



AGENDA

EPC REGULAR MEETING

Monday, November 16, 2015

7:30 - 9:30 PM

City Hall, Council Work Room (Second Floor)

7:30 – 7:35	Welcome and Public Comments
7:35 – 7:50	Staff Consent items and EPC updates
7:50 – 8:20	Pedestrian/Bike Master Plan, Steve Sindiong, TES, Transportation Planning
8:20 -- 8:35	Chair/Vice Chair Budget Meeting w/ TES Director (Susan)
8:35 – 8:50	Earth Day Planning (Natasha)
8:50---9:05	Sustainability Coordinator Draft Memo to Council (Scott)
9:05—9:20	Indicators Discussion (Geoff)
9:20 – 9:30	Agenda for next Work Session and full meeting (Susan)
9:30	Adjourn

EPC Regular Meeting
10/19/2015

Present: Jessica Lassetter, Susan Gitlin, Scott Barstow, Tyler Orton, Aaron Karty, Geoff Goode, Ryan Wojtanowski, Jed Bullock, Steve Milone

Staff Consent Items

- Old Town North waterfront was approved by City Council

EPC Updates:

- The City is looking into Socrata to improve how they track performance of policy outcomes and share data with the community. This data can be put into visualization to allow community members to more easily understand this information. It can also be shared with the app/software developing community to create apps or other software.
- There are upcoming budget sessions, with the most immediate happening on 10/20 at 7pm.

Earth Day Planning:

- City Staff and the EPC Earth Day Chair would like more volunteers from the EPC to fill more leadership roles for the Earth Day planning committee.
- At this point there is not an environmental lead from ACPS
- Historically, schools had paid one teacher per school a stipend to be a green team leader. This program is no longer funded at this point.
- Staff would like to see planning happen earlier so that both staff and the EPC can participate more effectively.
- Next Steps
 - Send recruitment Email for EPC to distribute to their networks
 - EPC will discuss what amount of involvement they will have in the planning and execution of the Earth Day event.

Sustainability Coordinator Draft Memo:

- How are new staff positions created?
 - Departments request them, and add them to the budget request if approved by department heads.
- T&ES has requested this position for many years, but it has been cut during the budget process every year.
- Jim K. has been talking to department heads about the Sustainability Coordinator position to build internal support from city staff.
- This current stage the EPC is trying to discover gaps that this role could fill in the city
- Coordinator Role Discussion:
 - Applying for and funding grants
 - Avoid making this job too big
 - Bill S. Thinks that having someone working specifically on implementing the EAP would be valuable and could have an outreach/behavior change role
 - This person from the EAP's perspective would be primarily focused on Implementing the EAP, Engaging the public, and coordinating city staff.

- **Bill S. suggests looking at open space as an example of where attaching a position to a plan has been a success**

Upcoming Work Sessions:

- **11/2 Green Infrastructure**
- **12/7 Urban Forestry**
- **1/11 Recycling**

Other Items:

- **Staff will look into if the Parknership coordinator position has been posted or filled.**

EPC Meeting draft minutes – 9/28/15 meeting

Attending: Natasha Andersen, Scott Barstow, Jed Bullock, Susan Gitlin, Geoffrey Goode, James Kapsis, Aaron Karty, Jessica Lassetter, Stephen Milone, Ryan Wojtanowski

Guests: Allan Fye, Jason Mumford, Bob Lazaro, Ryan VanPatten, Radika Moman, Jeff Farner

1. City staff updates and business items

- Alexandria was awarded first place in the Water Environment Foundation's (WEF) National Municipal Stormwater and Green Infrastructure Awards Program "Innovation" category. The city also placed second in the "program management" category, and third overall in scoring.
- Alexandria is forming a Water Quality Working Group to address the city's requirements and options for complying with federal Municipal Separate Stormwater Sewer program.
- Earth Day planning is already beginning, including discussion of a theme. Natasha would welcome any ideas people have for themes and activities.

2. SolarizeAlexandria (Bill Eger, Alexandria Energy Manager; Bob Lazaro, NVRC; Ryan Van Patton, LEAP)

- SolarizeAlexandria is focused on removing some of the barriers that exist for commercial and residential installation of solar photovoltaics, by targeting soft installation costs, such as the need for technical expertise, and lowering costs through bulk purchasing
- The program supported in part through in-kind support from municipalities
- The payback period for installations is about 15 years in VA, but would be much, much faster if VA was a solar friendly state (like D.C. is, with solar renewable energy credits (SRECs))
- Solar installation prices under the program are 15-20% lower than customer's costs on their own
- SolarizeAlexandria's goals are to help at least 30 local residents complete solar installations, educate at least 300 community members on their solar energy potential, and provide free solar site assessments by an energy coach
- Average size of installation is estimated at 6-7 kW; most systems cover 40-60% of electric bill per month, for single-family units. Energy efficiency (EE) audits (caulking, CFLs, etc.) are part of the process (although optional), which helps customers
- Website is <http://www.solarizealexandria.org>
- Sign-ups to start the process are being accepted through November 10th, pricing through the installers is good for one year. There is a 10 year warranty on the installation, and a 25 year warranty on the equipment

3. Eisenhower West Small Area Plan update

- The EWSAP goes to Council in November. The last community meeting for the plan was last week
- The area was last planned in 1992
- The plan envisions development reaching 15-20 stories high near the Eisenhower Metro Station (within ¼ mile), 10-15 stories high a half-mile out, and even lower further out

- Plan envisions 6 distinct neighborhoods
- Energy use projections are based on current, existing energy use patterns and averages for the area, assuming current Alexandria Green Building Policy
- Eisenhower area has a unique mix of residential, commercial, and industrial, with Covanta and AlexRenew
- Phase II of the plan will be more detailed. The current Phase 1 plan is a broad outline; due to its complexity, this planning area will require a more involved process
- Radhika Mohan of the Planning Department is leading this effort, and can be reached at Radhika.mohan@alexandriava.gov

4. West End Transitway

- Alternatives being studied include: No Building (we don't do anything new); Transportation Systems Management (TSM, includes giving buses priority, changing traffic signal timing, other low capital cost strategies); Build (everything in TSM, plus dedicated lanes, improved stations, other capital cost projects like Route 1 transitway now)
- With respect to environmental documentation, the City is likely to submit a Documented Categorical Exclusion (CE), based on latest guidance from the Federal Transportation Agency (FTA). Earlier FTA guidance was that the City should prepare a full environmental impact statement (EIS), but FTA is now saying City doesn't need to go that far, and can instead use a more abbreviated CE, which was the same process used for the Route 1 Metroway. A documented CE is checklist-based, more concise submission, and allows for quicker review and approval by FTA. This will allow the City to advance the project more quickly.
- EPC can assist with this project by providing input to Council, and engaging with the community
- Staff will be bringing this before Council in January/February.
- The Project Advisory Group for the transitway includes representatives from the Planning Commission, the Budget and Fiscal Affairs Advisory Committee, the Transportation Commission, local residents, and two transit experts (WMATA, VRE)
- As ranked by the Northern Virginia Transportation Authority, the West End Transitway is #2 on the priority list, just behind the Potomac Yard Metro. Arlington may have some peripheral involvement, particularly with the Shirlington area, but is not directly invested.

5. Environmental Indicators Workgroup discussion

- The workgroup's plan is to meet and discuss these at the next work session, and have two or three draft indicators identified for each of seven issue "buckets": Energy, Water, Climate, Transportation, Land Use, Solid Waste, and Health
- City staff will begin pulling together indicators data for submission to Council in March of next year. Depending on the indicators selected and the availability of data, the next report may need to use indicators from the current list

- **Developing targets for indicators may become a political issue requiring their confirmation or acceptance by City Council**

6. Sustainability Coordinator discussion:

- **Discussions that have been held with City staff make it clear that the position should have concrete responsibilities, and ownership, of specific tasks.**
- **Discussion of planning responsibilities (plan development, project development, review, green building promotion) and community education, promotion, and outreach as key job responsibilities.**
- **Advocating for the establishment of a sustainability coordinator position should include emphasis on the economic benefits.**
- **EPC members are encouraged to share their thoughts on this soon, as a recommendation memo is due to Council by early November.**

Jim asked for feedback on our meeting format.

City Staff Update: 11/16/15

Prepared by Lisa Goldberg

1. The Ad Hoc Combined Sewer System Plan Stakeholder Group met on November 2, 2015 at 7:00. This working group addresses the city's requirements and options for complying with federal Municipal Separate Stormwater Sewer Program.
2. The Alexandria Earth Day 2016 Committee met on November 4, 2015. Natasha Anderson chairs the committee. The event is scheduled for April 30 at Ben Brenman Park. The event theme is Choose to Reuse--Your Decisions Matter.
3. City staff and Stephen Thayer, the citizen representative to the Metropolitan Washington Airports Authority (MWAA) Reagan National Community Working Group attended the group's organizational meeting on October 27, 2015. The first work meeting took place November 12 at MWAA offices located on the National Airport campus. FAA officials presented flight path parameters and the variables which they are currently reviewing to address noise mitigation.
4. The Oronoco remediation project again drew bids over the amount budgeted by the city to:
 - dredge the sediment below the storm drain outfall to the Potomac River and
 - install a permeable cap over the remaining sediments.The city cancelled the bids and forwarded the work to fiscal year 2017. City staff met with its remediation contractor on November 12, 2015 to review the upland groundwater and soil gas monitoring plan. A meeting is scheduled with VDEQ to review this plan and future actions for this site.
5. Four budget civic engagement meetings were held from mid-October through November 4. The meetings provided an overview of the FY 2017 budget process and some of the major budgetary challenges currently faced by the City. The EPC Chair and Vice-Chair are invited to Transportation and Environmental Services Department focused meeting with Yon Lambert and other TES sponsored Commission chairs on November 9.
6. Virginia Paving is holding its annual open house at the Marriot Courtyard hotel, 2700 Eisenhower on November 16 from 6-8 PM. OEQ staff plan to attend.
7. The City received Third Quarter 2015 CAP Implementation Monitoring Report that NRG submitted to the VDEQ. Some progress is being made on NRG's application to the National Park Service (NPS) for a permit to install the offsite air sparge well and remediation system piping on the Mt Vernon Trail. NPS is reviewing this permit application. NRG's consultant is addressing state air permit requirements for the pump and treats remediation system. The City encourages NRG to install an activated carbon adsorber unit on the exhaust of the air stripper (part of the pump and treat system) to minimize potential for odors. Geoff Wood represents the EPC on this project.

Old Town North Small Area Plan Advisory Group update

The OTN SAP AG is very (and I mean very) active. The work plan flowchart for the OTN SAP is saved to the EPC Google Drive, and is also available on the main city website, along with a lot of other material, at <http://www.alexandriava.gov/planning/info/default.aspx?id=86036>.

The goal is to have the SAP wrapped up and to Council by January of 2017. To kick things off, the advisory group is trying to rapidly run through a citizen engagement process to develop a Framework document to submit to Council in December. I've also uploaded to our shared drive an Excel spreadsheet with the current draft guiding principles, objectives, and measures for the SAP in seven different categories, and including changes I've suggested. (Changes that other AG members have suggested that might be of interest to us are in blue text, and the changes that I've drafted are in green, with original text drafted by staff that I'm suggesting be removed in ~~strikeout~~. If you get a chance, take a look and let me know what you think.)

In other small area plans, the process of developing a framework document has taken several months. The OTN SAP AG (advisory group) is trying to do this in one week—next week!—using a charrette process. The city's website describing the charrette process is on the main page, and at http://www.alexandriava.gov/news_display.aspx?id=88100.

Even if you can't attend any of next week's events in person, you can submit ideas electronically. PLEASE FEEL FREE TO DO THIS! Here's a link to the online comment board: <http://apps.alexandriava.gov/WebComments/CommentBoardSummary.aspx?id=49>

As an advisory group member, I'll have the opportunity to suggest changes after next week, of course, and can pass along feedback that's shared during our EPC meetings. But at this point, A) staff are trying to cast a very wide net to ensure that ALL ideas and comments are collected, and B) individual input from community members is always going to be welcomed.

City of Alexandria Announces Old Town North Small Area Plan Charrette Event

For Immediate Release: November 6, 2015

The City of Alexandria will hold a weeklong visioning session (charrette) to launch the Old Town North Small Area Plan Update process, beginning Monday, November 16 and ending Friday, November 20. The charrette, an interactive planning and design exercise, will include a variety of opportunities for public involvement, including three charrette public meetings and three charrette open houses. American Real Estate Partners, owners of Canal Center in Old Town North, have provided space at 44 Canal Center Plaza, fourth floor, for this community-based planning event.

The Old Town North neighborhood is adjacent to the Potomac River, directly north of Old Town Alexandria. Even by today's smart growth standards, the existing Old Town North Small Area Plan, adopted in 1992 as part of the City's Master Plan, is a forward looking document created through a strong community vision for a balanced, mixed-use neighborhood. With development and redevelopment opportunities increasing in the area, the City will collaborate with the Old Town North Small Area Plan Advisory Group and the public at large to develop the Old Town North Small Area Plan Update. The charrette event is the first phase of the 17-month planning process.

Detailed information and a schedule for the charrette are available on the City's Old Town North Small Area Plan Update webpage. The charrette location is easily accessible on foot for those who live in or near the planning area or for community members taking advantage of public transit services, and has convenient on-street and garage parking.

Childcare services will be provided during the charrette's three public meetings (see charrette schedule for more information).

The public is encouraged to attend and participate in this event.

For more information, contact Nancy J. Williams, Principal Planner, Department of Planning and Zoning, at nancy.williams@alexandriava.gov or 703.746.3858.

For media inquiries, contact Andrea Blackford Senior Communications Officer, at andrea.blackford@alexandriava.gov or 703.746.3959.

The City of Alexandria is committed to compliance with the Americans with Disabilities Act, as amended. To request a reasonable accommodation, or alternative format, please contact Graciela Moreno, Department of Planning and Zoning, at graciela.moreno@alexandriava.gov or 703.746.3808, Virginia Relay 711.

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This news release is available at www.alexandriava.gov/88100.



Pedestrian and Bicycle Master Plan Update

Environmental Policy Commission

November 16, 2015





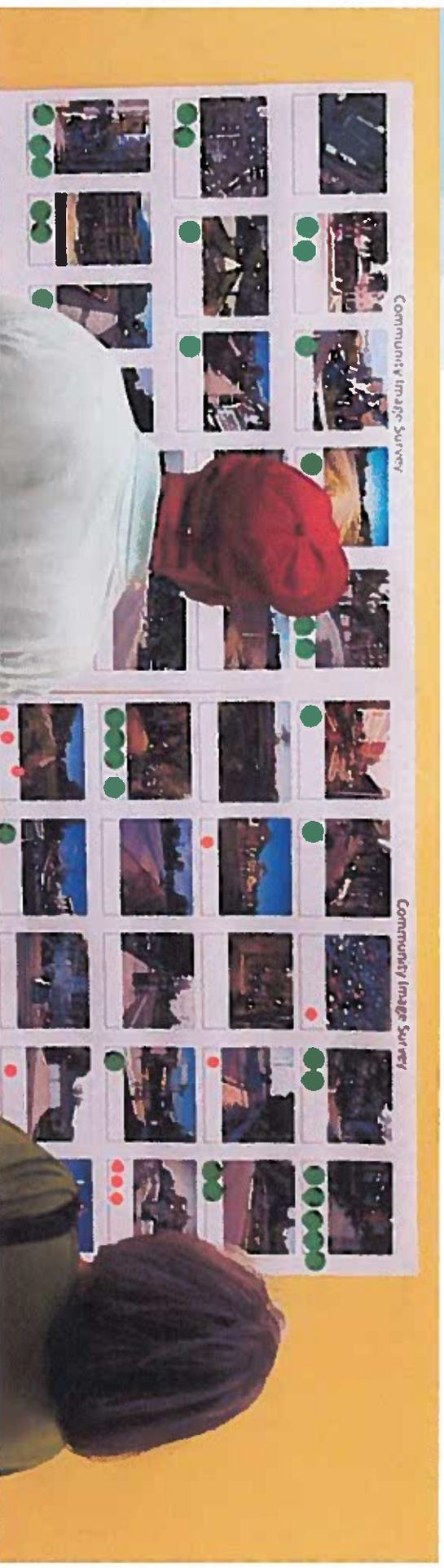
Three key questions for the EPC:

CONSISTENCY	INTERGRATION
<p>1. Do the draft elements of the Pedestrian and Bicycle Master Plan align with the intentions of Alexandria's current Environmental Action Plan 2030?</p>	<p>2. How should the Pedestrian and Bicycle Master Plan's draft recommendations be integrated into future updates of Alexandria's Environmental Action Plan?</p>
<p>3. What other feedback do you have about the draft recommendations?</p>	

Civic and Stakeholder Engagement



- Public Meetings (2)
- Community Events
- Council and Commission Meetings
- Ad Hoc Advisory Committee (8 meetings)
- Technical Advisory Committee
- Online interactive map, survey and project website



Project Schedule



Late May 2014: **Project Launch**

June - Sept: **Existing Conditions Analysis, Public Meeting #1**

Sept - Dec: **Needs Assessment, Goals & Objectives**

Jan - June 2015: **Strategies, Network, Focus Areas**

Spring 2015: **Project Prioritization**

Summer 2015: **Implementation Strategies**

Early Fall 2015: **Public Meeting #2**

Winter 2015: **Draft Plan and Guidelines**

Spring 2016: **Completion**



Public Input - What We've Heard:

Key themes:

- Improve maintenance
- More education and outreach
- Reduce conflicts between pedestrians and bicyclists
- Provide Complete Streets
- Need for protected bike facilities

Example goals/strategy responses to key themes:

- Safety, engineering, encouragement, education goals
- Reduce fatalities through Vision Zero program
- Close sidewalk gaps, expand bike network, including protected bikeways
- Citywide promotion and education on safety, rights, and responsibilities



Vision Statement Highlights

- Walking & bicycling are vital to **health & mobility**
- Streets, intersections, and trails should be **safe & accessible**
- Facilities should create networks that **link important destinations**
- Programs and policies should encourage walking for both **transportation & recreation**
- Programs, policies, and facilities should foster **geographic & social equity for all of the City's residents**

vision

goals

objectives

strategies

Goals



Safety

Engineering

Encouragement

Education





Draft Engineering Strategies

Key Topics:

1. Complete Streets Design Guidelines
2. Close sidewalk gaps
3. Expand the on-street bike network
4. Curb ramp upgrades and other ADA improvements
5. Improve crossing conditions
6. Improve access and safety for all users on trails
7. Reduce conflicts between bikes and pedestrians on sidewalks
8. Improve connectivity and access to transit and schools



Draft Program/Policy Strategies

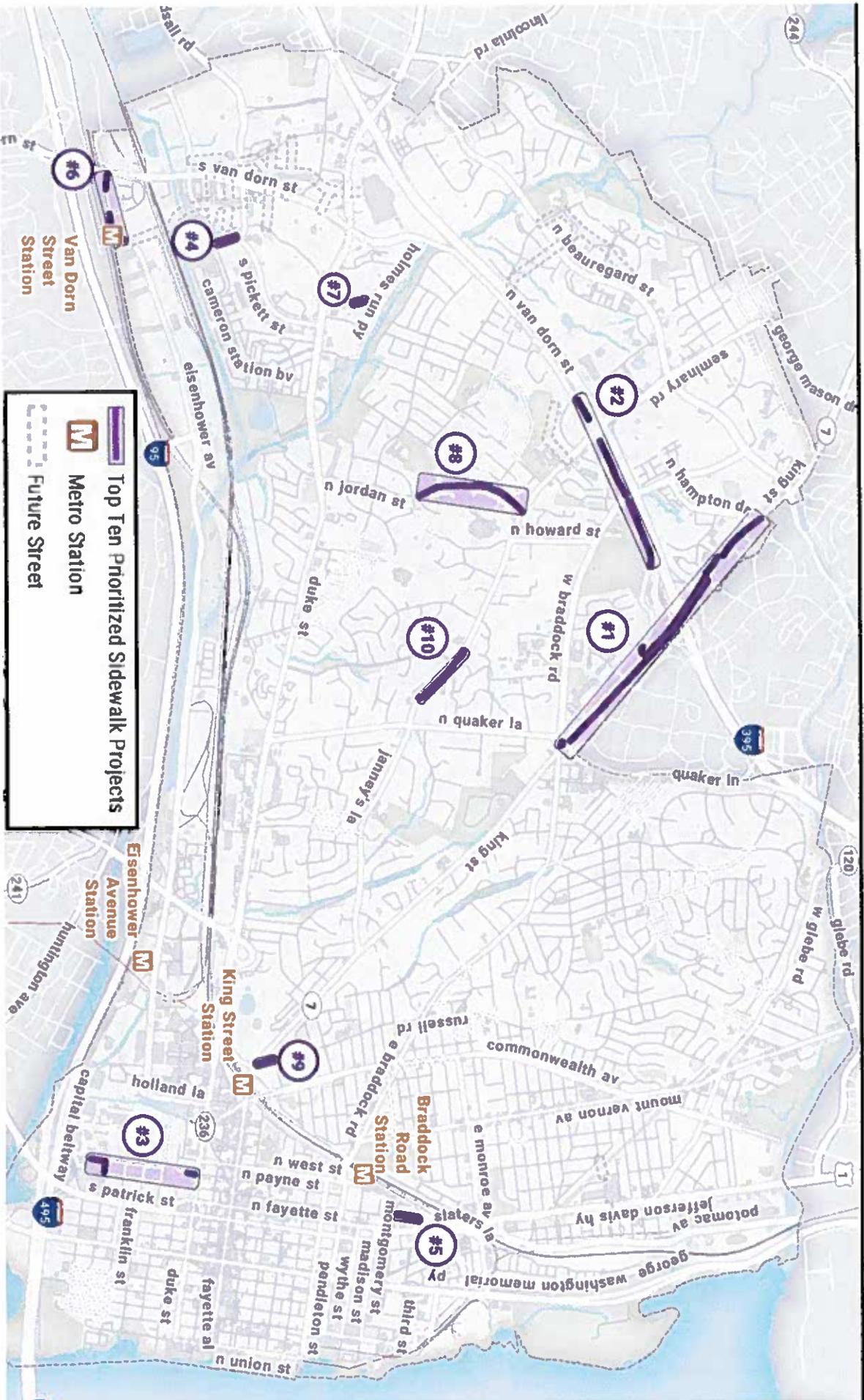


Key Topics:

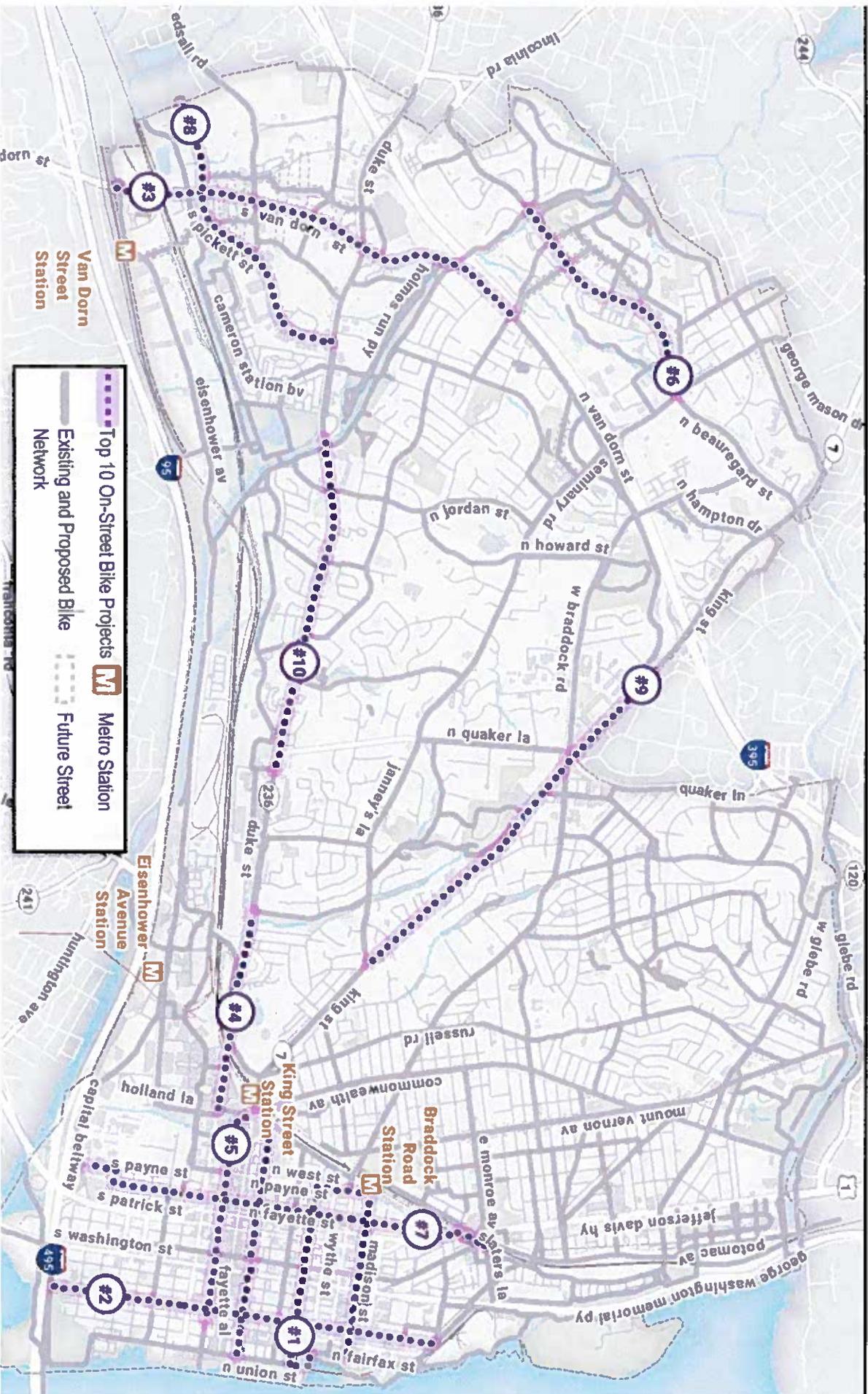
1. Safe Routes to School
2. Reduce bike and pedestrian fatalities / Vision Zero
3. Ongoing performance measurement
4. Adequate funding and staffing to implement the plan
5. Partnerships with Alexandria Health Department, Police, Schools, and community groups
6. Citywide promotion and education on promote traffic safety, rights and responsibilities, and benefits of active transportation



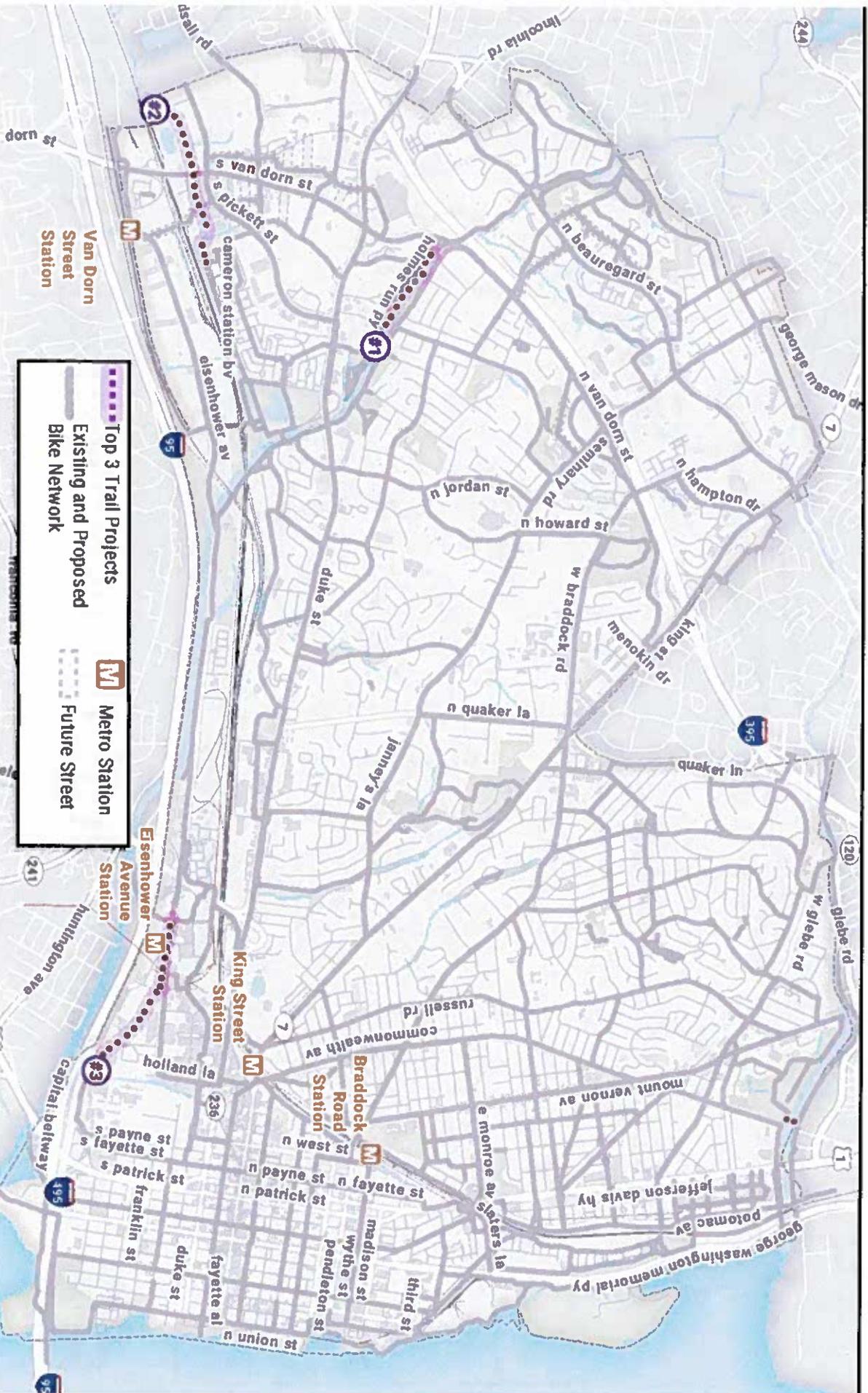
Sidewalk Prioritization Results



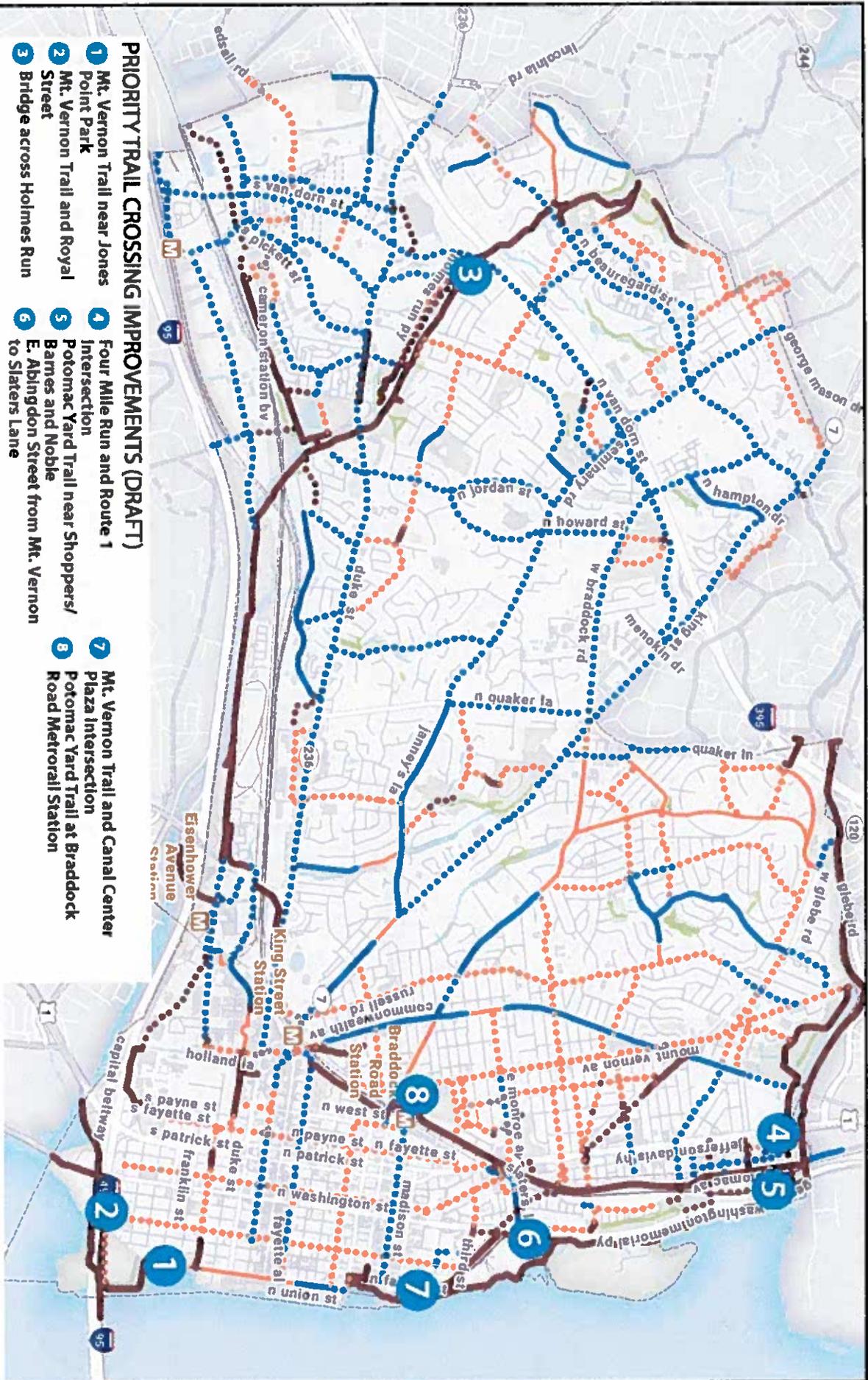
Bicycle Prioritization Results



Trail Prioritization Results



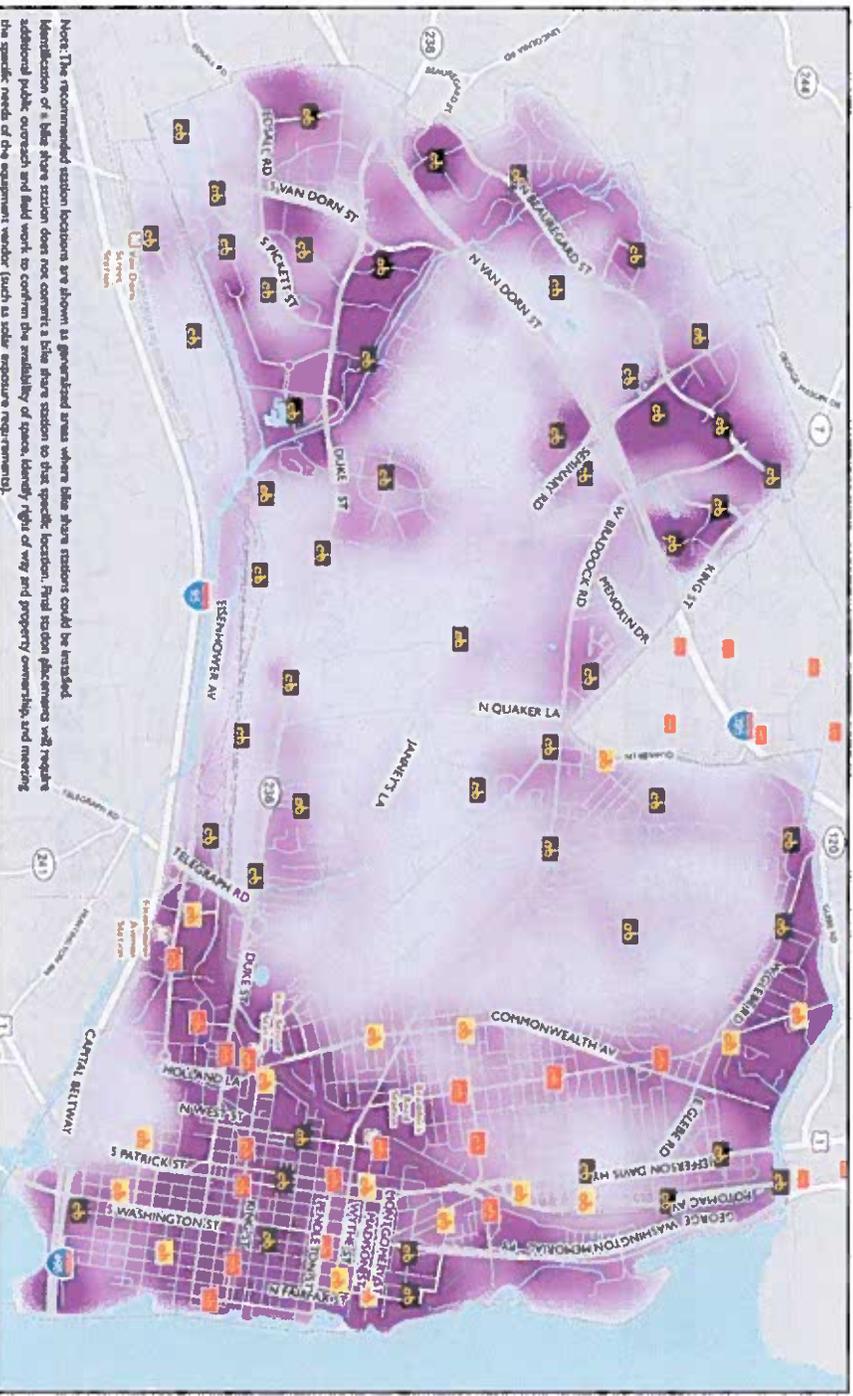
Priority Trail Transition Improvements





Capital Bikeshare

- Conducted an analysis of future demand for Capital Bikeshare stations
- Recommended future station locations



Note: The recommended station locations are shown as generalized areas where bike share stations could be installed. Identification of the share station does not constitute a bike share station to this specific location. Final station placement will require additional public outreach and field work to confirm the availability of space, identify right of way and property ownership, and meeting the specific needs of the equipment vendor (such as solar exposure requirements).



Complete Streets Design Guidelines

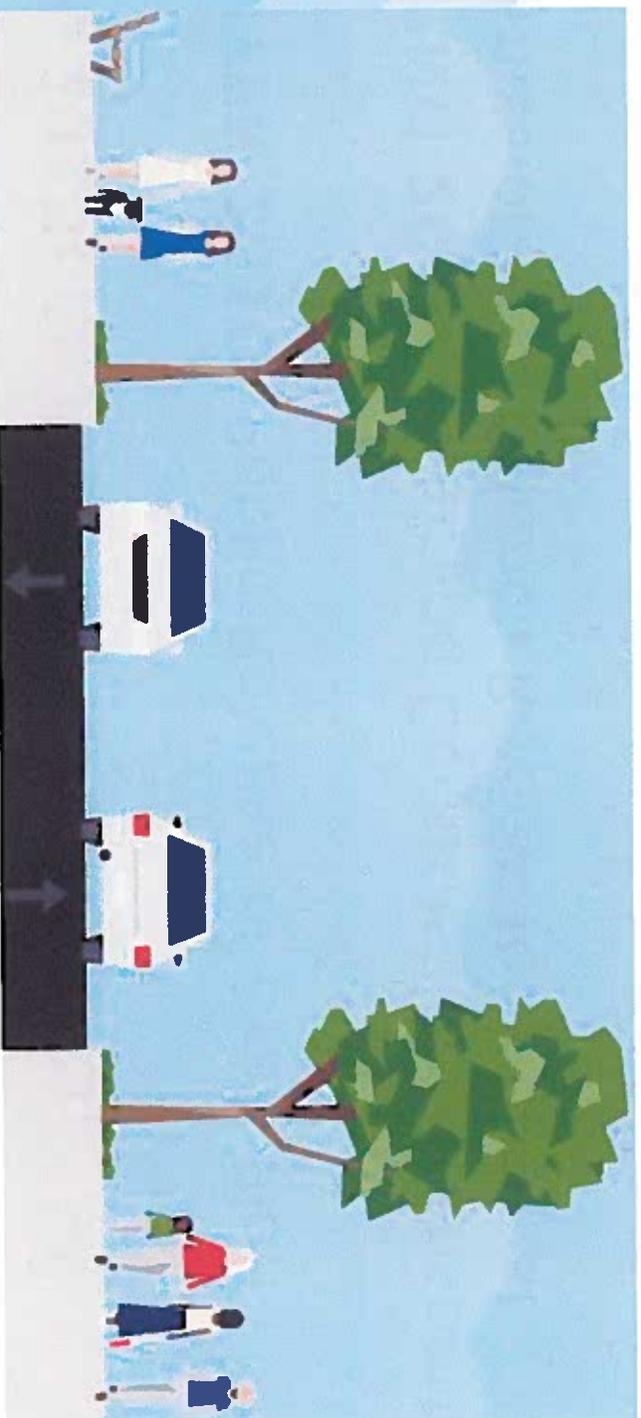
- Develop Complete Streets Design Guidelines
- Integrate design guidance (e.g. green sidewalks)
- Incorporate range of bike/ped facilities
- Create reference for staff, developers and community

Major Elements	Guidelines
Street Typologies	Street character based on adjacent land uses
Sidewalk Zones	Design, materials, trees, plantings, wayfinding, bicycle parking, transit, lighting
Roadways	Speed, lane widths, traffic calming, truck and emergency vehicle access, transit, bicycle facilities
Intersections	Geometry, access, crossings, control, signalization, pedestrian signals, transit, bicycle treatment
Curbsides	Parking, bicycle parking, parklets, charging stations



Example Typology – Park Road

- total sidewalk widths 11'-20'
- porous sidewalk treatments preferred
- 1' gutter pans on road
- pedestrian zone 6'-10'
- amenity zone 5'-10'
- no frontage zone



- maintains park-like character & protect natural resources
- preferred lane widths 11'
- operating speeds \leq 35mph

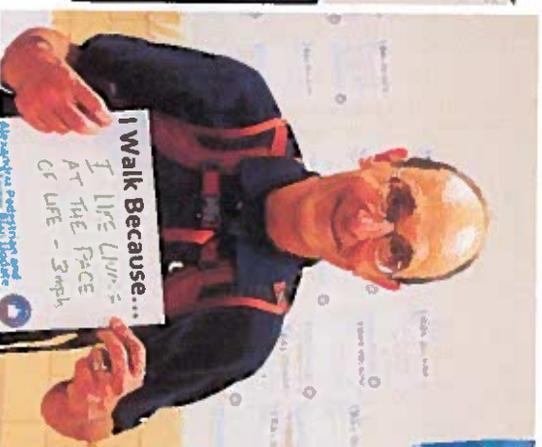


Next Steps

FALL 2015: Continued public outreach

WINTER 2016: Public Release of Draft Plan

SPRING 2016: Planning Commission, Transportation Commission and Council Review for Approval



DRAFT Strategies - Alexandria Pedestrian and Bicycle Master Plan (revised 10/06/15)

NOTE: The strategies relate to issues identified through field work and observations, comments received from the public through in person and online means, comments during Ad Hoc Committee meetings, and input from the PMT, TAC and other stakeholders.

Pedestrian Engineering Strategies

1. Apply the Complete Streets Design Guidelines for all new development and future capital improvement projects.
 - a. Regularly utilize the Design Guidelines for direction regarding sidewalk width and materials, sidewalk buffers, street trees and other green features, wayfinding, street furnishings, methods for activating the pedestrian experience and other topics related to the pedestrian environment.
 - b. Incorporate the Design Guidelines into City policies (i.e. subdivision regulations) and development review process as required by 2011 Complete Streets policy.
2. Close sidewalk gaps and improve sidewalks where needed.
 - a. Implement the prioritized new sidewalk recommendations (see Appendix X), and increase the annual capital budget for new sidewalks to allow for construction of these sidewalks. Continue to address narrow sidewalks through redevelopment.
 - b. Use the Complete Street Design Guidelines or other applicable, adopted City plans to determine sidewalk width and design for all new and reconstructed sidewalks.
 - c. Ensure a clear pedestrian zone on sidewalks by inspecting and enforcing right-of-way encroachment. Promote the use of Call.Click.Connect for reporting maintenance issues on City property (e.g. vegetation management, sidewalk upheavals, etc.).
 - d. Develop a citizen petition process for new, citizen-requested sidewalks on neighborhood residential streets.
3. Prioritize and standardize curb ramp upgrades and other ADA improvements.
 - a. Provide ADA accessible curb ramps at every intersection and ensure that curb ramps align with crosswalks where feasible, in conjunction with reconstruction of streets, or development opportunities. See the Complete Streets Design Guidelines for more information on curb ramps.
 - b. Provide pedestrian pushbuttons at all actuated signals (signals that do not automatically provide a pedestrian phase). Pedestrian pushbuttons should be easily activated and conveniently located near each end of the crosswalk. Install accessible pedestrian signals (i.e. audible tones, speech messages, detectable arrow indications and/or vibrating surfaces) at all new pedestrian signals, as is the recommended Federal standard (see *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*).
 - c. Develop a phased approach for assessing ADA needs throughout the City, starting with areas near schools and transit stops and stations. Request dedicated and sufficient funding to implement the ADA upgrades identified through these studies.
 - d. Maintain a continuous, level and clearly delineated pedestrian path across driveways-prioritizing new sidewalks and areas of higher levels of pedestrian activity. Limit or consolidate the number and width of driveways where possible. See the Complete Streets Design Guidelines for more information on driveway design.

4. Improve safety and access through and across major barriers including freeways, waterways and rail corridors.
 - a. In high-speed areas such as those near freeway interchanges, use enhanced design elements to improve:
 - i. **Safety:** Provide high-visibility crosswalks, pedestrian-activated signals and ample crossing time for pedestrians at intersections. Crossing islands should be considered where the crossing distance is greater than 50'. Design features to slow vehicles should also be used, including narrower travel lanes and speed feedback signs. Preferred crossing locations should be highly apparent to pedestrians so that they are encouraged to use the safest locations.
 - ii. **Comfort:** Wider sidewalks and buffers should be used.
 - iii. **Pedestrian visibility:** Areas with poor visibility for pedestrians should be evaluated for possible street reconfiguration including narrowing turning radii, installing bulb outs, reorienting intersection geometry, strategic parking removal or other design changes.
 - Partner with VDOT as needed for improvements in these areas. See Complete Streets Design Guidelines for more information about these strategies.
 - b. Identify locations that need enhanced pedestrian connections over rail tracks, freeways, waterways and other barriers to connect key destinations/attractions (i.e. near existing and future Metrorail stations, mixed-use development sites or commercial districts). Encourage at-grade crossings whenever possible to support pedestrian activity at the street level. Partner with CSX, WMATA or others to ensure that connections are created. Ensure adequate lighting and ADA access on bridges and tunnels.
 - c. Provide wayfinding to guide pedestrians to crossings of major barriers.
5. Improve crossing conditions, especially in areas with high pedestrian demand, for all new development and future capital improvement projects.
 - a. Evaluate current signal timing practices and revise, as needed, to minimize pedestrian crossing delay while maintaining vehicle throughput.
 - b. Prioritize select angled intersections with high crash rates and long crossing distances to reduce pedestrian exposure and increase visibility for and of pedestrians.
 - c. Prioritize the installation of new/improved pedestrian-scale street lights in areas near schools, transit stops/stations, parks, senior centers and commercial districts. See Complete Streets Design Guidelines for more information about street lighting design, use and placement.
 - d. Discourage slip ramps as part of new roadway or development projects. As opportunities arise through roadway improvements or development, improve or eliminate existing slip ramps.
6. Prioritize ongoing maintenance and repair of the pedestrian network.
 - a. Develop internal and external practices to improve snow and trash removal on streets and trails, prioritizing popular commuter trails. Work with the National Park Service to formalize a partnership related to maintenance and snow removal on the Mount Vernon Trail.
 - b. Promote Call-Click-Connect as a means for residents to report maintenance and safety concerns. Address reported issues as part of routine staff activities, prioritizing areas near schools, transit stops/stations, parks and senior centers.

7. **Improve access and safety for all users on trails; particularly at entrance/exit points.**
 - a. Remove unnecessary bollards, signs or obstructions that create choke-points at trailheads.
 - b. Widen trail access points and segments that experience higher volumes of pedestrian and bicycle traffic. Use pavement markings in these areas to delineate separate spaces for each user group.
 - c. Use signage, pavement markings and surface treatments to create simple and obvious paths of travel for bicyclists entering and exiting trails.
 - d. Provide wayfinding at access points and key interior trail junctions/intersections to aid navigation.
8. **Reduce conflicts between bikes, pedestrians and other users on sidewalks.**
 - a. In areas with significant pedestrian traffic, provide dedicated, on-street bicycle facilities on roadways (or on parallel roadways when needed).
 - b. Explore revisions to the City code to better define and address conflicts between pedestrians, bicyclists, drivers and other users, such as skateboarders.
9. **Improve walkability, connectivity and ADA access to transit.**
 - a. Prioritize pedestrian improvements such as new/widened sidewalks, curb ramp upgrades and high visibility crosswalks near transit stops/stations.
 - b. Encourage transit providers to locate transit stops close to signalized intersections. See Complete Streets Design Guidelines for more information about bus stop design, bus shelters and related features.
10. **Improve walkability, connectivity and ADA access near schools and parks.**
 - a. Prioritize pedestrian improvements such as new/widened sidewalks, curb ramp upgrades, sidewalk buffers and high-visibility crosswalks near these key destinations. Also employ traffic calming measures, based on assessments of need, in these areas.
 - b. Partner with ACPD and APD to conduct school zone audits. Dedicate adequate staffing and funding to complete school audits and implement identified improvements.
 - c. Partner with the Department of Recreation, Parks and Cultural Activities to evaluate access to parks.

Pedestrian Program and Policy Strategies

1. Pursue funding to oversee education and outreach for pedestrian/multimodal transportation safety initiatives citywide.
2. Regularly conduct construction inspections to ensure safe, convenient and accessible pedestrian accommodations are provided during all phases of construction.
3. Develop an annual report card with information on the performance targets identified in this Plan, as well as those identified by the Office of Performance Accountability related to bicycling and walking.
 - a. **Make the report card available on the City website and promote through listserves, social media and local organizations.**
4. Explore a pilot Open Streets Event to encourage active transportation and lifestyles.
 - a. **Use the event to increase education about Complete Streets, health benefits, transportation options and programs in Alexandria, and innovative facility types.**
5. Evaluate the use of the employee alternative transportation benefits program, and expand promotion efforts related to the program.
6. Pursue funding for high priority pedestrian projects.
7. Partner with the Alexandria Health Department and ACPs to identify funding and prioritize programs related to active transportation and lifestyles.
8. Continue to provide training for appropriate City staff on national ADA design standards, Complete Streets and other best practices.
9. Partner with Local Motion and the Alexandria Police Department to build upon the Streets Smarts campaign and other similar efforts that promote pedestrian safety, rights and responsibilities, as well as the benefits of active transportation.
10. Continue to improve pedestrian access within and through large properties such as shopping centers and multifamily housing complexes through partnerships with developers/landowners, small area plans and the development review process.
11. Conduct an evaluation of traffic fatalities and develop a Vision Zero program that outlines the framework, budget and staffing needed to work towards eliminating pedestrian and bicycle related deaths in Alexandria.
12. Strive for Gold designation in the *Walk Friendly Community* program of the Pedestrian and Bicycle Information Center through implementation of the pedestrian projects and strategies presented in this Plan.

Bicycle Engineering Strategies

1. Add new bicycle lanes, signed bicycle routes and shared lane markings to expand the on-street bicycle network.
 - a. Focus implementation efforts on the priority projects presented in this Plan and on opportunities related to repaving or redevelopment.
2. Implement and evaluate separated bike lanes and neighborhood bikeways on City streets where appropriate.
 - a. Identify corridors in the 2015 Bicycle Network to serve as priority locations for separated bike lanes and neighborhood bikeway projects. Conduct public outreach, evaluate right-of-way, parking impacts and other design considerations as needed. Evaluate these new separated bike lanes and neighborhood bikeway projects in order to optimize the design, operations, maintenance, safety and usage. Use findings from the evaluation to expand and refine the Complete Streets Design Guidelines related to separated bike lanes and neighborhood greenways in Alexandria, and to inform the design of future projects. Share lessons learned with national partners to contribute to the emerging state of practice related to low-stress bicycle facility design.
3. Improve access and safety for all users on trails, particularly at entrance/exit points.
 - a. Remove unnecessary bollards, signs or obstructions that create choke-points at trailheads.
 - b. Widen trail access points and segments that experience higher volumes of pedestrian and bicycle traffic. Use pavement markings in these areas to delineate separate spaces for each user group or direction of travel.
 - c. Use signage, pavement markings and surface treatments to create simple and obvious paths of travel for bicyclists entering and exiting trails.
 - d. Provide wayfinding at access points and key interior trail junctions/intersections to aid navigation.
4. Use innovative designs and bicycle-specific treatments at intersections to improve safety and provide a more continuous, low-stress experience for people biking.
5. Increase the availability of bicycle parking throughout Alexandria.
 - a. Prioritize locations for installing bicycle parking racks in the public right-of-way with an emphasis on commercial areas, parks, libraries, schools, and transit stops/stations.
 - b. Continue to install bike parking corrals in on-street parking spaces with the goal of installing new corrals each year.
 - c. Ensure that all City-sponsored events have bicycle parking and increase the number of City events that provide bike valet services.
 - d. Regularly review the City's bicycle parking guidelines and revise as needed to reflect increasing bicycling or other changes.
6. Prioritize ongoing maintenance and repair of the bicycle network.
 - a. Develop internal and external maintenance practices to improve snow and trash removal on streets and trails, prioritizing popular commuter routes. Work with the National Park Service to formalize a partnership related to maintenance and snow removal on the Mount Vernon Trail.
 - b. Promote Call-Click-Connect as a means for residents to report maintenance and safety concerns. Address reported issues as part of routine staff activities, prioritizing areas near schools, transit stops/stations, parks and senior centers.

7. Improve bicycle access to transit.
 - a. When building out the citywide bicycle network, prioritize facility improvements that create continuous, low-stress connections to bus, Metroway and rail stations in Alexandria. Continue partnering with WMATA and DASH to implement access improvements near transit facilities.
 - b. Incorporate bicycle access and bicycle parking near stations as critical elements of design plans for future transitway corridors and stations.
8. Improve signage and wayfinding for people biking.
 - a. Develop a citywide system for installing bicycle wayfinding on signed bike routes, near transit and in activity centers.
 - b. Review streets for potential applications of regulatory and advisory signs at intersections and along existing and new bicycle facilities. Possible sign types may include “Bicycles May Use Full Lane,” “Cross Traffic Does Not Stop,” and “Right turning traffic Yield to Bikes.”
9. Continue to expand the citywide Capital Bikeshare system using the phasing strategy presented in this Plan as well as other opportunities that arise related to redevelopment. Seek additional funding opportunities to support maintenance, operations and system expansion.

DRAFT

Bicycle Program and Policy Strategies

1. Regularly conduct construction inspections to ensure safe, convenient and accessible bicycle accommodations are provided during all phases of construction.
2. Conduct post-construction development inspections to ensure that new bicycle facilities, including bike parking, is installed and appropriately designed.
3. Develop an annual report card with information on the performance targets identified in this Plan, as well as those identified by the Office of Performance Accountability related to bicycling and walking.
 - a. **Make the report card available on the City website and promote through listserves, social media and local organizations.**
4. Incorporate key bicycle commuting routes into the existing map that shows the current status of maintenance and snow removal on City streets/facilities.
5. Explore a pilot Open Streets Event to encourage active transportation and lifestyles.
 - a. **Use the event to increase education about Complete Streets, health benefits, transportation options and programs in Alexandria.**
6. Evaluate the use of the employee alternative transportation benefits program, and expand promotion efforts related to the program.
7. Pursue funding for high priority bicycle projects.
8. Conduct a biennial citywide survey to learn more about the non-commute transportation habits of Alexandria residents and employees.
9. Partner with the Alexandria Health Department and Alexandria City Public Schools to identify funding and prioritize programs related to active transportation and lifestyles.
10. Continue to provide staff training on Complete Streets Design Guidelines and other bicycle-related topics as needed.
11. Partner with Local Motion and the Alexandria Police Department to build upon the Streets Smarts campaign and other similar efforts that promote bicycle safety, rights and responsibilities, as well as the benefits of active transportation.
12. Partner with local bicycle groups to support bicycle education, outreach and promotion amongst underrepresented groups including women, senior citizens and non-English speaking communities.
13. Recognize the City's existing *Bicycle Friendly Businesses* (from the League of American Bicyclists' program) on the Local Motion website, in order to promote and support businesses that provide bike parking and take others steps to support bicycling.
14. Strive for Gold designation in the League of American Bicyclists *Bicycle Friendly Community* program through implementation of the bicycle network and other strategies presented in this Plan.

Pedestrian & Bicycle Master Plan Update & Complete Streets Guidelines Relationship to the Environmental Action Plan 2030
City of Alexandria, Department of Transportation and Environmental Services

Environmental Action Plan Targets/Goals	Advancement toward Eco-City with Plan and Complete Streets Design Guidelines
<p>By 2020, “reduce the number of daily VMTs on a per capita basis by 5% every five years.” (Target)</p>	<p align="center">General Transportation Targets</p> <p>Proposed, and improved existing pedestrian and bicycle facilities—when implemented in concert with the proper land use strategies—allow individuals to fulfill more trips without the use of an automobile. The draft network recommends a bicycle network, pedestrian and bicycle safety improvements, and priority pedestrian and bicycle projects, as well as strategies to encourage non-motorized mobility.. These complement the existing network, allowing greater accessibility to those wishing to commute via walking or bicycling, which will help the City reach its VMT reduction targets.</p>
<p>By 2030, “increase the number of non-single occupant vehicle (SOV) commuting trips to 50%.” (Target)</p>	<p>Enhanced bicycle and pedestrian facilities and strategies provide greater comfort and incentive to commute via alternative modes of transportation. As more facilities are completed, new opportunities are available for those who may not have previously felt comfortable walking or cycling to and from their place of employment. The plan recommends such facilities, prioritizes improvements (partially based on demand and connectivity to activity centers), and identifies potential sources to fund improvements.</p>
Environmental Action Plan Targets/Goals	Advancement toward Eco-City with Plan and Complete Streets Design Guidelines
<p>Transportation Goal 1: Move aggressively toward a culture of city streets that puts “people first” by implementing development and transportation projects consistent with the following level of precedence: pedestrians, bicycles, public transportation, shared motor vehicles, and private motor vehicles.</p>	
<p>“Implement actions outlined within the following completed plans: Transportation Master Plan, Bicycle and Pedestrian Mobility Plan and An Environment for a Healthier Alexandria, and treat these actions as high priorities.” (Short Term Action)</p>	<p>The Draft Plan (which will supersede the existing chapters in the Transportation Master Plan, and the Bicycle and Pedestrian Mobility Plan) will include an implementation chapter that includes priority projects, funding and other implementation measures toward meeting the plan’s goals and objectives. In addition, performance measures are identified that will be used to measure how the goals are being met on an annual basis.</p>
<p>“Pass a resolution adopting the principles of Complete Streets (as recommended by the Transportation Master Plan) and Low Impact Development (in road projects, wherever possible).” (Short Term Action)</p>	<p>The Council adopted a Complete Streets policy in 2011, and the City’s budget includes funding toward Complete Streets projects on an annual basis. The Pedestrian and Bicycle Master Plan will include “Complete Streets Design Guidelines,” which function as a comprehensive guide for developers, City staff, and the public toward how different types of streets can be designed to accommodate all users.</p>
<p>“Continue to improve facilities for cyclists by 1) adding 2 miles of bikeways annually and piloting innovative projects on an annual basis as outlined in the Transportation Master Plan; 2) conducting a feasibility study for a bike sharing program; and 3) increasing bike storage and bike parking as outlined in the Transportation Master Plan, and continue to offer temporary bicycle parking at special events.” (Short Term Action)</p>	<p>The Draft plan includes goals, priority bicycle projects and proposed strategies aimed at the installation of new bicycle facilities as well as innovative treatments, especially at intersections. In addition, the goals include performance measures that will measure the mileage of bicycle facilities added annually. The City’s budget includes funding toward installation of Capital Bikeshare stations. In addition to existing and planned stations, the plan identifies future bikeshare stations throughout the City. The plan also includes strategies related to bicycle parking, including special events.</p>
<p>“Complete the capital projects contained in the Transportation Master Plan that refer to pedestrians and cyclists, such as: 1) complete the shared path network by 2020; 2) complete the Bike Network by 2020; 3) Offer safety</p>	<p>The Draft Plan will include an updated bicycle network, and list of prioritized pedestrian and bicycle projects, and implementation strategies. This list will allow the City to more objectively make decisions about project funding, as well as recognize current needs that were not identified in the 2008 Plan. The new Plan also identifies partnerships with Alexandria City Public Schools and the Alexandria Police Department aimed at</p>

<p>lessons for cycling and walking to all school aged children by 2012.” (Mid-Term Action)</p> <p>“Implement the Complete Streets principles, including green infrastructure, when improving roads in the city, where practicable.” (Mid-Term Action)</p>	<p>prioritizing programs related to active transportation and lifestyles, as well as education and outreach strategies.</p> <p>The Draft Plan includes the development of the “Complete Streets Design Guidelines,” which function as a comprehensive guide for developers, City staff, and the public. Each new development and street improvement will be subject to review. During the review process, City staff will use the new guidelines to ensure that new projects/street redesigns align with the most desirable Complete Streets policies. The Complete Streets Guidelines include information about green infrastructure, including stormwater facilities and street trees. The Guidelines detail best practices for accessible, green facilities.</p>
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<p>Environmental Action Plan Targets/Goals</p>	<p>Advancement toward Eco-City with Plan and Complete Streets Design Guidelines</p>
<p>Transportation Goal 2: Educate individuals and organizations on the availability of transportation alternatives that will reduce dependency on single occupancy automobiles.</p> <p>“Continue, expand, or implement current transportation and bike pedestrian education programs, such as 1) programs that encourage children to walk or cycle to school; 2) cycling proficiency program with a test for all school age youth; and Local Motion workshops and other related transportation demand management programs.” (Short-Term Action)</p> <p>“Meet with local associations — residential and commercial — to discuss and promote the merits of reduced dependency on private vehicles.” (Short Term Action)</p>	<p>The Draft Plan encourages partnerships with Alexandria City Public Schools and the Police Department, with strategies aimed at programs for active transportation and lifestyles. It also includes strategies that include partnering with Local Motion to build upon the Street Smarts campaign to promote pedestrian and bicycle safety, rights and responsibilities.</p> <p>The Draft Plan includes strategies related to education and outreach for pedestrian / multimodal transportation safety initiatives citywide, including a pilot Open Streets event. Through the City’s Local Motion program and Complete Streets program, staff met with residential and commercial associations to discuss transportation options. In addition, the plan includes a strategy related to improving pedestrian access through large properties such as multifamily housing complexes and commercial complexes. The planning process for the Plan’s update also provided a forum for public input on the plan, and pedestrian and bicycle issues in the City. Input will be recorded in the appendix of the Plan.</p>

<p>Environmental Action Plan Targets/Goals</p>	<p>Advancement toward Eco-City with Plan and Complete Streets Design Guidelines</p>
<p>By 2030, “ensure that 25% of all Alexandria school children get to and from school by walking or riding bicycles.”</p>	<p>General Land Use Targets</p> <p>The Draft Plan recommends new improvements, projects and strategies to support the EAP’s goal of ensuring that 25% school trips are either by foot or bicycle. The Draft Plan encourages partnerships with Alexandria City Public Schools and the Police Department toward education and outreach, and encouraging active lifestyles. In addition the plan includes performance measures to review the goals on an annual basis, including a survey of the percentage of children walking and bicycling to school.</p>

<p>Environmental Action Plan Targets/Goals</p>	<p>Advancement toward Eco-City with Plan and Complete Streets Design Guidelines</p>
<p>Land Use and Open Space Goal 1: Continue to coordinate land use and site design decisions among City departments to ensure compatibility with existing City plans that promote walking, cycling, and taking public transportation.</p> <p>“Incorporate, where feasible and appropriate, improvements to bike and pedestrian facilities into ongoing Small Area Plans to ensure compatibility with the Bike and Pedestrian Plan.” (Short Term Action)</p>	<p>The Draft Plan includes recommendations that were included in approved Small Area Plans. In addition, future Small Area Plans should take into consideration the recommendations in the Draft Plan, and include them and/or expand upon them to the extent possible.</p>

<p>"Promote more pedestrian, bike, and transit usage during land use planning of Alexandria's major thoroughfares, including Van Dorn Street and Beauregard Street." (Short Term Action)</p>	<p>The Draft Bicycle Network designates enhanced bicycle corridors along major thoroughfares, including Van Dorn Street and Beauregard Streets as streets. As improvements are made to these streets, they should include non-motorized improvements per the City's new Complete Streets Design Guidelines..</p>
<p>"Promote more pedestrian and bike transportation features (e.g., underground parking, street front retail, and parking access behind buildings) in the land use planning for Alexandria's major thoroughfares, including Van Dorn, Duke, and Beauregard Streets, Eisenhower Avenue, and Route 1 planning efforts." (Mid Term Action)</p>	<p>As non-motorized improvements are implemented, the City will have increased justification to encourage land use patterns that support walking and bicycling trips rather than automobile trips. The Draft Plan includes strategies aimed at improving walkability and bicycling, especially in major activity areas, such as ADA access, crossing conditions, bicycle parking, etc. Aside from Route 1, each of the thoroughways identified in the mid-term action are designated as enhanced bicycle corridor facilities. The draft network presents a number of parallel routes for Route 1.</p>
<p>"Increase bike storage and bike parking in areas designated by the Transportation Master Plan as Bicycle Parking Priority Zones (e.g., near Metro stations, schools, high-density residential, and retail locations) and at special events." (Mid Term Action)</p>	<p>The Draft Plan includes strategies aimed at improving bicycle access to transit, bicycle parking at transit and at major activity centers such as schools, libraries, commercial areas and parks. It also addresses bicycle parking and valet services at special events. These new strategies support the usage of parking and storage now required per the City's "Rules and Regulations Establishing the Dimensional and Equipment Standards for Bicycle Parking Areas."</p>
<p>"Complete City's Current Bikeway and Trail network through development review, grants, and CIP." (Mid Term Action)</p>	<p>The Draft Bicycle Network expands and improves upon the previous network, and includes priority projects. The Draft Plan includes an implementation section that identifies grant opportunities. It is expected that future development review will consider recommendations made in the Draft Plan.</p>

<p>Environmental Action Plan Targets/Goals</p>	<p>Advancement toward Eco-City with Plan and Complete Streets Design Guidelines</p>
<p>"Ensure CIP expenditures are consistent with Eco-City principles and help implement the Environmental Action Plan." (Mid Term Action, Goal 3 - Financing Sustainability)</p>	<p>Implementation by Sustainability Sector The Plan's recommendations are consistent with the Eco-friendly policies detailed in the EAP, ensuring that any of the Plan's prioritized projects added to the City's CIP will be consistent with the EAP.</p>
<p>"Increase staff knowledge of and coordination on environmental activities." (Mid Term Action, Goal 4 – City as Sustainability Leader)</p>	<p>The Draft Plan includes goals and strategies aimed at providing training for staff on national ADA standards, Complete Streets, and other best practices.</p>

Alexandria Earth Day 2016 – Monthly Update

November

The Earth Day planning committee met on November 4th, it was a very productive and well attended meeting. After reaching out city offices, neighborhood list serves the chamber of commerce, local businesses, and groups we had fourteen people attend and another three people commit to attend the next meeting. We were successfully able to make contact with ACPS and have the garden coordinator commit to being the liaison between the schools and Earth Day. She confirmed that environmental stewards were not being compensated but didn't think that would pose much of a problem. We were able to choose a theme. The theme this year will be "Choose to Reuse, Your Choices Matter". This will highlight the need for people to make responsible choices. For example, recycling water bottles is great but using a reusable water bottle is even better. All sub-committees leads have been filled, except for exhibitors. This is a pretty big responsibility and I hope to have a commitment by next meeting. We also now have a new date and location. Earth Day will be the last Saturday in April, April 30th, this year it will be at GW Middle School this will give us a lot more space as well as being metro friendly and accessible to more bus and bike options. I will be sending out a donor letter this month and the guidelines for art students at the middle schools and high school. Our next meeting will be Wednesday December 2nd at UpCycle in Del Ray. Starting in January we will go to two meetings.

Budget FY17 Meeting
Contact: Jim Kapsis

Susan and I attended a meeting with TE&S Director Yon Lambert and other TES sponsored Commission chairs on November 9. The purpose was to increase communication and coordination on the budget process between TE&S staff and the commissions. It was a very productive meeting, and greatly appreciated by all who attended.

Yon shared additional context on the City Manager's priorities as well as the initial guidance provided to staff when assembling their budget requests. Specifically, the City Manager is asking departments, with the exception of ACPS and a few others, to submit budget requests that are 5% below FY16 spending levels. Thus, T&ES will be looking the EPC for input on where it should prioritize resources and where it should cut back.

The Commission chairs and vice-chairs shared their top priorities and also suggested potential ways that TE&S might generate additional revenue (e.g. through more focused parking enforcement) to offset the 5% cut and areas where other cuts could be made. Susan and I advocated for the creation of the sustainability coordinator role, but also expressed a willingness to work with EPC to identify areas where cuts could be possible. The Commission Chairs and Vice-Chairs all asked Yon and T&ES if they would present the Commissions with greater insight sooner into their own internal deliberations on budget priorities so that we can provide input before the budget proposal is submitted.

In terms of process moving forward, Yon urged all of the Commissions to submit a letter with their budget priorities before the end of the year to help inform staff's own budget proposal to the City Manager. The Transportation Commission already submitted their letter (attached). We will need to write and approve a budget letter no later than our next full meeting in December. This same group will reconvene in early 2017 once we're further along in the budget process to discuss T&ES's actual budget proposal to the City Manager.



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

Honorable Mayor William D. Euille and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

October 22, 2015

Re: FY 2017-2026 Budget Guidance

Dear Mayor Euille and Members of City Council:

At its October 21, 2015 meeting, the Transportation Commission approved the following guidance to staff for preparation of the FY 2017 budget for inclusion in the City Manager's FY 2017 budget:

- Preserve the 2.2 cent transportation reservation in order to comply with maintenance-of-effort requirements, maintain flexibility, and to offset previous loss of state urban funds.
- Commit adequate operating funds to provide the project management, procurement, management and of staff resources necessary to implement new capital projects and programs.
- Continue to capitalize staff positions that are directly related to capital project implementation, as allowable, in order to utilize capital funds and reduce impacts on the operating budget.
- Maintain funding for highest priorities as determined by the Transportation Commission in the Transportation Improvement Program.
- Allocate Northern Virginia Transportation Authority (NVTA) 70% funds for high priority major capital investments with regional impacts, with an emphasis on leveraging non-city funds and/or accelerating project delivery.
- Utilize funding sources with least restrictions on project eligibility (i.e. CMAQ, RSTP, and NVTA 30% funds) for non-motorized projects, project development, ADA improvements, maintenance and operations.
- Pursue discretionary grant funding for transportation projects, including state capital assistance and federal New Starts, Small Starts, and TIGER grants.
- Ensure adequate funding for the Alexandria Police Department for capital investment and operating costs of enforcement—including parking violations, High Occupancy Vehicle (HOV) lane violations on Route 1 and Washington Street, speeding, and red light

- running—to help shape driver behavior and promote safety.
- Ensure that city transportation funding levels are maintained or increased above the maintenance-of-effort requirements of HB2313, to provide new transportation capacity and enhanced transportation services and programs while also maintaining existing assets in a state of good repair.
 - Recognizing that regional transportation, including WMATA transit service is a priority that should not fall entirely on the transportation budget but rather a shared cost, the Council should explore opportunities to help fund the regional transit needs beyond the City's transportation resources.

This guidance prioritizes the preservation of the 2.2 cent transportation reservation and identification of additional funding for the City's contribution to WMATA as the highest priorities. The diversion of transportation reservation funds to support WMATA diminishes resources for local transportation priorities, at a time when recently adopted plans call for additional transportation investments throughout the City.

This guidance also reflects the necessary progress towards timely completion of capital projects to enable prompt payment from state and regional funding partners. The Transportation Commission encourages Council to allocate the resources necessary to ensure that these projects can be implemented on schedule and within budget, and to ensure that the City does not risk losing these funds.

We commend the Council on their ongoing commitment to funding multi-modal, sustainable transportation options in the City. We appreciate your consideration of the Commission's guidance on the proposed FY 2017 budget. Please let me know if you have any questions.

Sincerely,



Nathan M. Macek
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager Mark Jinks
Yon Lambert, Director, T&ES
Carrie Sanders, Acting Deputy Director, T&ES

Rather than the whole email, which I will use to help guide the discussion, we could include the evaluation criteria:

- a. Relevance to EAP Goals
 - i. Identify the applicable EAP goals and link
- b. Sources and availability of information for each indicator (consider the following factors)
 - . Publicly available information?
 - i. Reputation of sources
 - ii. Period of reporting
 - iii. Format of data
- c. Trends for each indicator, if available (may help determine value)
- d. Limitations for each indicator
- e. How the indicator fits with the other indicators in the applicable categories
- f. Lifespan of the indicator (short, medium, and/or long term)

Some helpful background reading:

Richmond's Progress Report for 2014:

http://www.richmondgov.com/Sustainability/documents/RVAGreen_AnnualProgressReport2014.pdf

San Francisco's Environmental Indicator Project:

<http://www.sfindicatorproject.org/indicators/environment>

EAP: http://alexandriava.gov/uploadedFiles/tes/EAP%202030_Final_6-23-09_Scanned_Lower%20Resolution.pdf

Category

Indicator 1

KEEP: Per capita energy use, MWh per person per year (convert to kWh, if possible, for consistency)
Possible source of data: Dominion
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:

Indicator 2

Energy use by sector (residential, commercial, industrial, residential) in kWh
Possible source of data: Dominion
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:

Indicator 3

Cumulative renewable energy capacity in the community
Possible source of data: Dominion or City (permitting?)
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:
Infrastructure Practices (bioswales, green roofs, pervious, etc.) INSTEAD OF Number of stormwater best management practices (BMPs) in the City. This indicator would be a subset of the overall number of BMPs in the City with the hope that it would provide non-stormwater people with an understanding of the non-grey infrastructure in the city.

Indicator 4

Area of open space (through development, redevelopment, or reclamation on city held lands) dedicated to food production or habitat for wildlife. (This may include paintings in plazas, parks, community gardens, and rooftops.) - measured and

Water - Jessica

KEEP: Per capita water use, gallons per person per year
NAME: Energy use GHG pollution overflow
Possible source of data: Dominion and Westinghouse Gas data
on electricity and natural gas consumption, combined with EIMSERC data on greenhouse gas emissions factors associated with electricity use in our area. These numbers would then be compared with the year's reduction target, as specified in the city's Energy and Climate Action Plan. This action plan called for reducing GHG emissions by 80% from 2005 levels by 2050. This would require a roughly 3.5% reduction in emissions each year. So, for example, community energy use-related emissions for 2015 should be just under a million tons (CO2e), based on the community energy use-related emissions inventory reported for 2005 of 1.4 million tons CO2e. The difference between the 0.986 million tons CO2e target for 2015 and the actual energy-related emissions number for the year would constitute the indicator, telling us exactly how far away we are from being on trajectory to meet our GHG emissions goals.
Frequency of data production: Annual
Time periods available: Should be annual
Target: Specified in the Energy and Climate Action Plan adopted in 2011

KEEP: Per capita wastewater treated, gallons per person per year
NAME: Vehicle-related GHG pollution overflow
Possible source of data: The transportation fuel use-related emissions will be harder to estimate on an annual basis. Ideally, we'd have an annual figure for estimated transportation GHG emissions, but this might depend on MMTCOG or NoVA TRB sources or plans for estimating this consistently. We could have TDES or a new sustainability coordinator—or Virginia Tech—conduct an annual survey to estimate this, or collaborate with Arlington to do this for both jurisdictions at the same time. As with the first indicator, the target can be pulled directly from the 2011 Energy and Climate Action Plan. According to the 2011 Energy and 2005, our community generated 0.66 million tons of CO2e due to on-road transportation. The same annual 3.5% reductions are needed from this starting point to achieve an 80% cut in emissions.
Frequency of data production: Annually, I hope.
Time periods available: Each year, if possible.
Target: As specified in the Energy and Climate Action Plan adopted in 2011

Climate - Scott, Tyler

Frequency of data production: Annual
Time periods available: Should be annual
Target: Specified in the Energy and Climate Action Plan adopted in 2011

City contributions to canopy coverage (This would be calculated based on CCA measures in Landscape Guidelines and would include any plantings that the City directly or indirectly supports, from street tree plantings, to restoration plantings, having a hand in a tree sale with external partners, etc.)
Frequency of data production: Annually, I hope.
Time periods available: Each year, if possible.
Target: As specified in the Energy and Climate Action Plan adopted in 2011

Landuse - Natasha, Susan

Overarching indicator: % canopy - calculated every three years

Square footage of invasive plants removed

Percent of population living within an area with average daytime and nighttime noise level greater than 60dB
Possible source of data: Federal Highway Administration's Traffic Noise Model and based on local traffic count data, City
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:

Area of open space (through development, redevelopment, or reclamation on city held lands) dedicated to food production or habitat for wildlife. (This may include paintings in plazas, parks, community gardens, and rooftops.) - measured and

Solid Waste - Tyler,

City has exceeded our recycling rate. What should our next plan of action be? (Jessica)

Access to Community Gardens (within 1/2 mile)
Possible source of data: City
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:

Access to Grocery store (within 1 mile)
Possible source of data: City
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:

Percent of population living within an area with average daytime and nighttime noise level greater than 60dB
Possible source of data: Federal Highway Administration's Traffic Noise Model and based on local traffic count data, City
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:

Health - Geoff, Jed

KEEP: Number of days with code red/orange according to the Air Quality Index

Access to Community Gardens (within 1/2 mile)
Possible source of data: City
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:

Access to Grocery store (within 1 mile)
Possible source of data: City
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:

Percent of population living within an area with average daytime and nighttime noise level greater than 60dB
Possible source of data: Federal Highway Administration's Traffic Noise Model and based on local traffic count data, City
Frequency of data production: Annual
Time periods available: Each year, if possible.
Target:

APPENDIX # 1: TARGETS BY DATE

The Environmental Policy Commission (EPC) also set “discussion” targets for each principle as a way to lay the groundwork about performance measures and eventual development of an EAP Score Card. Note the targets in the current draft include measures from existing plans or preliminary numbers to merely generate reactions and further discussion.

2010:

- By 2010, obtain a funded OFQ outreach position to manage MS4 and Eco-City outreach.
- By 2010, the City will purchase 5% of electricity needs through green certificates.

2011:

- Reduce fugitive emissions from the ash loading operations at Mirant Potomac River Generating Facility by 25% and coal yard operations by 20% by December 2011.

2012:

- By 2012, 95% of the restaurants in Alexandria will be totally smoke-free.
- Beginning in 2012, reduce the number of Daily Vehicle Miles Traveled (VMTs) on a per capita basis by 5% every five years.
- By 2012, reduce Business As Usual (BAU) emissions by 10% below 2012 level¹.

2013:

- Reduce stack PM emissions by a minimum of 20% by December 2013 at Mirant Power Generating Station.
- By 2013, establish mechanism for long-term dedicated funding for the purpose of maintaining and improving stormwater infrastructure.
- By 2013, preserve and/or acquire the remaining 35 acres of open space to complete 100-acre goal of the Open Space Master Plan².

2015:

- By 2015, complete Cameron Run Master Plan.
- By 2015, a 10% reduction in per-capita water consumption as estimated from wastewater volume conveyed from the city to treatment facilities.
- By 2015, reduce the per capita energy use in Alexandria by 15%.
- By 2015, track energy use of 30% of multi-family residence units.
- By 2015, ensure that all plantings on City property are non-invasive and incorporate native Plants.
- By 2015, design and install a pedestrian bridge to link Arlington and Alexandria sides of Four Mile Run.

¹ Business As Usual (BAU) targets in this section are based on targets set by Metropolitan of Washington Council of Governments (MWCOG).

² This target is in the Open Space Master Plan.

2020:

- By 2020, increase the number of commuters who use public transportation alternatives by 25% using 2000 Census data as the baseline.
- By 2020, all new buildings to achieve LEED Gold standards³.
- By 2020, 60% of all existing buildings achieve a 20% energy consumption reduction.
- By 2020, complete 90% of the in-stream portion of the Four Mile Run Master Plan.
- Retrofit 70% of feasible City facilities with BMPs by 2020 and explore water reuse operations.
- By 2020, 80% of the workplaces in Alexandria employing more than 25 persons will be totally smoke-free.
- By 2020, 25% of the City's energy portfolio will consist of clean, renewable energy sources.
- By 2020, achieve 40% tree canopy coverage.
- By 2020, exceed the goal of 35% diversion through increased waste reduction and reuse.
- By 2020, increase the recycling rate to achieve a goal of 50%.
- By 2020, reduce emissions by 20% below 2005 level⁴.

2025:

- By 2025, existing City buildings in the aggregate are 25% more energy efficient.
- By 2025, all new buildings will achieve LEED Platinum standards⁵.
- By 2025, 50% of the restaurants and grocery stores in Alexandria will qualify for designation as eco-friendly restaurants or grocery stores.
- By 2025, 50% of commercial buildings where more than 25 persons are employed will be participating in the Healthy Work Places program.
- By 2025, track energy use of 60% of multi-family residence units.

2030:

- By 2030, create three high capacity transit corridors as set forth in the 2008 Transportation Master Plan.
- By 2030, increase the number of non-single occupant vehicle (SOV) commuting trips to 50%⁶.
- By 2030, all new buildings will be carbon neutral⁷.
- Retrofit 100% of feasible City facilities with BMPs by 2030.
- By 2030, 25% of Alexandria children will walk or cycle to school

³ Reformatted from EPC GB Work Team from a goal to target; date changes from 2018 to 2020 for consistency and moved from Platinum to Gold at the ECG meeting

⁴ Business As Usual (BAU) targets in this section are based on targets set by Metropolitan of Washington Council of Governments (MWCOG).

⁵ Proposed at ECG meeting to have a phase in period from LEED Gold to Platinum to Carbon Neutral

⁶ Using 2009 Metropolitan Washington Council of Governments survey data as baseline

⁷ Lack of consensus on 1) whether the building should be just carbon neutral or emission free; at ECG meeting the group consensus was to set target for 2030 and not 2020.

2030 (con't):

- By 2030, increase the number of non-single occupant vehicle (SOV) commuting trips to 50%⁸.
- By 2030, the percentage of Alexandria children and adults that are overweight or obese will have been reduced to less than 29% (currently 58%).
- By 2030, the incidence of asthma in Alexandria will be reduced by 50%.
- By 2030, 50% of the City's energy portfolio will consist of clean, renewable energy sources.
- By 2030, track energy use of 100% of multi-family residence units.
- By 2030, ensure that 25% percent of all Alexandria school children get to and from school by walking or riding bicycles.
- By 2030, ensure that 50% percent of Alexandrians commute to work by non-SOV means.
- By 2030, reuse the site of the coal-fired power plant.

2050:

- By 2050, 80% of the City's energy portfolio will consist of clean, renewable energy sources.
- By 2050, reduce emissions by 80% below 2005 level⁹.

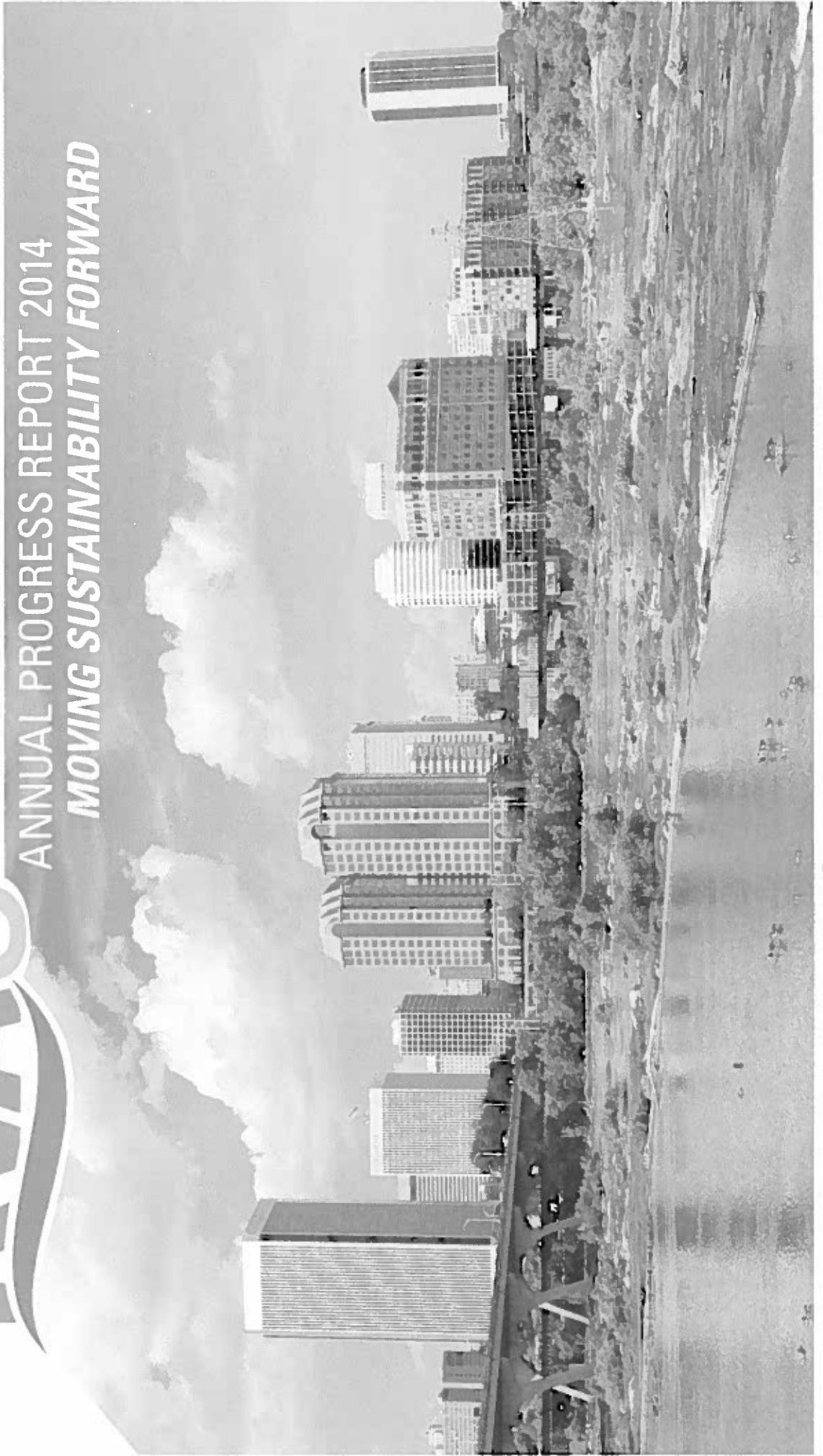
⁸ Using 2009 Metropolitan Washington Council of Governments survey data as baseline

⁹ Business As Usual (BAU) targets in this section are based on targets set by Metropolitan of Washington Council of Governments (MWCOG).

City of Richmond

RVA green

ANNUAL PROGRESS REPORT 2014
MOVING SUSTAINABILITY FORWARD



MAYOR'S LETTER



Dear Richmond Community,

On April 14, 2012, I unveiled the RVAgreen Sustainability Plan that resulted from a year-long process of collaboration with many community stakeholders, businesses and residents. We developed the RVAgreen Plan to improve the quality of life for residents, create a healthy environment and enhance economic opportunity in the City of Richmond.

The creation of RVAgreen was only the beginning. The implementation of the plan was where the hard work began. The RVAgreen Plan was conceived and developed as a community based plan. It is in collaboration with the community that we are moving our sustainability efforts forward.

I'm proud to present the first update to the RVAgreen Plan called *Moving Sustainability Forward*. It includes an ambitious goal to reduce city government and the community's greenhouse gas emissions by 80% by 2050 using 2008 emissions as the baseline. That equates to a 1.8% reduction every year. This goal is essential for a vibrant and resilient Richmond.

To assess how we're doing on our sustainability goals and share progress in a meaningful way, we developed a set of twelve broad indicators. The indicators provide a more holistic view of how we're doing as a community to improve the quality of life for residents, create a healthy environment and enhance economic opportunity in the City of Richmond. *Moving Sustainability Forward* also tracks the headway we've made in achieving the 55 sustainability initiatives that we established in the RVAgreen Plan.

We will report annually to communicate the good news and tell you about the areas that need improvement. This will hold all of us accountable for our shared priorities. Thank you to everyone who is working with us to forge ahead on a more sustainable path.

Sincerely,


Dwight Jones
Mayor

INTRODUCTION

Moving Sustainability Forward is about providing a holistic view of how we're doing on our sustainability goals and sharing information in a meaningful way with the community. We will continue to measure and share progress on an annual basis in this format.

We developed the twelve indicators you'll see in this report to communicate high level progress in the five focus areas laid out in the RVAgreen Sustainability Plan: economic development, energy, environment, open space and land use, and transportation. We established the twelve indicators based on research into current best practices across the country.

To communicate progress on the indicators, we're using arrows to show whether the indicators should be increasing or decreasing. In the future, we will establish specific numeric targets for each indicator.

In addition to the twelve indicators, *Moving Sustainability Forward* includes a Climate Action section where we report on Community and Municipal Greenhouse Gas (GHG) emissions. We provide highlights from the first update to the Community and Municipal GHG inventory since these baseline inventories developed.

Moving Sustainability Forward also shows how each of the five focus areas and the initiatives contained within each Focus Area connect to and influence four Broader Impacts of sustainability:



Economic Opportunity: provide a good return on public investment, grow the community by providing economic and employment opportunities



Healthy Environment: clean air, water, and land, healthy built environment, preserve resources, minimize energy use and waste



Social Equity: fair access to housing, education, economic activities, services, facilities and resources, and full participation in the political and cultural life of the community



Vibrant Community: walkable neighborhoods, mixed-uses and affordable housing, accessible green spaces, variety of transportation options, and streets for all users-pedestrians, bicyclists, transit riders, and drivers

MORE INFORMATION

For more information, including details and data sources for the twelve indicators, methodology and data for the Community and Municipal Greenhouse Gas (GHG) inventories, and the City's 2014 Annual Energy Report please visit www.richmondgov.com/sustainability

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Office of Sustainability

Alicia Zatcoff, *Sustainability Manager*

Larry Burkett, *Energy Manager*

Amy George, *Management Analyst*

Graphic Design by Megan Maloney



Economic Development

To support a vibrant and sustainable community, the City of Richmond uses a strategic approach to advance its economic development goals while supporting its environmental and social equity goals. Initiatives moving forward include those that drive investment, create new jobs, support existing businesses and encourage redevelopment in the community. Efforts are also underway to improve city infrastructure and the accessibility of local, healthy, and sustainable food.

BROADER IMPACT



economic opportunity



social equity



quality of life



healthy environment

GOAL

Support a vibrant and sustainable community

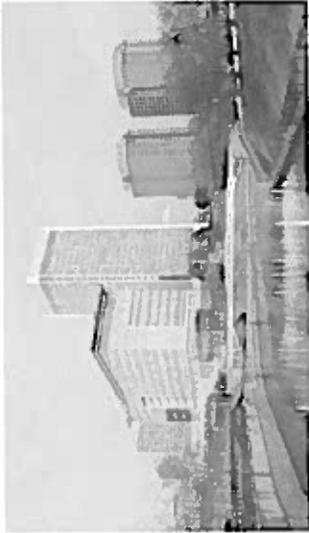
OBJECTIVES

Create opportunities for Richmond businesses to enhance their overall sustainability

Create more green jobs

Make local, healthy, and sustainable food accessible and affordable

Improve the state of good repair and efficiency of city infrastructure



HIGHLIGHT

BEAUTIFUL RVA

Started in Jan. 2013, Beautiful RVA is a network of community leaders working collaboratively to engage and empower citizens to foster an improved quality of life for all in greater Richmond through public horticulture, urban greening, and community-based beautification. Key partners are Lewis Ginter Botanical Garden, City of Richmond, Virginia Commonwealth University and Groundwork RVA.

BY THE NUMBERS:

275+ community leaders

65+ organizations represented

\$80,000 grant funding



1

GRANT FUNDING

Grant funding is an important part of the City of Richmond's strategy to support sustainability related economic development initiatives.

ECONOMIC DEVELOPMENT AND HOUSING REVOLVING LOAN FUND

In July 2013, the City launched a \$20 million Economic Development and Housing Revolving Loan Fund Program to create a business loan pool to provide gap financing for eligible projects, through the U.S. Housing and Urban Development's Section 108. The funds will assist projects, including affordable housing that will have positive economic and community development benefits within targeted neighborhoods in the City of Richmond.

ARTS AND CULTURAL DISTRICT MICRO GRANT PROJECT

In Aug. 2013, the City and CultureWorks launched the Arts and Cultural District Micro Grant Program to provide grants to increase the activity and vibrancy of the District. Project support grants up to \$1,000 can fund events, installations or activities within the District. Capital improvement grants up to \$2,500 can fund items that increase the ability to host arts and cultural activities for the public.

FAÇADE IMPROVEMENT PROGRAM

In Jan. 2014, the City launched a \$450,000 Façade Improvement Program (FIP) in the Arts and Cultural District to increase business activity and vibrancy of the District by funding historic rehabilitation and design improvements of storefronts. Eligible projects may be reimbursed for up to one-half of eligible costs, up to \$40,000.

ARTS AND CULTURAL DISTRICT

In May 2014, Mayor Dwight C. Jones announced a \$200,000 grant from Altria for the Arts and Cultural District. The bulk of the funds will focus on façade improvements. The grant will also support marketing and murals within the District.

IN2N INITIATIVE

In Feb. 2014, the City's Neighbor-to-Neighbor (N2N) Initiative accepted its fourth round of applications for the Love Your Block grants as part of a \$10,000 grant from Cities of Service in partnership with the Home Depot Foundation, for the Love Your Block Program. Love Your Block is a tested, high-impact service strategy in which community members are engaged in revitalizing their neighborhoods one block at a time.

IBM SMARTER CITIES CHALLENGE GRANT

In 2013, the City of Richmond was one of only 32 cities selected worldwide to participate in the very competitive IBM Smarter Cities Challenge grant. The Richmond project carried an approximate value of \$400,000 at no cost to taxpayers and enabled businesses, citizens, and community leaders to identify, champion and produce economic opportunity in targeted neighborhoods.

HIGHLIGHTS

STONE BREWING CO.

In Oct. 2014, Stone Brewing Co., the 10th largest craft brewer in the United States, announced a major investment to construct a production brewery, packaging hall, destination restaurant, beer garden, retail store and administrative offices in the City of Richmond. In addition to the project's economic advantages, Stone's strong commitment to sustainability and sourcing local ingredients in all of their operations will provide long-term benefits.

BY THE NUMBERS:

\$74 million investment
288+ new jobs in the City
20+ states offering
40+ sites competed

RELAY FOODS

In September 2014, Relay Foods, a leading online grocery store and farmers market, announced a major investment to expand its Richmond fulfillment center.

BY THE NUMBERS:

\$710,000+ investment
75 new jobs in the City
\$3 million increase in sales of Virginia-sourced meats, produce, dairy products, and value-added foods over the next three years purchase
\$406,000+ worth of meats, produce, dairy products and other foods from Virginia producers over the next three years

OFFICE OF COMMUNITY WEALTH BUILDING

In 2014, Mayor Dwight Jones established the first Office of Community Wealth Building in the country to coordinate the City of Richmond's comprehensive poverty reduction and wealth building initiative. By design, the initiative spans different sectors and policy areas that have traditionally been separate. It also requires the effective collaboration of partners from all sectors of the community.

RICHMOND GROWS GARDENS

Richmond Grows Gardens, the City's Community Garden Program to facilitate the planting of community gardens on city owned land, has established seven gardens: An Access in Food Community Garden, Broadrock Community Garden, McDonough Community Garden, Owl Orchard Community Garden, Stockton Community Garden, Roots of Woodville Neighborhood Garden, and Uptown Community Garden.



2

Economic Development

Green Jobs



decrease
2007 vs 2013

TARGET INCREASE CLEAN SECTOR JOBS AS A PERCENTAGE OF TOTAL JOBS

Clean sector jobs are identified in the Bureau of Labor Statistics' Standard Occupational Classification code system as either "Green Enhanced Skills, Green Increased Demand, or Green New & Emerging." Some sectors of our local economy where green jobs exist include renewable energy, energy efficiency, green construction, conservation, and recycling.

2007

45,342 Green Jobs



158,598 Total Jobs

2013

33,092 Green Jobs



147,875 Total Jobs

Access to Healthy Food

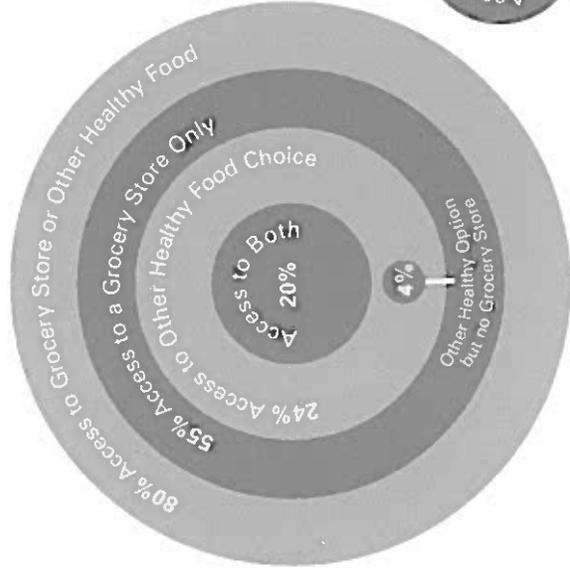


2013

TARGET INCREASE IN NUMBER OF RESIDENTS LIVING WITHIN 1 MILE OF A GROCERY STORE, ¼ MILE OF OTHER HEALTHY FOOD OPTIONS

Local, healthy and sustainable food should be accessible and affordable. Healthy food options are places where local, healthy and sustainable food is available.

Access to Healthy Food Map
<http://bit.ly/1sxekvR>



Options in City of Richmond

- 36 grocery stores
- 6 farmer's markets
- 21 community gardens
- 4 healthy corner stores = Tricycle Gardens program participants
- 3 neighborhood markets = focus on local/healthy food but not a full service grocery store



Energy

To enhance Richmond's energy resilience, the City is reducing energy use throughout the community while increasing renewable energy capacity and diversifying energy sources. Initiatives moving forward include those that reduce energy consumption in city government, increase alternative fuel vehicles in the city's fleet, improve energy conservation and increase energy efficiency in the community.

BROADER IMPACT



cleaner environment



economic opportunity



quality of life



social equity

GOAL

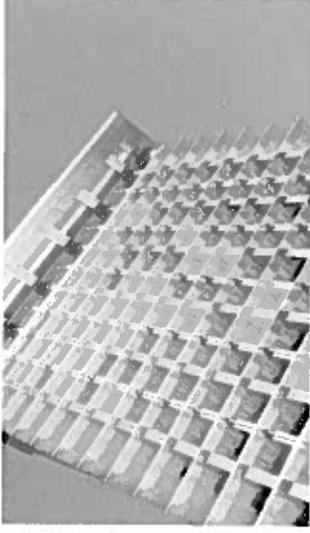
Enhance Richmond's energy resilience

OBJECTIVES

Reduce energy consumption in City government operations

Lower building energy consumption citywide

Increase the use of alternative energy sources



HIGHLIGHTS

ENERGY CONSERVATION

From 2010 through 2013, the City of Richmond implemented energy conservation measures saving \$3.1m, 26-m kWh of energy and 13,444 metric tons of CO2 emissions. The measures included electricity rate savings, building automation, HVAC and lighting controls, IT computer hibernation and print optimization; programs as well as LED traffic signal conversions of all 520 signalized intersections in the city and compressed natural gas (CNG) vehicles in the city's fleet.

BY THE NUMBERS:

\$3.1 million saved

26 m kWh of energy saved = enough to power 2,167 homes for one year

13,444 metric tons of CO2 emissions

RENEWABLE ENERGY

The City of Richmond purchased 1.5m kWh of renewable energy or approximately 1% of the total energy consumed by the city government in 2014.

This purchase helped Fire Station 17 receive its LEED Silver Certification and is helping Martin Luther King Middle School receive its LEED Silver certification.

SOLARIZE RVA

Solarize RVA, is a residential solar group buying program led by the Richmond Region Energy Alliance (RREA). In 2014, Solarize RVA generated 245 leads, facilitated 19 installed projects for 105 kWh-renewable energy capacity, and held 6 solar energy and energy efficiency community workshops that led to 30 home check-ups.



4

Energy

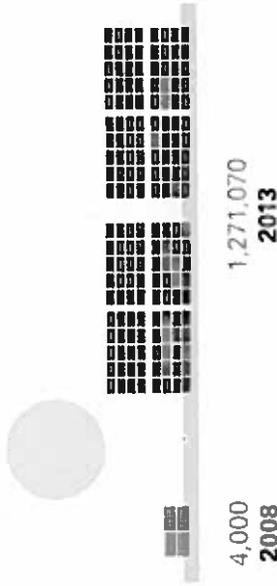
Alternative Energy

PROGRESS
317 times
 increase
 2008 vs 2013

TARGET INCREASE RENEWABLE ENERGY CAPACITY WITHIN THE COMMUNITY

The Department of Mines, Minerals and Energy (DMME) tracks solar and wind installations and provides data on the capacity of these installations as watts net metered.

Cumulative Alternative Energy Installed in Watts



Energy Use

PROGRESS
 decrease
 4%
 2008 vs 2013

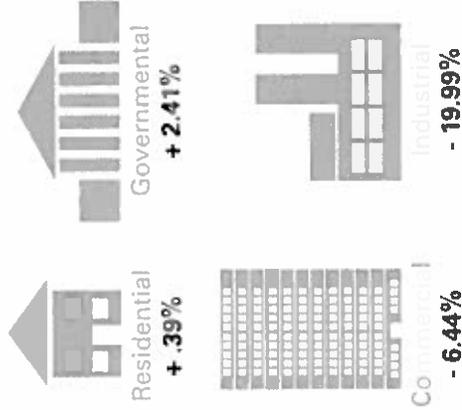
TARGET DECREASE ENERGY CONSUMPTION WITHIN THE COMMUNITY

Dominion Virginia Power tracks and provides kWh energy consumed by sector: residential, commercial, industrial and governmental which includes federal, state and local government facilities within the City of Richmond.

Energy Use Decrease Within the Community 2008 to 2013



Energy Use Change Per Customer 2008 to 2013



HIGHLIGHTS

LEED

Leadership in Energy and Environmental Design (LEED) Projects provide many benefits including lower energy use and reduced operating costs. The City of Richmond builds new construction and major renovation projects to a minimum LEED Silver standard.

BY THE NUMBERS:

- 81 LEED projects in Richmond
 - 3 Platinum
 - 7 Gold
 - 17 Silver
 - 4 Certified
 - 50 in certification process
- City of Richmond/LEED projects
- 2 Gold elementary schools
 - 1 Gold high school
 - 1 Silver middle School
 - 1 Silver Fire-Station
 - 2 Silver elementary schools under construction

CNG

The City, Richmond Public Schools and Greater Richmond Transit Company (GRTC) are transitioning their fleets to vehicles that run on cleaner, less expensive compressed natural gas (CNG).

BY THE NUMBERS:

- 1,902 vehicles in City's fleet
- Approx. 800 vehicles will be replaced by 2020 at the City's current rate of replacement to CNG fuel
- GRTC fleet has 41 large (>35 ft) CNG buses, which is an increase of 33 since September 2013
- GRTC fleet has 30 smaller (~ 26 ft) Para Transits, which is an increase of 15 since September 2013



Environment

To create a healthy urban environment, the City works to preserve the natural surroundings and resources that impact the health, well-being and quality of life of the community. Initiatives moving forward include those that protect and enhance water resources, improve air quality and minimize waste in the community.

BROADER IMPACT



cleaner environment



quality of life



social equity



economic opportunity

GO L

Create a healthy urban environment

OBJECTIVES

Protect and enhance Richmond's water resources.

Enable the Richmond community to use water wisely.

Improve the City's solid waste system.

Strive to continuously improve the quality of Richmond's indoor and outdoor air.



HIGHLIGHT

CURBSIDE VALUE PARTNERSHIP

In August 2014, Richmond was selected as one of four cities to receive grant funding and partner with Curbside Value Partnership (CVP) for a first of its kind private/public-recycling agreement called CVP's The Recycling Partnership to expand the city's recycling program citywide by the end of 2015.

BY THE NUMBERS:

\$559,000 in funding

\$350,000 to purchase 95-gallon recycling carts, each equipped with a radio frequency identification device (RFID) tag tracking mechanism

\$70,000 for expanded community outreach/education campaign and the initial phase-in of 6,000 carts for alley recycling in designated neighborhoods

\$139,000 "in-kind" from CVP to expand education and community outreach



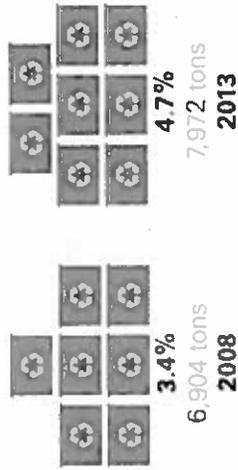
Solid Waste

TARGET INCREASE IN COMMUNITY RECYCLING RATE



The recycling rate measures the amount of recycling as a % of total solid waste (recycling + landfill).

Recycling Rate
Tons Recycled
2008 vs 2013



2013
Avg. Pounds per Household



Solid Waste 3,862 pounds
Recycling 190 pounds

Water Quality

TARGET INCREASE IN NUMBER OF ACRES TREATED BY BEST MANAGEMENT PRACTICES (BMP)



The Best Management Practices (BMP) measured by this indicator are water pollution controls that are physical installations such as retention ponds, rain gardens, and other infrastructure designed to reduce stormwater runoff into the James River and Chesapeake Bay.

Acres Treated by Permitted BMPs



Air Quality

TARGET DECREASE IN THE NUMBER OF UNHEALTHY AIR QUALITY DAYS

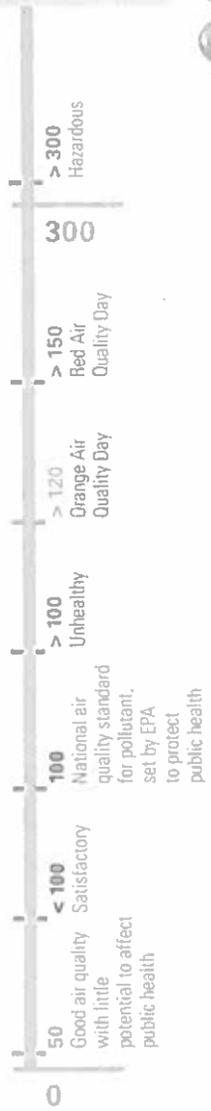


Air quality is measured on an index referred to as the AQI that runs from 0 to 500. The higher the AQI value, the greater the level of air pollution and health concern on a given day.

Orange and Red Air Quality Days



Air Quality Index



HIGHLIGHTS

STREAM RESTORATION

From 2013-2014, the City of Richmond Department of Public Utilities received \$3.57 million in matching grant funds from the Virginia Stormwater Local Assistance Fund for five stream restoration projects that will return the streams to their natural conditions, mitigate flooding, and reduce pollution from stormwater runoff.

GILLIES CREEK TREE PLANTING

In Dec. 2014, a Chesapeake Forest Fund Alliance-Altria Group partnership project planted native trees along a section of the EPA-Assessed Impaired Gillies Creek in Gillies Creek Park to mitigate water pollution and climate change impacts. The trees also help beautify a historically impoverished area of the city.

BY THE NUMBERS:

- 25 volunteers
- 30 trees planted
- reduce 333.7 pounds of nitrogen and 54 pounds phosphorous from fertilizers leaching into Gillies Creek
- uptake of nitrogen from equivalent of 123 households
- mitigate the equivalent annual greenhouse emissions of 50 passenger vehicles



Open Space & Land Use

To develop a thriving cityscape that connects people to natural spaces, the City works to preserve the natural and open spaces that make Richmond such a desirable place to live, work and play while encouraging responsible development that enhances the value of these resources. Initiatives moving forward include those that provide more affordable and sustainable housing options, redevelop vacant and blighted property, enhance open space, and grow the urban tree canopy.

BROADER IMPACT



quality of life



social equity



cleaner environment



economic opportunity

GOAL

Develop a thriving cityscape that connects people to natural spaces

OBJECTIVES

Encourage 24/7 communities with more sustainable and affordable housing options throughout the city

Increase accessibility, quantity, and quality of public space

Increase Richmond's tree canopy

Protect historic building stock and promote the use of vacant and blighted property



HIGHLIGHT

EPA GRANT

In June 2013, the City of Richmond received a highly competitive Environmental Protection Agency (EPA) Community-Wide Brownfields Assessment Grant for Petroleum and Hazard Substance Sites. The grant covers costs for Phase I and II Environmental Site Assessments and will facilitate the assessment, remediation, and redevelopment of Enterprise Zone Brownfield sites.

BY THE NUMBERS:

\$400,000 grant award

\$200,000 designated for Petroleum Sites

\$200,000 designated for Hazardous Substance Sites

1 of 240 grant awardees nationwide

October 1, 2013 - September 30, 2016 grant period

City has received 6 Brownfields grants totaling \$1.4 million since the program's inception in 1994



8

HIGHLIGHTS

RICHMOND TREE STEWARDS

Richmond Tree Stewards are trained citizen volunteers whose mission is to promote and improve the health of city trees.

BY THE NUMBERS:

- 3,873** trees helped
- 1,543** individuals educated
- 3,207** total volunteer hours
- 100** community volunteers
- 72** stewards participated
- 10** new stewards certified

October 1, 2013 - September 30, 2014 operating year

BETTER BLOCK PROJECT

In June 2014, Sports Backers, BikeWalk RVA and partners organized Richmond's first Better Block Project to temporarily transform two blocks of N. 25th Street into a walkable, bikeable, vibrant place for people to shop and gather with new crosswalks and bike lanes, miniature parks and street furniture, and "pop-up shops."

ENRICHMOND

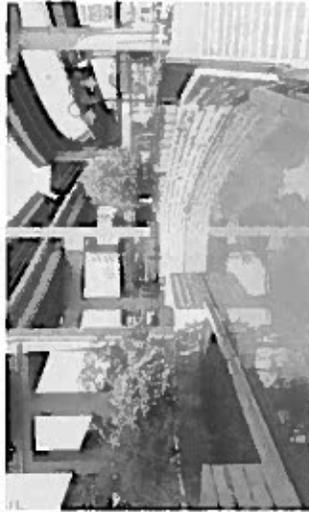
Enrichmond, is a foundation serving Richmond's people, parks and public spaces. In May 2014, Enrichmond partnered with the City's Departments of Parks and Recreation and Public Works, The Martin Agency, Friends of Chimborazo Park, Blue Bee Cider, and Goat Busters for a Community Impact Project-Chimborazo Orchard Goatscaping. Instead of heavy machinery, goats were used to clear kudzu and brush from the future site of the city's first urban orchard.

BY THE NUMBERS:

- 48** goats
- 2** Great Pyrenees herd dogs
- 7** days of goatscaping
- 3** acres of land cleared
- 40** apple trees planted

GREENING AMERICA'S CAPITALS

In Sept. 2014, after a national competition, Richmond was selected as one of five capital cities to receive free technical assistance from the EPA through its Greening America's Capitals program. The EPA will assist Richmond to design options for more parks and open spaces, and to incorporate green infrastructure to better manage stormwater runoff on Jefferson Ave. in the city's Union Hill neighborhood.



Access to Open Space

PROGRESS



2013

TARGET INCREASE IN NUMBER OF RESIDENTS LIVING WITHIN ¼ MILE OF A CITY PARK OR OPEN SPACE

City owned parks and open spaces provide places for people to exercise, play, relax and connect with nature.

Access to Open Space Map <http://bit.ly/1xUBy52>



Urban Tree Canopy

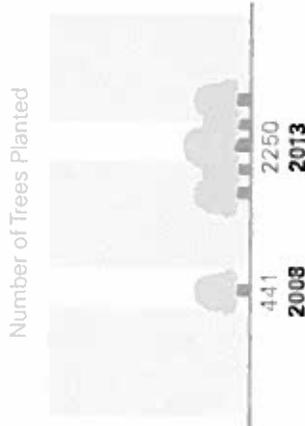
PROGRESS



increase 2008 vs 2013

TARGET INCREASE IN NUMBER OF TREES PLANTED ON PUBLIC PROPERTY

This indicator only measures trees planted on public property because the city can track and measure this on an annual basis. Trees planted on private property in the city are just as important to the urban tree canopy. An urban tree canopy survey that measures the entire tree canopy throughout the city is conducted every few years.



Housing Cost Burden

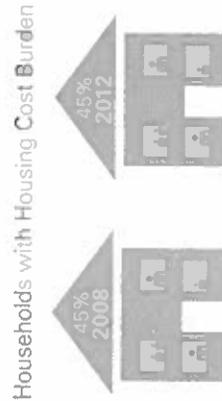
PROGRESS



2008 vs 2012

TARGET DECREASE IN PERCENTAGE OF HOUSEHOLDS PAYING MORE THAN 30% OF THEIR INCOME FOR HOUSING

According to the U.S. Department of Housing & Urban Development, housing is considered unaffordable if it costs more than 30% of a household or family's income.



HIGHLIGHTS

JAMES RIVER PARK SYSTEM

The James River Park System contains world class mountain biking and hiking trails along the James River in the heart of downtown Richmond.

BY THE NUMBERS:

854,000 visitors April-Nov. 2014

1 million+ visitors in 2015

\$12.7 million economic benefit to the community*

*based on the \$16 per day per user estimate for park, economic impact from the 2014 Virginia Outdoors Plan

GREENWAYS

In Oct. 2013, two major projects supported the Richmond Riverfront Plan and improved the city's growing network of greenways. The Virginia Capital Trail Foundation (VCTF) and the City of Richmond jointly opened the Virginia Capital Trail western trailhead at Great Shiplock Park. The Richmond Regional Planning District Commission (RRPDC), City of Richmond and partners improved trails and river access on Chapel Island.

BY THE NUMBERS:

Great Shiplock Park:

\$550,000 raised by VCTF from private sources

9+ funding partners

29 of 53 miles completed of Virginia Capital Trail from Richmond to Jamestown

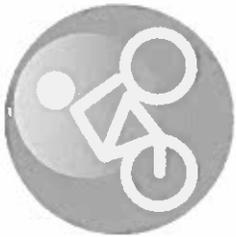
2015 completion date for entire 53 miles

Chapel Island:

\$50,000 grant RRPDC secured from the Virginia Coastal Zone Management Program

1,200 volunteer hours

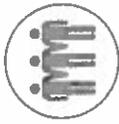
5+ partner organizations



Transportation

To transform Richmond into a multi-modal city, the City is working to shift transportation choices and patterns throughout the community. Initiatives moving forward include those that reduce vehicle miles traveled, encourage alternate modes of transportation, and make Richmond a bike and pedestrian friendly city.

BROADER IMPACT



social equity



cleaner environment



quality of life



economic opportunity

GOAL

Transform Richmond into a multi-modal city

OBJECTIVES

Reduce citywide Vehicle-Miles-Traveled (VMT) per capita

Manage parking supply to encourage alternate modes of transportation

Make Richmond a bike and pedestrian friendly city



HIGHLIGHTS

MAIN STREET STATION

In April, 2014, the City of Richmond received a grant to advance the third and final phase of the multi-year renovation of Richmond's iconic Main Street Station into a multimodal transportation center.

BY THE NUMBERS:

\$10 million grant

\$48.5 million project cost for third phase 2016 anticipated completion date

8+ modes of transportation served

2 electric vehicle charging stations

2 Welcome Centers-Visitor and Bicycle

65 million travelers per year pass by

COMPLETE STREETS POLICY

In Oct. 2014, the City of Richmond adopted a Complete Streets Policy to balance the access, mobility and safety of all users while creating a stronger and healthier community. City Administration has 12-months to develop implementation guidelines for the policy.

Alternate Transportation

PROGRESS



increase
2008 vs 2013

TARGET INCREASE IN PERCENT OF TRIPS BY MODE SHARE OTHER THAN SINGLE OCCUPANT VEHICLE

When people choose a means of travel other than driving alone in a car, they are choosing an alternate mode that is often more convenient, healthier, more cost-effective and better for the environment.

Percentage of all workers who did not drive alone to work



31.12% **2008** 31.43% **2013**

Richmond Commuting



VMT

PROGRESS

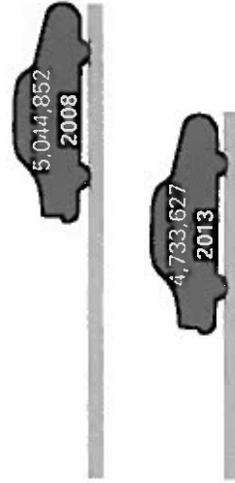


decrease
2008 vs 2013

TARGET DECREASE PER CAPITA OF DAILY VEHICLE MILES TRAVELED (VMT)

Daily Vehicle Miles Traveled (VMT) is an estimate by the Virginia Department of Transportation based on traffic counts and lane miles. It is an indicator of all motorized vehicle travel levels in the city.

Daily VMT



HIGHLIGHTS

TIGER GRANT

In Sept. 2014, the Virginia Department of Rail and Public Transportation, the GRTC, the City of Richmond and Henrico County were awarded a highly competitive TIGER grant to construct the Broad Street Bus Rapid Transit (BRT) system to improve reliability and travel times for transit riders, improve access to employment and health care, and support economic development throughout the Broad Street Corridor.

BY THE NUMBERS:

- \$9.4 billion** in applications submitted nationwide
- \$600 million** total funding available nationally
- \$24.9 million** grant award
- \$53.8 million** project cost
- 7.5 mile** system

BIKE AND PEDESTRIAN FRIENDLY

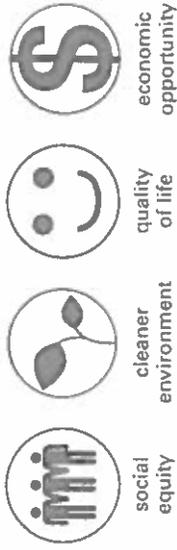
Richmond is becoming a bike and pedestrian friendly community!

- 20 miles of bike infrastructure by Sept. 2015 in time for the 2015 Road World Cycling Championships
- Bronze level Bicycle Friendly Community by the League of American Bicyclists
- Bronze level Bicycle Friendly Business for City Hall, Marshall Street Plaza and John Marshall Courts complex
- Annual Bicycle Commuter Challenge-hosted by BikeWalk RVA, the City of Richmond and partners to show how easy, affordable, and healthy bike commuting can be
- Annual RVA Streets Alive!-hosted by Sports Backers, the Mayor's Healthy Richmond Campaign, and the Richmond City Health District to close streets to vehicles and open streets to running, walking, biking and other physical activities

Climate Action

The Climate Action section sets an ambitious goal to reduce city government and the community's greenhouse gas emissions by 80% by 2050 using 2008 emissions as the baseline. That equates to a 1.8% reduction every year. This goal is essential for a vibrant and resilient Richmond. We also report on Community and Municipal Greenhouse Gas (GHG) emissions in order to track progress toward meeting the GHG reduction goals.

BROADER IMPACT



GOAL

Reduce total GHG emissions by 80% by 2050 (2008 baseline)

OBJECTIVES

Twelve Indicators and fifty-five Initiatives in *Moving Sustainability Forward* contribute to reducing GHG emissions

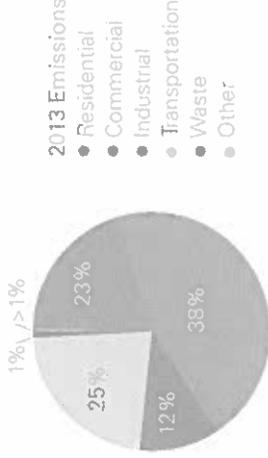
The Sustainability Office conducts GHG emissions inventories annually at both the municipal and citywide scale

The Sustainability Office tracks and reports on municipal and community progress in reducing GHG emissions

Community GHG Emissions



TARGET DECREASE COMMUNITY GHG EMISSIONS BY 80% BY 2050 OR 1.8% PER YEAR



Community GHG Emissions, 2008 vs 2013



Municipal GHG Emissions



TARGET DECREASE CITY GOVERNMENT GHG EMISSIONS BY 80% BY 2050 OR 1.8% PER YEAR



Municipal GHG Emissions, 2008 vs 2013





Economic Development Initiatives

INITIATIVE

SUMMARY

STATUS

Create a Green Business Support and Recognition Program

A program to provide resources and recognition for businesses to improve their overall energy use and environmental footprint

Developing

Create a one stop resource center

An online clearinghouse for information, resources, and best practices on energy efficiency, clean energy, and other sustainable practices

Developing

Educate landlords on the benefits associated with Green Leases for both residential and commercial buildings

Create a training or marketing program informing tenants and landlords of the opportunities a green lease can offer

Developing

Provide a tax credit to encourage existing businesses to be more sustainable and to attract new businesses to the City

Tax incentives that target the creation or increase of specific occupations that transition into the new economy within the City

Developing

Develop a Green Jobs Training Program

Green jobs training prepares the workforce for new clean technologies so they can transition away from older technologies which will be phased out in the future, or stagnate.

Developing

Designate a Green Business District/ Enterprise Zone

Many cities have created enterprise zones regulatory incentive packages to focus development potential on emerging low carbon industries with high paying clean jobs.

Developing

Support an expanded network of farmer's markets throughout the City

Farmers markets provide a unique and important opportunity to create a robust regional food economy and keep that money in the region

Achieved

Repurpose appropriate vacant lots for urban agriculture

Urban agriculture is a productive use of vacant land.

In-progress

Conduct an assessment of distances to grocery stores to eliminate food deserts

Food deserts are areas that lack access to affordable fruits, vegetables, whole grains, low-fat milk, and other foods that make up the full range of a healthy diet.

Achieved

Restore the trolley system

Streetcar systems have been shown to have overwhelming economic development benefits and create sustainable development patterns

Achieved

Initiate a citywide beautification program

Economic development is tied to visual impressions - for new businesses, new citizens, and tourists alike.

In-progress

Require lifecycle cost analysis for all capital improvement projects

This will allow the City to understand how much it will cost to build and operate something over its entire lifetime, enabling better decision making regarding spending additional dollars up-front for long-term savings.

Developing





Energy

INITIATIVE

SUMMARY

STATUS

Adopt a green fleet

Adopt a policy that increases use of alternative/ electric vehicles in City fleet

In-progress

Performance contract for City buildings

Hire a contractor to bear the upfront capital costs of efficiency improvements

Achieved

Energy efficiency procurement

Ensure purchases are made with energy efficiency in mind

Achieved

O&M efficiency standards in all City buildings

Create policy that promotes standards and guidelines for increased efficiency and reduced energy consumption in City buildings

In-progress

Energy efficiency tax breaks

Tax breaks for building owners based on implementation of energy saving measures

Developing

Residential weatherization program

Promote community weatherization of buildings through a new program

Achieved

Business fund for energy efficiency improvements

Set up a revolving loan fund to finance the cost of business-related energy efficiency upgrades

Developing

Low-interest loans for renewable projects

Provide easy financing for renewable energy installations that meet certain standards

Developing

Lower installation permit fees for renewable

Lower permit fees for renewable energy projects and installations

Developing

Promote alternative fuel vehicle use and charging/fueling stations

Encourage alternate fuel vehicle use and incorporate renewable energy at charging/fueling stations

In-progress





INITIATIVE

SUMMARY

STATUS

Stormwater BMPs	Use stormwater BMPs in new construction, project work, and maintenance of outdoor environment	Achieved
Organic pesticide and fertilizer policy	Adopt a policy to reduce amount of non-organic chemicals entering watershed through stormwater runoff	Developing
Reduce impermeable surface area	Use land use regulations to reduce % of impermeable surface area	Developing
Low-flow fixtures	Install water-efficient fixtures in all City buildings	Developing
Rebate program	Create a rebate program for residents to purchase water-efficient fixtures and appliances	In-progress
Rainwater collection systems	Promote rainwater collection systems for use in homes and businesses	In-progress
Expand recycling service	Expand recycling service to commercial and multi-family buildings	Developing
Material reduction procurement policy	Adopt a procurement policy that emphasizes materials reduction	Achieved
Pay As You Throw	Adopt a Pay As You Throw program to incentivize increased recycling	In-progress
Green IAQ/O&M Policy	Adopt a green Indoor Air Quality and/or Operations & Maintenance policy	In-progress
Traffic Management Plan	Reduce congestion by conducting a traffic management plan	In-progress
Green and Healthy Homes Program	Participate in the Green and Healthy Homes Program	In-progress



Open Space & Land Use

INITIATIVE	SUMMARY	STATUS
Zoning for higher density and mixed use	Implement zoning changes that promote higher density and mixed-use	In-progress
Energy efficient housing	Adopt a policy that new housing be built to green and/or energy efficiency standards	Developing
Affordable housing	Require a percentage of new housing developments to be affordable	Achieved
Riverfront Plan	Create a riverfront plan for open space and recreation	Achieved
Bike and pedestrian paths	Improve lighting, safety, and comfort of bike/ped pathways between public spaces	In-progress
Parks maintenance program	Invest in an expanded parks maintenance program	In-progress
Tree replacement	Implement a one-to-one tree replacement policy	Achieved
Resident tree planting	Adopt a policy that permits residents to plant trees in empty tree pits on adjacent property	Achieved
Tree species list	Develop and disseminate a list of appropriate tree species for planting within the city	Achieved
Vacant property development	Adopt legislation that allows transfer of ownership of abandoned/vacant property	Achieved
Brownfield Redevelopment	Redevelop brownfield sites	In-progress
Community Gardens	Adopt policy/zoning that promotes use of vacant properties for community gardens and urban agriculture	Achieved





INITIATIVE

SUMMARY

STATUS

Bus Rapid Transit

Continue to identify opportunities to support Bus Rapid Transit in the City

In-progress

GRTC Enhancement

Invest in and support a GRTC Enhancement Program

In-progress

Two-way Streets

Convert one way streets to two way streets

In-progress

Bicycle and ride-share facilities

Require new and encourage existing parking lots and facilities to provide bicycle parking and ride-share (including private companies like ZipCar/alt fuel/hybrid preferred parking)

In-progress

Replace parking minimums

Replace parking minimums in city code with parking maximums

In-progress

Park and Ride

Establish visible park and ride lots for commuters

In-progress

Complete Streets

Adopt a formal complete streets policy

Achieved

Bike/Ped Infrastructure

Assess bike and pedestrian infrastructure

Achieved

Bike Share

Implement a bike share program in the City

In-progress





November 17th, 2015

Honorable Mayor William D. Euille and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Re: Establishing a Sustainability Coordinator Position in the FY17 Budget

Dear Mayor Euille and Members of City Council:

Since the City Council's approval of the Eco-City Charter in 2008 and the Environmental Action Plan (EAP) in 2009, city staff, primarily led by the Office of Environmental Quality (OEQ), has accomplished many of the EAP's short-term action steps despite a challenging fiscal environment. These accomplishments have received both regional and national recognition. For example, for eight years in a row, the Virginia Municipal League has awarded Alexandria their "Go Green" award, and the Water Environment Federation recently awarded the City a national award for innovation. However, staffing constraints and a lack of focused coordination among City departments are limiting the City's ability to more fully implement the EAP. Further, new trends in urban sustainability suggest that the City could more effectively leverage its investments in sustainability to advance the City's economic development goals.

For these reasons and those documented in more detail below, the Environmental Policy Commission (EPC) recommends that Council create a new Sustainability Coordinator position in the FY17 budget, and include such request in its guidance to the City Manager. The Sustainability Coordinator would be responsible for integrating sustainability practices into the City's economic development and community planning and engage the public, particularly the local business and development community, in advancing the City's sustainability goals. The role would be charged with implementing the EAP, which serves as the broad road map for city leaders, staff, and citizens to implement the sustainability vision set forth in the Eco-City Charter. Given the City's current fiscal situation, one of the central goals of this position would be to generate a positive return on investment so that the role effectively delivers an overall benefit to taxpayers.

More than 150 American cities, including the Virginia cities of Richmond, Charlottesville, Fairfax, and Roanoke, and dozens of medium-sized cities as varied as Dubuque, Iowa; Santa Monica, California; and Charleston, South Carolina, have positions that are focused on coordinating sustainability efforts. The 2009 Environmental Action Plan includes a recommendation that the City establish such a position, as does the recent report "EAP 2015 - Insights and Ideas to Recalibrate Alexandria's Environmental Action Plan and Eco-City Initiative" prepared for the City by the Virginia Tech Urban Affairs and Planning Department¹.

While the EPC will be sending a more comprehensive budget guidance letter before the end of the year, we wanted to ensure that Council had ample background and time to consider this new budget request.

¹ See copy of the report in Appendix A.

Role Justification:

- **Sustainability is not systematically integrated into the City's economic development and community planning:** Sustainable approaches can yield multiple co-benefits to the City. For example, the use of green infrastructure can prevent localized flooding from rainstorms, help meet CSO and MS4 compliance goals, and increase property values, thus increasing the tax base. Energy efficient buildings save citizens and businesses money, and reduce the operating costs of City buildings. Due to sustainability's recognized co-benefits, other jurisdictions, such as the District of Columbia, Arlington County, Charlottesville, and Richmond, have made sustainability core to their economic development strategy. Sustainability efforts are focused on creating jobs, drawing private investment into the City, and delivering a return to taxpayers. The sustainability coordinator in Richmond, for example, pursued policies in the first year that yielded a positive ROI for the City.
- **There is insufficient citywide ownership of the Environmental Action Plan (EAP):** While nominally owned by the Office of Environmental Quality (OEQ) and overseen by the EPC², implementation of the EAP has been uneven across the City and offices outside of OEQ do not consistently feel ownership of the plan. Further, there is currently no single person charged with coordinating and driving the implementation of the EAP. This lack of citywide ownership and a point person accountable for the EAP's implementation has led to inconsistent implementation and a lack of integration with other plans. Outside of a general annual progress report to City Council by OEQ, there is also no regular tracking mechanism that provides Council with the status of the plan's implementation or identifies which goals belong to what departments.³
- **There is insufficient interdepartmental coordination on sustainability:** While several departments and plans within the City have sustainability objectives (e.g. the Transportation Master Plan, the Energy and Climate Action Plan, the Bicycle and Pedestrian Mobility Plan), there is not sufficient coordination and consistency among them. Creating a position whose purpose is to help ensure consistency across many City plans will lead to increased planning efficiency and ensure that the City is speaking with one voice on sustainability issues. For example, EPC learned recently that Alexandria City Public Schools (ACPS) cut its budget in FY16 for its environmental stewards program⁴ and stopped its composting program, both decisions which are inconsistent with the City's commitment to sustainability. Further, sustainability practices are not consistently integrated into each department's operations nor do departments consistently have sustainability metrics in their Results Alexandria and AlexStat performance reporting.
- **There is a public engagement gap:** There is no one City staff member responsible for public engagement related to the EAP and sustainability more broadly. As a result, there is a lack of consistent, coordinated and strategic engagement with local business, neighborhood groups, and other public organizations around the EAP's goals. This has led to three problems. First, the public is broadly under informed of the City's many sustainability successes and policies. Second, the City is not effectively leveraging the

² "The Environmental Policy Commission, in collaboration with the Office of Environmental Quality, [shall] monitor, measure, and report on the implementation of the Environmental Action Plan and revise it as circumstances and conditions change." *Environmental Action Plan*. Pg. 60

³ See Sustainable DC's tracking document for an example of an alternative approach:
<http://www.sustainabledc.org/wp-content/uploads/2014/04/Sustainable-DC-Progress-Report-April-2015.pdf>

⁴ The environmental stewards program helped fund environmental clubs in the schools and supported teachers for running programs, such as recycling, community gardens, and helping plan the City's annual Earth Day celebration.

related meetings. A third option could be to define this role more narrowly as “sustainability planner” and limit its function to integrating sustainability into planning and development review.⁵ For example, such a person would be responsible for functional planning, such as updating the Green Building Policy. However, a “sustainability planner” would not address the larger coordination issue.

We commend the Council for your ongoing commitment to the Eco-City Charter and implementing the EAP, and we appreciate your consideration of the Commission’s proposal as part of the FY 2017 budget guidance. Please let me know if you have any questions.

Thank you for your consideration.

Sincerely,

Jim Kapsis
Chair
Alexandria Environmental Policy Commission

cc: Alexandria Environmental Policy Commission
Alexandria Transportation Commission
City Manager Mark Jinks
Deputy City Manager Emily Baker
Yon Lambert, Director, T&ES
Karl Moritz, Director, P&Z

⁵ See p. 36 of the Virginia Tech paper in Appendix A for a discussion on sustainability planning.

public to advance the EAP's goals. Engaging the community can multiply the impact of existing programs and deliver greater value to the City. Third, capacity constraints have prevented the City from applying for public grants that could advance the City's sustainability goals. For example, earlier this year, EPC recommended that Staff apply for the Georgetown Energy Prize, a national competition among localities with a \$5 million prize. Other local jurisdictions, including Arlington and Charlottesville applied, but City Staff was forced to decline due to capacity constraints.

Responsibilities: While no single person can address all of the above areas, a sustainability coordinator could begin to address many of them. We propose the following responsibilities for the position:

1. Accountable for implementation of the Environmental Action Plan (EAP), including coordinating with relevant City Departments (e.g. T&ES, DPI, RPCA, General Services), the Manager's Office, and ACPS.
2. Consults with Departments to implement and/or design sustainability programs and policies that deliver a positive ROI for the City and advance the City's economic development goals in coordinating with the Alexandria Economic Development Partnership (AEDP).
3. Integrate sustainability principles into land use policies affecting the natural and built environment, including the Strategic Plan, neighborhood Small Area Plans (SAP)'s, SUPs, business overlays, revitalization plans, transportation strategies, infrastructure plans, economic development projects/strategies, and historic preservation.
4. Serves as liaison between public and private sectors, the community and neighborhood groups. Develop public relations/outreach approaches, including leading campaigns to engage the public to advance specific policy outcomes.
5. Seeks grant opportunities and builds partnerships to develop, coordinate, and help fund the implementation of the City's sustainability goals.

First Year Objectives:

- Coordinate with Departments and Manager's office to prioritize implementation of the remaining EAP goals and share with progress report quarterly with Council.
- Coordinate with Departments and Manager's office to incorporate EAP goals into departmental performance reporting and develop a sustainability dashboard for City Council.
- Develop a plan to generate a positive ROI for the City through sustainability programs and policies.
- Develop a process for incorporating sustainability principles consistently into City planning and development review.
- Develop and implement a public engagement strategy to advance the goals of the EAP.
- Identify and apply for federal, state and other grants to support the City's sustainability goals.

Location of Role: Most sustainability coordinators in other jurisdictions report to the City Manager. Given the necessity to effectively work and coordinate across all Departments and operations, location in the City Manager's Office would provide the coordinator the authority and flexibility to work on behalf of all departments equally. A second option could be to place this role in Planning & Zoning (P&Z) given the significant role this person would play in implementing, integrating, and coordinating sustainability principles into the development and implementation of City plans. If the role is placed in P&Z, we recommend that it report to the Director with an explicit mandate to engage other City departments and participate in City Manager staff, Director and