

PUBLIC MEETING AGENDA



Sustainability Commission

MEETING DATE

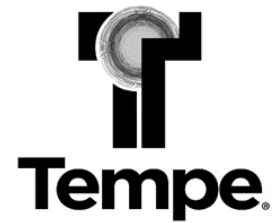
Monday, May 20, 2019
4:30 p.m.

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 April 15, 2019 and May 13, 2019 meeting.	Kendon Jung, Commission Chair (4:33 – 4:35 pm)	Action
3. Update on Urban Core Master Plan City Staff will provide updates.	Ambika Adhikari, Principal Planner (4:35 – 4:50 pm)	Information
4. 20- Minute City City Transportation Staff will present updates on the 20-minute city.	Vanessa Spartan, Transportation Planner (4:50 – 5:05 pm)	Information
5. Climate Action Plan 2.0 Report out from May 13 working meeting.	Kendon Jung, Commission Chair, Ryan Mores, Vice Chair (5:05 – 5:25 pm)	Information
6. Climate Action Plan 1.0 Actions Finalize ideas from working meeting, create a map of next steps and discuss timeline.	Kendon Jung, Commission Chair, Ryan Mores, Vice Chair (5:25 – 6:15 pm)	Information
7. Housekeeping Items	Kendon Jung, Commission Chair (6:15 – 6:20 pm)	Information
8. Future Agenda Items Commission may request future agenda items.	Kendon Jung, Commission Chair (6:20 – 6:25 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 April 15, 2019

Minutes of the Tempe Sustainability Commission meeting held on Monday, April 15, 2019, 4:30 p.m., at the Engineering & Transportation Conference Room, City Hall, 31 E. 5th Street, Tempe, Arizona.

(MEMBERS) Present:

Ryan Mores (Vice Chair)
Arnim Wiek
Stephanie Milam-Edwards
Gretchen Reinhardt (phone)
John F. Kane

Serita Sulzman
Barbie Burke
Steven Russell
Sukki Jahnke (phone)

(MEMBERS) Absent:

Reyna Olvey
Kendon Jung (Chair)

City Staff Present:

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

Guests Present:

Meghan Marshall, ASU
Taylor Lane, ASU State Press
Timara Crichlow, ASU
Bridoor Johnson, ASU
MacKenzie Acosta, ASU
Scott Semken, ASU
Lauren Kuby, Vice-Mayor

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

Agenda Item 1 – Public Appearance

Vice Chair Mores asked the guests to introduce themselves.

Agenda Item 2 – Approval of Meeting Minutes

Vice Chair Mores introduced the minutes of the March 18, 2019 and March 25, 2019 meetings. Commissioner Milam-Edwards made a motion to approve the minutes. Commissioner Burke Seconded.

Motion: Commissioner Milam-Edwards

Second: Commissioner Burke

Decision: Approved 9-0, all present approved

Voted to Approve:

Ryan Mores (Vice Chair)
Annim Wiek
Stephanie Milam-Edwards
Gretchen Reinhardt
Serita Sulzman
Barbie Burke
Steven Russell
Sukki Jahnke
John Kane

All present approved.

Agenda Item 3 – Trees Matter

Sustainability Director Braden Kay introduced Aimee Esposito, Executive Director of Trees Matter. He said the city will partner with Trees Matter to do community work.

- Aimee Esposito said their mission is to inspire and promote increased tree canopy in the valley.
- There is a staff of four. The staff's job is volunteer management.
- At their SRP event there were 30 – 40 volunteers. If you are interested in helping please reach out.
- Newest program is Trees for Schools
- Want to address the equity issue
- In lower income areas, there are higher rates of heart disease and higher rates of heat related illnesses and deaths. We should be fixing this issue. We are focusing on schools in low income areas, the schools have irrigation.
- Planting at schools where staff, students engage with trees. Student can name trees. We learn what we're doing well and what we need to do better
- We have a "My tree activity book" free resource we give out at events.
- We could no do our workshops with out volunteers. The more we get people involved, the more we can engage them. Our challenge is having trees be part of our culture, how to plant, how to irrigation.
- We coordinate with the SRP free tree program; Our focus on these events is educational. We teach which trees to choose, how to plant them properly. We give out 5-gallon trees. Most people come out feeling confident about planting trees.
- Thanks to the help of ASU students, we have resources available including:
 - Ask an Arborist on Facebook
 - Tree Database using Maricopa County and Sustainable Cities' network database
 - Advocacy page
 - HOAs for residential use; parking lot information for private sector and municipal information.
 - It gives people tools to advocate, we hope to add templates to show better pruning.
- There is a contract for each city. We will post tree plans and urban forestry plans of each city.
- We're creating a recipe book. Trees aren't just shade, but also provide food.
- On June 5th, we're having a mesquite harvesting class. I'm excited about the food forest program.

The commission asked and commented as follows:

- Do you have quantitative goals? Aimee said there are goals within the SRP program to give out 5500 trees per year. She works with cities that have canopy goals and they do audits. We look at how to take care of trees we invested in.
- What grades are in the Trees for School program? Aimee said K-8, and she is open to working with high schoolers. Trees Matter has a location prioritization map. They measure heat-related illness and deaths and focus on those areas. They have worked with Hudson Elementary and Alhambra schools.
- How do you recruit volunteers? Aimee said their website has a “get involved” link to sign up volunteers, they also have a newsletter for information on how to volunteer.
- How can this board best support Trees Matter? There are different ways non-profits can collaborate. We’re trying to diversify our funding. We don’t charge, we’re learning about fundraising.
- Funding is limited. The more innovative cities are taking an entrepreneurial approach to food to create a funding stream. Have you thought about this? Aimee said we would have to weigh the costs. For food forests, ASU could help.

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

Agenda Item 4 – Extreme Heat Actions

Sustainability Director Braden Kay stated the four extreme heat actions from the proposed Climate Action Plan:

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 Design Standards.

We are about to hire a staff member to run Action #2. Action #1 is currently in the supplement budget request. it wouldn’t need commission support. A commissioner questioned which action or actions would have the greatest impact. Braden said Actions #3 & #4 wouldn’t go anywhere without commission support. The two the commission is focused on will have the greatest impact.

Commissioner Wiek and Vice Chair Mores are going to present the model they are working on showing how to move forward on the actions each group has agreed to work on.

Braden said the Emergency Manager position is as important as the Urban Forestry program. He said that there previously was an Emergency Manager position, but the city has not had one in almost 10 years. He stated that the Urban Forestry position is open, there is funding for trees in parks and right-of-way and he would like to see increased funding for school programs and rebates programs. Braden said we’re going to need a community plan to reach our 25% canopy goal.

The commission asked and commented as follows:

- Are there resources the private sector can use on what the developer should provide? Can we create case studies to move forward? Braden said he hopes to engage with landscape architects, architects and developers talking about best practices. The question is would it be a mandate or encouraging best practices? The Treebate program is a residential program to encourage planting trees.
- What is our canopy coverage? It is currently 13%.
- Braden said that Vice Mayor Kuby is working with community development to get them to adopt the green building code. Scottsdale is the only city with a strong proponent of green building. Anthony Floyd leads their program. It would be good to have a few developers build to the code voluntarily, we will get to build

another fire station. The city could contract with Anthony Floyd and Scottsdale to make the next city building follow the green building code. How do we make Arizona valley cities a strong Sonoran version of the code for regional adoption?

5. Extreme Heat Commission Work

Sustainability Director Braden Kay said Commissioner Wiek and Vice Chair Mores brought their work from the commission retreat and are going to present it.

Commissioner Wiek and Vice Chair Mores said their idea is a model on how to move forward the climate action plan actions from the retreat work. It is:

1. Action Domain- Extreme heat actions
2. Our goal – Council adopts ordinances for Green Building Code and Green Infrastructure and Low Impact Development
3. Our strategy – not to go after council directly; to inform and convince constituencies this is the right course of action, so they reach out to council and convince them to adopt ordinances
4. Action items for sustainability commission – focus on stakeholder group – they want to target young adults

We are trying to get young adults to attend council meeting to make public comments and these are the actions we need to take to reach our goals, then we need to state who is doing it and by when. We would like to create educational materials and use best practices and storytelling. Here is a model that each group can apply. They presented a spreadsheet to track each group's actions, energy, transportation and extreme heat.

The commission commented as follows:

- Can this work be transferrable? Yes.
- Are we establishing that this is the format for all actions? Yes.
- These are policy options and we're talking about policy making. The commission has expressed interest in having a more active role than an advisory capacity.

Vice Chair Mores said this spreadsheet is a central database to track this. Considering open meeting laws, staff can send out the spreadsheet and we can fill it in and staff can collate the document.

Agenda Item 6 – Housekeeping Items

Braden said he would like to have a working meeting to talk about CAP (Climate Action Plan) 2.0. There are 5 guiding principles: equity, enterprise, evidence, environment, and engagement. We will send out a request to see what the best date for the commission is.

Braden gave an overview of the three sustainability awards and how much the recipients appreciated receiving the awards. He added that we will get staff to come give an update on innovation funds in the near future.

Agenda Item 7 – Future Agenda Items

None

A motion was made to adjourn.
All approved 9 – 0

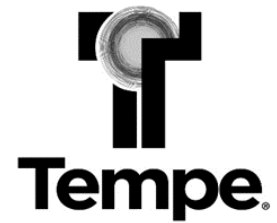
Motion: Commissioner Milam-Edwards
Second: Commissioner Burke

Decision: Approved

Ryan Mores (Vice Chair)
Arnim Wiek
Stephanie Milam-Edwards
Gretchen Reinhardt
Serita Sulzman
Barbie Burke
Steven Russell
Sukki Jahnke
John Kane

The meeting was adjourned at 6:32 pm.

Prepared by: Grace DelMonte Kelly
Reviewed by: Braden Kay



Minutes

City of Tempe Sustainability Commission Working Meeting

May 13, 2019

Minutes of the Tempe Sustainability Commission working meeting held on Monday, May 13, 2019, 4:00 p.m., at the Engineering & Transportation Conference Room, 31 East 5th Street, Tempe, Arizona.

(MEMBERS) Present:

Kendon Jung (Chair)
Ryan Mores (Vice Chair)
Arnim Wiek
Stephanie Milam-Edwards
Sukki Jahnke

Serita Sulzman
Barbie Burke
Steven Russell
Gretchen Reinhardt
John Kane

(MEMBERS) Absent:

Reyna Olvey

City Staff Present:

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

Guests Present:

Cliff Anderson, Citizens Climate Lobby

Chair Jung called the meeting to order at 4:35 p.m.

Agenda Item 1 – Public Appearance

Chair Jung asked members of the public to introduce themselves. Cliff Anderson spoke to the commission.

Agenda Item 2 – Climate Action Plan 2.0 Overview

Sustainability Director Braden Kay said there are 12 actions in Climate Action Plan 1.0 and the goal is to go to Council in September or October to request approval of the Climate Action Plan. Along with the actions we want to talk about what we are working on, how we will engage stakeholders, council and residents.

For Climate Action Plan 2.0 the guiding principles are: Equity, Evidence, Engagement and Enterprise. The commission broke out into 4 groups to discuss the principles. Here are the following ideas from the group session.

EQUITY: (Commissioners Reinhardt and Vice Chair Mores)

What is the vision of what Tempe looks like in 2050 if Tempe successfully incorporates this guiding principle into our action plan?

- Key shift areas will effectively incorporate all segments within Tempe but with acute attention to historically under-represented groups: 100% no-vehicle households, seniors, public assistance
- Dominant low carbon transportation infrastructure
- Dominant no-waste (food); all recycle / compost (including new building planning for cradle to cradle)
- Structures up to federal government support our work
- Advocate for equity structuring of carbon pricing policies at national scale. Also cost effective.

If we were to take action on Climate Action Plan 1.0 and incorporate our guiding principles, what would that look like?

- People know that equity is critical

What stakeholders should we engage in Climate Action Plan 2.0 process to ensure that Temp is fully incorporating this guiding principle into our next plan?

- Everyone / all residents
- Marginalized individuals, those who are not in the political conversations right now
 - Working poor
 - No vehicle households
- Engage nonprofits that work with these constituents

What big ideas would this guiding principle potentially inspire?

- Culture of radical responsibility; all levels are involved in that.
- Escape room/game simulation – put decision makers in shoes of those who are under represented in such a way that it creates an emotional response to act toward our equity goals.

ENTERPRISE: (Commissioners Wiek, Kane, Burke)

What is the vision of what Tempe looks like in 2050 if Tempe successfully incorporates this guiding principle into our action plan?

- World class leader in Arizona in carbon reduction; to be carbon positive clean air; Climate Impact statement from businesses are valued in society. Climate sensitive cities.

If we were to take action on Climate Action Plan 1.0 and incorporate our guiding principles, what would that look like?

- Totally different paradigm shift in education
- Green awards for true changes with community impacts
- Businesses would take leadership role
- Transformation for everyone's quality of life in Tempe
- Attract people who want to live in a city that embraces this

What stakeholders should we engage in Climate Action Plan 2.0 process to ensure that Temp is fully incorporating this guiding principle into our next plan?

- Business leaders; Incentives/taxes
- Community meetings in local community parks
- Do events to simulate climate change - heat increases to come

What big ideas would this guiding principle potentially inspire?

- Green infrastructure – shared with residents

EVIDENCE: (Commissioner Sulzman and Chair Jung)

What is the vision of what Tempe looks like in 2050 if Tempe successfully incorporates this guiding principle into our action plan?

- Tempe's greenhouse gas emissions inventory for municipal and residential activity has been fully built out with sequential and aggressive progress, across all programs.
- Innovation fund and / or grant to support gaps in knowledge or tested concepts
- Communication strategy
- Culture of evidence; translating data point and attribution

If we were to take action on Climate Action Plan 1.0 and incorporate our guiding principles, what would that look like?

What stakeholders should we engage in Climate Action Plan 2.0 process to ensure that Temp is fully incorporating this guiding principle into our next plan?

- University (research faculty) academia
- Companies with Climate Action Plans that are evidence based, e.g. Intel
- Media for communication of the evidence to the public
- Services (utilities e.g. SRP, APS, Valley Metro)

What big ideas would this guiding principle potentially inspire?

- Rational decision making
- Transparent decision making that benefits the majority
- Balance empathy with rationality when interpreting policy feedback from stakeholders

ENGAGEMENT: (Commissioners Milam-Edwards, Jahnke, and Russell)

What is the vision of what Tempe looks like in 2050 if Tempe successfully incorporates this guiding principle into our action plan?

- Virtual technology platform used to collect data from all residents and businesses
 - Yearly census on resource usage (via utilities)
 - Communicating projects and collaborative efforts to all

If we were to take action on Climate Action Plan 1.0 and incorporate our guiding principles, what would that look like?

- Active invitations to events
- Creative gaming
- Actively seeking opportunities in schools (at all levels)
- Celebrating successes of businesses

What stakeholders should we engage in Climate Action Plan 2.0 process to ensure that Temp is fully incorporating this guiding principle into our next plan?

- Schools – engaging in all levels
- Businesses with interest in engaging the population – tax deduction/ incentives to engage markets within the communities
- Community organizations e.g. neighborhoods, faith based; All factions of community partnered with CAP in some way.

What big ideas would this guiding principle potentially inspire?

- Open districting idea of working families moving together – workers and their children are near each other/ encourage commuting to reduce traffic
- Staggered work days – businesses open staggered hours – equalizing the resources we use; normalizing the resources across a 24-hour period.
- Virtual engagement platform
- Experience/ simulate different stations in life and scenarios
- Sharing culture

Agenda Item 3 – Extreme Heat, Energy & Transportation Actions for Climate Action Plan 1.0

Chair Jung & Vice Chair Mores presented the spreadsheet template to provide a roadmap of actions for extreme heat, energy and transportation. Commissioners broke out into the same groups as the March 25th retreat and started working on the spreadsheets to list out actions and assignments to move those actions forward.

The commission will continue to work on this spreadsheet in follow up meetings.

Agenda Item 4 – Adjourn

A motion was made to adjourn.

Motion: Commissioner Russell

Second: Commissioner Kane

Decision: Approved 10 - 0

The meeting was adjourned at 6:35 pm.

Prepared by: Grace DelMonte Kelly

Reviewed by: Braden Kay

Urban Core Master Plan (UCMP) & Transportation Overlay District (TOD)

Project Briefing

May 20, 2019



Tempe

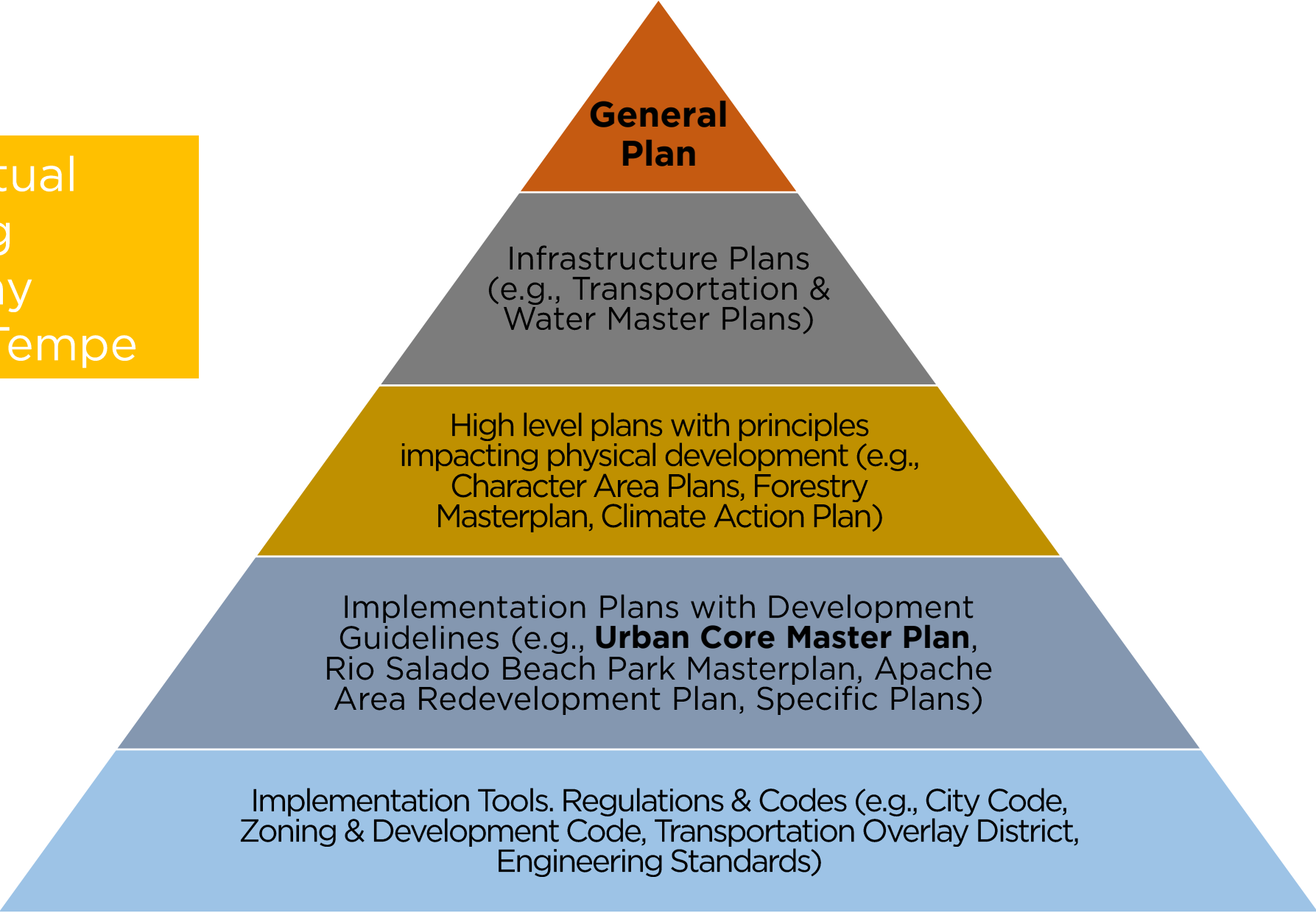
Making waves in the desert

Contents



- Project Overview
- Urban Core Master Plan (UCMP)
 - Heights, Design Guidelines, and Connectivity Strategies
- Transportation Overlay District (TOD) Update
- Adoption Process and Schedule

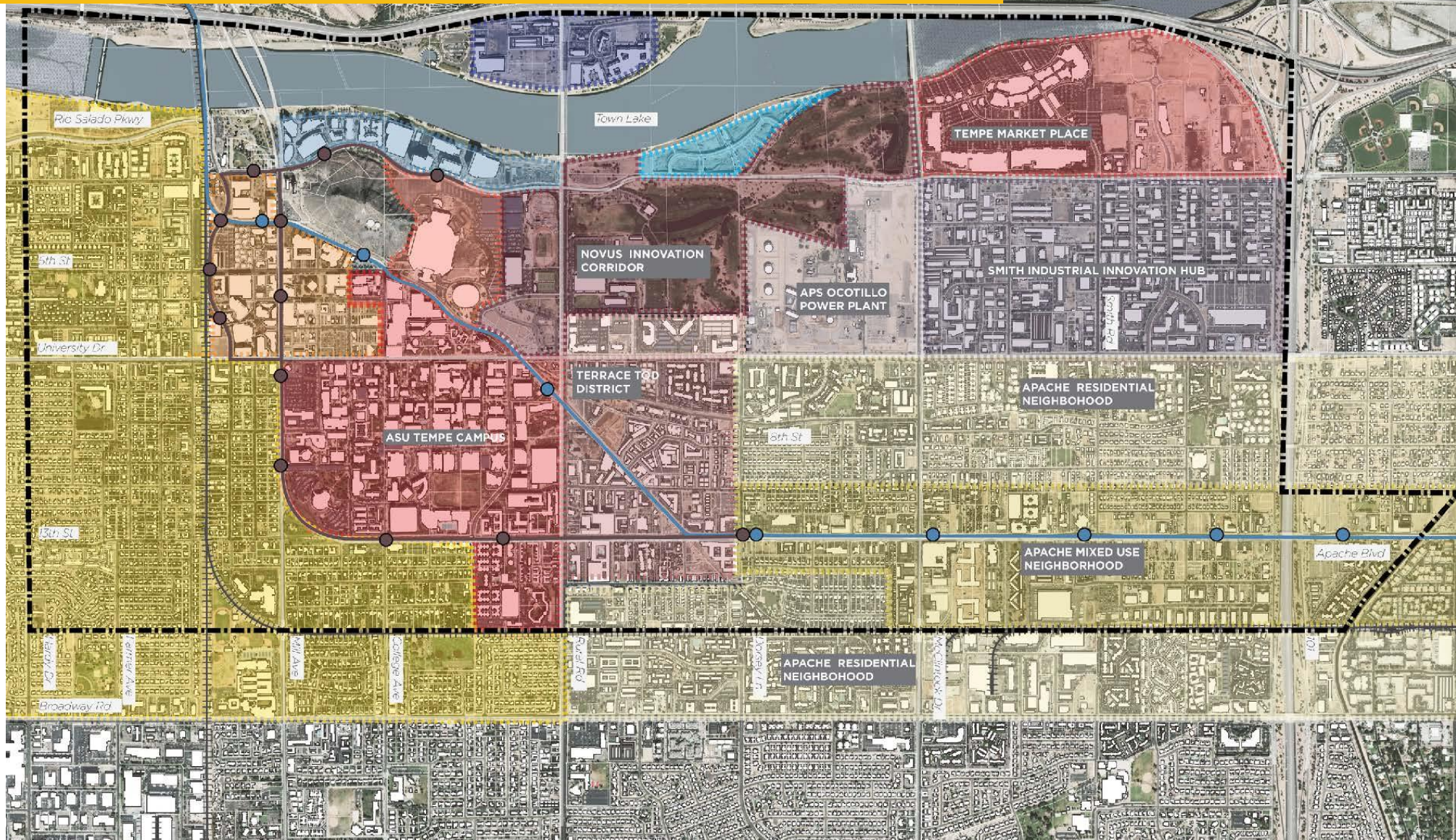
Conceptual
Planning
Hierarchy
City of Tempe





Urban Core Master Plan

Urban Core Boundaries & Sub-Areas





UCMP, TOD and AHS Goals

Urban Core Area Master Plan

- Unified plan for future growth (heights)
- Sensitive response to neighborhoods, historic properties
- Design guidelines for improved urban design

Transportation Overlay District

- An updated TOD - Combined for Light Rail and Streetcar
- Pedestrian-friendly
- Preservation-friendly
- Sustainability-friendly

Affordable Housing Strategy

- Analysis of current situation
- Six recommendations to implement
- Priority actions for the City





Drivers of Change

Projections for Urban Core (2040)

People, Housing, Jobs

	Current Position	Net Growth 2040	Total 2040	% Growth
Population	43,053	45,978	89,031	106%
Households	15,187	14,328	29,515	94%
Jobs	35,130	16,683	51,813	47%

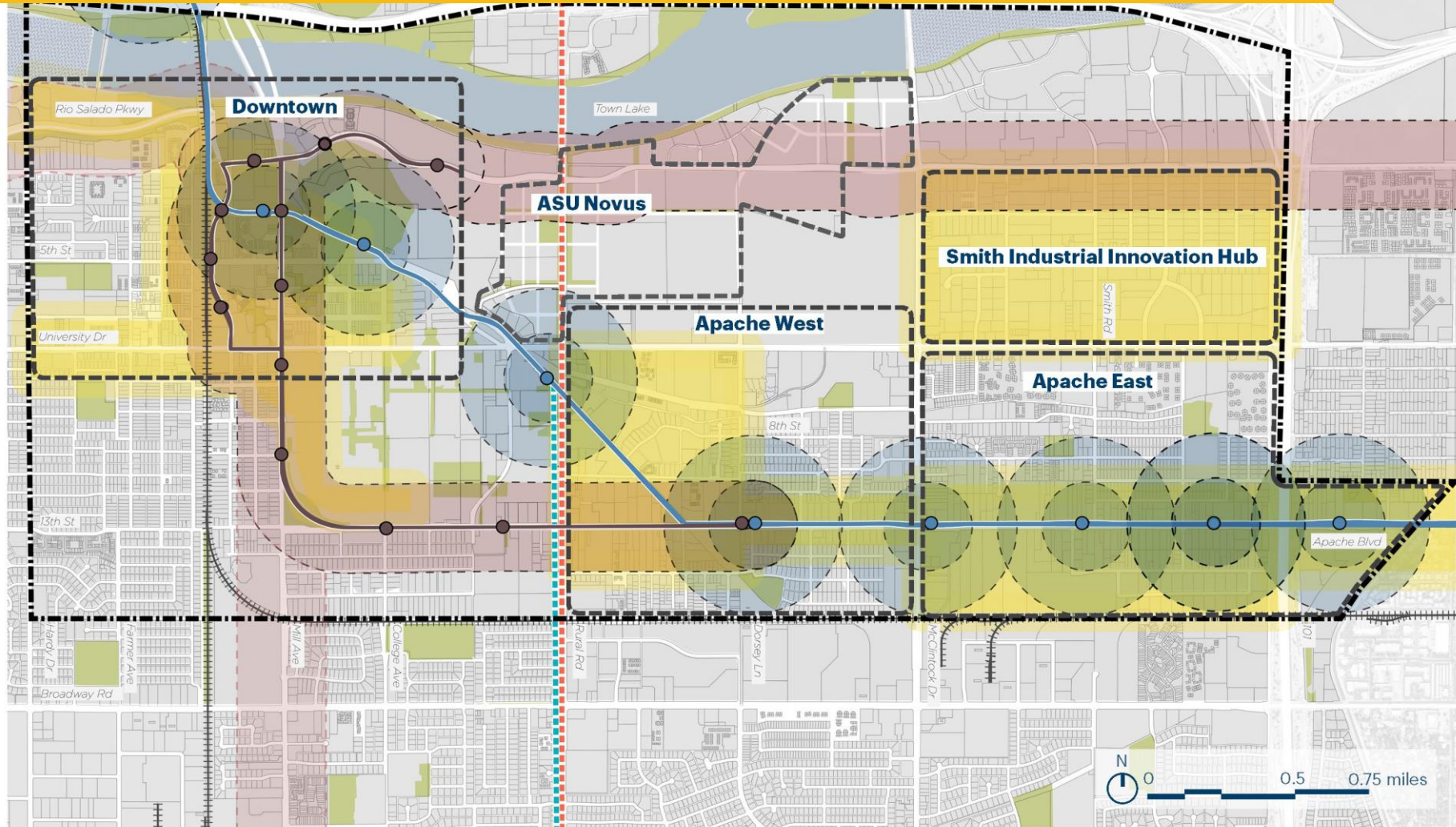
Development

Housing Units	17,809	14,294	32,103	80%
Office Space: Base	5,389,796	2,143,321	7,533,117	39%
Office Space: Accelerated	5,389,796	3,574,668	8,964,464	66%
Retail Space (sf)	2,788,038	1,370,149	4,158,187	49%
Hotel (Rooms)	4,260	2,208	6,468	51%

Census	Pop	% Increase
1880	135	-
1890	897	564.4
1900	885	-1.3
1910	1,473	66.4
1920	1,963	33.3
1930	2,495	27.1
1940	2,906	16.5
1950	7,684	164.4
1960	24,897	224.00
1970	63,550	155.3
1980	106,919	68.2
1990	141,865	32.7
2000	158,945	12.0
2010	161,719	1.7
2017	185,038	14.4

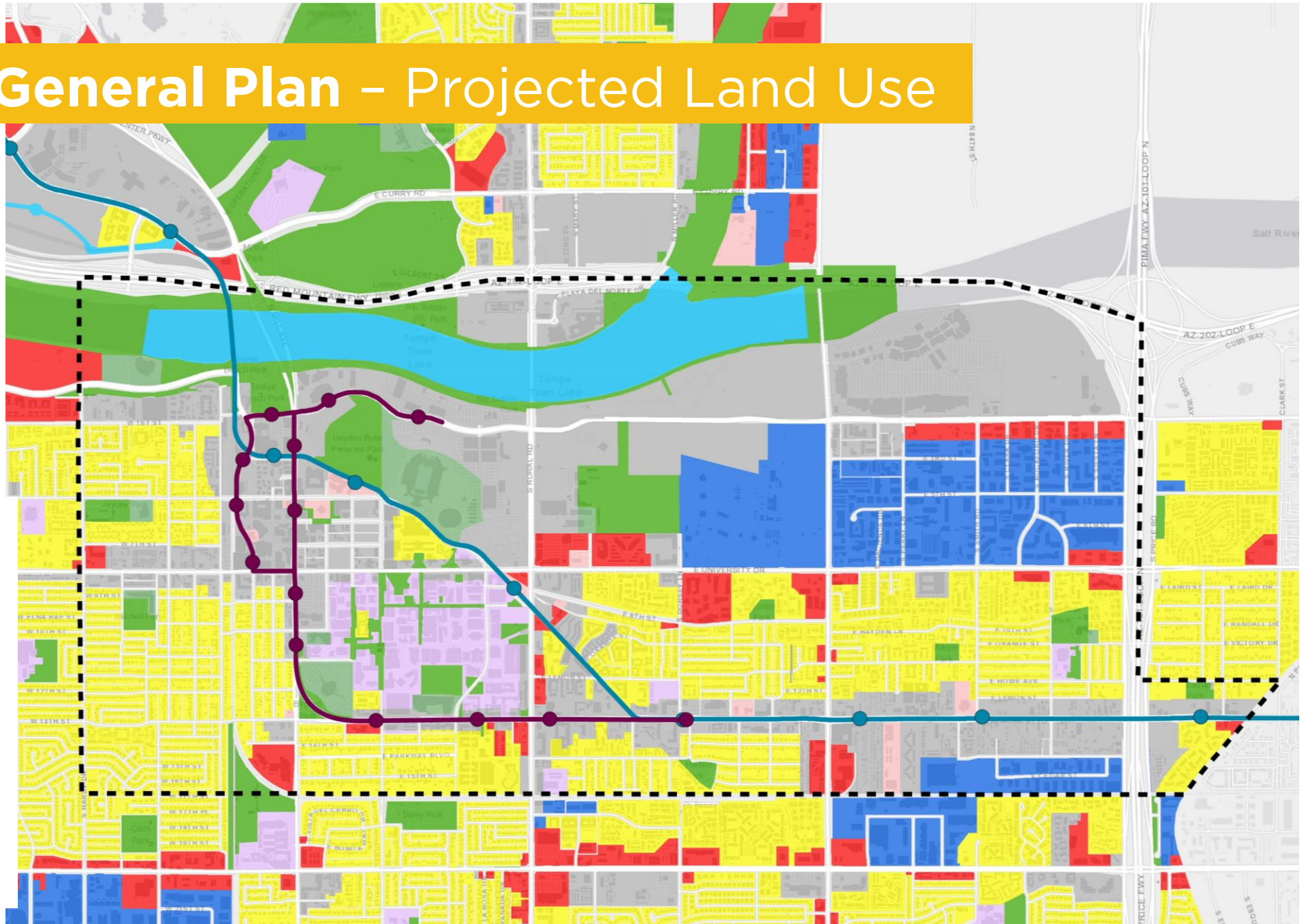
Tempe Historic Population Levels (Wikipedia)

Areas with Potential to See Change by 2040



- UCMP Project Area
- UCMP Sub Areas
- Light Rail Route and Stop
- Streetcar Route and Stop
- Future Premium Bus Route
- Proposed High Capacity Transit
- Union Pacific Railroad
- Light Rail TOD Focus Area
- Streetcar TOD Focus Area
- Areas for Balanced and Holistic Planning
- Parks and Preserves

Current General Plan – Projected Land Use

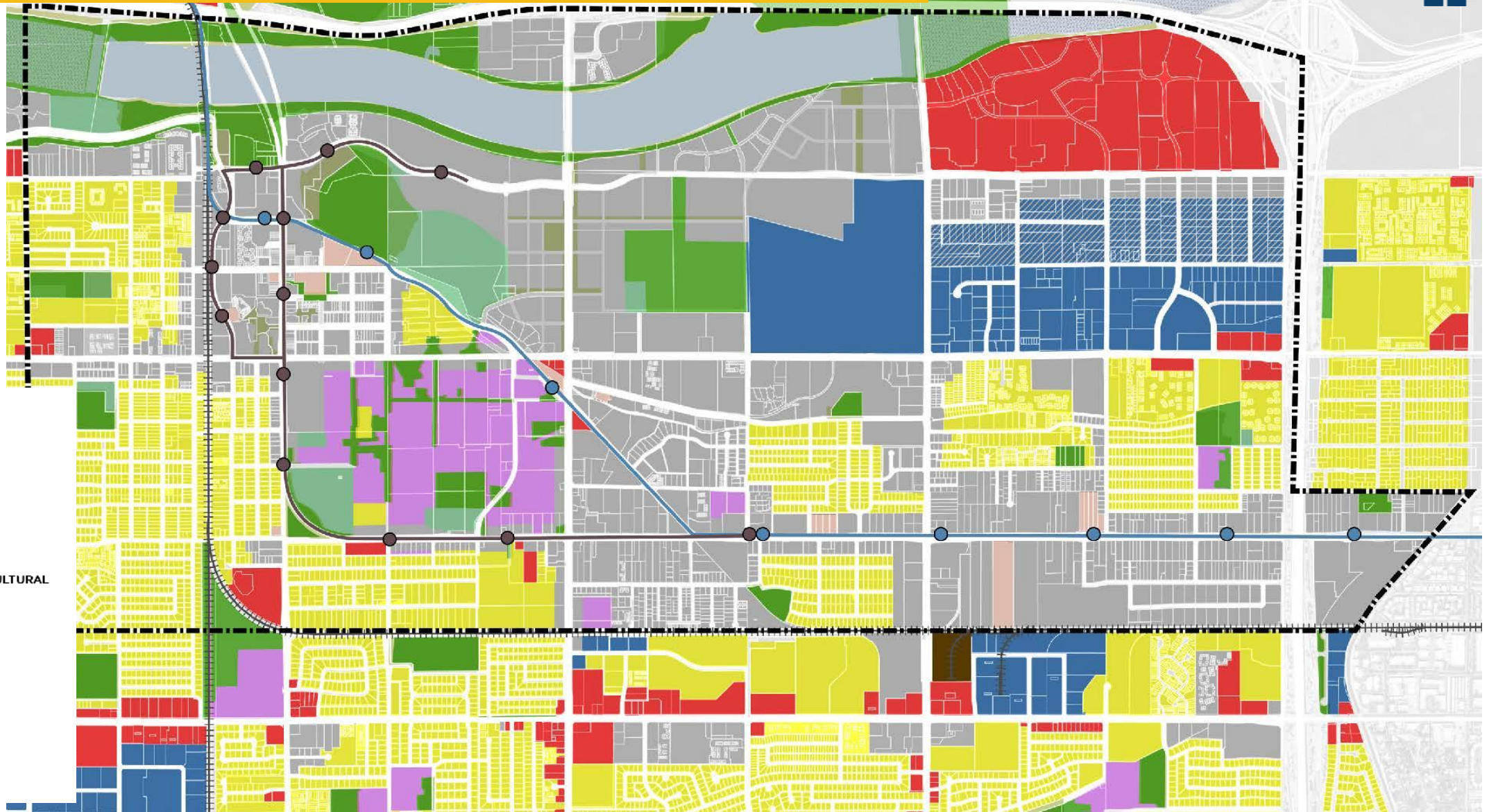


- CIVIC
- COMMERCIAL
- EDUCATIONAL
- INDUSTRIAL
- MIXED USE
- PUBLIC OPEN SPACE
- PUBLIC RECREATIONAL/CULTURAL
- RESIDENTIAL
- WATER
- Streetcar Stop
- Streetcar_Route
- Light Rail Station
- Light Rail
- Urban Core

UCMP Proposed - Projected Land Use



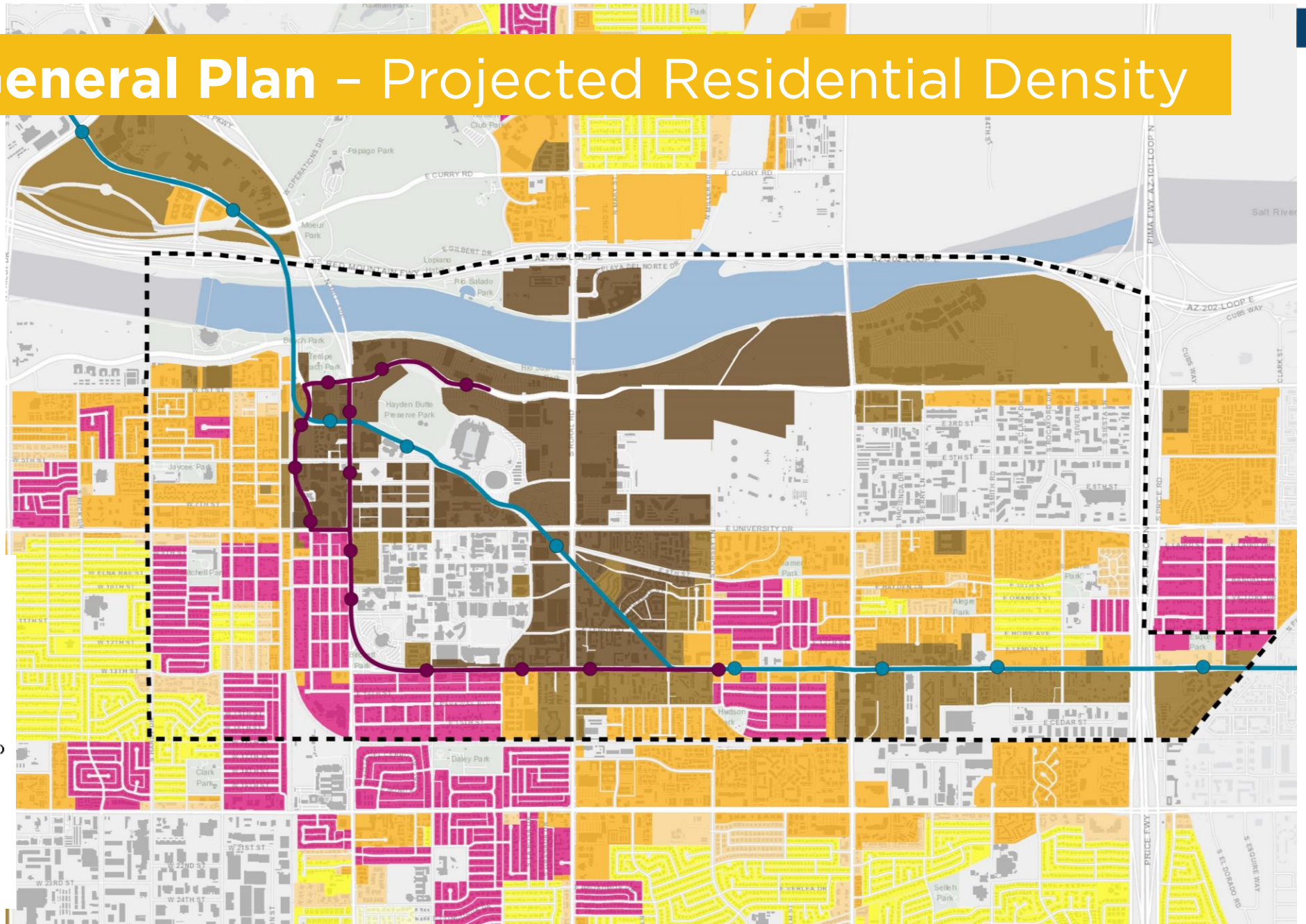
- CIVIC
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Current General Plan – Projected Residential Density



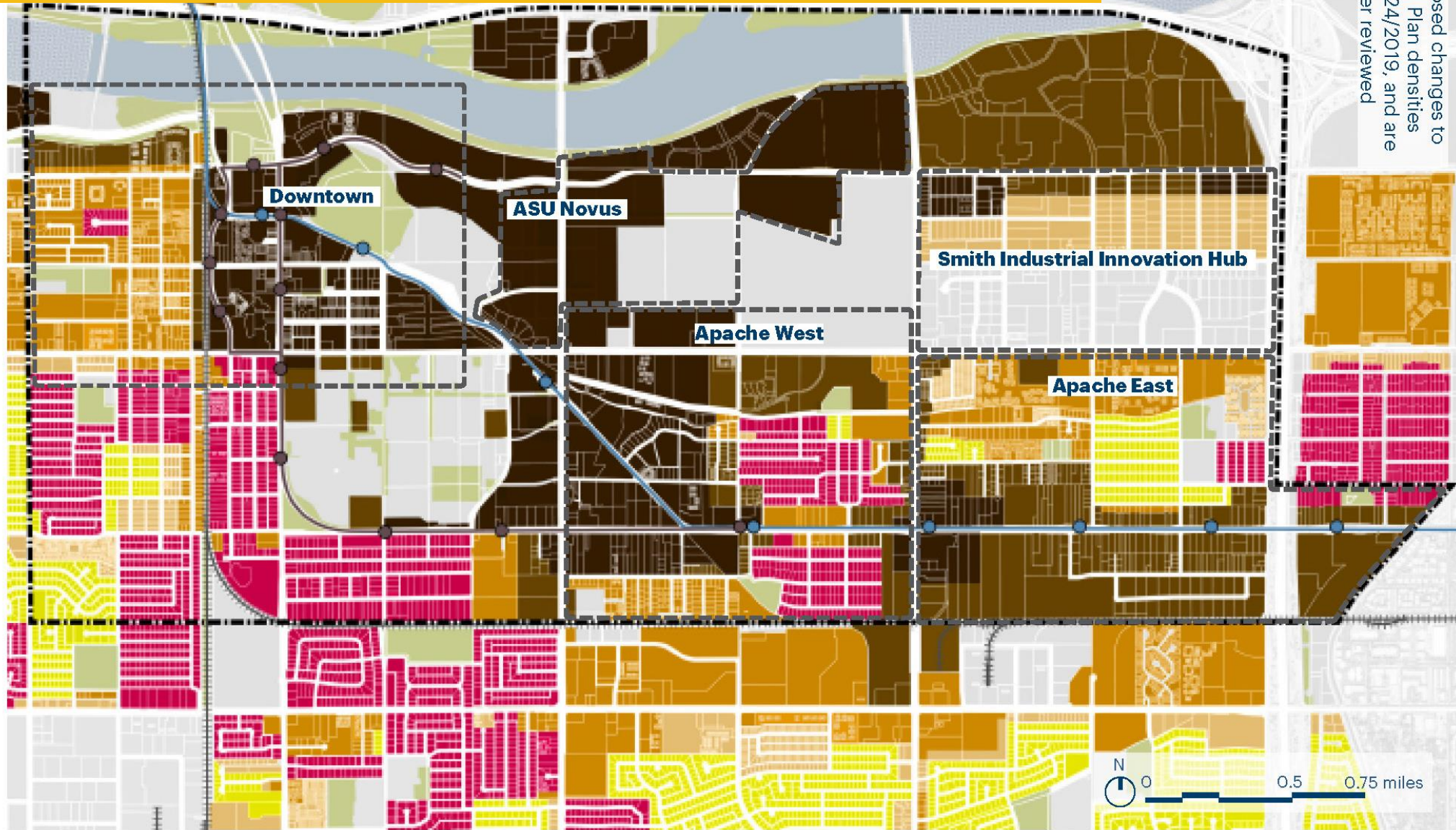
- Cultural Resource Area
- Low Density (up to 3 du/ac)
- Low to Moderate Density (up to 9 du/ac)
- Medium Density (up to 15 du/ac)
- Medium to High Density (up to 25 du/ac)
- High Density (up to 65 du/ac)
- High Density Urban Core (more than 65 du/ac)
- Streetcar Stop
- Streetcar_Route
- Light Rail Station
- Light Rail
- Urban Core



UCMP Proposed - Projected Residential Density

Note: Proposed changes to the General Plan densities are as of 4/24/2019, and are being further reviewed

- Cultural Resource Area
- Low Density (up to 3 du/ac)
- Low to Moderate Density (up to 9 du/ac)
- Medium Density (up to 15 du/ac)
- Medium to High Density (up to 25 du/ac)
- High Density (up to 65 du/ac)
- High Density Urban Core (more than 65 du/ac)
- Streetcar Stop
- Streetcar_Route
- Light Rail Station
- Light Rail
- Urban Core



Planning Principles & Distributing Growth



- Review **previous plans**: General Plan, Heights Study, Character Area Plans, etc.
- **Distribute projected growth at the most suitable locations**
- **Urban design guidelines** to get the most attractive buildings and surroundings
- Plan and design include principles to promote **sustainability, preservation, affordable housing and public amenities**
- Create **pedestrian environment** – public realm, and within private development
- Provide appropriate **transitions of heights** between new development and existing/historic neighborhoods



Highlights from Public Consultation

Growth Locations

Connectivity and Public Realm (Public Spaces, Sidewalks, Building Frontage)

New Development Character

Parking

Sustainability



Image from focus group meeting June 2018



Image from public meeting on Feb 28, 2018



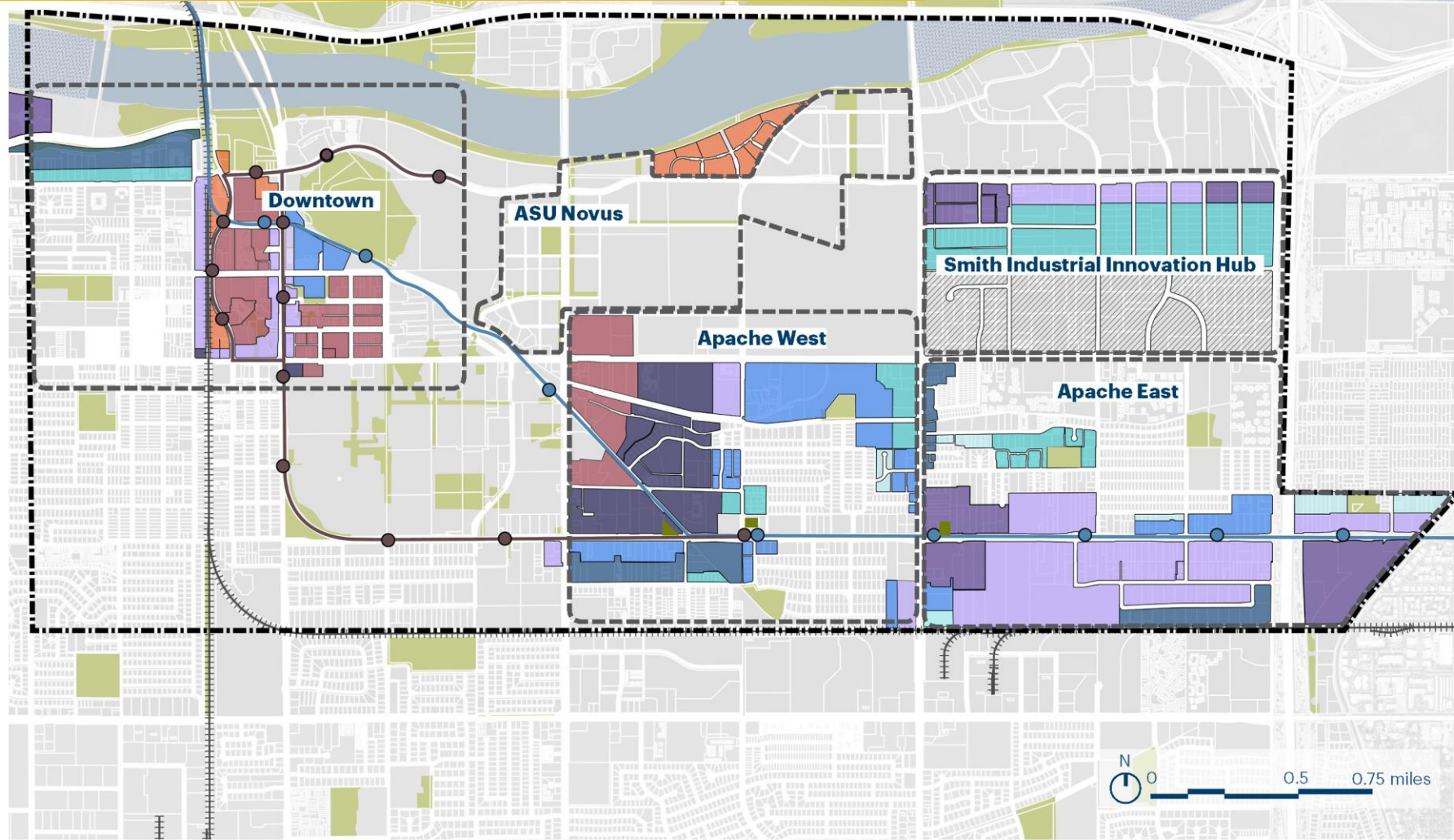
Image from outreach event Feb 2018



Image from public meeting on Feb 28, 2018



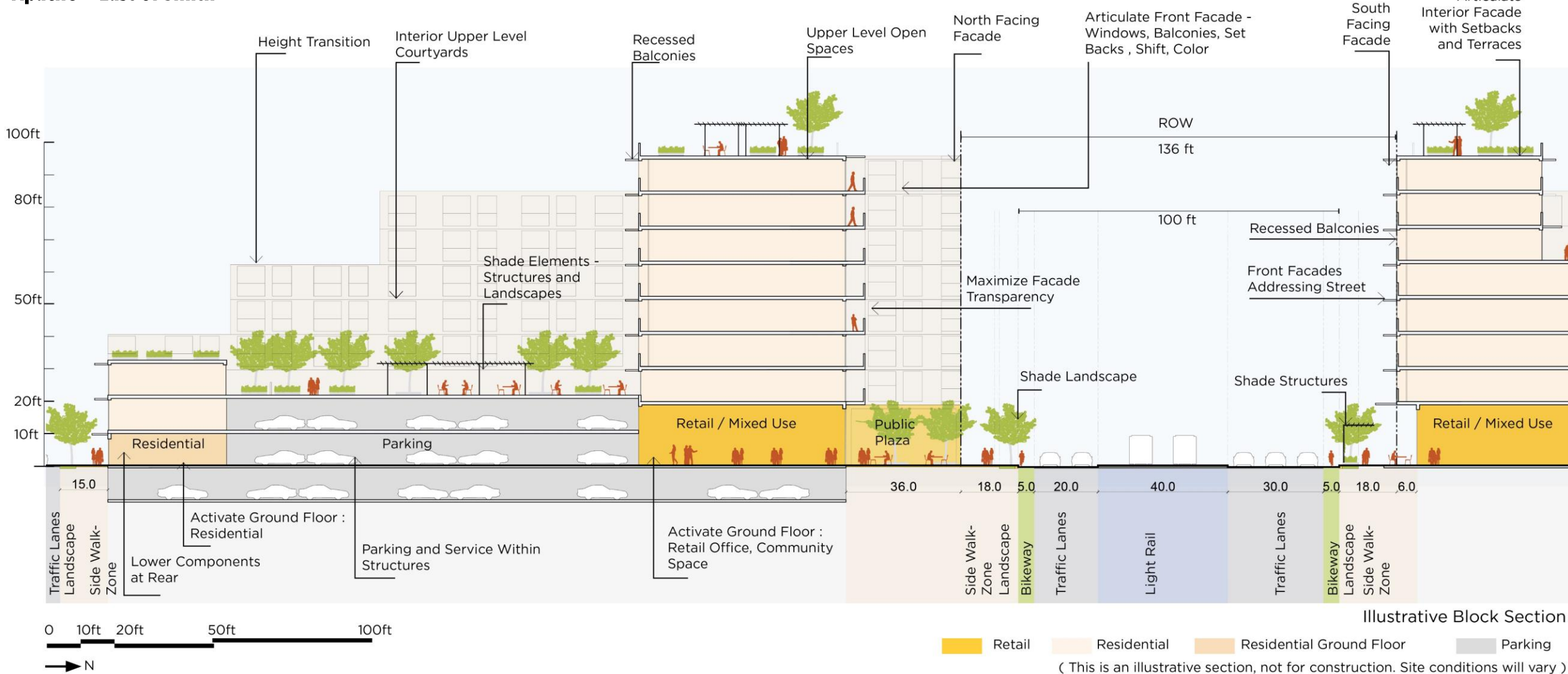
Proposed UCMP Plan (Heights)



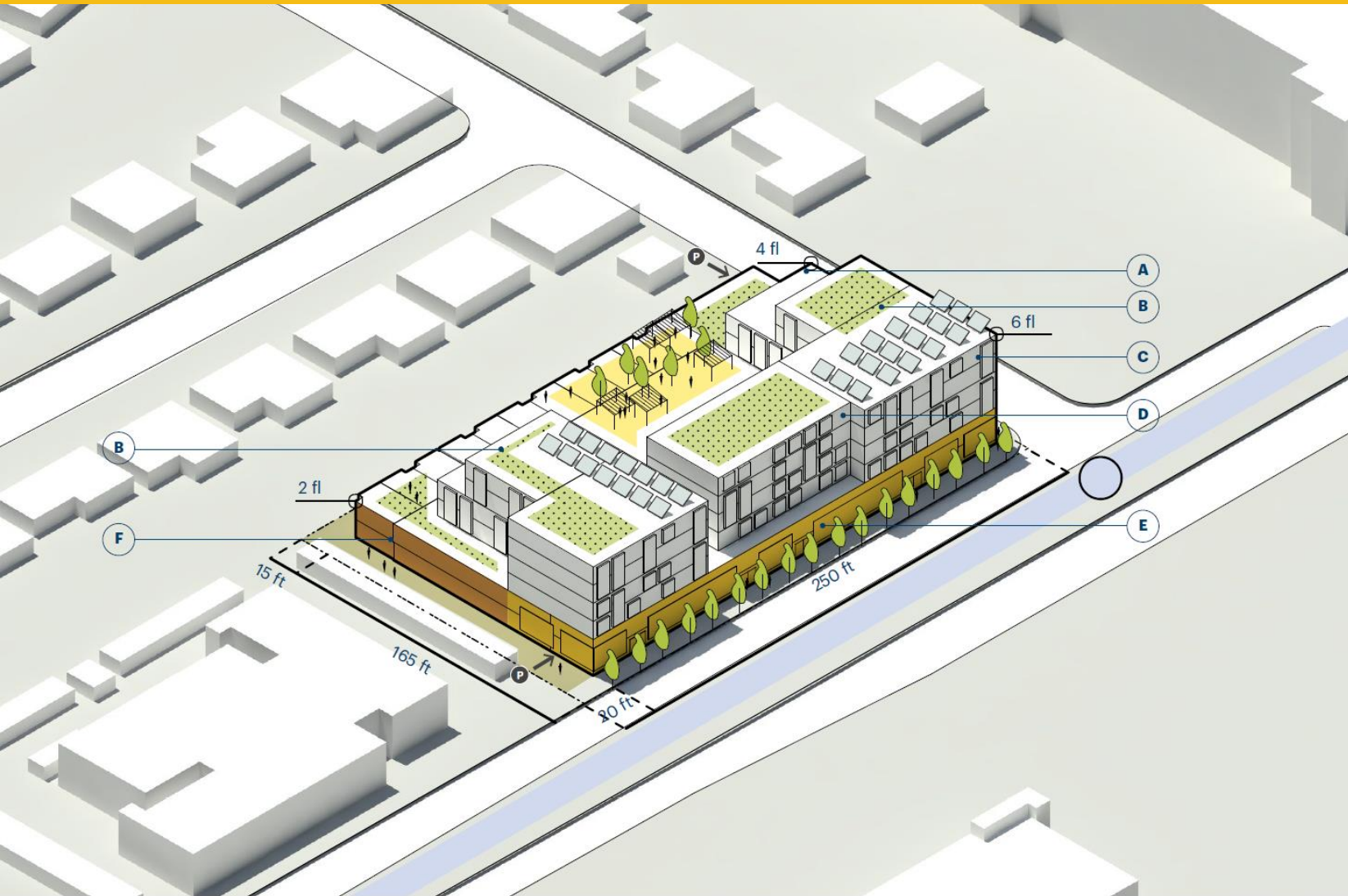
Creating Compatibility: Transition Example 8 Stories



Apache – East of Smith



Applying Development Guidelines



Illustrative Example (Apache and S. Cedar)

Legend

- A. Height transitions
- B. Green roofs and solar generation
- C. Facades with frequent openings into block
- D. Articulate facades
- E. Active ground floors - retail
- F. Active ground floors - residential
- G. Through block connections
- H. On-site open space
- I. Shaded streets

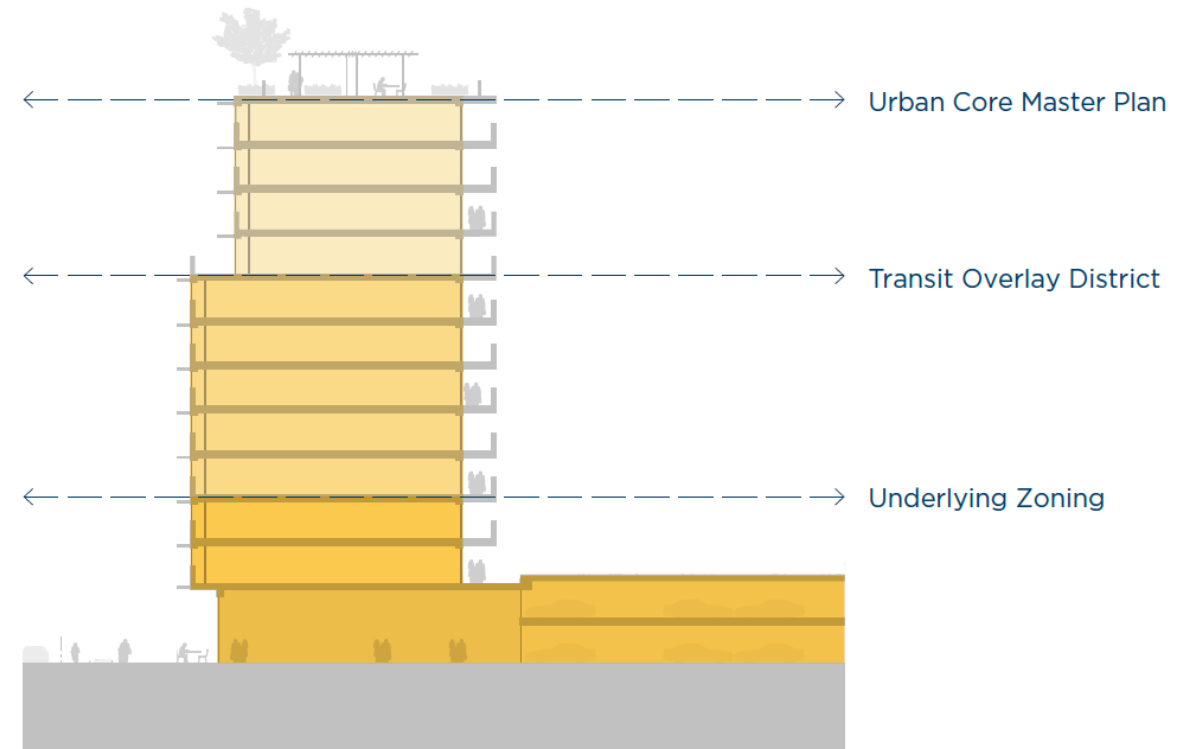
TOD & Urban Core Master Plan



A City Strategy Guiding Development

- Updated TOD focuses height and uses in locations that best support them
- Updated Zoning Code -refined TOD sub areas and standards
- Urban Core Master Plan - policy plan with greater heights in defined locations subject to design guidelines and rezoning approval process
- City to use Refined Zoning Code *and* Urban Core Master Plan to guide development

Managing Development Heights (Conceptual Example)



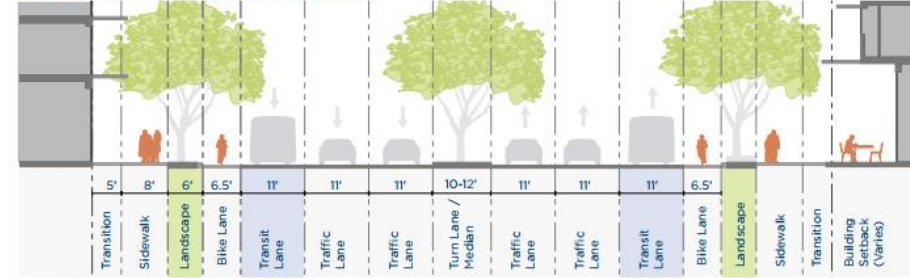


Public Realm Guidelines: Street Environment

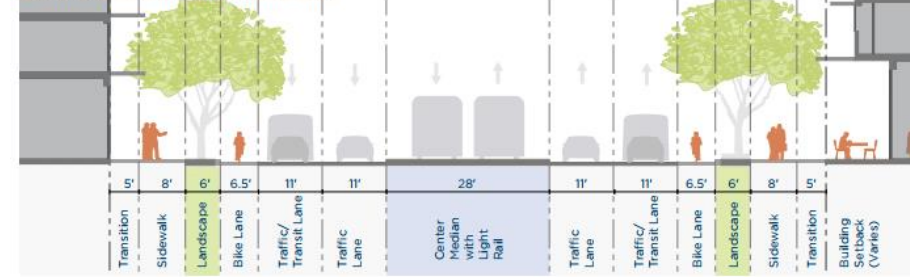
- Provides specific design guidelines for the **Pedestrian Realm**
- Provides conceptual prototype illustrations for the **Travelway**

Complete Streets Guidelines

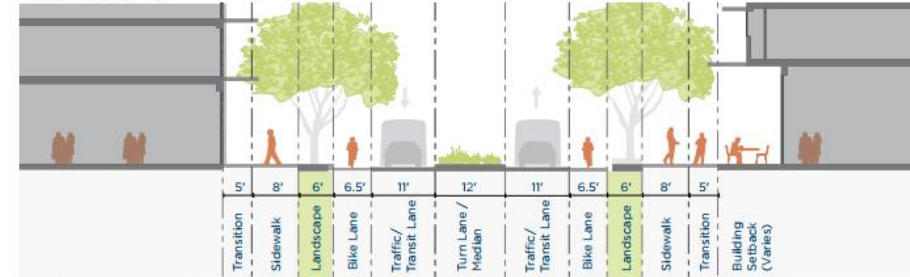
Arterial (6 Lane with High Capacity Transit)



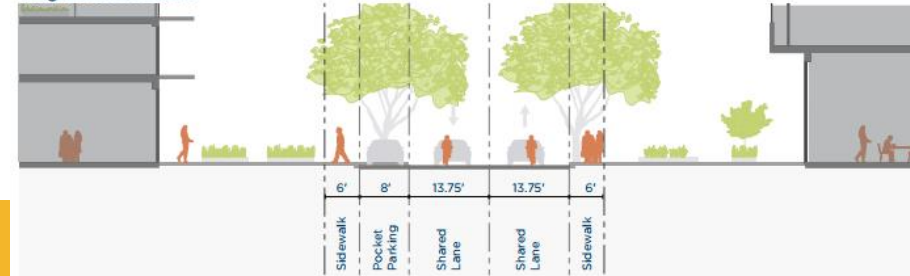
Arterial (4 Lane with Light Rail Transit)



Collector (3 Lane)

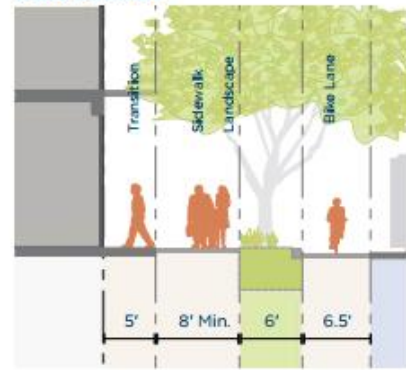


Neighborhood Street

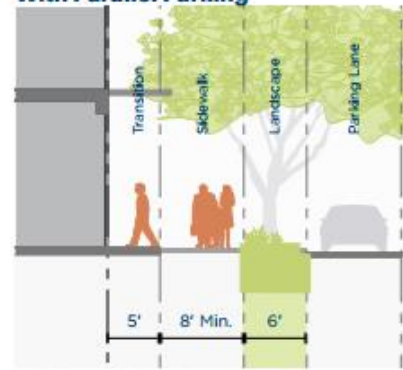


Pedestrian Realm Guidelines

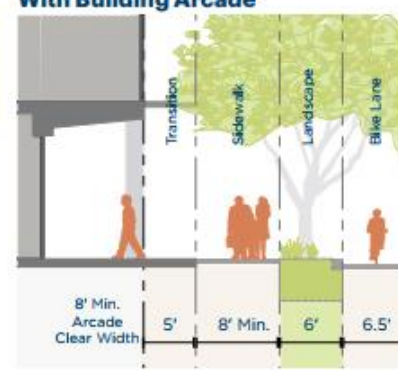
Base Section



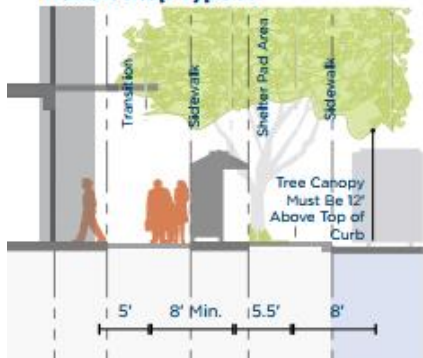
With Parallel Parking



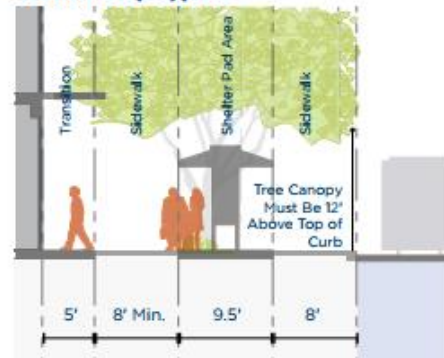
With Building Arcade



Transit Stop Type A



Transit Stop Type B



ADA accessible clear zone requirements for bus ramps or lifts include a 5 foot wide and 8 foot deep pad next to the curb. (Width is parallel to the street and depth is perpendicular to the street.)

Strategic Connectivity Priorities



Accessible Land Uses

- Compact and mixed development
- Connected road networks
- Pedestrian enhancements in site design and development
- Reduced parking requirements

Mobility Options

- Improved walking and cycling options
- High quality public transit services
- Ridesharing, carsharing, bike-sharing, and micro-mobility

Mode Shift Incentives

- HOV (high occupancy vehicle) priority on highways
- Trip reduction strategies





Travel Demand Management

- Trip Reduction Plan is Codified in Draft TOD
 - Required for all developments generating 50 or more peak period trips
 - Required for all developments seeking exception to the required parking minimum
- Trip Reduction Plan is Required with Density Bonuses
 - Required in Sustainability Density Bonus
 - Required Historic Preservation Density Bonus
 - Exception provided for Affordable Housing as indicated in TOD code
- UCMP recommends creation of a new Trip Reduction Ordinance for all developments within the Urban Core and creation of a Transportation Management Association



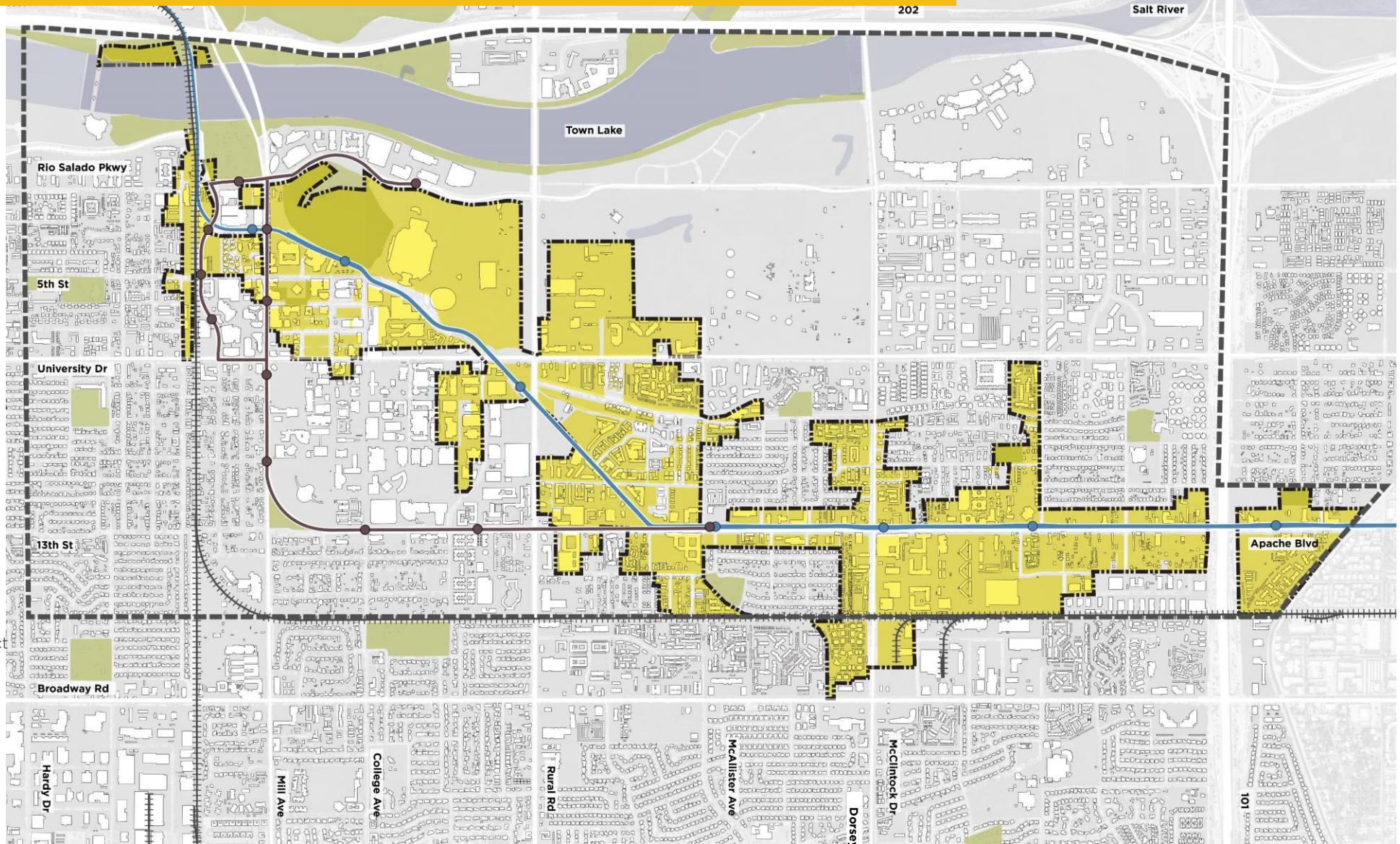
Transportation Overlay District (TOD)



Key Updates in the Draft TOD include:

- Establishes 7 Sub-zones
- Refines Permitted Uses
- Refines Development Standards
- Establishes a Trip Reduction Plan Requirement
- Defines TOD Parking Management Plan

Existing Transportation Overlay District



- Transportation Overlay District
- UCMP Project
- Street Car (Construction)
- Light Rail Line
- Union Pacific Railroad
- Open Spaces, Parks and Reserves



TOD Update Sub Zones

1. Highest intensity, high density and mid-rise development

2. Mostly mid-rise buildings

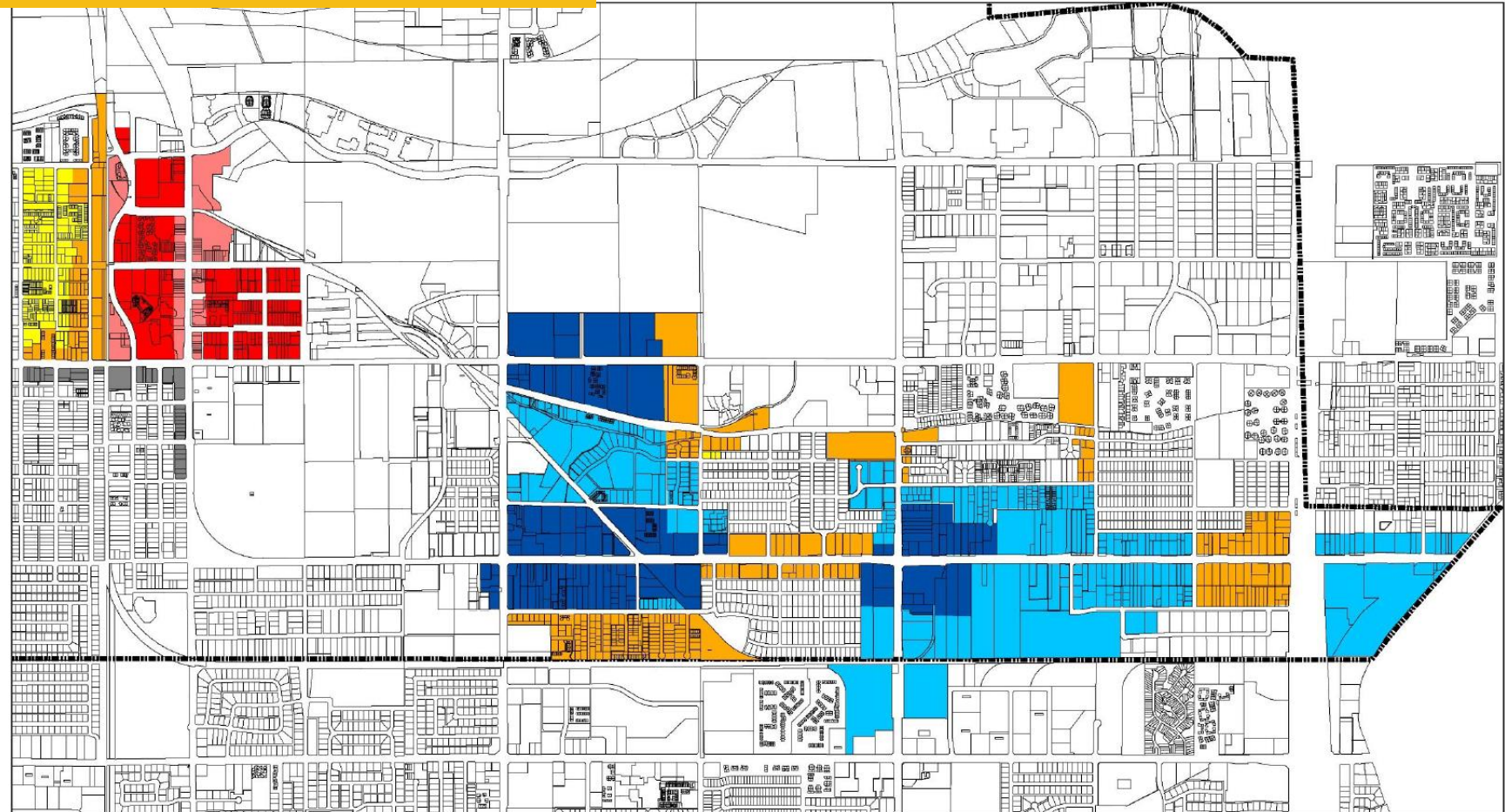
3. Medium intensity - transit stations and major intersections

4. Moderate intensity - 1/4-mile of transit stations

5. Low- to moderate-intensity - transit corridors

6. Small- to medium-size, compact urban form, transition to residential neighborhoods

7. No additional heights

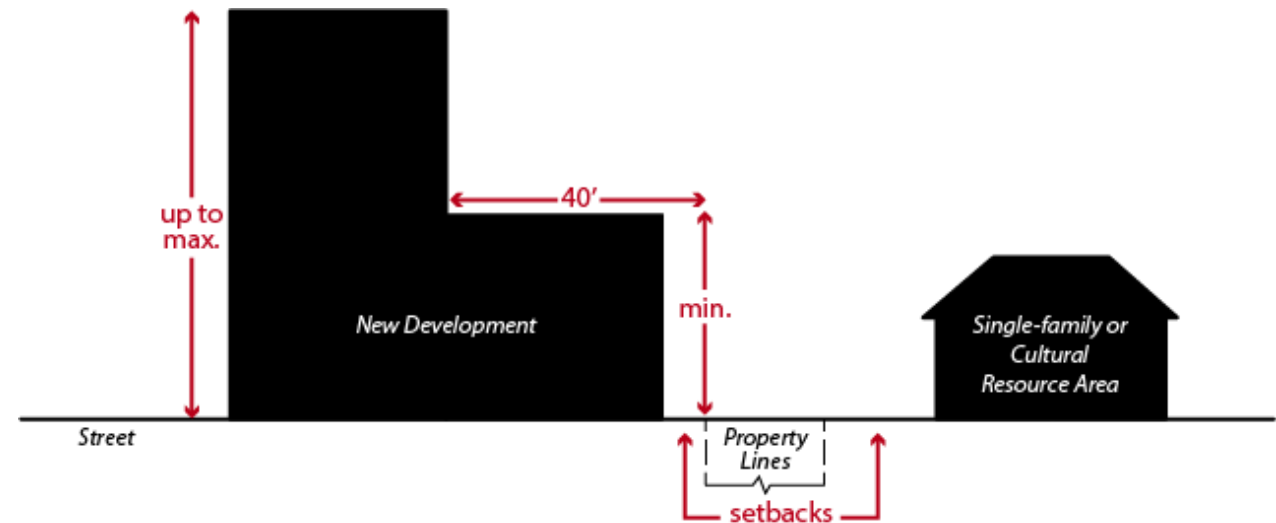




Proposed TOD Sub-zones

	Sub-zone 1	Sub-zone 2	Sub-zone 3	Sub-zone 4	Sub-zone 5	Sub-zone 6	Sub-zone 7
Height in Ft. (min-max)*	85-158	55-85	55-85	35-65	25-45	15-35	Design Guidelines Only
Stories (min-max)	8-15	5-8	5-8	3-6	2-4	1-3	Per Base Zoning
Density (DU/acre)	50 min.	40 min.	40 min.	20 min., 65 max.	12 min., 25 max.	8 min., 20 max.	Per Base Zoning

**Modifications to existing buildings on Mill Avenue are exempt from the minimum height requirement.*





Proposed Incentives in TOD

The following non-financial incentives are proposed and are being developed.

- **Affordable Housing Bonus**
 - Providing affordable housing units as per the prevailing Area Median Income (AMI)
- **Historic Preservation Bonus**
 - For eligible sites, applicants can opt into the TOD (otherwise exempt)
 - Will receive additional height and density allowance for providing historic preservation guarantees
- **Sustainability Bonus**
 - Providing elements to promote sustainability (e.g., rain water harvesting, solar energy, green roofs, low impact development)
- **Public Amenities Bonus**
 - Providing amenities such as publicly accessible plazas, drinking fountain, mini-parks, etc.



TOD: Parking Requirements

Minimum and Maximum Vehicle Parking Requirements

- Reduced minimum requirements and specified by TOD Sub-zone
- Created maximum - approximately 125% of the minimum requirement
- Exceptions (**New Sections in TOD**)
 - TOD Parking Management Plan - used when varying from the Maximum
 - Trip Reduction Plan - used when varying from the Minimum

Increased the Minimum Bicycle Parking Requirements

Addressed Parking Structures Conversions

Trip Reduction Plan Requirement (Section 5-607)



Purpose and Applicability

- Requiring Trip Reduction Plans will:
 - Ensure compliance with Maricopa County Trip Reduction Ordinance (Ord. No. P-7)
 - Accommodate growth and development allowed under the TOD, UCMP and General Plan while reducing peak period automobile commute trips per City's Transportation Master Plan
- Required in several instances:
 - When required in the Maricopa County Trip Reduction Ordinance
 - When non-residential, multi-family or mixed-use developments generate 50+ peak period trips
 - When applicants seek exception to Minimum Vehicle Parking Requirement
 - When applicants seek Density Bonuses in the Urban Core



Adoption Process & Timeline



UCMP & TOD Adoption Process

- Last public meetings as a part of the outreach efforts: May 18 and 20, 2019. Comment period closes June 2, 2019.
- Presentations to Boards and Commissions: May-September 2019
 - Development Review Commission
 - Transportation Commission
 - Historic Preservation Commission
 - Neighborhood Advisory Commission
 - Sustainability Commission
 - Joint Review Committee (ASU-Tempe)
- Presentation to Other Entities
 - Tempe Chamber of Commerce
 - Downtown Tempe Authority
- DRC Hearings: August 13 & 26, 2019
- First Hearing by the Council: September 26, 2019
- City Council Consideration: October 17, 2019



Thank you. Questions?

www.tempe.gov/urbancore

20 Minute City



Sustainability Commission Update

May 20, 2019



- 20 Minute City Status Update
- Baseline Assessment Results (by ASU)

General Plan & Transportation Plan Goal



Seeking the 20-minute city

A 20-minute city is characterized by a vibrant mix of commercial and residential establishments within a



***1-mile walking distance,
4-mile bike ride or
20-minute transit ride.***

The 20-minute city premise is at the core of planning for traditional neighborhood design, transit-oriented development and complete streets. A few of the many benefits of the 20-minute city are reduced transportation costs, reduced greenhouse gas emissions, improved public health and improved access to residents' daily needs.





- **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.**

- Collaboration / Coordination with staff related to the following Performance Measures:
 - Fire Response Time (1.01)
 - Vision Zero (1.08)
 - Pavement Quality Index (1.22)
 - City Infrastructure and Assets (1.27)
 - ADA Transition Plan (3.14)
 - Right of Way Landscape Maintenance (3.23)
 - Traffic Delay Reduction (3.27)
 - Transportation System Satisfaction(3.29)
 - Tree Coverage (4.11)
 - Carbon Neutrality (4.19)

Timeline – Status Update

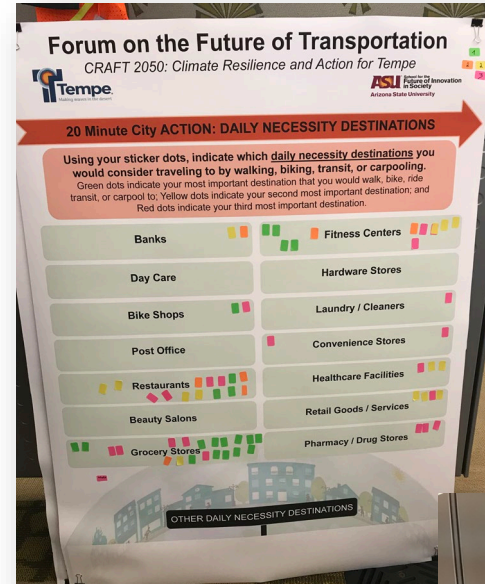


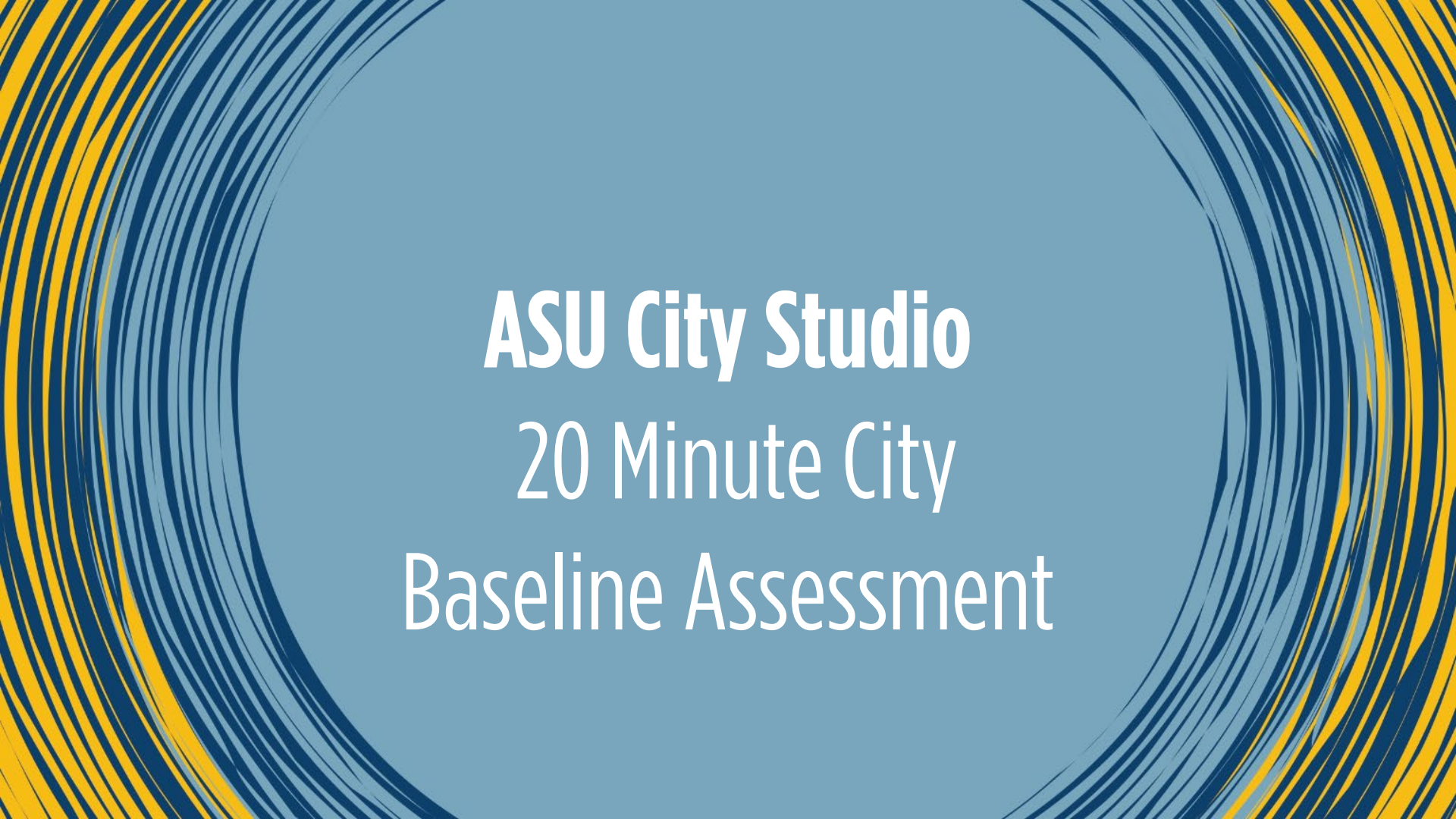
- Scoping *September – November 2018*
- **Baseline Assessment (by ASU)** *January – May 2019*
- Assessment Results and City Council Update *Summer 2019*
- Drafting of Performance Measures and Targets *Fall 2019*
- City Council Update and Possible Action *Fall/Winter 2019*

Scoping the Baseline Assessment



- Best Practices Evaluation and City Staff Input
- Community Priorities
 - Public Forum – Oct. 30, 2018 – 24 attendees
 - Joint Transportation and Sustainability Commission Meeting – Nov. 13, 2018
 - Expert Forum – Nov. 13, 2018 – 25 attendees
- Data Availability
- Scope Refinement with ASU
- Data Cleanup Prior to Kickoff



The slide features a central light blue circle containing the text. This circle is surrounded by a series of concentric, hand-drawn style lines in shades of blue and yellow, creating a dynamic, swirling effect that frames the central content.

ASU City Studio
20 Minute City
Baseline Assessment

20-MINUTE CITY PROJECT

City Studio

DR. DAVID KING, SHEA LEMAR, MARINA
COPELAND, SYERA TORAIN, AHMED
TAMBE, WENQI DING, CLEMENTE
FRANCISCO, MAX COURVAL, DENISE
CAPASSO DA SILVA, & MEHAK SACHDEVA



All Networks

On average, a high percentage of residential units can reach a variety of destinations.

- The best networks are the Bicycle Networks:
 - All-Street Bicycle Network has the best accessibility
 - Low-Stress Bicycle Network has good accessibility
- Both Pedestrian Networks and Transit Network have room for improvement:
 - All-Street Pedestrian Network has fair accessibility
 - Sidewalk Pedestrian Network has fair accessibility
 - Transit has good accessibility

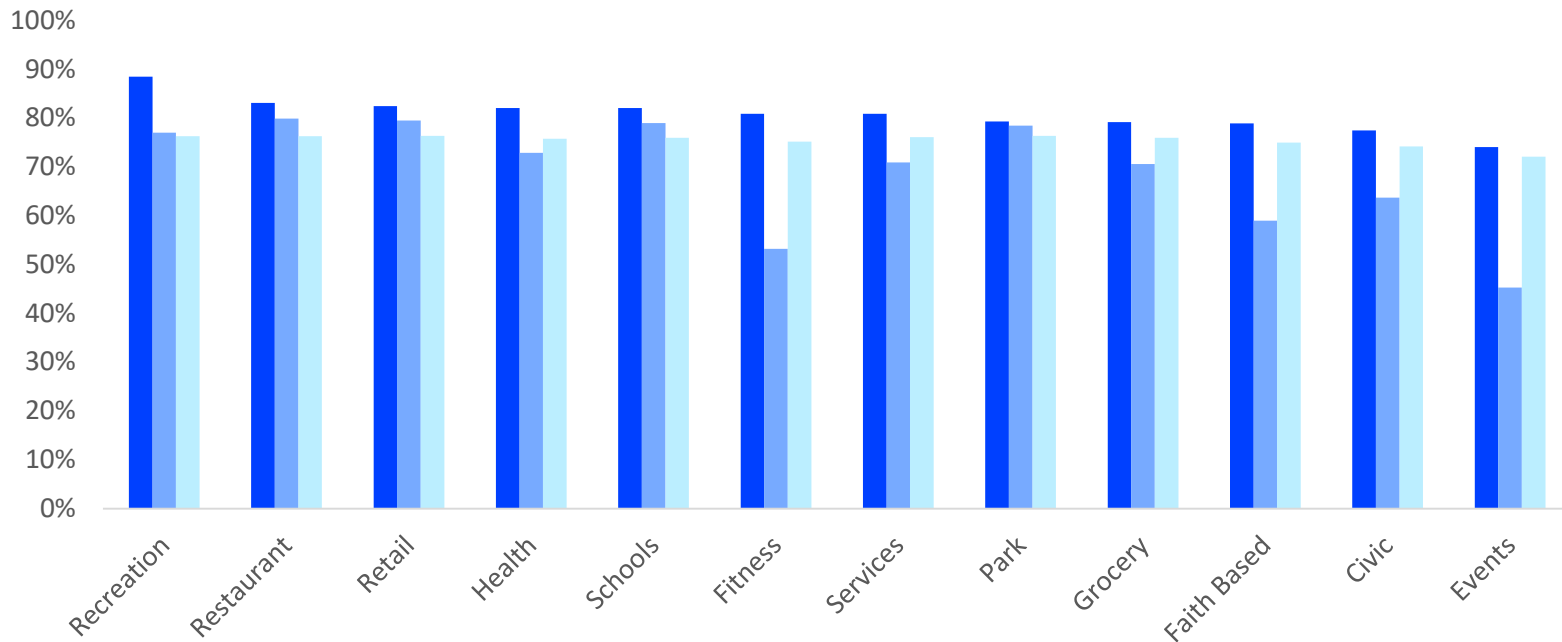
Percent of Residential Units within 20-Minutes of Destinations

98,027 total RUs in Tempe

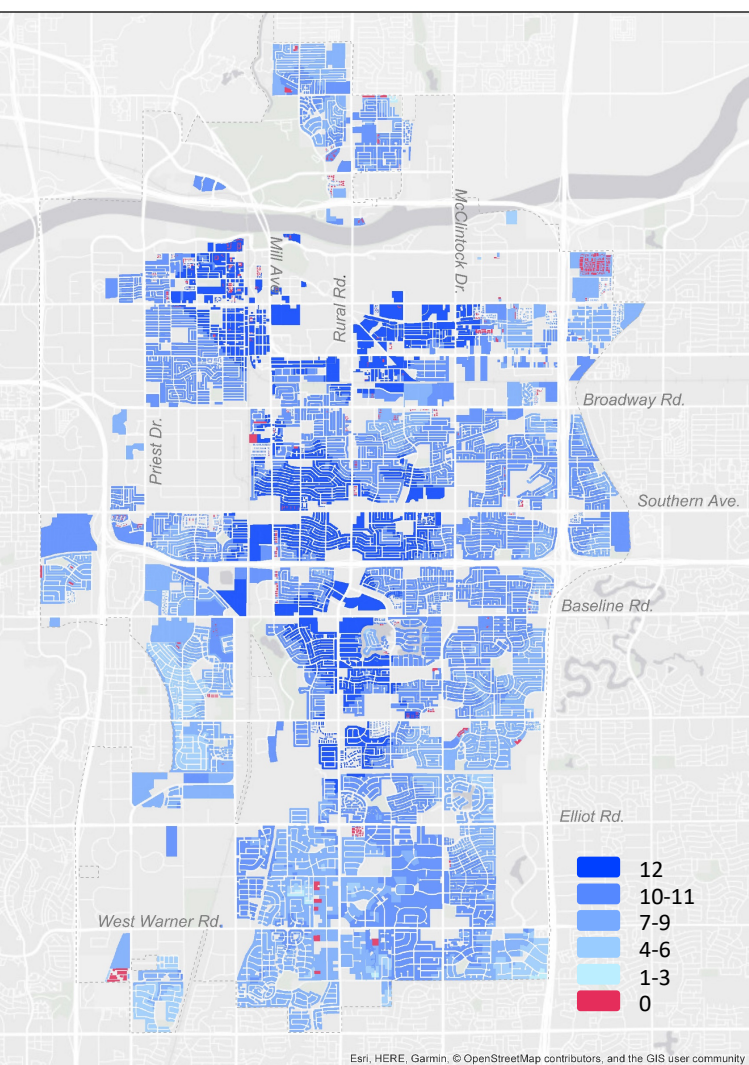
Destinations	All-Street Bicycle	Low-Stress Bicycle	All-Street Pedestrian	Sidewalk Pedestrian	Transit
Civic	88.5%	77.5%	63.7%	63.7%	74.2%
Events	88.4%	74.1%	50.8%	45.3%	72.1%
Faith Based	88.5%	78.9%	64.4%	59.0%	75.0%
Fitness	88.5%	80.9%	57.4%	53.2%	75.2%
Grocery	88.5%	79.2%	77.6%	70.6%	76.0%
Health	88.5%	82.1%	80.5%	72.9%	75.8%
Park	88.4%	79.3%	87.1%	78.5%	76.4%
Recreation	88.5%	88.5%	85.0%	77.0%	76.3%
Restaurant	88.5%	83.1%	88.5%	79.9%	76.3%
Retail	88.5%	82.5%	87.9%	79.5%	76.4%
Schools	88.5%	82.1%	87.2%	79.0%	76.0%
Services	88.5%	80.9%	78.7%	70.9%	76.1%
Average	88.5%	80.8%	75.7%	69.1%	75.5%

Percent Residential Units per Network

Low-Stress Bike Sidewalk Pedestrian Transit



All-Street Pedestrian Network



Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

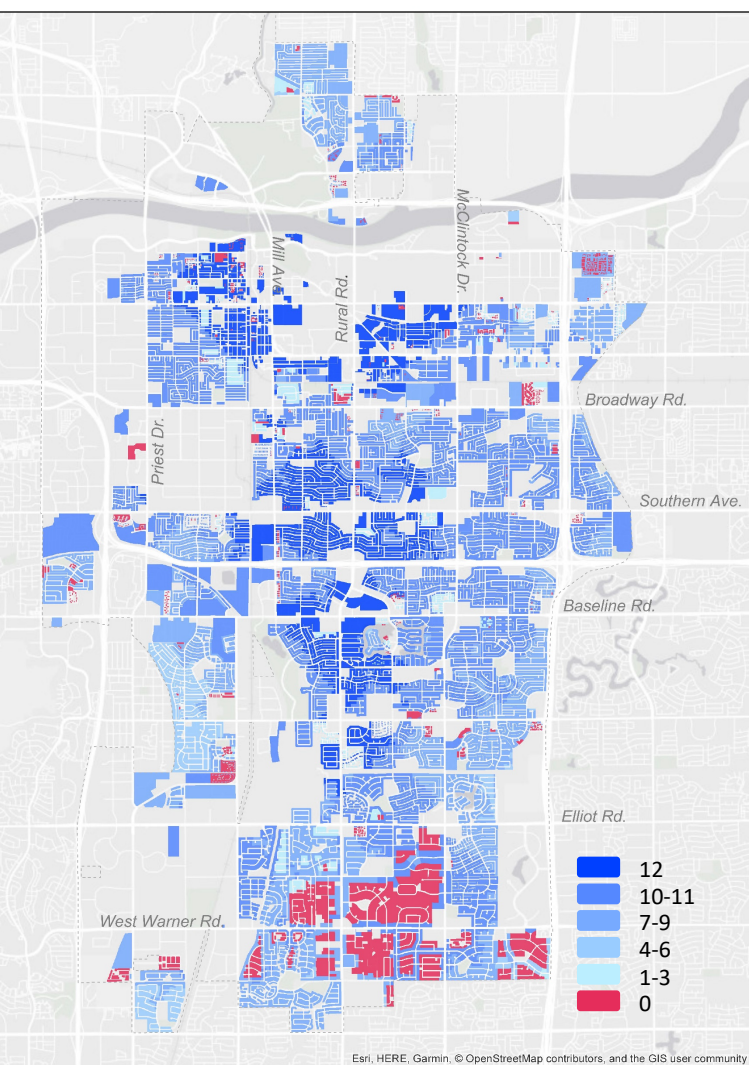
Civic	62,469	63.7%
Events	49,780	50.8%
Faith Based	63,084	64.4%
Fitness	56,250	57.4%
Grocery	76,055	77.6%
Health	78,929	80.5%
Park	85,344	87.1%
Recreation	83,287	85.0%
Restaurant	86,730	88.5%
Retail	86,138	87.9%
Schools	85,523	87.2%
Services	77,133	78.7%
Average	74,227	75.7%

An average 75.7% of residential units can access a given destination by walking 1 mile or less.

The most commonly accessible destinations include restaurants, retail goods providers, schools, and parks. The least commonly accessible destinations include fitness centers and event spaces.

There are areas of lower access at the southwest and southeast corners of Tempe, and on Kyrene, between Baseline and south of Guadalupe.

Sidewalk Pedestrian Network



Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

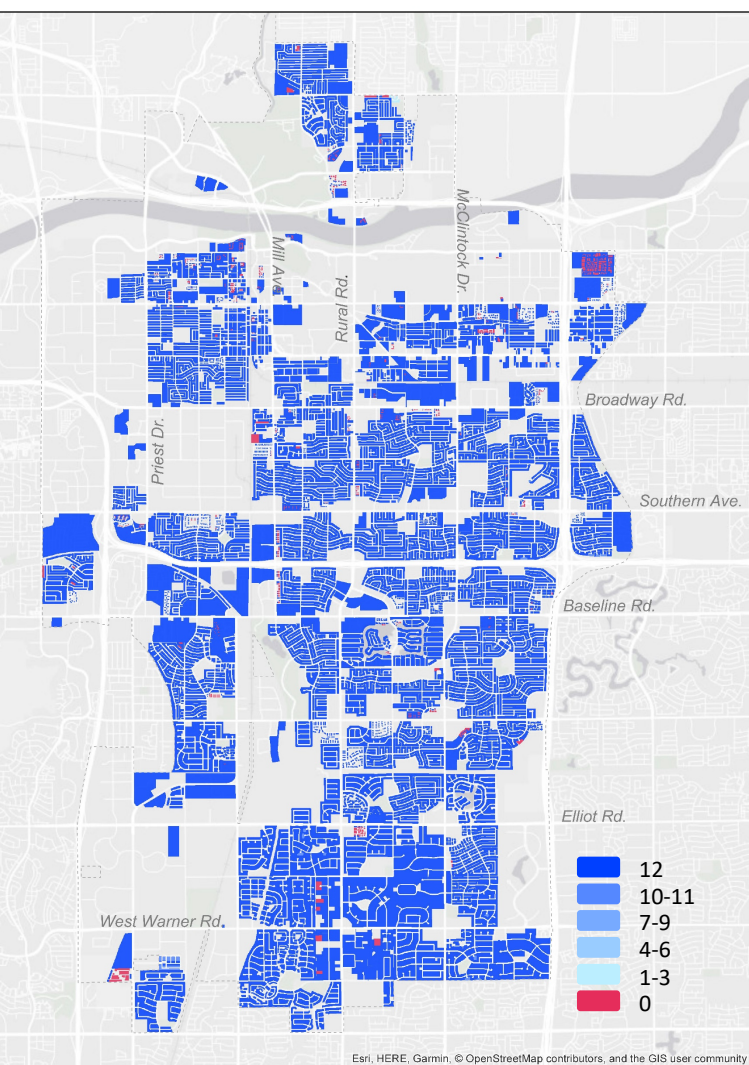
Civic	62,469	63.7%
Events	44,445	45.3%
Faith Based	57,835	59.0%
Fitness	52,193	53.2%
Grocery	69,205	70.6%
Health	71,508	72.9%
Park	76,923	78.5%
Recreation	75,443	77.0%
Restaurant	78,349	79.9%
Retail	77,929	79.5%
Schools	77,405	79.0%
Services	69,462	70.9%
Average	67,764	69.1%

The number of residential units that can be reached when walking on roads with sidewalks and/or paved paths decreases in comparison to all-street pedestrian network from 75.7% to 69.1%.

The most and least commonly accessible destinations are the same as walking on the full pedestrian network.

Large areas in south Tempe lose access due to private roads and sidewalks, as do smaller areas throughout the city.

All-Street Bicycle Network



Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

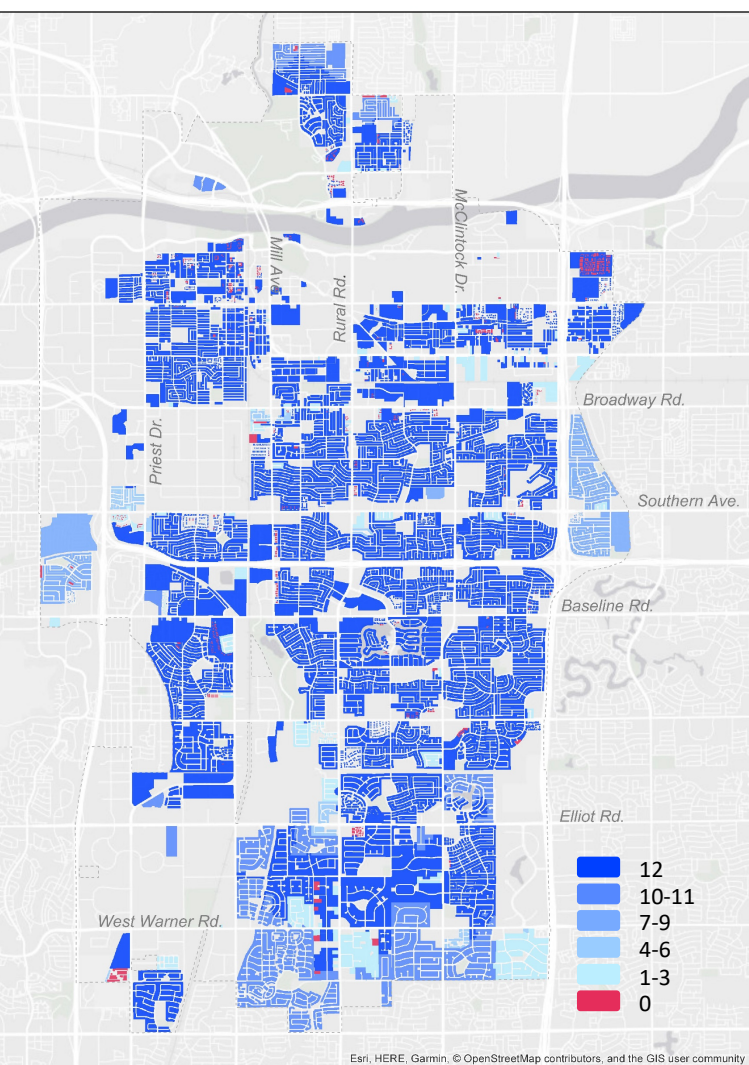
Civic	86,173	88.5%
Events	86,689	88.4%
Faith Based	86,776	88.5%
Fitness	86,776	88.5%
Grocery	86,776	88.5%
Health	86,776	88.5%
Park	86,635	88.4%
Recreation	86,776	88.5%
Restaurant	86,776	88.5%
Retail	86,776	88.5%
Schools	86,776	88.5%
Services	86,776	88.5%
Average	86,752	88.5%

88% of residential units can access a given destination by biking 4 miles or less.

Issues:

- Multi-family complexes with large footprints
 - 98.5% area coverage vs. 88.5% unit coverage

Low-Stress Bicycle Network



Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

Civic	76,002	77.5%
Events	72,632	74.1%
Faith Based	77,311	78.9%
Fitness	79,303	80.9%
Grocery	77,627	79.2%
Health	80,444	82.1%
Park	77,714	79.3%
Recreation	86,776	88.5%
Restaurant	81,447	83.1%
Retail	80,880	82.5%
Schools	80,483	82.1%
Services	79,288	80.9%
Average	80,052	80.8%

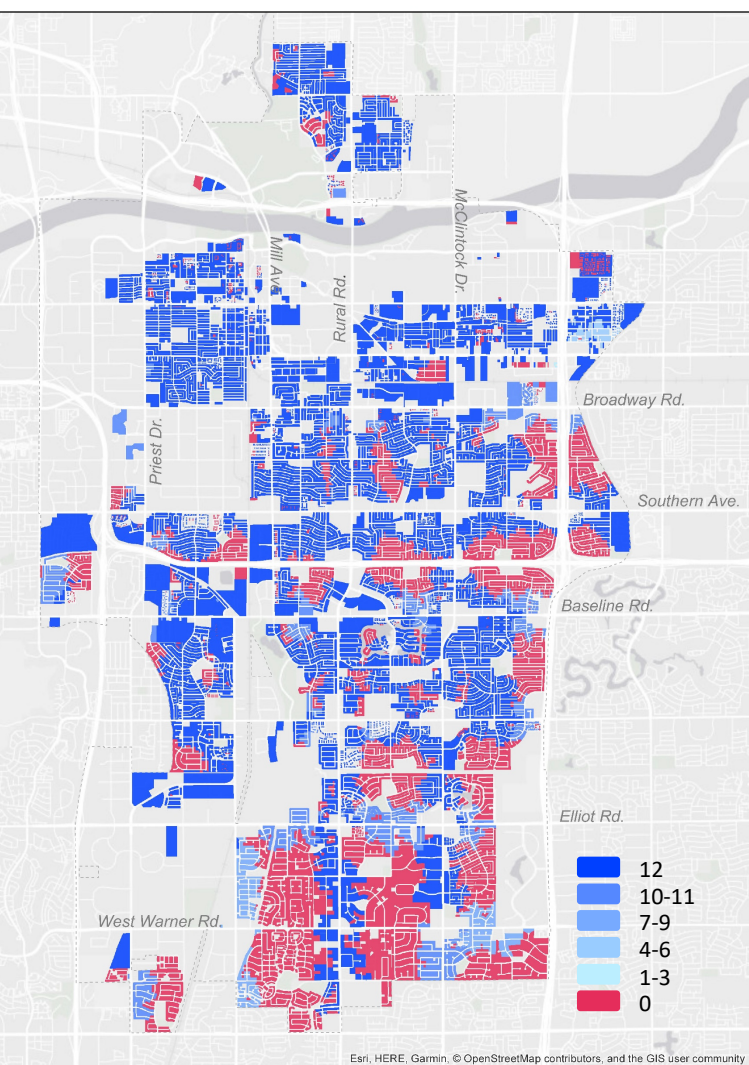
An average 80.8% of residential units can access a given destination by biking 4 miles or less on a low stress surface. There is a much higher variability in the type of destination that is accessible than there is when people can bike on any surface.

Issues:

- Neighborhoods cut off by freeways
- Many neighborhoods and apartment complexes have only one outlet onto a high stress street

Recommendations:

- Protected bike lanes across freeways and arterial with high amounts of apartment complexes



Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

Transit Network

Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

Civic	72,781	74.2%
Events	70,645	72.1%
Faith Based	73,510	75.0%
Fitness	73,723	75.2%
Grocery	74,547	76.0%
Health	74,341	75.8%
Park	74,869	76.4%
Recreation	74,772	76.3%
Restaurant	74,834	76.3%
Retail	74,869	76.4%
Schools	74,535	76.0%
Services	74,640	76.1%
Average	74,005	75.5%

An average of 75.5% of residential units can access a given destination. Transit allows the second lowest level of accessibility of all the five networks analyzed, after only the sidewalks network.

Issues:

- Areas where the transit routes are not available, such as Warner road, away from Rural road do not allow residents to use transit.
- Parcels in the middle of larger blocks may not have access to transit available on arterials.

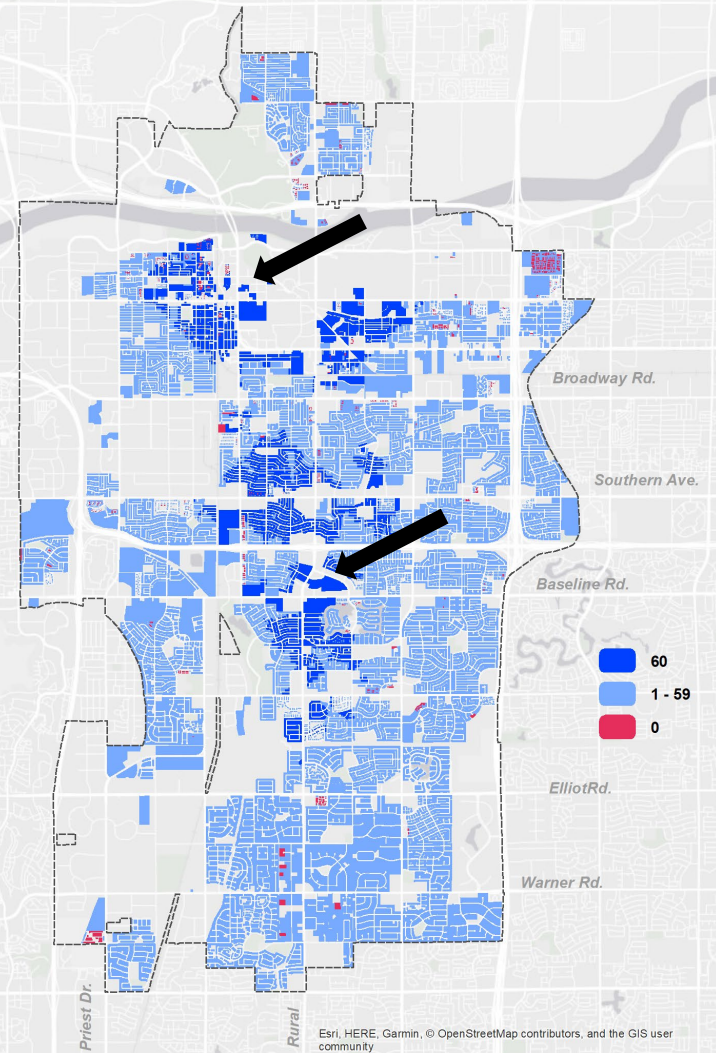
Recommendations:

- Expand circulators
- First and last mile options

Accessibility Considerations

Based on analysis Mill Avenue and Baseline/Rural are equally accessible. But there are differences to measure.

- Quality of walking/biking environment
- Street facing doors
- Corner entrances
- Clear paths through parking lots
- Bike racks
- Shade for sidewalks
- Protection from street
- Access through walls
- Signal timing





Thank You

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Transportation Planner

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City of Tempe
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