

City of Cambridge

CLIMATE PROTECTION ACTION COMMITTEE

Minutes

June 14, 2018

City Hall Annex

Attendees: Olga Faktorovich (vice chair), Tom Chase (Secretary), John Ullman, Keren Schlomy, Brian Goldberg, Peter Crawley, Rosalie Anders, Keith Giamportone, Ted Live, Lauren Miller, Christopher Nielson; *staff:* Susanne Rasmussen, John Bolduc, Bronwyn Cooke

Guests: Sharon DeVos, Susan Weber, Jim Butler, Kay Butler

Approval of Minutes

- Minutes May 10, 2018 approved.

ETP Director Report

- Three stakeholder workshops on BEUDO revisions, to introduce remedies for underperforming buildings, good engagement by impacted parties, another workshop planned in July. The next phase is looking at targeted program to support improvements.
- Carbon fund report on advancing this concept is nearing completion, looking at what offsets generated locally could be gotten at a reasonable price, excellent work to date by Cadmus.
- Climate action plan work nearing completion in the next weeks, incorporating actions in all sectors.
- Multifamily pilot continues, integrating Retrofit Advisor, not going well because audit recommendations reports are lacking specificity, next step is collecting more reports to find if this is standard procedure and then act if necessary to drive more detailed recommendations report.
- Blue Bikes are big improvement over the previous Hubway bikes, City is identifying up to 20 new stations. Dockless bikes have been launched in adjacent 15 communities with Spin and Lime, additional companies also not licensed in Cambridge have arrived, especially Ant Bikes. Scooters have also been increasing in shares and private ownership. Added to autonomous vehicles, regulatory underpinning for these various modes is not there. All of which are implications for land use and opportunity to convert street space to green space. FY2019 includes funding for Future Mobility regulatory and policy gaps, tools, and opportunities to influence state policy.
- Data submitted by Uber and Lyft showed an additional 6.8 million ride hailing trip origins in 2017, highest in the region per capita. New trips are no longer just a result of new development. MAPC study on growth from cab, transit, and other modes – 20% are trips previously using transit. Younger individuals not buying cars is declining. Zip Car has reduced Cambridge vehicles from 300 to 150. Two peer-to-peer car sharing companies are tiny.
- Design and quick-build of South Mass Ave to create separated bike and exclusive bus lanes with paint and flex posts is in progress.

- City working to designate stopping spaces for car share vehicles to limit stops blocking other transit modes.
- Urban forest master plan in process.
- Brown petition public hearings scheduled June 26-27, citizen zoning petition on climate resilience. Seeks to prioritize actions of preparedness plan through mechanism of flood plain overlay district, and promoting green infrastructure.
- MA MVP action grant of \$118,000 awarded to City for CRLS-War Memorial to improve emergency shelter and dispensing functions and for neighborhood resilience hubs, and to develop renter, owner, and small and large business resilience manuals.
- Sustainability Compact meeting upcoming on lab energy use.

Envision Cambridge Climate and Environment and Mobility Draft Recommendations

- All Envision Cambridge presentations posted on Envision website.
- Three-year process, now in year three.
- Working groups identifying limited set of indicators to assess performance against plan and actions, will be measured regularly on TBD timeframe. First time a City plan will be accompanied by specific indicators for measurement. Developing indicator targets for 2025 and 2030.
- Joint meeting of all working groups and their members, to reconcile incentives desired for different purposes by different groups.
- Developing disaster preparedness plans at neighborhood level and incorporating green infrastructure were collective highlights related to climate adaptation.
- Top mobility actions were implementation funding for bicycle network plan and transit resilience to flooding.
- Top voted action examples:
 - Development incentives to housing, additional incentives in draft for commercial buildings
 - Tree planting in development process should be required, not incentivized
- Next step is build-out scenarios in different neighborhoods, translating values into a development plan, bulk of work for the next six months, working group work has concluded, advisory committee still in place.
- Balance between commercial and housing and City revenue is under debate, maintaining high quality services and low residential real estate taxes is potentially at risk.
- New Climate and Environment Goals:
 - Emergency alert communications
 - Targeted preparedness for low-income/high-vulnerability populations
 - Cool roof requirement for all zoning districts
 - Study regulatory barriers and leverage points for adaptive retrofits of existing buildings
 - Develop disaster preparedness plans with neighborhood groups
 - Concerns that neighborhood groups are already struggling to find funding, space, volunteer resources, a lot of ground work needed to support this
 - Coordinated outreach and engagement on environmental issues
 - Implement Urban Forest Master Plan

- Question of whether native planting makes sense given that future environment is not “native”
- Preserve open space and improve access to parks
 - No mention of preserving existing assets or leveraging 1:1 exchanges
- Zoning density bonus for net-zero projects
- Develop zero-emissions transportation plan, no funding in current budget
- Address regulatory barriers to energy storage
- Establish solar generation or green roof requirement for new construction
- Highly visible EVSE and infrastructure in new buildings
- Buying 100% municipal electricity from renewable sources
- Study greywater supply assets and non-potable demand
- Reduce landfill waste through waste management plans, requiring adequate space for organics, incentives for trash reduction while avoiding disparate impacts on low-income communities
 - Is focus on single-stream recycling wise given recent recycling news? Cambridge has reported better sorting results than other communities, but will review language to address this issue.
- Mandate and enforce residential and commercial food waste diversion
- Develop commercial waste zones with reporting requirements
- CPAC to offer comments, either by email or through comment letter
 - Additions or recommendations on different emphasis are welcome, minor changes less so
 - Timing is as soon as possible
- CPAC members to review mobility goals on their own
- Climate and Environment indicators – outcome not output indicators (see handouts):
 - How to identify vulnerable populations? – socioeconomic demographic factors included in CCVA such as income, age, ESL
 - Heat-related hospitalizations – alternative indicators might be impervious surface, ground surface temperature with real-time temperature monitors adjusted for moving climate baseline, number of neighborhood resilience hubs in place
 - Challenge of how to make Cambridge more hospitable to increased tree cover
 - Doesn’t include building vulnerability – preparedness of buildings for resident populations, unclear how to measure this, could focus on reducing area that floods and buildings that are prepared to be resilient
 - Good candidate for working group recommendations for workable and meaningful indicators for preparedness
- Volunteer working group to comment on indicators, actions, and targets:
 - Tom Chase
 - Peter Crawley

- Mobility indicators, mode share should be revised to reflect drive alone or ride alone statistics, counting ride alone as drive alone trip
- Climate-Related Mobility Indicators:
 - Zero-emissions transit plan
 - Bus prioritization and improved bus system as part of collaborative effort with MBTA
 - Bike network plan implementation will begin with feasibility of proposed separated bike facility construction
 - Advance quick-build bike projects
 - Implement fully separated, fully connected example projects
 - Preparing transportation infrastructure to be resilient to climate change, MBTA has been doing this but is not currently focused on Red Line
 - Demand-based parking pricing
 - Car/bike share in transit hubs that are currently underserved
 - Collaboration with MBTA to provide more corporate pass options
 - Bridge to connect Alewife Quadrangle and Triangle, then argue to build station on Fitchburg Commuter Rail line
 - Reallocate space within public rights-of-way to promote sustainable transportation, e.g. bus priority lanes, signal priority to buses
 - Lower zoned parking minimums near transit nodes
 - Impact fee for new development vehicle traffic generation to support multimodal infrastructure and safety, such as Alewife bridge
 - Charles River ferry water taxi study

Working Groups

- Two EV Strategy advisory group opportunities
 - Help drafting EV study RFP
 - Stakeholder engagement once study consultant is on board
 - Focus on fossil fuel vehicles but also single-occupancy vehicles in general
- Climate and Environment Indicators
- Mobility Indicators – those with climate impacts
- Will email out opportunities to group

Member Reports

Keith Giamportone

- EBC Resilient Design Event

Susanne Rasmussen

- New Harvard energy efficiency hire
- Nationwide renewable collaboration project
- San Francisco Mayor's Climate Summit in September, survey now circulating on EVs

Rosalie Anders

- Community choice demonstration in Boston around Community Choice aggregation
- (From Susanne) 600+ households buying 100% green electricity, paid less for standard electricity for standard green in first six months, then 100% green was less than Eversource in middle six months, then slightly higher in next 6 months

Notes by Tom Chase

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