



Clean Energy Future Committee Meeting Minutes

Approved at the 9-25-2020 meeting

August 28, 2020

8:00 – 11:00 a.m.

Virtual Meeting – Hosted on Zoom

Members present: Jim DiTullio, Ryan Katofsky, Ken Pruitt, Dave Levy, Marc Breslow, Coralie Cooper, Shelly Dein, Dan Amstutz, Adam Chapdelaine, Pasi Miettinen, Nellie Aikenhead

Also attending: Brooks Winner (MAPC co-facilitator), Lucy Xu (MAPC intern), Jennifer Raitt (Director of Planning and Community Development), Eugene Benson (Arlington Redevelopment Board)

Members not present: Diane Mahon, Emily Sullivan

The meeting convened at 8:03 a.m.

Video Meeting Procedures

Mr. Pruitt read a set of prepared remarks explaining the procedures that the Committee would follow to hold a virtual meeting. Governor Baker signed an Executive Order in response to the COVID-19 pandemic allowing virtual meetings, which suspended the usual Open Meeting Law requirement that a quorum of committee members be physically present in order to hold an official committee meeting.

Meeting Minutes

Mr. Pruitt displayed the Minutes from the June 26th Meeting. No objections were stated. Mr. Pruitt asked for any additional comments, of which were none. A motion was made by Ms. Dein to approve the Minutes. Mr. Amstutz seconded the motion. A discussion of the Minutes followed. Mr. Amstutz noted that the listed Warrant Article numbers appeared incorrect. Mr. Pruitt promised to check and correct those numbers. A roll call vote was held and the Minutes were unanimously approved.

Review of the Items within the Arlington Net Zero Plan.

Mr. Pruitt first introduced co-facilitator Brooks Winner from the Metropolitan Area Planning Council (MAPC), as well as MAPC intern Lucy Xu, who was present to help take meeting notes. Mr. Pruitt then reviewed the goals for the meeting. Mr. Pruitt said he would provide an overview of the Net Zero Plan project, then review the outline of the

Plan, then discuss the Roadmap section of the Plan (containing the GHG mitigation measures), and then discuss plans for further public outreach.

Mr. Pruitt provided an overview of where we are in the Net Zero Plan project. He noted that 2017 data were used for the baseline GHG inventory, which was completed this year. The Committee has reviewed a large number of potential GHG mitigation measures over the last year and narrowed them down to 28 in the current draft Roadmap. A community net zero survey demonstrated strong public support for meeting the net zero goal. Mr. Pruitt noted that MAPC and the Committee will help with the analysis of the survey results. During September through November, there will be more engagement with key stakeholders and the public to help inform the Net Zero Plan, which will be finalized in December. Beginning in January 2021, the Committee will begin implementing the Net Zero Plan.

Mr. Pruitt then gave an overview of the Plan's chapters. There will be a "letter from the future" describing what the CEFC hopes our Town will look like in 2050, thanks to successful implementation of the Plan. There will be a "Getting to Net Zero" chapter that provides an overview of the Plan and its goals. Mr. Winner noted that this section will also provide out terms and definitions. It will also summarize Arlington's past efforts reduce GHG emissions, such as Arlington's Green Communities status, and the Solarize Arlington and HeatSmart campaigns. This section will also provide a summary of public engagement about the Plan, including results from the community survey.

Mr. Pruitt said the next section of the Plan will be the Roadmap, which is the heart of the plan containing all GHG mitigation measures. The Roadmap will be followed by an implementation section, which will be drafted later this fall.

Mr. Pruitt then described the Roadmap section in more detail, noting there would be three sub-sections: Net Zero Buildings, Zero Emissions Mobility, and Clean Energy Supply. Mr. Pruitt noted that these measures will be a good start to get the Town on a path to net zero by 2050, but acknowledged that they would be insufficient, by themselves, to achieve that goal. There will need to be changes in technology, laws and regulations, and public education about climate change. Mr. Pruitt asked the Committee to be mindful that this plan is a start and not the end, and that the Plan can be modified in the future as circumstances change.

Mr. Winner summarized the community survey results, noting a high response rate for a survey of this type (over 650 responses). Mr. Winner also noted there were hundreds of narrative responses which will be a challenge to review and process.

Mr. Winner said that respondents were very concerned about climate change and its impact. He noted the responses indicated a priority for energy efficiency and electrification improvements to existing and new buildings. Biking and pedestrian infrastructure was a high priority item within the Mobility section. Within the Clean Energy Supply section, repairing gas leaks and more rooftop solar were priority items.

Mr. Pruitt then wanted the Committee to envision what the result will look like by 2050. Mr. Pruitt asked the Committee to each jot down a few sentences on how 2050 will look like based on successful implementation of this plan.

The Committee resumed discussion after a five minute break for the effort Mr. Pruitt asked.

Mr. Pruitt then commenced the review of all GHG measures in the Roadmap. First, he asked if the suite of measures, taken as a whole, will comprise a good set of measures to get the community on a path to achieving net zero emissions. Should the Committee keep or remove any measures, add key measures that are not currently included, change the priority of any individual measures, or combine existing measures? Mr. Pruitt asked the Committee consider equity in this effort to ensure the entire Town benefits from these measures.

Mr. Breslow asked a question about the review of each process. Mr. Breslow wondered if a summary of each item was necessary given the instructions to the Committee to review the measures prior to the meeting. Mr. Pruitt said he would be expeditious with any summaries and said that “grammar” and “word edits” could be emailed to him separately after the meeting to save time during the meeting for substantive review.

For the Net Zero Buildings section, Mr. Pruitt noted that the recommendations were separated into “high priority” and “additional measures,” and that this division was present in the Mobility and Energy sections as well. Mr. Pruitt noted that Mr. Miettinen wrote the introduction for the Buildings section, and invited him to speak.

Mr. Miettinen provided an overview of the section. He thanked the Committee for the comments received to date. Mr. Miettinen laid out the principles for this effort. He noted that the Town has roughly 12,000 buildings and each one would need an effort to help achieve net zero emissions. He said, given current technology, buildings would need clean electricity supply, since many would not be able to achieve net zero energy on their own (e.g., insufficient space for rooftop solar or other impediments). Mr. Miettinen also noted that there are several roadblocks, such as zoning, that if removed could help expedite a conversion of homes to net zero.

Mr. Pruitt displayed the list of high priority GHG mitigation measures, followed by the list of additional measures. He then displayed all measures on a single slide and asked for any questions or edits to the lists. The lists of measures were as follows:

Buildings: Highest Priority Measures

1. Electrify buildings, “Electrify Arlington” campaign
2. Community-wide deep energy retrofit campaign
3. Change Zoning for net zero buildings (incl. new foundations)
4. Create “Electrify Arlington” website

Buildings: Additional Measures

5. Retrofit Town buildings for energy efficiency & renewable generation
6. Advocate for state Net Zero Energy Stretch Code

7. Review Historic District Commission Design Guidelines
8. Prohibit fossil fuel heating in new construction & major renovations
9. Allow adjustments to dimensional requirements by Special Permit for energy efficiency and renewable energy installations
10. Require new commercial & large residential buildings to include solar PV/thermal (or be “solar ready”)
11. Explore opting-into commercial Property Assessed Clean Energy
12. Promote planting trees on private property near the sidewalk
13. Partner with local vocational / technical schools to encourage more HVAC and clean tech workers
14. Consider establishing a Chapter 40R Smart Growth Zoning Overlay District for dense residential or mixed-use development
15. Support training opportunities on LEED, Net Zero, Passive House, etc.

Mr. Katofsky commented that the overall strategy is to electrify everything and decarbonize the electricity grid. He also noted that the four priority measures are not individual silos but support each other. Mr. Katofsky then asked for more information about Mass. General Laws Chapter 40R, which was referenced in measure 14. Mr. Pruitt provided some background on this smart growth overlay zone enabling law and how it could increase housing density and reduce GHG emissions. Mr. Amstutz posed two questions: for measure 5, which calls for Town of Arlington buildings to achieve a much higher level of energy efficiency, are Arlington Housing Authority buildings considered Town buildings? He also asked for a rough number of buildings in Historic Districts, to better understand the potential impact of measure 7 (a measure calling for a study of potential barriers to energy efficiency and renewable energy at buildings in those Districts). Regarding the latter, Ms. Aikenhead, who is an Historic Districts Commission member, said she did not know the number but it was small. She offered to find the number and report back to the Committee. Regarding the question about Housing Authority buildings, Ms. Dein noted they are affiliated with the Town but not actually municipal buildings, so would not be subject to the measure in question. Mr. Winner noted that regarding Housing Authority buildings, there are state programs that are coming to fruition to assist Housing Authorities in retrofitting those buildings.

Mr. Breslow then offered comments on measure number 2, which calls for a deep energy retrofit campaign. He stressed the importance of this measure. Mr. Breslow wondered how this effort would be achieved, noting an outreach program may not be good enough. He also said that advocacy with the state may need to occur to change the criteria for cost effectiveness in utility energy efficiency programs.

Mr. Miettinen seconded Mr. Breslow’s comments but also noted that zoning changes could be an area where local action could directly effect change.

Mr. Benson commented that he liked the overview but wondered if the “Highest Priority” and “Additional” labels unfairly diminished the perceived importance of the “Additional” measures. He recommended changing the labeling to “Highest Priority” and “Priority.” There was general agreement by the Committee, and Mr. Pruitt promised to make that change to the labels. Mr. Benson then noted there are several areas for the State to get involved to assist in this effort. Another area where assistance could be provided would

be the CPA funding that the Town administers every year, and he wondered whether Community Development Block Grant funding could also be used to facilitate net zero buildings. He also argued that the Town should require net zero buildings in RFPs for the sale of Town properties. Mr. Benson said that the town has a lot of tools that it hasn't utilized to ensure building improvement. He also noted that equity was not explicitly called out in these initiatives but should be.

Mr. Pruitt asked the Committee if it agreed there should be an additional measure asking the Town to review its existing tools, laws, etc. to find ways to require or promote net zero emissions. Mr. Benson further advocated for inclusion of such a measure. Mr. Levy seconded both of Mr. Benson's comments (this measure, as well as more discussion of equity in the Plan).

Ms. Raitt noted that the idea of using Community Development Block Grant funding for net zero buildings was an interesting idea but cautioned such funding may not be allowable for such uses.

Mr. Pruitt noted that he did not hear opposition to including Mr. Benson's proposed measure, and hearing none, he said he would work with the buildings working group to draft language for this measure.

Ms. Raitt then asked about measure number 10, which would require new residential buildings with at least six units to install rooftop solar in most instances. She asked why specifically six units was in the definition. Mr. Winner noted that from an energy efficiency program standpoint, there are separate programs for 1-4 unit buildings vs. five and above. Mr. Pruitt said he would discuss with the buildings working group and determine if six units was an appropriate metric, and if not, to consider changing it.

Ms. Raitt also highlighted the importance of including sufficient consideration of, and language about, equity in the plan. Mr. Winner agreed and noted that equity considerations would be included throughout the Net Zero Plan.

Mr. Breslow seconded Ms. Raitt's comments about equity inclusion. Mr. Miettinen also agreed with those comments and noted that every building would need to be impacted for the Town to reach net zero emissions. For that reason, equity would need to be a key component of many measures in the Plan.

Mr. Pruitt then asked for consensus on the list of measures. The Committee expressed agreement. Mr. Pruitt then asked for consensus on Mr. Benson's proposed measure for the Town to examine its tools and leverage to achieve net zero emissions from buildings and other sources. Specifically, he asked if this measure should be in the Highest Priority bucket versus Priority. Mr. Miettinen said it should be in the Highest Priority list, but there was no consensus on the Committee. Mr. Pruitt said the buildings working group would draft a measure and then return the draft for final discussion by the Committee, including prioritization.

The Committee took a break of five minutes.

After the Break, Mr. Pruitt turned to the Zero Emissions Mobility Measures, which were:

Mobility: Highest Priority Measures

1. Create and implement a plan to expand public charging at libraries, shopping centers, etc., both on- and off-street
2. Provide a suite of education and awareness building services to promote electric vehicle adoption
3. Adopt a zero-emission municipal fleet plan/policy (complete transition to zero emission vehicle purchases by 2030)
4. Support full implementation of the Connect Arlington plan.

Mobility: Additional Measures

5. Change parking policies to promote efficient use of space, reduce use of single occupancy vehicles, and promote electric vehicles
6. Develop policies and guidelines to promote safe use of electric bicycles, scooters, and other micromobility technology
7. Advocate for improved utility rate designs to facilitate smart electric vehicle charging and accelerate EV adoption
8. Promote car sharing.

Mr. Pruitt reviewed the proposed Highest Priority Measures and Additional Measures. He asked if the Committee agreed with the location of measures in each category. Mr. Amstutz noted that support for more walking and biking infrastructure was voiced in the Net Zero Survey. Mr. Amstutz also noted that public electric vehicle charging stations were not a high-priority item in the survey results. Mr. Amstutz, noting equity, said that people of lower income tend to walk, bike, and use public transportation much more frequently. The Connect Arlington Plan, currently being drafted, will address these transportation modes but wondered if they should be prioritized more highly than efforts to promote electric vehicles in the Net Zero Plan. Mr. DiTullio echoed the comments of Mr. Amstutz, especially from the standpoint of equity.

Mr. Pruitt noted that some previously separate measures promoting improvements to mass transit had been moved into the measure calling for full implementation of the Connect Arlington Plan.

Mr. Chapdelaine echoed comments from Mr. Amstutz and Mr. DiTullio that the Connect Arlington measure should be moved to the #1 priority slot. He offered some clarifying language for the measure. He also noted that because Arlington had 37,000 registered vehicles, promotion of electric vehicles should also remain a Highest Priority Measure.

Ms. Raitt echoed Mr. Chapdelaine's comments. Referencing measure number 5, she said that the Committee should review the language and consider whether a requirement for designated electric vehicle parking was fair from an equity standpoint, since EVs tend to be driven by higher-income individuals. Ms. Raitt also argued that the term "shopping centers" should actually be "business districts." Mr. Pruitt said he would make that change. Ms. Raitt said that improvements to bus service and infrastructure should be a separate measure in the Roadmap, not just part of the Connect Arlington

measure. She also stressed that reducing vehicles miles traveled should be a key consideration.

Mr. Miettinen also supported the recommendation to make the Connect Arlington measure number one. He then offered comments that charging stations are not a driver of EV adoption. Mr. Miettinen questioned if charging stations would truly be valuable for EV adoption (currently measure number 1). Mr. Pruitt said that other Committee members did vote to have the charging station provision included as a high priority.

Going back to his earlier point, Mr. Benson made similar comments about how the Town could influence GHG emissions through what it contracts for, including construction, garbage hauling, etc. and how it could support clean emission vehicle usage by those who contract with the Town. Mr. Benson advocated that the Town should make requirements to limit the usage of fleets in its contracts to avoid dirtier fuels or move to zero emissions depending on the service. In addition, he said the Town should advocate with the State to also make changes in this regard to lower emissions.

Mr. Pruitt, citing limited time left in the meeting, asked for consensus on the list of Mobility measures as amended by the Committee.

Mr. Breslow seconded all comments about Connect Arlington, with emphasis on mass transit, particularly on buses, especially to Alewife. Mr. Breslow then made a comment on parking and questioned if less parking would be counterproductive, i.e., would people drive more to other locations outside of Arlington (including to shop) if Arlington offered less parking?

Mr. Pruitt again asked for consensus on this prioritization of the Mobility list as amended. The Committee indicated its support, without objection.

Mr. Pruitt then turned to the Clean Energy Supply section of the Roadmap. This list was as follows:

Clean Energy Supply: Highest Priority Measures

1. Increase renewable energy in default CCA to 100% by 2030
2. Transition municipal electricity supply to 100% renewable by 2030
3. Partner with utilities and others to promote pilot neighborhood-scale shared ground source heat pump projects.

Clean Energy Supply: Additional Measures

4. Support state legislation and policies that decarbonize the region's electricity supply
5. Advocate for accelerated repair of gas leaks and phasing-out the natural gas distribution supply network.

Mr. Breslow questioned if shared ground source heat pumps (measure 3) would be shared among multiple houses. Mr. Winner said yes, this is a technology that utilities are exploring. Mr. Pruitt noted several examples of where this could make sense. Ms.

Dein commented that in a large existing development, as well as new construction, this technology would also make sense.

Mr. Miettinen said items one and two made sense. He then questioned if pilot programs (e.g., measure 3 promoting shared ground source heat pumps) should be in the highest priority section. The Committee endorsed moving that item to the number 4 slot, and downgrading it to an Additional Measure.

Mr. Pruitt then asked for consensus on the list of Clean Energy Supply measures as amended by Mr. Miettinen regarding item number 3. Ms. Dein then argued in favor of moving item number four into the highest priority items (Support state legislation and policies that decarbonize the region's electricity supply). Mr. Miettinen seconded this suggestion by Ms. Dein. There was consensus on the Committee to make this change.

The Meeting then turned to a discussion on public engagement and how to incorporate public comments on the Net Zero Plan. The Committee reviewed a key stakeholder list including Town boards, departments, business community members and other key stakeholder groups. Mr. Pruitt asked for volunteers for an engagement working group.

Regarding key Town departments to be consulted, the Committee asked for the inclusion of the Library, Police and Fire departments and noted it would seek their input for specific issues, such as parking, fleet vehicles, etc. In addition, while it is not technically part of Town government, the Committee asked that the Arlington Housing Authority be included as a key stakeholder.

The Committee then reviewed a draft timeline for public engagement and noted it would need significant participation by CEFC members in any forums or other forms of outreach. Roles and tasks included help with review of the Net Zero Community Survey responses, help planning and participating in key stakeholder meetings, and help planning and participating in key stakeholder meetings and virtual workshops. Ms. Sidorenko (a resident), Mr. Miettinen, Mr. Breslow, and Mr. DiTulio agreed to assist with outreach efforts.

The Meeting adjourned at 11:30 a.m. The next meeting will occur on September 25, 2020.

Submitted by Dave Levy.



Clean Energy Future Committee

Date: Friday August 28, 2020

Time: 8:00 a.m.

Location: Conducted via remote participation

To register for the Zoom Meeting:

<https://us02web.zoom.us/meeting/register/tZcpc-urzMoHNdtCmqQ2qxTFr2WCFM8f4JH>

After registering, you will receive a confirmation email containing information about joining the meeting.

Members of the public are asked to send written comment to:

kpruitt@town.arlington.ma.us.

Notice to the Public on meeting privacy

In the interests of preventing abuse of videoconferencing technology (e.g. “Zoom Bombing”) all participants, including members of the public, wishing to participate via Zoom must register for each meeting and will notice multi-step authentication protocols. Please allow additional time to join the meeting. Further, members of the public who wish to participate without providing their name may still do so by telephone at 929-436-2866. Meeting ID: 834 4261 8263.

Documents related to the below agenda items follow as attachments to this document.

Agenda

8:00 – 8:05: Meeting ground rules

8:05 – 8:10: Review & Approve Minutes from 6/26/2020 meeting

8:10 – 8:15: Introduce Brooks Winner, co-facilitator

8:15 – 8:20: Meeting goals

8:20 – 8:30: Net Zero Planning status – What have we completed? What is left to do?

8:30 – 8:40: Overview of all sections of Net Zero Plan

8:40 – 8:50: Overview of the Roadmap (all GHG mitigation measures)

8:50 – 9:00: BREAK

9:00 – 10:00: Detailed review of Roadmap sections: Net Zero Buildings, Zero Emissions Mobility, Clean Energy Supply

10:00 – 10:10: BREAK

10:10 – 10:40: Discuss public engagement plan and CEFC member roles

10:40 – 11:00: Reserved in case earlier agenda items go over time. If not, we will adjourn at 10:40.

Next meeting: September 25, 2020

Attachments:

- 1) Governor Charles Baker's 3/12/2020 Executive Order Suspending Certain Provisions of the Open Meeting Law
- 2) Meeting minutes from 6/26/2020
- 3) Draft Net Zero Roadmap



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CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

**ORDER SUSPENDING CERTAIN PROVISIONS
OF THE OPEN MEETING LAW, G. L. c. 30A, § 20**

WHEREAS, on March 10, 2020, I, Charles D. Baker, Governor of the Commonwealth of Massachusetts, acting pursuant to the powers provided by Chapter 639 of the Acts of 1950 and Section 2A of Chapter 17 of the General Laws, declared that there now exists in the Commonwealth of Massachusetts a state of emergency due to the outbreak of the 2019 novel Coronavirus (“COVID-19”); and

WHEREAS, many important functions of State and Local Government are executed by “public bodies,” as that term is defined in G. L. c. 30A, § 18, in meetings that are open to the public, consistent with the requirements of law and sound public policy and in order to ensure active public engagement with, contribution to, and oversight of the functions of government; and

WHEREAS, both the Federal Centers for Disease Control and Prevention (“CDC”) and the Massachusetts Department of Public Health (“DPH”) have advised residents to take extra measures to put distance between themselves and other people to further reduce the risk of being exposed to COVID-19. Additionally, the CDC and DPH have advised high-risk individuals, including people over the age of 60, anyone with underlying health conditions or a weakened immune system, and pregnant women, to avoid large gatherings.

WHEREAS, sections 7, 8, and 8A of Chapter 639 of the Acts of 1950 authorize the Governor, during the effective period of a declared emergency, to exercise authority over public assemblages as necessary to protect the health and safety of persons; and

WHEREAS, low-cost telephone, social media, and other internet-based technologies are currently available that will permit the convening of a public body through virtual means and allow real-time public access to the activities of the public body; and

WHEREAS section 20 of chapter 30A and implementing regulations issued by the Attorney General currently authorize remote participation by members of a public body, subject to certain limitations;

NOW THEREFORE, I hereby order the following:

(1) A public body, as defined in section 18 of chapter 30A of the General Laws, is hereby relieved from the requirement of section 20 of chapter 30A that it conduct its meetings in a public place that is open and physically accessible to the public, provided that the public body makes provision to ensure public access to the deliberations of the public body for interested members of the public through adequate, alternative means.

Adequate, alternative means of public access shall mean measures that provide transparency and permit timely and effective public access to the deliberations of the public body. Such means may include, without limitation, providing public access through telephone, internet, or satellite enabled audio or video conferencing or any other technology that enables the public to clearly follow the proceedings of the public body while those activities are occurring. Where allowance for active, real-time participation by members of the public is a specific requirement of a general or special law or regulation, or a local ordinance or by-law, pursuant to which the proceeding is conducted, any alternative means of public access must provide for such participation.

A municipal public body that for reasons of economic hardship and despite best efforts is unable to provide alternative means of public access that will enable the public to follow the proceedings of the municipal public body as those activities are occurring in real time may instead post on its municipal website a full and complete transcript, recording, or other comprehensive record of the proceedings as soon as practicable upon conclusion of the proceedings. This paragraph shall not apply to proceedings that are conducted pursuant to a general or special law or regulation, or a local ordinance or by-law, that requires allowance for active participation by members of the public.

A public body must offer its selected alternative means of access to its proceedings without subscription, toll, or similar charge to the public.


(2) Public bodies are hereby authorized to allow remote participation by all members in any meeting of the public body. The requirement that a quorum of the body and the chair be physically present at a specified meeting location, as provided in G. L. c. 30A, § 20(d) and in 940 CMR 29.10(4)(b), is hereby suspended.

(3) A public body that elects to conduct its proceedings under the relief provided in sections (1) or (2) above shall ensure that any party entitled or required to appear before it shall be able to do so through remote means, as if the party were a member of the public body and participating remotely as provided in section (2).

(4) All other provisions of sections 18 to 25 of chapter 30A and the Attorney General's implementing regulations shall otherwise remain unchanged and fully applicable to the activities of public bodies.

This Order is effective immediately and shall remain in effect until rescinded or until the State of Emergency is terminated, whichever happens first.

Given in Boston at 6:40 PM this 12th day of
March, two thousand and twenty.

A handwritten signature in cursive script, reading "Charles D. Baker". The signature is written in dark ink and is positioned above a horizontal line.

CHARLES D. BAKER
GOVERNOR
Commonwealth of Massachusetts



Clean Energy Future Committee Meeting Minutes

Draft – for approval at the 8-28-2020 meeting

June 26, 2020

8:00 – 9:30 a.m.

Virtual Meeting – Hosted on Zoom

Members present: Jim DiTullio, Ryan Katofsky, Ken Pruitt, Dave Levy, Marc Breslow, Emily Sullivan, Coralie Cooper, Shelly Dein, Dan Amstutz, Adam Chapdelaine, Pasi Miettinen, Nellie Aikenhead

Members not present: Dan Dunn

The meeting convened at 8:03 a.m.

Agenda Item 1: Video Meeting Procedures

Mr. Pruitt read a set of prepared remarks explaining the procedures that the Committee would follow to hold a virtual meeting. Governor Baker signed an Executive Order in response to the COVID-19 pandemic allowing virtual meetings, which suspended the usual Open Meeting Law requirement that a quorum of committee members be physically present in order to hold an official committee meeting.

Agenda Item 2: Meeting Minutes

Mr. Pruitt displayed the Minutes from the May 22, 2020 CEFC meeting with several edits suggested by Committee members prior to the Meeting. Mr. Pruitt then reviewed all changes with the Committee members asking for any objections to the edits by Committee members. No objections were stated. Mr. Pruitt asked for any additional comments, of which were none. A motion to approve the minutes was made by Mr. Breslow and seconded by Ms. Dein. A roll call vote was held and the Minutes were unanimously approved.

Agenda Item 3: Review of Remaining Zoning and Permitting Greenhouse Mitigation Measures

Mr. Pruitt noted that a small working group of CEFC and Arlington Redevelopment Board members had reviewed the Zoning and Permitting Measures recommended by the Metropolitan Area Planning Council. These measures were labeled with “Action Numbers” on a table sent to the CEFC. Only Action Numbers 10 and 11 were left for Committee members to review.

Action Number 10

This measure would promote the planting of more trees on private property within 20 feet of the sidewalk. Ms. Dein and Mr. Katofsky questioned that distance, asking why it would be a problem for trees to be farther away from the sidewalk. Mr. Amstutz noted that the roots of trees planted too close to sidewalks could damage sidewalks. He also asked why this measure was included as a Zoning and Permitting measure. Mr. Pruitt noted that it had come up in the working group for such measures, but agreed it is not really a zoning or permitting measure and would likely be moved to a different section of the Net Zero Plan. Mr. Chapdelaine noted that “within the Town setback area” could be used instead of a 20-foot limitation. He also said that many attempts have been made to examine this issue, especially in East Arlington. Mr. Pruitt asked how prescriptive the Town should be in terms of where trees should be planted. Mr. Chapdelaine noted that perhaps there should be two measures: one promoting trees near sidewalks, the other promoting trees anywhere on a property. Ms. Dein agreed with Mr. Chapdelaine’s observation. She also asked whether more tree preservation should be required in zoning regulations for properties being developed. Mr. Chapdelaine noted that there is an existing tree-preservation bylaw that goes a long way in preserving trees. Mr. Amstutz noted this was written to help create shade on streets and sidewalks. He also noted that in some localities, street space is reclaimed, including through bump-outs, to plant additional trees to create shade and provide traffic calming. The Committee agreed to move on to the next measure without finalizing the exact language of this one at this time.

Action Number 11

This measure would “Promote and, where possible, incentivize the installation of parking canopy solar arrays on private parking lots.” Mr. Katofsky noted that there is a “by right” option to install solar throughout town in the Zoning Bylaw. Mr. Levy asked if this “by right” ability includes the ability to build carports with solar. Mr. Amstutz asked if this measure was intended to cover residential (driveways) or just commercial parking. Mr. Levy said this measure was intended to cover both residential and commercial parking lots or driveways. Mr. Pruitt wondered if this measure should cover both or whether we should create an additional measure specifically for residential driveways. Mr. Amstutz questioned the economies of scale of solar installations on carports for residential driveways. Mr. Pruitt noted he would strip out incentivize vs. educate.

Agenda Item 4: Discuss Greenhouse Gas Inventory Findings

Mr. Pruitt noted he emailed the greenhouse gas (GHG) inventory findings to the Committee via email and noted the tool for measuring it, created by the Metropolitan Area Planning Council, is now available to anyone. Mr. Pruitt said the baseline year is 2017. He also noted that Arlington had the lowest per capita GHG emissions of all towns that had used MAPC’s inventory tool and 2017 data. He said that most of the necessary data could be obtained from various publicly-available data sources to update the GHG inventory in the future as often as the Town wants. Mr. Pruitt noted that the two biggest contributors to greenhouse gas emissions in Arlington were buildings and transportation. He said that municipal buildings plus municipal vehicles totaled under 3% of Arlington’s GHG emissions in 2017.

Agenda Item 5: Net Zero Planning Timeline

Mr. Pruitt displayed the timeline for producing the Net Zero Plan, working with MAPC. He displayed a list of upcoming milestones along with a list of key partners in this process that would be assisting the effort. Ms. Dein observed that thus far as plan initiatives have been reviewed, equity and inclusiveness have not been considered in the review. Ms. Dein wondered if disenfranchised communities should be counseled in this discussion. Mr. Pruitt agreed with the importance of this issue. He noted that when the discussions with stakeholders commence in July and August, that equity would need to be at the forefront of those discussions. Mr. Katofsky and Ms. Cooper agreed with this sentiment. Ms. Cooper also suggested having a guest speaker from an equity organization help discuss a framework for such an effort.

Mr. Pruitt noted the goal is still to have a finalized plan by the end of the calendar year. There is still a good deal of work to do. Two areas in particular are of emphasis: In late July or early August, the Committee will need to take a fresh look at the revised set of GHG mitigation measures to determine what stays in or what gets condensed, combined, etc. The other area of importance will be public outreach, especially when a draft of the plan is produced in September. The Committee members will need to help produce the draft and seek public input. Mr. Pruitt noted he will be reaching out to the Committee members for assistance on these two efforts over the summer months and asked for continued commitment from the Committee.

Agenda Item 6: Discussion of Various Town Meeting Warrant Articles

Mr. Pruitt noted that Ms. Dein had asked to discuss various Articles that had been on the June 2020 Town Meeting Warrant. The Articles were:

- 13 – Fossil Fuel Infrastructure
- 32 – End Single Family Zoning
- 69 – Bike Share Program
- 78 – Historic Districts – encourage energy efficiency / sustainable energy

Mr. Pruitt asked Mr. Pat Hanlon, a Town Meeting Member and key proponent of Article 13, to discuss the articles. Mr. Hanlon spoke about how the COVID epidemic resulted in a postponement of debate on Articles 13, 32 and 78, which were non-financial in nature, until a special Town Meeting likely to be held in the fall. The timing of a meeting will depend on when the Town has a better answer on how much State Aid will be forthcoming to the Town. Mr. Hanlon noted the Attorney General will give a ruling on the Brookline fossil fuel bylaw, after which Arlington's draft bylaw was modeled, sometime in July. Mr. Hanlon also noted that Article 68, which is financial in nature, did pass Town Meeting. That Article authorized the expenditure of \$20,000 to pay Arlington's share of a bikeshare program along with other cities and towns that use the same system.

Mr. Hanlon then described Article 78, which would encourage clean energy technology to be adopted more widely for properties within the Historic District Commission. Mr. Pruitt noted Ms. Aikenhead had done some research for the Committee on what the Historic Districts Commission (HDC) has approved in the past. Mr. Pruitt noted that

there is sometimes tension between historic preservation and energy efficiency and renewable energy projects, and there will be an on-going discussion to discuss solutions. Mr. Hanlon noted that Sustainable Arlington supported Warrant Article 78.

The Meeting was adjourned at 9:20am. The next meeting will occur on July 24, 2020.

Submitted by Dave Levy.

DRAFT

Net Zero Action Roadmap

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Net Zero Buildings

The Town of Arlington is committed to implementing actions that advance multiple net zero emissions buildings strategies. In 2017 buildings in Arlington produced an estimated 62 percent of all Town-wide greenhouse gas emissions. Because buildings represent such an important source of emissions, and because converting Arlington's mostly older building stock to net zero emissions will be challenging, the Buildings chapter of Arlington's Net Zero Action Roadmap is divided into two parts:

1. Highest Priority Measures
2. Additional Measures

All measures in both categories have been deemed valuable by the Clean Energy Future Committee. However, the Committee recommends focusing efforts on the Highest Priority Measures first and foremost. Efforts to implement the Additional Measures in this chapter should not interfere with implementation of the Highest Priority Measures.

Arlington net zero emissions buildings context and priorities

Achieving the Town's goal of net zero GHG emissions by 2050 (in 30 years) requires that all Arlington buildings become net zero emissions buildings by 2050. There are approximately 12,000 buildings in Arlington. Reaching that goal requires that every day between now (2020) and 2050, on average, slightly more than one building is converted into a zero emission building. That is more than 400 buildings a year for 30 years.

Thus, achieving the net zero emission reduction goal is a significant challenge. It requires that the Town prioritize initiatives that will have the greatest impacts and deprioritize those initiatives that do not significantly contribute to the goals.

Net zero emissions vs. net zero energy

This plan proposes two primary approaches to achieving the emissions reductions:

- 1) Reduce onsite energy use as much as practical, and;
- 2) Switch all carbon emitting end uses in homes to zero emissions technologies and use zero emission energy sources to power those end uses. Using today's technologies, only a 100% electric home can reach a zero emissions goal, by using a 100% emissions-free electric supply.

This plan primarily focuses on making as many homes as possible net zero *emissions* homes by converting as many end uses to electricity as possible. In a net zero emissions home, the owner can buy zero emissions electricity and thus does not have to produce all their electricity on site from zero emissions sources. In contrast, in a net zero *energy* home, all energy needed to operate the home is generated at the site.

This plan focuses on net zero *emissions* houses because many Arlington homes will not be able to generate all needed emissions-free electricity on the premises. This more expansive goal of net zero *emissions* homes allows home owners to convert their homes to run on 100% electricity and procure zero emissions electricity from outside their properties to meet the Town's 100% emission reduction goal (for example, through the Town's Arlington Community Electricity program).

Net zero energy capable homes and *plus energy* homes by 2050

Despite the emphasis on emissions reductions, in order to strive towards maximum onsite energy use reduction, this plan calls for every building in Arlington to be a **net zero energy capable** home by 2050. This means that each building has a goal of reducing its energy consumption to a level where the needed

annual energy could be generated on site if the building had suitable southern exposure for solar panels. This plan defers the setting of a specific standard to a subsequent committee analysis, but example standards could be a HERS score of 35 or better, or a Passive House standard of 5.7 kWh per square foot per year in annual energy consumption.¹ This plan also recognizes that on-site zero emissions energy generation technologies will improve and change over time and thus the standard will need to be adjusted over time.

Furthermore, this plan encourages those buildings that are able to achieve net zero site energy use to go even further and become a “plus energy house.” For example, a “+40 house” would be able to generate 40% more energy than it consumes over a year. These houses would be capable of powering electric vehicles using the on-site electricity generation and therefore eliminating transportation-related GHG emissions as well.

NET ZERO BUILDINGS – HIGHEST PRIORITY MEASURES

The Town of Arlington commits to implementing actions that advance the following high priority net zero buildings strategies:

1. **Electrifying fossil-fuel end uses**, prioritizing the larger end-uses such as space heating, water heating, clothes dryers and cooking. The goal is for all Arlington homes to be 100% electric. To achieve zero GHG emissions, this also requires the purchasing of 100% emissions-free electricity to power those homes by no later than 2050.
2. **Deep energy retrofits of existing buildings** to create net zero energy capable buildings.
3. **Replace buildings** with new net zero emissions, net zero energy or “plus energy” buildings.

Any direct or indirect initiatives that support these high priority items should be prioritized over other possible actions. New technologies or solutions can be added or removed from the priority list as they evolve over the next 30 years.

Importance of near-term action: building stock undergoing significant changes

Timing is of the essence with regard to the above measures. The average home heating system will be replaced once or twice over the next 30 year period, so there will be up to two chances to convert the heating system to a zero emissions technology. In addition, over the next 30 years, a subset of buildings are going to undergo a significant renovation or will be replaced with a new building. For these buildings, it is important to ensure that they will be both allowed and encouraged to achieve the highest possible energy and emissions reductions because those buildings may not undergo significant rebuilding for another 50 to 100 years.

¹ https://en.wikipedia.org/wiki/Passive_house. The 60 kWh/m²/yr standard ~ 5.7 kWh/sft/yr. For a 2,000 square foot home, this would imply maximum annual energy consumption of 11,400 kWh. The Home Energy Rating System (HERS) score is the current building efficiency measurement methodology used in Massachusetts.

NZB 1. Convert existing fossil fuel equipment and appliances to electric. Create an ongoing “Electrify Arlington” program and campaign modeled after the past highly successful Solarize and HeatSmart campaigns.

Initial technology could include heat pumps, with an emphasis on central ducted heat pumps. The program can include additional high efficiency electrification technologies such as heat pump clothes dryers, electric cooking ranges and heat pump water heaters with exterior compressors.

Arlington has achieved significant environmental results with its previous HeatSmart and Solarize campaigns. This has created a successful framework of using local volunteer “coaches” and other community support to help home and business owners transition from fossil fuels to lower emissions alternatives. Creating an ongoing electrification program using the same framework will enable the Town to continue building on its past electrification efforts. The new “Electrify Arlington” campaign would combine the following into a sustained ongoing campaign:

- An “Electrify Arlington” website with all campaign information. In addition to building electrification information, the website will also include promotion of electric vehicles and the Arlington Community Electricity program (see NZB 4 below).
- Community-based marketing, including a potential Electrify Arlington “Certification” for homes that have gone all-electric and information about available financial incentives (e.g., Mass Save, alternative energy credits)
- A community “electrification coach” advisory service (similar to Solar coach and HeatSmart coach). It is likely that this would require the creation of a new part-time or full-time municipal position
- Heavily discounted appliance and HVAC pricing from participating contractors and manufacturers
- Published equipment and installation prices to create price transparency and more competitive prices.

Other towns in Massachusetts such as Belmont, Concord, Braintree and others have had similar programs to promote heat pumps and electric vehicles, and numerous other communities have had Solarize and HeatSmart programs.

NZB 2. Implement a community-wide energy efficiency outreach program to significantly increase uptake of deep energy retrofits and other significant efficiency measures.

Arlington will work with public and private sector partners to implement a community-wide program to incentivize deep energy retrofits of existing buildings. Partners could include the Mass. Department of Energy Resources, home performance contractors, potentially the Mass Save® program administrators (but only if program offerings include deep energy retrofits), public and private grant-makers and others. Large-scale adoption of deep energy retrofits in homes and businesses is necessary to accelerate the pace of large emissions reductions in buildings. While there are successful examples of energy efficiency outreach programs such as the [Melrose Energy Challenge](https://www.cityofmelrose.org/home/news/melrose-greener-ever)², Arlington will seek to create a program that incentivizes energy retrofit projects that achieve a much larger increase in energy efficiency than is typically seen with MassSave® or other utility energy efficiency programs.

² <https://www.cityofmelrose.org/home/news/melrose-greener-ever>

NZB 3. Change zoning or other bylaws that hinder the renovation or construction of net zero energy capable homes. Create incentives to encourage renovation and new construction projects to result in net zero energy capable buildings.

Existing Arlington bylaws at times create various barriers to, and/or do not encourage, renovating or constructing net zero energy buildings. For example, high efficiency buildings require insulated foundations³ but approximately 30%-40% of Arlington lots are considered “non-conforming” and the zoning bylaw does not allow foundations to be removed and replaced on those lots. The Town is encouraged to change its zoning bylaw to allow new net zero emissions homes to be built, within the existing footprint, on new foundations on existing non-conforming lots.

In addition, the Town is encouraged to implement bonus provisions into its zoning bylaw to provide incentives for home owners and builders to implement deep energy retrofit measures or to build net zero energy homes on conforming lots.

NZB 4. Create a permanent Town “Electrify Arlington” website.

The Town of Arlington will create an Electrify Arlington website to house informational resources and other campaign information about ways residents and businesses can electrify building heating, hot water and cooking, improve energy efficiency, purchase electric vehicles, generate renewable power and purchase 100 percent renewable electricity. The website will contain information about how residents and businesses can take advantage of solar power (including PV, thermal and community solar), heat pumps, electric vehicles and other methods to reduce building- and transportation-related GHG emissions. In addition to Arlington-specific links and resources, this will be a “one-stop shopping” portal for residents and businesses to access practical ideas and advice and links to particularly helpful external websites. Although this measure appears in the Net Zero Buildings section of this Roadmap, it is equally intended to support measures in the Zero Emissions Mobility and Clean Energy Supply sections as well.

³ For example, Passive House construction requires foundations or slabs to have an insulating R-value between 30 and 50 which can typically only be achieved with new foundations that are insulated from the exterior and from below. In addition, an existing foundation may not have sufficient structural integrity to support a new energy efficient building that may be heavier.

NET ZERO BUILDINGS – ADDITIONAL MEASURES

The Town of Arlington commits to implementing actions that advance the following *additional* net zero buildings strategies:

- NZB 5. Retrofit and maintain all buildings owned by the Town to reduce energy use as much as feasible (general target 25% but adjust on case-by-case basis) and maximize the installation of renewable energy technology.

Arlington has made tremendous progress in reducing energy use and GHG emissions from municipal buildings. Since becoming a Green Community in 2010, Arlington has already reduced municipal energy use by about 20 percent through a range of measures. However, there are still many opportunities for further improvement. In existing municipally-owned buildings, Arlington will complete energy audits and retro-commissioning projects that ensure that existing energy systems are operating efficiently, perform deep energy retrofits that maximize energy efficiency, and deploy renewable energy projects that provide as much on-site energy as possible.⁴ We will start by conducting energy audits and retro-commissioning schools and other large facilities. We will use the audits to identify buildings with high energy consumption and plan for deep energy efficiency retrofits. We will also evaluate buildings for on-site renewable energy suitability and build renewable energy projects at municipal properties with sufficient resource potential. As retrofits and renewable energy projects are completed, we will promote these buildings as models for other buildings in the community.

- NZB 6. Advocate with the Department of Energy Resources, Board of Building Regulation and Standards and state legislature for a state net zero energy stretch code.

A net zero energy stretch code allows communities to ensure that new construction and major renovations will be built to net zero standards and helps ensure that buildings are not locked into high emissions for years into the future. Arlington, working with its legislative delegation, other municipalities, and advocacy groups, will support legislation that establishes a net zero stretch code and the adoption of a net zero stretch code by the Board of Building Regulations and Standards (BBRS).

- NZB 7. Review whether there are unnecessary barriers to energy efficiency and renewable energy technologies in Historic Districts, and if so, whether changes could be made to Design Guidelines that would reduce those barriers.

The Town values both historic preservation as well as eliminating greenhouse gas emissions from buildings. The Town's Historic Districts Commission (HDC) works with building owners to ensure projects can meet their needs while preserving important qualities of the Historic District. As Arlington works to implement this Net Zero Plan, the Town will review HDC Design Guidelines to determine whether any modifications are

⁴ Six schools already have rooftop solar power systems, and the new high school, currently under construction, will have increased solar generating capacity relative to what is on the current building.

warranted that would facilitate energy efficiency and renewable energy projects without jeopardizing the HDC's ability to preserve the historic character of Historic Districts.

NZB 8. Prohibit fossil fuel heating systems in new construction and major renovations.

In 2020 the Clean Energy Future Committee supported a proposed bylaw that would have, under certain circumstances, prohibited fossil fuel heating systems in new construction and major renovations. A similar bylaw passed by Brookline's Town Meeting in 2019 was subsequently blocked by the Massachusetts Attorney General due to conflict with state law. The CEFC continues to support a prohibition on fossil fuel heating systems in new construction and major renovations. Arlington should investigate other methods of achieving that goal, including local bylaws, Home Rule petitions, and changes to state law such as the adoption of a net zero energy stretch code.

NZB 9. Allow adjustments to height, setback and density requirements by Special Permit for energy efficiency and renewable energy installations at existing buildings.

Allowable installations include (but are not limited to): insulation, solar PV, solar thermal, living roofs, other eco-roofs, energy storage, and air-source heat pump equipment. Such adjustments to height, setback and density requirements must not be significantly detrimental to abutters. The additional space needed for these technologies is often small. A solar PV system, for instance, requires a few inches of space between the roof surface and the panels to function, and for electrical boxes and a disconnect switch to be installed on the side of a building. By exempting that additional square footage, developers can more easily integrate clean energy technologies into their designs without having to sacrifice interior space.

NZB 10. Require all new commercial buildings and residential buildings with at least six units to include solar PV and/or solar thermal (or be "solar ready") on a minimum of 50 percent of roof area.

Solar PV and/or solar thermal can be a cost-effective, zero-carbon energy solution on new commercial buildings and will help reduce emissions from new buildings in Arlington. The requirement would allow for variances if solar is infeasible on a building (note: "feasible" would need to be carefully defined). If solar PV or thermal is feasible on less than 50% of a roof, then the largest feasible percentage shall be required. Alternatively, this requirement could be for "solar ready" roofs that are pre-wired, concentrate rooftop equipment together to maximize space for solar panels, and are engineered to handle the extra load once panels are installed. Note that requiring solar PV and/or solar thermal installation is preferred over a "solar ready" requirement, but both options are presented here.

NZB 11. Explore opting-into the state’s commercial Property Assessed Clean Energy (PACE) law to support local financing of clean energy projects.

Arlington will explore opting into Property Assessed Clean Energy (PACE), a financing structure that allows businesses to borrow money for clean energy projects and make repayments through an assessment on their property tax bill.⁵ Arlington could opt into PACE by a majority vote of the Select Board. Before opting in, the Town should explore the degree of interest from the business community in this opportunity. PACE allows commercial property owners to make more comprehensive clean energy upgrades and finance them with longer payback periods. PACE financing is expected to be available in Massachusetts in 2020. Check MassDevelopment’s [website](#) for more information.⁶

NZB 12. Promote the planting of trees on private property near the sidewalk through Town programs that provide trees at no charge.

This program would incentivize additional tree planting near the front of properties to augment street trees. In many cases street trees are either infeasible or space is already taken by trees; this program would promote a “second line” of trees near the street to increase shade (thereby reducing building energy needed for air conditioning) and sequester carbon. Existing programs such as the Trees Please Fund administered by the DPW should be reviewed to determine whether enhancements could increase participation.

NZB 13. Partner with local vocational / technical schools to encourage more HVAC and clean tech workers in Arlington and the region.

As Arlington and surrounding communities transition to clean heating and cooling technologies like heat pumps and solar hot water, and as solar power continues to remain popular, there is an opportunity to train and mentor local high school students in the HVAC and clean technology jobs of the future. The need for more workers in heat pump project design, installation and maintenance alone must increase rapidly over the coming decade to meet the need for workers that will be created by the planned large-scale electrification of home heating in Arlington and the region.

NZB 14. Consider establishing a Chapter 40R Smart Growth Zoning Overlay District to allow for dense residential or mixed-use development

The Smart Growth Zoning Overlay District Act, M.G.L. chapter 40R, encourages communities to create dense residential or mixed-use smart growth zoning districts, including a high percentage of affordable housing units, to be located near transit stations, in areas of concentrated development such as existing city

⁵ <https://betterbuildingssolutioncenter.energy.gov/financing-navigator/option/cpace>

⁶ <https://www.massdevelopment.com/what-we-offer/key-initiatives/pace/>

and town centers, and in other highly suitable locations. Typically districts cannot exceed 15% of local land area.

Projects must be developable under the community's smart growth zoning adopted under Chapter 40R, either as-of-right or through a limited plan review process akin to site plan review. The Town can include design guidelines that promote buildings that meet Zero Energy, Passive House or other measures consistent with this Net Zero Plan.

Upon state review and approval of a local overlay district, communities become eligible for Chapter 40R payments, as well as other financial incentives. These incentives can include Chapter 40S state reimbursement of costs associated with additional school children.

Chapter 40R seeks to substantially increase the supply of housing and decrease its cost, by increasing the amount of land zoned for dense housing. It targets the shortfall in housing for low- and moderate-income households, by requiring the inclusion of affordable units in most private projects.

More information is available [here](#) and [here](#).

NZB 15. Support training opportunities for Town departments, boards and committees, as well as developers, on LEED, Net Zero, Passive House and other high-performance standards.

Since the development of a Net Zero building utilizes different building standards, calculations, and codes than are typically used in construction, building inspectors and plan reviewers may not have a familiarity with best practices. The goals of these trainings would be to familiarize inspectional services and other staff and members of boards and committees with high-performance building practices, to empower them to conduct relevant energy and performance calculations during plan review, and to enable inspectors to identify common construction mistakes and code violations in order to conduct efficient and effective inspections. A thorough curriculum would cover topics such as: LEED, Net Zero, Passive House and other high-performance standards, HERS ratings, life safety benefits of Net Zero buildings, and energy modeling. Additionally, Arlington should seek ways to provide guidance to developers on permitting for Net Zero buildings.

It is important to acknowledge that the Town lacks sufficient resources at this time to offer adequate training as envisioned in this measure. The Town should seek assistance in the form of grants or pro bono training offered by nonprofits and others.

Zero Emissions Mobility

ZERO EMISSIONS MOBILITY – HIGHEST PRIORITY MEASURES

The Town of Arlington commits to implementing actions that advance the following highest priority zero emissions mobility strategies:

ZEM 1. Create and implement a plan to expand public charging at libraries, shopping centers, public parking facilities, and other facilities, both on- and off-street.

A shift to electric vehicle technology is slated to play a significant role in reducing GHG emissions in the transportation sector. The Town will create and implement a plan to help ensure investment in electric vehicle charging stations to help provide the infrastructure needed to support continued EV adoption for residents, workers, and visitors. As a part of increased publicly-accessible charging infrastructure, the Town will assess options and put in place sustainable pricing and parking policies at Town-owned charging stations to support management of the charging stations as utilization increases over time. As part of this plan, the Town will specify or adopt design guidelines for EV charging stations, signage, and wayfinding for both on- and off-street parking, and adopt regulations and enforcement policies for EV parking spaces. The Town will periodically publicize that these EV charging stations are available to the general public, including notifying local car dealerships, to help address potential buyers' concerns regarding availability of charging stations. The Town will also explore potential partnerships to encourage shared medium- and heavy-duty vehicle charging infrastructure.

ZEM 2. Provide a suite of education and awareness building services to promote electric vehicle adoption.

As part of the Electrify Arlington campaign, the Town will promote electric vehicles to its residents and businesses. In addition to providing information on the new Electrify Arlington website, the Town will work with community organizations, electric vehicle dealerships and community members to make residents and businesses aware of electric vehicle discounts, low operating costs and environmental benefits. The Town will also provide information about availability of publicly-accessible EV charging station locations. Part of the campaign could be similar to the HeatSmart and Solarize campaigns the Town has sponsored. The town will also evaluate rules and regulations that impact freight delivery such as parking, unloading zones, restrictions on time of day delivery, and other ordinances to determine if incentives for electric delivery trucks could be established.

ZEM 3. Adopt a zero-emission municipal fleet and charging infrastructure plan and policy that commits to complete transition to zero emission vehicle purchases by no later than 2030.

Arlington will develop and adopt a zero-emission municipal fleet plan and policy with zero emissions standards for new acquisitions and leased vehicles. This policy should also address how the vehicle purchase approval process will be centralized within the municipality to ensure that all departments are

adhering to the new emissions standards. The policy will commit the Town to revising and regularly updating the zero emission municipal fleet policy to require zero-emissions vehicles whenever available and operationally feasible. Concurrently, the Town will evaluate and prioritize facilities for charging infrastructure installation. Where zero emissions makes and models are not affordable or practical for the required municipal function, the Town should require the purchase of the lowest emitting version that is affordable and practical.

ZEM 4. Support implementation of the recommendations and strategies being developed as part of Connect Arlington, the Town's sustainable transportation plan.

The Town is currently developing a sustainable transportation plan known as Connect Arlington that will incorporate recommendations for improving the mobility of people using environmentally sustainable modes of transportation (particularly walking, bicycling, and using public transportation). The plan will include strategies and metrics for tracking progress over the course of the plan's 20-year timeframe. Connect Arlington will analyze mode share patterns, evaluate bicycle and pedestrian infrastructure needs, and make recommendations on best practices to improve bicycle and pedestrian safety and connectivity on major regional corridors and local routes with high access to important destinations (workplaces, retail, recreation, public services, etc.). Metrics will be developed for tracking progress towards goals of improving the transportation system for all users and for moving towards more sustainable transportation modes.

In supporting implementation of Connect Arlington, the Town should advocate for community transit service needs, bus stop upgrades, bus rapid transit, and electrification of the regional transit system. It should also identify priority areas to increase access and community transit ridership and advocate during upcoming planning processes with the MBTA and MassDOT. By working in partnership with regional transit authorities, Arlington can reallocate roadway space to prioritize bus traffic, which is particularly important on high-ridership routes.

ZERO EMISSIONS MOBILITY – ADDITIONAL MEASURES

The Town of Arlington commits to implementing actions that advance the following *additional* net zero emissions mobility strategies:

ZEM 5. Evaluate changes to parking policies that would maximize efficient use of spaces, reduce use of single occupancy vehicles, and give dedicated parking to electric vehicles.

Parking plays an integral role in influencing vehicle congestion, determining travel behavior, and shaping land use patterns. Not only is parking very expensive to construct, but also in many circumstances, more parking actually contributes to increased vehicular congestion.⁷ Under this policy, the Town will consider the elimination of minimum parking requirements for all new residential units, establishment of parking maximums within half a mile of high-quality transit stops, creation and expansion of parking benefit

⁷ <https://news.engr.uconn.edu/uconn-professors-show-link-between-more-parking-lots-and-increased-driving.php#>

districts,⁸ incentives for developers to provide less than maximum allowable parking, and requirements for dedicated parking for electric vehicles. There are a wide range of data-driven strategies that cities and towns can employ to encourage more efficient allocation of parking resources.

ZEM 6. Develop policies and guidelines to promote safe use of electric bicycles, scooters, and other micromobility technology, as well as supportive infrastructure improvements.

Electric bicycles, tricycles, scooters, skateboards, and other electric personal mobility technologies are becoming more popular and are already being used on Arlington's streets and bike paths. These technologies can help bridge the gap for residents trying to transition from automobiles to other modes but who may have physical or health challenges that make it difficult to bike or walk, especially in hilly areas of town. However, e-bikes and e-scooters also allow users to travel faster than non-motorized users and can create conflicts in shared spaces, particularly bike paths. Policies and guidelines can help the Town understand how these new technologies fit into the existing transportation system and if any regulations should be considered. New infrastructure, such as micromobility lanes shared with faster users like bicycles, may need to be developed to accommodate and encourage these technologies while promoting safety for all users. Arlington can look to early adopter communities like Cambridge for examples and lessons learned.

ZEM 7. Advocate for improved utility rate designs to facilitate smart electric vehicle charging and accelerate EV adoption

As noted elsewhere in this plan, the transition to electric vehicles will be a vital part of efforts to achieve net zero GHG emissions. In order to fully realize the benefits of vehicle electrification, electric utilities need to have electric rate designs for both residential and commercial customers that incentivize smart charging; that is, charging that takes place at times of day that do not drive up peak electricity demand. These so-called time varying rates can also be coupled with programs to use EV charging as a demand response resource. There is also the need to develop rate options in the near term that support cost-effective charging with DC fast charging stations when the utilization rates of these stations is relatively low. The Town, along with other aligned stakeholders, should advocate at the state Department of Public Utilities for these types of utility rate designs.

ZEM 8. Promote car sharing.

The Town will promote car sharing through education (website, press releases, social media) and by partnering with local volunteers to explore the creation of a local car sharing app or website to match drivers and riders. The Town already has limited car sharing options in the form of a few Zipcar spaces in municipal lots, but should consider how to expand partnerships with car sharing companies.

⁸ The 2017 Annual Town Meeting approved the creation of a Parking Benefits District in the metered area of Arlington Center. A Parking Benefits District allows the Town to take the net income after expenses from parking meters for improvements to the area, such as parking lot upgrades, improved pedestrian lighting, sidewalk snow removal, and more benches and bike racks.

Clean Energy Supply

CLEAN ENERGY SUPPLY – HIGHEST PRIORITY MEASURES

The Town of Arlington commits to implementing actions that advance the following highest priority clean energy supply strategies:

CES 1. Increase renewable energy in the Arlington Community Electricity (ACE) program so the default level is 100% renewable by 2030.

The Arlington Community Electricity (ACE) program (formerly called Arlington Community Choice Aggregation) was launched in 2017. The 2019-2022 rates set the baseline for electricity supply at 11% more local (New England) renewable energy than the state's Renewable Portfolio Standard (RPS) and includes "opt-up" tiers of 50% and 100% renewable energy. The Town will continue to implement this program, increasing the renewable energy content of the default option so that it reaches 100% renewable energy by 2030. The next opportunity to increase the percentage of renewable supply will be when the Town negotiates its next contract in 2022 (the current contract expires in November of that year) and the Town should set an initial goal to increase renewable energy supply above the current extra 11 percent for the 2023-2025 contract. This effort will involve active monitoring of prices and the potential impact on low-income customers. In parallel the Town will conduct an ongoing outreach campaign to encourage residents and business to opt-up to the 100% renewable electricity level in the ACE (almost 600 residents have opted up to 100% renewable electricity as of August, 2020).

CES 2. Transition municipal electricity supply to 100% renewable by 2030.

Arlington should progressively increase the amount of renewable electricity in its municipal supply contracts until reaching 100% for municipal operations by 2030. Arlington is on a fixed price energy supply contract that ends in December 2023. In the years leading up to this contract end date, the Town will investigate the best rates for a substantial increase in renewable electricity supply. Similar to Arlington's ACE program, the Town will likely prioritize purchases of MA Class I RECs to support local (New England) renewable energy development. However, the Town will also investigate the feasibility of creating new on-site renewable electricity generation (e.g., behind-the-meter solar at Town facilities) as well as Power Purchase Agreements to help meet this 2030 goal. At all points of implementing this action, the Town will consider cost impacts to taxpayers in Arlington.

CES 3. Partner with utilities and others to promote pilot neighborhood-scale shared ground source heat pump projects to help transition Arlington away from natural gas and toward all-electric buildings.

The Town of Arlington will partner with utilities and others to promote shared ground source heat pump projects that serve multiple buildings or entire neighborhoods. The neighborhood scale would allow for one

large central system and efficient distribution, rather than just implementing clean heating and cooling for individual buildings or units. Where possible, the Town will prioritize implementation of conversion to all-electric heating and cooling systems in neighborhoods in which there is a high prevalence of leak-prone natural gas infrastructure. In those cases, the gas utilities can replace natural gas pipes that would otherwise need repair with clean heating and cooling infrastructure (plastic pipes that convey water to and from wells). The Town will conduct outreach to gauge resident interest in participation in a low/zero carbon district heating and cooling system. The Town will seek to partner with other towns and organizations that are currently studying this topic, such as [HEET](#).

CLEAN ENERGY SUPPLY – ADDITIONAL MEASURES

The Town of Arlington commits to implementing actions that advance the following *additional* clean energy supply strategies:

CES 4. Support state legislation and policies that decarbonize the region's electricity supply. Where possible, promote decarbonization incentives specifically for low to moderate income residents.

Arlington will advocate for state policies that increase the Renewable Portfolio Standard (RPS) and promote incentives specifically for low to moderate income residents such as low- and moderate-income (LMI) solar incentives, and programs and procurements that further decarbonize the region's energy supply, such as offshore wind development. The current RPS puts the state on track to reach 35% renewable energy by 2030. In light of a study from the Acadia Center on energy needs for New England, the Town will advocate for the state to achieve a goal of 45% renewable generation by 2030 (equivalent to a 3% increase per year) and 100% by no later than 2050.

CES 5. Engage in advocacy to encourage regulators and utilities to greatly accelerate the repair of gas leaks, and to phase-out the natural gas distribution supply network.

Arlington will advocate for the repair of gas leaks and coordinate information and data sharing with National Grid. Repairing gas leaks improves residents' health, makes the gas distribution network more efficient and helps to reduce GHG emissions. The Town will advocate for additional efforts for detection and mitigation of gas leaks and work to expedite the repair of local leaks.

Arlington will also advocate for regulatory changes that help accelerate the phasing-out of the gas distribution network such as accelerating depreciation, securitization of assets, and the piloting of shared ground source heat pump loops as called for in CES 3 above.

Since the repair of gas leaks and replacement of pipes involves digging up and repairing streets, they can be costly and require multiple permits. The Town will continue to work with National Grid to see where priorities for gas leak repair and street repair overlap and explore opportunities to develop a shared schedule to complete multiple repairs in the same street opening and re-pavement. This action could also include consideration of ways to expedite permitting for these repairs. Arlington will continue its leadership in the Multi-Town Gas Leaks Initiative, working with communities throughout the region to accelerate leak

repair by improving data sharing, communication, and coordination between municipalities and National Grid.

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