

MOTION NO. 5364

1 A MOTION adopting the energy goals and policies  
2 as presented in the final "Energy Management  
3 Plan" and establishing a process for the annual  
4 updating of the Energy Management Plan as part  
5 of the operating and capital improvement budget.

6 WHEREAS, Ordinance 3649, adopted April 4, 1978, amended the  
7 County Comprehensive Plan to add adopted Energy Conservation  
8 Policies, and

9 WHEREAS, King County approved and received a federal energy  
10 grant of \$378,901 and contracted with the Argonne National  
11 Laboratories and undertook a comprehensive energy management plan  
12 for King County in Ordinance 4753, and

13 WHEREAS, by Council Motion 4912, King County adopted tentative  
14 energy goals in common with the City of Seattle, and directed the  
15 development of an Action Plan for the King County area, and

16 WHEREAS, King County adopted an Energy Code by Ordinance 4753,  
17 effective July 1, 1980 and added by amendment related requirements  
18 by Ordinance 5027 on August 4, 1980, and

19 WHEREAS, Ordinance 4753 also required that the King County  
20 Executive present to the King County Council no later than  
21 December 31, 1981 an evaluation of the Energy Code implementation  
22 and make recommendations for needed revisions. The evaluation  
23 was to include consideration of

- 24 1. adopted County energy conservation policies,
- 25 2. the effectiveness of one year's application of the  
26 energy code,
- 27 3. the development and refinement of thermal energy  
28 standards, and
- 29 4. awareness of the need for achieving better energy  
30 utilization efficiencies in King County, and

31 WHEREAS, the final reports of the "Energy Planning Project",  
32 consisting of Volume I, entitled "Energy Management Plan for King  
33 County", and Volume II, entitled "Background Materials", contain  
a plan for a comprehensive approach to energy management within  
King County;

1 NOW, THEREFORE BE IT MOVED by the Council of King County:

2 a. The General and Sector Goals as set forth in Part Two,  
3 Chapter 1, pp. 44-52, "Energy Management Plan for King County",  
4 are hereby adopted as part of the Energy Management Program.

5 B. The Energy Policies as contained in Part Two, Chapter 2,  
6 pp 53-60, "Energy Management Plan for King County", shall be  
7 submitted to the appropriate committee(s) of the King County  
8 Council for review and recommendation to the Council for action  
9 as part of the Energy Management Program.

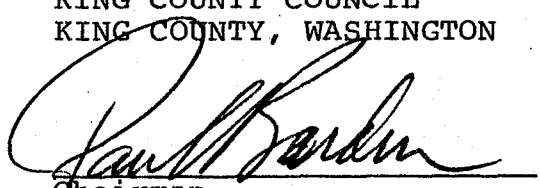
10 C. The committee(s) of the County Council shall review the  
11 priority programs relating to land use and County operations that  
12 are contained in Part Three, Chapters 2 and 3 of the "Energy  
13 Management Plan for King County" and make recommendations to the  
14 County Executive for implementation.

15 D. The County Executive shall annually report to the Council  
16 any recommended revisions of additions to the adopted energy goals  
17 and policies and recommend specific energy programs for funding  
18 or implementation, as part of the proposed annual operating  
19 budget and capital program.

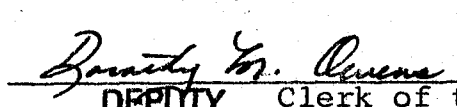
20 E. The County Council shall review annually the adopted  
21 County energy goals, policies and programs prior to the adoption  
22 of the annual operating budget and capital program for revisions  
23 or additions to the Energy Management Program as recommended by  
24 the Executive.

25 PASSED this 7th day of December, 1981.

26 KING COUNTY COUNCIL  
27 KING COUNTY, WASHINGTON

28   
29 Chairman

30 ATTEST:

31  
32   
33 DEPUTY Clerk of the Council

PROPOSED JOINT ENERGY MANAGEMENT GOALS FOR  
KING COUNTY AND THE CITY OF SEATTLE\*

1. Assure a sufficient and reliable supply of energy to meet reasonable consumer needs.
2. Assure that all consumers use energy wisely.
3. Reduce local per capita energy consumption while maintaining a desirable living and working environment.
4. Make energy choices which maintain or improve the quality of the environment.
5. Maximize opportunities to make energy choices and decisions at the local level and decrease reliance on energy supplies that are not subject to local controls.
6. Encourage the vigorous development of renewable energy resources and reduce dependence on non-renewable energy supplies.
7. Continue and expand energy conservation efforts and increase use of energy efficient technology.
8. Assure the development of an energy supply system that is resilient and diverse.
9. Make energy choices which match the type and temperature of energy supply to the most appropriate requirements of each end use.
10. Assure energy efficient land use, transportation and economic development plans and policies.
11. Assure energy consumers an equitable and affordable supply of energy.
12. Provide visible and effective public commitment toward, and leadership in, the conservation of energy and use of renewable resources.

\*Goals 1 through 12 have been adopted by the City of Seattle (resolution 26353). Goals 1 through 10 have been adopted by County Motion 4912. Goal 11 was inadvertently omitted from that Motion. Goal 12 is an additional recommendation for consideration before formal adoption by the County.

## II. Land Use Goals

### A. ENERGY CONSIDERATIONS SHALL BE AN INTEGRAL PART OF THE LAND USE DECISION MAKING PROCESS.

Housing and employment growth in King County is increasing the level of energy consumption. Simultaneously, the County is facing the potential constraints imposed by the increasing cost of energy and the decreasing reliability of petroleum and electricity supplies. As a means for reducing this vulnerability, King County, in partnership with other local government jurisdictions and the private sector, should weigh land use decisions with respect to energy expenditures associated with transportation, the heating and lighting of buildings and capital expenditures.

### B. THE LOCATION, DENSITY AND MIX OF LAND USES WILL MINIMIZE THE CONSUMPTION OF ENERGY FOR TRANSPORTATION.

The effectiveness of public transit is enhanced by increasing the density of employment centers and residential areas. By planning for the proximate location of employment and commercial centers—establishments relative to residential siting, the effective length of the home-to-work and home-to-store trip may be decreased, further reducing energy expenditures. By promoting mixes of land uses, for instance commercial, residential and recreational uses, a coherent energy-efficient transportation network with provisions for pedestrian, bicycle and light rail systems may become more socially and economically attractive.

### C. THE LOCATION, DENSITY AND MIX OF LAND USES WILL MINIMIZE THE CONSUMPTION OF ENERGY IN BUILDINGS.

An effective mix of compatible land uses and increased numbers of energy-efficient building types, such as those characterized by common-wall construction, provides an opportunity for reducing energy consumption. The land use decision-making process should recognize the significant variations in local climate patterns when considering the zoning of uses.

### D. ENERGY EFFICIENT SITE AND BUILDING DESIGN WILL BE ENCOURAGED.

By promoting energy-efficient site planning which is responsive to features of a site, the County may attain benefits by guaranteeing solar access, promoting effective building orientation and taking advantage of unique features such as wind-protecting vegetation. Implicit to this goal is an understanding of the relationships among site characteristics (particularly the microclimate), building design and occupant comfort.

- E. THE LOCATION, DENSITY AND MIX OF LAND USES WILL PROVIDE OPPORTUNITIES FOR ENERGY PRODUCTION, STORAGE AND DISTRIBUTION AND THE USE OF RENEWABLE RESOURCES.

Effective mixes and densities of compatible land uses increase the feasibility of energy-efficient, on-site generation systems. Increased densities also permit reduced costs through less extensive utility distribution networks and allow for shared energy collection and thermal storage facilities. A second component of this goal is that the County should identify and protect those areas which offer unique opportunities for future energy production. Examples of these areas include ridges and mountain passes which are potential wind generation sites, areas with geothermal potential and areas with small-scale hydro potential. The County will also need to provide techniques for assuring that solar systems are permitted uses in all zones and guaranteeing the highest practical level of access to sunlight for existing and future systems.

- F. LAND USE DEVELOPMENT PLANS WHICH OFFER INNOVATIVE OPPORTUNITIES FOR ENERGY EFFICIENCY WILL BE ENCOURAGED.

Land use development concepts which offer unique potential for energy-efficiency should be given careful consideration by the County. The possible evolution of a new town may offer the greatest potential for energy-efficiency because of its unique ability to reduce transportation and building energy requirements for a large number of people. Large parcel developments, such as shopping malls, subdivisions, hospitals and community facilities may provide opportunities for the application of energy-efficient total energy systems. Industrial parks offer the possibility for the incorporation of cogeneration facilities and the sharing of process heat between two industries. Shared solar collector/storage systems used by several residences or businesses within a neighborhood may provide additional opportunities for achieving energy benefits.

- G. LAND USE PLANS, POLICIES AND REGULATIONS WILL BE CONSISTENT WITH ENERGY-EFFICIENT LAND USE GOALS POLICIES AND PROGRAMS.

Many King County plans, policies and regulations evolved during a period of time when energy considerations were not incorporated into the land use decision making process. The preparation of the General Development Guide offers a framework for the consideration of energy issues in new development in the County. However, in order to assure a consistent approach to the adopted energy goals, it will be necessary to review and, if appropriate, to modify adopted County policies and programs which may not have originally addressed energy issues. Particularly, recently adopted community plans, whose policies guide development for a minimum period of six years, should be examined to determine how energy-efficient policies may be included prior to their originally scheduled review. Current Capital Improvements Program and Housing Assistance Plans also are in effect for several years and may offer the opportunity for the inclusion of energy considerations.

### III. Residential, Commercial and Industrial Goals

- A. EXISTING RESIDENTIAL, COMMERCIAL AND INDUSTRIAL STRUCTURES IN THE COUNTY WILL BE MADE AS ENERGY EFFICIENT AS CURRENT TECHNOLOGY AND LIFE CYCLE ECONOMICS WILL ALLOW.

A large proportion of the buildings in the County were built when energy was less expensive and readily available. Energy efficiency was not a significant component of their design or construction. There are many opportunities to cost-effectively reduce energy consumption in these buildings.

- B. NEW RESIDENTIAL, COMMERCIAL AND INDUSTRIAL STRUCTURES IN THE COUNTY WILL BE DESIGNED AND CONSTRUCTED TO BE AS ENERGY EFFICIENT AS CURRENT TECHNOLOGY AND LIFE CYCLE ECONOMICS WILL ALLOW.

It is imperative that new buildings be designed and constructed to be energy efficient. Building standards represent the minimum acceptable level of energy efficiency. There remain significant opportunities for increasing the energy efficiency of buildings to life-cycle cost-effective levels.

- C. ALL STRUCTURES IN THE COUNTY WILL BE OPERATED IN AN ENERGY EFFICIENT MANNER.

The manner in which a building's energy-consuming systems are operated and maintained is related directly to the building's energy efficiency. Building owners and managers can achieve substantial energy savings through no or low-cost modifications to heating, lighting and ventilation equipment and by instituting simple operation and maintenance procedures.

- D. ENERGY CONSUMING EQUIPMENT AND HOUSEHOLD APPLIANCES WILL BE ENERGY EFFICIENT, SAFE AND ENVIRONMENTALLY ACCEPTABLE.

The efficiency of energy consuming equipment and appliances installed in new and existing buildings can make a significant difference in the energy consumed during the operational life of the equipment. Consumers must be made aware of the relative economics of such equipment, as well as be informed about their proper installation and operation.

- E. RENEWABLE ENERGY RESOURCES, PARTICULARLY PASSIVE SOLAR APPLICATIONS, WILL BE UTILIZED IN NEW AND EXISTING HOUSING, COMMERCIAL AND INDUSTRIAL FACILITIES.

Many renewable energy sources are suitable for the relatively low-temperature demands of building space and water heating as well as to the high temperature demands of certain commercial/industrial processes. Solar energy, geothermal direct heat, cogeneration systems and biomass can now, or in the near future, be incorporated into the design of new structures or economically retrofitted into existing buildings.

- F. ALL COMMERCIAL AND INDUSTRIAL ENERGY CONSUMING PROCESSES WILL BE AS ENERGY EFFICIENT AS CURRENT TECHNOLOGY AND LIFE CYCLE ECONOMICS WILL ALLOW.

Substantial energy can be saved through management of energy used in commercial and industrial processes. Energy forms can be more appropriately matched to the end use, processing equipment can be modified and waste heat can be utilized to achieve increased levels of energy efficiency in commercial/industrial processes.

#### IV. Transportation Goals

##### A. AN ENERGY EFFICIENT TRANSPORTATION SYSTEM WILL BE AVAILABLE TO MEET THE TRAVEL NEEDS OF THE COUNTY.

There are a number of energy efficient transportation modes which offer an alternative to the private auto as a means of travel. These modes - busses, trolleys, fixed guideway systems, bicycles and walking - provide the opportunity to travel while consuming no fossil fuels at all or consuming petroleum at a low, per passenger rate than the private auto. Access to these transportation modes must be improved and expanded so that King County citizens, through exercising their choice of mode, can reduce consumption of gasoline.

##### B. THE NEED FOR TRAVEL WILL BE REDUCED.

Energy consumption in the transportation sector can be reduced by lessening the distance people travel to work, shop and recreate and by decreasing the number of trips people make. Driving fewer miles reduces energy consumption. Strategies which encourage mixed land uses and higher densities, for example, can reduce travel demand. If a number of activities are located at one site, one trip can serve many purposes, thereby reducing the number of trips. Moreover, if residential land use is encouraged in close proximity to employment and commercial centers, distance can be decreased. This goal takes into account the key role that land use plays in influencing transportation energy use.

##### C. THE USE OF LOW-OCCUPANCY MOTOR VEHICLES WILL BE REDUCED.

The low occupancy or single occupant vehicle (SOV) is one of the most inefficient transportation modes. There is a need to develop a wide variety of incentives and disincentives to the use of the SOV. Increasing vehicle occupancy and parking management strategies are two methods of lessening SOV use. While the use of low-occupancy vehicles should be reduced throughout the County, special emphasis should be placed upon SOV use in urban areas where their numbers contribute to energy inefficiency, congestion and higher air pollution levels and where greater opportunity exists for use of alternative modes of transportation.

##### D. HIGH EFFICIENCY VEHICLES WILL BE WIDELY USED IN THE COUNTY.

The vehicle itself is the focus of this goal. Two elements of vehicle fuel efficiency are considered. In the first place, more energy efficient vehicles should be in use. These are vehicles which, through design and technology, have high mileage per gallon ratios. In addition, existing vehicles can be rendered more efficient through improved operation and maintenance. Thus, this goal encompasses both the existing stock (through O&M improvements) and new purchases (through encouraging use of high MPG vehicles).



E. TRANSPORTATION SYSTEMS AND FACILITIES WILL OPERATE SO AS TO MINIMIZE THE USE OF ENERGY.

This goal intends to utilize transportation system management and other tools to increase the efficiency of the current and future King County transportation system. Strategies which attempt to meet this goal include dedication of existing or future traffic lanes to transit or car pool use, traffic engineering solutions such as synchronization of traffic signals (reducing stops and thus the need to idle a vehicle) and reducing peak-hour volume through flex time and staggered work hours.

F. ALTERNATIVE FUELS, ESPECIALLY THOSE PRODUCED FROM RENEWABLE RESOURCES, WILL BE WIDELY AVAILABLE IN THE COUNTY.

The reliance of the sector upon an uncertain (and domestically dwindling) supply of fuel and the current inability to substitute for gasoline underscores the need to increase the use of renewables for transportation. Through research and demonstration projects, the use of renewable resources in producing fuel (from biomass, for example) can be reduced.

V. Government Operation Goals

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- A. ENERGY CONSIDERATIONS WILL BE AN INTEGRAL PART OF THE PLANNING AND ADMINISTRATIVE PROCESSES OF LOCAL GOVERNMENTS.

Local governments have numerous opportunities to influence energy consumption through normal processes such as the budget planning, capital improvements planning, purchasing and building design and improvements. When energy criteria are made part of these processes, they can become tools for better energy management.

- B. LOCAL GOVERNMENTS WILL PLAN AND OPERATE THEIR FACILITIES AND VEHICLE FLEETS IN A MANNER WHICH MINIMIZES ENERGY CONSUMPTION AND TAKES FULL ADVANTAGE OF RENEWABLE RESOURCE OPPORTUNITIES.

Local governments have many opportunities within their own operations to set an example for the public by reducing energy consumption and demonstrating alternative energy technologies.

- C. ALL LOCAL GOVERNMENTS IN KING COUNTY WILL HAVE ADEQUATE FINANCIAL AND TECHNICAL CAPABILITY TO DEVELOP, IMPLEMENT, MONITOR AND EVALUATE ENERGY POLICIES AND PROGRAMS.

The level and quality of energy management activities in local governments in King County are not consistent. This variability is due, in part, to differing levels of funding and technical capability among local governments.

- D. LOCAL GOVERNMENTS IN KING COUNTY WILL HAVE ACCESS TO CONSISTENT, UP-TO-DATE AND RELIABLE INFORMATION ON THE FUTURE PRICE AND AVAILABILITY OF CONVENTIONAL AND RENEWABLE ENERGY SUPPLIES, TECHNOLOGIES AND CONSERVATION OPTIONS.

Adequate planning depends on realistic forecasting of energy prices and supplies. Such data, coupled with current information on energy management technologies, will improve local government ability to assess energy management alternatives. The establishment of a local, central entity to gather and disseminate energy information will facilitate this process.

- E. INSTITUTIONAL ARRANGEMENTS WILL EXIST WHICH ALLOW LOCAL GOVERNMENTS AND THE PRIVATE SECTOR TO SHARE ENERGY MANAGEMENT RESOURCES , INFORMATION, TECHNICAL EXPERTISE AND EXPERIENCE.

A prerequisite to good energy management is the energy audit, the purpose of which is the collection of data on energy consumption patterns and the identification of areas of waste and potential savings. The exchange of energy audit information and energy management ideas and experience among local governments, and between local governments and the private sector, will enhance the conservation efforts of local governments.

- F. LOCAL GOVERNMENTS WILL HAVE THE CAPABILITY TO RESPOND TO ENERGY SUPPLY SHORTAGES IN A TIMELY, CONSISTENT AND COORDINATED MANNER.

Local governments, in cooperation with energy suppliers and the private sector, have a responsibility to be prepared for severe energy supply interruptions. In support of State and regional curtailment plans, coordinated contingency planning among local governments can ensure responsiveness to local conditions or circumstances while taking advantage of areawide opportunities for conservation.

VI. Renewable Resource Goals

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- A. LOCAL GOVERNMENT PLANNING AND DECISION MAKING PROCESSES WILL INCLUDE CONSIDERATION OF OPPORTUNITIES FOR THE DEVELOPMENT AND USE OF RENEWABLE RESOURCES.

Local governments have the opportunity within planning and decision making processes to identify and promote the development of renewable energy resources. By establishing resource identification and evaluation procedures and requiring consideration of local renewable resource development within the county-wide and community planning decision making processes, the County can stimulate private sector action relating to renewable resource development and use.

- B. LOCAL GOVERNMENT REGULATIONS AND ADMINISTRATIVE PROCEDURE WILL PROMOTE THE DEVELOPMENT AND USE OF RENEWABLE RESOURCES.

The County has the opportunity to create a more favorable climate for local renewable resource development through the adoption of appropriate codes and ordinances. In addition, the County has an excellent opportunity to promote and encourage renewable resource development through educational, incentive and mandatory programs administered through the County regulatory/administrative framework.

- C. THE PUBLIC WILL BE AWARE OF THE ECONOMIC, ECOLOGICAL, SOCIAL AND POLITICAL BENEFITS OFFERED BY THE USE OF RENEWABLE RESOURCES.

The public has misconceptions regarding the ability of solar and other renewable resources to meet future energy demands. Continued heavy reliance on energy supplies beyond local influence entails direct risks to the social and economic welfare of King County. Advantages, both to the individual consumer and to the community, offered by the development of locally available renewable resources, should be recognized within the County.

- D. AN ECONOMIC CLIMATE WHICH WILL ENCOURAGE THE USE OF RENEWABLE RESOURCES WILL EXIST IN KING COUNTY.

A major reason for locally available renewable resources not being developed is the lack of availability of financing. The high first costs and decentralized nature of solar and other renewable energy technologies requires new financing arrangements to enable their widespread utilization.

- E. PUBLIC AND PRIVATE ENTITIES WILL COOPERATE TO ACHIEVE FULL UTILIZATION OF THE COUNTY'S RENEWABLE RESOURCE.

It is important to widespread development of local renewable energy resources for the private and public sectors to cooperatively insure the safe construction, installation and operation of the energy efficient technologies.

## Chapter 2

### **Policies**

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#### Introduction

- I County Operations and Services
- II Land Use Planning and Regulation
- III Building Regulations
- IV Transportation
- V Information/Education
- VI Intergovernmental Coordination
- VII State/Federal
- VIII Private Sector/Utilities
- IX Other

## KING COUNTY ENERGY MANAGEMENT POLICIES

I. County Operations and Services

## I.1 General County Operations

- I.1.1 ENERGY CONSIDERATIONS SHOULD BE INTEGRATED INTO THE DEVELOPMENT OF THE COUNTY OPERATING BUDGET AND CAPITAL IMPROVEMENT PROGRAM.
- I.1.2 THE COUNTY SHOULD ENSURE THAT ESSENTIAL PUBLIC SERVICES TO COUNTY HOMES AND BUSINESSES ARE NOT DISRUPTED DUE TO ENERGY SHORTAGES.
- I.1.3 THE COUNTY SHOULD DEVELOP AND ADOPT CURTAILMENT PLANS FOR PETROLEUM FUELS, ELECTRICITY AND NATURAL GAS IN ITS FACILITIES AND VEHICLE FLEETS.

## I.2 County Facilities

- I.2.1 DATA ON ENERGY CONSUMPTION PATTERNS IN COUNTY FACILITIES SHOULD BE AVAILABLE SO THAT OPPORTUNITIES FOR CONSERVING ENERGY CAN BE READILY IDENTIFIED.
- I.2.2 THE COUNTY SHOULD MONITOR ENERGY CONSUMPTION IN ITS FACILITIES AND EVALUATE THE EFFECTIVENESS OF ENERGY CONSERVATION MEASURES.
- I.2.3 COUNTY FACILITIES SHOULD BE OPERATED AND MAINTAINED TO REFLECT SOUND ENERGY MANAGEMENT PRACTICES.
- I.2.4 THE COUNTY SHOULD DEMONSTRATE THE USE OF CONSERVATION AND RENEWABLE RESOURCE TECHNOLOGIES IN ITS FACILITIES.
- I.2.5 THE DESIGN AND CONSTRUCTION OF NEW COUNTY FACILITIES SHOULD INCORPORATE ENERGY CONSERVATION AND RENEWABLE RESOURCE TECHNOLOGIES WHICH ARE COST-EFFECTIVE ON A LIFE-CYCLE COST BASIS.
- I.2.6 THE COUNTY SHOULD PROVIDE APPROPRIATE LEVELS OF FUNDING TO ENSURE COST-EFFECTIVE, ENERGY-CONSERVING CAPITAL IMPROVEMENTS TO COUNTY FACILITIES.

## I.3 County Vehicle Fleet/Parking

- I.3.1 THE COUNTY SHOULD REFINE AND MAINTAIN AN EFFECTIVE FUEL AND MAINTENANCE ACCOUNTING SYSTEM FOR KING COUNTY VEHICLES.
- I.3.2 THE PREVENTIVE MAINTENANCE PROGRAM FOR KING COUNTY VEHICLES SHOULD BE ROUTINELY REVIEWED TO ENSURE CONTINUED IMPROVEMENTS IN FLEET FUEL ECONOMY.
- I.3.3 COUNTY EMPLOYEES SHOULD ELIMINATE UNNECESSARY VEHICLE USE AND BE ENCOURAGED TO ADOPT ENERGY-EFFICIENT DRIVING HABITS.
- I.3.4 THE COUNTY SHOULD ACTIVELY PURSUE THE USE OF INNOVATIVE TECHNOLOGIES AND ALTERNATIVE FUELS FOR THE VEHICLE FLEET.
- I.3.5 THE COUNTY SHOULD PURCHASE FUEL-EFFICIENT VEHICLES FOR ITS FLEET AND RETIRE LESS EFFICIENT VEHICLES IN AN EXPEDITIOUS MANNER.

1.3.6 THE COUNTY SHOULD DEVELOP A VAN AND CAR POOL PROGRAM, UTILIZING COUNTY-OWNED VEHICLES IN ADDITION TO PRIVATELY-OWNED VEHICLES WHERE FEASIBLE.

1.3.7 THE COUNTY SHOULD PROVIDE FREE OR REDUCED-RATE PARKING FOR VAN AND CAR POOLS AT COUNTY-OWNED FACILITIES.

#### 1.4 County Road Operations

1.4.1 THE COUNTY SHOULD INCORPORATE SIGNALIZATION, TRAFFIC LIGHT SYNCHRONIZATION, INTERSECTION WIDENING, IMPROVED TRANSIT ACCESS AND OTHER OPERATIONAL IMPROVEMENTS WHICH WILL INCREASE ENERGY EFFICIENCY AND BE CONSISTENT WITH SAFETY CONSIDERATIONS.

#### 1.5 Solid Waste

1.5.1 THE COUNTY SHOULD PROMOTE THE SEPARATION AND RE-USE OF SOLID WASTE AND PETROLEUM WASTES.

1.5.2 THE COUNTY SHOULD ENCOURAGE AND SUPPORT THOSE ENERGY/RESOURCE RECOVERY SYSTEMS WHICH OFFER MAXIMUM FEASIBLE RECOVERY OPPORTUNITIES.

1.5.3 THE COUNTY SHOULD PROMOTE PROGRAMS AND PRACTICES WHICH REDUCE SOLID WASTE VOLUME AND MASS AND INCREASE SOURCE SEPARATION OF RECYCLABLE MATERIALS.

#### 1.6 County Procurement

1.6.1 COUNTY PROCUREMENT PROCEDURES SHOULD ENCOURAGE THE USE OF PRODUCTS MANUFACTURED FROM RECYCLABLE MATERIALS.

1.6.2 COUNTY PROCUREMENT PROCEDURES SHOULD CONSIDER THE LIFE CYCLE COST OF ENERGY-CONSUMING ITEMS.

1.6.3 COUNTY PROCUREMENT POLICIES SHOULD BE DESIGNED TO MINIMIZE COUNTY ENERGY EXPENDITURES WITHIN THE CONTEXT OF AN INCREASE IN PUBLIC DEMAND FOR COUNTY SERVICES.

## II. Land Use Planning and Regulation

### 2.1 Energy and Land Use Information Base

2.1.1 AN ENERGY DATA BASE SHOULD BE MAINTAINED BY THE COUNTY THAT PRESENTS CURRENT ENERGY SUPPLY INFORMATION AND EXPECTED ENERGY DEMAND FOR ALL LAND USE CATEGORIES AND TRANSPORTATION SYSTEMS.

### 2.2 Availability and Cost of Conventional Fuels

2.2.1 THE AVAILABILITY OF NATURAL GAS AND ELECTRICITY SHOULD BE CONSIDERED IN THE TIMING AND DENSITY OF DEVELOPMENT.

2.2.2 AREAS WHICH ARE OR CAN BE SERVICED COST-EFFECTIVELY BY BUS OR OTHER FORMS OF PUBLIC TRANSIT SHOULD BE GIVEN A PRIORITY FOR LOCATING NEW DEVELOPMENT OR FOR REDEVELOPMENT.

- 2.2.3 INCREASED RESIDENTIAL AND EMPLOYMENT DENSITIES SHOULD BE ENCOURAGED IN DEVELOPED AREAS WHICH ARE OR CAN BE SERVICED BY BUS OR OTHER FORM OF PUBLIC TRANSIT.

### 2.3 Activity Centers and Urban Development

- 2.3.1 A BALANCE IN THE LOCATION OF EMPLOYMENT AND HOUSING SHOULD BE SOUGHT THROUGHOUT THE COUNTY IN ORDER TO REDUCE THE ENERGY USED FOR COMMUTING.
- 2.3.2 THE LOCATION AND DEVELOPMENT OF RESIDENTIAL AND BUSINESS ZONES SHOULD BE PLANNED IN CONJUNCTION WITH TRANSIT FACILITIES.
- 2.3.3 INDUSTRIAL USES AND FACILITIES SHOULD BE LOCATED CLOSE TO ROAD AND RAIL CONNECTIONS, MAJOR PUBLIC UTILITIES AND THE COMMUTING WORK FORCE.
- 2.3.4 OPPORTUNITIES FOR REDUCING THE NEED FOR TRAVEL BY REINFORCING SUITABLE PUBLIC TRANSIT ROUTES AND PROVIDING FOR BICYCLING AND WALKING SHOULD BE CONSIDERED IN DEVELOPING ACTIVITY CENTERS.
- 2.3.5 MIXED LAND USES AND INCREASED DENSITIES SHOULD BE ENCOURAGED TO REDUCE THE NEED FOR TRAVEL.
- 2.3.6 OPPORTUNITIES FOR ON-SITE GENERATION OR DISTRICT HEATING SYSTEMS SHOULD BE CONSIDERED IN DESIGNATING AND DEVELOPING ACTIVITY CENTERS.
- 2.3.7 A COMPREHENSIVE PEDESTRIAN PATHWAY AND BICYCLE ROUTE SYSTEM SHOULD BE DEVELOPED WITHIN THE URBAN, SUBURBAN AND TRANSITIONAL SUB-COUNTY AREAS.
- 2.3.8 PRIVATE DEVELOPMENT AND REDEVELOPMENT SHOULD PROVIDE FOR WELL DESIGNED PEDESTRIAN AND BICYCLE ROUTES, CONSISTENT WITH COMMUNITY PLAN DESIGNATIONS.
- 2.3.9 COMPACT URBAN AREA DEVELOPMENT SHOULD BE PROMOTED TO MINIMIZE ENERGY USE FOR THE INSTALLATION AND MAINTENANCE OF PUBLIC FACILITIES SUCH AS SEWERS, ROADS AND SURFACE WATER RUN-OFF MANAGEMENT AND UTILITY DISTRIBUTION SYSTEMS.

### 2.4 Protection and Development of Local Energy Resources

- 2.4.1 LOCATIONS WITH COAL, GEOTHERMAL, BIOMASS, HYDRO, WIND POTENTIAL AND OTHER ENERGY RESOURCES SHOULD BE IDENTIFIED, ASSESSED AND, WHERE PRACTICAL, PROTECTED FROM CONFLICTING LAND USES WHICH COULD PRECLUDE THE EFFECTIVE DEVELOPMENT OF THE RESOURCE.
- 2.4.2 LOCATIONS FOR ACTIVITIES THAT CAN UTILIZE ENERGY PRODUCED FROM LOCAL RESOURCES SHOULD BE DESIGNATED AS SPECIAL AREAS. DEVELOPMENT IN THESE AREAS SHOULD BE SUBJECT TO CONDITIONS AND INCENTIVES THAT ENSURE THAT THESE RESOURCES WILL BE UTILIZED MOST EFFICIENTLY.



## 2.5 Community Planning

- 2.5.1 THE COMMUNITY PLANNING PROCESS SHOULD IDENTIFY AREAS WITH OPPORTUNITIES FOR MAXIMUM SOLAR POTENTIAL, FAVORABLE AND UNFAVORABLE CLIMATIC CONDITIONS, ON-SITE ENERGY GENERATION POTENTIALS, AVAILABILITY OF PUBLIC TRANSIT AND THE AVAILABILITY OF NATURAL GAS AND ELECTRICITY.
- 2.5.2 COMMUNITY PLAN DEVELOPMENT ALTERNATIVES SHOULD BE PREPARED, EVALUATED AND SELECTED TO REFLECT CONSIDERATIONS OF CONVENTIONAL FUEL USAGE AND RESPONSIVENESS TO OPPORTUNITIES FOR SOLAR AND CLIMATIC DESIGN, ON-SITE GENERATION POTENTIALS AND SERVICE AVAILABILITY OF PUBLIC TRANSIT.

## 2.6 Energy-Efficient Building Types, Site Planning and Design

- 2.6.1 ENERGY-EFFICIENT BUILDING TYPES SHOULD BE ENCOURAGED.
- 2.6.2 THE COUNTY SHOULD ENCOURAGE SITE PLANNING PRACTICES WHICH ARE ENERGY EFFICIENT AND PROMOTE THE USE OF RENEWABLE RESOURCES.
- 2.6.3 NEW DEVELOPMENTS AND REDEVELOPMENTS SHOULD BE DESIGNED TO MINIMIZE ENERGY USE FOR SITE PREPARATION AND THE INSTALLATION AND MAINTENANCE OF PAVED AREAS AND STORM WATER DRAINAGE SYSTEMS.
- 2.6.4 PARKING REQUIREMENTS SHOULD ENCOURAGE THE USE OF ENERGY-EFFICIENT TRANSPORTATION ALTERNATIVES AND CONSERVE MATERIALS.

## 2.7 Solar and Climatic Design

- 2.7.1 OWNERS AND OCCUPANTS OF BUILDINGS IN THE COUNTY SHOULD, TO THE GREATEST PRACTICAL EXTENT, BE ASSURED ACCESS TO THE SUN.
- 2.7.2 PUBLIC AND PRIVATE DEVELOPMENT AND REDEVELOPMENT SHOULD PROVIDE FOR AND ENCOURAGE MEASURES THAT LESSEN THE NEGATIVE IMPACT OF WINTER WINDS AND HIGH HUMIDITY THAT INCREASE ENERGY USED FOR SPACE CONDITIONING.
- 2.7.3 THE BENEFITS FROM THE USE OF SOLAR AND OTHER CLIMATIC DESIGN FACTORS SHOULD BE RECEIVED BY THE GREATEST NUMBER OF HOUSING RESIDENTS, OCCUPANTS AND OWNERS OF BUSINESSES IN THE COUNTY.
- 2.7.4 THE PARTITIONING OF LAND AND THE SITING AND ORIENTATION OF NEW BUILDINGS SHOULD TAKE FULL ADVANTAGE OF SOLAR AND OTHER ENERGY OPPORTUNITIES.

## 2.8 On-Site Generation

- 2.8.1 LARGE DEVELOPMENTS FOR COMMERCIAL, INDUSTRIAL, INSTITUTIONAL AND RESIDENTIAL USES SHOULD BE ARRANGED TO TAKE ADVANTAGE OF OPPORTUNITIES FOR COGENERATION, COMMUNITY ENERGY SYSTEMS AND UTILIZATION OF WASTE HEAT.

- 2.8.2 THE TYPE AND DENSITY OF LAND USES WHICH BEST TAKE ADVANTAGE OF DISTRICT WIDE SYSTEMS FOR GENERATING ELECTRICITY AND PROVIDING HEAT OR SHARING HEAT SHOULD BE ENCOURAGED.

### III. Building Regulations

- 3.1.1 THE COUNTY SHOULD ENCOURAGE BUILDING DESIGN AND CONSTRUCTION PRACTICES WHICH ARE ENERGY EFFICIENT AND USE RENEWABLE RESOURCES.
- 3.1.2 COUNTY BUILDING STANDARDS SHOULD BE PERIODICALLY REVISED IN RESPONSE TO CHANGES IN TECHNOLOGY AND ENERGY COSTS.
- 3.1.3 THE COUNTY SHOULD ADOPT AND ENFORCE MINIMUM EFFICIENCY STANDARDS FOR EXISTING BUILDINGS.

### IV. Transportation

- 4.1.1 THE COUNTY SHOULD ENCOURAGE MORE DIRECT AND FREQUENT TRANSIT SERVICE AMONG ACTIVITY CENTERS BALANCING SERVICE AVAILABILITY WITH COST EFFECTIVENESS.
- 4.1.2 THE COUNTY SHOULD COORDINATE WITH METRO FOR THE PLANNING AND DEVELOPMENT OF REGIONAL TRANSIT FACILITIES, INCLUDING INCREASED NUMBERS OF PARK AND RIDE LOTS THROUGHOUT THE COUNTY.
- 4.1.3 THE COUNTY SHOULD SUPPORT THE USE OF HIGH-OCCUPANCY VEHICLE LANES, RAMP METERING AND OTHER OPERATIONAL IMPROVEMENTS AS A MEANS OF ENCOURAGING TRANSIT USAGE. (See GDG p. VI-5.)
- 4.1.4 THE COUNTY SHOULD SUPPORT THE INVESTIGATION OF ENERGY-EFFICIENT ALTERNATIVE TRANSPORTATION SYSTEMS, INCLUDING FIXED GUIDEWAY SYSTEMS.
- 4.1.5 PEDESTRIAN AND BICYCLE TRAVEL SHOULD BE ENCOURAGED AS A CONVENIENT, HEALTHY AND ENERGY-EFFICIENT MEANS OF TRANSPORTATION AND RECREATION. BICYCLE AND PEDESTRIAN FACILITIES SHOULD PROVIDE SAFE AND CONVENIENT ACCESS TO A VARIETY OF EMPLOYMENT, SHOPPING AND RECREATIONAL OPPORTUNITIES.

### V. Information/Education

- 5.1.1 KING COUNTY SHOULD MONITOR PROGRESS TOWARD REDUCING ENERGY CONSUMPTION IN ITS OWN FACILITIES AND OPERATIONS AND ANNUALLY MAKE THIS INFORMATION AVAILABLE TO THE PUBLIC.
- 5.1.2 KING COUNTY SHOULD INITIATE AND SUPPORT THE EXCHANGE OF ENERGY MANAGEMENT INFORMATION AND EXPERIENCE AMONG LOCAL GOVERNMENTS.
- 5.1.3 KING COUNTY SHOULD ENSURE THAT THE PUBLIC IS ADEQUATELY INFORMED ABOUT EXPECTED FUTURE ENERGY COSTS AND SUPPLY UNCERTAINTIES.

- 5.1.4 KING COUNTY SHOULD SUPPORT AND ASSIST OTHER PUBLIC AND PRIVATE ORGANIZATIONS IN THE PROVISION OF SPECIFIC INFORMATION AND TECHNICAL ASSISTANCE TO ENERGY CONSUMERS REGARDING THE ECONOMICS AND TECHNIQUES OF ENERGY CONSERVATION AND RENEWABLE RESOURCES.
- 5.1.5 THE COUNTY SHOULD ENCOURAGE SELECTION OF HOUSEHOLD APPLIANCES AND ENERGY-CONSUMING EQUIPMENT WHICH ARE ENERGY-EFFICIENT ON A LIFE CYCLE COST BASIS.
- 5.1.6 THE COUNTY SHOULD ENCOURAGE PUBLIC AWARENESS OF THE COST-EFFECTIVENESS AND OTHER BENEFITS OF OWNING A FUEL-EFFICIENT VEHICLE.
- 5.1.7 THE COUNTY SHOULD PROMOTE PUBLIC ACCEPTANCE OF HOUSING TYPES AND DENSITIES THAT ARE ENERGY EFFICIENT.
- 5.1.8 THE COUNTY SHOULD ENCOURAGE, WITHOUT UNDULY RESTRICTING INNOVATION, CONSUMER PROTECTION FOR USERS OF RENEWABLE RESOURCE AND ENERGY CONSERVATION PRODUCTS.

#### VI. Intergovernmental Coordination

- 6.1.1 KING COUNTY SHOULD WORK COOPERATIVELY WITH OTHER LOCAL GOVERNMENTS TO MINIMIZE ENERGY CONSUMPTION IN GOVERNMENT OPERATIONS.
- 6.1.2 THE COUNTY SHOULD COORDINATE AND COOPERATE WITH OTHER GOVERNMENTS AND THE PRIVATE SECTOR IN THE DEVELOPMENT OF COMMUNITY ENERGY CONTINGENCY PLANS.
- 6.1.3 EDUCATIONAL INSTITUTIONS IN KING COUNTY SHOULD BE ENCOURAGED TO SUPPORT TRANSIT, WALKING AND BICYCLES FOR STUDENTS AND EMPLOYEES.

#### VII. State/Federal

- 7.1.1 THE COUNTY SHOULD ENCOURAGE AUTOMOBILE ENERGY-EFFICIENCY EVALUATIONS IN CONJUNCTION WITH MANDATORY STATE AUTO EMISSIONS INSPECTION PROGRAM.
- 7.1.2 UNIFORM STATE FINANCIAL ASSISTANCE SHOULD BE DEVELOPED WITH ADEQUATE LEVELS OF FUNDING TO VIGOROUSLY SUPPORT ALL EFFECTIVE CONSERVATION OPPORTUNITIES, REGARDLESS OF FUEL FORM, AND TO ENCOURAGE RENEWABLE RESOURCE DEVELOPMENT AND UTILIZATION.

#### VIII. Private Sector/Utilities

- 8.1.1 EMPLOYERS SHOULD BE ENCOURAGED TO SUPPORT FUEL-EFFICIENT TRAVEL ALTERNATIVES FOR THEIR EMPLOYEES.
- 8.1.2 EMPLOYERS SHOULD BE ENCOURAGED TO ADOPT FLEXIBLE WORKING SCHEDULES FOR THEIR EMPLOYEES.
- 8.1.3 ENERGY SUPPLY UTILITIES SHOULD PROVIDE AND SUPPORT EDUCATION, INFORMATION, TECHNICAL ASSISTANCE AND FINANCIAL ASSISTANCE PROGRAMS WHICH WILL ENCOURAGE ENERGY CONSERVATION AND RENEWABLE RESOURCES UTILIZATION UP TO TRUE MARGINAL COSTS OF PROVIDING NEW RESOURCE SUPPLIES.

IX. Other

- 9.1.1 THE COUNTY SHOULD SUPPORT THE FINANCING OF ENERGY CONSERVATION AND RENEWABLE ENERGY RESOURCES TECHNOLOGIES.
- 9.1.2 THE COUNTY SHOULD ENCOURAGE THE DEVELOPMENT AND USE OF ALTERNATIVE FUELS, ESPECIALLY THOSE PRODUCED FROM REGIONALLY AVAILABLE RENEWABLE RESOURCES.
- 9.1.3 COUNTY CODES AND REGULATIONS SHOULD PROMOTE ENERGY CONSERVATION AND THE DEVELOPMENT AND UTILIZATION OF RENEWABLE RESOURCES.
- 9.1.4 THE NEEDS OF LOW INCOME RESIDENTS OF THE COUNTY SHOULD BE RECOGNIZED AND ADDRESSED IN ENERGY CONSERVATION AND RENEWABLE RESOURCE PROGRAMS.