources**

Funded through existing energy conservation incentive budget.

#### **Financial Impacts on Residents and Businesses**

If the pilot program is successful and the approach is implemented, it will provide more options for City Light to meet its energy savings targets and for customers to implement energy savings strategies in commercial buildings.

### **6. Community Engagement**

The pilot will include annual status reports and a final evaluation and report after three years. Evaluation will include input from program participants and other stakeholders, likely to include building owners, property managers, energy service providers, and lenders.

## **Evaluate opportunities (including pilot projects) for the energy code to focus on total energy performance instead of prescriptive requirements.**

### **1. Overview**

A “Target Performance Path” option is included in the 2012 Seattle Energy Code, the first such energy code in North America. This optional path dispenses with most technical requirements of the energy code, and instead allows a new building to demonstrate performance by operating the new building for a year within a specific energy target. Since this path is focused on the actual performance of the completed building, it is anticipated that real (rather than theoretical) GHG emissions will be significantly reduced. This will also encourage innovation on the part of design and construction teams, which could result in high-performance buildings constructed at lower cost.

### **2. Equity**

The Target Performance Path is available to any of the specified project types within the City, other than low-rise residential.

#### **Evaluation Measures**

After a number of buildings are constructed using the Target Performance Path, it will be possible to see whether those buildings are concentrated in some parts of town and not others, and to evaluate the causes of any disparities.

### **3. Adaptation**

Buildings that are designed and constructed using the Target Performance Path will not be impacted by climate change effects differently from buildings. However, these buildings are likely to operate using less energy than conventional buildings, and thus will reduce peak demand on our energy generation and transmission systems, and slightly mitigate one of the fundamental causes of global warming.

### **4. Key Tasks & Schedule**

The 2012 Seattle Energy Code was adopted in September 2013 and includes the performance path option. Key tasks include administering the 2012 Energy Code, and evaluating options for prioritizing and/or assisting projects who voluntarily choose the Target Performance Path.

#### **Policy Decisions**

Mayor/Council decision on whether to require certain City-owned buildings to use the Target Performance Path, and whether to provide pilot funding to assist both City and private projects electing to use the TPP.

#### **Legislative Actions**

None

### **5. Resources**

Existing staff resources.

If the City elects to provide pilot funding to spur use of the Target Performance Path, additional resources would be needed to fund the cost of providing assistance for energy modeling and other technical analysis. The scope of such a pilot is not yet determined. Costs could range up to \$25,000, depending on the complexity of the pilot projects and scope of analysis.



#### Financial Impacts on Residents and Businesses

As this is an optional compliance path, it will likely be used by development teams that see a financial advantage, and thus the financial impact will be positive.

#### 6. Community Engagement

The Target Performance Path was developed with significant participation from energy modeling experts and others in the engineering and building development community. Training has been provided for more than 20 organizations.

## **Require buildings undergoing major renovations or change of use to come close to the energy performance requirements for new buildings.**

### **1. Overview**

The proposed 2012 Seattle Energy Code includes minimum energy performance standards for buildings undergoing “significant alterations.” The Seattle Building Code already requires such projects to provide minimum seismic and life safety improvements, and the proposed energy code adds requirements to bring those buildings most of the way (but not all the way) up to current energy code standards. This is expected to impact approximately 2% of Seattle’s commercial and multi-family building stock each year, and will ensure that the performance of the City’s existing buildings gradually improves.

### **2. Equity**

The policy will impact older buildings as they are redeveloped and vacant buildings as they are reoccupied. It will typically apply when major work is already planned for the building, at the point in the building’s life cycle when energy improvements are most economically viable. There is potential for this requirement to increase redevelopment costs which may impact redevelopment in underserved areas.

#### **Evaluation Measures**

We will develop an approach to monitor the impact of this requirement on redevelopment in underserved areas.

### **3. Adaptation**

Buildings that have been upgraded under this code will operate using less energy than other buildings of comparable vintage, and thus will reduce peak demand on our energy generation and transmission systems, as well as mitigating one of the fundamental causes of global warming.

### **4. Key Tasks & Schedule**

The major task is implementation of the 2012 Seattle Energy Code, adopted in September of 2013.

#### **Policy Decisions**

The major policy decision occurred in September 2013 with Mayor/Council approval of the 2012 Seattle Energy Code.

#### **Legislative Actions**

None

### **5. Resources**

#### **a. What resources are needed to implement the action?**

Existing staff resources

#### **Financial Impacts on Residents and Businesses**

Both construction costs and resulting energy savings will vary widely, depending on the condition of the existing building. Any new systems or equipment in the project are required to meet current energy code, which will include most mechanical and lighting systems in a substantial alterations project. Substantial alterations projects in Seattle have for many years been required to include seismic and life safety improvements. This requirement will generally increase the cost of construction for substantial alterations projects, and decrease gas and electric bills on a long-term basis. Many of the substantial alterations projects reviewed at DPD already include envelope improvements, so this would only add

the cost of window replacement, roof insulation or other energy improvements to those projects that would otherwise not have done so.

The cost to the building owner or tenant for “no action” would be the additional cost of energy during the next several decades until the building undergoes its next significant alteration project.

## **6. Community Engagement**

This section of the energy code was developed with significant input from stakeholders.

## Develop and test a program for rating and disclosing home energy performance.

### 1. Overview

The proposed action is to develop and pilot a home energy disclosure requirement for single family homes by 2015, with the ultimate goal of adopting a City requirement thereafter, based on results from the pilot. A pilot program could take a number of different forms, depending on what to disclose (e.g. prior heating bills or results of a home energy assessment) and at what point in time (e.g. with a home sale transaction or at a stated compliance date). Early work will focus on identifying the approach that best aligns with City goals.

The intended outcome of the requirement is to increase homeowner and home buyer awareness and understanding of home energy use, how to improve (reduce) home energy use, and ultimately to create market recognition of and value for the cost savings and comfort factors associated with energy efficiency. A common analogy is the standardization of a “miles per gallon” rating on automobiles. The long-range goal for this program is to make people as conscience of home energy use as they are of their vehicle’s fuel efficiency. This knowledge and awareness, packaged with additional building energy incentives and programs, has the potential to generate a distinct market preference for energy efficiency over time, and therefore create additional energy efficiency investment, ultimately reducing greenhouse gases associated with home energy use. An additional benefit is the utility bill savings and added comfort homeowners and renters will enjoy in an energy efficient home.

### 2. Equity

Exact impacted groups will be determined as the policy is designed. If the City confirms an approach linked to the point of a home’s sale, as has been the City’s historic interest, the policy would affect all home owners and home buyers. A positive outcome would be greater availability of information in the marketplace about the true costs of operating a home before a purchase is made. There is a possibility that, if a significant market preference develops for more efficient homes, those without the financial means to improve their energy efficiency will lose out on the market benefits of efficiency enjoyed by the more affluent. This issue will be highlighted through the policy development process, and mitigation approaches will be developed as part of that process.

#### Evaluation Measures

Measures to assess equity outcomes will be developed as part of the strategy.

### 3. Adaptation

No strong linkages between home energy disclosure and adaptation actions have been made, although any action that drives efficiency helps alleviate demand on energy services.

### 4. Key Tasks & Schedule

OSE is responsible for leading the overall planning effort.

**Task 1:** Background research and confirmation of goals: Research approaches in other cities and their lessons learned; research related actions occurring in Washington and the potential for alignment with a local policy; identify major opportunities and barriers; confirm and prioritize City policy goals and objectives.

2013 Q3-Q4

**Task 2:** Engage key stakeholders in policy development; establish draft policy and pilot proposal

2013 Q4-2014 Q2

**Task 3:** Legislative and community engagement process: Community outreach and legislative process for pilot and potentially, policy, adoption.  
2014 Q2-Q3

**Task 4:** Implementation of pilot  
2014 Q4 - 2015

The resources needed for this work will be determined during the planning process.

#### Policy Decisions

Designing a home energy disclosure pilot will raise several policy questions including:

- How to prioritize numerous related objectives, including general home buyer education, catalyzing home energy improvements, and generating a market differentiation for energy efficiency
- How to balance various objectives with a goal of simple, effective implementation
- How to achieve a balanced distribution of policy impacts and benefits, and how to mitigate negative impacts

#### Legislative Actions

No state or federal action is required to implement this policy. However, the state is also considering a home energy disclosure requirement. Coordination between efforts to ensure they support and complement each other is essential.

### 5. Resources

Existing staff resources

Additional 2014-2015 project needs will be identified through the policy and pilot development process.

#### Financial Impacts on Residents and Businesses

Determination of impacts and costs will be part of the policy development process.

### 6. Community Engagement

A community engagement plan will be developed in 2013 and implemented in 2014, and will be tailored to the selected policy and pilot approach.

# **Community Involvement Strategy**

## Seattle Climate Action Plan - Community Involvement Strategy

The City of Seattle adopted the Seattle Climate Action Plan (CAP) in June 2013. The CAP was developed through an extensive community process and lays out a suite of bold strategies to reduce greenhouse gas emissions and help prepare the city for the impacts of a changing climate. Successful implementation of the CAP relies on Seattle residents and businesses to continue to be active partners as the actions identified in the plan move from vision to on-the-ground projects. Further, climate action at the City government level is essential but not sufficient; in order for Seattle to achieve carbon neutrality, a deep and sustained commitment by the community is imperative.

To foster community involvement in climate action, the Office of Sustainability & Environment has outlined a series of actions that support the following goals:

- 1. Actively engage the community in implementing the actions identified in the CAP.**  
Engaging residents as a sounding board before implementation can bring fresh thinking to long-standing challenges, help identify unintended consequences of actions and highlight barriers to implementation.
- 2. Support and build on the community's commitment to climate action.**  
Seattle businesses and residents have consistently demonstrated a commitment to climate protection activities and the City should continue to foster that commitment through a wide range of resources and incentives.

The actions in this community involvement strategy support one or both of the above goals and fall into three primary categories: Civic Dialogue, Outreach & Education, and Community Action. City departments have also identified specific community engagement activities connected to each CAP action. OSE will support these activities as appropriate including sharing updates and information via our social media and newsletter, ongoing engagement of our community partners, and leveraging outreach opportunities for broadest impact.

**Civic Dialogue: Activities that foster a deeper dialogue between the community and the City on climate action**

The City does a lot of community outreach to inform high-level plans, such as the Comprehensive Plan, Climate Action Plan or Bike Master Plan. While this type of engagement at the strategic plan level is important, additional community involvement through a back and forth dialogue during all stages of implementation can lead to projects and programs that better meet the needs of the community. The Seattle Climate Action Plan, with its long time-horizon and mix of quick start and long term actions, represents an excellent opportunity to initiate a deeper dialogue with the community around climate action.

<b>Activity</b>	<b>Timeline</b>	<b>Resources Available?</b>	<b>Additional Resources Needed</b>
<b>Support and participate with the SCALLOPS (Sustainable Communities All Over Puget Sound) led process</b> whereby they recommend community-oriented pilot projects that support CAP implementation.	Through end of 2013	Yes	None
<b>Convene a community forum</b> with grassroots sustainability organizations that meets on a quarterly basis to provide an opportunity for 2-way conversations on CAP implementation activities and other city- or community-led environmental initiatives.	2014 and beyond	Yes	None
<b>Execute an online social media engagement campaign</b> to engage the community in a series of questions focused on the practical implementation of specific climate action strategies.	January 2014	Yes	None
<b>Hold a series of conversations with under-represented communities</b> to talk about need for climate action and explore ways to enhance equity in climate actions.	Fall 2013/ Winter 2014	Grant request pending	Yes if grant request is unsuccessful
<b>Partner with education institutions – both higher education and secondary schools</b> to provide opportunities for students and faculty to apply their knowledge to policy, planning, and technical challenges.	2014	Limited	Yes



**Outreach & Education: Activities and materials that raise awareness about individual impacts on climate change and opportunities for action.**

Providing information about climate change impacts and local solutions can help catalyze action by residents and community organizations, as well as build support for City actions. Sharing materials, tools and learning opportunities with Seattle’s many formal and informal sustainability organizations can be an effective way of leveraging and extending the City’s climate action work into the community.

<b>Activity</b>	<b>Timeline</b>	<b>Resources Available?</b>	<b>Additional Resources Needed</b>
<b>Create an “open source” community organization database</b> in order to better facilitate connections between climate-action oriented community groups. The database will initially be populated by the City, but will be online in a format that will allow community groups to add and edit entries.	By end of 2013	Yes	Yes – to create dynamic functionality
<b>Update CAN website and “We’re So Green” video</b> to reflect the city progress on the CAP and to be an online resource of information and tools that encourage on-going community engagement in individual and collective climate action.	2014	Yes	None
<b>Develop outreach materials</b> (e.g. news stories, blog posts, case studies etc.) demonstrating how taking climate action advances community goals.	2014	Yes	Yes – staff has limited capacity
<b>Disseminate local attitudes research and develop messaging fact sheet.</b> Share results of the Seattle survey on climate action messages (conducted in June) and widely distribute key messages in order to support common messages across multiple community organizations.	Fall 2013/ Winter 2014	Yes	None
<b>Leverage existing events</b> by partnering with community organizations to spread the word about CAP progress and community-initiated climate action activities.	2014	Yes	None

**Community Action: Activities that support community-led climate action.**

Seattle is well-respected as one of the “greenest” cities in the country in part because the community walks the talk every day. Community-led climate action can be seen all across the City from individual actions to informal networks to established organizations leading transformative change. Seattle’s community groups are nimble and able to respond to community needs at a quick pace. By supporting community-led initiatives, the City can catalyze action at an increased scale by turning relatively small investments into big impacts.

Activity	Timeline	Resources Available?	Additional Resources Needed
<b>Continue the “Community Climate Projects” program</b> currently funded at \$40,000, which supports 4 – 6 projects annually. Engage stakeholders in a program review that looks at criteria, application process and funding priorities.	2014	Yes	Yes If intention is to grow program beyond current capacity.
<b>Support grassroots events and activities that foster climate discussions among residents and businesses</b> by providing “mini-grants” for speaker honorariums, facility rentals, film/book procurement, etc.	2014	Yes	None
<b>Execute in partnership with the community at least one community recommended pilot project</b> developed during the SCALLOPS led process in the Fall of 2013	2014/2015	Unknown	Unknown