

**Executive Director's Report  
Mid-June through Mid-September, 2019**

**Submitted to the Executive Committee  
by Marc Draisen  
Executive Director**

***Smart Growth Planning***

**Transportation**

Rail~Volution Conference

On September 10, I moderated a panel discussion at Rail~Volution in Vancouver, Canada on innovative partnerships between public transit agencies and ride-hailing companies. I gave an overview of the ride-hailing landscape in greater Boston and outlined the research MAPC has done in this space. Richard Weaver of the American Public Transit Association gave some useful tips on best practices transit agencies should follow in establishing and monitoring such partnerships. Robyn Bancroft from our sister agency in the Cincinnati region and Paul DesRocher from the transit agency in Denver outlined innovative partnerships in those regions. Senior Transportation Planner & Emerging Technology Specialist Alison Felix from our Transportation Department deserves all the credit for conceptualizing this panel and pulling it together!

Land Use staff (Karina Milchman and Chris Kuschel) joined Framingham Mayor Yvonne Spicer and a town manager and consultant both practicing in the Pittsburgh region to present another panel focused on “remaking the suburbs through transit-oriented development.” Speakers explored the suburb’s role in meeting growth projections, how to use TOD to address increased demand for housing and walkability in the suburbs, and strategies to overcome capacity limitations and outdated regulations to enable TOD.

Shared Mobility and Multimodal Transportation Planning

MAPC and the Boston Metropolitan Planning Organization (MPO) were featured in a new report, “Integrating Shared Mobility into Multimodal Transportation Planning: Metropolitan Area Case Studies” published in May by the Federal Highway Administration (FHWA). The report includes three case studies of emerging practices in shared mobility planning from Boston, Dallas, and the San Francisco Bay Area. The report defines “shared mobility” as the shared use of a vehicle or other travel mode that provides users with short-term access on an as-needed basis, and includes bikesharing, carsharing, scooter sharing, first and last mile transit connections, and ride-hailing. Alison Felix and Travis Pollack of MAPC’s Transportation Department were both interviewed and contributed material to FHWA and the Volpe Center for the report. The report noted MAPC’s efforts in coordinating and facilitating regional bikeshare, as well MAPC staff forming a Community Mobility and First/Last Mile Working Group with MassDOT and the Boston MPO to share best practices and collaborate on shared mobility. Travis Pollack and Alexandra Kleyman from the Boston MPO also participated in a [webinar](#) sponsored by FHWA on July 30, 2019.

The Growing Carbon Footprint of Ride-Hailing in Massachusetts

In a unique analysis of the climate impacts of ride-hailing, MAPC issued a whitepaper in July, which concludes that ride-hailing companies such as Uber and Lyft are increasing not just traffic, but greenhouse gas emissions.

Ride-hailing services have seen rapid and widespread growth across Massachusetts. These services provided **81 million trips** in the state in 2018, a 25% increase over 2017. The explosive growth of this new form of mobility raises important concerns about impacts on congestion, safety, transportation finance, and greenhouse gas emissions across the state. Using data recently released by the MA Department of Public Utilities, MAPC estimated that ride hailing had a net carbon footprint of nearly **100,000 metric tons** in 2018, adding about 0.5% to total carbon emissions for all passenger transportation across the state. If growth in ride-hailing emissions continues unchecked, it will make it very difficult for the state to meet its emissions reduction targets.

The results of the analysis reinforce the need for many of the policy recommendations that MAPC has already identified, including:

- Changing the assessment fee structure to raise more revenue and promote shared-trips.
- Providing incentives for ride-hailing drivers to use electric or zero-emission vehicles.
- Maximizing the efficiency of pick-up and drop-off locations.
- Requiring the provision of additional data about trip locations, vehicles, and non-revenue mileage, among other characteristics.

The whitepaper received notable media coverage with articles in Boston Magazine, The Lowell Sun, and Metro-Magazine. Read it at [mapc.org/resource-library/the-growing-carbon-footprint-of-ride-hailing-in-massachusetts](http://mapc.org/resource-library/the-growing-carbon-footprint-of-ride-hailing-in-massachusetts).

#### LandLine Ride Series

MAPC just completed its seventh year of the LandLine Greenway Ride series, with the overall largest attendance to date. The Mystic River ride included 40 attendees. We expanded the rides to new area of the LandLine network such as Scituate, Stoneham, and East Boston. Bringing local residents and advocates out to these locations has continued to help define and move forward a number of projects in the region to date.



#### MassTrails Grants for 2019

DCR and MassDOT recently announced the recipients of this year's recreational trails grants. Seventeen projects were selected, of which 12 are part of MAPC's LandLine greenway network. MAPC has assisted many of the winning projects with visioning and planning. A few highlights include the Spot Pond Brook Greenway (a regional trail corridor in Malden and Melrose) and the Belmont Community Path.

The Spot Pond project received \$150,000 to construct a segment adjacent to Oak Grove MBTA Station. Belmont Community Path planning was kicked off by an MAPC feasibility study in 2011. Since then, the town has moved the project forward, and has now received its first grant totaling \$150,000 to help with full design of Phase 1 of the project.

#### Planning for Dedicated Bus Lanes

With support from The Barr Foundation and in coordination with city staff, MAPC continues its efforts to improve bus and bicycle projects, this time investigating streets in Dorchester, Mattapan, and Somerville. These projects build off of previous studies conducted in Allston, Everett, Arlington, and Roslindale, which have reduced delay times for bus riders during peak hours up to 30% by repurposing a parking or travel lane to implement bus priority or other improvements. Before road space can be reallocated for a bus lane, however, municipalities must determine if bus and bicycle improvements are feasible given existing conditions and resources. To aid in this effort, MAPC investigates on and off-street parking supply, occupancy, and duration to characterize parking demand. In most neighborhoods, on and off-street parking supply is sufficient to absorb any vehicles displaced as a result of potential bus or bike improvements.

#### Sustainable Climate Risk Management Conference

Transportation Planner Liana Banuelos had the opportunity to attend Penn State's 7th Annual Summer School on Sustainable Climate Risk Management, joining a cohort of approximately 50 other early career professionals, PhD students, and recent graduates to engage in a one week multi-disciplinary conversation around climate change topics. A panel of professors and researchers led discussions around climate science, modeling, engagement, ethics, decision-making, and policy. Liana walked away from the program with a deeper understanding of climate models and their integration into strategic planning efforts, along with new techniques to communicate the science and impacts of climate change to stakeholders.

#### Perfect Fit Parking Phase 2

MAPC released our Perfect Fit Parking Initiative Phase 2 report in July. This effort provides up-to-date data about how much parking is actually utilized at multifamily developments in Metro Boston. To gather this information, MAPC staff collected overnight parking occupancy data at nearly 200 multifamily sites (the vast majority of which were rental apartments) across the Inner Core. Overall, we observed three out of ten parking spaces sitting vacant during peak demand times, which signals there is more work to be done to align parking supply with actual demand. To take this research a step further, our Data Services team performed a modeling exercise to understand what building and neighborhood characteristics influence parking demand. As in Phase 1, parking supply was found to be the primary driver of parking demand, which appears to indicate that the provision of ample parking likely attracts more car-owning residents. Transit accessibility and housing affordability proved to be significant predictors of parking demand as well; specifically, as transit accessibility and the percentage of deed-restricted affordable units increased, parking demand decreased.

With the report comes the launch of the new Perfect Fit Parking [website](#). Kudos to Digital Services for building a visually appealing site that allows users to interact with the data and see how parking demand varies across the region. The report, parking data, and supplemental materials are available for download on the website as well. We look forward to working with Inner Core communities to understand better how this data can inform zoning and policy changes to alleviate the burdens of excess parking, reduce housing costs, and support more vibrant and walkable communities.

### COG/MPO Transportation and Climate Initiative Convening

On June 24, MAPC convened 15 fellow COGs and MPOs in Philadelphia to discuss the Transportation and Climate Initiative (TCI), which is a multi-state effort to reduce greenhouse gas emissions from the transportation sector. Massachusetts and eight other Northeast and Mid-Atlantic states, as well



as the District of Columbia, signed on to a commitment in late 2018 to develop a regional cap-and-invest program to reduce emissions from transportation. The purpose of the convening was not only to learn more about the policy development process at the state level, but also to share thoughts on how COGs, MPOs, and other regional planning entities can advance this initiative, particularly by educating municipal stakeholders and returning local input to the state policy-makers. A big thank you to our colleagues at the Delaware Valley Regional Planning Commission for hosting the event in Philadelphia.

On August 13, MAPC hosted a TCI 101 webinar as a follow up presentation for COGs and MPOs in the TCI region that were not able to attend the convening in Philadelphia. We look forward to facilitating a second TCI convening in the fall, and are particularly eager to bring smaller regional councils and those representing more rural regions into the discussion.

Also in July and August, MassDOT and DEP hosted six public listening sessions on TCI throughout the Commonwealth, and will host more in the fall as a draft policy proposal is finalized. While these events are intended to reach the public at large, MAPC will be focused on educating and building awareness of TCI among municipal leadership in our region.

### **Land Use**

#### *Equitable Transit Oriented Development (ETOD)*

##### South Lincoln ETOD Village Zoning District

In June, MAPC concluded its work on a new ETOD district for the area surrounding Lincoln's commuter rail station. Since 2017, MAPC had been working with town staff and the South Lincoln Planning Implementation Committee (SLPIC) on new zoning that will enable mixed-use projects and increased housing density to support a vibrant village center. On June 11, MAPC staff attended a final SLPIC meeting to discuss input received at the well-attended May 7 public forum and to review revised drafts of the proposed zoning and design guidelines. MAPC delivered final drafts to the town at the end of June. SLPIC and town staff will continue public outreach efforts before bringing the zoning to Lincoln's Spring 2020 Town Meeting.

##### Woburn ETOD Plan

MAPC completed an ETOD plan for the mile-long corridor between Mishawum Avenue and Anderson Station. In addition to the 4OR district for the former Woburn Mall site (currently under construction), the plan developed numerous land use, zoning, and transportation recommendations, as well as design guidelines to govern future development in the district. MAPC presented the final plan to City Council in August.

The Council has referred the plan and recommendations to its Ordinance Committee for consideration of the various zoning recommendations. In addition, implementation of a number of MAPC's transportation recommendations has already begun, due in large part to the agreement with the developer of the 4OR. This includes: \$50,000 toward the design of a shared-use path along the Aberjona River, one of the plan's key recommendations; the 4OR developer joining a TMA; a road safety audit and implementation of near-term recommendations at key intersections; installation of high visibility crosswalks, designated spaces for Zipcar, and other TDM measures.

### *Master Planning*

#### Cohasset Master Plan

The Cohasset Planning Board formally adopted a new Master Plan in late June. MAPC has been working with the town for about 18 months on the production of the Master Plan. In 2016, MAPC prepared a visioning plan as a precursor to the master planning effort and won a competitive bid to prepare the full plan. The town prepared its last plan in 2001, but it was never adopted. MAPC led four public forums that focused on each of the specific elements of the plan and the final presentation addressed the plan's recommendations and implementation. In addition to the plan elements typically found in a master plan, MAPC prepared chapters on energy and sustainability, and public health. The Cohasset Planning Board formally adopted the plan in late June.

#### Envision Duxbury: Comprehensive Master Plan

MAPC has collaborated with Duxbury to draft a Master Plan to replace their previous plan completed in 1999. The Master Plan is now fully drafted and has been submitted for a public comment period that will last through the end of September. MAPC has worked closely with the Planning Department and Planning Board, facilitated community forums, worked with local Master Plan Ambassadors, and engaged over 1,200 residents through an online survey. Highlights include strategies and actions to increase coastal resilience, enhance multi-modal connectivity, strengthen neighborhood business districts, and continue strong legacy of conservation and historic preservation.

#### Revere Master Plan

MAPC completed a community survey in multiple languages to get feedback about key needs and opportunities in the City. MAPC Community Engagement staff designed a focus group strategy and provided a focus group facilitation training for City staff and community members. Focus groups will be held throughout the month of September to gain additional feedback on the goals and recommendations of the plan.

MAPC staff has drafted the Economic Development, Energy & Climate, Housing, Open Space, Public Facilities, Public Health, and Transportation chapters, which the City is now reviewing. The remaining chapters will be drafted by the end of the month with the goal of having a final draft reviewed by the City and Steering Committee by the beginning of November.

### *Open Space and Recreation Planning (OSRP)*

#### Medford OSRP

In June, MAPC completed the 7-year update to Medford's OSRP, a project we won through a competitive bidding process. This project was partially funded by a state Municipal Vulnerability Preparedness (MVP) grant. This OSRP involved a more robust planning effort than is typical because of the extensive outreach campaign that included numerous focus groups and interviews, translation and interpretation services in three languages, mapping to identify where the city's low/moderate income populations live with respect to park and recreational opportunities, cost estimates for high priority park projects (MAPC had a landscape architect on the team), and an appendix that

incorporated a report on [Designing Parks and Playgrounds for Climate Resilience](#) (see p. 9, below). The Division of Conservation Services (DCS) approved the plan in July.

### Millis OSRP

In July, Millis received conditional approval from DCS for their recently completed OSRP. MAPC facilitated the OSRP process and drafted the plan over an 8-month period. As a result, the OSRP was able to integrate a parks and open space climate assessment and offer strategies to strengthen climate resilience through town open spaces. The OSRP also offers strategies and actions to preserve and protect drinking water sources, improve existing playing fields and playgrounds, and protect the town's remaining farms.

## **Housing**

### Somerville Middle-Income Housing

A final draft of the Phase 2 report on "Middle-Income Housing Production in the Inner Core" has been submitted to the City of Somerville for review. The document covers tools and programs to produce and preserve deed-restricted affordable housing for middle-income households. It explores case studies of deed-restricted middle-income housing locally and across the country. It also includes information on housing programs to support middle-income households through market-rate supply, and tools to reduce housing costs through innovative construction, design, and zoning approaches. Finally, the report offers recommendations to expand the supply of housing for middle-income households in general and in Somerville specifically.

### Salem Inclusionary Zoning

The work on Salem's inclusionary zoning is coming to an end, with a draft policy provided to the city and additional research to inform homeownership requirements complete. The city and MAPC are discussing whether the final requirement for affordable homeownership units will be at 60% or 80% of Area Median Income, as research has shown there is larger unmet need at the former income level, but also challenges with financial feasibility. Once finalized, MAPC will present the inclusionary zoning a joint meeting of City Council and the Planning Board.

## **Economic Development**

### Belmont Business Survey

Along with the Belmont Business Study Group, MAPC staff created a presentation of findings for the Select Board, which included project objectives, highlights of the town comparison report, survey results, and the key findings of the Action Plan. MAPC staff, along with the Business Study Group, presented the final plan to the Board of Selectmen on August 26 and the plan was approved.

### Franklin Market Analysis Project

Staff conducted an existing conditions analysis of the town's cultural district, as well as the three main business districts. An overview of the largest employers, economic trends, employee income, commute times, education, and occupations. An analysis of the housing cost burden and housing stock was also done. Furthermore, we created a spatial analysis of business density and revenue within a 15- minute walk from the Franklin Commuter Rail station, as well as within the designated cultural district. An open house for the town has also been scheduled for October 22.

### Norwell Economic Development Implementation Plan

MAPC completed two community engagement training sessions for a select group of citizen leaders who will act as local leaders in of the rezoning process for Queen Anne's Plaza and the Accord Industrial Park.

MAPC will host a first community workshop on September 24 that will introduce the study process to the community and solicit a first round of feedback on possible elements of the rezoning.

CTPS will begin their traffic analysis in September and MAPC will coordinate conversations with adjacent towns in relation to potential environmental impacts and mitigation efforts as related to new development.

Quincy Small Business Plan

MAPC is working with Quincy to develop a strategy to support existing and new small businesses in partnership with key stakeholders, including the Quincy Chamber of Commerce. The project officially kicked off on July 10 with the first working group meeting. MAPC staff presented the goals of the plan, baseline existing conditions data on the state of small businesses in Quincy, and discussed key next steps for the project. The meeting August 21 focused on business district comparisons as well as community engagement to get feedback from business owners and other stakeholders. We are now implementing a comprehensive outreach strategy, including an online survey and focus groups.

Workforce Heat Mapping

MAPC developed a series of maps for the North Shore Regional Workforce Blueprint coalition illustrating the density of jobs in the region’s priority industries – healthcare, manufacturing, and IT – as related to transportation infrastructure and job training resources. The maps were presented at the July quarterly meeting in Lowell and have been recognized by the state Secretaries of Housing and Economic Development, Labor, and Education as a best practice in regional workforce planning.

**Environment**

Accelerating Climate Resiliency Mini Grants, Mid-Year Reports

On July 31, the 11 grantees submitted their mid-year reports. Nearly all municipalities have made tremendous progress on their projects with demonstrated results in community engagement, design, emergency preparedness, and regional collaboration. One municipality discovered structural damage to its site for a tree well, so MAPC is working with the town to identify another location. The projects are described in the table below.

<b>Grantee</b>	<b>Percent Complete</b>	<b>Project Title</b>	<b>Project Description Summary</b>
Concord	75%	Sustainable Landscaping	Design and install demonstration gardens for residents and businesses to learn about native plantings and lawn alternatives.
Boston	25%	Strengthening Social and Climate Resilience in East Boston	Increase community capacity and knowledge to adapt to and prepare for climate impacts in East Boston, particularly in regard to preparedness for vulnerable populations.
Needham	40%	Needham Equity in Climate Resiliency Project	Protect vulnerable populations with respect to climate change by focusing on the impact of extreme weather (including extreme heat) on older adults through interactive workshops coupled with comprehensive public outreach.
Scituate	20%	Peggotty Beach Managed Retreat Feasibility Study	MAPC is working collaboratively with Scituate and local residents to work through a complex managed retreat planning and design process.

Duxbury	25%	Snug Harbor Resilience Study	Create a resilience strategy through incentives, regulatory approaches, and zoning to protect the diverse-use, at-risk coastal neighborhood and economic center of Snug Harbor.
Ipswich	35-40	Water Neutral Growth: Water Conservation Strategies to Build Future Climate Resiliency	Address concerns about further growth and development, as well as impacts climate change will have on the community water supply. Create a plan to manage and reduce the community's current water use and minimize new demand.
Rockport	15%	Long Beach Living Shoreline Project	Improve public health and safety by providing erosion and coastal flooding protection to the existing sanitary sewer system. Increase public infrastructure resiliency in light of rising sea levels and major coastal storms. Reduce future damage to a marsh along Saratoga Creek. Provide a template of methodologies to address similar erosion challenges threatening infrastructure and public safety in other coastal communities.
Everett	66%	Youth Stewardship of Green Infrastructure Sites on the Northern Strand	Involve young people in design and stewardship of green infrastructure along the Northern Strand Community Trail. Coordinate with DPW to care for these sites.
Braintree	30%	Tree Box Installation	Install three tree boxes in various locations to protect rivers against flooding.
Medford	20%	Medford Housing Authority	Create community garden at the Medford Housing Authority, located in a high vulnerability area for heat, vulnerable populations, and inland flooding/stormwater.
Medway	25%	Burke-Memorial Elementary School Rain Garden	Create two rain gardens at Burke School, in an area prone to persistent flooding. Opportunity to expose school children to climate change, stormwater, and nature-based solutions.

#### Municipal Vulnerability Preparedness (MVP)

As part of their MVP grant, Wayland received additional funding for completion of a flood study analysis of the Sudbury River. Anne Herbst (Environment) and Caitlin Spence (Data Services) analyzed impacts of upstream and downstream dams and proposed new regional management strategies to reduce flooding. In addition, using data from March 2010, MAPC was able to identify significant flood risk areas not associated with the Sudbury River or FEMA flood zones. The final report recommends outreach and regulatory strategies to address flood risks.

Bellingham and Franklin were awarded a joint MVP grant, the first multi-town grant in the MAPC region. The towns have selected MAPC to conduct their joint MVP project, which will kick off in September. The grant also includes preparation of Hazard Mitigation Plans for both towns (see below). Norwell and Needham have also selected MAPC to develop their MVP and Hazard Mitigation Plans. MAPC will also conduct outreach for Norwell's Master Plan as part of the MVP award. Finally, Hamilton has also selected MAPC for their MVP grant.



### Climate-Smart Parks

In June, Senior Environmental Planner Darci Schofield completed two climate-smart parks planning efforts: in Medford, "[Designing Parks and Playgrounds for Climate Resilience](#)" and in Millis, "[Open Space and Recreation Plan Climate Assessment](#)." Based up locally specific climate risks and vulnerabilities, these plans are working to advance nature-based solutions toward climate resilience through design recommendations, restoration activities, and protective measures to maximize ecological services to mitigate the impacts of sea level rise, extreme temperatures, and stormwater/extreme precipitation events. Both efforts were supported by the state's MVP grants.

### Hazard Mitigation Plans

On June 27, Martin Pillsbury facilitated the second meeting of the Arlington Hazard Mitigation Team, which reviewed existing hazard mitigation measures and provided updates on their current status. Anne Herbst gave a presentation of the recently acquired data on flood damages from the major storms of Mach 2010 (see p. 8, above), and shared a map of sites in Arlington.

On July 3, Essex received a notice of Approval Pending Adoption (APA) from FEMA. The Board of Selectmen voted to adopt the plan on July 15.

The Braintree Town Council adopted their FEMA-approved Hazard Mitigation Plan on July 23; Rockland adopted its plan on August 13; and Newton adopted its plan on August 29. The communities will now be eligible for FEMA mitigation grants.

Medway completed its joint MVP and Hazard Mitigation Plan. This effort enabled the town to qualify for both state and federal grants to improve its resilience to extreme weather events and the impact of climate change. The town is now a designated by the state as an MVP community.

### MEPA Project Review

The projects listed below for the region were filed with the MEPA office and were ranked by MAPC for the level of review. The MAPC review categories are defined as follows:

- A Major regional project to be reviewed by the Officers and/or Executive Committee
- B Regional project to be reviewed by staff and approved by Executive Director
- C Local or regional project to be tracked by MAPC; no MEPA review needed

Summary of MEPA Projects reviewed and ranked by MAPC, June/July 2019:

MEPA#	PROJECT	COMMUNITY	MEPA STATUS	MAPC REVIEW
16046	Northeastern University Coastal Sustainability Institute	Nahant	ENF	C
16048	Thomas Island Outward Bound Reserved Channel Dock Replacement	Boston	ENF	C
16049	Brigham Health Medical Office Building, Braintree	Braintree	ENF	C
16050	MIT Pierce Boathouse Renovation Project	Cambridge	ENF	C
16055	Jeffrey's Neck Reconstruction and Flood Mitigation Project	Ipswich	ENF	C
16062	Seawall Replacement	Beverly	ENF	C
16063	401 Congress Street	Boston	ENF	C

16066	Site Improvements - DCR Hingham Shipyard Headquarters	Hingham	ENF	C
16071	Commercial Fishing Pier & Dock Reconstruction	Beverly	ENF	C
16072	Parcel P - 12C	Boston	ENF	B
16073	Brant Rock Seawall Stabilization Phase 11	Marshfield	ENF	C
16076	Spring Pond Dam Rehabilitation	Saugus	ENF	C
15665	Logan Airport Parking	Boston	Draft EIR	B
15898	Route 140 Development East Site	Bellingham	Final EIR	C
15630	Houghs Neck Maritime Improvement Center	Quincy	NPC	C

MAPC submitted two MEPA comment letters during this reporting period:

Logan Airport Parking Project

This project, proposes to add 5,000 new commercial parking spaces at Logan Airport. Massport plans to construct the additional parking in two locations: approximately 2,000 spaces are proposed to be added in a new garage in front of Terminal E and an additional 3,000 spaces are planned to be added to the existing Economy Garage. MAPC’s letter expressed concern that the DEIR was filed prior to the completion of three studies that Massport was required to undertake. Subsequently, Massport has been directed to include the completed studies along with a description of how the findings will be incorporated in future work in the FEIR.

The three studies will address:

- Ways to Improve High Occupancy Vehicle (HOV) Use
- Strategies for Reducing Drop-Off/Pick-Up Modes
- Parking Pricing Strategies

Additionally, the Certificate echoed MAPC’s recommendation to monitor the performance of the first parking facility after it is in operation and use that information to reevaluate whether, and to what extent, there may be a need to construct the second parking facility.

Union Square Redevelopment

As outlined in the FEIR, this project proposes to construct a mixed-use transit-oriented development of 2.4 million square feet (sf) in Somerville’s Union Square neighborhood. The development program will include office/lab space, retail space, a hotel, arts/creative space, and up to 998 residential units. When complete, the project will include a maximum of 1,495 parking spaces and is forecast to generate 9,397 average daily trips. The Project will be adjacent to the Green Line Extension.

The Secretary noted in the Certificate that the FEIR demonstrates the developer’s commitment to support and encourage use of public transportation, walking, and cycling and that there is a multi-modal transportation monitoring plan and transportation mitigation program in place. This is also reflected in MAPC’s FEIR comment letter. For next steps, this project can proceed to permitting.

Both comment letters are on MAPC’s MEPA comment letter website here: <https://www.mapc.org/our-work/expertise/environment/mepa-review/>.

## Public Health

### Randolph Community Health Improvement Plan

MAPC's Public Health team is partnering with the Randolph Health Department to complete a Community Health Needs Assessment (CHNA) and Improvement Plan. A CHNA identifies pressing health issues, assets, and needs through systemic, comprehensive qualitative and quantitative data collection and analysis. A Community Health Improvement Plan (CHIP) responds to the priority health issues and needs identified in the CHNA and articulates long-term, systematic, evidence-based priorities for realizing the community's vision for improved health.

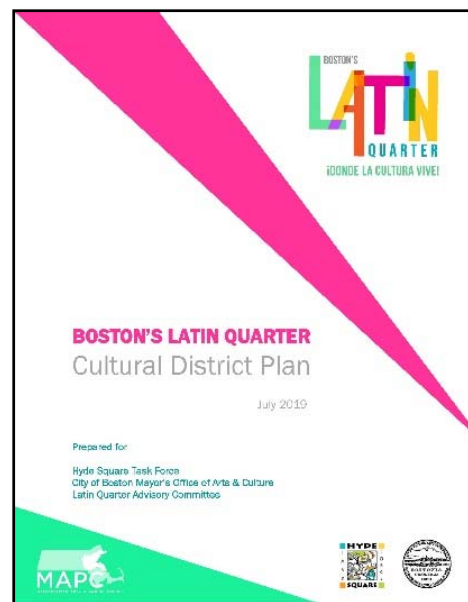
Whereas most CHNA/CHIPs are conducted by hospitals, this municipal project will help the community to articulate local health needs and goals. The Randolph CHNA/CHIP assesses upstream factors that influence health outcomes, investigating social, economic, and environmental determinants of health in addition to availability and quality of health care services. Additionally, youth, older adults, and immigrants were identified by the Steering Committee as three priority population groups, and as such, the CHNA/CHIP highlights the issues, perspectives and needs particular to these groups, plus recommendations for their improved health.

The draft recommendations and implementation strategy are in development and will next be shared with the Steering Committee, Board of Health, and Town Council. During a November public forum, Randolph residents, municipal representatives, and community partners will be asked to prioritize health goals and recommendations for implementation.

## Arts and Culture

### Wrapping Up Latin Quarter Cultural District Plan

The Latin Quarter Advisory Committee held its final meeting as part of the Latin Quarter Cultural District Plan process. During the meeting, MORE Advertising presented their final marketing strategy with the logo and tagline for the cultural district (see in the top right corner of the image to the right). MAPC presented the final cultural district plan recommendations. Hyde Square Task Force and Advisory Committee members provided feedback on areas of concern and potential changes, including a desire for a greater emphasis on youth and their role in the cultural district's development and plan implementation. The meeting concluded with a commitment from the Advisory Committee members to remain engaged as an advisory body to oversee and assist with the plan's implementation. Final edits remain underway as well as a series of three strategy addenda that address commercial stabilization, storytelling, and creative evaluation of district programming.



## Exploring the Malden River

On Saturday, July 27, over 200 people gathered at River's Edge to explore the Malden River, enjoy an evening of family-friendly activities, and learn about opportunities to add more public space along the river.

"Exploring the Malden River" was part of the [Malden River Creative Placemaking project](#). MAPC's Arts and Culture team is working with the City of Malden to create an installation educating visitors about river access opportunities and limitations, bring people to areas with a high potential for change, and solicit input from residents.



Although many attendees were unfamiliar with the Malden River before the event, the gathering demonstrated the river's potential to be a vital recreational space for people of all ages.

For those looking to learn more about public access to the river, a group of multi-lingual interpreters trained by MAPC staff helped attendees learn about their rights to the river.

Everett and Medford have paths connecting people with the river, but public access is spotty in Malden. Thanks to this

event and the corps of interpreters, more people can now learn about upcoming opportunities to share their vision for riverfront space, as well as how to become effective advocates for the river. What's up next? On September 28, MAPC will co-host Cruise in a Canoe with the Friends of the Malden River and Mystic River Watershed Association. No canoe experience necessary, but registration is required! [Download the flyer to learn more.](#)

## Medfield Creative Placemaking Project

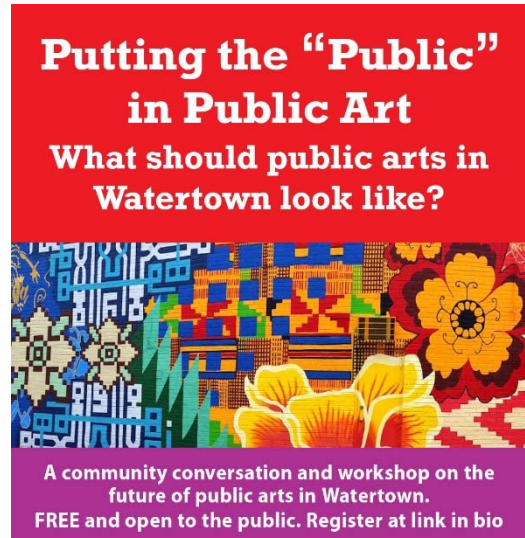
The Medfield Creative Placemaking Project is a collaboration among the town, the Cultural Alliance of Medfield (CAM), and MAPC to ensure that art and cultural programming remain at the center of redevelopment of the Medfield State Hospital (MSH) Campus. The *Let's Talk Medfield Community Engagement Series* of three community meetings, held over the summer, allowed MAPC Artist-in-Residence Dr. Hortense Gerardo to meet individuals with personal stories to tell about the MSH, in order for her to create an anthology for the town. The anthology will serve as the basis for a live, performative, site-specific work at the MSH to be introduced as a work-in-progress on Saturday, October 12, 2019, and as a full-length, multi-disciplinary piece on Saturday, May 2, 2020. This artistic work is part of a larger Medfield Creative Placemaking project that will also launch a Porch Fest on the MSH grounds the day that the full-length piece is debuted in May 2020.

The intention of the written anthology and the performances is to inspire Medfield residents to consider the various ways MSH might be utilized in the future. The creative placemaking event is intended to transform the experience of the MSH grounds into one of music, art, and community connection.

### **Watertown Public Arts Master Plan Community Engagement**

Since the launch of the Watertown Public Arts Master Plan, MAPC has been working with project Advisory Committee members to deepen community engagement around the plan. Over the course of two months, MAPC staff members have spoken with dozens of people who live, work, and play in Watertown. In addition to conducting one-on-one meetings and phone calls with local stakeholders, MAPC staff have engaged with small businesses and attended local events such as farmers' markets, a back-to-school open house at the Watertown Boys and Girls Club, and an annual member exhibition opening at the Mosesian Center for the Arts.

Collectively, these conversations have highlighted the potential of public arts programming to celebrate, highlight, and explore Watertown's incredible diversity and hidden histories.



### **Bedford Narrow Gauge Art and Wellness Trail**

This project is a collaboration between the Arts & Culture and Transportation Departments and the Town of Bedford. In July, MAPC staff joined planners and advocates from the town for a kick-off meeting to launch the project. They took a summer stroll along a one-mile section of this historic trail, which follows the path of the nation's first narrow-gauge railroad. Along the way, they encountered reminders of the trail's past, as well as unique artworks made by Bedford residents and community members, and discussed opportunities to make the trail safer and more inviting to bicyclists and pedestrians.

Inspired by these existing artworks and the area's history as a site of healing springs, MAPC staff are embarking on a community engagement process, with the aim of partnering with local organizations located along the trail to create new, site-specific artworks and installations at key intersections. In conjunction with physical improvements recommended by MAPC's Transportation staff, these creative partnerships and projects will serve to strengthen local perceptions of the trail as a community resource and cultural asset, draw new users to the trail, and bring visibility to intersections that currently lack adequate traffic safety measures.

## ***MetroCommon 2050***

### **Phase 2 Begins!**

This summer MetroCommon 2050 transitions from Phase 1 to Phase 2. The products of Phase 1 include goals (what we expect life to be like in 2050 if the plan is successful) and values (a decision making framework that we will use along the way).

We raised awareness and excitement via a variety of engagement events, one-on-one conversations, and digital platforms. Phase 2 will focus on the challenges and opportunities facing the region, and how they will shape our ability to achieve the goals we established in Phase 1.

Here are the main objectives and tasks for Phase 2:

<b>Fiscal Year Objectives</b>	<ul style="list-style-type: none"> <li>● Identify key challenges and opportunities that hinder or help the region achieve MetroCommon goals</li> <li>● Use challenges and opportunities to identify policies and best practices to realize MetroCommon goals</li> <li>● Group the challenges and opportunities into/by action areas</li> </ul>
<b>Community Engagement Objectives</b>	<ul style="list-style-type: none"> <li>● Established shared understanding around key challenges and opportunities for the region by:             <ol style="list-style-type: none"> <li>1. Identifying what MAPC believes are the key regional trends, challenges, and opportunities</li> <li>2. Identifying disagreements and gaps around MAPC's understanding of key regional trends, challenges, and opportunities</li> </ol> </li> <li>● Build excitement around regionalism and implementation actions</li> </ul>
<b>Ways we will reach people</b>	<ul style="list-style-type: none"> <li>● Digital engagement: e.g. goals, research releases, action areas</li> <li>● Action area speaker events (non-MAPC speakers)             <ul style="list-style-type: none"> <li>○ Climate + equity of health and wealth</li> <li>○ Innovative mobility</li> <li>○ Dynamic government</li> <li>○ Spring events TBD</li> </ul> </li> <li>● Mini-grants to community partners in support of engagement activities</li> <li>● Workshops and stakeholder interviews with individuals from under-represented populations</li> <li>● Pop-ups: e.g., local festivals, fairs, and events</li> <li>● Discussions at subregion meetings (all subregions); Metro Mayors and North Shore Coalitions meetings; chambers; trade associations; legislators; and existing partners meetings</li> <li>● New partners: business sector, eds and meds</li> <li>● Municipal CEOs and Planners breakfasts, spring timeframe</li> <li>● Co-branded events</li> <li>● Media (social, press, and more)</li> <li>● MetroCommon SPARK – e-newsletter</li> </ul>
<b>Content to Share and get Feedback On</b>	<ul style="list-style-type: none"> <li>● MetroCommon goals</li> <li>● Action Area briefs (challenges, opportunities, trends)</li> <li>● Data and human stories about how the region is/is not changing</li> <li>● Research agenda findings</li> <li>● Policy research and best practices summaries</li> </ul>
<b>Expected Inputs</b>	<ul style="list-style-type: none"> <li>● Agreement with trends, challenges/opportunities</li> <li>● Disagreements or gaps in this understanding</li> <li>● Identify resources, relationships, actions, and policies to reach goals and what impedes the region from reaching the goals (policies and actions)</li> <li>● Innovative ideas should Metro Boston explore and test</li> <li>● Continued feedback on MetroCommon goals</li> </ul>

## Research

MAPC's Research team and staff contributing to projects on the MetroCommon 2050 Research Agenda are wrapping up several projects this summer, including:

- White papers defining residential and commercial displacement and our proposed approach to measuring residential displacement vulnerability and impacts;
- A research report investigating trends in electric vehicle adoption in Massachusetts;
- An analysis of every Lime dockless bikeshare trip that has taken place since the bikes were first rolled out in participating municipalities; and
- An analysis of the diversity (or lack thereof) the municipal workforce in Greater Boston.

Staff are continuing to work on several research projects through the fall, including:

- The development of a series of climate vulnerability indices measuring MAPC neighborhoods' exposure and vulnerability to extreme heat, inland flooding, and coastal flooding due to future sea level rise;
- A research brief, in collaboration with Cornell professor Dr. Linda Shi, analyzing the potential fiscal impact on municipalities from property damage due to future climate-induced coastal flooding, and possible interventions;
- An analysis of the occupancy characteristics of family-sized three-plus bedroom housing units;
- An analysis to develop housing submarket typologies at the census tract level in the MAPC region and; and
- An investigation into speculative investment trends in Greater Boston's housing market.

Note: For more information about how we are incorporating exploratory scenario planning into MetroCommon, see the Data Services report on p. 23.

## Community Engagement

MAPC's Community Engagement team held or attended a wide array to further public understanding of MetroCommon 2050, and to gain greater input and participation. These included:

- a session with Salem's El Punto Neighborhood Association focused on the Homes for All Action Area of the MetroCommon planning process (June 24);
- a webinar for non-profit and community-based organizations, describing how they could apply for mini-grants to be involved in the MetroCommon planning process (July 1);
- MAPC staff participated in the Crossroads Act Now Summit, exploring the roots causes and potential solutions to racism and inequity; the youth got to dig into some of MAPC's data on equity in the region and they reflected on how they would prioritize the goals for the future (July 10);
- Staff connected with residents at the City of Boston's Summer Sidewalk Series in both Charlestown and Brighton, sharing the provisional MetroCommon goals and seeking input about their communities' future (July 17 and 24);
- MAPC's annual Shannon Grant Basketball Tournament was an chance to connect young people and law enforcement officers to MetroCommon; about 30 tournament participants stopped by the MetroCommon table to share insights on a challenges they think we need to address as a region; cost of housing and youth services were highlighted (August 3);

- Mary Ellen McCormick Unity Day in South Boston provided residents and guests of the public housing community with a chance to post feedback on the challenges they face, with many residents voicing concern over public safety, speeding vehicles, and access to local bus routes (August 3);
- Finally, MAPC staff held a workshop at Madison Park Development Corporation in Roxbury where participants shared their vision for their community, which included safer spaces, more green space, and better/more accessible transportation options; in breakouts on transportation and housing, residents shared their perspectives on challenges and opportunities within each area (August 13).





## ***Strategic Initiatives***

### **Managers' Meeting**

Ben Faust and Barry Keppard (Public Health) are leading the bimonthly Managers' Meeting at MAPC, enabling managers the chance to co-create better systems and to access best practices related to project and staff management. Attendees were recently asked what resources they are most interested in developing, and Barry and Ben will develop an FY2020 curriculum based on those preferences. Some of the key requests included project management, monitoring, and implementation; professional development time and resources; and budget management.

### **Community Engagement**

#### Community Engagement Training in Worcester

Iolando Spinola and Christian Brandt facilitated a second Community Engagement Training in Worcester on June 26, hosted by MassDevelopment. Training participants attended from the Greater Boston and Worcester areas. This was an opportunity for participants to learn how best to make community engagement inclusive and impactful. The first part of the day was a deep dive into MAPC's community engagement strategy and best practices. The second part was an opportunity for participants to learn about community engagement efforts in Worcester. Attendees participated in a walking tour of downtown Worcester facilitated by Ivette Olmeda, Transformative Development Initiative (TDI) Fellow in Worcester. Participants also got to simulate and experience interpretation services with the support of Ivette and MassDevelopment staff.

#### TALKSHOP: Human-Centered Design & Engagement

Iolando Spinola connected with Dan Koff (Arts & Culture) and Karen Adelman (Communications) to host Ela Ben-Ur for a TALKSHOP. Ela shared her insights connected to Human Centered Design (HCD) and Design Thinking. She highlighted different ways that staff at MAPC can utilize HCD in planning and engagement. This was also a great opportunity for Dan and Karen to start highlighting some interviews they have conducted for MetroCommon 2050 using HCD techniques.

#### Voice of the Community

Carolina Prieto has been working closely with the Public Health Department at MAPC to facilitate the Framingham Leadership Team community meetings as part of the Voice of the Community Initiative. In partnership with the Framingham Health Department, residents from the community have been recruited to increase engagement of East Framingham residents in an effort to develop a community-based plan. The first meeting on June 24 covered project goals and community needs; the August 8 meeting delved deeper into identifying strategic outreach locations as well as asset mapping in the community.

#### Snug Harbor and Scituate Harbor Resiliency Studies

Christian Brandt has been working with Josh Fiala (Land Use) and Darci Scholfield (Environment) on the Snug Harbor Resiliency Study in Duxbury, which aims to create a resilience strategy through incentives and regulatory approaches as well as recommended zoning to protect Snug Harbor, a discrete, diverse-use, and at-risk coastal neighborhood and economic center. Recently, the Snug Harbor team held three successful focus groups with residents and businesses in Snug Harbor.

The same team is working on the Scituate Harbor Resiliency and Sustainability Master Plan, which also has a considerable community engagement component. Recently, the team held six focus groups with a variety of stakeholders in the area. Now, they are working towards the upcoming public meeting and survey.

### Melrose-Wakefield Community Food Assessment

In collaboration with Heidi Stucker and Kara Showers (Mass-in-Motion Coordinator for Melrose and Wakefield), Christian Brandt completed a stakeholder analysis for the Community Food Assessment in those communities. The stakeholder analysis will help provide guidance for recruiting assessment participants, identifying providers and resources, and establishing gaps in service and outreach.

## **Subregions**

### **MetroWest Regional Collaborative (MWRC)**

MWRC has had a packed summer. During our June meeting, MWRC finalized an [FY20 work plan](#) that includes goals, projects, and proposed presentation topics for each of our monthly meetings. We also had a conversation with James Fuccione, Senior Director at Massachusetts Healthy Aging Collaborative, about various funding opportunities for planning for aging in place.

Natick Town Hall hosted our July meeting where David Loutzenheiser (Transportation) gave a presentation on MWRC's LandLine project, financed by the MWRC Special Assessment. We also invited guests from bike related committees in each of the nine communities and had the wonderful problem of nearly running out of chairs. We also had a brief introduction to the [MPO's Long Range Plan](#) from Kate White and Sandy Johnston of CTPS. We also held elections for our Executive Board and approved a budget for some of our Special Assessment. Congratulations and thank you to our leadership team!

- Chair, Yolanda Greaves, Ashland Select Board
- Vice Chair, Preston Crowe, Ashland Planning Board
- Clerk, Amanda Loomis, Framingham Planning Board Administrator
- At-Large, Warren Chamberlain, Holliston Planning Board
- At-Large, Sue Salamoff, Natick Select Board

Our next meeting will be September 26, 8 AM, at Wayland Town Hall, and will feature a discussion of first mile/last mile solutions in the region.

### **Minuteman Advisory Group on Interlocal Coordination (MAGIC)**

With its [FY2020 Work Plan](#) and FY2020 MAGIC Special Assessment allocations in place, MAGIC is prepared to pursue several regional projects this year and some of this work is already underway. At an information session hosted by the Town of Sudbury on July 23, MAPC Senior Transportation Planner Travis Pollack provided information about the "MAGIC Micro-transit Pilot: Making the Connections." The pilot connects seniors, people with disabilities, financially vulnerable residents, and veterans to health services, community resources, and economic opportunities with on-demand transportation services. Several MAGIC towns attended the session, which can be streamed online [here](#). A webpage showcasing the pilot will soon be available, complete with project updates, events, and frequently asked questions.

MAGIC will begin discussing other regional topics of interest and elect new officers during its meeting on September 5, 2:30-4:30 PM at the Concord Town Offices, 141 Keyes Road, Concord. MAGIC may also nominate a representative to run for a seat on the Boston MPO, which will hold elections at MAPC's Fall Council Meeting on October 30. The deadline to submit nominations is October 4. Nomination procedures and materials are available [here](#).

Alex Koppelman is serving as the interim MAGIC Coordinator through the summer and will assist the MAGIC Chair in facilitating the September 5 meeting. Later in the month, Lizzie Grobbel will return to MAPC and take over as MAGIC Coordinator. Thanks to Alex (and to former MAGIC coordinator Heidi Stucker), and good luck to Lizzie!

### **North Suburban Planning Council (NSPC)**

NSPC met on June 20 in Woburn and was joined by Chris Kuschel, Senior Regional Planner, to discuss his work with the city on their 40R guidelines. The group followed-up with a lunch before their July and August break.

In July NSPC coordinator Sarah Philbrick announced she will be transitioning out of her role as NSPC Coordinator over the summer to be able to spend more time on MetroCommon 2050. She will be succeeded by Alex Koppelman, Regional Housing and Land Use Planner II. Alex and Sarah are making trips around the subregion together this summer to meet with NSPC members. Both Alex and Sarah will also be at the September NSPC meeting to develop the work plan for the upcoming year. Again, thanks to Sarah and good luck to Alex!

### **North Shore Task Force**

Although NSTF did not meet in July or August, the MAPC Public Health team has been doing a lot of valuable work (as evaluators, facilitators, and technical assistance providers) with health care partners across different areas of the MAPC Region. The Task Force will meet in Danvers on September 19 to learn from our Public Health colleagues how area hospitals are partnering with local stakeholders and investing in public health and housing around Boston. We will discuss ways to apply these lessons to our subregion.

### **South Shore Coalition**

The South Shore Coalition suspended monthly meetings for July and August, but the SSC leadership met to discuss joint efforts, including a regional study of infrastructure barriers to development for the purpose of identifying opportunity areas and solutions. The Coalition will resume monthly meetings in September. MAPC Housing staff also launched the South Shore “Living Little” project on August 13, with the goal of identifying a range of housing typologies for the South Shore, which could provide additional housing opportunities for seniors and individuals interested in starter homes. The municipalities currently participating are Cohasset, Duxbury, Hingham and Scituate, with the goal of one or two additional municipalities joining the study.

The September 19 meeting will focus on transportation (with a discussion led CTPS, as well as a discussion about MAPC procurement assistance).

### **SouthWest Advisory Planning Committee (SWAP)**

SWAP did not meet in July or August. Subregional members reconvened on September 10 with a follow-up discussion around establishing a Regional Housing Services Office. The meeting included a visioning exercise in order to determine how an RHSO could serve shared housing needs in SWAP communities.

## ***Clean Energy***

### **Progress on Regional Coordination with National Grid on Gas Leaks**

This summer, MAPC convened two meetings with National Grid Gas to encourage the company to participate in a regional effort to coordinate with municipalities on a range of issues related to gas leaks. Municipal leaders and advocates have been deeply involved in the effort. The primary goal is to get National Grid to recognize that some problems with communication, coordination, and data sharing can best be solved by regional meetings with municipal leaders, rather than one-on-one interaction with DPW staff. While National Grid did not necessarily agree with all of the specific solutions we proposed, we are hopeful that continued discussions can identify alternatives that could meet the same end goals.

A regional meeting with National Grid and over 20 municipalities will be planned for October. The purpose will be to commence discussions on concrete solutions that can be implemented in regard to gas leaks. We expect this will be the first of a series of regular regional coordination meetings. All municipalities served by National Grid are welcome to join and should contact the Clean Energy Department if interested.

### **MAPC Launches Net Zero Planning with Arlington, Melrose, and Natick**

This September, MAPC officially launched the community engagement process for the net zero planning efforts that MAPC is leading in the Arlington, Natick, and Melrose. This process commenced with tabling pop-ups led by municipal staff and volunteers at numerous local events. Municipal staff and volunteers in each community engaged in discussion with attendees on the importance of taking action today to help their communities achieve their net zero climate goals.

Over the next year and half, MAPC will develop a set of resources to support local net zero planning while helping the three communities to identify the actions each community will need to take to reduce greenhouse gas emissions. MAPC will work with each municipality to establish greenhouse gas emissions inventories and local net zero action plans. As a part of MAPC's Zero to 101 initiative, this project will lay the foundation for communities across Massachusetts to set ambitious climate goals and take action.

### **Municipal & Community Partnership Strategy Stakeholder Meeting**

On June 13, MAPC participated in a statewide stakeholder meeting at Clark University in Worcester convened by the Mass Save Energy Efficiency Program Administrators (PAs) to gather input to inform the Municipal & Community Partnership Strategy that they are developing as part of the new Three Year Plan for Energy Efficiency (see our January blog post on the three year plan and the Strategy [here](#)). As a member of the Massachusetts Energy Efficiency Advisory Council (EEAC), MAPC has championed and supported the development of this Strategy, which aims to promote collaboration between the PAs and municipalities to increase access to energy efficiency, particularly for underserved groups including renters, moderate income residents (61%-80% Area Median Income), and non-English-speaking households. Approximately 40 stakeholders attended the meeting, providing detailed input about how the Partnership could bolster community-level action to increase participation in energy efficiency programs. Stakeholders observed that providing funding for local outreach will be key and highlighted the need for information sharing and collaboration among municipalities, community-based organizations, and other partners including regional planning agencies (RPAs).

MAPC will continue to work with the PAs as they develop the Partnership Strategy, which will be launched later this fall, to ensure that it meets the needs of both municipalities and underserved populations.

### Climate Zoning for Somerville and Beyond

As cities and towns plan for and implement climate-smart strategies and measures to advance toward net zero, local levers – such as zoning – can play a large role. MAPC seeks to support municipalities in driving positive change in the efficiency and performance of the building sector through engagement on the national building code; statewide building code, including the base building energy code and the stretch energy code; and local zoning. Climate zoning is an exciting potential tool that could accelerate local commitments and decarbonize the building sector. Buildings account for nearly 50% of the state’s greenhouse gas (GHG) emissions, potentially upwards of 70% in an urban municipality. Strategies could include provisions to meet climate-smart performance standards; provide allowances to enable more robust building envelopes and clean heating and cooling systems; optimize rooftop square footage to reduce heat loads, absorb stormwater, or generate solar heating or electricity; and much more.

EOEEA awarded MAPC a two-year grant in 2017 to work with Somerville to develop climate-smart zoning concepts that could accompany [a zoning overhaul](#) being undertaken by the city. While the overhaul is not yet complete, we have been able to present strong forward-looking recommendations to the city as well as disseminate replicable lessons and findings to our region. On June 25, MAPC hosted a Climate Zoning webinar, which included the Northeast Energy Efficiency Partnership’s Kai Palmer Dunning as a presenter. Content included the importance of the building sector in ambitious climate action planning, the potential role for zoning, current examples of similar practices, and zoning recommendations to advance climate mitigation. The Somerville project concluded June 30, but the work at MAPC will continue. A new MAPC Climate Zoning webpage accompanied the webinar, and both can be found at <https://www.mapc.org/resource-library/climate-zoning/>.

### MAPC awarded MVP Action Grant Town of Winthrop and Metro Mayors Coalition

On June 19, EOEEA awarded the Town of Winthrop and the Metro Mayors Coalition an MVP Action Grant to work on developing climate resilient zoning and land use best practices for the region. Winthrop received \$99,740 for the one-year project. (Many other municipalities within the MAPC region were also awarded planning and action grants through the MVP program, with the full announcement [here](#).) Through this project, MAPC’s Clean Energy Department, which has been building expertise in climate zoning, will work in coordination with the Environment and Land Use Departments, to conduct a deep review of Winthrop’s current land use policies and to develop a draft resilient overlay district to help address climate risks such as coastal flooding.

### Clean Heating and Cooling White Paper

On August 14, MAPC released a white paper on clean heating and cooling (CH&C) strategies, entitled “Hot, Cool, Clean: Clean Heating and Cooling Opportunities for Massachusetts Municipalities.” The paper provides information on several types of CH&C systems, including air-source heat pumps and solar hot water; methods for procuring and financing the systems; and case studies from municipalities that have installed CH&C systems and are already reaping the benefits. Additionally, the paper identifies common barriers for municipalities to adopt CH&C technologies, as well as methods for overcoming such challenges. Download the paper [here](#).



To accompany the release of the Clean Energy Department's research on CH&C, the blog post, "Keeping Cool and Warm While Staying Green: An Introduction to Clean Heating & Cooling (CH&C) Opportunities for Municipalities in Massachusetts" is also now live. Read the blog post [here](#). On September 11, MAPC also hosted a [webinar](#) to present the white paper's findings to municipalities and other interested stakeholders, with 40 municipal staff and stakeholders participating

### **Voter Validation for the International Energy Conservation Code**

MAPC held a webinar on August 20 to give municipal staff an update on the important upcoming vote for the 2021 International Energy Conservation Code (IECC) this fall. The next deadline for municipal departments interested in voting is on September 23. In preparation, we gave a tutorial on the steps for voter validation (the process by which departments confirm their voter rosters with the International Code Council), and were joined by Bill Fay and Maria Ellingson of the Energy Efficient Codes Coalition (EECC), who gave an overview of national efforts and some of the code proposals we anticipate seeing on the ballot in November. Cities and towns that are interested in the energy code and its significant climate impact for Massachusetts should continue to follow this process with MAPC, and can access much more information, resources including the recent webinar, and office hours at our [Codes for Climate webpage](#).

MAPC is also closely following local efforts to update the state stretch energy code at the Board of Building Regulations and Standards (BBRS). The Board heard from Somerville, Cambridge, and Boston at the June BBRS meeting and have instructed the BBRS Energy Advisory Committee to explore what a Net Zero Stretch Code would look like in Massachusetts. This momentum is important, as the energy code is a critical tool that municipalities need to reach their energy and carbon mitigation targets.

### **Community Shared Solar RFI for MetroWest**

Over the summer, MAPC released its Request for Information (RFI) on behalf of Wayland, Framingham, and Natick, soliciting information on Community Shared Solar (CSS) Projects serving these three MetroWest communities. CSS increases access to solar for renters, low-moderate income (LMI) customers, and those unable to install solar on their own properties by allowing customers to subscribe to large-scale solar arrays. CSS is a relatively new solar market in Massachusetts, which is currently increasing due to the state's SMART incentive. The RFI asked questions about projects in a solar company's current development pipeline in order to learn more about the current state of the market and to understand more fully the role municipalities can play in increasing access.

MAPC received two responses to the RFI, and each developer identified between nine and eleven solar projects in their development pipeline. In August and September, MAPC and the communities reviewed the responses and conducted interviews with both developers, plus an informational interview with a third developer that is specifically working with low-moderate income programs. MAPC plans to develop online resources on CSS as well as release the results from the RFI this fall. Additionally, MAPC will work with the three communities to research different models of CSS that could help meet local and regional solar goals.

## Data Services

### Exploratory Scenario Planning

The summer saw major progress on MAPC's efforts to develop wide ranging scenarios for the future of the Boston Region. Working with the UMass Donahue Institute, MAPC has created a range of alternative population and household scenarios for the state and its regions, based on different assumptions about in- and out-migration, birth rates, household characteristics, and so forth. These scenarios help to illustrate the range of possibilities for the region's socioeconomic future, and will serve as inputs to MAPC's land use and development model.

In addition to these demographic scenarios, Data Services also constructed four conceptual scenarios for the future of the region, predicated on transformative change (or lack thereof) with regard to transportation, communications, macroeconomic trends, and climate impacts. The quantitative socioeconomic projections will be combined with the conceptual futures to create a small set of integrated scenarios that will be rolled out in the latter half of MetroCommon Phase 2, when participants will be asked to consider how radically different conditions in the future—demographics, transportation, climate, governance, or commerce—could produce new challenges, as well as new opportunities.

Furthermore, EOEAA plans to incorporate MAPC's demographic projections into scenario analysis of the Clean Energy and Climate Plan Update (aka "the 80X50 plan"), creating consistency between MAPC's regional plan and associated state efforts.

### Dockless Bike Travel in Metro Boston

Data Services has completed processing 15 months of Lime dockless bike share data and shared preliminary results with municipal representatives on September 16. The team accessed data on 250,000 trips, mapped the start and end of each trip, processed the GPS data to trace the route taken, and then summarized trips for each link in the transportation network. We found that the median trip distance was approximately 0.9 miles and only 30% of the trips started or ended near a train station or key bus route, meaning that the majority of rides were serving destinations without easy transit connections.

The mapped routes can be useful to cities and towns looking to identify high priority bicycle routes. They can also be an important input into local pedestrian and bike plans or Complete Streets policies. The map here (focused on Malden Center) shows the volume of Lime bike trips (as line thickness) as well as the bicycle conditions (with blue indicating low speed streets or dedicated bike facilities, and orange indicating busy roads with few if any bicycle facilities). Lime riders are frequent on both arterial roads as well as the Northern Strand Community Trail (blue line running from upper right side and curving down to the center of the bottom). Over the coming weeks, MAPC will continue the analysis, aiming for a public release of the maps and data in mid-October.



### **Allston Interchange FEIR support**

In July, MAPC delivered updated land use projections to MassDOT for the area surrounding the I-90 Interchange. These updated land use projections were based on extensive consultation with Harvard University and the City of Boston, and reflect principles of high-performing transit-oriented development. Since there is no proposed or adopted plan for development on the land that will be made available thanks to turnpike realignment, MAPC developed a scenario predicated on ETOD principles: higher densities, mix of uses, mix of incomes, low parking ratios, etc. We anticipate the area could see as much as 8.5 million square feet of development by the year 2040, and an additional 7.5 million square feet of development after that. These projections will serve as the baseline forecasts for the West Station Area Transit Study.

## ***Municipal Collaboration***

### **Procurement**

The Procurement Division is pleased to report another successful fiscal year! Through MAPC's many contracts and partnerships with the Greater Boston Police Council (GBPC) and the Fire Chief's Association of Massachusetts (FCAM), as well as our Regional Service Consortia, MAPC has administered contract purchases valued at \$76.4 million in municipal sales and services. These sales generated \$682,000 in Contract Administration Fees, a 21% increase over last fiscal year. The Procurement Division manages over 100 individual contracts for good and services ranging from police vehicles, trucks, sweepers, construction equipment, firetrucks, and ambulances; to parking meters, bike racks, and public works services. New procurements are currently in the works. We look forward to keeping you apprised of new and innovative procurements as they roll out.

### **Northeast Homeland Security Regional Advisory Council (NERAC)**

On July 17 NERAC funded a tabletop exercise that enabled the Town of Topsfield and several of its mutual aid partners to test their mass casualty incident response plans against a simulated event at the Topsfield Fair. MAPC maintained a presence on the exercise planning team and attended the exercise. According to the Essex Agricultural Society, the Topsfield Fair attracted over 500,000 people last year (approximately 40,000 daily visitors). The dense concentration of fairgoers and open layout of the grounds makes the annual event a major concern for local and state public safety officials. This was the first formal tabletop exercise conducted for the Fair, and several areas for improvement were identified regarding interagency communications, public information, and emergency medical services that will all be addressed in the weeks leading up to this year's edition of the Fair in October.

On July 31 and August 1, MAPC conducted its annual inventory site visits to the three NERAC cache sites (Beverly, Lexington, and Framingham) that make rental equipment available to all 85 cities and towns in the NERAC region. Since its inception in 2007, the NERAC Regional Cache Program has enabled communities to access over \$4 million worth of equipment for routine use and emergency responses. The available equipment ranges from towable generators to portable electronic message boards and other specialized pieces of equipment that many communities would not be able to procure on their own.

NERAC Program Managers Austin Murray and Caroline Graham also attended the 2019 National Homeland Security Conference in Phoenix, AZ from June 17-20. Many of the presentations they attended highlighted innovative uses of homeland security funds, and several touched upon regional approaches to public safety.



Specifically, the Phoenix, Tempe, Mesa, and Scottsdale Police and Fire Departments demonstrated their commitment to regionalization through a HAZMAT exercise that was open to observation by conference attendees. The pair plan to implement many of the best practices observed in their work with NERAC moving forward.

### **Metro Mayors Coalition Shannon Grant Tournament**

The 11th Annual Metro Mayors Coalition Shannon Grant Basketball Tournament took place at Hoyt Field in Cambridge on Saturday, August 3. The home team won the tournament, defeating Revere in the final. The event brought together youth, community organizations, and law enforcement partners from all eight participating communities. In addition to the on-court action, spectators were treated to a performance by Cambridge's Hip Hop Transformation, a summer program that aims to "teach teens the history of hip-hop culture, the role it plays in their lives and in society as a whole, and equip teens with the skill set to write, record, and perform their own pro-social hip-hop music." There was also a MetroCommon 2050 booth (see the MetroCommon 2050 section for more details) and a T-Shirt customization station.



The tournament also provided an opportunity for MAPC to engage with several partners regarding the upcoming application for the FY2020 Shannon Grant. Thanks to the work of MAPC's Government Affairs team and the tireless advocacy of Shannon stakeholders statewide, next year there will be a total of \$11 million available for the Shannon Community Safety Initiative—a \$3 million increase over FY2019. Over the next few months MAPC will encourage its member municipalities to take advantage of this opportunity. MAPC will assist wherever possible in the development of new, innovative, and collaborative programs.

### **Region 3 Health and Medical Coordination Coalition (HMCC)**

Due to the extreme heat Massachusetts experienced from July 19-21, the HMCC Duty Officer was activated throughout that time period. MAPC staffers Elizabeth Robert and Dan Witts both serve as the Duty Officer, when needed (which is often!). They provided situational awareness reports and other valuable information to local and state officials, including information on the waiver DPH granted allowing ambulance companies to transport individuals who called 911 to a cooling center or shelter. (Typically, ambulances are only allowed to respond to urgent medical needs, not individuals calling 911 solely for transport, but given the extreme heat, this rule was temporarily lifted.) The Duty Officer monitored 112 long-term care facilities to ensure there were no concerns or resource requests, as well as the 12 shelters and cooling stations that opened throughout the weekend. The region was fortunate to experience no major issues during the extreme heat.

## Communications

Communications staff has continued to support Metro Common and projects agencywide with graphic design, press, and social media and web promotion.

The team created project webpages for the following projects recently:

- **Making the Connections Webpage:** <https://www.mapc.org/resource-library/filling-the-transportation-gaps-magic-subregion/>
- **West Station Area Transit Study webpage:** <https://www.mapc.org/resource-library/west-station-area-transit-study/>
- **Rockland Master Plan webpage:** <https://www.mapc.org/resource-library/rockland-master-plan-2019-2030/>
- **Norwell Zoning Implementation:** <https://www.mapc.org/resource-library/norwell-zoning/>

And Communications rolled out the following blog posts:

Blog Posts	Date	Page views (as of 9/13)
Local Zoning is Making It Difficult to Build Housing Around Boston. That's Raising Prices for Everyone	June 18, 2019	180
Wicked Hot Boston: Documenting Extreme Heat in the Greater Boston Area	June 19, 2019	211
Most Metro Boston Residential Developments Overbuild Off-street Parking	July 24, 2019	292
A Day of Fun on the Malden River	August 2, 2019	48
Cambridge Wins 11 <sup>th</sup> Annual Shannon Grant Basketball Tournament	August 5, 2019	110
Governor Signs FY2020 State Budget into Law	August 7, 2019	59
Keeping Cool and Warm While Staying Green: Clean Heating and Cooling for Municipalities	August 15, 2019	64


The team lent **press support** to our report on ride-hailing in the Brockton area, our Phase 2 Perfect Fit Parking report, the Shannon tournament, the MassDOT congestion study, our “net zero hero” program, our report on TNCs and pollution, the Revere Master Plan project and our housing work with Salem.

Communications is also helping to plan the Fall Council Meeting and upcoming Metro Common events with MAPC’s new event planner, Sasha Parodi.


# MAPC Twitter Analytics | August 2019

**FOLLOWERS: 5604 (+18 this month)**


**72,800**  
Impressions  
78% of July impressions




**72**  
Retweets  
35% of July retweets



**170**  
Link clicks  
43% of July link clicks



**186**  
Likes  
49% of July likes



## TOP TWEETS

From 2010 to 2017, Metro Boston added 245,000 new jobs, but only permitted 71,600 new #housing units. As supply fails to keep pace with demand, costs rise and there's more competition for existing units throughout the area. #housingcrisis #mapoli [mapc.org/planning101/o...](http://mapc.org/planning101/o...)

MAPC @MAPCMetroBoston  
12:06am · 18 Aug 2019

**August 18 | 12:06 p.m.**  
2,249 Impressions | 15 Likes, 5 Retweets, 10 Link Clicks

"The fact that people are thinking about leaving the metro-Boston area — about uprooting their entire lives because the congestion is so bad — that leaves me with no question that it's something that we have to do something about." - MAPC's Lizzi Weyant [bostonherald.com/2019/08/09/adv...](http://bostonherald.com/2019/08/09/adv...)

MAPC @MAPCMetroBoston  
3:29pm · 15 Aug 2019

**August 15 | 3:29 p.m.**  
1,238 Impressions | 5 Likes, 5 Retweets, 4 Link Clicks

"The most important thing we can do to reduce all forms of congestion is to expand the capacity and reliability of public transportation." Read MAPC's full statement on @MassDOT's #CongestionReport #mapoli [mapc.org/news/mapc-mass...](http://mapc.org/news/mapc-mass...)



MAPC @MAPCMetroBoston  
8:07pm · 8 Aug 2019

**August 8 | 8:07 p.m.**  
2,141 Impressions | 9 Likes, 4 Retweets

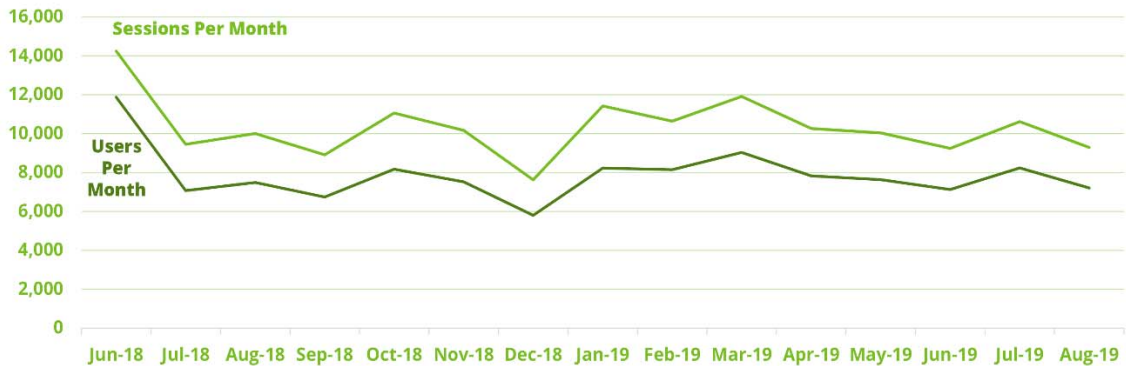
Congrats to our #ShannonTournament winners from @CambMA and our runners up from Revere!



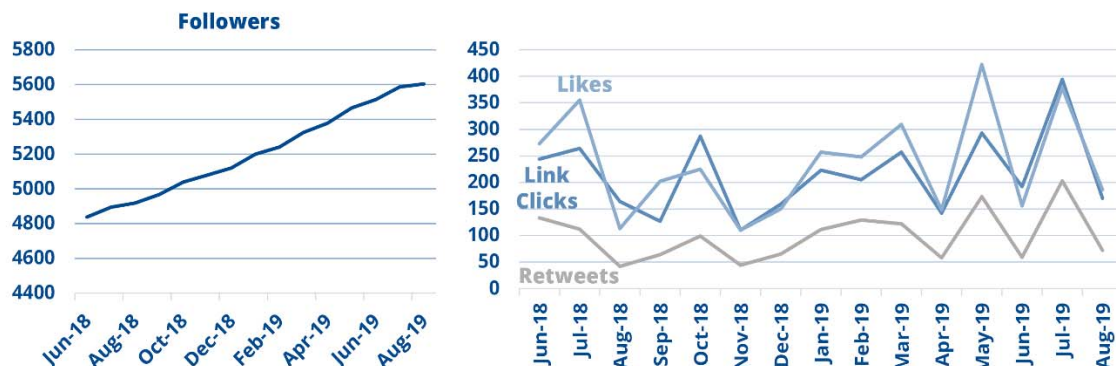
MAPC @MAPCMetroBoston  
1:58pm · 3 Aug 2019

**August 3 | 1:58 p.m.**  
1,551 Impressions | 7 Likes, 1 Retweet

## Progress Over Time - Website



## Progress Over Time - Twitter



## ***Government Affairs***

MAPC's priorities fared well in the FY2020 budget. DLTA increased from \$2.8 to \$3 million; Shannon Grants increased from \$8 to \$11 million; and language finally passed to increase the deeds fee to fund the state's CPA match. Unfortunately, neither Community Compact nor Efficiency and Regionalization Grants were funded, constituting an area of ongoing concern and future advocacy.

Now that it's September, things in the Legislature are heating up once again and we are working to keep our priorities front and center on the Legislature's agenda. In the past few weeks, there have been a flurry of articles highlighting the need to pass some kind of transportation funding bill, and to quickly pass the Housing Choices bill in time for spring town meetings.

Both the Metro Mayors Coalition and the North Shore Coalition considered both of these issues at recent meetings. The Metro Mayors Coalition will be meeting with the Speaker soon to urge him to pass meaningful transportation funding legislation. Both coalitions reaffirmed their support for Housing Choices.

The Legislature is starting to schedule more hearings and we expect it to be a very busy fall, with transportation likely taking center stage as the House works to craft legislation and the Senate Transportation Working Group finalizes its recommendations to that body.

The Regional Ballot Initiatives bill had a hearing on June 18, and we helped to organize several excellent panels to testify in support of the bill, highlighting everything from the strong support the bill receives in polling, to the ways that states around the country use ballot initiatives to fund infrastructure investments.

Several of the bills relating to Transportation Network Companies (TNCs) had a hearing on July 24. Mayor Martin Walsh of Boston testified in support of MAPC's bill, as well as our two bill sponsors. The day prior to the hearing, we released our paper showing the impact that TNCs have on increasing greenhouse gas emissions and their cost to the MBTA, two facts that were cited in our testimony and often in media hits in the days following the hearing. (See pp. 1-2 for more details on this report.)

Another area of attention are bills related to climate change. Also on June 18, Speaker DeLeo's Greenworks proposal and Governor Baker's bill to increase the transfer tax to support climate investments received hearings before packed hearing rooms and full Committees. The House has since passed the Greenworks proposal, including many of our top priorities in the final version that passed. The bill would pay for an excellent list of climate-related programs through additional borrowing, but it is unclear whether this would actually generate additional capital without taking funds away from other programs. We are now waiting to see if the Senate will take up Greenworks, advance the Governor's bill, or come up with a program of their own. MAPC is continuing to advocate for meaningful capital to fund essential programs in climate mitigation and resiliency by combining the best aspects of the various proposals.

## **Staffing Update**

**Emma Boast** joined MAPC as our new Arts and Culture Fellow. Her fellowship is made possible by a grant awarded to MAPC through the Kresge Foundation's Arts & Creativity Program. Emma's interests include community curation; hyperlocal history; art in public life; histories of urban planning and development; and interdisciplinary approaches to informal education. She is particularly interested in how innovative forms of storytelling and community engagement can connect everyday experience with new areas of knowledge and advance social justice. Emma received her M.A. in Public Humanities from Brown University, where her studies focused on how practices of public engagement and principles of cultural justice can transform museums, cultural institutions, public spaces, and cities by generating and sustaining more just and vibrant forms of public life. She also holds a B.A. in Art History from the University of Chicago, where her research explored the intersection of urban planning and the creative economy through the lens of postwar design in the New York City subway.

**Jennifer Kaplan** has joined the Land Use Department as an Economic Development Planner. Jenn is particularly interested in the intersection of climate resilience and economic development with an emphasis on participatory processes that help explore options for communities. Prior to joining MAPC, Jenn worked at Boston Harbor Now, researching precedents for flood proofing buildings for future sea level rise and assisted with the development of a master plan for one of the Boston Harbor Islands. She also worked for EnviroIssues in Seattle, coordinating strategic communications, outreach campaigns, and presentations for large-scale public infrastructure projects with various stakeholders. Jenn holds a Master's Degree in Urban Planning from the Harvard Graduate School of Design and Bachelor of Arts in English Language and Literature and Landscape Studies from Smith College.

**Conor Gately** has joined MAPC as Senior Land Use and Transportation Analyst on the Research Team in Data Services. Conor has an undergraduate background in earth and environmental sciences, and completed his PhD in Geography and Environment at Boston University in 2015. His research at BU focused on quantifying the emissions of greenhouse gases and air pollutants from urban transportation systems, and the influence of land use and travel behavior on these emissions. Since 2015, he has been working as a Postdoctoral Researcher at Harvard and BU, where he continued to develop methods to monitor and model urban greenhouse gas emissions from all sources. Prior to moving to Boston in 2009, he worked for The Blacksmith Institute, a non-profit organization in New York City dedicated to the environmental remediation of polluted sites in developing countries.

**John McCartin** has joined MAPC as a Land Use and Housing Planner. John was born and raised in Baltimore, where he worked in local Baltimore politics, freelance web development, and sidewalk construction inspection before obtaining his Masters in Urban Planning from Harvard GSD. He also holds a BA in Urban Studies from Vassar College, and a Fulbright research fellowship from the University of Strathclyde in Glasgow, Scotland. Prior to joining MAPC, he worked as an urban planner and Director of Urban Design at Utile, where he also managed GIS operations and specialized in comprehensive plans. He currently teaches GIS to architecture students at the Wentworth Institute of Technology.

**Sasha Parodi** has joined the Department of Strategic Initiatives as a new Event Planner. Sasha is a Boston transplant by way of Moscow, Russia. She most recently worked at the Chelsea Collaborative, where she helped young people with personal and professional development. Sasha is an experienced event planner, organizer and community advocate and she enjoys participating in events and activities that unite people and uplift their voices. She will be supporting MetroCommon as well as agency-wide events.

**Lauren Sacks** has joined the Municipal Collaboration as a Grants Management Administrator. Lauren has been working within our Homeland Security Division since May on a temporary basis and now is a full-time member of our group. She will primarily be working on grant management activities related to MAPC's role as Statewide Homeland Security Fiduciary for the Commonwealth, in addition to procurement and budget management duties on behalf of the Region 3 Health and Medical Coordinating Coalition. Lauren has already proven to be a valuable member of our team and we are happy to have her on board in a full-time capacity.

**Annabelle Thomas Taylor** has joined Digital Services team in Data Services as a Front-End Web Developer. Annabelle brings an empathy-driven approach to her development process. She will be helping us to deliver our work onto the Web, in exciting new ways. Annabelle received a bachelor's degree in gender, sexuality, and women's studies, with a minor in computer science from the University of Rochester. Additionally, she has completed an immersive software engineering program with General Assembly. She also brings with her technical and troubleshooting experience having worked in customer support for HubSpot.

**Ella Wise** has joined MAPC as a Regional and Land Use Planner II. Ella comes to MAPC from Oakland, California, where she was employed as the Acting Co-Director of ClimatePlan, a statewide coalition of more than 50 organizations building healthier, more equitable and sustainable communities in California. Prior to her work at ClimatePlan, she worked for Dyett and Bhatia, a small award-winning urban planning consulting firm, where she worked on drafting comprehensive plans, writing zoning, preparing land use models, and coordinating public workshops. She also worked as a Policy Advocate for the Natural Resources Defense Council, working on transportation and climate issues. Ella has a B.A. in Environmental Studies from the University of North Carolina at Chapel Hill, and a Master's Degree in City Planning from the University of California at Berkeley.