

1 CITY OF NEWARK
2 DELAWARE

3 NEWARK COMMUNITY SUSTAINABILITY PLAN
4 STEERING COMMITTEE
5 MEETING MINUTES
6 DRAFT

7 DECEMBER 6, 2018

8 COUNCIL CHAMBER
9 4:00 P.M.

10 Present at the 4:00 p.m. meeting were:

11 **Committee Members Present:** Michelle Bennett
12 Mark Brainard
13 Paula Ennis
14 Tim Filasky
15 Jeremy Firestone
16 Mike Fortner
17 Susan Grasso
18 Helga Huntley
19 Sheila Smith
20 Bahareh van Boekhold

21 **Committee Members Absent:** Bill Swiatek

22 **City of Newark Staff Present:** Mary Ellen Gray

23 **AECOM Staff Present:** Dave Athey
24 Scott Anderson

25 Mr. Mike Fortner opened the meeting at 4:01 p.m.

26 1. **INTRODUCTIONS**

27 Mr. Fortner: Everyone is here. Before we start, thank you all for coming on what apparently
28 was short notice. I owe you an apology. I sent out a notice for this meeting back on the 12th
29 and I typed in Steering Committee and usually how it converts, but it didn't convert the text. I
30 had some attachments on it and it didn't convert, so a lot of you wouldn't have received that
31 email. So, a lot of you received probably the email for the first time on Monday when I got the
32 agenda and sent it out with a reminder. So, I'm really sorry that happened. It's never
33 happened to me before to my knowledge. So, anyway, thank you for all coming and sorry for
34 the short notice.

35 Ms. van Boekhold: Apparently short notice has a better outcome. Everyone is here.

36 Mr. Fortner: Everyone is here.

37 Ms. Paula Ennis: Too much time is bad.

38 Ms. Mary Ellen Gray: Too much time to forget.

39 Ms. van Boekhold: That's great. Thank you. So, with that, we can do quick introductions
40 because you all know each other. I will go. Bahareh van Boekhold representing residents and
41 I'm the Chair of the Steering Committee.

42 Mr. Jeremy Firestone: Jeremy Firestone. I'm a citizen representative, UD professor, and former
43 Planning Commissioner.

44 Ms. Susan Grasso: Susan Grasso, resident and member of BikeNewark.

45 Mr. Tim Filasky: Tim Filasky, Acting Director of Public Works for Newark.

46 Mr. Mark Brainard: Mark Brainard, City Manager's Office for the City of Newark.

47 Ms. Paula Ennis: Paula Ennis, Deputy Director of Parks and Recreation.

48 Mr. Scott Anderson: Scott Anderson, AECOM.

49 Mr. Dave Athey: Dave Athey, AECOM.

50 Ms. Mary Ellen Gray: Mary Ellen Gray, City of Newark Planning and Development Director.

51 Mr. Fortner: Mike Fortner, Planner, City of Newark.

52 Ms. Smith: Sheila Smith, Conservation Advisory Commission and resident.

53 Ms. Helga Huntley: Helga Huntley, I'm here as a resident.

54 Ms. Michelle Bennett: Michelle Bennett, University of Delaware Sustainability Manager.

55 Ms. van Boekhold: Thank you everybody.

56 **2. REVIEW AND APPROVAL OF THE MINUTES FROM NOVEMBER 5, 2018**

57 Ms. van Boekhold: Second item is review and approval of minutes from November 5, which I
58 would like to confess that I didn't get to read the verbatim. I know Scott read them.

59 Mr. Athey: There were like 23 pages.

60 Mr. Anderson: Forty-some-odd . . .

61 Ms. van Boekhold: Scott, actually, to his credit, followed up with a question from what he saw
62 but, again . . .

63 Mr. Fortner: You don't have it approve it if you guys want to read it some more.

64 Ms. van Boekhold: Let's move on then.

65 Ms. Huntley: Can I add . . .

66 Ms. van Boekhold: Sure.

67 Ms. Huntley: Because we had this incident where Michelle and I were having a conversation by
68 email with everybody copied and you said that's a problem. So, can we enter that email
69 conversation into the minutes for this meeting, attach them to the minutes, to make it a public
70 conversation?

71 Mr. Athey: Could I make a, actually I was going to ask if I could digress on the agenda for a
72 moment and that's a perfect segue, if I may.

73 Ms. van Boekhold: Sure.

74 Mr. Athey: Could we just have maybe a few minute discussion on how the committee is going
75 to communicate, and I don't just mean internally with, you know, back and forth emails and
76 things like that. But what kind of got me started, Jeremy made some really good comments on
77 the last, the November 30 version of what we're now calling the visions and goals document,
78 which kind of got me thinking a little bit how are we, or maybe I should say we going to manage
79 . . .

80 Ms. van Boekhold: Comments that coming to you.

81 Mr. Athey: Well, a compilation of, you know, and then future edits and things along those lines.
82 I'll be real honest, this isn't my strong suit. I like Google Docs and things like that I've used, but
83 I don't see that really being appropriate here. I tossed it open to Scott and, I'm sorry, Jenn
84 Keller woke up this morning with a cold, so she asked if she could be excused today and of
85 course we said yes. But she was actually recommending SharePoint, which I'll be honest, I
86 don't think I've ever used. But maybe I should ask the question, if it can even be answered
87 today, is how do you all want to be commenting and/or editing a document that I envisioned all
88 along would be very much a living document and is probably going to have quite literally
89 another couple dozen versions. And before you answer that, the one last thing, we are meeting
90 with three different, I think we have, Tim, Public Works is the 10:00 a.m. I think, we're with
91 Parks at 1:00 or 1:30 . . .

92 Ms. Ennis: 1:30.

93 Mr. Athey: And then the Electric Department and they've also brought DEMEC up at 2:30, I
94 think it is, a week from today. So clearly, I think it probably will go through a, and Scott will
95 summarize the meeting we met with just the, more or less, the same group but as a whole. The
96 meetings next Thursday will be individually. But we got what I thought were some really
97 excellent comments. And I think once we get into the one-on-ones and start what exactly is the
98 City doing, what are the roadblocks to doing this and doing that, the document will go through
99 a pretty substantive revision. So, all that being said, and last comment leading to today, you
100 know, we could put the document up on the screen but then that gets, what we did last
101 meeting is I was actually kind of adding some comments on the fly and that was a little
102 convoluted. So, I'll be real honest, I'm not totally sure how to proceed today either, but I just
103 thought I'd throw it out for at least an initial discussion. What would facilitate the process best
104 for the committee moving forward?

105 Mr. Filasky: Logistically, we do have, we are set up on SharePoint at the City.

106 Mr. Athey: Okay.

107 Mr. Filasky: Not everybody is and it's a little wonky so that's, but when I have something to
108 share, you know, we do recommendations for Council, that's how we share them.

109 Mr. Athey: Okay.

110 Mr. Filasky: Put them on and then anybody can make, you know, comments.

111 Mr. Grasso: How does it compare to Google?

112 Mr. Filasky: It's the same. It's just Microsoft's version of Google Docs.

113 Mr. Grasso: Okay, so there's no . . .

114 Mr. Filasky: You upload it and then, you know, everybody has a link, you make changes, and it
115 is versioning.

116 Mr. Firestone: Is it public or is it closed?

117 Mr. Filasky: It's only open to people within your . . .

118 Mr. Firestone: You've got the same sort of FOIA issues then, and open meeting issues, if we're
119 all working on a document . . .

120 Ms. Huntley: What we can do to comply with FOIA openness requirements is that we can have
121 a Google, I don't know about SharePoint, how that works, it might work there too, but in
122 Google Docs you can have a link that makes it publicly readable to anybody who follows the
123 link, but it's only editable by invited people. So, we could have editing privileges but then we
124 could put the link up on . . . do we have a sustainability planning website yet?

125 Mr. Athey: There is a page on the, yeah . . .

126 Ms. Huntley: Okay, you could put that link on that page so that it's public. Anybody who wants
127 to see our conversation could . . .

128 Mr. Filasky: It also has versioning, so if you start making changes, you can always go back to a
129 previous version.

130 Ms. van Boekhold: So, I want to reiterate your question. There are two questions I see on the
131 table. One is what should we think as, how would you get the comments? How would we
132 provide comments? What is the best way that we can go, kind of having many iterations? You
133 know, what is the best approach, the most efficient approach? That would be question 1. The
134 question, though, will be what would be the means of that communication? Like, would it be
135 Google Docs, or would it be . . . I think, actually, the first question is more important because
136 the means we would find. I don't know if you agree or not. I have an opinion I will present and
137 if anybody else has another opinion, please share it and we can see what will be the best plan.

138 I think in the first couple of meetings we were kind of deciding how to go about it, how to
139 frame it, how do we get to the goals. And last week was pretty kind of, I can say,
140 transformative in our process of planning because we got somewhere that we are having, we
141 are recommending goals and it was coming up, we had this conversation of we have to go have
142 conversations with actual City and see what they have and what we can do. So, if in the context
143 as we are working to a theme, those came up. And there was a pathway. There was a clear
144 pathway of what is next, kind of really digging in and understanding what the City is doing, what
145 are their data, what are their strengths, what are the trends? And as we are going, I didn't read
146 fully the whole document as it presented but I notice that you have goals for the section that
147 we haven't discussed but we said it would be a good idea. This is my recommendation and
148 everybody if you want to add, change, edit, or throw it out is that we would put a certain set
149 points for review. So, if we are reviewing, for example, we go to transportation, if there are
150 some burning issues that we missed on energy and climate, we can review and add, and as a
151 group we discuss and agree on adding. Go to the next one and we do it collectively. We kind of
152 collectively review it and say what are the goals, what are these big picture goals, at least let's
153 kind of have a thumbnail of what it is so we can put it there. But it would be helpful that we
154 have like maybe a month-and-a-half or two months from now an opportunity for all of us to
155 review. So, as you get the information, the information from the City is really important, I
156 think. As you write that, what they are doing, what are their strengths, what they are actually
157 doing right, what are the things we can build on, and then put that as a chapter and morph it
158 into the goals, it would be nice to have in two months a point for all of us to review it. It
159 doesn't stop us from providing comments. So, it will be a draft that we review and comment
160 before we can kind of finalize our final draft. Before that, I think we should provide comment
161 not necessarily that, oh, can you change it, but as a kind of being able to table and say I think
162 we missed that or I think we should do it like a little bit like that. But major editing, let's
163 actually hold off on that from us, maybe in two months.

164 Mr. Athey: Okay.

165 Ms. van Boekhold: But, again, this was my idea. Please put in other ideas so we can decide
166 what would be the best approach.

167 Ms. Grasso: So, I'm not sure I completely followed everything you said but I did review this
168 document. I reviewed the section I was particularly interested in and I did have a lot of
169 thoughts and ideas about it and I sort of felt badly that I didn't get them to you ahead of time
170 so that maybe you could have thought, oh yeah, this fits in here and we missed this. Things
171 that were sort of obvious.

172 Mr. Athey: Okay.

173 Ms. Grasso: So, I'm wondering if there's a way to . . .

174 Ms. van Boekhold: Share ideas.

175 Ms. Grasso: Provide some comments at a set point and then have you guys incorporate them
176 and then where there are questions, like there are things that don't make sense or that you feel
177 like we really need to discuss before you incorporate it. . .

178 Mr. Athey: Right.

179 Ms. Grasso: That that is brought to the group. So . . .

180 Ms. Huntley: I think there's some built-in inefficiency if we all send our comments separately to
181 you . . .

182 Mr. Athey: Agreed.

183 Ms. Huntley: And then you have to figure out where do they overlap, where do they conflict . .
184 .

185 Mr. Athey: Or contradict, yeah.

186 Ms. Ennis: Which ones do you take, which ones you don't?

187 Ms. Grasso: And if you don't . . .

188 Ms. Huntley: So, I'm in favor of sharing them amongst the whole group so that when I read the
189 document, I can see your comments, and I can immediately start thinking about, oh, do I agree
190 with that or do I not agree with that or . . .

191 Mr. Athey: Right.

192 Ms. Bennett: I agree.

193 Ms. Huntley: Do I have something else to say, and I don't have to repeat what you said.

194 Mr. Anderson: And then the group things, sort of you work together to get to ideas and group
195 decisions faster that way.

196 Ms. van Boekhold: So, there is a one sharing part. There is a point that we share and we kind of
197 see and decide what is good, and there's a point that Dave was asking, what is the part that
198 when you say something, it means that put it in the plan rather than sharing. I agree with
199 sharing. I look at this meeting as that one that you bring your idea as we are talking about
200 transportation or planning, and you are the lead on that. And you offer it and that's what it
201 gets there. So, I think sharing, yes. Sharing we should do even before that if some of us like
202 prime the meeting and say these are what I think. We are going to talk about the sustainability
203 and these are what I have to offer. So, that's definitely yes. At any stage we can, there was a

204 conversation about greenhouse gas emission inventory and, you know, it wasn't necessarily
205 meaning it should make it in the plan, it was a conversation about it. So, I think, let me ask you
206 the proposal on the table. There is a sharing that how we share and there is the points that we
207 share and collectively agree on and give to Dave as part of the meeting, and what should be
208 that points that we kind of review the document that AECOM is doing?

209 Mr. Grasso: I actually think there could be a fair amount of work done if we just provide the
210 comments based on an initial review, that then you guys can think about and incorporate into
211 the one that we actually discuss. Because I think we can spend a lot of time, sometimes I think
212 there are some organizational things like, for example, I'm obviously paying kind of close
213 attention to the active transportation components since I see those scattered about the
214 document. So, that would just be something that I would highlight that maybe you guys could
215 sort of think about and, okay, do we want to reframe things a little bit? So, I guess I don't know
216 if it's possible to do like two set points where we get the document, we provide some
217 comments on whatever section we're going to discuss, you guys get it, maybe improve upon
218 the version, we get it back, and then that's what we talk about at the meeting. I don't know if
219 that's too ambitious over a month.

220 Mr. Firestone: I mean I like the idea, if we can come up with a structure where we can all share
221 and it can be available to the public, I think that's the best. I would think that it's advantageous
222 to share earlier rather than later, particularly from your perspective to get people's thoughts
223 and have the discussion going, rather than us backloading. You know, I mean this draft was
224 substantially different than the prior draft. I mean I first did a red line compare and I was like,
225 oh, I mean I just then, it was so different that I just went and read the new document. But I
226 mean if we're going to keep getting a series of documents, I think we need to help them evolve.

227 Ms. van Boekhold: How do you see providing feedback to them? Do you see, for example,
228 Susan, you mentioned that you saw that transportation kind of being spread over a couple of
229 categories and your idea is to bring them all together. What if, for example, my idea is the way
230 it's spread. Even though at the end of the day when you're kind of, like Philadelphia has this
231 table that says this thing is not only under, it helps with this vision, like when you actually get to
232 the action item, it kind of covers a couple of them. So, yes, there are so many overlaps, you
233 know. So, how do you want us to get to consensus because each of us have a voice and
234 opinion? If you provide each, you now, it's valuable. I was hoping that we do our work and we
235 bring it here and we talk or we present it and again we talk, because this is the forum for us. Or
236 if there is a way for us to all get consensus, that's the part I'm asking. How do we get to that
237 consensus that is not one voice but it's our voice?

238 Ms. Grasso: Right.

239 Mr. Fortner: Could a little subcommittee type process work? Where two or three people are
240 interested in a certain area, they get their thoughts together and then they present at the next
241 meeting?

242 Ms. van Boekhold: That could work.

243 Ms. Smith: Or provide their comments.

244 Mr. Fortner: Or provide their comments.

245 Ms. Smith: Like Susan said, I'll just provide comments on transportation, primarily, and then
246 you know we'll go over other things and share my ideas with the people who are most
247 interested in that.

248 Ms. Huntley: I'm thinking that most points are probably not going to be controversial. I have a
249 feeling that we are agreeing on a lot of things, especially the sort of minor corrections that
250 make the statement more positive or whatever. So, I think a lot of the comments we don't

251 really need to discuss and then there are some bigger issues that we should be discussing, and
252 those I think we should be discussing here as a group.

253 Mr. Athey: Well, that's a great distinction. I guess I was a little surprised, Jeremy, at the detail
254 that you got into. And I guess I was envisioning, at this level, maybe more like where Susan or
255 Helga is, conceptually are we blatantly missing things but not necessarily the way the concepts
256 are phrased. So, I guess maybe that's also, because we have tech editors who haven't even,
257 this isn't even on their radar screen yet, so this was never intended to be anywhere near a, you
258 know, an easily readable product.

259 Mr. Firestone: It's the lawyer and professor in me.

260 Mr. Athey: Oh, you never told us you're a lawyer. Okay, alright.

261 Mr. Firestone: Recovering, but I practiced law for ten years. So, you know, it's just careful
262 attention to language.

263 Mr. Athey: Right.

264 Mr. Fortner: I think that's a great point. I mean we should focus on some of the big things and
265 not get into the wordsmithing at this point.

266 Mr. Firestone: I mean I didn't spend that much time on it.

267 Mr. Anderson: No, but some of the wordsmithing was a redirect.

268 Mr. Athey: Well, yeah, absolutely.

269 Mr. Anderson: We should not be talking this term, but this term. And that's important but in
270 terms of you left a small word a out here and the there, that's not, we're not at that level.

271 Ms. Bennett: We can polish that later.

272 Mr. Athey: Well, just in the interest of moving it along, because I know we're massively off the
273 agenda at this point, what if, we are meeting with City staff a week from today. I think, unless
274 Scott kicks me under the table here, I think we could commit to having the next generation of
275 the document prepared I'll just say maybe by the end of the following week, because the week
276 after that is the holiday break and I'm going to assume most people, and I'm certainly hopeful
277 to be in that category, aren't going to be working on it at that time. But, assuming we maintain
278 our more or less first week of the month meeting, if we're able to have a document put
279 together, and we'll work with Jenn on a SharePoint site, and I like the idea of the public can
280 access it but only those, I guess it's password protected or something, can actually edit it. If we
281 can have that done by like December 20 or 21, whatever that Friday is, would people be able to
282 turn it around whatever, I'll say bigger-picture comments, by that first meeting in January? And
283 we come in and make it, kind of Bahareh what you're saying, that is, we're all deadline driven in
284 whatever we do, so if we can set the deadline for January 8 or whatever that meeting turns out
285 to be . . .

286 Mr. Grasso: So, for the comments?

287 Mr. Athey: Yeah. And then maybe we go to that next level of more detailed scrutiny. Does
288 that kind of make sense?

289 Ms. van Boekhold: If everybody at this table would look to see if that first week of January
290 would work for them for the next meeting?

291 Mr. Athey: Yeah.

292 Ms. van Boekhold: I'm really hoping we're digging into the themes and I think we had really
293 good conversations and some of the recommendations came. You know, I was looking, maybe
294 we have more comments and want to kind of add to it or move it around. I'm really hoping
295 that we dig into two or three others, like major ones. So, kind of really collectively form those.
296 And if we get to that, if we are there at the end of this meeting that we know those other ones
297 and we feel comfortable, I think then January [inaudible], I still think if you want to get
298 meaningful feedback depending on, so let me propose this. If you can finish major themes
299 today and feel comfortable, if the Steering Committee feels comfortable that we are at the
300 point that we can review and look at them and provide some big picture comments, we do that
301 in January.

302 Mr. Athey: Okay.

303 Ms. van Boekhold: If not, can we postpone it until February?

304 Mr. Athey: Okay, well I guess a couple of comments. I'm going to maybe semi-try to avoid
305 saying you know our initial agreement with the City talked about three to five goals and now
306 we're in that seven, and even Susan might have been hinting that things are the clean
307 transportation, so I don't know if we need to sift them out and create an eighth or not, or
308 whatever, but just be cognizant of how much detail we can put into how many goals. And I'll
309 just leave it there for the time-being. So, in the interest of moving the meeting along, why
310 don't we agree the SharePoint, we like that idea. We'll start looking into that and then why
311 don't we revisit this at, you know, 5:58 p.m. and kind of see where we're at . . .

312 Ms. van Boekhold: Yes.

313 Mr. Athey: And then we'll decide for the January and February meeting. I guess I am a little bit,
314 I want to maintain and be conscious of if the end result is, you know, still go to Planning
315 Commission, still go to Council, and have all that done by Earth Day, you know, that timeframe
316 is going to come, you know . . .

317 Ms. Ennis: It's coming very quickly.

318 Mr. Athey: It's tight in a perfect world so, just again, and if we then as a committee will have to
319 make a decision are we arbitrarily, you know, I think Earth Day is a great goal but if the plan is
320 just not coming together that quickly, do we . . .

321 Ms. Bennett: It's better to spend time on it.

322 Mr. Athey: Is it better to spend time on it than . . .

323 Mr. Fortner: I thought of Earth Day as like a release but not necessarily all approved.

324 Ms. van Boekhold: Yes.

325 Mr. Athey: And maybe that's the compromise. The City is looking at these great goals, you
326 know, and next month we'll release the details.

327 Ms. van Boekhold: And a small note under it that says it hasn't been approved yet.

328 Mr. Anderson: Yeah, that would . . .

329 Ms. Grasso: Maybe Bike-to-Work Day could be our final release.

330 Mr. Athey: So, we will look into, and again this is not my field, but we will look into a
331 SharePoint as we discussed and let's go, some folks here seem kind of familiar . . .

332 Mr. Anderson: Well, we haven't decided on that, I would just . . .

333 Ms. van Boekhold: No, we haven't decided.

334 Ms. Grasso: Could I ask about SharePoint?

335 Ms. van Boekhold: I think SharePoint could be an issue if we don't have login information so . . .

336 Ms. Ennis: Google, whatever Helga said . . .

337 Ms. Huntley: Can we just do Google?

338 Ms. van Boekhold: Google account is an easier one and a Google account, whoever we assign,
339 so we have all of each other's emails and those people can be given the editing privilege and
340 the rest will be view only. So, anybody with the link will be view only, and specific people . . .

341 Mr. Athey: So, that would be Google Docs?

342 Mr. Anderson: The problem with Google Docs is you can have multiple editors at the same
343 time. SharePoint requires you to check out the document and it's on hold, nobody else can edit
344 it, and then you put it back. So, that's a benefit.

345 Ms. van Boekhold: But the Google Docs you can see if somebody is typing. So, as I'm typing, I
346 can see that Helga is typing also. So, it is real-time.

347 Ms. Bennett: Part of me is wondering what are the odds that we're all on it at the same time.

348 Mr. Athey: Probably pretty slim.

349 Mr. Filasky: I just don't know that we can use that in the City. We'd have to check with IT on
350 that.

351 Mr. Gray: I don't think you can with folks outside the network. I'm just guessing not.

352 Ms. van Boekhold: Let's put that as an item to follow-up. Can we do that? Mike, can you
353 follow-up and see what is the best platform to share?

354 Mr. Fortner: Okay.

355 Mr. Anderson: Best for the City, yeah.

356 Mr. Filasky: I would just run it past Daina and see what options we have.

357 Mr. Fortner: Okay.

358 Ms. Smith: Mike brought up subcommittees. Does that have any, does that make anybody
359 think, yeah, that's a great idea?

360 Ms. van Boekhold: Let's see where we get today and how much remaining we get. At the end
361 of it if we have major work to do, that could be an option. Let's see what we are like at 5:45.

362 Ms. Smith: I am leaving at 5:00.

363 Ms. van Boekhold: Oh, at 5:00?

364 Ms. Smith: So, just to remind everybody that I won't be here.

365 Mr. Anderson: I don't know if this is going backwards or whatever but when the discussion of
366 the editing process or the brainstorming process, as they're kind of intertwined, I like the way
367 we focused on a theme and dug in at the meeting and brainstormed, and then the verbatim is
368 quite handy to go back and see all the ideas and then try to summarize what they are and then
369 let us edit and move forward from that. So, instead of like doing all the ideas and then having
370 another revision of the document like Dave was talking, I think if we cut it piece by piece by
371 piece, theme by theme, it's a little easier. If we can get through the discussion as a team at a
372 meeting, that moves it into another area. And then what happened is it basically sent us off on
373 information collection. Then we get that information in and revise it and update it, and then
374 after that update, we'll have final comments and then that gives us what we need to start
375 writing.

376 Ms. van Boekhold: That could be an approach too. I anticipate that as we move forward, like I
377 think that missing piece is kind of getting the City context and kind of having it combined and
378 writing it. What Susan mentioned is that, you know, like for example clean transportation is in
379 different areas. There is the potential, not clean transportation, but maybe environmental
380 protection or something, that you know hopefully sooner, like this meeting or next meeting, we
381 decide to kind of like, oh, this part let's put it in here, or these two make sense to combine
382 because we have only three recommendations. So, that would be the only thing that at this
383 stage, as we are kind of a little bit big picture and moving toward, it's also help us. But if we
384 don't want to do any reshuffling, we can look at it like that. But let's go forward and see . . .

385 Mr. Anderson: So, yeah, a lot of reshuffling . . .

386 Ms. van Boekhold: Yeah, okay?

387 Mr. Anderson: I think we should do that as we go, yes.

388 Ms. Huntley: Since you have to leave, do you want to say what your favorite topics are in case
389 we do break up into groups?

390 Ms. Grasso: Oh yeah . . .

391 Mr. Athey: I'm sorry, can I interrupt you real quick? We didn't answer Helga's original question
392 that started the whole thing that there were some email conversations apparently, and how
393 they get either entered into the record or how does the, I guess Mike sent out an email that
394 cautioned people from having kind of sidebar email dialog.

395 Ms. Huntley: I think we shouldn't do that in the future following my suggestion, but since
396 something happened, can we just append it to the minutes?

397 Mr. Fortner: Yeah, I think that's best. Did I send you this? I mean you got it . . .

398 Ms. Huntley: Everybody was cc'd, so everybody's on it.

399 Mr. Fortner: Yeah, I'll attach them to these minutes when you approve them.

400 Mr. Anderson: And that sort of relates to the Google Docs versus SharePoint thing, because in
401 a SharePoint thing, you can start saving conversations as part of a folder.

402 Mr. Athey: Okay. But if we have a Google Docs or something, maybe that might eliminate or
403 sort of minimize the need of having to have a . . .

404 Ms. Grasso: Or it seems like those conversations might be the thing then that come back to the
405 table to be discussed by the group.

406 Mr. Athey: Yes.

407 Ms. van Boekhold: Or a subcommittee.

408 Ms. Grasso: Or a subcommittee.

409 Mr. Athey: Okay, good conversation. Thank you.

410 **3. AECOM PROGRESS REPORT ON ENERGY/CLIMATE MITIGATION SECTION AND CITY'S**
411 **INFORMATION COLLECTION EFFORT**

412 Ms. van Boekhold: Yes, sure. It was very good. So, #3 is like a quick, I understand that your in-
413 depth conversations are next week, but if you can give us a little bit of what you heard talking
414 to the people from the City especially as we are digging into the other two themes. Tell us what
415 you heard from them as what they want to see. Like, when you talked to them, what was their
416 strength, what are their interests, and what do they see as gaps and aspirations? So, something
417 that will actually guide us as we are kind of digging into the other two themes, I think that
418 context of the City.

419 Mr. Athey: Okay, I had a really busy week and Scott volunteered to help me out here so I'm
420 going to turn the floor over to him and he's kind of prepared a really nice summary, which I
421 really do appreciate.

422 Mr. Anderson: Alright, so we get fifteen minutes, okay, looking at the clock. And the goal here
423 was provide an update and a review of the last meeting, and then a brief overview of the
424 directors' meeting and then a status report of where we are with this particular section in the
425 vision plan format.

426 Ms. van Boekhold: Scott, feel free to kind of highlight the ones that you think are important.

427 Mr. Anderson: Yeah.

428 Ms. van Boekhold: You don't need to actually, but the ones that are very contextually
429 important for us to know now, as we are digging in.

430 Mr. Anderson: Absolutely. So, the theme is the City is committed to clean energy and reducing
431 fossil fuel dependence. And looking at the verbatim, I looked at some key points that we
432 discussed last meeting. In a theme format, instead of saying how we got here, we should say
433 where we are. So, that sort of informed our format. We're going to look at what the City has
434 done to-date and where we are now in terms of that theme. We also should have quantitative
435 baselines such as how much energy is used with breakdowns by type of energy – electric,
436 natural gas, heating oil, transportation fuels possibly – as well as end user and end use, like
437 residents, commercial, business and industry. For example, the users could be the City's energy
438 per year, the UD energy per year, and the total use of all customers in the City with a
439 breakdown by industrial, commercial, residential. The City energy should also be broken down
440 by building so buildings can be benchmarked. So, that's sort of a different theme, looking at
441 the City's operations and the buildings. But I think that is something that needs to be done and
442 the meeting confirmed that. There was an interest in benchmarking the Housing Authority
443 properties. There was an interest in getting a baseline on the amount of solar installations and
444 a per capita to-date in the City and the acceptance, how the program and the incentives for
445 solar are going at this point. Sort of get a baseline. And then reviewing the City Code in terms
446 of incentives and barriers to solar and include these in a where-we-are type baseline. The goals
447 to reduce from that baseline for this theme should not be speculative or overly ambitious and
448 they should relate to the baseline. And based on our initial meeting with the City departments,
449 what energy reduction opportunities have already been taken. Goals and action items under
450 this theme need to be related to efficiency and renewable energy to replace fossil fuels, and
451 public education regarding these goals is an important component. In developing the goals in
452 this theme, the target should be greenhouse gas reduction because the consumption of
453 electricity will need to grow as we switch from transportation and building heat away from

454 fossil-based systems. So, in other words, we can't always say just reduce electricity because if
455 we can get renewable electricity, then we should use more of it and less fossil.

456 Ms. Bennett: Keep in mind if you have a lot of electric cars on the grid, your total consumption
457 is going to go up because it's a lot of energy.

458 Mr. Anderson: Exactly. So, we don't want to set up we're going to reduce electricity as a goal
459 and then we'll be stepping on our feet.

460 Ms. Bennett: And then everyone starts walking.

461 Ms. van Boekhold: Using more efficiently green hours energy.

462 Mr. Fortner: With the City growth too, there's more population and more jobs coming here
463 with the STAR Campus, we're going to be using more energy with that. So, it's per capita is
464 where we're going.

465 Mr. Anderson: Yeah, and there's going to be more students, too.

466 Mr. Fortner: More students, yeah.

467 Mr. Athey: Right.

468 Mr. Anderson: It's all good to have growth as long as we grow efficiently.

469 Ms. Bennett: Is there going to be a seasonal per capita and then like a resident per capita?
470 Because 20,000 students, that's not a trivial bump to your local population. That doesn't even
471 talk about professors who don't live locally.

472 Mr. Firestone: I think we have to decide whether we want to do total reductions or per capita.
473 I mean the world, all the benchmarks that the world are setting are not per capita. They're
474 reductions within a geographic boundary. And it doesn't matter whether you're growing or
475 not.

476 Ms. Bennett: I agree. I mean I think the overarching goal should be a total reduction because
477 that's what we need realistically for climate change. Like there's no way to get around that.
478 But if we want . . .

479 Ms. Huntley: A reduction of . . .

480 Ms. Bennett: Like a total reduction of greenhouse gas.

481 Ms. Huntley: I think that's the distinction Scott was making.

482 Ms. Bennett: But to get to Jeremy's point, you can have metrics that are, say, per capita and
483 you can talk about milestones per capita, because that gets to the efficiency part. When you
484 start doing normalized by gross square feet, per capita, whatever it happens to be, that's where
485 you start getting a handle on your efficiency, especially in buildings. But you can, there are
486 normalized factors for transportation, as well, I'm sure.

487 Mr. Anderson: And when you do that, you can steer your efforts to address the outliers or the
488 best bang for the buck kind of stuff.

489 Ms. Bennett: Exactly. Because our least efficient lab on campus is a tiny building but it's the
490 insect lab and it's just some magical combination of what they do in there and how it was
491 constructed and, I mean, the building is a shed. But on a per gross square foot basis, it's like,
492 well apparently bugs like it really warm. I guess that's their thing.

493 Ms. Smith: They're not active if they're too cold.

494 Ms. Bennett: I mean then you don't have to feed them, so . . . sorry, that's a side note.

495 Mr. Anderson: Okay.

496 Ms. Smith: Is there any, I'm not a scientist, is there any value to giving people a benchmark for
497 themselves to think about their own personal responsibility so that they're thinking about per
498 capita. Like, I should be reducing.

499 Ms. Bennett: I mean there's tools online you can give people to do that. It's hard to require.

500 Ms. Smith: No, no, no, not require . . .

501 Mr. Anderson: To educate.

502 Ms. Smith: To educate, yes.

503 Mr. Anderson: Educate and relate to the City plan somehow.

504 Ms. Smith: We should be thinking . . .

505 Ms. van Boekhold: It could be part of the education.

506 Ms. Smith: Yes.

507 Mr. Athey: The general framework for what this is, you know, here's the goal and here are the
508 actions. The actions, and actually let's have this conversation because it's a little bit of a
509 judgment call on our part, the actions up until now are by and large addressed to the City.

510 Ms. Smith: Right.

511 Mr. Athey: Okay, but then there will also be a section below that and, again, this is more or less
512 parallel to the way Philadelphia did it, of what residents can do, what businesses can do, what
513 institutions can do. So, I think that's an excellent idea of personal benchmarks.

514 Ms. Smith: Yeah, it has to be, what's the word, reach people . . .

515 Mr. Anderson: Personalized.

516 Ms. Smith: Personalized, yes, but I mean it has to be readable to them. They have to
517 understand it. Like, oh, oh, like those little, you know, 50 simple things you can do to save the
518 Earth from a long, long time ago.

519 Mr. Anderson: Yes.

520 Ms. Smith: Those kinds of things. This I can do.

521 Ms. Bennett: There's a lot of free online tools . . .

522 Ms. Smith: But putting it in there . . .

523 Ms. Bennett: Where you can put in like a couple months . . .

524 Ms. Smith: No, I understand. I just wanted to be sure that we were also talking about giving
525 people an understanding that they have responsibility and not waiting for the government to
526 fix it.

527 Ms. van Boekhold: Information, that would be part of the education information of citizens.

528 Ms. Huntley: Which was your last point, right?

529 Ms. van Boekhold: Exactly.

530 Mr. Anderson: Yes, which was my last point and the City is already doing it. If you noticed on
531 the way in, there was this great display of LED Christmas lights versus old traditional styles. And
532 they've got the little watt meter right there. It's awesome. I mean the City is involved.

533 Ms. Bennett: Just the heat alone.

534 Mr. Anderson: Yeah.

535 Ms. Grasso: Before you continue, the information from what you're reporting out to us right
536 now, has it already been included in the document? Have you added some of that because it
537 seems like some it . . .

538 Mr. Athey: Well, yeah, basically you're summarizing . . .

539 Mr. Anderson: I'm summarizing the information from the last meeting and then once I get
540 through that page, I've got another section where I talk about the meeting with those guys . . .

541 Mr. Athey: So, to answer Susan's question . . .

542 Ms. Smith: And you're losing time frequently here because we're talking . . .

543 Ms. Bennett: We're sidelining his fifteen minutes.

544 Ms. Grasso: And I read it, so this is sounding like it's been incorporated. I just wanted to know
545 that. Okay.

546 Mr. Anderson: Yeah, I'm reporting back . . .

547 Ms. Grasso: So, this is information that will go into the next draft.

548 Mr. Athey: Quite honestly, I saw this, Scott sent it to me about 2:00 p.m. this afternoon and I
549 know I took my own notes and when I made the last, I'm sorry, we made the last edits to the
550 document, they were based on my handwritten notes. So, I can't guarantee that every single
551 thing he's saying is reflected . . .

552 Ms. Grasso: But it's certainly sounding as though . . .

553 Mr. Anderson: No, no.

554 Mr. Athey: But, by and large, hopefully they were.

555 Ms. Grasso: Great. Thank you.

556 Mr. Anderson: Right, but there were his notes versus the verbatim. So, yeah.

557 Ms. Grasso: Okay.

558 Mr. Anderson: So, another potential goal we talked about was reducing the number of City
559 vehicles that are diesel-powered and we had a discussion about that. And there were some
560 points made that we should not use natural gas as a transitional fuel. That we want to go
561 straight to electrification wherever possible. So, that's going to be part of something we'll say
562 in the document. Another goal is to increase the infrastructure of electric vehicles and

563 electrical vehicle charging opportunities in the City. And there were some comments Bill had,
564 and he's not here so I don't want to throw him under the bus per se, but he said that the
565 electric buses were not really a feasibility, but I found information that shows there's American
566 made EV buses being used by cities and colleges all over the country very successfully. It's the
567 long haul that he was referring to.

568 Mr. Firestone: Yeah.

569 Mr. Anderson: Like the Greyhounds that are a problem, but they're getting to be that those
570 vehicles can actually, coach distances can actually happen in EVs now.

571 Ms. Bennett: Oh, that's cool.

572 Mr. Firestone: With school buses the extra added advantage is that children are not breathing
573 diesel fumes while they're waiting for the buses.

574 Mr. Athey: Good point.

575 Mr. Firestone: So, there's a really strong motivation . . .

576 Mr. Anderson: Within the City of Newark.

577 Mr. Firestone: In the here and now . . .

578 Mr. Anderson: Yeah, the here and now within the City of Newark . . .

579 Mr. Firestone: To address that issue.

580 Mr. Anderson: Yeah.

581 Ms. Bennett: I mean we can work it with the longest routes on some of the buses and say, well,
582 if we're transitioning, maybe those are the last ones that transition.

583 Mr. Anderson: I think you even did, you had an EV experimental bus at one point.

584 Ms. Bennett: Fuel cell.

585 Mr. Anderson: Fuel cell, sorry.

586 Mr. Firestone: Fuel cell.

587 Ms. Bennett: I think it's still running, isn't it?

588 Mr. Firestone: Yeah, the fuel cell bus is still running.

589 Mr. Anderson: So, again, we talked about education. A noted goal could be to involve the
590 University Center for Energy and Environmental Policy because they get like \$100-180k of
591 funding from the State General Assembly that allows the UD to help with sustainability plans . .
592 .

593 Ms. van Boekhold: Sustainability projects.

594 Mr. Anderson: Sustainability projects, and why not tie it into the City of Newark, as opposed to
595 Wilmington.

596 Mr. Bennett: And that program is expanding or will be at some point so it's only going to get
597 more support either from the state or have more opportunities for local government.

598 Mr. Anderson: Well, I think that was a really cool point brought up in the meeting last time, so I
599 don't know whether it goes in the plan or is just something we talk strategically, but I wanted to
600 bring it up.

601 Ms. van Boekhold: It is actually in, to get funds.

602 Mr. Anderson: Yeah, because funds are going to be needed to do some of the stuff we're
603 talking about, for sure. A noted goal is to incentivize and educate and market the incentives to
604 achieve energy efficiency with homes and major energy consuming equipment such as heating
605 furnaces. That was a point you made, Jeremy. That we can do with the City code folks as we
606 move forward.

607 Alright, then we went into a discussion of renewable energy within the City and we would like
608 to have maybe a potential baseline metric of the percentage of developers who install solar
609 panels now, and we need to know the City's renewable percentage right now. There is an
610 interest in local homegrown Newark solar generation.

611 Okay, so now I have updates and findings that we've gotten based on those inquiries and
612 discussions. Preliminary energy data, the 2019 general operating budget for the City of Newark
613 shows that in 2018 the Electric Department sold 425,000 megawatts, no wait, 425,918
614 megawatts for \$51 million to . . .

615 Ms. Bennett: Megawatts or megawatt hours?

616 Mr. Anderson: Megawatt hours.

617 Mr. Athey: This is clearly no longer the minutes from the last meeting.

618 Mr. Anderson: Right, this is the stuff we found out.

619 Mr. Athey: This is the research Scott has been working on.

620 Mr. Anderson: So, they sold that many megawatts and that much money to 12,800 customers,
621 but they purchased a little bit more than that because the City uses energy. And they
622 purchased it for \$33 million. So, the information is available in the City budget document, so
623 we can find out megawatt hours, right? So, when we met with the City, they confirmed that
624 they could get us the electrical usage data from the Electric Department and maybe give us per
625 capita. Natural gas is provided to the City of Newark by Delmarva and after our meetings with
626 departments, we found that we would have to contact Delmarva to obtain natural gas usage for
627 the City.

628 Ms. Bennett: Would it, I'm curious to think if it would be valuable to split the University's
629 consumption out when you're doing per capita because how do you count per capita with the
630 University? Is it City residence? Is it the University population? And I guess then to whether or
631 not you have your seasonal population versus your permanent. Maybe the answer is that's not
632 valuable, but ballpark figures, I think the University is almost half of that and so I'm just curious
633 on how much we attribute to your average citizen versus the MRI machine. I mean that thing's
634 a hog.

635 Mr. Anderson: Yeah.

636 Ms. Huntley: I mean possibly you could split residential use from . . .

637 Mr. Athey: Yeah, we talked about that.

638 Ms. Huntley: University and commercial use.

639 Ms. Smith: So, that's three – commercial, residential, and University.

640 Mr. Anderson: You guys have a pretty good handle on your energy and GHG, right?

641 Ms. Bennett: Yeah.

642 Mr. Anderson: I think we need . . . greenhouse gas, sorry. So, I think moving forward, as the
643 City gets their greenhouse gas inventory, they'll be able to work with you and say, look, this is
644 the total for the City and the University estimates theirs as this.

645 Ms. Bennett: And we can certainly share ballpark figures. I think when we do really detailed
646 figures, we just do an NDA, a non-disclosure agreement. Sorry guys. So, and the only purpose
647 of that is because we do have government research contracts that have levels of security that
648 require those. You know, because we study like bird flu and things and there's are a billion
649 chickens south of here, so there's just a lot of security precautions and for some reason
650 electricity is a big part of that.

651 Mr. Anderson: Cool.

652 Ms. Huntley: The other question I had is whether the City actually has data on how much
653 electricity they get from people with solar panels.

654 Mr. Anderson: Good question.

655 Mr. Athey: Yeah.

656 Mr. Filasky: It gets netted out on the meter, but I don't know that they actually know it. Only if
657 it comes back. So, it may not know what the actual consumption is.

658 Mr. Anderson: That's actually a nationwide problem. The Energy Information, what is it,
659 Administration of the U.S. government doesn't know how much is coming from behind the
660 meter. And in California, there's so much behind the meter that they just look at what the
661 predicted peak should have been and what the predicted peak was, and they figured that that
662 difference is behind-the-meter generation.

663 Mr. Firestone: You could, if you know the installed capacity, you can come up with a pretty
664 decent estimate based on the average capacity that you would expect in this area.

665 Mr. Anderson: Yeah.

666 Mr. Athey: Right.

667 Mr. Firestone: So, you can probably come with a big overall net.

668 Mr. Anderson: Yeah.

669 Mr. Smith: How can you inventory that?

670 Mr. Anderson: It's a big problem.

671 Ms. van Boekhold: I would encourage us to continue the conversation so we can get to that,
672 but there is an interest, I think these are the points that I can take and then we can have a
673 conversation.

674 Mr. Anderson: Yeah, and I actually was wondering, and I did some research myself, what if the
675 City of Newark could require that of anybody that installs them at home to have a tracker.

676 Ms. Bennett: What if we could research how to do that?

677 Mr. Anderson: Yeah.

678 Ms. Smith: The Electric Department must have some like clues to getting to the bottom of it.

679 Mr. Filasky: Honestly, if they need energy we send it to them and if they have excess it comes
680 out. And that's literally behind the curtain.

681 Ms. Bennett: When they're burning their own energy, it's like just, the meter is like I don't have
682 to send or receive.

683 Ms. van Boekhold: The meter goes back. When they sell it to the City, the meter goes back.

684 Ms. Smith: Oh, no, I understand but I didn't know if they could answer the question how many
685 people have sold or how much is coming in.

686 Ms. van Boekhold: There is no way for them to actually know.

687 Mr. Filasky: That's how we get suspected grow operations, they're the ones that are . . .

688 Mr. Athey: Is it a safe assumption that if you put panels on you need a building permit, and
689 would there be a way to track at least the number of installations in the City through the
690 building permit process? And then we could back into what the capacities were if Electric
691 doesn't have the data.

692 Ms. van Boekhold: So, DEMEC has an interconnect agreement. So, if you go to DEMEC, we can
693 all the information for the City of Newark . . .

694 Mr. Athey: Well, they'll be at our meeting on Thursday.

695 Ms. van Boekhold: So, we would see actually nameplate kw for system installed in, I assume
696 because DEMEC has to have their Newark version, I know every jurisdiction have their
697 interconnect agreement for the jurisdiction. So, based on that data, we can have kw nameplate
698 for solar installation.

699 Mr. Athey: Okay.

700 Mr. Anderson: And do it the way Jeremy said.

701 Ms. van Boekhold: Yes.

702 Mr. Firestone: From DNREC you can probably get a pretty good estimation of the number of
703 EVs and PHEVs because they pay up credits. So, they would probably be able to give you a
704 good estimate.

705 Mr. Athey: We'll figure . . .

706 Ms. van Boekhold: And that's open . . .

707 Mr. Anderson: There's a whole bunch of interesting data mining things that we can use to help
708 get a better handle on it. Okay so, talking about gas, now looking at, here's something
709 interesting . . .

710 Ms. Huntley: Sorry for the additional interruption. Are we planning on collecting this data to
711 formulate the plan or is collecting this data going to be part of the action items of what we
712 want to do?

713 Mr. Athey: It might depend on how readily available it is.

714 Ms. Huntley: Okay.

715 Mr. Athey: To request.

716 Ms. van Boekhold: It could be actually our action item to collect it.

717 Mr. Anderson: Big picture, I don't foresee, personally, or as AECOM, professionally, in our
718 scope of work that we will have a greenhouse gas inventory with this plan. I think the action
719 item will be to develop an inventory. So, those minor but also important and interesting details
720 would be forthcoming.

721 Ms. Bennett: To develop a metric.

722 Mr. Anderson: Yeah. So, you can get information from DEMEC, too, online and I have their
723 2017 annual report that I mined, and it tells me that their total delivery of megawatt hours was
724 1.3 billion megawatt hours to nine municipalities, and that the City of Newark represents 34%
725 of DEMEC's power sales. So, you're a good third of DEMEC. So, you can really work with them,
726 I think.

727 The current State of Delaware renewable portfolio standard and a municipal renewable
728 portfolio standard was adopted by the City of Newark, both of which require 25% of the power
729 supply to come from qualifying renewable generation resources in 2025. Currently, DEMEC's
730 resource is about 14% renewable already and this includes 23 megawatt hours of utility scale
731 solar generation, I'm sorry, megawatts, of utility scale solar, 69 megawatts of wind generation
732 from Laurel Hill Wind Facility in Pennsylvania, and I have a chart of where they get their
733 electricity. DEMEC publishes that. Basically, they buy off the PJM market 50% of their power,
734 so they can play the markets to get the best price. They own a plant called Beasley, Sam
735 Beasley, and it's 1.5%, and they have some plant in the Midwest that they buy 32% from a
736 combined cycle.

737 Ms. Bennett: That must be the edge of the PJM.

738 Mr. Anderson: It's out there, yeah. But it's called Freemont, and then Laurel Hill Wind we
739 talked about. And they also buy all the power from the Milford Solar, it's a small solar plant
740 down in Milford, and a very tiny amount from Bloom Solar Cells. But they also purchased 20
741 years of the output of McKees Solar Park, so there's some sharing back and forth.

742 Mr. Firestone: In these cases, are they buying renewable energy credits or are they buying
743 generation or are they buying both. So, I mean there's a distinction.

744 Mr. Anderson: You've got to follow that. That last point was the credits because they have to
745 take their [inaudible] to prove their renewable portfolio standard.

746 Mr. Firestone: The 14% is renewable energy credits, it's not necessarily that they, that's not
747 necessarily the generation.

748 Mr. Anderson: Right, but in the bathtub, if you have the credits, you get the credit for the
749 greenness.

750 Mr. Firestone: Yes.

751 Mr. Anderson: I'm sorry, the bathtub is the metaphor of the grid where all the power
752 generation goes into the top of the tub and then the users pull out from the bottom. It doesn't
753 really matter what happens inside.

754 Mr. Athey: That seems like a weird analogy.

755 Mr. Anderson: It's fungible. The power is fungible. It's a big bucket.

756 Ms. Bennett: Fungible is one word for it.

757 Mr. Anderson: Sorry. Okay so, there was some talk at the City meeting and also here about we
758 should go 100% solar but I did some math and I think that it would have to be a solar park 1,600
759 times larger than McKees Solar and that would represent 6,500 acres at about 32% of the land
760 area of the City.

761 Ms. Smith: And remember the plan, the energy sharing sustainable plan from Dr. Chajes and
762 Dr. Byrne is putting it on rooftops throughout the City. Does that . . .

763 Mr. Anderson: It's a question of how much rooftop buildable is the land area.

764 Ms. Bennett: We did some math and calculations on how much solar just for the University and
765 it would take more land than we have. We were like well we could pave the University in solar
766 and just tear down the buildings but it didn't quite . . .

767 Mr. Anderson: So, relying on other renewables is kind of like I guess my point. So, offshore
768 wind is a big opportunity as well and, you know, buying up bio-gas or whatever around. But it's
769 going to be a competitive market moving forward.

770 Ms. Smith: Is solar getting progressively more efficient?

771 Mr. Anderson: Oh, yes, actually . . .

772 Ms. Smith: So maybe you can reduce it a little?

773 Mr. Anderson: Yeah, that acreage might come down over time.

774 Ms. Bennett: You get your little like cushion of safety by not relying too much on future
775 innovations coming through right when you need them.

776 Mr. Firestone: We're too treed and it's not sunny enough for us to be able to . . .

777 Mr. Smith: Too many trees. Chop them down.

778 Mr. Anderson: Too many trees, which is beautiful.

779 Ms. Grasso: Put a solar panel on top of them.

780 Ms. Smith: I have to go.

781 Mr. Athey: Thank you, Sheila.

782 Ms. Smith: I'll see you next time. Thank you.

783 [Secretary's Note: Ms. Smith exited the meeting at 4:55 p.m.]

784 Mr. Anderson: So, the only thing left is the summary of the City meeting and then I can report
785 up some findings, but I'm out of time. In summary, there was a definite willingness of the City
786 departments to work with us. I think we did good. They agreed to provide information
787 regarding their recent efforts. They also agreed to review the goals and help establish goals
788 that they think they can work with. Focused meetings were upcoming, Dave mentioned them.
789 There are plans, oh, here's key, the City is making some plans in the electrical services to help
790 us in this mission. They're doing energy audits on their larger building users and they're
791 planning some ESCO-funded retrofits of City Hall and the Police Station, which have been found
792 out to be some sort of energy hogs, so they're going to fix it.

793 Ms. van Boekhold: So, let's put that on our vision. Like put them as our goals because these,
794 we want to get credit for what the City is already doing, so it's good to know. And it's good to
795 kind of actually report, see what you are doing before and where you're getting, so that's really
796 good.

797 Mr. Athey: Right, yeah.

798 Ms. Bennett: And you build up some momentum with stuff that's already happening.

799 Mr. Anderson: They realize there is a problem with the ongoing growth of solar and their rate
800 system. So, they are going to be looking at a study to better capture true costs of customers
801 and develop time of day structure.

802 Mr. Filasky: They have a rate study scheduled for 2019.

803 Mr. Athey: A basic rate study.

804 Mr. Filasky: A full rate study just on the electric side.

805 Ms. Bennett: Who is doing it?

806 Mr. Filasky: I don't know yet. It hasn't gone out.

807 Mr. Athey: But the time of day is interesting. I thought they were talking like spring or
808 something.

809 Mr. Anderson: 2019 is what I heard.

810 Mr. Filasky: It just got approved in the budget.

811 Mr. Anderson: Good.

812 Mr. Athey: It's basically peak pricing, so supply and demand.

813 Ms. Bennett: I'm always a little worried when you're thinking about future technologies is
814 putting all eggs in one basket. So, the little red flag for me is diversifying your renewable
815 sources because solar is fantastic and it's my favorite, however it has its strengths and
816 weaknesses.

817 Mr. Athey: I remember reading a study some years back where they equated land use and, like,
818 habitat loss and things like that with various energy sources. And if you use that as your prime
819 metric, solar really falls very, very low because it takes so much space. So, I don't know, that
820 might be expanding the study a little bit too far but that's one of your prime downsides . . .

821 Ms. Bennett: If you have a, you know, local alpaca farm it's perfect because they just eat
822 between the, you know, but if you're chopping down old growth forests . . .

823 Mr. Athey: Yeah, it doesn't make sense.

824 Mr. Anderson: Parking lots can be canopied.

825 Mr. Athey: Yeah.

826 Ms. Bennett: Yeah.

827 Mr. Anderson: But there's other issues with that. So, there was one more thing they're doing.
828 They're planning to get back into that Energy Smart program that DEMEC was offering and
829 they're willing to reconsider it, I believe is what they said. And that's coming from the CAC

830 standpoint. So, they also said the City has realized significant energy savings with some focused
831 energy work that they've done, particularly in street lighting, the LEDs . . .

832 Mr. Athey: LEDs.

833 Mr. Anderson: And also the Water Resources group has done some upgrades to some large
834 pumps and those are saving a lot of money.

835 Mr. Filasky: Mostly VFDs. And we did that a while ago. It just made sense for us.

836 Ms. Bennett: That's one of my favorite like not sexy energy efficiencies. VFDs, where people
837 are like what's that? It's in the basement, don't worry about it, but it's fantastic.

838 Mr. Filasky: Although we did have to put air-conditioners in the room because the VFDs
839 created so much heat.

840 Ms. Bennett: Oh, buddy.

841 Mr. Filasky: We're fixing that now.

842 Ms. van Boekhold: Well now that we have all of you at the table, I just want to kind of make
843 one addition and say that one of the opportunities as we talk to AECOM is like also give your
844 wish list. What are the wish list to be more efficient because what this plan does, we were at
845 the Resilience and Sustainable Summit yesterday, and everybody says where is the money, that
846 challenge is money. But in reality, everybody from the federal and state that was there is like
847 there is money if you have a plan, if you have an idea. So, here is your opportunity to get your
848 idea in this plan that is going to be used to get money. So, please actually share opportunities
849 to be more sustainable in energy because the goal of this plan is actually to go and get money
850 so we can implement that. Once again, the good ideas that never get funded, this is an
851 opportunity to get that. Go ahead, Scott.

852 Mr. Anderson: That's fine. I'm done. And also with that is the University has a chance to take
853 some of these leading technologies and experiment with them here and then you can take the
854 benefit of it . . .

855 Ms. Bennett: Do a reasonable study that wouldn't significantly inconvenience anybody,
856 absolutely. Yeah, anything with research, our guys love it.

857 Mr. Anderson: Yeah.

858 Ms. Bennett: It helps bring resources in, as well.

859 Mr. Anderson: So, another thing that I did was I realized that a large problem is that we need to
860 have a greenhouse gas inventory. And we also need to be able to track that moving forward to
861 monitor the progress toward goals. And I think Dave, in our meeting with the City, that's
862 definitely going to fall into their responsibility. So, we have to come up with a tool that works
863 for them and works with the data that we have available and you set boundaries and things like
864 this. I've got a list of, say, eight different tools that are out there. Some of them are very easy
865 to use and some of them are more detailed. I was going to talk about that, but we ran out of
866 time today.

867 Ms. van Boekhold: I think actually what I think the plan would do is one of the high priorities is
868 to identify resources to establish a greenhouse gas emission. I'm thinking this grant came up
869 two years ago. I'm hoping there will be another grant and that will be the first thing. We need
870 a greenhouse gas emission, can you give us money, and then we're going to establish it. So,
871 that would be one action item, an important action item. And as we prioritize that these are
872 the first things that we need to do, and these are the things that follow, it wouldn't be part of

873 this scope, but it would be this thing that highlights that all of our goals tie into that. We need
874 to do that and why actually we need to get money from the state so we can do it. Or from
875 anywhere else. You know, if you have a good plan . . .

876 Ms. Bennett: If you're going to DIY it, depending on the level of detail, it can be very time-
877 consuming, and it depends if you want to get beyond scope one, scope two type stuff.

878 Mr. Anderson: Thank you.

879 Ms. Bennett: Because you hit scope three and it's like, ugh, buddy.

880 Mr. Anderson: So, scope three, everybody do you know what that is?

881 Ms. van Boekhold: No, but I want to actually encourage everybody to kind of move on because
882 . . .

883 Mr. Anderson: Okay.

884 Ms. van Boekhold: Because I think we have less than an hour and I really want us to kind of
885 have the same . . .

886 Mr. Athey: Yeah.

887 **4. CONTINUED DISCUSSION OF MORE SUSTAINABILITY THEMES**

888 **• TRANSPORTATION**

889 **• PLANNING FOR A REDUCED ENVIRONMENTAL FOOTPRINT**

890 Ms. van Boekhold: We had a very good conversation last time. The two themes that we talked,
891 we actually did a little brainstorming and then pick it up there, but transportation and planning
892 to reduce environmental footprint, these are the two big categories and it's good that we have
893 you people here, so let's talk about transportation. Both of them actually. We talked about, as
894 we talk, what are the goals? What do we want to see? Is that correct? Somebody jog my
895 memory. Helga, don't you usually jog my memory how we did? And we talk about how we can
896 go, like what is it that we want to get in transportation? And how we can go about getting it.
897 And I notice that AECOM did some action items for this.

898 Mr. Athey: Yeah, I should probably explain more briefly, you're right, we focused mostly on the
899 green energy aspect but to Jeremy's point, it took on a pretty much different format and
900 basically, I think we called them objectives before. But essentially it just got framed to be a,
901 you know, the objectives I kind of tried to compile them into like-sounding things, and then
902 what would the goal be to support those. And so, it was really just a bunch of cutting and
903 pasting and moving around, but then I thought once I did the first one, I might as well just go
904 through and do the other ones. But, you're right, that's just kind of the way comments
905 obtained to date, so there's really not a ton of thought on this. Certainly, not as much thought
906 as the first category.

907 Ms. van Boekhold: So, what could be the objectives and goals for our clean transportation?

908 Ms. Bennett: Well, first you're going to need to understand it, and this may already exist, how
909 much commuting and from where people are coming in and out of the City. With parking
910 information, you kind of have a handle on how many people are coming in to, say, Newark
911 downtown area. And getting a handle on what the transportation habits and needs are,
912 because if you want people to use alternate transportation, you've got to know what their
913 options are, right?

914 Ms. Grasso: So, can we just jump in because you've already suggested three goals. So, should
915 we start with those? In the document there are three goals listed.

916 Mr. Athey: However you'd like to do it.

917 Ms. Grasso: So, what I read is reduce use of fossil fuels, reduce congestion, and reduce air
918 pollution as the three goals. So, the first and the third seem like they might fit into the first
919 theme in terms of goals. And then, like this would have been the kind of comment I would've
920 sent to you so that maybe you could rethink it . . .

921 Mr. Athey: Right.

922 Ms. Grasso: So, I would bring that up. And then the other one, reduce congestion as a goal, I
923 think maybe we should think about that a little bit too because congestion is a hassle for
924 people. It's also a source of greenhouse gas emissions and other health effects, but I'm not
925 sure if reducing congestion should be our goal. Because if we were to electrify the entire fleet,
926 we still have congestion.

927 Mr. Athey: Good point.

928 Ms. Grasso: So, maybe think about why, and we can also alleviate congestion by building more
929 lanes on roads and that would certainly be counterproductive to our sustainability.

930 Mr. Athey: Those are two excellent points.

931 Mr. Anderson: And also, one of the City people mentioned that it's difficult to quantify
932 congestion, so tracking your progress could be a potential problem, too. So, that's three things
933 against it.

934 Ms. Bennett: And with the future of autonomous vehicles, what causes congestion is going to
935 change. Because right now it's people driving their cars and then parking them, right? And
936 then driving elsewhere usually, you know, you hit 4:30 or 5:00, all the roads are packed, or
937 morning rush hour, etc. Well say you have an autonomous vehicle and you want to go and eat
938 lunch or dinner downtown but you don't want to park and you have your car circle the block for
939 three hours.

940 Mr. Anderson: That would be worse.

941 Ms. Bennett: Right?

942 Ms. Grasso: And right now with autonomous vehicles there are debates happening about
943 whether or not they're actually going to, you know, reduce congestion and improve
944 sustainability or not.

945 Ms. Bennett: Well if everyone has one, why would they reduce congestion?

946 Ms. van Boekhold: I want to kind of again keep the conversation again looking at the goals. I
947 can throw in one goal when I think of clean transportation as a goal for sustainable
948 transportation. I think you're right that clean transportation if you're talking about air quality
949 and fuel, it fits under the first two themes that we have, but I look at one opportunity as, you
950 know, encourage, for example, City residents or people who have businesses to use more
951 alternative modes of transportation. And if that's a goal, then under it may become having bus
952 system, education, empowering, like that would be a goal. Like how can we, you know, I know,
953 for example the University has a program to encourage staff use bus and bikes. How can we
954 actually encourage those alternative modes of transportation? Like would that be, I know that
955 the City and Mayor has a biking day and there is a national biking day. Do we need another
956 biking day? You know we do have a really good biking non-profit. What is it that we need to
957 make sure that we are walking, biking, getting in buses, having car-sharing, that culture? So, I
958 look at transportation and sustainable transportation and that's something that jumps out.

959 Ms. Grasso: So, when I read that the theme is clean transportation, like I said, that seems to fit
960 with the first theme and so I'm wondering if we want to revise the theme, which is a step up,
961 and think about . . .

962 Ms. Huntley: Why don't we talk about goals of transportation and then once we know what
963 our goals are . . .

964 Ms. van Boekhold: The theme will come.

965 Ms. Grasso: Okay, well . . .

966 Mr. Firestone: Biking is a form of clean transportation.

967 Ms. Grasso: It is but I'm wondering if we want to shift the idea to sort of promoting a car-free
968 lifestyle which captures what you're saying . . .

969 Ms. van Boekhold: Yes, alternative modes.

970 Mr. Athey: Yeah, actually a lot of this is in the goal, too. It's just I think I went down the wrong
971 direction. Your point is very well taken about congestion, but in essence a lot of the action
972 items were already here. It's really just more of a terminology . . .

973 Mr. Anderson: Yes.

974 Ms. Grasso: Exactly, it goes back to my point about I could have sent a lot of this to you and it's
975 sort of just a reshuffling.

976 Mr. Athey: Right.

977 Ms. Bennett: I mean there's got to be a huge culture shift if you want to get people out of their
978 single-use vehicles, right? Because we did that transportation survey and one of the comments
979 we got about, hey, use the UD bus, and this is just to go up and down, during the course of your
980 day, like maybe not even commuting in the morning, and we had people who would say things
981 like I'm too important to be on the bus. And I'm just like, well, I could just rip out my heart.
982 You know, it was anonymized, so I didn't have anyone to leave a present at their door.

983 Ms. Grasso: But that speaks to the relative friction that exists between the modes that are
984 available here.

985 Ms. Bennett: Yeah.

986 Ms. Grasso: So, if we make it really easy for people to drive, they're going to choose to drive.

987 Ms. van Boekhold: And I can think as we put that as a goal and maybe there are some action
988 items under it, maybe one will be for a group to take it on, like from a non-profit. Take that one
989 on and say education campaign. We do a whole mock-up of sitting in a bus is cool, for example.
990 Like that would come out of this conversation because the City said we want to do that and
991 there is a non-profit like, for example, I don't know, maybe your group or any other group or a
992 combination takes that on and say we are going to make riding the bus cool and green. So,
993 that's one of the, you know, the sharing of the car, the reducing the, changing modes of
994 transportation. That could be something that we want to see in our city as we want it to be
995 sustainable, and how we go about that, we can have something under it. But I'm really hoping
996 that there will be groups that take that on and say, that's us.

997 [Secretary's Note: Mr. Filasky existed the meeting at 5:10 p.m.]

998 Ms. Grasso: I think that . . .

999 Mr. Firestone: Well . . .

1000 Ms. Grasso: Because we do have BikeNewark, I'm sorry Jeremy, but we do have BikeNewark
1001 that has been active and operates along these five, encouragement, education, engineering,
1002 evaluation, and enforcement. And what I think would be beneficial that I'm really hoping the
1003 sustainability plan could help us get to is to have that strong vision from the City that, you
1004 know, establishes, for example, some cities will actually go through their community and they'll
1005 take each road segment and they'll develop a hierarchy of modes. So, which modes are
1006 preferred in which areas, and then investments can be targeted towards those modes. Or
1007 some will go so far as to say we're really going to shoot for a, you know, all trips, like a modal
1008 split between all trips, or between all modes, and specify what those are. So, kind of having
1009 that sort of vision and leadership, it would be nice if we could have those as action items that
1010 we, or however we want to fit it in here, that we put some of those as goals.

1011 Ms. Huntley: Okay so I've tried to summarize your goal as encourage and enable a car-free
1012 lifestyle. Does that capture correctly what you are trying to suggest?

1013 Ms. Grasso: Yes, that's one way of saying it.

1014 Mr. Firestone: One of the problems with the enable portion is that we don't control our destiny
1015 to a large extent and ultimately the City needs the state because DelDOT controls the major
1016 arteries. So . . .

1017 Ms. Grasso: So, this goes to the where we are, what you're doing. We actually have a state
1018 that's very, very supportive of bike transportation.

1019 Mr. Firestone: We do but I don't see any separators anywhere in this state. So, I mean bike
1020 transportation is dangerous. It is. And I ride my bike and part of it is that DelDOT really
1021 controls a lot and with the support of the state we may take on the objective of having the City
1022 work with state legislature to have Newark be a test case where DelDOT would then be
1023 mandated to work with us on these kinds of things because DelDOT is very antiquated in its
1024 output.

1025 Ms. Grasso: But just to speak to that, because I worked with DelDOT as part of BikeNewark and
1026 we've got several, as you may or may not know, several projects that are going to be coming
1027 online in the next five years. We're going to have a bike lane, buffered bike lane, on Casho Mill
1028 Road. We're going to have a protected bike lane on Delaware Avenue. We got parking taken
1029 away from Cleveland Avenue and we're going to have bike lanes on Cleveland. There is, I think,
1030 a movement to get bike lanes on South College Avenue. On Main Street we're going to have
1031 enlarged sharrows on both sides of the road. So, I think we're going to be seeing all of this in
1032 the next five years and it seems like this is a really great time for the sustainability plan to make
1033 Newark, and also from DelDOT's perspective, I think they're in a situation where they want to
1034 support this but they need to have the communities coming and asking for it. Because
1035 oftentimes when they come in and do things, they get pushback. So, I think we're at a sweet
1036 spot with . . .

1037 Ms. Bennett: Can we phrase that as coordination with all the alternative forms of transit
1038 because we have a train line on campus and it's like, so folks who live in Philadelphia find it very
1039 challenging to commute to this campus via train because it comes through at what, like, 11:00
1040 a.m. You know, I can't come up from Baltimore because the train arrives at 1:20.

1041 Mr. Firestone: Well, we were hoping that's going to change by about 2021 when they solve the
1042 second lane.

1043 Ms. Bennett: But they've been saying stuff like that for twenty years already.

1044 Mr. Firestone: But we're . . .

1045 Ms. Bennett: And that's not something the City of Newark can do but it's more of that
1046 coordination with regional transit where they're just saying this is what we want.

1047 Mr. Athey: Right.

1048 Ms. Bennett: So, it's not so much that the City of Newark makes them do stuff but more like
1049 the City of Newark communicates better.

1050 Ms. Grasso: Well I don't really sense from the City Council side a real, I haven't sensed it yet, a
1051 real willingness to commit to a city that favors, that is trying to promote a car-free lifestyle, or
1052 favors shifts to alternative modes.

1053 Mr. Brainard: There have been, and there were many reasons why this didn't go anywhere,
1054 some on the state level, some from the City, some from the community, but there were two
1055 councilman who brought up the issue of the LimeBike, aka bike-sharing, kind of Uber for bikes,
1056 and, you know, Delaware Code didn't allow, you know, there really wasn't a definition for a
1057 bike share so we ran into some issues there. So, it would be more coordination between state,
1058 community, you know, I mean, again, there were a lot of reasons why that didn't go anywhere.
1059 Lime is a national kind of brand that has had some PR issues in other cities with their product.

1060 Ms. Grasso: You don't have to go with them, but to your point.

1061 Mr. Brainard: Yeah, but so I think there is kind of the willingness from at least some of Council,
1062 some of City staff to kind of go in that direction of these kind of innovative ideas because I
1063 think, personally, bike sharing could work in a city like this.

1064 Ms. van Boekhold: It can generate revenue and it can actually clean up things. I put it out there
1065 because it's exactly, I know the City of Wilmington, is it Jeremy, one of your people who was
1066 once a Planning member is looking at working with the City of Wilmington to actually
1067 [inaudible] bike lane. But, again, the benefit of this plan is when you put it here and then they
1068 sign off on it, if Mark wants to promote that and if we want a reason to go and talk to the
1069 legislature now, or if we want to talk to our legislature to make it happen, we do have the
1070 documentation to say it's here.

1071 Ms. Grasso: Exactly.

1072 Ms. van Boekhold: And this is, again, I don't want to kind of beat a dead horse here, but it is a
1073 benefit of this plan because next time you actually have a plan and I'm hoping that . . .

1074 Mr. Brainard: And it can be a coalition building kind of thing to . . .

1075 Ms. van Boekhold: And then when we look at it, that's why actually talking to you all at the City
1076 is important because as we look at it, we'll identify what are the important ones. What are the
1077 ones that we know, what are the hurdles? We need to actually write it that, review and see
1078 what are the policy hurdles because this is what we want to do and these are the things that we
1079 already know. And then maybe there would be groups that would take it on.

1080 Ms. Grasso: But when you're talking about education, like you were talking about earlier with
1081 energy and helping residents understand the impact that they have and how they can change
1082 their behaviors, I'm just suggesting that we also put that in as something that the City could
1083 also do around transportation.

1084 Ms. van Boekhold: Yes. I actually look at a couple of years ago I went to D.C. and saw the
1085 different cities that they have as they call climate showcase studies, and they were these small
1086 cities in different areas. One of them from Oregon that was really interesting was they have
1087 this platform and every city would come up with one sustainability thing. So, one month if was
1088 like everybody don't take plastic. Do your best and come, you know, share your stories, share

1089 their pictures. One month was biking. So, it is those kinds of small things. Again, making riding
1090 the bus sexy. I mean maybe we can do that. You know, maybe we just need the right people
1091 and the right messages to kind of really get on that mission and we make that important. So,
1092 yes, it could be actually our sustainability, our education for these categories could be a
1093 platform. One of the example of a city in Oregon that they put on the website, the university
1094 took on that task, they created this platform that shows how people are doing. So, that could
1095 be a great project for the University to create that platform of communication that , hey . . .

1096 Mr. Anderson: A dashboard.

1097 Ms. van Boekhold: And we do have this car share company, not car share, there's a program in
1098 Delaware that actually used to get from Regional Greenhouse Gas Initiative money to promote
1099 ride share. So, we do have, like, if we know what we want to do . . .

1100 Ms. Bennett: There are things out there.

1101 Ms. van Boekhold: Yeah, so we can kind of collaborate and say, hey . . .

1102 Ms. Bennett: Ride share is quite good actually in . . .

1103 Ms. van Boekhold: Can you actually promote ride share?

1104 Ms. Grasso: I think one of the other things, too, that I think we should talk about putting in this
1105 document is the need to coordinate with the University because around transportation, walking
1106 and biking, we cross those boundaries between UD space and City space, and to have some sort
1107 of coordinated plan.

1108 Ms. Bennett: And that 9:00 a.m. traffic jam, where are a lot of people going? To the University.

1109 Ms. Grasso: Right.

1110 Mr. Anderson: Yeah.

1111 Mr. Athey: Yeah, that's going to have to be, I think, a separate conversation in the future
1112 because that transcends every category we're talking about and I haven't quite figured out, I
1113 haven't given it a whole lot of thought, but how do we capture and address it?

1114 Ms. Bennett: How do we capture that, yeah? Because it could be its own bullet point in
1115 everything.

1116 Ms. Grasso: But with Newark Futures and with the civic engagement . . .

1117 Mr. Athey: We can certainly leverage that, right.

1118 Ms. Grasso: Effort, there's certainly a lot happening on the UD side around this.

1119 Ms. Bennett: Absolutely.

1120 Mr. Athey: Sure.

1121 Ms. Bennett: And I think the University is trying to make a more concerted effort to be better
1122 about that with the community because I think they recognize that like, oh, hey, you all live
1123 here, too. They really want to improve that town/gown relationship because they recognize it
1124 might actually be good for them, as well. What an insight.

1125 Ms. Huntley: I'd like to bring something else up that the City could do and this was sort of
1126 touched on by the meeting that I had with BikeNewark people and with the developers of the
1127 College Square Shopping Center and it occurred to me that it was the first time really I saw

1128 somebody put a plan together that had integrated an idea of how to accommodate bike traffic
1129 into the development. And this is something that the City could just require for all future
1130 development.

1131 Ms. Grasso: Say that again. What did it do?

1132 Ms. Huntley: In the plan, it had integrated into there where the bike traffic would go.

1133 Mr. Athey: Like separate bike lanes kind of thing?

1134 Ms. Huntley: Yeah, and this road is wide enough that we can put a bike lane on there. But it
1135 was actually thought through as to here's a destination where we want the people to be able to
1136 get by bicycle. We want them to get from the apartments over to Acme. How can we get the
1137 bicyclists safely from one side to the other side? And so, it wasn't like an afterthought of where
1138 is there space where we can do something for bicyclists. It was really integrated into their
1139 thinking we want the bicyclists here, let's make it happen for bicyclists and drivers.

1140 Mr. Athey: And I assume that would be private right-of-way. There's not going to be a public
1141 dedication to extend Delaware Avenue into College Square, is there?

1142 Ms. Gray: Correct, there is not.

1143 Mr. Athey: Okay, so that's an excellent point.

1144 Ms. Huntley: That's why I think we have all these requirements for accommodating cars, right?
1145 You have parking requirements, but we don't have any requirements for making it accessible by
1146 public transportation or by other transit.

1147 Mr. Athey: Yeah, that's an excellent point.

1148 Ms. Grasso: And that should be part of the, well that goes to the whole development review
1149 process here, which at the City level, from what I understand, some projects don't, it seems like
1150 somewhere in that development review process, if we could strengthen what Helga was just
1151 talking about, that that could take advantage of those opportunities when development and
1152 redevelopment is happening.

1153 The other thing related to that that, because I think it's really important if we're thinking about
1154 trying to shift people's mode of transport, we need to really make it easy for them to get where
1155 they want to go using these alternative modes. So, that really starts to get into land use and
1156 the types of businesses and things that we have in our community so that people can conduct
1157 their daily living using walking or biking. And so that kind of takes the conversation, it's not just
1158 about providing infrastructure, it's really about thinking about the businesses that we have in
1159 our community and what people want within reasonable access.

1160 Mr. Anderson: Considering the demand of transportation. What demands transportation and
1161 sort of planning where to put those demanding things.

1162 Ms. Grasso: Right. So, it's really thinking about transportation for daily living and that really
1163 gets into do we have the things we need nearby so that we can conduct our daily business
1164 walking and biking?

1165 Mr. Athey: Yeah.

1166 Mr. Anderson: That's built into LEED for Neighborhoods, that kind of talk and that kind of
1167 forward thinking, to plan that in. But it's, you know . . .

1168 Ms. Bennett: I mean that might be a reasonably useful framework even if we weren't going to
1169 have people get certified. We could just say like let's get four points off of this particular part of
1170 LEED and just like, I don't want to say plagiarize it, but kind of like put it out where it's easily
1171 accessible, it's free, you don't have to spend like \$800 to get the whole packet.

1172 Mr. Anderson: The City Code already does it for Green Building.

1173 Ms. van Boekhold: For actual buildings. I was thinking as we are talking we are also touching
1174 on the planning for reducing the environmental footprint. And planning, I want to call it, is one
1175 of those overarching areas because the type of planning you do affects your transportation and
1176 your modes of transportation. I think there is a tricky one. I mean it could be planning could be
1177 including everything from protecting natural resources to, so a lot of things that we have could
1178 fall under that planning. It's a tricky one. It's an overarching one and some of the
1179 transportation ones that came here, you know, kind of what kind of zoning do you have,
1180 actually what kind of community do you have? Is it walkable, is it bike-able? Because that's
1181 sustainable and that's actually economically sustainable because all the X generation and the
1182 millennial, they want to be in those communities that they don't need to have a car and they
1183 want to walk. So, yes, it is actually that economic sustainability that comes with that planning.

1184 Ms. Grasso: And not even that generation. I mean look at our neighborhood. A couple of the
1185 homes that have sold recently have been people who are close to retirement and their kids are
1186 gone and they're moving into Newark . . .

1187 Ms. Bennett: Communities where they can age-in.

1188 Ms. Grasso: Because it's got a lot of great amenities.

1189 Ms. Bennett: And they can maintain a healthy lifestyle while they're aging in place.

1190 Ms. Grasso: Exactly.

1191 Ms. van Boekhold: And at the same time, I think planning for reducing environmental footprint
1192 would be a, there are a lot of things that fall under it. It requires that transportation, I think
1193 especially zoning and transportation is a big part of it. I see should be protection of natural
1194 resources under here, protection of our, you know . . .

1195 Ms. Huntley: Under transportation?

1196 Ms. van Boekhold: No, under the planning. I'm looking at the next bullets because we are kind
1197 of yes. I said that last part that Susan talked about is kind of planning.

1198 Ms. Huntley: So, did we only want one goal under transportation?

1199 Mr. Anderson: That's a good question.

1200 Mr. Athey: Thank you. Susan, the first thing she said is to include what we have as the first and
1201 the third goals, which is support transition from fossil fuel transportation and reduce pollutant
1202 levels. Is everybody kind of agreeing that really falls under the first theme? Because that
1203 theme now kind of grows some. Scott, make your peace now or what's your concern?

1204 Mr. Anderson: Well, I think the air pollution reduction happens naturally, so that's not even a
1205 goal.

1206 Ms. van Boekhold: Yeah, it doesn't need to be a goal. I agree.

1207 Mr. Anderson: But . . .

1208 Ms. Bennett: If it's difficult to measure, it's expensive to measure.

1209 Ms. Huntley: It could still . . .

1210 Mr. Firestone: I think separating out transportation from buildings is sensible.

1211 Mr. Anderson: I think so too.

1212 Mr. Firestone: I mean they're just different animals.

1213 Ms. van Boekhold: So, we talk about energy in that part. You know, even though we talk, I
1214 mean there is a subcategory of building, but there is an energy. Again, it's really hard . . .

1215 Mr. Athey: Yeah, it is.

1216 Mr. Firestone: You can rephrase the theme but, to me, it, you know, there's building issues and
1217 there's transport issues and they require different solutions . . .

1218 Mr. Anderson: They do require different solutions.

1219 Mr. Firestone: So, you know . . .

1220 Mr. Athey: Even if they kind of get to the same end goal, I believe is what you're . . .

1221 Mr. Firestone: Yeah, and they're not so much, I mean there are obviously some trade-offs but
1222 there's not sort of the same trade-offs you're thinking about with building efficiency, green
1223 energy and, you know, conversion to electrifying the vehicles. I mean that's the transport, but
1224 you also have the conversion of the heating.

1225 Ms. Huntley: Okay, so should we keep goal 1 under transportation to support a transition to
1226 fossil-fuel-free transportation? To me, that also encapsulates the reduction in air pollution.

1227 Mr. Anderson: Yes, it does. And it does encapsulate the supporting non-car transport.

1228 Ms. Huntley: Not, no it doesn't.

1229 Ms. Grasso: No, I don't think, again, if you electrify your entire fleet, you could say that's clean,
1230 but I think there are separate reasons why we want to think about shifting our modes to more
1231 of a car-free lifestyle. Like when you think about just the health connection with
1232 transportation, you know, I think it's on average now, nationally 40% of our population is
1233 obese. People just aren't having the opportunities, again, just through their daily lifestyle to get
1234 activity. And so, transportation can be one lever to provide ways for people to get more
1235 activity. So, that's kind of unrelated to the clean question.

1236 Mr. Anderson: Yes. So, there are two different parts of clean energy. Definitely going more
1237 active and supporting a car-free lifestyle. That's what we talked about first, but there's going to
1238 be buses involved in that solution and how do we get those buses to support the sustainability?
1239 Make them less polluting, make them not use fossil fuels . . .

1240 Ms. Bennett: I think you're going to have to expect, at least in the median term, that there will
1241 be vehicles, because some folks have disabilities where either they can't be doing all the
1242 walking or the riding, even if it is healthier for part of their life, it's like . . .

1243 Ms. Huntley: But it's also a mindset, right? A lot of people are just used to that.

1244 Ms. Bennett: I agree with you there and I think there are a lot of people who are used to a
1245 thing, but when we look on campus with how much ADA parking we need, it's not because
1246 people are overweight, it's because they have a heart condition or something else. Because a

1247 non-trivial portion of it, at least on the University campus, there's a lot of older folks, right? So,
1248 I think that you need to have the opportunity where people get out. You need to encourage
1249 them to get out and as they have a healthier lifestyle, they feel better and they'll hopefully be
1250 doing more of it instead of having a little resistance. But say there are going to be vehicles on
1251 the road, whether they're buses or other, encouraging fossil-free transportation is absolutely
1252 key for air quality and for other issues.

1253 Mr. Anderson: Climate change, yes.

1254 Ms. Bennett: A minor issue.

1255 Ms. Huntley: And since are acknowledging that there will be vehicles, do we want to address
1256 the issue of parking and accommodating . . .

1257 Ms. Bennett: Well, I don't think we need a goal because if we're doing good planning and good
1258 infrastructure, I think it falls under that category. Ideally, we want less total parking if there are
1259 less total vehicles on the road. But then you get into question with like revenue for the City,
1260 but I think that's a big part of the pie and we should have a bullet point for it, but I also think it
1261 falls into some of the planning and infrastructure because let's say you decide to cut parking by
1262 X% by a certain date, well if all of this vehicle and car-free lifestyle transition doesn't occur by
1263 that date, are people going to start parking on the grass?

1264 Mr. Firestone: I think we should avoid discussing parking as much as possible. It's like the third
1265 rail on the . . .

1266 Ms. Bennett: Yeah, it's really like . . .

1267 Mr. Firestone: It is likely, I mean if you want the plan to be turned down by Council, put a lot of
1268 stuff about parking.

1269 Mr. Anderson: Okay.

1270 Ms. van Boekhold: Okay.

1271 Mr. Firestone: I mean you've got to go about it in other ways.

1272 Ms. Bennett: That is the fastest way to get torches and pitchforks outside your office on
1273 campus is to suggest, even let there be a whisper on the wind about reducing parking.

1274 Ms. Grasso: Well, one thing the University could think about doing is not allowing students to
1275 bring cars on campus for two years.

1276 Ms. Bennett: I cannot officially say that has been discussed, or is being discussed, or will be
1277 discussed, but all those things are true.

1278 Mr. Anderson: There's no pitchforks though.

1279 Ms. Bennett: Not yet.

1280 Ms. Grasso: How about for four years?

1281 Ms. Ennis: You're getting greedy.

1282 Ms. Bennett: Well I mean realistically the University has said explicitly they want to grow quite
1283 a bit, right? Well where are we going to grow? Where's the land? Universities are infilling. So,
1284 it's a logical outcome and we're not doubling and tripling the cost for our vehicles by putting
1285 parking garages under them. Like the Board of Trustees is going to approve that. So, no, I think
1286 that is a logical issue that's going to come up for the University but because I already get

1287 torches and pitchforks outside my office for other things, I just don't want to add to that.
1288 Because, you know, maybe once or twice a week during semester someone comes in my office
1289 to yell at me. I don't mind.

1290 Mr. Anderson: There's something I've seen and I'm wondering whether it would be applicable
1291 here. It's a study of all the trips that happen in a day or over time and graphically analyze it and
1292 sort of look at what are the demands, what's causing them . . .

1293 Mr. Athey: She said that at the top of the meeting, I think.

1294 Mr. Anderson: Yes, you did.

1295 Ms. Bennett: We did a transportation study, so we were asking people kind of broad
1296 transportation study questions and like you're involved with us, and it wasn't just vehicles, it
1297 was all kinds, so we have like a huge amount of students who walk every day and don't, if they
1298 have a vehicle on or around campus, they use it for errands or to go home on the weekend.
1299 But, anyway, so we asked those questions but one thing that we'll have to discuss, because we
1300 want to do this every couple of years, is how we phrase the questions. Because we asked
1301 people like, okay, how long is your typical commute and we meant miles. Like, give us an
1302 estimate. And people are like five minutes. And I'm like honey bear, you're killing me. And
1303 then we would ask them what is the zip code of your full-time residence and it would be like
1304 thirty miles away, but the same person may or may not, I mean it's all anonymized, but like that
1305 respondent was like, oh, that's five minutes. And I'm like, no it's not.

1306 Mr. Anderson: Well, here's . . .

1307 Ms. Grasso: What we don't do, though, in that survey, I mean we really need to do like a travel
1308 diary to know how people are . . .

1309 Mr. Anderson: Wait, there's a tech solution.

1310 Mr. Firestone: Yeah.

1311 Mr. Anderson: There is a tech solution. There is a software app that you can have people on
1312 their phones and it tracks them. And there was a city in Ireland that did it that involved a
1313 university and it developed, the university got into the research of it and you can encourage,
1314 somehow incentivize your students to use this app, so you're constantly anonymously tracking
1315 trips.

1316 Ms. Grasso: DelDOT has this app. They have an app.

1317 Mr. Anderson: Yeah.

1318 Mr. Firestone: But our real problem though is pass-through. Traffic that's coming from one
1319 area and going through Main Street to get to another. I mean it's a disaster.

1320 Ms. van Boekhold: Can I be the, kind of stops everybody and kind of just, I understand this is
1321 actually really important, but I'm trying to, actually I think the elephant in the room, I want to
1322 try to see how we can, what should we, so bring in the conversation, what can we do, what can
1323 we have in our plan to get at this issue? Because we can't solve it. What we can do, the best
1324 we can do is to initiate things that actually get us at solving it. So, I'm thinking, one of the
1325 things actually is reduce greenhouse gas emission fossil fuel air quality. That's one of the goals
1326 under transportation and we don't know where to put it yet, correct?

1327 Mr. Anderson: Well . . .

1328 Ms. van Boekhold: Transition from actual, I think promoting clean air vehicles should be one of
1329 the things that we do. If the City has incentives for residents, having the infrastructure for
1330 charging stations, either one, these are all fall under this and it's the right thing to do. The
1331 other one is car-free lifestyle which is kind of more squishy but it requires educations, it
1332 requires zoning and planning. So, we are not sure where to put this. There is a big one we talk
1333 about, parking, and really what parking needs. So, what do we need to do? Maybe we can
1334 have actually . . . Helga, you're frowning. What is it? Maybe it is like, hey, there is a growth of
1335 the number of cars that are coming into the City. How can we be upfront about it? We have a
1336 sustainability plan so we want to be prepared. So, that would be something that maybe we
1337 kind of say, University, tell us your ridership. How many people are there, how many cars, what
1338 is the expectation of how you're going to manage it? Because we can't solve it, the City can't
1339 solve it, but maybe we can actually put something in the plan that gets at solving it. That gets
1340 at looking at it.

1341 Ms. Grasso: But if you're talking about a car-free lifestyle or let's say to a shift to cleaner modes
1342 of transportation, that could be another one, and then some of the ideas that we're talking
1343 about are actually action items that we could pursue under that goal. So, I don't know that we
1344 need to identify all of them.

1345 Ms. Huntley: I don't think we should address parking at UD because UD is dealing with that and
1346 I don't think the City can add much to that.

1347 Ms. Bennett: That's something that we can communicate and coordinate.

1348 Ms. van Boekhold: The number of cars at UD, that's something that depends on our
1349 sustainability of the City. So, I think we can't talk about how many parking they have, but we
1350 can say as we are going to be sustainable, how are you going to do your fair share if we're going
1351 to dump a lot of cars? I mean we don't say it like that. I'm saying it like that. If you're going to
1352 dump us and bury us under cars, how can we be sustainable?

1353 Ms. Bennett: There is a non-trivial number of people who don't park on UD . . .

1354 Ms. Huntley: I think we can just group this all back under coordinate with UD on achieving our
1355 goals.

1356 Ms. van Boekhold: Exactly.

1357 Mr. Anderson: Yes.

1358 Mr. Athey: Yes.

1359 Ms. Huntley: I mean, Jeremy made an excellent point that we should stay away from
1360 mentioning parking in this plan. Even though I brought it up, I'm completely with Jeremy that
1361 we should not put it in here.

1362 Ms. van Boekhold: Okay, no parking. But the UD kind of part issue should be an action item in
1363 that we need to be upfront, we need to talk about it. We can't be like an ostrich about it and
1364 say oh, it happens, we do it. You know, actually . . .

1365 Ms. Bennett: No, I think we can ask, absolutely . . .

1366 Ms. van Boekhold: Because we're trying to be sustainable so we need to talk about it.

1367 Ms. Bennett: We can absolutely coordinate, and if the University comes up with a sustainability
1368 plan, transportation, including parking, the word that shall not be named, will be a big part of it,
1369 absolutely. And one of my wish list items is that the University does a better job of incentivizing

1370 people to not drive by themselves. Like, we have a carpool rebate but, frankly, the program is
1371 not very incentivizing, it's not well-communicated, etc., etc., etc.

1372 Ms. van Boekhold: So, the only thing I want to look at and see it seems like we have three big
1373 themes, shift to cleaner transportation, reduce greenhouse gas emission, doing, like having
1374 electric car and EV charging stations falls under here. Do you agree?

1375 Mr. Anderson: Yes, that goes with that.

1376 Ms. van Boekhold: This is here.

1377 Mr. Anderson: So, there's two basic.

1378 Ms. van Boekhold: And then car-free lifestyle comes under here?

1379 Mr. Anderson: No.

1380 Ms. Grasso: No, that's separate.

1381 Mr. Anderson: No, separate. That's a whole bunch of separate solutions.

1382 Ms. van Boekhold: Okay. So, we have two, shift to cleaner transportation that this one falls
1383 under it and car-free lifestyle. I want to ask a question. Do you think these two objectives need
1384 to be separate under transportation? Or can we house the shift to cleaner transportation as
1385 part of our clean energy or clean whatever we want to call it? If we want to call it greenhouse
1386 gas emission? Scott doesn't agree.

1387 Mr. Anderson: No, no.

1388 Ms. Huntley: I think it's cleaner to keep it separate because when you talk to people about
1389 clean energy, they think about solar, wind-power, and when you talk to them about clean
1390 transportation . . .

1391 Ms. Grasso: But it's just a system, so it could be your building system, your transportation
1392 system, and your . . .

1393 Ms. van Boekhold: This is how actually if you look at other plans, sorry . . .

1394 Ms. Grasso: No, go ahead.

1395 Ms. van Boekhold: But when you look at other plans, sometimes they do get the
1396 transportation. I just opened the Green Vision for Philadelphia and they put their
1397 transportation reduction under their economy. So, it's kind of like a very squishy where you put
1398 it. And the reason I say is that because I look at the car-free lifestyle and that's planning to me.
1399 That's kind of like there is an education part to it but also how do you accommodate that? So,
1400 again, it is, we have different ways of dicing, what is it? Cutting and dicing?

1401 Mr. Athey: Slice and dice.

1402 Ms. Ennis: Slicing and dicing.

1403 Ms. van Boekhold: Slicing and dicing. I always get my terminology . . .

1404 Ms. Bennett: You have to keep in mind when you see Philadelphia and especially larger
1405 municipalities where transportation is such a thorny issue, so we have the word that shall not
1406 be mentioned, right? The same thing for single-use cars, etc., etc., in large municipalities.
1407 They'll put them in a section where it's politically palpable. So, they say, oh, the economy, and

1408 when you see a sustainability plan with an economy section, that's where all the thorny stuff
1409 goes.

1410 Ms. Grasso: Well, wherever we put car-free lifestyles, I mean I think that is where then we can
1411 start to bring in the concept of alleviating congestion.

1412 Ms. Bennett: Absolutely.

1413 Mr. Athey: So, when the conversation started actually I kind of wanted to keep them as
1414 separate but now maybe let's back into it. The car-free lifestyle does actually fit kind of neatly
1415 under the planning. And to me, to have one of our themes have a single goal, in that case, I'd
1416 probably now contradict myself and put it under the first category and then just get rid of this
1417 category altogether.

1418 Mr. Anderson: No.

1419 Mr. Athey: Or not.

1420 Mr. Anderson: They're different solutions. Different subjects, different solutions.

1421 Ms. van Boekhold: Okay, I suggest . . .

1422 Mr. Anderson: It's what Jeremy said.

1423 Ms. van Boekhold: It seems like we are split so I think the best path forward is to keep it
1424 separate. As we pull through the revision, as we . . .

1425 Mr. Athey: We can do this later.

1426 Ms. Grasso: I think you guys take it back, process it and propose something.

1427 Mr. Athey: Yeah.

1428 Ms. van Boekhold: Yes, let's keep it because it seems like there are enough people that want to
1429 see it separate.

1430 Mr. Athey: There's a decent argument either way.

1431 Ms. van Boekhold: We may at the end of it to combine it, maybe, David.

1432 Mr. Athey: Yeah, no, I agree. Like I said, there's a good argument either way.

1433 Ms. van Boekhold: But let's keep it separate and see what will happen.

1434 Ms. Grasso: But I would just suggest, to be internally consistent, whatever the theme is, to
1435 make sure that the elements that are under it are speaking to that theme, and which I think is
1436 lacking here.

1437 Mr. Athey: Of course.

1438 Ms. van Boekhold: So, then we go to planning for reducing environmental footprint. I would
1439 like to move that if we are reducing our environmental footprint, our waste reduction and
1440 water reduction, for the sake of simplicity and having less goals, put it under there. Because,
1441 you know, it is our footprint. Our waste is our footprint. I know that energy gets a separate
1442 area because it's really important and a lot of things are complicated but, again, I'm putting it
1443 on the table and you guys can kind of . . .

1444 Ms. Bennett: I don't think that's a bad idea. Some waste issues absolutely have to go under
1445 planning, but then there's, you know, a guy goes to the grocery store and gets a bunch of
1446 single-use plastic something-something, and it's like how do we address something like that for
1447 municipal waste? And then there's the education for recycling. I just did a waste audit today
1448 and it was all quote/unquote recycling bags, but more than half of it was trash and not stuff
1449 that was confusing. So, I agree with a few caveats.

1450 Ms. van Boekhold: So, it could be, like how do you put these objectives and then the action
1451 items under it? Like one objective is what City waste like we want to kind of reduce, I don't
1452 know what would be the framework. For example, increase recycling, reduce waste that goes
1453 to a landfill, and one action item under it is, can we do actually, what did you do today?

1454 Ms. Bennett: A waste audit.

1455 Ms. van Boekhold: A waste audit to see what are the challenges because if you want to get, I
1456 mean, what is it? If you know more, I don't know, like that's our objective, but maybe giving a
1457 bigger container for recycling is better than whatever. I don't think it can get that progressive
1458 charging people for their waste and then recycling be free.

1459 Ms. Bennett: The way Delaware waste, well municipal waste, is set up that would be legally a
1460 big haul because it's the same everywhere in the state.

1461 Ms. van Boekhold: So, again . . .

1462 Mr. Firestone: We could, sorry, we could, for example, incentivize composting so you'd help
1463 maybe give away compost bins and, you know, have instructions on how to use it.

1464 Ms. Bennett: They already don't know what to do with all the yard waste they collect because
1465 they compost that, and they can't get rid of it.

1466 Ms. Grasso: They can't get rid of it?

1467 Ms. Bennett: The City.

1468 Mr. Firestone: I'm talking about individuals.

1469 Ms. Bennett: Oh, in like their backyards?

1470 Mr. Firestone: I compost my, you know at the end of the year, it's this big from my house.

1471 Ms. van Boekhold: So, I look at it and say this is our objective to reduce, for example, our
1472 municipal waste stream means all of our waste because like for example the . . .

1473 Ms. Huntley: That does not include recycling, correct? When you say reduce the waste stream,
1474 do you mean . . .

1475 Ms. van Boekhold: Increase the recycling, increase the composting.

1476 Ms. Huntley: You're not reducing what's going to recycling.

1477 Ms. van Boekhold: You're reducing what's going to landfill, so I'm not sure what we're framing
1478 but I'm hoping when you talk to these people from the City, which section would that be?

1479 Mr. Athey: Public Works.

1480 Ms. van Boekhold: Like they may say, oh, this is our biggest issue and that's what we think.
1481 Like I think this is our goal but when you talk to them, get the context of like what is actually
1482 happening what are the challenges, how can we help?

1483 Mr. Anderson: Yeah. Where are we, what's the opportunities, what are your problems?

1484 Ms. Bennett: And I can tell you education is a huge issue.

1485 Ms. Ennis: Absolutely.

1486 Mr. Athey: Yeah.

1487 Ms. Bennett: And part of it is educating what is recycling, trying to get people if you're not
1488 sure, put it in the trash. Because people feel good like, okay, I hope this is recyclable, so I'm
1489 going to put it in the recycling so there's the opportunity, but . . .

1490 Ms. Gray: My family does that. I'm like, really, this is not recyclable.

1491 Mr. Anderson: Because contamination is such a problem.

1492 Ms. Bennett: But keep in mind also, every semester you have 4,000 kids coming in from
1493 perhaps Delaware, perhaps somewhere else, who don't know and possibly, you know, who
1494 knows what kind of system their family had. I've had freshmen come to me and say, well, we
1495 recycled everything and they were really on top of it. And they got here and they're like I want
1496 the posters. And then there are other kids who are like what is that? So, education is going to
1497 be a huge challenge and it has to be ongoing. It can never really stop.

1498 Mr. Anderson: Nope.

1499 Ms. Bennett: It has to be, you know, a couple times a year and it has to go to pretty much
1500 everyone, whether it's a sticker or . . .

1501 Ms. Huntley: Is the contamination, because we have the single-stream recycling where
1502 everything . . .

1503 Ms. Bennett: Yeah, that's the #1 problem. In the recycle stream, that's the #1 problem,
1504 contamination.

1505 Ms. Huntley: I'm wondering whether having single-stream recycling makes it less of a problem
1506 because people sort it. The collection gets sorted anyway.

1507 Ms. Bennett: There's like an internal argument over convenience versus contamination. So,
1508 when you make people sort stuff, it's less contaminated, but then fewer people do it because
1509 it's a hassle and they don't want to have to put out three different bins and blah blah blah.
1510 Whereas if you do single-stream, it's super-convenient so everyone does it, but then
1511 contamination becomes your main problem. The way around that is to have modernized
1512 sorting machinery which is very expensive but can be done, and it's one of the discussions with
1513 Delaware's waste stream because we contract out [inaudible] and you get into all that.
1514 Because the City doesn't own and operate the recycling center. I'm sorry, not the City, the
1515 state. So, they contract it out but that means they can't force them to upgrade and modernize
1516 the machinery to capture things that are actually recyclable that can't currently be sorted.

1517 Mr. Athey: So, if I'm understanding, you're kind of making a proposal that we essentially
1518 eliminate a couple of the themes and roll them up under a much broader planning theme?

1519 Ms. van Boekhold: When I looked at the water and waste, we didn't have that many things
1520 under them to kind of break it down.

1521 Mr. Anderson: That's right.

1522 Mr. Athey: Right.

1523 Ms. van Boekhold: And I think there is a benefit of putting it here. I see a benefit of making it
1524 simpler, cleaner, rather than kind of, like water had one or two things. I mean what would be
1525 the water?

1526 Ms. Huntley: But I don't like calling it a planning thing. Everything requires planning. So, this is
1527 the reduce environmental footprint?

1528 Ms. van Boekhold: Yes.

1529 Mr. Athey: Okay, so reduce environmental footprint, one of the aspects of that, you know,
1530 water use, but then also what are we doing to promote green infrastructure, the green
1531 buildings, the other stuff that currently is under the theme called green buildings and green
1532 infrastructure?

1533 Ms. van Boekhold: Yes . . .

1534 Mr. Anderson: Yeah.

1535 Mr. Athey: Okay, so now I'm understanding what you're suggesting.

1536 Ms. van Boekhold: So, this one is very much environmental footprint. Even our environmental
1537 protection can come under it because I thought at this stage there is a lot we can do on the two
1538 themes that we talked about. Transportation is important and this one is important, but maybe
1539 putting it together will help us make it simpler. Again, that was a suggestion I had. Water,
1540 waste, and maybe partially our environmental protection.

1541 Mr. Athey: Okay.

1542 Ms. Huntley: Okay, so we have a goal, but we only have like five minutes left. So, we have one
1543 goals for reducing municipal waste.

1544 Ms. van Boekhold: And I think one of the things that comes under it, again, at conversation
1545 with Public Works, do they know how much are the volume of everything? How much
1546 composting, how much, you know, different waste they get. Based on that, you know,
1547 depending on what they know, then maybe they have solutions of how we can get to that.

1548 Ms. Bennett: We can certainly explore that. It does get complicated.

1549 Ms. Huntley: Do we want to have a water goal as well?

1550 Ms. van Boekhold: Yes.

1551 Ms. Bennett: With water, I think one really good municipal and community goal is to get a
1552 handle on leaks and fix them.

1553 Ms. van Boekhold: Water reduction, it could be for residents and municipality, so we can have
1554 water reduction. That would be part of like municipality, like in your building, kind of looking at
1555 it and educating and empowering citizens, for example.

1556 Mr. Athey: Alright, I'm sorry but I'm getting confused on here. I guess I'm going back to what
1557 we currently had. We had a theme about the City requires green sustainable buildings,
1558 infrastructure, land development, etc. And then there was another about stewardship of its
1559 natural resources, which is more like floodplains and things along those lines. So, I'm unclear
1560 where you're, I'm certainly not disagreeing with you, but where you're taking the water and
1561 waste reduction. Where are you now putting that? That's what I'm not understanding.

1562 Ms. van Boekhold: I'm proposing to put it under reduce environmental footprint.

1563 Mr. Athey: So, you're . . .

1564 Ms. Huntley: So, we're combining.

1565 Mr. Athey: So, you're not necessarily putting them into a theme as we already have existing.
1566 You're basically merging the two, so our seven themes become six?

1567 Ms. van Boekhold: Yes.

1568 Mr. Athey: Ah, got it. Okay.

1569 Ms. Huntley: That should make your life a little bit easier.

1570 Mr. Athey: Yeah, no, yeah that's fine.

1571 Ms. van Boekhold: When I get to five, we are good.

1572 Mr. Anderson: Yeah, I think five, we're going to get there.

1573 Mr. Athey: Now I'm getting your bigger objective.

1574 Ms. Bennett: Well just from a communication perspective, five is a really good goal because
1575 when you're going out to the community to do signage and get kids involved, all of that, there's
1576 a really powerful connection to the average human hand, we'll say.

1577 Mr. Athey: Now I'm understanding it and that's fine.

1578 Ms. Huntley: Do we want to put anything stormwater-related in here?

1579 Ms. van Boekhold: So, there is actually a theme that we had, the City values . . .

1580 Mr. Athey: Natural and provides excellent stewardship of natural resources. Which that's kind
1581 of where I was wondering if this could actually fall under that . . .

1582 Ms. Huntley: Also.

1583 Mr. Athey: Because that was essentially kind of more of a floodplain kind of a thing.

1584 Ms. Huntley: Combine those three.

1585 Mr. Athey: You know, tree canopy forests . . .

1586 Ms. van Boekhold: We just need to have that theme, the name, the overarching kind of gets at
1587 reducing footprint and protecting what we have. Our natural, a steward of natural resources.

1588 Mr. Anderson: Protects the environment.

1589 Ms. Bennett: Because the City has non-trivial stormwater issues, as I'm sure Public Works and
1590 other folks are well aware . . .

1591 Mr. Athey: Sure.

1592 Ms. Bennett: And that gets into things like floodplains because those are really some of the
1593 best stormwater infrastructure if they're well-maintained.

1594 Mr. Athey: Okay. No, I like that. This is good. And actually if we combine with the other, now
1595 we are down to five, basically. Although one of those five is going to be the food systems so
1596 that's going to be a, you know . . .

1597 Ms. Bennett: I'm working on that.

1598 Mr. Athey: Yeah, I still, we certainly don't have time to get into that subject today, but I think
1599 there's only so much the City can do on that one.

1600 Ms. Bennett: Well, yeah, I know. One thing that's not, we don't a formal proposal in yet but
1601 there's an anaerobic digestion company that's very keen to come and do some STAR Campus
1602 stuff. And we said well how much food waste do you want, and they said all of it. And I said
1603 well I have some very big numbers to show you and they said that's great. So, the question
1604 was, you know, semesters because we're very seasonal, right? So, during summer what do
1605 they do? They have to feed their microbes. And they said, oh, we'll just go the City. And I'm
1606 like, that's an excellent idea.

1607 Ms. Huntley: But, no, that's not an excellent idea because the City doesn't grow during the
1608 summer, right?

1609 Ms. Huntley: Well, I mean they would get food waste from Wilmington and some other places,
1610 too. They just want a steady-eddy supply, so they would just . . .

1611 Ms. van Boekhold: What about the restaurants?

1612 Mr. Anderson: The restaurants in town. But they should be incorporated in the main, not just
1613 when you don't have students.

1614 Ms. van Boekhold: That should be the main . . .

1615 Ms. Bennett: Well that's what I'm saying is that they would go and try get as much as they
1616 could for their, what do you call it, their baseline food waste, like somewhere on Main Street
1617 where it's a relatively stable supply. But, the devil is always in the details so until we have a
1618 formal proposal and we look at it, I don't want to get too excited. But these guys are like, they
1619 want to open a lab. Like, they're very . . .

1620 Mr. Anderson: Yeah, that's a perfect fit, I think.

1621 Ms. Huntley: That fits into the waste stream.

1622 Ms. Bennett: Well it would but we were talking about food and how there's nothing the City
1623 could do and I'm like . . .

1624 Ms. van Boekhold: Well, composting may.

1625 Ms. Bennett: Well, my issue with composting, it's an excellent idea, like say people are doing it
1626 in their yards. Fantastic. But if you have a really big composting facility, you get all these run-
1627 off issues . . .

1628 Mr. Anderson: Odor issues.

1629 Ms. Bennett: You get, you know, nutrients going into the local waterways. You have nutrients
1630 in the soil and the land which changes all sorts of stuff. So, it has to be really well-managed and
1631 because it is a diverse system with different inputs coming in on any given day, every day it has
1632 a different mood. I mean that's what shut down Peninsula, basically, and it's hard to do well.
1633 And I see other opportunities like, say, anaerobic even on a medium or smaller scale that are
1634 just easier to manage. And God forbid you get some energy and some fart gas out of it. Sorry.
1635 I mean that's microbes and they're making gas.

1636 Mr. Anderson: Yeah, yeah.

1637 Ms. Bennett: Get the kids involved with that one.

1638 Mr. Anderson: And there you go, biogas. Somebody mentioned that at the last meeting.

1639 Ms. Bennett: Yeah, if you're transitioning to alternative fuels and it's not so easy to jump
1640 straight to electricity, it might be a small part of the transition.

1641 Ms. van Boekhold: Are you good with all that?

1642 Mr. Athey: Yeah, they were basically already there. It's just now a matter of . . .

1643 Ms. van Boekhold: Yes, it needs some massaging . . .

1644 Mr. Athey: Moving things or massaging them.

1645 Ms. van Boekhold: To kind of like make them fit together. The food one is the one that will
1646 remain. I think that's the most squishy one, I want to say. Let's do that.

1647 **5. MEETING RE-CAP AND NEXT MEETING DATE**

1648 Ms. van Boekhold: Can I say that we are at a good point for you guys to give us a report. What
1649 do you think?

1650 Mr. Athey: Well, I was about to ask what would you like us to do at this point?

1651 Ms. van Boekhold: I want you guys to when you meet with the City . . .

1652 Mr. Athey: Right.

1653 Ms. van Boekhold: That's really important. That's how, like, some of these things that we say
1654 we want to get, make it or break it. So . . .

1655 Mr. Anderson: It will shake out.

1656 Ms. van Boekhold: So, that information, I'm kind of, what kind of means of communication do
1657 we have to kind of hear what they have to say, what they want to see, what are their
1658 challenges, what are their potentials, and how it fits with these visions that we put together?

1659 Mr. Athey: Right.

1660 Ms. van Boekhold: If you can take the first pass at combining it, this is what we talked at the
1661 table, this is what people said from the City, this is how it could mash up, and maybe we read
1662 that and we come in January and we say . . .

1663 Mr. Athey: Okay, so this is basically my offer, you know, an hour-and-a-half ago was we'll take
1664 the City, we'll take this input, and there will be another very substantive revision.

1665 Ms. van Boekhold: I want to actually propose one thing, that we meet later in January, so you
1666 can have time, because that part is really important . . .

1667 Mr. Athey: Okay.

1668 Ms. van Boekhold: And I want you to have enough time to spend the time, digest the
1669 information you get from them, kind of really, try to combine it. So, in January when we come,
1670 you'll have done some of those kind of merging and kind of identifying things that jump out as
1671 great strengths and some things that we have to re-think because the City thought that's like,
1672 you know, is impossible, so maybe you should reframe it. If we are feeling strong about it . . .

1673 Mr. Athey: Right, okay.

1674 Ms. Huntley: So, I feel like we didn't really discuss the footprint issues. We spent a lot of time
1675 on transportation and we spent five minutes on the environmental footprint, which merges
1676 three different themes. So, the question that arises is whether you think you can take it from
1677 here or should we have a subcommittee to talk about it to discuss this? Do you want more
1678 feedback?

1679 Mr. Athey: I think, by and large, you know, the things that we talked about are there. I see that
1680 as really just being, you used the word massage. I would go a little bit deeper than that, you
1681 now, moving a bunch of different things around but I would like to kind of keep, I guess I
1682 appreciate the extra time going to like mid-January, but I also don't want this thing to go to like
1683 August or September . . .

1684 Ms. Huntley: Right.

1685 Mr. Athey: Or something . . .

1686 Ms. van Boekhold. So mid-January.

1687 Mr. Athey: So, I think there's a balance here.

1688 Ms. van Boekhold: The second or third week of January.

1689 Mr. Athey: Yeah.

1690 Ms. van Boekhold: And then we ask the committee to look at it so when we come, we really
1691 have an understanding of how you tried to put it all together with the information that comes
1692 from the City. And if we want, each of us can come with our comment and as we go, section-
1693 by-section, we can propose them. So, each of us can have our own comments and come ready
1694 with our thoughts.

1695 Ms. Bennett: I think it's valuable to share some of them ahead of time even if it's more like
1696 sticky note style comments. And the reason for that is that instead of spending the whole
1697 meeting everyone saying, okay, on page 2, paragraph 3, like we've had time to kind of see what
1698 other people are doing and then we're ready to discuss, rather than spending the whole time
1699 elucidating.

1700 Ms. van Boekhold: Sure. Then I suggest we share it on a shared folder for a conversation, for
1701 an exchange of information. You are not obliged to listen to our comments. I mean you have
1702 to listen but you don't have to change it or implement them.

1703 Ms. Bennett: They're thoughts at this point.

1704 Ms. van Boekhold: Yes, they are thoughts at this point. But the comment you see from us on a
1705 comment bubble are for us to exchange information. You don't need to take that as an, oh, I
1706 have to go change this. Let us exchange our ideas, we come here and then at the meeting we
1707 decide what's going to actually, what is the best . . .

1708 Mr. Anderson: What is the net bubble.

1709 Ms. van Boekhold: Yes.

1710 Mr. Athey: The net bubble. Okay. So, then what we need to do, Mike, and I'll get with you
1711 offline, is if there's a City issue with using Google Docs I think I heard, and the SharePoint isn't,
1712 so we'll try to figure that out and I'm, you know . . .

1713 Ms. van Boekhold: And then we do that kind of information exchange on the document and we
1714 come here to really discuss it.

1715 Mr. Athey: Yeah, okay.

1716 Mr. Fortner: I'll do a Doodle poll for the second or third week.

1717 Ms. van Boekhold: Yes.

1718 Ms. Bennett: I know for me, January is a great time to meet because the semester is . . .

1719 Ms. Gray: Oh, that's right. I thought you were being facetious.

1720 Ms. Bennett: No, it's when I have time to breathe.

1721 Ms. Grasso: I'll try to be but if I'm not, can I call in?

1722 Ms. van Boekhold: Yes, we will make sure that we have . . .

1723 Ms. Grasso: Yeah, okay, so I could do that.

1724 Ms. van Boekhold: But please write your comments.

1725 There being no further business, the Newark Community Sustainability Plan Steering
1726 Committee meeting adjourned at 5:59 p.m.

1727 As transcribed by Michelle Vispi

1728 Planning and Development Department Secretary

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