

PUBLIC MEETING AGENDA



Sustainability Commission

MEETING DATE

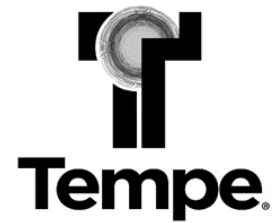
Monday, June 17, 2019
4:30 p.m.

MEETING LOCATION

Engineering & Transportation Conference Room
31 E. 5th Street, City Hall, garden level
Tempe, Arizona

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Sustainability Commission welcomes public comment for items listed on this agenda. There is a <i>three-minute time limit</i> per citizen.	Kendon Jung, Commission Chair (4:30 – 4:33 pm)	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the May 20, 2019 meeting.	Kendon Jung, Commission Chair (4:33 – 4:35 pm)	Action
3. Council Chamber Remodel & Municipal Complex Modernization Plan Staff and consultants will provide updates on the City Council Chambers remodel.	Barrett Jurgemeyer, Senior Civil Engineer, DFDG, and Core Construction (4:35 – 4:55 pm)	Information
4. Alameda Drive Bicycle & Pedestrian Improvements Staff will provide updates on Alameda Drive Project.	Bonnie Richardson, Principal Planner (4:55 – 5:15 pm)	Information
5. Grants Update Staff will provide updates on grants the city has received.	Braden Kay, Sustainability Director (5:15 – 5:25 pm)	Information
6. Climate Action Plan Approval Timeline Staff will provide updates.	Braden Kay, Sustainability Director (5:25 – 5:35 pm)	Information
7. Climate Action Plan 1.0 Chair will provide updates.	Kendon Jung, Commission Chair (5:35 – 6:10 pm)	Information
8. Climate Action Plan 2.0 Guiding Principles Staff will provide updates.	Kendon Jung, Commission Chair (6:10- 6:20 pm)	Information
9. Housekeeping Items	Braden Kay, Sustainability Director (6:20 – 6:25 pm)	Action
10. Future Agenda Items Commission may request future agenda items.	Kendon Jung, Commission Chair (6:25 – 6:30 pm)	Information

According to the Arizona Open Meeting Law, the Sustainability Commission may only discuss matters listed on the agenda. The City of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-2775 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting.



Minutes City of Tempe Sustainability Commission May 20, 2019

Minutes of the Tempe Sustainability Commission meeting held on Monday, May 20, 2019, 4:30 p.m., at the Engineering & Transportation Conference Room, City Hall, 31 E. 5th Street, Tempe, Arizona.

(MEMBERS) Present:

Kendon Jung (Chair)
Ryan Mores (Vice Chair)
Arnim Wiek
Sukki Jahnke

Gretchen Reinhardt
Barbie Burke
Steven Russell

(MEMBERS) Absent:

Reyna Olvey
Stephanie Milam-Edwards
John F. Kane
Serita Sulzman

City Staff Present:

Braden Kay, Sustainability Director
Grace DelMonte Kelly, Energy Management Coordinator

Guests Present:

Ray Delmuro, Refresh Glass
David King, ASU
Melissa McGehee, City of Tempe
Max Courval, ASU
Denise Capasso da Silva, ASU
Shea Lemar, ASU
Casey Gibson, ASU
Celeste Kansned, ASU

Chair Jung called the meeting to order at 4:32 p.m.

Agenda Item 1 – Public Appearance

Chair Jung asked the guests to introduce themselves.

Agenda Item 2 – Approval of Meeting Minutes

Chair Jung introduced the minutes of the April 15, 2019 meeting. Commissioner Burke made a motion to approve the minutes. Commissioner Russell seconded.

Motion: Commissioner Burke

Second: Commissioner Russell

Decision: Approved 7-0, all present approved

Voted to Approve:

Kendon Jung (Chair)

Ryan Mores (Vice Chair)

Annim Wiek

Gretchen Reinhardt

Barbie Burke

Steven Russell

Sukki Jahnke

All present approved.

Chair Jung and Sustainability Director Braden Kay gave a certificate of appreciation to Commissioner Annim Wiek for his three years on the commission and thanked him for all his effort and work on the commission.

Agenda Item 3 – Update on Urban Core Masterplan

Principal Planner Ambika Adhikari presented the Urban Core Masterplan. Ambika said the draft is 90% complete and that there will be public meetings this week as well as surveys posted on line. The public process will be open until June 2.

The three elements are urban core, transit-oriented development and an affordable housing strategy, which will be going on a different timeline. Urban Core Masterplan boundary is from the 101, 202, Hardy Drive and the Railroad tracks. Ambika said:

- Transit oriented development requires possibility of having affordable housing
- Transit is important; the initial Transit oriented district overlay (TOD) was adopted 2005, now streetcar is coming in 2021
- There are 2 types of zones. The new TOD will have 7 sub-zones and a list of uses allowed with development standards tailored to the sub-zones. The new TOD has 7 colors for 7 sub zones from high density downtown to continually lower heights
- The proposal calls for reducing the number of cars
- Many cities have minimum heights in the TOD. The height gradually goes down. The TOD and urban core masterplan will include bonus plan and incentives densities.
- There are different propositions: affordable housing incentives, sustainability bonus.
- Justification to offset parking is that the parking garage may be converted to a different use in the future
- Trip reduction pan – we want to localize that. Anytime you have 50+ trips, what are you doing to reduce SOV trips?
- The urban core masterplan is policy level, TOD is part of the code. TOD will give you more height by the bonus program.
- There will be a case by case rezoning process in TOD
- The city is envisioning more height to address future population growth
- Looking at transit connectivity, existing general plan and future density – growth should be distributed
- Urban core master plan heights – plan that shows height. It is on a case by case re view basis

The public process is open until June 2.

The commission asked and commented as follows:

- Can you tell us how transportation is different in the urban core? Ambika said with the expansion of street car and orbit buses, we're trying to give credit to services like dry-cleaners and day care on the first floor and give credit for services that reduce parking and support mobility.
- Is there overlap of the climate action plan and urban core master plan? Yes, the overlap is the Transportation demand management association (TDMA). This is the first policy told we'll use to get the TDMA going.
- How are we making sure we're ready for TDMA? We're working with businesses to encourage trip reduction.
- This is an area with more density, we may need to think about that. This work sets a framework for all the different policies we need to create.

Braden thanked Ambika for coming in to talk with the commission.

Agenda Item 4 – 20 Minute City

Transportation Planner Vanessa Spartan gave an update and results of the ASU research project for the 20-minute city. The performance measure started in the general plan and overlaps with a lot of other performance measures. Vanessa said they presented to the commission during the fall joint-commission meeting with the Tempe Transportation commission for discussion of the climate action plan. The 20-minute city recommendations are going to council in fall.

The baseline assessment was developed through best practices and community input. An ASU transportation professor, 8 students, and a GIS manager developed a map to look at areas that have connectivity and access and areas that have more challenges to access:

- Looked at a baseline study and scope of the baseline assessment
- Based on input, 63% residents can walk or are located near a civic building
- Looked at bikers on paved or unpaved streets and looked at those that have a low-stress path
- Looked at walkers on streets vs. walking on street with sidewalk.
- All street pedestrian network, if it's red, residential can't reach any business.
- In south Tempe, there could be a sidewalk, but they are private, not a public walkway. We don't have the information for private streets. All those areas that didn't have pathways dropped out or are not shown on map.
- Low-stress bike network – the level of traffic stress was not included – we have a high of 89%.
- A lot of neighborhoods are cut off, there is not low stress access across the freeway

The commission asked and commented as follows:

- With railroads, there is a barrier issue with the residents; Dr. King said we found residents can reach 75% of all residential units within a short walk plus 6 miles on a bus plus a 5-minute walk. There is a lot of pink in the south part of the city where there are less bus routes. In middle of large blocks, our recommendation is to increase mobility options
- Dr. King talked about connectivity. The way we get across 5th and Mill is not the same as Baseline and Rural. It is difficult to take all design features and put this on a map. All the businesses on Baseline and Rural are behind walls. We need to do additional work. If you have to cross University to measure them, that takes a lot of effort. It is critical to move forward – we have to be aware there are these limitations.
- Do you have a map that overlays all 5 colors? Yes.
- Someone at ASU has done a study on barriers. Could you integrate it? Large parts of Tempe can be integral in a model. Vanessa said we had a list of 10 things. The next steps are refining the methodology. Trick is not creating data one time but re-creating so it can be used on an on-going basis.

- Looking from baseline assessment to what we're doing in the future – how do you get from 72% to 77% or 90 &? It's probably costly to do some things and not others. We will need to calculate cost
- Next steps this data points to is to study what services are at certain nodes. transit gaps and economic development gaps.

Agenda Item 5 - Climate Action Plan 2.0

Sustainability Director Braden Kay said we will review these ideas and reflect if it meets the intentions. We can revisit this at the next meeting.

Agenda Item 6 - Climate Action Plan 1.0 Actions

The commission is finalizing ideas from the working meeting on May 13th. Chair Jung said we are drafting language and need to reach out to contacts by a certain time. We will use the remainder of the meeting for group to work on their actions going forward.

Sustainability Director Braden Kay said there are two things we'll get details on in June. He said each of the 3 groups should write a memo on their item. One person is responsible for one council member they would bring and one person from two other groups to come talk about green infrastructure or green building code. What type of advocacy are you doing in those meetings?

Agenda Item 7 – Housekeeping Items

None.

Agenda Item 8 – Future Agenda Items

Sustainability pledge update was pushed out to July.

A motion was made to adjourn.

All approved 7 – 0

Motion: Commissioner Jahnke

Second: Commissioner Russell

Decision: Approved

Kendon Jung (Chair)

Ryan Mores (Vice Chair)

Annim Wiek

Gretchen Reinhardt

Barbie Burke

Steven Russell

Sukki Jahnke

All present approved.

The meeting was adjourned at 6:32 pm.

Prepared by: Grace DelMonte Kelly

Reviewed by: Braden Kay

Alameda Drive Bicycle & Pedestrian Streetscape Update

Sustainability Commission

June 17, 2019





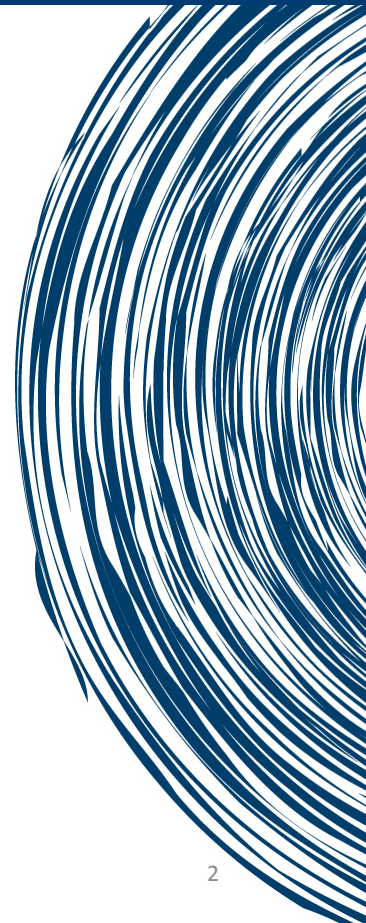
Quality of Life

3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.



Sustainable Growth & Development

4.7: Achieve or exceed Council adopted standards for improved access and usability as documented in the “Above and Beyond ADA” plan.

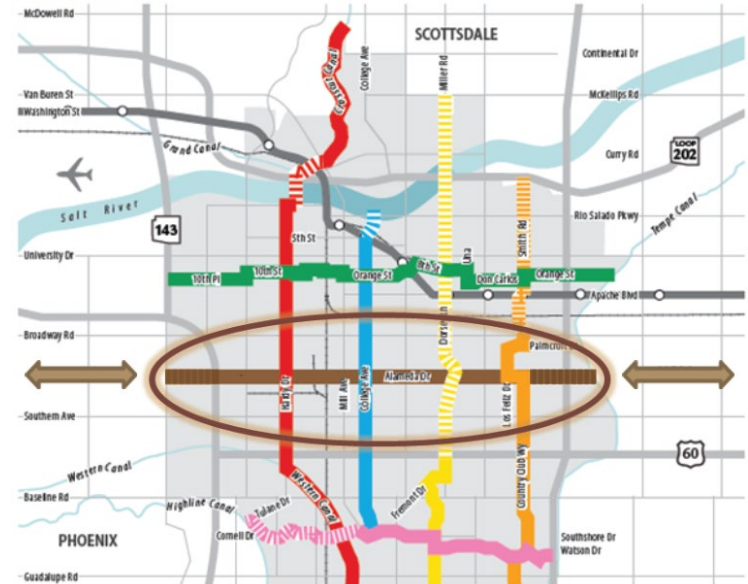


Background



- **Purpose:** to develop a premier bike boulevard and walkable corridor on 3 miles of Alameda Drive, from Rural Road to 48th Street.
- Alameda Drive Bicycle & Pedestrian Streetscape corridor is part of the **BikeIt Boulevard** network in the Transportation Master Plan
- Prior concept project scope (2015):
 - Collect and analyze transportation data
 - Solicit public input on potential improvements
 - Develop pedestrian/bicycle concepts
 - Create a 'Preferred Alternative'
 - Pursue federal construction funding

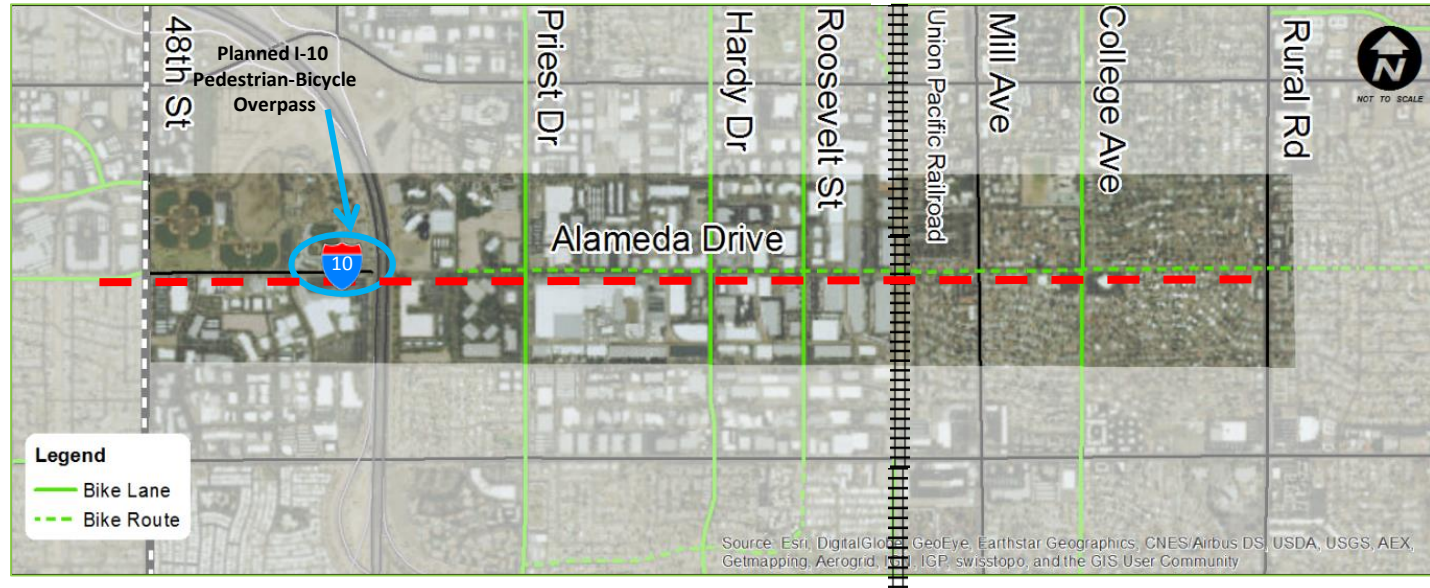
Figure 45: BIKEIT Routes





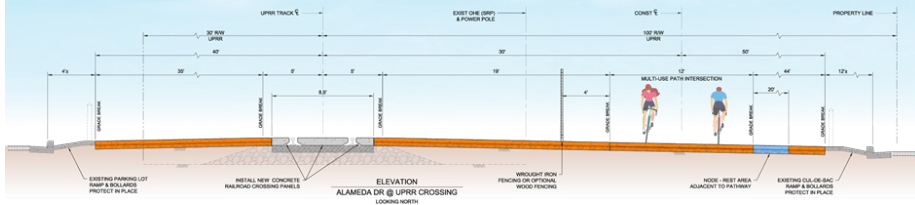
Alameda Drive traffic characteristics are ideal for pedestrian/bicycle movements:

- Low vehicle traffic volumes
- Regional pedestrian & bicycle connectivity
- Non-continuous vehicular route





Background: Adjacent Projects



I-10 Pedestrian-Bicycle Overpass

Arizona Department of Transportation (ADOT) is planning to construct a new pedestrian overpass connecting Alameda Drive on both sides of I-10.

The overpass is part of a larger improvement to the interstate constructed by ADOT.

North South Rail Spur Multi-use Path



Connecting existing multi-use paths, improving pedestrian/bicyclist safety by providing an alternate route to existing north/south arterial and collector roadways



Background: Concept Plan Development



● Preferred Alternative completed: Dec. 2015

● Funding

● Tempe Transit Tax Funds: \$ 109,718

● Transportation Alternatives

Program Grant 1,584,282

● Total: \$ 1,694,000



Initiating Project Development:



Process

- Build on Preferred Alternative from 2015 concept development
- Identify constraints, opportunities, challenges
- Re-engage the public
 - Property owners
 - Neighborhoods (4)
 - Stakeholders



Alameda Character Area Plan Principles

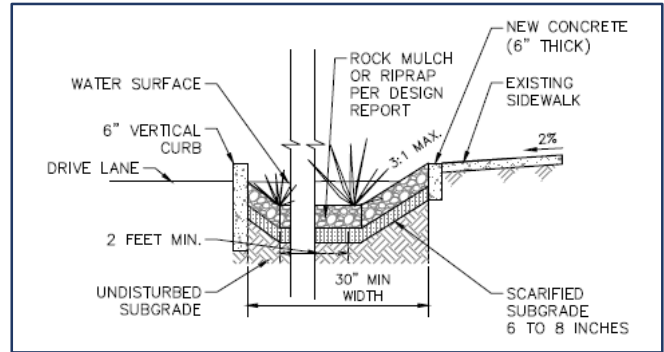
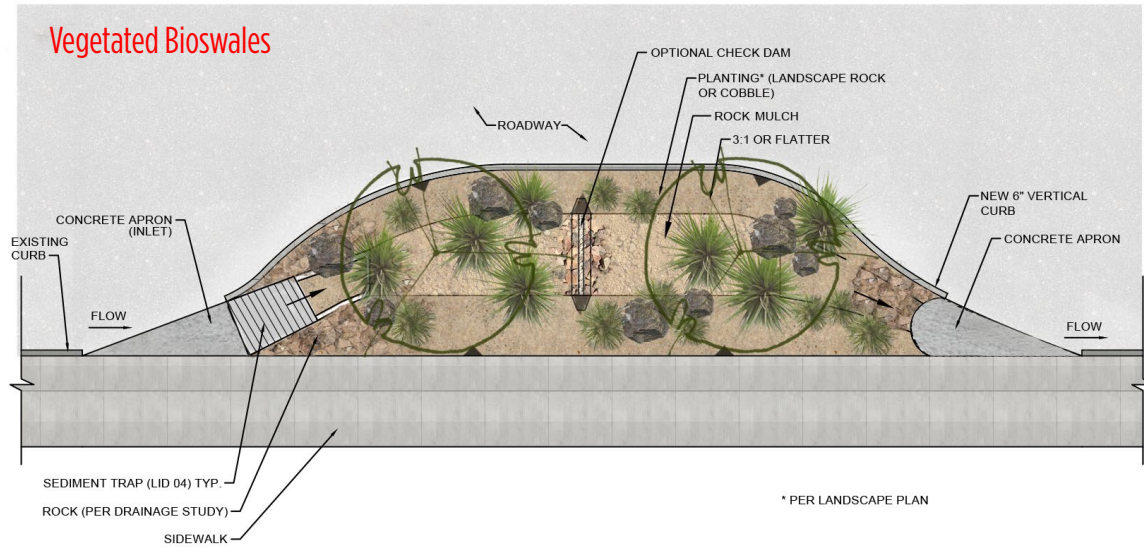
- Streetscapes: Streets as Open Space
- Shade
- Mobility
- Connectivity
- Green Infrastructure

Project Sustainability Opportunities



Opportunities

- Provide additional tree shade
 - Bulb outs with parking
 - Landscape strip with parking
- Include stormwater mgmt. (LID)
- Improve street infrastructure
 - Bicyclists
 - Pedestrians
 - Vehicles



Challenges

- Multiple types of users/needs

Constraints

- Multiple underground utilities
- Express Bus Stops
- Parking
- Budget

Public Input Opportunities



- Public Meeting (49 attendees)
- Public Meeting (28 attendees)
- Public Meetings (38 attendees)
- Neighborhood Meeting (30 attendees)
- Public Meetings (48 attendees)
- Public Meetings (30 attendees)

May 6, 2015

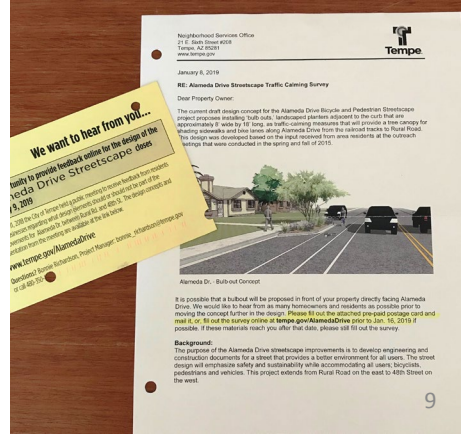
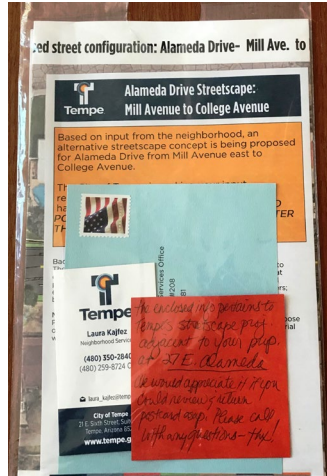
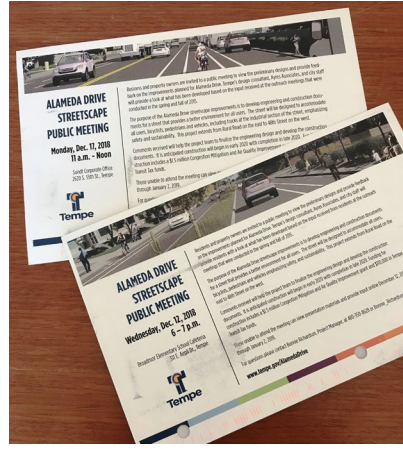
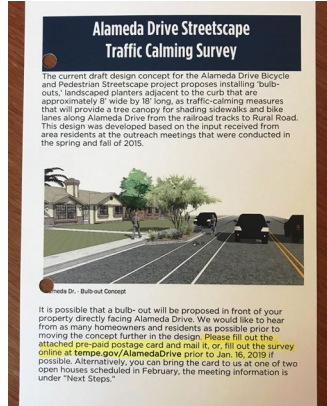
Sept. 16, 2015

Dec. 12 & 17, 2018

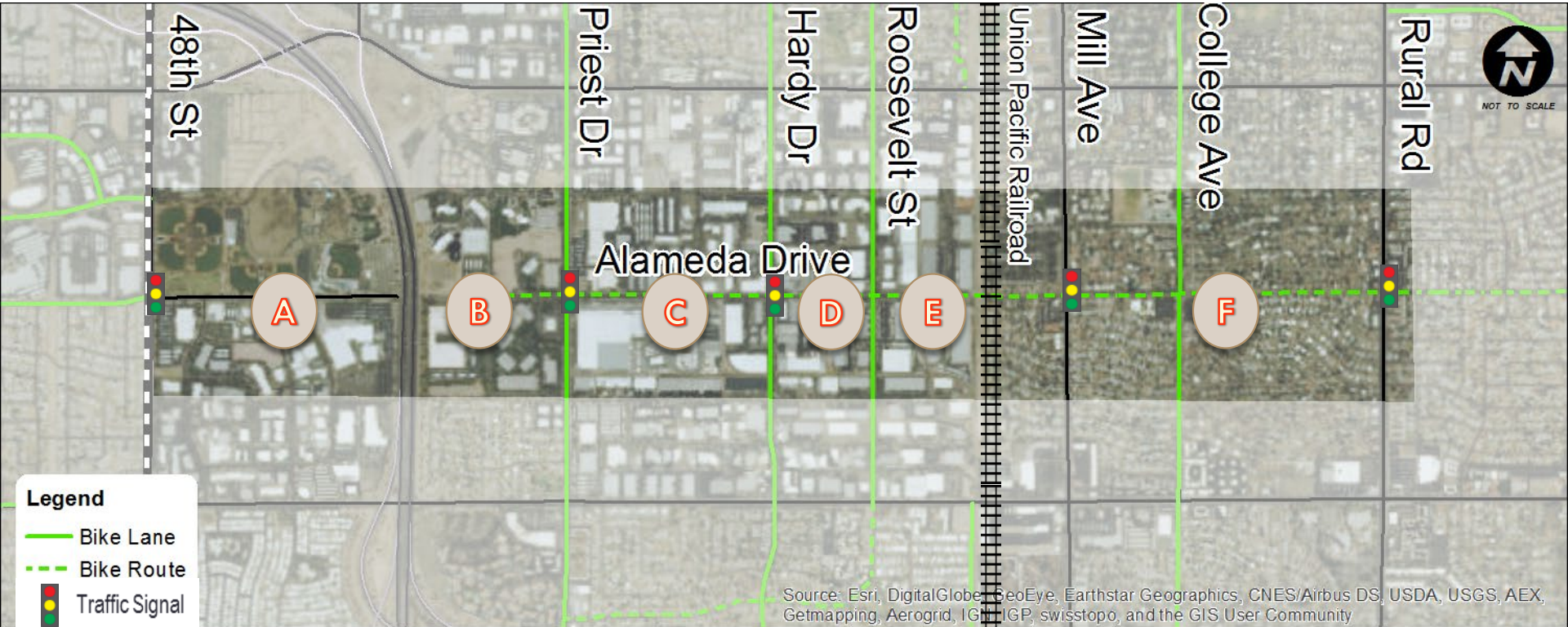
Jan. 15, 2019

Feb. 2 & 5, 2019

Mar. 26 & 30, 2019



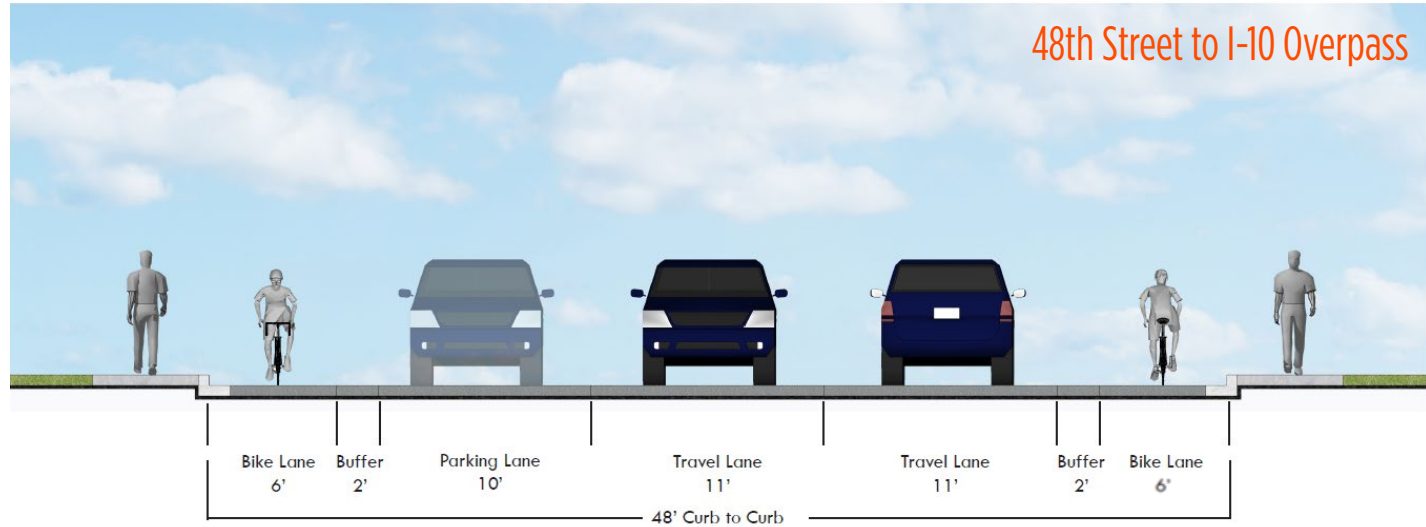
Concept Development Process **Bold**



Section A: Tempe Diablo



48' – Curb to Curb Paved Width
66' – Right-of-Way Width



Concept highlights

- Adds: - buffered bike lanes
- on-street parking for special events & traffic management
- Improves sidewalk ramps & driveway aprons to meet ADA standards

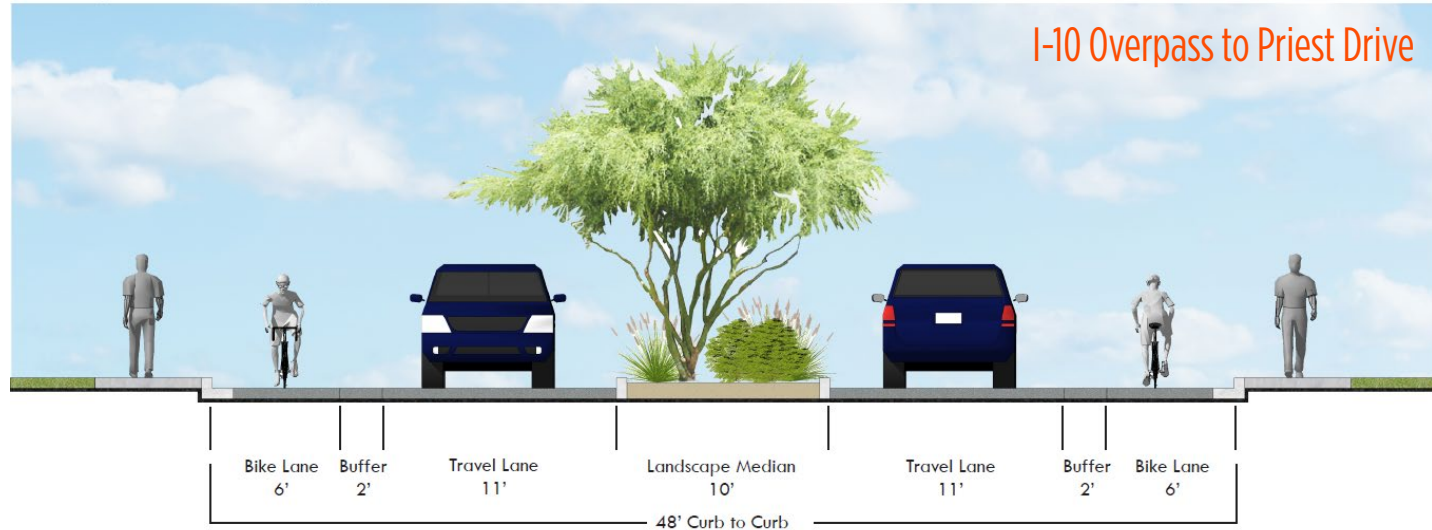


Remove center turn lane

Section B: Fountainhead



48' – Curb to Curb Paved Width
66' – Right-of-Way Width



Concept highlights

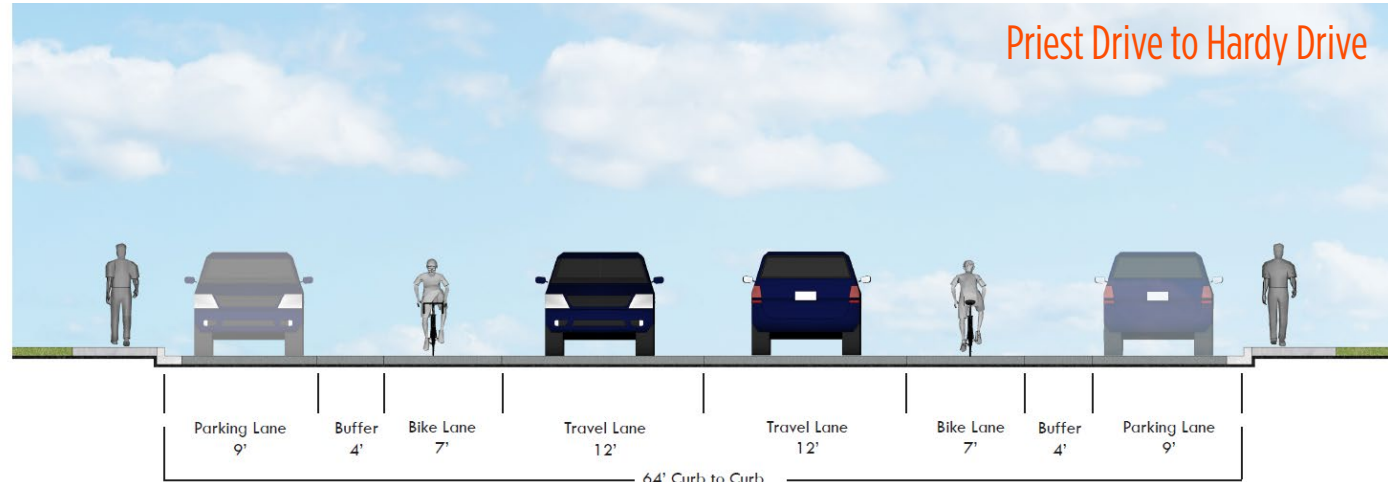
- Adds: - buffered bike lanes
- landscaped median islands
- Maintains: - left turn movements
- Improves sidewalk ramps & driveway aprons to meet ADA standards



Section C: Industrial District

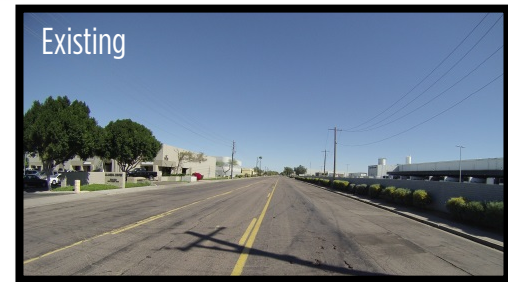


64' – Curb to Curb Paved Width
80' – Right-of-Way Width



Concept highlights

- Adds: - buffered bike lanes
- sidewalk where missing
- Maintains: - truck parking & staging on south side of the street only
- left turn movements
- truck access to industrial sites
- Improves sidewalk ramps & driveway aprons to meet ADA standards



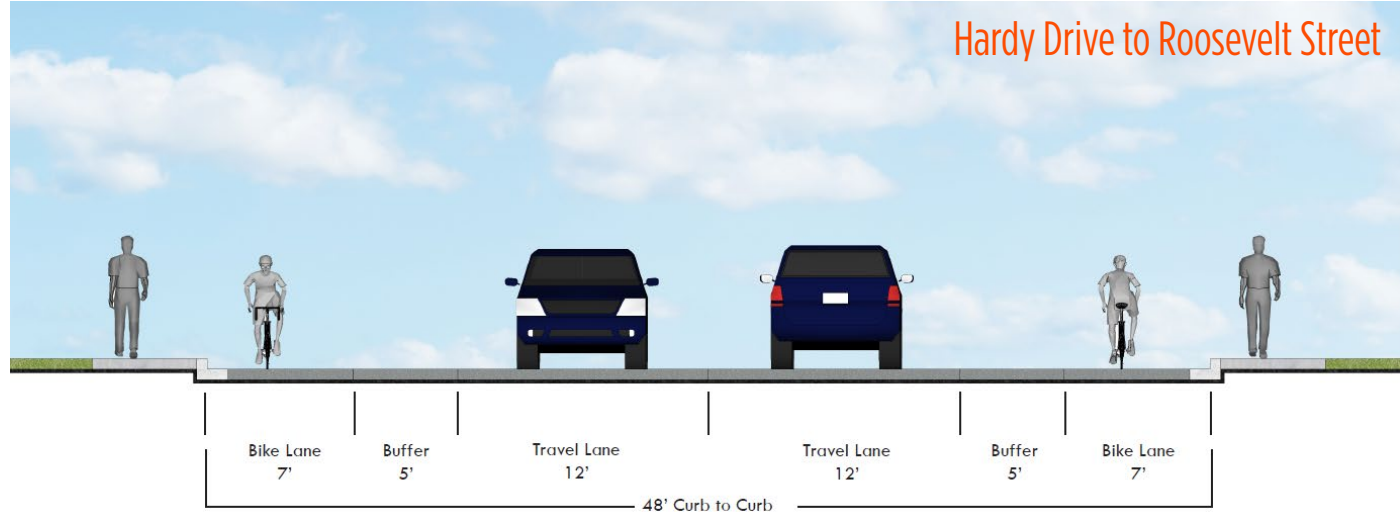
Remove center turn lane

Section D: Industrial District



48' – Curb to Curb Paved Width
66' – Right-of-Way Width

Hardy Drive to Roosevelt Street



Concept highlights

- Adds: buffered bike lanes
- Maintains full truck access to industrial sites
- Improves sidewalk ramps & driveway aprons to meet ADA standards

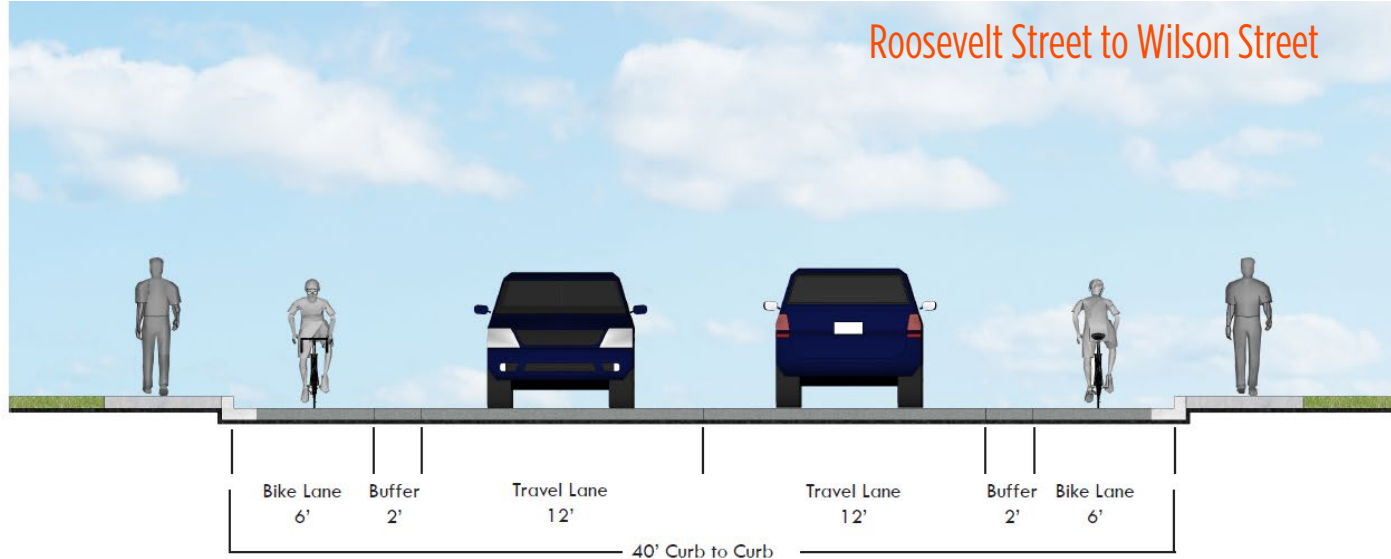


Section E: Industrial District



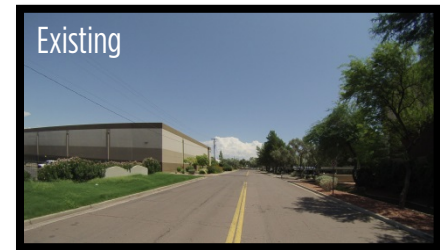
40' – Curb to Curb Paved Width
80' – Right-of-Way Width

Roosevelt Street to Wilson Street



Concept highlights

- Adds: - buffered bike lanes
- new sidewalks
- Maintains full truck access to industrial sites
- Improves sidewalk ramps & driveway aprons to meet ADA standards



Section F-1: UPRR to Mill Avenue

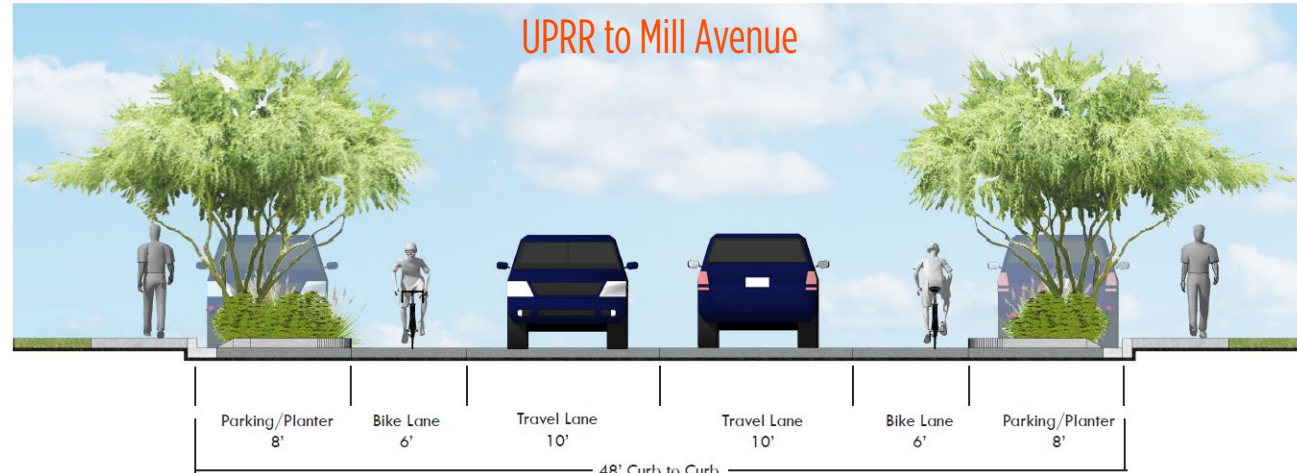


48' – Curb to Curb Paved Width

80' – Right-of-Way Width

Concept highlights

- Adds
 - buffered bike lanes
 - optional bulb-outs for traffic calming & landscaping
- Maintains
 - on-street parking
 - left turn movements
- Improves
 - bicycle/pedestrian crossing at Mill Avenue
 - sidewalk ramps & driveway aprons to meet ADA standards

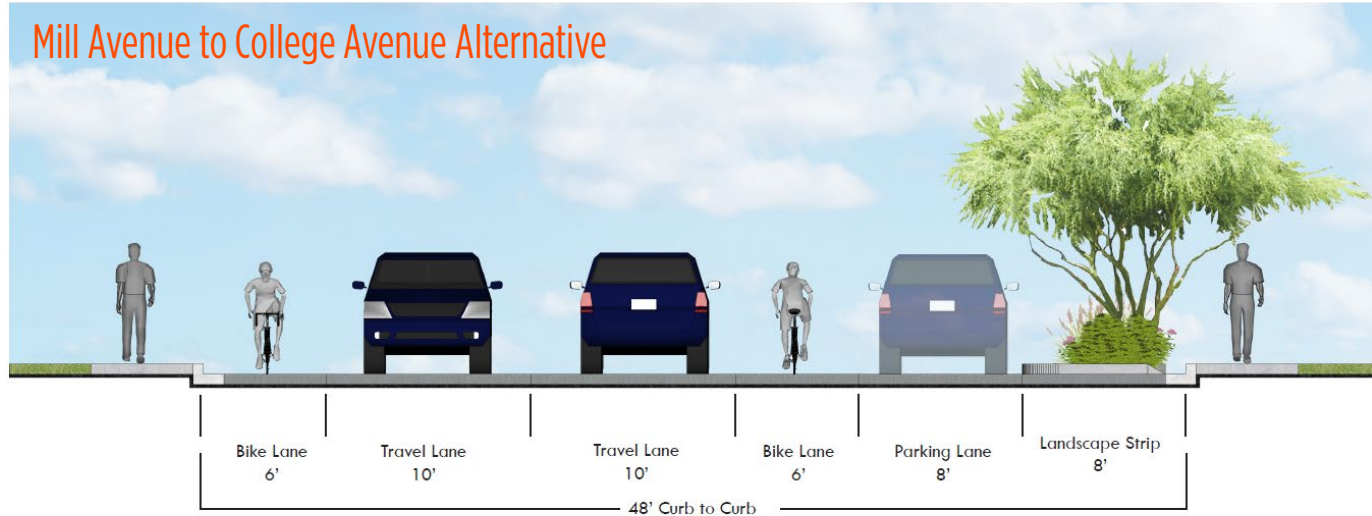


Remove center turn lane

Section F-2: Mill Avenue to College Avenue Alternative



48' – Curb to Curb Paved Width
80' – Right-of-Way Width



Concept highlights

- Adds
 - buffered bike lanes
 - landscaping planters for traffic calming & shade
- Maintains on-street parking, South side of Alameda
- Replaces dedicated right turn lane with landscaping at Mill Avenue
- Improves sidewalk ramps & driveway aprons to meet ADA standards

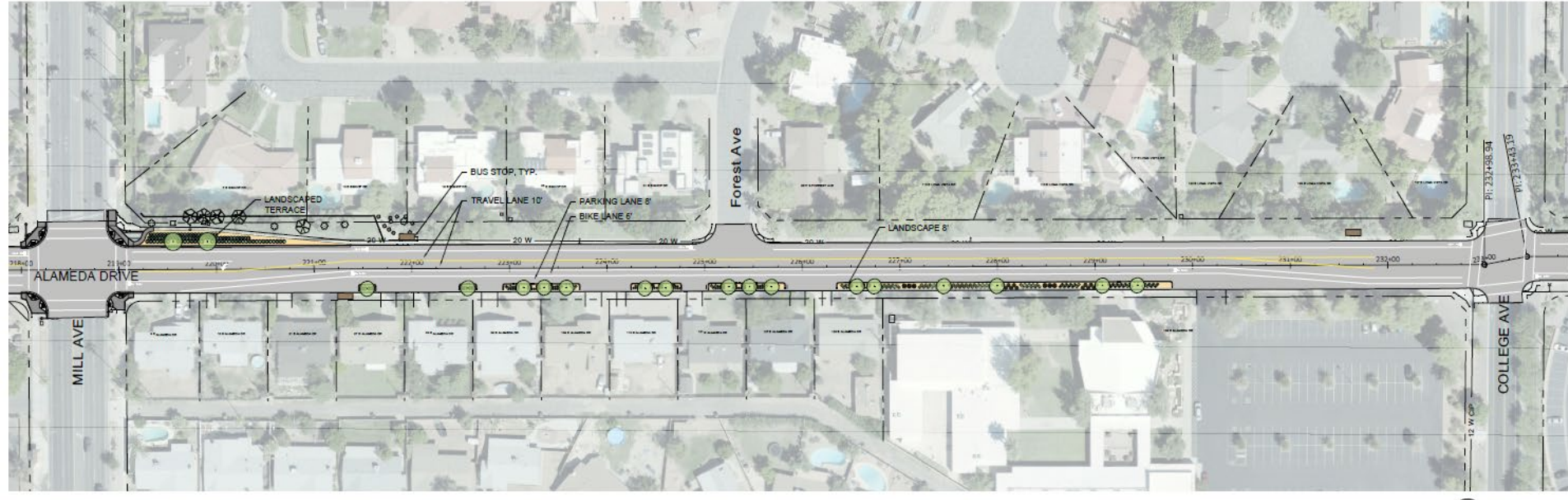


Remove center turn lane

Section F-2: Mill Avenue to College Avenue Alternative



Mill Avenue to College Avenue



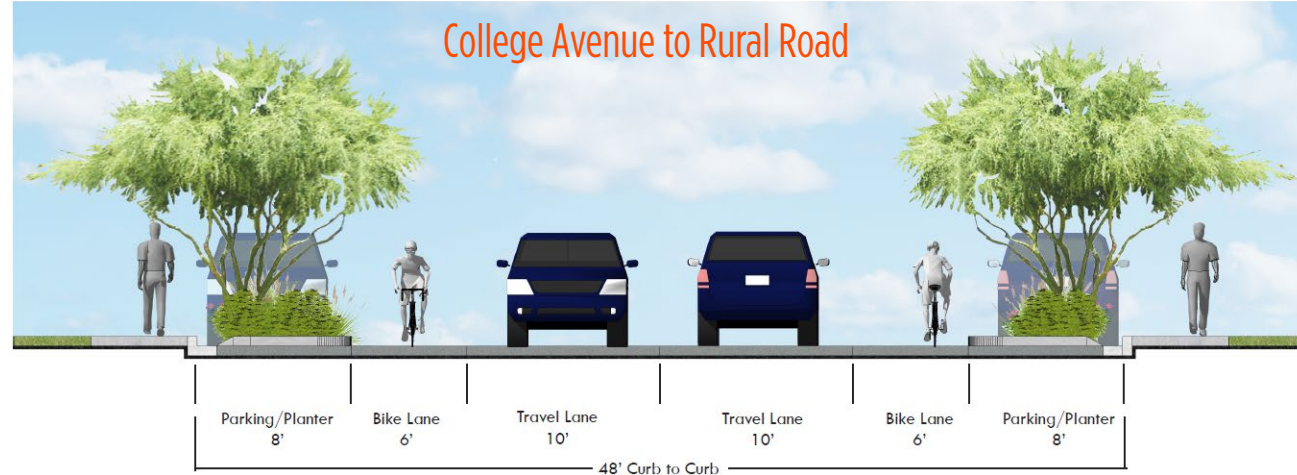
Section F-3: College Avenue to Rural Road



48' – Curb to Curb Paved Width
80' – Right-of-Way Width

Concept highlights

- Adds
 - buffered bike lanes
 - optional bulb-outs for traffic calming & landscaping
- Maintains
 - on-street parking
 - left turn movements
- Improves
 - bicycle/pedestrian crossing at Rural Road
 - sidewalk ramps & driveway aprons to meet ADA standards



Remove center turn lane



Figure 24 Pedestrian and Bicycle Rail Crossing Signal Example

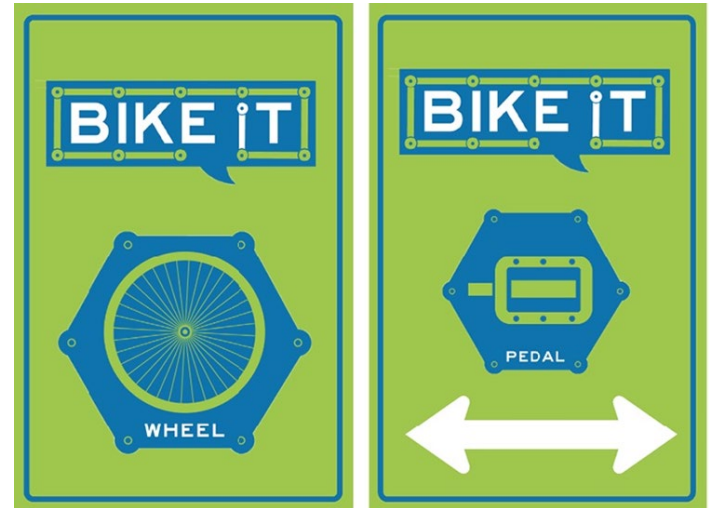
- On-going coordination with North/South UPRR Spur Multiuse Path
- Transportation Commission – June 11, 2019
- Sustainability Commission – June 17, 2019
- Council IRS – June 20, 2019
- Construction Documents Complete – Aug. 30, 2019
- Construction Begins: January 2020

Questions + Comments



Contact:
Bonnie Richardson
Architect/Urban Planner
City of Tempe Transportation

480-350-8628
bonnie_richardson@tempe.gov

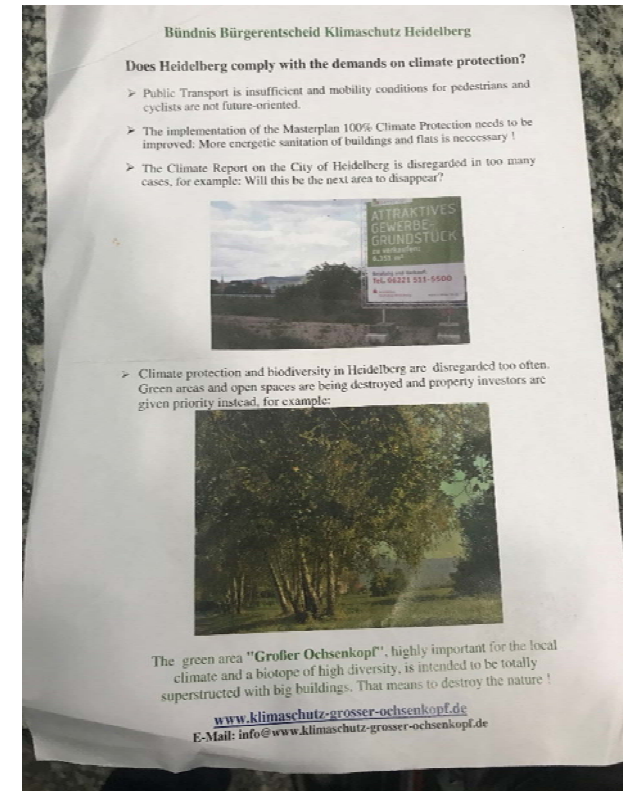


City-University Partnerships

June 27, 2019



Introduction



- Grants Update
- Climate Action Plan Review
- Climate Action Plan 2.0

Grants Update

- **Bright Cities (June 25th– 26th)**
 - Air quality (Indoor), playgrounds, and pest management
- **Health Impact Project (Extreme heat)**
 - Playgrounds, multi-use paths, and parking lots
- **Equity in Action RFQ**
- **Marketing in Action Survey**
- **GLOCULL**
- **TRANSFORM**
- **Green Business Certification Program**
- **Watershed Management Group**
- **ULI-Affordable Housing**



Grants Pending

○ Applied

- GCSO – Resilience Hubs
- EPA – Green Infrastructure and low-impact development in hazard mitigation plans

○ Considering

- Partners for Places – Resilience hubs
- NSF - Smart and connected communities - extreme heat
- NSF – City-university partnerships
- USDN Peer-to-peer learning

What Does a “Climate Action Plan” look like in Tempe?

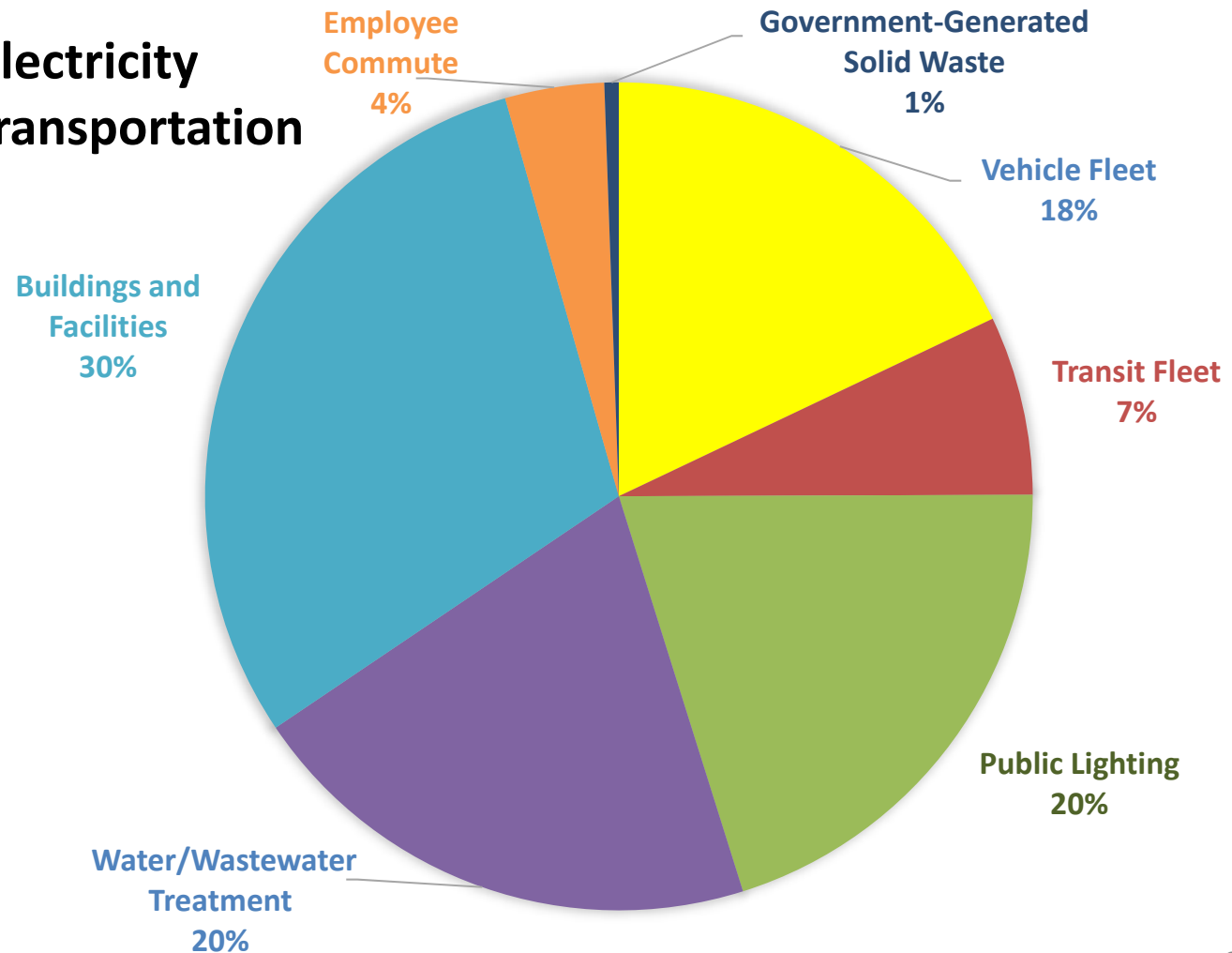


- New **goal** for carbon reduction
- New **goal** for resilience to extreme heat
- Menu of **potential investments** (Including projects in current CIP, and projects to put in year 5 before next bond authorization)
- Develop **community support, and data** to support actions and investments (Partnership with ASU)

Greenhouse Gas Inventory

Total Emissions:
40,670 MT CO₂e

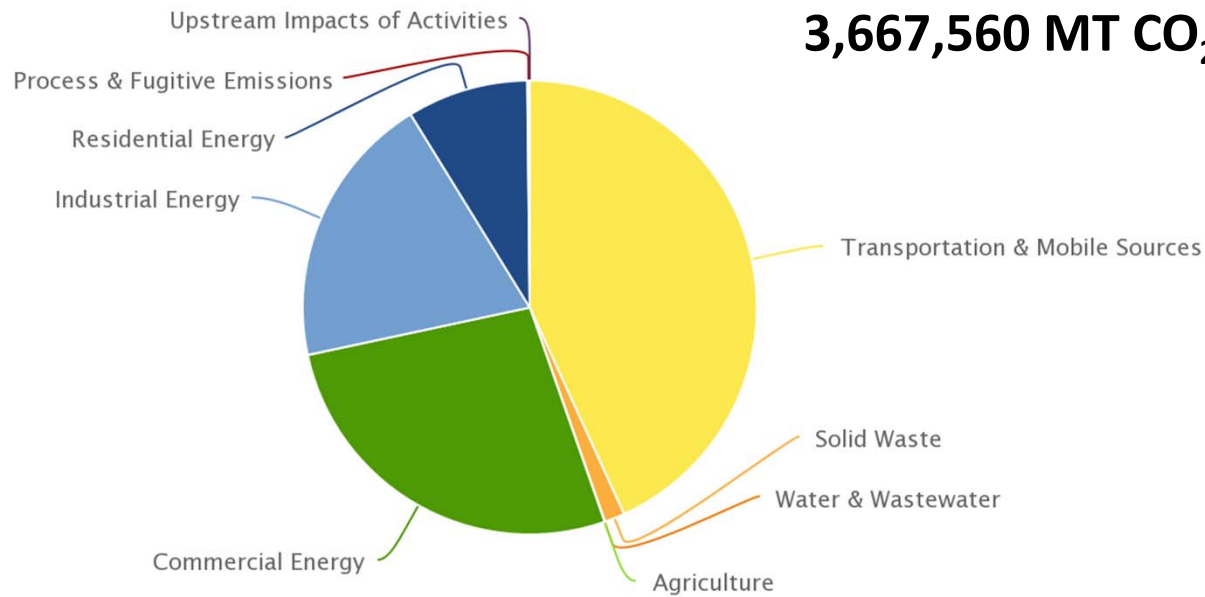
70% electricity
30% transportation



Tempe's Community Greenhouse Gas Inventory

CO₂e across all categories for current inventory

Total Emissions:
3,667,560 MT CO₂e

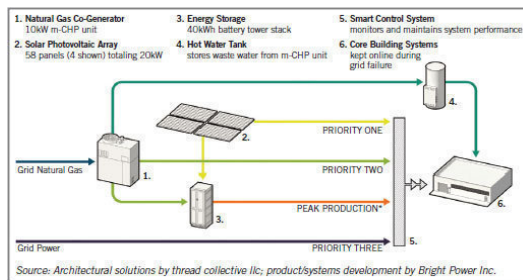


CRAFT 2050: Tempe's First Climate Action Plan



Extreme Heat

- 1 Hire an Emergency Manager that works on the city's resilience to extreme heat.
- 2 Further invest in Urban Forestry Master Plan to provide more shade in parks and along streets.
- 3 Adopt Green Building Code with support for increasing shade and use of cool materials.
- 4 Adopt Green Infrastructure and low-impact development standards.



Energy

- 1 Create a revolving fund to support energy upgrades to businesses and schools in Tempe.
- 2 Pilot solar electric vehicle charging to capture and store energy during peak sunlight hours.
- 3 Create a centralized sustainability platform to help businesses implement energy upgrades.
- 4 Create resilient energy hubs with renewable energy and energy storage.



Transportation

- 1 Invest in electric vehicle charging infrastructure and adopt building code changes that support electric vehicles.
- 2 Prioritize safe and low-stress connections by walking, biking or riding transit in all transportation projects.
- 3 Create an urban core Transportation Demand Management program and a Transportation Management Association.
- 4 Develop an automated mobility readiness guide and policy framework



Timeline



August 2019

Draft Plan Released

August 2019

Proposed Youth Action Event

August 2019

Climate Action Neighborhood Event

September 5 2019

Work Study Session Presentation

September 30 2019

Plan Comment Period Closes

November 2019

Council Adoption

Climate Action Plan 2.0

Equity

- Targeted universalism (Policy and programs targeted at most marginalized benefit all of Tempe)
- Deconstruct structural racism
- Foster culture of radical responsibility
- Center job creation and professional development

Engagement

- Neighborhood- and school-focused engagement so people can touch and feel climate action
- Creative gaming and virtual engagement platforms
- Culture of sharing and community support

Enterprise

- Tempe businesses make clean air a priority
- Attract businesses and workers that value climate action
- Businesses invest in energy upgrades, sustainable transportation, and green infrastructure
- Business leaders embrace sustainability education

Effectiveness and evidence

- Climate actions have clear evidence that they reduce emissions or reduce threat of extreme heat
- Tempe CIP budget incorporates an internal price on carbon and does not include investments that are reliant on carbon emissions
- Arizona State University partners to support in large-scale research and infrastructure that supports GHG emissions reduction and refuses to invest in car infrastructure and fossil fuels

