

Climate Friendly Areas

DRAFT

CEPAC enjoyed, at its September 12th meeting, a presentation by the city's climate friendly areas (CFA) consultants. Time constraints, at the CEPAC 9/12 meeting, limited any discussion. This paper contains CEPAC recommendation regarding the designation and zoning of CFAs.

To recap the consultant's presentation - CFA designation is being actively considered for Railroad Property, Transit Triangle and Croman Mill. The city's downtown is not among the sites being evaluated by the consultant team.

The CFA designation offers zoning flexibility - allowing a mix of residential, commercial, service, and community uses to occur on adjacent lots or on the same lot. Basically, a CFA designation is a super zone allowing almost any use, subject to certain minimum standards.

Downtown Ashland is our community's economic engine. As was noted in the city's Climate Friendly Areas Study (as submitted to DLCD on 9/19/23), the downtown's "current built environment is similar to what is expected in CFAs." The same report goes on to say "according to DLCD, a CFA is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, business, and services." The report is correct; Ashland's downtown is almost there, it only lacks a mix and adequate supply of housing.

Without more people living in and around downtown, the downtown can't function as a CFA. And without more people living nearby, the downtown will never have the diversity of jobs, businesses and services that will allow residents, workers and visitors to meet most of their daily needs without driving. Increasing the number of people living within easy walking distance of the downtown will increase customer patronage and ensure that the downtown reaches its potential as a vital, economically diverse business district.

There is concern, among the CEPAC members, for the economic vitality of the downtown. There are already too many vacant storefronts. The city should be guiding development there, especially high density residential development.

The recent construction of high-end condominiums on Lithia Way demonstrates that downtown is a viable market for high-density residential construction. Unfortunately, as noted in the meeting, the high-end condos don't do much to meet the city's housing needs. Yet, the building itself, both visually and architecturally, fits within the downtown. The city's site development code provisions worked as they should. The condominiums serve as an excellent example of how residences can be added to the downtown without detracting from its historical character.

Ashland, according to what we've been told, is the only city in the state that did not designate its downtown as a "study" CFA. Ashland's earlier work considers the downtown a secondary CFA. Ashland is not unique in having a historic downtown. It is likely that other cities in the state recognized the absolute necessity of boosting the economic viability of their downtowns and, therefore, designated the area (and surrounding area sufficient to meet the state requirements) as a CFA.

During the September 17th meeting, it was noted by the consultants that the size and shape of the city's CFA's were subject to change and invited the audience to offer their ideas. We recommend the city designate the downtown and nearby residential and commercial areas as a CFA. That way, the downtown (and surrounding area) can be competitive with, offer identical investment opportunities and provide the same zoning flexibility as other CFA's in Ashland and throughout southern Oregon.

Clearly, the downtown (and surrounding area) offers enormous opportunity for development and redevelopment. There are public and private parking lots, single story buildings lacking any historical significance, structures not being used to their highest and best use, and those reaching the end of their functional life. All of which could be developed or redeveloped. [see <https://www.dirtt.com/insights/why-construction-needs-to-consider-the-end-of-building-life-cycles/> for a discussion of domicology]

It is important to note that the state rules governing CFA's don't require metropolitan cities to demonstrate developability of lands within a CFA, only that cities provide flexibility for development within CFAs. Providing that flexibility in and around the downtown, through designation of a CFA, would simply allow the downtown to realize its development potential. Why put the downtown at an economic disadvantage?

Medford's downtown serves as an example of how public policies can have unintended consequences. Like Ashland, Medford's downtown is historic but it has the distinction of being in decline for at least the past 40 years. Its demise was, I think, brought about by the Medford City Council's approval of zone changes along Highway 62 from industrial to commercial. That decision effectively relocated Medford's commercial center. Now Medford is attempting to leveraging city funds, grants, and private development to construct affordable housing in the downtown - in attempt to revitalize the downtown. That same development strategy needs to happen in Ashland's downtown before it suffers decades of decline.

The Ashland downtown CFA (see attached proposed area) combined with the Transit Triangle will more than meet the required 3,469 housing unit capacity requirement (30% of future population). In fact, rough calculations of their combined capacity, using the minimum density requirement of 15 dwelling units per acre, is in the neighborhood of 4,650 dwellings.

CEPAC supports the city's designation of the downtown (an an extended area) and the Transit Triangle as a CFAs. Both have excellent transportation connectivity to the rest of Ashland and have great potential for development and redevelopment.

We have concluded that the "railroad property," between the railroad tracks and Hersey Street, is a particularly opportune CFA. Most importantly, It is isolated, relatively speaking, from the balance of the city. The railroad tracks serve as a barrier to travel and road connectivity from the "railroad property" to N. Mountain is limited. Securing access across the railroad tracks, even if limited to pedestrian and bicycle travel, will be challenging and securing another vehicle crossing will be almost impossible without closing another vehicle crossing in town.

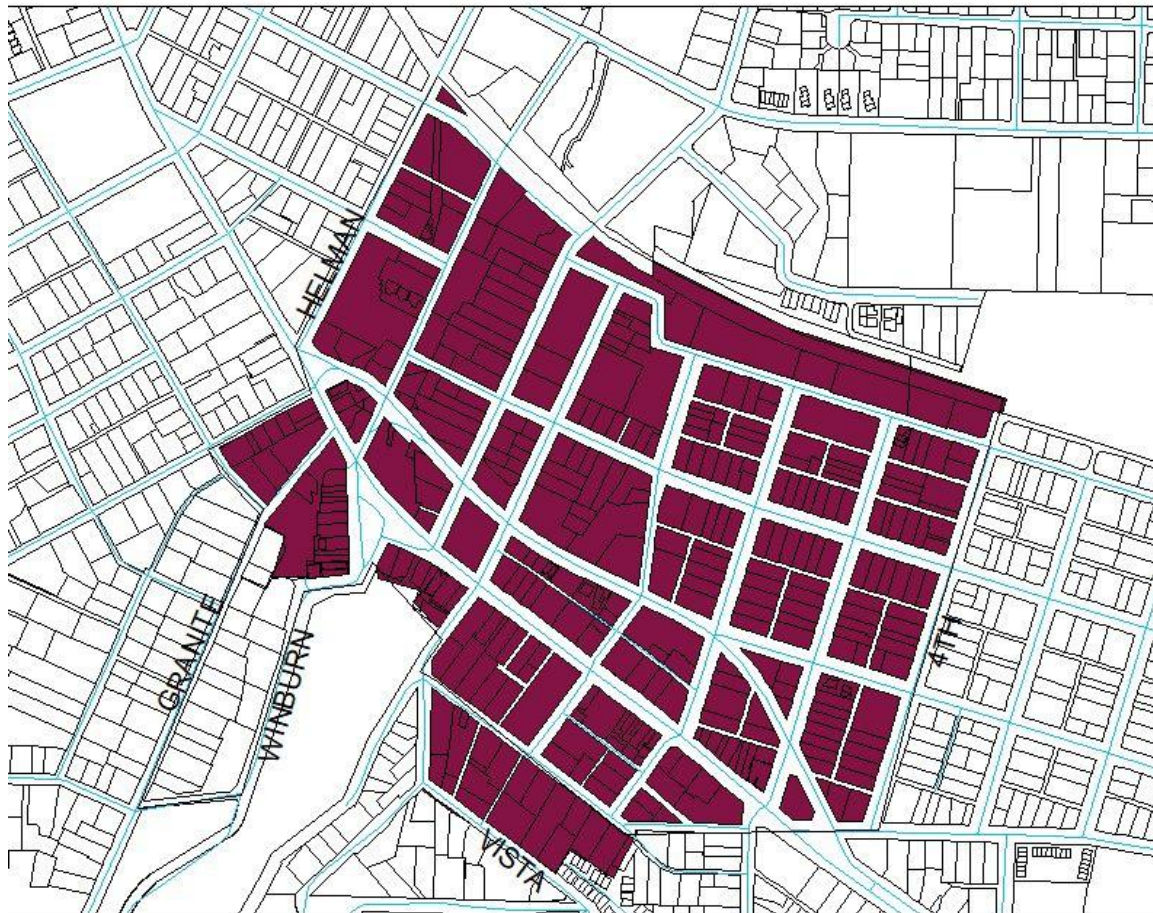
We also recommend that the city follow the advice of Becky Hewitt (economist from EcoNorthwest and consultant for the CFA study) who, at the September 17th public open house, recommended not designating the Croman Mill site as a CFA. To do so, she suggested, would undermine any leverage the city might have through the annexation and development review process (or words to that effect). I agree. The Council should simply allow Townmakers LLC to formulate its development proposal, and once an application is submitted, process their application consistent with the city's current code standards. That will help to ensure the commercial development in the area is scaled to the surrounding residential neighborhood and a city approved phasing plan can ensure that the rate of commercial development is linked with that of residential development.

CFA's provide almost infinite zoning flexibility. CFA designation, therefore, should be focused on areas where the city wants to promote development - the Transit Triangle and the Downtown. The other candidates (railroad property and Croman Mill) will take care of themselves without the zoning flexibility provided by a CFA.

It would be a tragedy if our downtown were to miss out.

Recommended Downtown Climate Friendly Area

162 Acres



1000 0 1000 2000 Feet



Small Engines

Report from the GLGE Working Group

to the

Ashland Climate and Environment Policy Advisory Committee

Presented 10/10/24

On Wednesday September 25, 2024 the GLGE working group invited Ashland residents and Landscaping Business Owners to attend an open working session to discuss a proposed strategy for the phasing out of gas -powered lawn and garden equipment (GLGE). Bryan Sohl, Mark Morrison, Gary Shaff, Sidney Brown and Chad Woodward participated in the meeting.

To publicize the open working session, we sent letters to licensed lawn and garden firms inviting them to the meeting; a notice of the meeting was published in the Ashland News, and a meeting notice was also provided on the city's website. Approximately six members of the public attended the first session and an additional three attended a later shorter recap later the same day.

Gary Shaff presented a brief overview of why the working group believes it's important to phase - out the use of gas-powered lawn and garden equipment (GLGE):

To reduce greenhouse gas and other pollutant emissions

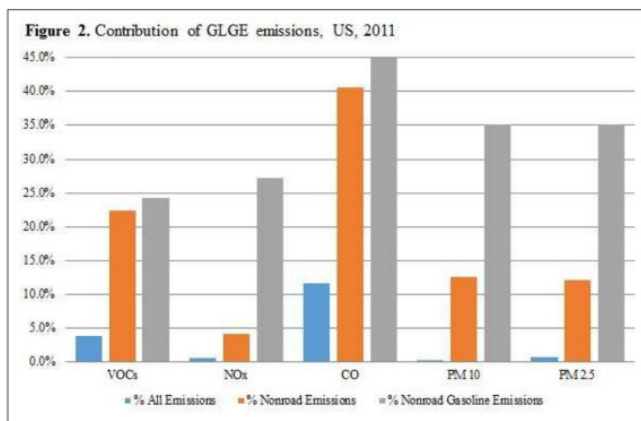
Protect human health

To protect the natural environment

Increase sustainability efforts

Improve the overall quality of life within the City of Ashland

A graph from 2011 showing pollutants associated with GLGE was also shared.



Statistics on the relative hours of commercial users versus residential users of the most popular lawn equipment were shared, as were the related emissions of each. The noise impact was also discussed.

The working group then presented a possible phase-out strategy for equipment under 25 horsepower and invited the participants to comment. The proposed phase-out would apply to lots 1/2 acres from whenever enacted until 2030. In 2030, the ban on these five pieces of GLGE would apply to all lands, regardless of lot size, including lands owned by SOU, ESD and APRC. A short survey was also available. The results of the survey follow.

Equipment < 25 horsepower
Prohibited as of:

Gas blowers and string trimmers (i.e. weed whackers)
1/2026 (or 1 year after adoption)

Hedge trimmers, non-commercial chainsaws and lawnmowers
1/2027 (or 2 years after adoption)

The feedback from the public was positive overall but there was some concern that the phase-out should not cost the residents any money.

Residential Survey Results: (13 Surveys in hand as of 9/25; 12 residents1 CA resident)

Do you think climate change has impacted or is impacting Ashland?

Yes – 12

No - 1

Do you support phasing-out GLGE? Rate on a scale of 0 to 5 with 0 being “strong opposition” and 5 being “strong support.”

5 – 7

4 – 1

3 – 2

2 – 0

1 – 1

0 – 1

NA - 1

The above listed GLGE equipment could be “phased out” by 2030 and possibly as early as 2026 or 2027 on lots of a half-acre or smaller. Do these timelines provide enough time for residents, businesses and governments to transition from gas-powered to electric or battery powered equipment?

Yes – 7

No – 4

NA - 2

An incentive might be available to ease the transition between gas and electric/battery powered lawn and garden equipment. On a scale of 0 to 5, how important do you think an incentive is to the success of the phase-out? Rate using with 0 being “not at all” and 5 being “extremely important.”

5 – 9

4 – 3

3 – 0

2 – 1

1 – 0

0 – 0

NA - 0

How would you best describe yourself?

Resident - 12
(+ other – climate activist)

Owner – 0

Local Gov’t Rep- 1

Do you own or use GLGE?

No – 10

Yes - 3

If yes, please list the equipment that you use and the estimated hours that you use it each year (use back of page if more space is needed).

Chipper

String Trimmer – 5 hours per year

Name (optional). If you'd like to receive updates about the phase-out strategy, please include your email address.

If you have other comments/suggestions, please use the space on the back of this page.

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Commercial landscaping company Survey Results: 2 one via email, one in person

Do you think climate change has impacted or is impacting Ashland?

Yes – 2

No - 0

Do you support phasing-out GLGE? Rate on a scale of 0 to 5 with 0 being “strong opposition” and 5 being “strong support.”

5 – 1

4 – 1

3 – 0

2 – 0

1 – 0

0 – 0

NA - 0

The above listed GLGE equipment could be “phased out” by 2030 and possibly as early as 2026 or 2027 on lots of a half-acre or smaller. Do these timelines provide enough time for residents, businesses and governments to transition from gas-powered to electric or battery powered equipment?

Yes – 2

No – 0

NA - 0

An incentive might be available to ease the transition between gas and electric/battery powered lawn and garden equipment. On a scale of 0 to 5, how important do you think an incentive is to the success of the phase-out? Rate using with 0 being “not at all” and 5 being “extremely important.”

5 – 1

4 – 1

3 – 0

2 – 0

1 – 0

0 – 0

NA - 0

How would you best describe yourself?

Resident - 1

Owner – 1

Local Gov't Rep- 1

(+ other – climate activist)

Do you own or use GLGE?

No – 2

Yes - 0

If yes, please list the equipment that you use and the estimated hours that you use it each year (use back of page if more space is needed).

All electric for 10 years

Name (optional). If you'd like to receive updates about the phase-out strategy, please include your email address.

Jeanine Sturm of This Season's Color, Inc.

Kerry KenCairn

If you have other comments/suggestions, please use the space on the back of this page.

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Written Public Comment: 20 emails received: 14 for (2 from one resident) and 6 against as of 9/27/24)

For:

1) Ben S. via email: I'm glad to see this on the agenda, though also disappointed that it has taken years to get even this far. I have written letters in the past to city council, the mayor, etc. Some of my letters go back well over ten years! Adam Hanks was city manager back then and this topic has come up fairly often.

The responses I've gotten from Mayor Graham and a couple of city councilors have basically said, "it's important and we'll get to it". Well...is this that time or more of let's study it to death and then maybe make a recommendation!

The focus on this issue should be that it is a **public health issue**! So many studies have now been done showing the harm GLBs (especially) cause; including:

Really bad air pollution - fine particulates, most notably PM 2.5 emissions (the same as wildfire smoke and car emissions). Why are we allowing more of it?

In addition to PM 2.5, other dried matter blown into the air; dust, pollen, animal feces, molds, etc

Noise pollution - very high decibels from these single stroke engines can cause hearing loss. And what about the workers (often Landscapers with little or no ear protection). How much do these workers (or their employers) value their own health?

Contributes to high stress in humans (animals too). Try keeping your windows open on a pleasant day while 1 or 2 GLBs are running next door or even down the street. The noise can easily be heard a quarter of a mile away!

Quality of life! Who doesn't get that?

Messes up gardens and landscapes - destroys pollinator habitat, soil erosion and compaction. Leave some leaves for mulch, for insects and birds!

I know people don't like "bans", but the greater good for all citizens should take priority. NOT the minority (Landscapers, other businesses, some homeowners, etc). Businesses should not be able to dictate what happens with this issue.

The idea of offering incentives would probably help. Voluntary actions only go so far and is usually never enough. A smart and benevolent government can and should make this an issue of health and safety that applies to all!

Oh, and there's one other thing - these fossil fuel machines add to global warming!!!

I could go on Chad but I've done this many times, and I feel to no avail. I was going to attend the meeting on this today but unfortunately can't make it.



Please circulate or even read my comments to the session. I won't mind

And know that I do appreciate all of your efforts!

2) Natalie L. via email: Hello Chad. Thank you for working on this issue. I vote yes! Please ban those noisy, bad for climate change, leaf blowers. Thank you.

3.) Brad R. via email: I am the owner of Abbott's Cottages here in Ashland. We have 8 smallish lawns and lots of plantings to care for. We switched all of our equipment to electric more than 10 years ago and it has worked perfectly. No more gas cans, no more loud noise. I hope that you have great success phasing out gas powered lawn and garden equipment.

4.) Christine D. via email: Please count me in as an Ashland resident in favor of eliminating all gas powered garden equipment ASAP. The noise pollution is unbearable to me, my husband and my dogs and the environmental pollution from the fossil fuels used has got to stop.

5) Erica R. via email: I am so grateful the issue of gas powered garden equipment is finally being addressed. I live in Ashland and have for 40 years. As I'm sure you know, the environmental impact of these tools are bad. But in addition to that, the noise pollution is also a big factor especially with the awful leaf blowers. In addition, there is the fact that many users blow all their debris into the street and leave it there and make huge clouds of dust.

I was alarmed to read that these changes, if there are any, might not take place till 2030. REALLY????? Gas powered leaf blowers should be banned first and foremost and soon.

6) Julia S. via email: Please, please, please outlaw the use of polluting gas-powered gardening equipment, especially LEAF BLOWERS!!

They ruin the livability of Ashland, and have been outlawed in other towns and cities for some time. SURELY they exceed permissible noise levels??

7.) Margery W. via email: We have our own battery electric composting lawn mower, but recently it broke and we are aging. We'll get it fixed or replaced soon. But my husband insisted on hiring lawn maintenance people for our large front yard during the many years even when our lawn mower worked, though he would mow our back yard with our electric mower. We have a large front yard with three 50-year-old healthy trees that grew up with a lawn, and letting parts of the lawn grow dry resulted in one of the trees starting to die.

We are all for personal mowers and other equipment being electric. Unfortunately, lawn maintenance people so far have needed gas-powered because they do maintenance all day. Perhaps some day this equipment can run on relatively lightweight batteries that can be easily replaced periodically during the day and then charged in the evening. The availability of such should be researched, and certainly there would be a market for it if someone were to develop it. Cities should advocate for that.

I insisted that our lawn maintenance people mow over our many fall leaves. The fight against noise and air pollution would be greatly helped by banning gas leaf blowers. Educational efforts should be held to inform residents on using composting mowers to mow leaves also. Leaves and clippings help grass retain water, form mulch preventing weeds in other landscapes, and help birds and other animals by providing good habitat for worms and other benign organisms.

Leaf blowers also dry and heat the ground, increasing fire and drought probability. The increase in airborne allergies correlates to the time gas blowers became popular. Such a ban will increase the desirability of Ashland as a home.

Thanks for considering these points, and for your help in bringing up the issue again for Council consideration!

8.) David L. via email: For the record, I attended a meeting of Ashland's Climate and Environmental Advisory Committee when the group discussed the potential of phasing out use of gas-powered leafblowers/mowers on smaller properties. I SUPPORT such a ban. Thank you.

9.) Udo G. via email: Please support the phasing out of gas-powered lawn and garden engines. We better do it today than tomorrow.

These little stinkers have no catalytic converters and contribute to the carbon monoxides destroying our earth.

Thank you for your consideration and help.

10.) Manual A via email: Just read about the meeting tomorrow in Ashland News. I cannot attend but would like to say that this sounds like a great idea. Reducing carbon emissions, decreasing noise pollution, and decreasing overall demand for fossil fuels are all benefits of this proposal.

Please consider options to making realization of this plan a likely outcome. Whether it is phasing in, step-wise, or whatever compromise, it is worth pursuing.

Thanks for the work.

11.) Leslie W. via email: I'm sure not all Ashlanders will agree with my sentiments on the subject Phase-Out. But, when I heard this item was on the City of Ashland's agenda, my reaction was:

HURRAH HURRAH! HURRAH!

I lived in Alameda, California for 26 years. The island is flat and, at any given time, rather than hearing water lapping the shores of San Francisco Bay (across the street from my house or the lagoon waters gently swirling (right behind my house), all I could hear was one of these hideous gas-powered contraptions as I was starting my day. It wasn't an issue then so much as I was working across the Bay. My former neighbor told me recently that the City of Alameda has now banned gas-powered lawn equipment.

I am now retired and live in the Mountain Meadows area of Ashland (Fair Oaks Avenue) and from Monday through Friday the sound of a leaf blower reverberates throughout the neighborhood. (There are different HOAs and each one employs their own gardening service.) It is maddening. Yes, I'm noise-sensitive, BUT STILL. . . .

In conclusion, I wholeheartedly support this phase-out and hope for its speedy passage.

12.) Jack O. via email: I'm in favor of banning all use of gas powered dust blowers(that's what they really are) immediately. They are a blight on civilization and anything they actually are good for can be accomplished with a rake or broom. Most of the lawn services that use them are extremely inconsiderate about their noise and government workers mostly use them to kill time and make it look like they're busy.

I've seen them used at SOU's Sustainability Ctr(the farm), the Buddhist temple, the food coop and everywhere else that people want immaculate looking cement and asphalt.

All other gas powered engines can be justified so don't wait to debate the issue ad nauseum. The idea that yard maintenance can't be done without them is completely absurd as anyone over 50 could tell you as they remember when they didn't exist

13,) Conde C. via email: I write to support the proposal to phase out gas powered lawn equipment. This should also apply to tracts larger than one half acre. Electric powered equipment can be used on larger tracts also. Why exempt them?

14.) Jack R. via email: I live in Ashland at the north end of town and frequently walk to town and around the neighborhoods. Of course through the years the use of lawn maintenance equipment has vastly increased becoming sometimes almost oppressive. And personally I am speaking mostly about leaf blowers. The pollution effects are well known I think but I especially despise the noise. It's horrible and everywhere. Am listening to it now at apartments near my home. And often for what? To blow dust and debris into others' yards or into the street. I see someone using a rake and want to give them some kind of reward. And waiting until 2026 or 7 or (yikes!) especially 2030 seems useless. Other lawn equipment is important for pollution reasons but I don't think it is unreasonable to focus especially on leaf blowers as they are so obnoxious. Thanks for reading. Jack Richard

Against:

1.) Marty C. via email Please add my comment

Please do not force a phase out, It will backfire and cause people to resist other climate measures.

Any phase out should start with the city parks and other properties to understand the feasibility before imposing this change on your residence.

2) Ken B. via email: I saw a post on Ashland News that discussed consideration of phasing out small engine equipment in Ashland and soliciting feedback.

I understand the appeal of such measures, however, do we have information on how much these

machines contribute to pollution? The season for using such tools in Ashland is relatively short and it seems like small potatoes compared to other sources. While I have some electric equipment, the available options are not always sufficient (especially for chain saws and weed trimmers). Having adequate equipment is important to allow residents to do their part maintaining property, esp with regards to fire safety.

I wonder whether these goals could be reached with more directed measures/lower hanging fruit. For example, city departments could phase out gas-powered equipment as I suspect that represents the most year-round usage. In addition, incentive programs without a ban to replace gas-power with electric might serve as more of a carrot vs stick approach.

A total ban seems a bit ahead of its time, especially before our electric supply is produced with clean energy.

Thanks for your time and attention to this issue. Just offering my 2 cents.

3.) Mark B. via email: The city has more important issues at hand than someone using a gas-powered lawn equipment. My first comment would be discrimination against small property owners. Since my lot is smaller than ½ acre, I don't have any rights to chose what equipment I want to use? Doesn't seem equitable and I will probably lawyer up if it comes down to lot size.

I would ask for actual data that shows that by me using a gas-powered lawn equipment how it is going to damage the atmosphere. If I read my numbers correctly, a passenger car emits 4.6 metric tons of CO2 whereas a piece of lawn equipment emits 88 pounds. I work from home, drive less than 3,000 miles per year, walk to some areas (not really liking that due to cyclist not caring about pedestrians in crosswalks), not making up for past transgressions (a lot of complainers about GHG are from those who used to commute long distances in the Bay Area), and yet you all want me to change a piece of lawn equipment out that I use about 12 times a year?

Who is going to pay for it? My lawn mower cost almost \$1,600 (actual replacement cost \$1,599). My weed eater cost almost \$600 (actual replacement cost \$679). My leaf blower cost almost \$200 (actual replacement cost \$319). Is the city going to cut me a check for \$2,200+?

How about we start making it so that Amazon and other mail order deliveries can't take place in Ashland as they are huge GHG producers.

I will not comply with city or state governance on small gas-powered lawn and garden engines. Just stating a point. If a said ordinance is passed, I will lawyer up, and will spend every penny I have to fight it.

4. Paul M. via email/attachment: **What's Wrong with the Ashland Climate and Environment Policy Advisory Committee's - Strategy to Phase-out Gas Powered Lawn and Garden Equipment -?**

It is fine to encourage the transition from gas-powered to electric/battery powered lawn, garden, and landscape maintenance equipment, but any attempt to enforce this via some phase-out strategy with fixed deadlines is unacceptable.

The National Emissions from Lawn and Garden Equipment paper, written by Jamie L. Banks and often cited in the proposal, relies on modeled Nonroad data from 2011 and on suspect telephone survey data: “For both data sources, the rates of replacement of older equipment by newer, cleaner equipment that meets the newer Phase 3 standards can only be approximated.” So, the emission rates now, for VOC, NOx, CO, PM 10, and PM 2.5, are probably much lower than those cited in the study. This, in addition to the fact that the results are from computer models, means they should be received with a healthy dose of skepticism. Furthermore, Banks asserts that: “By 2018, the annual tonnage of ozone precursors, VOCs and NOx, emitted by GLGE is projected to decrease substantially from 2011, as more of the in-use fleet becomes represented by equipment built to meet EPA nonroad emission standards.”

Reducing pollutant emissions is a good goal, especially for those who make a living using GLGE, that can be achieved via education and financial incentives. In addition to the recommendations made in the proposal, Ashland could certify commercial landscapers with a “Quiet and Clean” distinction that might give them a marketing boost. Likewise, residents who convert to electric/battery powered lawn and garden maintenance tools could also get some kind of “Quiet and Clean” sign/symbol to display at their homes.

The graph (from the Banks report) displayed on page one of the proposal is deceptive in that the scales of the three columns (All Emissions, Nonroad Emissions, Nonroad Gasoline Emissions) shown for VOCs, NOx, CO, PM 10 and PM 2.5 are based on different domains. “All Emissions are defined as all emissions from stationary and mobile sources, **excluding biogenic and naturally occurring emissions.**” The percentage of Nonroad Emissions is a percentage of “All Emissions” and the percentage of Nonroad Gasoline Emissions is a percentage of Nonroad Emissions. All three percentages are shown against the same vertical axis as if they all applied to a common reference domain, which they do not. This serves to visually exaggerate the amount of Nonroad Emissions and Nonroad Gasoline Emissions. If they had been shown relevant to the source domain for “All Emissions” they would barely appear above the horizontal axis, if at all. The fact that biogenic and naturally occurring emissions are excluded from “All Emissions” makes it impossible to draw any meaningful conclusions from this data.

The proposal cites a 2023 study that estimates that GLGE produces 441,000 tons of carbon annually in Oregon. This report is based on a modeling exercise performed by a group of climate change activists, and it has not been peer reviewed, thus its conclusions need to be taken with a grain of salt.

The proposal mentions GLGE Health Impacts quoting from the above-mentioned Banks document. Again, we see the proposal relying on an outdated modeling study that confesses that “no studies of grounds maintenance workers were found”. I agree that it is advisable for commercial landscapers, who are exposed to the pollutants from gas-powered equipment every day, to consider using personal air and noise filters, but for the average homeowner with a much more limited exposure, the risks of adverse health impacts are vanishingly small. Has CEPAC or Ashland conducted any measurements of their own that demonstrate the “drift” of GLGE emissions from one residential lot to another, or from the property of a public agency

(Ashland School District, City of Ashland, SOU) to the surrounding residential areas?

The proposal asserts that GLGE use by public institutions will have less impact on neighboring properties, but this has not been measured. Never mind though, these institutions are purported to be planning to phase out GLGE by 2030 without the city's intervention. What evidence is there that the Ashland School District, City of Ashland, SOU, or any other public institution in Ashland has plans to phase out GLGE by 2030? And if they do have plans and have made that decision without threat or coercion from the city, why can't we draw the same conclusions about the residents? Once they become better informed about the potential risks, they may decide to hire commercial landscapers that run "Quiet and Clean" operations and, especially with the incentives offered by the city in the proposal, they may also decide to phase out their use of GLGE.

The proposal includes a list of equipment that will not be subject to phase-out strategies that includes mostly 4-cycle engines, which according to the outdated Banks report, account for the lion's share of VOCs, NOx CO. So, the proposal does not even address the main contributors of GLME emissions.

It is important to include batteries in the consideration of the environmental costs of gas-powered versus electric/battery powered equipment. The rare earth minerals needed to produce the hundreds of millions of lithium batteries that would be required to replace all gas-powered lawn, garden and landscape maintenance equipment will come at a high environmental cost. And in places like the Democratic Republic of the Congo, from the bare hands of virtual slave laborers including women and children.

In summary, the strategy of enforcing a prohibition on the use of gas-powered lawn, garden, and landscape maintenance equipment is unwarranted. The goals of reducing pollutants and creating a healthier environment for those at high risk (commercial landscapers) can be achieved through education and incentives.

5.) Mike S. via email:

My name is Mike S. and I am a third-generation Ashland resident. I am writing in regards to the notice about the strategy to "phase out" gas-powered lawn equipment in the city of Ashland—as listed in the Ashland News. I understand that a meeting is scheduled for Wednesday, September 25th, at 5 pm. Due to previous commitments, I will be unable to attend. I am writing because I believe that my thirty-five years of experience in small lawn care machinery—which encompasses gas, battery, and electric machinery—allows me to provide a slightly different, yet critical, perspective in this matter.

After considering the proposed strategy, I have a few concerns to address. First, I worry about the conflict of interest this proposal brings, as the City of Ashland is the sole provider of electricity, thereby limiting the citizens and forcing them to use one product.

As a long-time resident, I can attest that this is not the first time that the city has "strong-armed" any potential competition. When Dom Provost wanted to build a second golf course—creating potential new jobs and revenue streams for our citizens—the city provided resistance by making it nearly impossible to obtain street access or permits. It should be noted that the city owned Oak Knoll and had a very tangible conflict of interest.

Gordon Brown was another victim of the city's over-reach. He attempted to provide the city with additional emergency services, and was told that if he did not sell to the city, he would not be allowed access to Ashland's only airport—another city resource.

It is concerning to see that the city has a history of trying to force out merchants and other "perceived competition." It would appear that this new "phase out" of gas-powered lawn equipment is just another instance, however, this time it impacts far more individuals. People of Ashland have spent hundreds, if not thousands of dollars on gasoline-powered machinery already. Now, the city is trying to force them to buy new pieces of equipment with a known shorter life span at nearly twice the price. In an already delicate economy, this is unconscionable. Not to mention, this will also undoubtedly result in the loss of local jobs and could even prompt unforeseen lawsuits.

Many people are unaware that for the past several decades, Oregon has set the guidelines for purchasing small gasoline-powered lawn equipment using California's advanced C.A.R.B. (California Air Regulatory Board) standards. These standards are far more advanced over any state standards. These engines are extremely efficient and produce minimal emissions.

Currently, there are numerous problems with operations and repairs of battery or electric lawn equipment. With electric equipment, you must drag a heavy-duty electrical cord around while mowing or cutting. Most home extensions are not suitable or heavy enough to provide the proper power to the electric motor and will result in premature failure. These motors are double-insulated. They require two layers of non-insulation at any one point, so as not to shock the customer. In order to test the shock resistance of these units, they must be tested in a factory that can provide this high-voltage testing. Currently, there is no such facility in the state of Oregon. These units would need to be sent away or thrown out, creating additional costs for customers and higher levels of waste.

Likewise, battery-powered lawn equipment is powered by a battery that is made in China—just like many of the EVs on the market. The unscrupulous mining of Cobalt and Lithium, as well as the strip-mining procedures used by the Chinese government are just a few of the current issues with these machines. Repairs cannot take place locally, and this again, places an unnecessary burden on the everyday citizen.

Another issue to consider is the City of Ashland's tiered charges of electrical use. Not only do you pay more for electrical the more you use, but you also pay more per kilowatt as you use more. The grid was originally set up on a small family format. With a larger family, it would be impossible to get a livable power, water, or sewer bill due to the number of utilities required for just basic needs. This continues to be a hardship on larger families and making our communities less inclusive.

Trying to force citizens of Ashland to use electric water heaters, electric appliances, electric lawn equipment, and electric vehicles will create an unnecessary problem. The grid from all that additional electricity will get over-used and we will face bond issues for bigger electrical plants. Piling on top, the additional electrical requirements for up-and-coming Artificial Intelligence—which is estimated to require double the electrical power currently provided—our community will be facing some very serious issues.

I also worry that the households that currently utilize solar panels will find the added drain for these tools to be more than most panels can keep up with.

After much research, and with my many years of experience, I believe that this is not the right direction for our city. If this bill does pass, I would expect that the city would need to sell off their control of the electric utilities, so that any undue conflict could be resolved.

6.) From Tomas M. via email: I don't think electric powered tool are the way to go.. yet.

I am a landscaper and electric tool have not been yet built to a heavy duty standard. I just purchased a

\$600 backpack leaf blower from ace. The electric one doesn't get the job done when it comes to commercial use. Health wise, I read about people supposedly feeling the exposures to cobalt in electric cars

I don't

We are in a position to go in that direction Electric garden tool still not ass sturdy Please listen to the actual people who use, expends money and repairs yard equipment Please feel free to contact me if you have any questions

641-350-2236

Tomas

The Climate Change Advisory Committee will hold this meeting
in person and using a virtual, Zoom webinar platform

Members of the public will be able to attend at City Hall
or by calling in to the Zoom webinar

Please click the link below to join the webinar:

<https://bainbridgewa.zoom.us/j/91390380790>

Or Telephone: 1-253-215-8782

Webinar ID: 913 9038 0790

AGENDA

- 5:30 Call Meeting to Order/Roll Call/Accept of Modify Agenda/Conflict of Interest Disclosure
- 5:35 Approve Minutes from April 17, 2024 meeting
- 5:40 Public Comment
- 5:45 Zero Emissions Hand Tools (Blair King, City Manager)
- 6:05 Updates (Ellen Schroer, Deputy City Manager)
 - Solar PV/carbon offset project update.
 - Heat pump pilot program update.
 - Climate Officer hiring process
- 6:15 Review Recommendations on Implementation of ETIPP Report (Steve)
- 6:30 Review Recommendations on the City EV Code (Sanjay and Steve)
- 6:45 Discuss Options for Equity and Self-Awareness Training for CCAC Members (Jens)
- 7:00 Additional Updates from CCAC
 - Electrification Expo (Kevin)
 - Metrics and Dashboards (All)
- 7:10 Assess Potential CCAC Options for STO Trails Grant Application (Kevin)

7:15 Scheduling Conflict with CCAC Meeting on June 19; Check Committee Availability for Upcoming Meetings in July and August

7:30 Adjourn

Materials

Meeting minutes from April 17, 2024

Ordinance No. 2024-XX, Regarding Small Landscaping Tools

Background information on gasoline-powered equipment

Lawn Care rebate program

Climate Change Advisory Committee
Meeting Minutes
April 17, 2024

Meeting called to order at 5:33 PM by Kevin.

Roll call

- Committee members: Steve Richard, Derik Broekhoff, Sanjay Bhat, Michael Cox, Kevin Thomas, Jens Boemer (online)
- City Staff liaison: Ellen Schroer
- City Council liaisons: Kirsten Hytopoulos, Leslie Schneider

Accept or Modify the Agenda

No amendments

Conflicts of Interest

- Sanjay disclosed he is marketing director at Kitsap Transit, which has a contract with COBI to promote transit, which is managed by Autumn's group at the city. He also serves on the Board with Courtyards on Madison, working with Department of Energy on community solar grant projects.
- Jens disclosed he is an employee of EPRI, a research institute that does work with PSE, but is not currently involved in any work with PSE.

Minutes for March meeting

Kevin motioned for approval, Michael seconded, unanimously adopted.

Public Comment

Maria Williams from Helpline House inquired about assistance from committee in considering amendments to BI EV charger requirements for new buildings.

City Liaison Updates

- Thanked committee members for presenting work plan to City Council.
- City is in process to hire a new climate officer.
- Cascadia consulting hired to help with implementation of near-term projects, including solar PV offset project, the heat pump pilot program (working with Kicking Gas), and developing a sustainability and equity lens for the city budget and city projects. Cascadia will also help with updating the island's greenhouse gas inventory (in summer).
- Ebike voucher program to be picked up in summer.
- Several CCAC member terms are expiring. Deadline is April 27 deadline for reapplying.
- EV charging code – City Council would like CCAC to review the code & recommend any changes. Sanjay summarized for the committee issues that were discussed by the Council.
 - o A subcommittee was formed (Steve and Sanjay) to review and report back recommendations in May.

Review of recommendations on ETIPP implementation

- Committee members discussed proposals from committee related to implementing ETIPP report recommendations (as presented in agenda packet), including reaching target of 10% on-island renewable generation goal.
- Related to item #6 (taking advantage of grant opportunities), Sanjay suggested the addition of establishing a revolving loan fund program to support solar deployment on the island.
- Other possibilities for solar development (including designating future sites and ensuring sufficient incentives) were also discussed.
- Members also discussed recommendations related to resiliency and reiterated the importance of applying a “climate lens” tool to evaluate climate resilience in city projects.

Discussion of dashboard

- Committee members discussed a framework for a climate change action dashboard, indicating goals, metrics, and potential data sources, etc.
- Members agreed the framework is a sound basis for moving forward, and discussed how to strike a balance between “ideal” metrics and pragmatic ones (for which data can be easily obtained and updated).

CCAC updates

- Mike and Kevin presented CAP update to council.
- Also presented recommendations on solid waste program objectives, to be incorporated into council update to waste program.
- Updates were also provided on the planned home electrification expo (later in summer) and discussions of the city groundwater committee.

Meeting was adjourned at 7:10PM. Sanjay motioned; Mike seconded.

ORDINANCE 2024-

AN ORDINANCE of the City of Bainbridge Island, Washington, adding a new chapter 16.14 to the Bainbridge Island Municipal Code prohibiting the use of landscaping tools powered by internal combustion engines and regulating the use of electric-powered landscaping tools.

WHEREAS, use of small landscaping tools that are powered by internal combustion engines contributes to noise, toxic emissions, particulate matter, vibration, and greenhouse gases that negatively impact human health and the environment; and

WHEREAS, electric-powered alternatives for small landscaping tools are widely available in the market; and

WHEREAS, the Bainbridge Island City Council desires to limit the use of certain small landscaping tools that are powered by internal combustion engines in furtherance of the City's commitment to reducing greenhouse gases and providing a safe, healthy and sustainable environment.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Small Landscaping Tools. A new chapter 16.14 is hereby added to the Bainbridge Island Municipal Code to read as follows:

SMALL LANDSCAPING TOOLS

<u>16.14.010</u>	<u>Purpose.</u>
<u>16.14.020</u>	<u>Definitions.</u>
<u>16.14.030</u>	<u>Use of Small Landscaping Tools.</u>
<u>16.14.040</u>	<u>Exception for Emergency Responders.</u>
<u>16.14.050</u>	<u>Penalty.</u>

16.14.010 **Purpose.**

The purpose of this chapter is to control dust and other airborne pollution, reduce health hazards, and minimize noise pollution resulting from the use of leaf blowers and other small landscaping tools that are powered by internal combustion engines.

16.14.020 **Definitions.**

As used in this chapter, the following terms have the meanings set forth below:

- A. “Hedge trimmer” means a powered gardening tool used for trimming and cutting back bushes, shrubs, and hedges.
- B. “Internal combustion engine” means an engine within which fuel (typically gasoline or diesel) is combined with an oxidizer and ignited, thereby producing hot gases that drive a piston or perform other work as they expand.
- C. “Lawn edger” means a powered cutting tool used to form distinct boundaries between a lawn, typically consisting of grass or other botanical ground cover, and another ground surface feature such as paved, concreted or asphalted area, or a granular material such as sand or uncovered soil.
- D. “Leaf blower” means a tool that propels air out of a nozzle to move debris, such as leaves or grass cuttings.
- E. “Non-riding lawn mower” means a tool that uses one or more revolving blades to cut grass or other landscape material to an even height and that is not designed to be ridden by the operator.
- F. “Small Landscaping Tools” means hedge trimmers, lawn edgers, leaf blowers, non-riding lawnmowers, and string trimmers.
- G. “String trimmer” means a tool that uses a rapidly spinning flexible monofilament line or plastic line to cut grass or other landscape material.

16.14.030 Use of Small Landscaping Tools.

- A. Use of the following small landscaping tools is prohibited in the City of Bainbridge Island:
 - 1. Hedge trimmers powered by internal combustion engines;
 - 2. Lawn edgers powered by internal combustion engines;
 - 3. Leaf blowers powered by internal combustion engines;
 - 4. Non-riding mowers powered by internal combustion engines that are rated at 25 horsepower or less; and
 - 5. String trimmers powered by internal combustion engines.
- B. The use of electric-powered small landscaping tools is permitted in residential zones subject to the requirements of this section, provided, that hours of operation are limited to 8:00 a.m. to 5:00 p.m. weekdays and Saturdays. Operation is prohibited on Sundays and on federal, state, and City holidays.

- C. The use of electric-powered small landscaping tools is permitted in non-residential zones subject to the requirements of this section, provided, that hours of operation are limited to 8:00 a.m. to 6:00 p.m. Operation is prohibited on federal, state, and City holidays.
- D. Cuttings, refuse, and debris shall not be blown or deposited onto neighboring properties, into critical areas (such as streams, ravines, and wetlands), into storm facilities (such as gutters, catch basins, rain gardens and dispersion trenches), or into a street.
- E. After small landscaping tool use, all debris and waste materials shall be disposed of in yard waste receptacles (if available from the local solid waste hauler), at a transfer station (if yard waste is accepted for disposal separate from garbage), or retained on site for compost or other uses. Debris and waste materials shall not be disposed of in containers designated for trash or garbage.

16.14.040 **Exception for Emergency Responders.**

Notwithstanding any contrary provision of this chapter, small landscaping tools powered by internal combustion engines may be used by police, fire, and public works emergency responders for the purpose of responding to emergency situations, including but not limited to, the clearing of downed trees and brush in areas needing expedient clearing for the safety of the public.

16.14.050 **Penalty.**

Any person or firm violating any of the provisions of this chapter for the first time shall be issued a warning by the City. A second violation by the same person or firm shall be a Class 2 civil infraction and, upon a finding that the infraction has been committed, the violator shall be required to pay a monetary penalty in the amount of \$125.00. A third or subsequent violation shall be a Class 1 civil infraction and, upon a finding that the infraction has been committed, the violator shall be required to pay a monetary penalty in the amount of \$250.00 for each such violation,

16.14.070 **Education and Outreach.**

As necessary, the city manager, or their designee, and pursuant to BIMC 16.14, shall provide, or contract for the provision of, education and outreach activities to inform residents, landscaping professionals and other interested individuals about the requirements of this chapter. Education and outreach will be designed to promote natural yard care practices, effectively convey the policies underlying

this chapter, describe the actions necessary to gain compliance with its provisions, and minimize the need for formal enforcement action. The city will emphasize education and outreach rather than enforcement to achieve compliance with the requirements of this chapter.

Section 2. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This ordinance shall take effect and be in full force July 1, 2026, which is more than five (5) days from its passage and publication as required by law.

PASSED BY THE CITY COUNCIL this ____ day of _____, 2024.

APPROVED BY THE MAYOR this ____ day of _____, 2024.

Joe Deets, Mayor

ATTEST/AUTHENTICATED:

Christine Brown, MMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NUMBER:

Health Hazards from Gasoline-Powered Lawn and Garden Equipment

- The California Air Resources Board (CARB) staff conducted a study, and preliminary findings indicate elevated exposures to criteria and toxic air pollutants for operators of gasoline-powered devices compared to electric devices and background levels. The increased exposures to benzene and 1,3-butadiene from gasoline-powered equipment could lead to possible additional cancers per million workers exposed. They concluded that moving towards zero-emission technologies may help reduce operators' exposure and associated health risks.¹
- The EPA concluded that landscaping contributes 5 to 10% of all toxic air pollution. These emissions have been designated as “probable carcinogens.”²
- A report in the Journal of the American College of Cardiology stated that epidemiological studies have found that environmental noise is associated with an increased incidence of arterial hypertension, myocardial infarction, heart failure, and stroke.³
- The Icahn School of Medicine at Mount Sinai acknowledges children are highly susceptible to these hazards because they breathe more air per pound of body weight per day than adults and thus inhale more of any pollutants thrown into the air by this equipment. Children's vulnerability is further magnified by the fact that their lungs, ears, eyes, and other organ systems are still developing, making them inherently more sensitive to environmental hazards than the organs of adults.⁴
- Gasoline-powered lawn equipment is inefficient. The California Air Resources Board (CARB) estimates that the operation of a gasoline leaf blower for one hour releases emissions equivalent to driving a car for 15 hours or 1100 miles. The air released from gasoline leaf blowers can reach speeds of 200 mph, sending dust, pollen, pesticides, mold, and heavy metals in soil into the air where they can be breathed in. Lastly, exposure to fine particulates like those emitted from GLBs was associated with an increase in COVID-related deaths. For these reasons, the American Lung Association recommends using hand-powered or electric lawn care equipment instead of gas-powered.⁵

¹ Research Division. (2018). Operator Exposure to Emissions from Lawn and Garden Equipment.

https://ww2.arb.ca.gov/sites/default/files/2023-08/Exposure%20Study%20Summary%202010-12-2018_0.pdf

² FACT SHEET: Final rule to reduce toxic air emissions | US EPA. (2024, January 2). US EPA.

<https://www.epa.gov/stationary-engines/fact-sheet-final-rule-reduce-toxic-air-emissions>

³ Münzel, T., Schmidt, F. P., Steven, S., Herzog, J., Daiber, A., & Sørensen, M. (2018). Environmental noise and the cardiovascular system. *Journal of the American College of Cardiology*, 71(6), 688–697.
<https://doi.org/10.1016/j.jacc.2017.12.015>

⁴ Sinaixposomics. (2023, October 17). Gas Leaf Blowers are Health Hazards. Institute for Climate Change, Environmental Health, and Exposomics. <https://mountsinaixposomics.org/gas-leaf-blowers-are-health-hazards/>

⁵ Sinaixposomics. (2023, October 17). Gas Leaf Blowers are Health Hazards. Institute for Climate Change, Environmental Health, and Exposomics. <https://mountsinaixposomics.org/gas-leaf-blowers-are-health-hazards/>

Bainbridge Island Lawn Care Rebate Program Proposal

Last Updated: May 7, 2024

Purpose

The City Council will be considering an electric landscaping tool ordinance. The potential ordinance would prohibit gas engines for leaf blowers, hedge trimmers, lawn edgers, string trimmers, and non-riding mowers with less than 25 horsepower. Equity concerns have been raised at the possibility of this ordinance. Staff are proposing the following equity-driven Lawn Care Rebate Program.

Program Funding Request

Staff request \$50,000 be allocated to rebates to eligible residents. Staff also requests \$2,000 for program outreach. This \$52,000 would come from funding allocated to the Climate Action Plan. This does not include any funding dedicated to staff time.

Process

1. A resident purchases an eligible tool from participating retailers.
2. Within 30 calendar days from the date of purchase, the resident takes their old lawnmower to Bainbridge Disposal. They must ensure all fluids have been removed from the machine to be accepted. Bainbridge Disposal has offered to for-go the resident drop-off cost for program participants.
3. A resident would then complete the online rebate application and submit it to the City. The form would require the submittal of a receipt or invoice for the lawn care equipment, proof of income eligibility, and a copy of a drop-off form designed by the City and handed out by Bainbridge Disposal.
4. Staff review and either approve or deny the application. Once approved, a check would either be mailed to the resident, or they can pick up at City Hall.

Income Qualification

Income qualification will be based on [US Department of Housing and Urban Development \(HUD\) Income Limits](#) for the Bremerton-Silverdale metropolitan statistical area (MSA). The income thresholds for income-qualified incentives are 80% area median income (AMI) and below. Income thresholds will be adjusted for household size and will follow HUD 2023 Income Limits methodology. Income thresholds are shown in the table below.

Bainbridge Island Lawn Care Rebate Program Income Limits								
Household Size	1	2	3	4	5	6	7	8
80% AMI	\$61,000.00	\$69,700.00	\$78,400.00	\$87,100.00	\$94,100.00	\$101,050.00	\$108,050.00	\$115,000.00

According to Census data, the average family size is 2.84 on Bainbridge Island. Rounding up to three and based on these income qualifications, this program could assist up to 1,500 families. However, not all families live on a parcel of land that requires them to maintain their lawn, nor do all families own gas-powered lawn care equipment, thus this number is a conservative estimate.

Rebate Options

Staff researched West Coast governments that currently implement a lawn care rebate program. Based on the review, staff recommend modeling Bainbridge Island's program off of the San Joaquin Valley Air Pollution Control District's *Clean Green Yard Machines* program.

The program would offer the following rebates:

- Up to \$100 for a purchase of \$200 or less¹
- \$150 for a purchase of \$201-\$350
- \$250 for a purchase of \$351+

If all 1,500 families were to participate in this program, the estimated rebate amount that would be distributed would range from \$150,000² to \$375,000,³ however, staff expect this to be a conservative estimate based on factors mentioned in the previous section.

Per the funding request, the budget would allow up the following:

Voucher Amount	Maximum Number of Vouchers Available
Up to \$100	500
\$150	333
\$250	200

Program and Eligibility Requirements

The City would implement the following program and eligibility requirements:

- Submittal of an application does not guarantee a rebate. Program eligibility is determined at the sole discretion of the City. The participant will be notified if their application is deemed ineligible.
- Applicant must be a resident at the address identified in the application.
- Limit one (1) rebate per address for every two (2) consecutive years.
- Combo kit with one power unit and multiple attachments is considered one equipment type.
- For bundle purchases of two or more pieces of eligible equipment, separate applications must be submitted for each piece of equipment. Equipment purchased as part of a bundle are eligible for separate rebates only if each piece of equipment has a separate power unit. For the first piece of eligible equipment, the rebate amount is based on the current individual retail price of that specific equipment. The rebates for subsequent eligible pieces of equipment in the bundle with a separate power unit are based on the remaining balance of the purchase price of the bundle, less the current individual retail price of the first piece of equipment for which the rebate was applied.
- Applicant must submit a rebate application within three (3) months of the purchase date of the new equipment.

¹ Applicant will be responsible for a minimum of 50% of the purchase price for equipment priced \$200 or less.

² 100% participation on the \$100 rebate

³ 100% participation on the \$250 rebate

- The new electric equipment must be purchased with a power unit and from a manufacturer-authorized retailer or dealer.
- Applicant must turn in a fully functional old gas- or diesel-powered lawn care equipment to Bainbridge Disposal for permanent recycling.
- Applicant must maintain ownership of the new lawn care equipment for a minimum of two (2) consecutive years following the purchase date.
- New equipment must:
 - o Be new, not used, or previously owned
 - o Be electric (corded or battery-powered)
 - o For mowers, be push or self-propelled under 25 horsepower (or equivalent) for residential use
 - o Have a minimum one-(1) year manufacturer warranty
- Lawnmowers that are not eligible:
 - o Reel mowers
 - o Riding lawn mowers
 - o Tractors used to pull mowing equipment
 - o Tow-behind mowers
- The rebate period would begin upon passage of the ordinance and end when the mandate for electric lawn care equipment begins.

COMPOST

Compost Presentation – Flavia Franco

Ways the City of Ashland Can Help

1. Acknowledge the service and its community & environmental benefits.
2. Sponsor a Parks & Recs class or two each year about composting & related topics.
3. Include a communications mention in the utility bill.
4. Add something about our services to the city's website, under <https://ashlandoregon.gov/580/Take-Climate-Action>
5. Restart the Sustainability Grants that were available before the pandemic with TOT proceeds.
6. Fund free drop off site(s) in Ashland.
7. Sponsor a sustainability survey that also includes food scraps (although I received a postcard in the mail that the city has a survey in progress).
8. Subsidize the subscription rate to increase access for low-income households.
9. Include a community compost food scrap drop site off when designing resilience hubs
10. Be the lead or support for a major grant such as the one due in November.