



MINUTES OF THE SUSTAINABILITY COMMISSION

WEDNESDAY, APRIL 21, 2021, 5:00 PM
Virtual Meeting. Public may join via Zoom.

A. ZOOM MEETING INFORMATION.

I. This item contains documents which provide call in information and instructions for the Zoom meeting.

B. ROLL CALL.

I. Chair--Seth Hoffmeister; Vice Chair--Ned Dorff; Alder Randy Scannell; Prof. John Arendt; Stephanie King; Kaurie Mihm--PRF; Julia Noordyk; Cody Sandahl; Mark Walter.

Present and voting: Chair--Seth Hoffmeister; Vice Chair--Ned Dorff; Alder Randy Scannell; Prof. John Arendt; Stephanie King; Kaurie Mihm--PRF; Julia Noordyk; Cody Sandahl; Mark Walter

Vice Chair Ned Dorff- excused.

C. APPROVAL OF THE AGENDA.

Approval of the agenda Moved by Ald. Randy Scannell, seconded by Mark Walter to approve.
Motion carried.

Yes- Randy Scannell, Seth Hoffmeister, Julia Noordyk, Mark Walter, John Arendt, Kaurie Mihm, Cody Sandahl, Stephanie King, No- None, Abstain- None

D. APPROVAL OF MINUTES.

Approval of Minutes of March 17, 2021 Sustainability Commission. Moved by Ald. Randy Scannell, seconded by Professor John Arendt to approve. Motion carried.

Yes- Randy Scannell, Seth Hoffmeister, Julia Noordyk, Mark Walter, John Arendt, Kaurie Mihm, Cody Sandahl, Stephanie King, No- None, Abstain- None

I. Approval of the minutes from March 17, 2021.

E. REGULAR BUSINESS.

1. For discussion with possible action that the City of Green Bay consider a ban on new drive-through facilities in 2021 to curb reduce carbon emissions. Submitted by Alder Lefebvre.

Motion to receive in place on file. Moved by Ald. Randy Scannell, seconded by Mark Walter. Motion carried.

Yes- Randy Scannell, Seth Hoffmeister, Julia Noordyk, Mark Walter, John Arendt, Kaurie Mihm, Cody Sandahl, Stephanie King, No- None, Abstain- None

2. For consideration and possible action on a resolution for the City of Green Bay to join the Wisconsin Local Government Climate Coalition and to set clean energy goals.

Moved by Mark Walter, seconded by Ald. Randy Scannell to approve as amended. Motion carried.

Yes- Randy Scannell, Seth Hoffmeister, Julia Noordyk, Mark Walter, John Arendt, Kaurie Mihm, Cody Sandahl, Stephanie King, No- None, Abstain- None

3. Discussion with possible action regarding sustainable landscaping and land use at East River Park / Emilie Park.

Moved by Ald. Randy Scannell, seconded by Professor John Arendt to hold discussion with possible action regarding sustainable landscaping at East River Park. Motion carried.

Yes- None, No- None, Abstain- None

F. INFORMATIONAL.

1. Update on Trex / City plastic bag & film recycling challenge.

2. Green Infrastructure Code Project Update

3. Committee Updates

4. Next Sustainability Commission meeting is May 19, 2021.

G. ADJOURNMENT.

Motion to adjourn moved by Ald. Randy Scannell, seconded by Julia Noordyk. Motion carried.
Yes- Randy Scannell, Seth Hoffmeister, Julia Noordyk, Mark Walter, John Arendt, Kaurie Mihm, Cody Sandahl, Stephanie King, No- None, Abstain- None

VERBATIM MINUTES

For all of us, item B, roll call. Chair Seth, I am here. Vice chair Ned, he is excused. Alder Randy.

- Present.

- John.

- Present.

- Stephanie.

- Present.

- Kaurie.

- Present.

- Julia.

- Present.

- Cody.

- Present.

- And Mark.

- Present.

- Alrighty then we'll move on to item C if we're good. Approval of the agenda is there a motion to approve?

- I move.

- By Randy, is there a second?

- Second.

- By Mark, all right. All those in favor, please say aye.

- [Members] Aye.

- All those opposed say nay. All right, and then onto that passes on to item D. Approval of the minutes from March 17th moved by Alder Randy, is there a second?

- Second.

- By John. All those in favor say aye.

- [Members] Aye.

- All those opposed say nay and that motion also passes. And then if we're good to go into regular business. We have Alder Lefebvre here that will queue up the discussion on possible action for the city to consider a ban on new drive-through facilities in 2021 to curb, reduce as it's written, carbon reductions. So Alder Lefebvre, I'll kick it over to you.

- Okay, I did send some of the things that I found, but I do apologize I'm looking at some other issues and people to contact and then we're dealing right now with my husband has a health issue and doctor's tests we're trying to find out what that is. So I've been kind of consumed with that. But I don't know if I put this one. The U.S Department of Energy, their energy efficiency and renewable energy report. It says right in here that personal vehicle idling wastes about 3 billion gallons of fuel generating around 30 million tons of CO2 annually in the United States. And also there was in the paper the Press Gazette just recently. And it was CO2 levels highest in over three years. So this is stuff that I think we got to get serious about and we do have a lot of drive-throughs, and it looks like the city is trying to put some more in. Some of that made sense during the COVID when it was really bad. I know the first time in COVID that I went through a McDonald's drive-through. I don't go very often. And so because they were closed inside. When I go to any restaurant or store, I park and I walk in, I've always done that. And that's what we think we got to get back to. So I think once we get over this COVID too we don't need drive-throughs. Fast food is, I don't know. You can go in and order and you can eat it right away. I don't think we need all these drive-throughs, we're becoming addicted to that and to our vehicle. And also I found that an idling car puts out 10% more carbon than a running car. And sometimes when we stop at a gas or stop at go light where we have to idle, we have to keep the car running. But otherwise, even when I go to my bank and there's a line, I turn my car off because I'm not going to sit there and let it idle. But not just that because I also have a condition. My doctors can't figure out why but when I went through my chemo, I have a hyper sense of some smells. Car emissions, in the summer I have to put my air on inside air only close my

windows, everything. I can't stand it, fumes can almost make me sick. And even today I noticed waiting at some of the places, waiting for the lights the smell. I can smell it right away. I can smell my furnace when it runs. And there might be other people that are very sensitive to the smells also. So there's a lot of issues I believe with it. And I think I also had sent you that some of the cities have their program, Stop Idling Start Saving. And then also the the cities that have banned the new drive-throughs. And I have an email to the mayor in Milwaukee, the Madison mayor, and I want to send to Appleton and some other cities and see if they are looking in this issue. But I think if we want to meet our goals, I think the state has. If we want to meet these goals, we need to look at everything that we can do to reduce these carbon emissions.

- Thank you, Alder Lefebvre. Melissa, is there another city staffer here to speak to this provision or to this proposal?

- Yes, there is. I invited Dave and Paul from our Planning Department.

- Yep, I'm here, I'm Dave hello.

- I'm Paul.

- Hi Dave, hi Paul, welcome. I'll kick it over to you guys then.

- Paul, do you want to speak first or you want me to go.

- Well, I just thought we were here as a resource because we've recently through the Council adopted some new drive-through requirements that really speak more to the functionality of drive-throughs not so much the purpose of them. But our department handles zoning as well as economic development. So I think we're just here to answer questions from the land use side, so to speak. But Dave, I don't know if you would want to step in as well.

- I guess I jump in a little bit from an economic development standpoint. Drive-throughs, even kind of hybrid drive-through have been going to test to that. We've had probably many drive-throughs come through every year. None of our neighboring communities have any type of a ban. So again, from an economic development perspective that will put us at a disadvantage for attraction. As Kathy had kind of mentioned, as Alder Lefebvre had mentioned. During COVID it really jumped up where a lot of people were more interested in drive-throughs than anything else. Mainly because the dining rooms were all closed and hopefully that is letting up a little bit. But so there is that as well from that perspective. Our drive-through regulations are pretty limited where they're allowed by right in our zoning code already. And we have all, although those have been changing recently. Paul's been working on those. There pretty regulated as well. I mean, we have some pretty good provisions in there. So I just wanted to give you kind of that perspective. I'm no environmental scientist or anything like that. So I probably know enough to be incredibly dangerous with what I say. But so I'm just here as well to answer any questions that you might have.

- I have a question, maybe this is for you Kathy, or Dave or Paul. Kathy, you said you reached out to Madison and Milwaukee to see if they have this ban or do they have this ban? What other cities have done this? What is the precedence for this? Or would this be--

- I sent it on the thing, it was okay. It started with someone told me about Minneapolis. And

Minneapolis put their final ban in for the whole city. I'm talking about new drive-throughs, okay. Because we can't control I guess once we have allowed others with drive-throughs we can't take that away, but this is all new ones. And then, so I went online and I just put in cities banning drive-throughs. And I came up with Fair Haven, New Jersey. I cannot pronounce this, it's a French one. C-r-e-v-e-C-o-u-e-r, Missouri. Long Beach, California. South Los Angeles, California. That's how I found so far. That's why I did reach out to these other ones. And I'm sorry, it was just more recent. And I haven't heard the rest if they were looking into considering something like this. And I put down the cities that have already done the bans and why. And like I said, I think it's Ohio they're doing the stop idling, save money. But it's also they don't want the carbon emissions. It's different States are doing some things and cities are doing things.

- Another question I have. So if this is going to be a ban starting or just containing the year 2021, will this impact any businesses that are currently trying to get a drive-through that are going through the permitting process or have plans to expand or add a drive-through, especially while COVID still goes on in this part of the state.

- I know there's one it's being held up because the neighbors don't want the drive-through. They feel it's a hazard. It's on Main St.

- Yeah, that actually...

- Is that Peter.

- That's 901 Main, he's not doing a drive-through there any longer. I think he's got a different tenant. But from my perspective and Paul does more of the presence zoning and that kind of development stuff. But I have been talking with quite a few property owners. Generally, in more of our auto oriented corridors like Military Avenue. So there's an example is there's a redevelopment process for like the Green Bay Plaza with Sears. Their plan shows the potential for maybe an additional three or four drive-throughs on that lot as outlets around the outside parking lot. I have talked to several people looking to do drive-throughs. Usually if there's any type of coffee shop or fast food type of restaurant, they definitely want drive-through. Banks increasingly have drive-throughs rather than lobbies. So again, I don't do the present stuff, but sort of some of the future discussions I've had with property owners and business people in town. If it went into effect, it could affect those future plans if there was a ban. Now depending if it was a sunsetted ban. If it was a 12 month or I'm not sure, it might just hold them off I guess. But it probably put us in a, they would probably go somewhere else I guess would be my point. And then I don't know if Paul wants to address sort of anything we got in the works right now.

- Yeah, we have a couple of drive-throughs that are pending. One on East Mason Street and the other one would be Popeye's, the old spot location. In cases like this in the past, I recall it moratoriums are used. They're kind of a stop gap measure to allow for staff to do more analysis, I guess. But I think you would have to convince the Council that it would be a good idea to do this moratorium. I do not think that's a permanent ban, it's just more of a temporary hold so to speak. But that might have to go through our Planning Commission and ultimately the Council would have to sign off on that. But they might want some justification, some reasoning behind that. And that reminds you of the collision of the economics versus the environmental side.

- Can I?

- Yeah and as I kind of mentioned before. I'm no environmental scientist, but I would wonder if the emissions from starting and stopping and a car idling to go around to pick the stuff up, what the comparison would be to a car idling at an average amount of time that you stay in a drive-through. I mean, I think that's the kind of stuff that council would probably want us to dig into. I don't know how much of an improvement that would be I guess is what I'm trying to say.

- Actually, research shows that it's worse to idle. You're wasting more gas, you're putting more carbon out to idle than to stop it and start it, it's worse. If there are sites that you and go on.

- I have no environmental science.

- Yeah, no, I just want to bring that up. And in some, actually some cities, they actually have signs. When you go into a drive-through it says, no idling. That's I found out too and I can't remember what cities but they'll have signs, no idling. If you're waiting in line, you turn your car off. I guess that's another one. And I thought it was interesting. The Mayor at the Council, he talked about the park lots. They were looking at putting those in and he's talking about more pedestrian walkability. And then also I was at the traffic, and they were talking about pedestrian walkability. I think that's what we've been talking about this city. We want people walking more, instead of driving all over and idling your car. We used to do that, you used to park walk downtown from walking the street to the other. You didn't drive all over. You didn't idle your car. I think we got to get back to that. But I think the thing is what I'm really concerned about is the CO₂, the carbon emissions. That if we want to be serious about our goals to reduce carbon emissions, to help with climate change, we have to be serious. We can't say, oh yeah, we believe in it. And then we don't do what's right. Sorry, that is my take on it.

- Thank you Alder. Julia, you have your hand up?

- I was just going to just a couple of points. This isn't like, I didn't know that. First of all I just didn't know that this was the thing in other communities. That's really interesting. But Alder Lefebvre is correct. Like idling is very bad. Like just even small amounts of it are much worse than turning off your car and on. So it's like one of those myths that you think that you're turning on your car actually produces more carbon emissions. I think there's a really big public health component to this too. So if you think of like schools where parents are picking up kids and idling. There's actually a large air quality issue. I think probably worse for them to solve it. It's not just environmental, like for the environment and CO₂ or economic development stuff, but it's definitely a public health thing. And then if you're looking at some of these other cities that are doing these. It's really not just for CO₂, it's wrapped into trying to reduce fast food chains and walkability, obesity issues and other public health issues too. So it's part of like a bigger strategy to make your communities and just healthier in general too. And the carbon emissions so. I don't know if they're just, if these communities I think one thing would be interesting. You have drive-throughs for pharmacies too. So I just don't, and there are obviously accessibility issues that we want to make sure we think about too, but just some extra points related to this.

- Mark.

- I was just wondering Dave or Paul whether we could reach out to the County MPO, the planning transportation guys and ask about emissions and what kind of effect idling contributes to emission

issues. We're a non-attainment... As I understand is Green Bay still a non-attainment zone for CO and sulfur and nitrous oxides or not in that area? I mean, I know that this area has historically had emission issues and I'm not sure if that's still something that's considered to be a major source around here. But nonetheless, I mean I think they have the people who can speak to this more specifically than you guys might be able to from that standpoint at least. And just a quick comment. I was actually in Minneapolis this weekend, they may have banned drive-through fast food but they have drive-through liquor stores that we don't. So they've got other issues that they may want to address.

- I guess we would, right Randy.

- I guess we would, if this were to go forward with staff doing more research on it, if that what the council decided to do. Yeah, we would reach out to the Metro areas, maybe regional planning. I don't know if Bay Lakes does any of that kind of work. They do more environmental stuff. Yeah, I guess every resources we could to figure it out. It is out of my wheelhouse for sure. Can't speak for Paul.

- Oh, Randy's.

- I think kind of this juncture, I'd be more looking to favor of an idle ban than a drive-through ban. I'm still concerned about. I mean, we're not through COVID yet and we can end up with the third wave and who knows what. I mean, I really think drive-throughs have been kind of saves a lot of businesses or been a lifeline for a lot of businesses and I just not sure going forward about banning drive-throughs just yet. I think if we could take some others steps like an idle ban that seems... And that would not only be drive-throughs. If we'd had that citywide, there's lots of instances where people are idling and as I mentioned like with picking up kids from school and stuff. That might actually do a lot more to reduce our emissions than an actual drive-through ban. So I think an idle ban, I'd like to maybe steer us more that way and investigate that and follow that than a drive-through ban. My thinking on it.

- John and then Melissa.

- I just wanted add that I agree with Randy. First of all, I'm concerned we're still not out of COVID. I'm also concerned about economic impact. And I think this on the idle ban, you'll get a bigger bang for your buck by focusing on behavior change within the city for all drive-throughs rather than targeting the few that we know that might be coming up. But I certainly, I would still need to see the science on that before I'd be willing to weigh in anymore.

- Melissa.

- I was just going to offer a note from a staff perspective and as an FYI. It's my understanding that the city does have an anti-idling policy for fleet vehicles. At least like within Department of Public Works there is. I spoke with the fleet manager just a couple of weeks ago and he reiterated that. There are many fleets that have that and many companies that have anti-idling policies. Private companies that do that as well from a gas savings perspective. So I just wanted to add that.

- I want to hop in here too and give my two cents about the concerns with COVID that Alder Randy and John raised. I mean, it feels like we're getting close to the end of this thing but we are not there yet. And I think speaking personally, I haven't dined in a restaurant in more than a year. I don't plan

on it for many more months. I love Culver's too. So I'm going to hit up that drive-through every chance I can get. Just want to be very transparent about that but I think looking at a ban on new drive-throughs right now just doesn't make sense with where we're at in the pandemic in regard to our safety and supporting local businesses. I do however, think this is a really good thing to look into and to raise... Are causing climate change and automobiles and idling and think behaviors like this are a part of a big impact. I would like to think about it a little bit more bigger picture though and seeing this as just a piece of all of the emissions that are being released in the city and in the area. And I've been talking and working a lot with John and Ned and Melissa and talking with the mayor about how we go about developing a comprehensive climate action plan to help us hit 100% clean energy by 2050 and this is a part of it. Drive-through ban I don't think would be as strategic as considering this along with all the others, as we go through a hopefully more robust planning process to try and hit those goals. So I think as we think about this I would like to do a little... I think that regardless of what we decide there's more research that needs to be done. But to kind of bring us perhaps to the clean energy like working group or to staff working on this and have this be a part of the bigger picture of how we reduce carbon at the community scale. So I think Kathy and Randy, you had your hands up.

- Go ahead Kathy.

- Yeah, one thing I can tell you Seth, you don't have to go through the drive-through at Culver's. You can put your mask on, you go inside order and you can sit outside or take it in your car. 'Cause I just took my... Help me on the weekends, you don't have to go through the drive-through. But another thing and my coffee shop.

- I find it more comfortable and that's what I'm going to do.

- What?

- Drive-through is what I'm most comfortable with during the pandemic so.

- All right, I'm fully vaccinated and everything. So I wear my mask, I feel comfortable just walking in and I've done that all along through when The Attic reopened, the Attic Coffee Shop. I go in, I mean their set up is great. I don't think anybody could feel uncomfortable going in there during the COVID the way they got it all set up. And I go in and I order my coffee and they never considered. I don't even know if they might have trouble doing the drive-through but they never considered it and they had no problems. People go in there and no problems having to drive-through. So I really don't, I don't know why all these places have to have drive-throughs. I think we're too wedded to our cars. To me a car is a necessary evil, and I only use it when I really have to. So and I combine all my trips. So I really try to be as environmentally responsible and do things that I thought was right. But yeah, you're right. Maybe the anti-idling could be a program that we could look at 'cause I'm concerned about the the carbon emissions coming out. If we want to be serious about meeting our goals. I think the state does have a set goal that they're looking at. And so I think we need to be part of that equation to look into that. And we could say this, that if we do want to do something like this idling ban or idling I don't know what you want to call it. If we do something like that, we could put up like they do at the different drive-throughs there's a sign saying no idling. That's the only thing we could do to really make this effective.

- Randy.

- Hey, I just wanted to agree with... I like to follow the idling but I'm also curious, I'd like to know that the places that have done this, how is it enforced? I mean, I know we've had some issues with certain things in the past with the police not being too crazy or the authors not being crazy about police enforcement of certain items. I know there was a while back about the police are trying to make a fine for people who leave their keys in their car because they're leaving the car idle in the winter to keep it warm and then the cars are stolen. That's one of the biggest reasons cars are stolen is people have left their keys in the car and that didn't make it through council. And then with the mask mandate, the enforcement of that was problematic. So I'd really like to know how communities are enforcing it. And if I think it's still something worth to pursue but maybe not as a ban but as a program or an initiative, or I don't know. I mean, possibly a ban I'd want to look at all those possibilities. I think of any kind is a good idea. Whether it includes a ban or not, I don't know. I'd like to know more about the enforcement end of that as well. So that's all.

- Kaurie, Julia, Kathy.

- I can answer with these.

- I actually was going to make the same point about enforcement. Just curious how that could be done. I think too there's questions I would have, like is there a certain temperature. Like if it is below freezing, can you keep your car idling type if they were. I think there is a lot of different aspects with weather related stuff that could be just I don't know, problematic maybe in trying to enforce that as well as. I mean, I've seen people like leave their pets and the air conditioner running on a hot day. If they have a dog in the car or something in a parking lot. So I just think that could be some concessions based on like safety for people in some situations. But also just I think kind of want to point COVID thing. I think too not only people using drive-throughs but like Uber Eats or the food delivery services I think have probably increased quite a bit. And personally, it depends, I'm no expert on this but I could see like where those people used to come into a restaurant and eat. I feel like there's probably more waste with like plastic and things like that. So I think, I mean that's another contributor to get the food, people are bringing it to them. So I think, I mean when we start banning along people to deliver food then and that type of thing too. So I think, I don't know. I just think it would be difficult to, I don't know. I think people too I guess, like convenience. If you've got a little kid and they're in a car seat or something. I remember carrying those baby carriers around and it's not easy. o I think people like convenience. I think for economic purposes people like drive-throughs who need accessibility. So I think that's all I really have for right now.

- I was just kind of piggyback or building up. Like I guess I kind of agree with some of what Randy and Kaurie were saying from a little bit in terms of... I just feel like at least if you do a ban, you have a backfire effect and more unintended consequences and a backlash then it's positive. Just like the sound of it. People like love their cars. So and I would just not... I just from a marketing perspective, I think that would be a bad behavior. We might have a worst behavior happening but I like anti-idling campaign. Like that sounds kind of nice that it rings a bell I guess. And then the other thing I was just going to say. And so I guess generally we should just be really careful about what we decide and how we... That we're making these decisions for other people. But I really don't want this to get lost. I just listening, it's a lot about carbon and we're talking about a climate plan. I really, this is a serious public health. Like we do not have that great of air quality here. And I mean, we have kids with asthma and people with asthma and this just the idling alone like could really actually improve air quality in this area. I think moving forward with our climate stuff too, not just think about it from this

environmental carbon reduction. I really think we should not forget about the public health impacts because that's what's going to. That's like one of the best benefits of us doing this work too. So I don't want that to get lost in the future.

- I just want to jump in and agree with a lot that has been said from the different points of view. And I like the long-term picture that's about really trying to reduce and have this work towards that big plan. I think and I agree with Julia I do like the idea of trying to work this in a positive way and through many different elements. 'Cause there's that public health benefit. I also hear about walkability. A lot of my family are really big on biking around town. So increasing that in a way, there's a lot of elements that we can consider in an anti-idling ban and different ways that we could implement this I think that doesn't require police enforcement or anything like that. But I think we could get creative with it too. So I think this is a really great conversation and I'm excited to hear more about what other cities and towns and States are looking at doing or have done and having further conversations about how we can reduce some carbon emissions.

- Julia, Okay.

- I want to say, yeah, the idling ban you'd need a campaign. You need to get out to the public and you stay at like this one stop idling start saving. It's just idling is expensive. It's a poster that they did. I don't know if you can see it, see the whole thing. Idling is expensive, up to a gallon or more of fuel per hour depending on vehicle size. Idling pollutes, a gallon of fuel creates about 20 pounds of greenhouse gases. Idling threatens health. Breathing vehicle emissions increases the risk of respiratory illness. So there's campaigns out there. Maybe I can send Melissa a link to this. It's cleancities.energy.gov/files. It's a big, long thing. But you can get some of their information. So there are cities that are already working on this. And I think that's something that maybe that we should look at because it's the carbon emissions and the other related things with it can save money. I think if you put that across that people you can save money by not idling your car all the time. And this, I think helps. More people will buy into that, then you can do some of the other things too. People that are concerned about the carbon emissions that we have and the climate change and then about the health. But there are three points. The very good points I think that people could look into. Yeah, okay, this makes sense. And then like I said, what some of the cities do. They actually have signs posted when you go into your drive-through. Right before it says no idling. I don't really have the points on there but it says no idling. So this is I think a good way. We can start with a campaign. You have to start... I get to buy into it, to get into it. And then you do the, you probably do the signs. You don't want to do the signs right away and then people say. Well, what is this, I don't understand. But you got to educate people first.

- This kind of like to me sounds very not... I mean we brought up the whole recycling, the plastic bags thing last time. And so I mean what are we... For this commission and with the city I mean, what is capacity to start programs like these? Or how do these kinds of things happen in other parts for other issues? Or if we were interested in starting maybe like a clean air campaign where this idling is one facet of clean air in the city, which would probably be a lot that couched much, people would understand that a lot more easily or be okay with it. But yeah, if we wanted to do something like that or understand what I'm asking.

- I'd like to propose a motion that we refer this to staff. Merry Christmas, Melissa. I think a clean air campaign. I kind like that all together. They can if we can do some research as to what other communities have done for a clean air campaign. What a clean air campaign consists of and what we

can do to start working with that. And even, I don't know how much time you'd like for this. And it's not something on... I'd leave it to you as to what kind of date you'd like to report back to us on that.

- Well, I'm not an air quality specialist. My background is not in air quality. So to refer to staff, I don't know of anyone on our staff that has that expertise. I don't know where that would go necessarily if it would go anywhere. I can see this potentially partnering with like a public health department or something like that. Just to bring it back though, we do have a motion on the agenda. So Seth, I think we should take action on the motion that's on the agenda first before we move on.

- Yeah, I think that's right. So the motion on the agenda would be, I think we would need to come back to and ideally going back to have a separate discussion on that put that on the agenda. And I think through it a little bit in terms of what that would look like, especially with capacity. So the item on the agenda is the ban on drive-through. So if we want to have a motion, it should pertain to that so.

- Then I would make the motion to receive and place that on file.

- All right, so there's an implying you're withdrawing your original motion to replace it with receive and place on file. Is there a second?

- I'll second that. It's nice to see that Randy's not sitting idle though.

- I thought an idle ban meant I couldn't day dream.

- Awesome, all right motion by Randy. Second by Mark. All those in favor say aye.

- [Members] Aye.

- All those opposed say nay. All right, so it's been received and placed on file.

- Seth, can I make a suggestion? If you are interested in looking into the idling thing, I can do more research and find the context of the cities that have done this or States are doing this, these idling programs. And I could send that to Melissa and then... So you can see what others are doing. You can see exactly how the setting... so we don't have to then reinvent the wheel it's already been done in some other areas. So it might help.

- Yeah, I think that'd be super helpful. And I mean to go back to my point before. We want to get a little more serious about developing a community-wide climate action plan. It's a huge component of it. And I think to really look at all aspects of idling and drive-throughs, as we make really be intentional about getting community feedback. So we avoid that potential backlash would be big. And that just fits in a little bit more with the existing capacity and priorities in a little more holistic way. So appreciate you bringing this to us Alder Lefebvre.

- Okay, thank you. Yeah, so do you need someone to make a motion for that or do I just send the stuff over to Melissa?

- You need to send it over I think.

- Okay and then you're going to discuss it at the next one. Okay, that helps. And I have to get ready. I got a Brown County board meeting, so thank you. Thank you very much. I appreciate giving me time on this and you guys looking into it. We have to all be responsive. You can't just do the talk, you got to do the walk. All right, thank you.

- Thank you. All right and thanks Dave and Paul for hoping on for that part of the agenda too. Appreciate your insights.

- More than welcome, thank you.

- Alright then on to item two of regular business for consideration and possible action. We have a resolution on the City of Green Bay joining the Wisconsin Local Government Climate Coalition and setting or I guess reaffirming via resolution our 100% clean energy goal. So Melissa, I will let you speak to this.

- Okay, thank you. So in your packet was a copy of the draft resolution. So hopefully everyone had time to look that over. In past meetings I've talked a little bit about our involvement with the Wisconsin Local Government Climate Coalition which it's a new group. We started about four or five months ago. It was shortly after I started in this role. And its current membership is, there's no fee to join or anything like that. But in a nutshell, it is a coalition as of City of Madison, City of Milwaukee, Eau Claire, Lacrosse, Racine, Green Bay and the counties of Dane and Milwaukee. And it's the people that are involved with it are the sustainability coordinators and directors and resiliency coordinators of those communities. It's not the local elected official doesn't sit on the coalition, it's staff-driven. And the primary goal is to affect state policy through the Public Service Commission of Wisconsin by offering comment and feedback on dockets that are up for public comments. So for instance, a couple of months ago there was a docket on parallel generation rates and basically how that can affect cities. And as a coalition, we made joint comments on that and I run those comments. We collaboratively come up with the comments and then each city has the decision to see if they want to sign on to that or not. That's how we've been doing it up to this point. So I work with the law department and the mayor on showing them the joint comments. Saying is this okay? Do you approve of this? And so that's been my role in drafting some of those comments. This resolution firms up the membership of the City of Green Bay in that coalition. And it also gives the resiliency coordinator authorization to continue to make comments on PSC documents. Again, I would be working directly through the law office on any of those things. But it just firms up that commitment to climate change. I'm going to attempt to show my screen so you can see some of the guiding principles of the group. And we are trying to get more cities now that were a little bit more solidified with the goals of the group. We're actively recruiting other communities as well. So I reached out to the City of Appleton and the City of Oshkosh to their mayors to see if they would like to be involved as well. So let me try to share my screen and hang on with me. Tell me if you can see that. Can you guys see that?

- Yup

- Okay.

- It's a little small.

- Okay, I'll try to enlarge this. So hopefully that's a little bit better. I'm not going to read through all of this. But this in bold that the members meaning the government entities have come to understand that climate change poses severe risks to our communities and we cannot avoid the worst effects without effective state policy. So we're really trying to influence policy changes within the PSC and the Public Service Commission of Wisconsin is the regulating body for all utilities in Wisconsin. Whether that's electric, natural gas or water utilities and even like cable and telecommunications as well. So some of the things that we support are increased funding for energy efficiency, clean energy choices. A big one is equal and affordable access to renewable energy. Opportunities for communities to increase resource efficiency in construction and retrofit projects. So really affecting even like state building codes to affect it from that perspective as well. And then continued funding opportunities and incentives that municipalities can continue to use to improve energy efficiency and renewable energy. And really what's driving all of this is all of the communities that are in this group have climate goals. Some of the communities like Madison and Milwaukee and Eau Claire are much further ahead with those goals and with having more staff on board working towards those goals. They have codified climate action plans and that's where we want to go as a community as well. So we do data sharing and we collaborate with each other as well. So that's kind of the basis for the city's involvement with this group. So what I'm asking for this evening is that the sustainability approve the resolution that you have in your packets to go forward with the membership in the Wisconsin Local Government Climate Coalition. And with that, if you have any questions?

- I would just say, I think I would support this. I think it's a good idea. Green Bay shouldn't be the follower we always have been on climate issues. So the more we can do to move ourselves forward the better. So I would make a motion that we approve of this resolution and send it to council with one change in your last further be it resolved paragraph. It says the Wisconsin Public Services Commission. It's the Public Service Commission of Wisconsin. And the only reason I point that out is because WPS Power always went by Wisconsin Public Service and it gets confusing.

- In the second to last.

- The last be it further resolved in the last two lines it says. Investigations and other proceedings before the Wisconsin Public Service. It should be Public Service Commission of Wisconsin.

- Okay.

- Then the carbon reduction goals with an L.

- Yes, I see that. All right, let me get back to my Civic Clerk screen guys. Hang on a sec. Okay, Mark you initiated that. Seconded by Randy, okay.

- And is the motion to pass with the amendments or just to amend.

- Pass with the amendment.

- Okay.

- Cool. And then your hand up discussion before we move to a vote.

- There you go. Just curious what the feasibility of this. Has it's been done before in other

communities within that timeframe or is this something... Has the goals been set modeled off another community or municipality or state or something who's done it? I'm just curious.

- The goals are modeled after the State of Wisconsin. State of Wisconsin has this timeline as well.

- Okay.

- Carbon neutral by 2050.

- Okay.

- For 2040, I think the resolution says, doesn't it?

- There are a number of communities that have made commitments to 2030.

- 2050 is what our says, yeah.

- And the commission has set the 100% goals. Putting it in the resolution really firms it up and so the mayor's made a 2050 commitment as well. But yeah, I think like City of Wauwatosa, Madison, Dane County, Eau Claire City County School District, La Crosse County, City of La Crosse. I'm forgetting some in there also some other communities that are like at least as a city like River Falls already at 100% clean energy. So that's very consistent. I think a lot of folks in the environmental world would say 2050 is not soon enough. So we can have that conversation too. But it's also actually Wisconsin Energy Corporation, the parent company of WPS and We Energies has made a commitment to a 100% carbon neutral electricity by 2050 as well as has Xcel Energy in Western Wisconsin. And I think Alliant Energy in the Madison area and MGE Energy as well.

- So I think that sounds great. With that, what kind of like financial commitment by the city to achieve that? Does anybody know or is that more... Would the City of Green Bay have to help fund the efforts?

- Well, I mean this resolution supports the city's involvement with the coalition but then it also reaffirms the city's goal of getting to carbon neutrality. So there isn't a budget set aside, but that's part of what the climate group is working on within the Sustainability Commission as well as myself with climate action measures. So they're really to answer your question. Kaurie, no, there's not specific money set aside for the City of Green Bay to do this, but we're talking like institutional changes. How we source light bulbs. How we replace HVAC units when they fail. What type of installation is put in a building. Putting renewable energy on available land space buildings. I mean, this is sort of the first step is setting the goal. And then all of the other things that this commission has already done with energy benchmarking and carbon benchmarking. I mean all of that's part of sort of the pathway to get there. This just makes it a little bit more public.

- Okay, thanks for the explanation. It's definitely not in my wheelhouse that type of thing. So I appreciate the information

- Other discussion before we move to a vote? John you're off mute. Were you going to say something? Oh, shoot. Thought you're going to say something cool about clean energy. Well, cool. We can move it to a vote then if we're all good to go. Mark's motion to pass with the amendments.

All those in favor, say aye.

- Aye.

- Aye.

- All those opposed say nay. All right and that passes. Thank you, Melissa. This is a really exciting group and good to see our commitment go into a resolution. And then so will just go to what's the next step for this resolution then, Melissa.

- It will be on the agenda of the May 4th Common Council meeting.

- Awesome.

- With the sustainability report. Anything that we take specific action on will be in that sustainability report to council. So yeah, that's where the next step is.

- Great, thank you. Then we'll move on to item three then. Discussion with possible action regarding sustainable landscaping and land use a couple blocks that way at East River, Emily Park. Melissa, I'll kick this over to you since Ned who requested this is not here tonight.

- Yes, and I replied. So my recommendation at this point since Ned asked for this to be on the agenda but is not here to present. My recommendation is to hold it to the next meeting.

- Make a motion to hold.

- Motion to hold by Alder Randy. Is there a second?

- Second.

- By John. Any question before moving to a vote?

- I'm just looking to see if there's actually a motion to hold. Oh, there it is, sorry.

- Alrighty, all those in favor then say aye.

- [Members] Aye.

- All those opposed say nay. All righty then, we'll move on then to item F. Informational, we've got an update on the bench contest in the Plastic Bag Challenge with Trex. Melissa, is that you? Is that the Mark? Do you have the update?

- That is Kaurie, I believe.

- Kaurie, all right take it away.

- Sure, yes so as far as the next Trex Challenge which I missed the last meeting so I wasn't part of that initial discussion. So I think most of you are familiar with it. The idea is to collect 500 pounds of

plastic film within a six month period. And then you can get a bench made out of Trex material which is made from the recycled plastic. And so I did a little research. I contacted the city of De Pere who have been doing and it sounds like they've been successful with it. They're planning to continue it. So we thought it would be great for the city to go ahead and give it a try too. So the parks department is going to kind of take the lead on starting this. I don't know exactly when it's going to start but we're going to be filling out the forms and things. So I'm not quite certain when the six month window will be beginning but we're planning to have a collection site at City Hall and then at the Bay Beach Wildlife Sanctuary and using those two sites as kind of the kickoff collection spaces. So from there, take it and weigh it. And with the County is actually Mark is letting us because it's a more precise measuring tool. And then we'll actually be taking it to festival where it'll be distributed from there to the recycling, wherever it goes from there, I guess. So that's the process we're starting with. We actually did a little kind of promo video for it today in honor of Earth Day. So we're going to just start kind of getting the message out to folks to let them know that we're going to be starting it. And once we know exactly when it's going to be starting we'll kind of follow up with more information. And so I've talked with Mark and Cody and we talked about how could we maybe make this? So not only for the city, I know Mark has some interest in kind of really making it a countywide effort and knowing that De Pere is already doing it, now Green Bay is on board. So unless anybody has any questions, I think it might let Mark kind of talk about that a little more.

- Yeah and thanks Kaurie. And Kaurie, I have to ask I talked to or I emailed Scott Thorson at the City De Pere and he said they're actually on there they've already gotten two benches because they reregistered six months which was... Cody and Kaurie and I met or talked about this and Cody I think we didn't know that that was a possibility. We thought it was a one and done. So just in terms of my representation from the County we'd definitely be supporting the City of Green Bay's efforts. But we also would like to look at a way of making it, extending it out to the County and making it a long-term type of program. It's a great idea to go for the bank... Buys donations but once we get it going and just getting it moving forward that would be a long-term goal at least through my department through resource recovery, making sure that we're keeping things out of recycling bins and seeing if we can get material working with each community or coalitions of communities to getting more benches around the County as well. But definitely start out with supporting what Kaurie is going to be doing for the City of Green Bay. And as she said, yeah we have at our household hazardous waste facility we have a scale that'll easily weigh stuff up and it's kind of convenient. You drive into De Pere waiting for fast food. We're just going to talk in Cody's office and see what see where they go from there. But certainly from my standpoint, as a recycling educator and coordinator for recycling plastic bags are our biggest issue overall in terms of just a lot of reasons. They're out into the environment, they're not recyclable curbside. They cause maintenance issues and environmental issues. And we just like to see them collected. We can't ban them in the state, state law prohibits that but we can certainly do other things. And I think this is a really good program. So we can also potentially talk to some... Trex provides you with two bins for collections what I understand and we can certainly talk to some other partners about getting more bins in different areas. I think it would benefit. I'll be talking to Troy struck about tomorrow. The county is having an Earth Day event, but see if he'd want to have in the Northern building as a drop-off site, let's say. It's always convenient for people to come in from home to drop off something in the place they work. So certainly if there are more sites around the County that we can use that'd be great. And then move it forward from there. But whatever help Kaurie and her team needs from us, we're going to do it.

- I'd just like to say, thanks for parks for stepping up. And the support counties give them and when I

really brought this forward I was really hoping that it would get to the County. That'd be fantastic. And even though we might have to give up a bench to the County, it's well worth it. So benches are nice, but it's really quite the plastic that really, that's what counts.

- Awesome, other questions on this?

- One other comment we did, John Arendt had offered up the bags that have been collected at UGB in our discussions. We kind of felt that we should be more straight forward. It'd be more let's say ethical to make sure we just are using what's collected within the timeframe of the program. I also thought about, hey, we could collect... As we continue this program if we collect things countywide, we could say, okay, put in another application for the like the town of Humboldt and then actually collect on their behalf and bring it to them. But it doesn't seem right exactly. We have to figure out more of the ethics of how a program like that would work. It's seems too much like we're trying to play the system more than we should but it's something to further talk about.

- I agree with you. I mean, ultimately you want a successful program. So you've got to figure out how to launch that and to make it successful. Ideally if you can get this into a sustainable format, I could see longer term where it might be easier for the university to use their collected bags and and bring them to Brown County's program as a drop-off site. Because there's a lot of work trying to get these things shipped out to Trex direct, and it's not for really any money. It's such a low amount of money that there may be more convenience to continue collecting at the university but ultimately using a sustainable Brown County system.

- Yeah, and for us having a drop-off location, for example at our offices on Broadway. We've already set that example in place in the past with Food Waste program. It's slightly different, but we've got capacity on that site to store a lot of things. When you see the number of people dropping off hazardous waste and electronics on any given Thursday, plastic bags are a tiny little fraction of that. So we'd be happy to serve as that next step, the collection site. So I think that'll work.

- I just like... From in at the ethics. Certainly for Green Bay we can start at scratch again. But I mean I think as a program goes, I think the idea of providing Humboldt with some bait. To me I don't think that's unethical or gaming the system. I think that's using the system as a tool. I think the ethics is to collect plastic. That should be the ultimate ethics we should be looking at and looking at this as a tool, any way we could use it to help that. That's the ethical goal I want to focus on. So I don't look at it so much as gaming as a tool to get the ultimate ethic of collecting plastic bags. My two cents.

- Yeah, it was more that if we put in an application saying we are the town of Humboldt collecting, but we're actually collecting countywide and feeding into the town of Humboldt that's... But if Brown County and in talking to De Peer that they've been able to continue this program because the original understanding was that it was a one and done with the bench. You do six months, you get a bench, you're done. You continue to collect and send it to Trex but you wouldn't get another bench. However, like I said De peers already on their second bench, they're working on a third one. If the County becomes an applicant then it works out that we could do.. We've got 25 units in this government in the County. Okay well, so that's 12 and a half years of of collecting of benches for each community. And in some ways it would be a great way of getting one at each community.

- There's always some way you can spend it a little bit better. I know we got some snow, but where are you, Julia?

- It's a little old picture. This is I'm in Green Bay. This is a picture from Green Bay about a month ago. It's Point Sable and the ice shelf. It's the Green Bay glacier. Haven't you heard of it.

- Heard they all melted because of climate change.

- There's still a little piece out there.

- All right well.

- I drove through Wausau on Sunday and you could still, all the ski runs still have snow on them. A little crazy.

- All right, well cool. Thank you, Kaurie and Mark and Randy for bringing this forward. This is really exciting. Appreciate this. And yeah, I have a big drawer full of plastic bags and I can't wait to get rid of them.

- Maybe Kaurie, you could video us all bringing our, Our whole commission bringing our plastic bags for a Facebook Live event for the kickoff.

- Yeah, I think that's a great idea. I also like the idea of kind of educating, using this initiative also as kind of an educational tool, 'cause we did talk about more promo videos and like just endorsing people bringing their cloth, alternative ways of doing what you typically do to even reduce they use of the plastic as well as recycling what you do have so.

- And then, and I just wanted to give a shout out kudos to Kaurie and to Festival Foods because we couldn't do this without their willingness to accept to be the end collection point for it. That's one of the things that we've always struggled with within the County is we can run programs to collect things and have people drop them off. But if we don't have a place to go with it, the program's going to fail. Festival Food's going to be great. I really appreciate that a lot.

- Awesome, any other thoughts on this before moving on to item two? Alrighty then item two. Green Infrastructure Code project update, Melissa.

- So the noxious weeds and maintenance of vegetation code update which is section 8. I went through the INS Committee last week and it was approved with the amended changes. Lots of input from parks, forestry staff, as well as Sustainability Commission members and development team. And then it was approved last night, the code update for that one last night in Council. So that one is on the books. That was the first one so that's exciting. And the second one that is getting...

- Melissa, would you mind just before you move on to the next one, could you just give like the two to three sentence like what it says then or like 'cause I mean the last time--

- It's a four-page document but if you remember, the commission you all had comment period on it and some of the language that was recommended for the purpose of it with increasing habitat for pollinators, that was kept, that was added. Some of the items that were maybe a little bit more controversial in nature, like a set size limit for planned natural landscapes, that was removed. That was one, up to 5% of a lot size. So that was removed. Most of the setbacks were kept intact. So the

setbacks from the front lot line. Whether you have a sidewalk or not a sidewalk, those were kept. The setback from the rear and side lot lines. If the property has a permitted fence, those setbacks were removed for planned natural landscapes. And the required registration that passed, that was kept in there and that passed. What else? As far as noxious weeds, the DNR standard was kept in there. We did remove some of the specific species that were called out within our current code. It still is and that was for staff reasoning because the city really doesn't have a strong mechanism to enforce all removal of noxious weeds on its own lands. So that was the staff recommendation and that passed. I'm trying to think, what are some of the other like big highlighted ones.

- Melissa, we added the no mow definition as well.

- No mow lawn or no mow grass that definition was added. Yeah, so those are the main things. A copy of that would be in the packet, public facing packet on the city's website. If you look under meetings and minutes, you can see that. So yeah, I mean it's an arduous process getting code amendments put in place. So that one was the first one to go. The next one will be the landscaping ordinance which is chapter 13. I've been working a lot with Dave Buck who's still on the call here and the planners in zoning in general on that. A lot of great feedback. The biggest changes that we're going to see with that are all the new definitions of the various types of green infrastructure added to the landscaping standards. And then changing some of the requirements for parking lot islands and parking lot medians when there's redevelopment or new development for parking lots. Resurfacing of parking lots, it won't apply to just resurfacing. Also soil volume requirements for trees in those landscape situations, that is being specified with a defined amount of soil volume. And that was with consultation with the forestry department and them providing white papers and all kinds of backup information. These numbers aren't just grabbed from the sky. And then yeah, so I mean that's kind of it in a nutshell. The landscaping ordinance is already through the first level of law review, and the next step will be public outreach before it goes to the Planning Commission. We are going to do some public outreach. When that's going to take place, I'm not entirely sure yet. I need to coordinate that with Dave's team to coordinate that effort, but it will likely be reaching out to specific developers that do this type of work in the City of Green Bay so that we are really hitting our target audience. And then also business districts, like anywhere where we're going to see a lot of these potential projects and redevelopment projects coming through. And it'll be virtual, it'll probably be a Zoom format. We'll do a Q&A. We'll have myself there, a couple of planners there I would think. I mean that's kind of where I'm going with this, Dave. And then we will probably invite our consultant. She has agreed to appear at either like a council meeting if need be, or at a Plan Commission meeting as well. So I don't know if we'll take her up on the offer for the public forum, because we really don't have any money to spend on her. She's just agreed to do like one appearance and go through the reasoning. So Dave, I have my memo drafted that I'm going to send you next week for the Plan Commission. So I'm kind of getting that cart ahead of the horse but that was easy to knock out. The public outreach takes more time. So that's the next one. The other update is that the city is in the process of recodifying the entire municipal code. That that means is that all the numbers are going to change. Chapter 13 is not going to be chapter 13 anymore. Storm water's not going to be chapter 30. Noxious weeds isn't going to have the same number. So we're holding off a little bit on running forward with this too quickly because all the numbers are going to change. We really want to make sure that it gets recodified first and then it goes to Plan Commission and then it goes to Council. This will build in the time for the public outreach. Questions.

- What kind of action are you looking for on this item?

- Well, nothing right now. This is just for your information.

- Oh, I thought it said with possible action.

- I don't think so. No, I just had this under informational. There's no action on this. This is just so that...

- Well, I'm sorry, never mind.

- I don't think I have any more updates with that. And then I have been meeting with staff on the stormwater ordinance and going through some of those comments right now too just internally. That's all I have guys.

- Awesome, well thank you, Melissa. Exciting updates. We'll move on then to a committee updates and other project updates from members, Bueller.

- This isn't a very much of an update, but where the graduate students at UW Madison I'm still working with them with the Forestry Department for the urban tree canopy work and goal. And so we are starting to look at what are like the actual next steps and what kind of data would we need. And I think their plan might be even to... And what kind of, so if we needed to go try to maybe get a grant to do that data analysis or that could be done at a graduate student level, we'll see. But that's kind of where we're at at that. Like, there's definitely you need a baseline and some more information. And I know the still been working with the Forestry Department in general, helping them do some more city specific tree work and inventory but like city property and city owned trees. But we're really going to focus on like a city wide canopy goal too and then analysis. That's just slowly moving along I guess is my point.

- I'd like to know if the county's planning on bringing back the Compostable Program at all, some day soon over the rainbow, Mark. Any update on that?

- No, we don't have a collection or holler that's working. Santa Max is out of the business. The other company that does a lot of this on an institutional level is called Organics. And they're out of Central Illinois but they take all their compostable material to feedlots. And in Wisconsin, that's not allowed under current law. You can't take waste food and feed animals with it in Wisconsin. So we'd have to change that law at the state do that kind of program with food waste. So we're still, we'll see what happens. There are a couple of nonprofit private enterprises that are working towards programs in our area. Farmer Donna has been doing collections. She's in Crivitz, has an organic farm out of Crivitz and she's been doing collections in De Per and Green Bay on a subscription basis for people. And there's a company, a nonprofit out of Sheboygan that's been focusing on Southeast Wisconsin a little bit, and they reached out to us about a month ago, asking about the possibility of doing a program at Green Bay area but they don't have a local farm to cooperate with that program would work with very well. So it'll happen Randy eventually. I'm optimistic, but it won't be the same form as what we had. I think it'll be more of a one to one basis with a nonprofit or for-profit enterprise. Compost Crusaders in Milwaukee is a for-profit enterprise. Though barely for-profit, but still she does a great job down there. Yeah, we're still working at it.

- Are there updates from folks?

- The only other update I would mention is on the recycling green events. The county's holding something tomorrow that I was told I had to be at. I'm not sure what it is in conjunction with Earth Day and the Aldo Leopold school. Not sure exactly what that's going to be for sure but there is an Earth Day event sponsored by Brown County tomorrow. And then and I think Seth I saw you guys have a booth at the Go Green event at Titledown and the City of Green Bay is actually going to be part of that as well. They're going to have a truck parked at Lambeau field across the street from... The Tri-County Recycling System will have a booth up there as well for educational purposes, for anybody who wants to know about recycling and wants to ask questions. So I'm trying to get the word out there about what you can and can't do. And it'll be interesting to see how it functions. They've never done this before. Look towards set up. Also I noticed the Big Conservation Voters has a booth set up there too. So is that WUCA?

- Wisconsin Conservation Voters or WeGov Conservation voters?

- Good question, I'd have to go back and look.

- We're technically two separate organizations but people mix it up all the time. So we'll be there, it's probably us. Is there a nationalistic presence here?

- I have a quick update. This probably just relates to everybody but also to the climate. I don't even know the name of that subgroup stuff that you and John, is it climate action subgroup or?

- That's fine, It's like humanity--

- So we're still moving ahead with the continuing energy star benchmarking of some other city facilities. The students in the Energy Management Program from NWTC are doing that. I've been sending them data. John also is part of that as well. And so they're using it as a teaching tool and we get the benefit of having students do data entry for the City of Green Bay which is fantastic. And the other thing that's happening with one of the students in that program is they're going to do a solar site assessment for the city. It's part of his final project, this particular student. So we selected the park shop on the West side as a potential site and it would be a roof mounted system. So he's just going to do a site assessment to determine the potential for energy production. And he goes through a whole process and he's going to write a report. And he'd like to report back to our committee or to whoever in the city that wants to hear his report which I would think would be us. And I consulted with the city engineers on building on the roof. 'Cause I think rooftop is really our greatest potential for solar. Unfortunately, a lot of the roofs need repair or replacement. So those should not be first in the list for getting solar just because the repair needs to happen before we start putting solar panels on top of roofs. So yeah, so that's happening next Wednesday.

- I have just a few things I think you might be interested in. I know the Baird Creek Preservation Foundation is doing a volunteer effort in the Greenway. I believe they are meeting at Triangle Hale between 8:30 and noon this coming Saturday. If you want to spread the word to go help I think do invasive removal and that sort of thing in the honor of Earth Day. Also there's going to be a grad student doing some research in the Baird Creek Green... And going to be collecting bumblebees to study pollination in spring ephemerals. So that's kind of an interesting... She's doing it in other locations too throughout the state. So it'll be kind of interesting. I'm hoping she'll share her research just to see what she's learned. So I thought that would be interesting to share. And then also coming up on Monday, April 26th, there is an unveiling of a sculpture in the city, and it's let's see at I I

o'clock at 930 Harvey Street which I think is it's behind like where the Metro transfer station is. There'll be an unveiling of the sculpture. It's kind of also helping to celebrate pollinators and I don't know if I can say what the sculpture is. I think it's there you can probably drive by it, but the official unveiling is coming up on Monday. So if you're in the neighborhood, take a look at it.

- I can tell you what it is. You're talking about the one by the transit.

- Yes.

- It's up now, you can drive past.

- Okay.

- It's very nice looking. I really like it. If you want to know what it is I'll tell you but I think you should go past and check it out.

- Spoiler alert.

- Sorry. I just can't keep a secret.

- That wouldn't be the sculp... I had talked to an artist, a sculptor out of Milwaukee late last year who was putting together a sculpture for the city made out of recycled plastic bottles.

- It's not that one but that will be coming up soon too.

- Good, I didn't know what the status was. It took quite a while to actually source what he was looking for that would work for his project. But that one I thought was going to be over, like near the where the children's museum used to be closer to the downtown area.

- Yeah, I think that's where it is or it might be on Bodart. I'm not sure exactly where it is but I've seen it. It's probably 90% completed. That is really cool too. And yes, made of plastic bottles, at least bottles. So recycled, reused.

- All right, other updates. I just have one quick. I was invited to participate in a press conference earlier today with Mayor Genrich, Representative Shelton and Lt. Governor Barnes and Noah from Citizen Action to highlight some of the work that we've done. So thank you all for doing a bunch of cool stuff that I was able to touch on and really call for... In honor of it being Earth Week and Earth Day, call for more action on addressing climate change and ask state and federal elected leaders to do the same. So maybe you'll see us on the news who knows, there was a couple of cameras there. And then, yeah, looking forward to that event that Mark mentioned at Titledown District in a couple of weeks here. We're going to have like a panel with... John, are you going to be on that too I think or were you out of town? We have some good folks that are going to be talking about some of the local work happening in Green Bay and elsewhere in the region too. So you won't want to miss it.

- Yeah, I will be up but I did do recently at a climate change panel for the folks at Leadership Green Bay. So shared what we've been working on, as well as pointed out the solar array at Light Park for everybody which was just happened to be across the parking lot. And then briefly mentioned what we had planned for the fire stations, which I couldn't give them any detail on that because I don't

know any detail on that.

- It's happening. Fire Station Number Five, the engineering calcs are being done by city staff to calculate the weight load. But it should be done late this spring.

- And Jesse from Eland Electric was on leave... It should be the afternoon, the same one I was on and he talked about the status of those solar panel installations.

- Yeah, I was on one of those too that afternoon. I was a curve all day and I know my coworker Casey was as well to talk about the County. So tons of great local action happening on climate and energy here. Other updates before we move on. All right, next meeting, May 19th. See you all in a month. And that brings us to adjournment. Is there a motion.

- Adjourn.

- Randy, seconded by.

- I second.

- Julia.

- By Julia. All those in favor to adjourn say aye.

- [Members] Aye.

- And opposed say nay. The ayes have it. Happy Earth Day everybody.