

CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Monday, March 13, 2023

5:30 PM

Conference Room 2A and Virtual Platform (Zoom)

Council Sustainability Committee

NOTICE: The Council Sustainability Committee will hold a hybrid meeting in Conference Room 2A and virtually via Zoom.

How to submit written Public Comment:

Send an email to erik.pearson@hayward-ca.gov by 1:00 p.m. the day of the meeting. Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Council Sustainability Committee and City staff, and published on the City's Meeting and Agenda Center under Documents Received After Published Agenda.

How to provide live Public Comment during the Council Sustainability Committee Meeting:

There are three ways you can provide live public comments during the meeting:

1. Attend in person in Conference Room 2A in Hayward City Hall
2. Please click the link below to join the webinar:

<https://hayward.zoom.us/j/85427291828?pwd=WDREV1ZFdHRDMTN5V1ZkOFBwdzdydz09>
Webinar ID: 854 2729 1828
Password: CSC31323@

3. Join by phone

US: +1 669 900 6833 or +1 646 931 3860
Webinar ID: 854 2729 1828
Password: 454821736
International numbers available: <https://hayward.zoom.us/j/85427291828?pwd=WDREV1ZFdHRDMTN5V1ZkOFBwdzdydz09>

ELECTION OF CHAIR

PUBLIC COMMENTS:

REPORTS/ACTION ITEMS

1. [MIN 23-029](#) Approval of Minutes of the Council Sustainability Committee (CSC) Meeting Held on October 6, 2022

Attachments: [Attachment I October 6, 2022 CSC Meeting Minutes](#)

2. [MIN 23-031](#) Approval of Minutes of the Council Sustainability Committee (CSC) Meeting Held on November 14, 2022

Attachments: [Attachment I November 14, 2022 Council Sustainability Committee Meeting minutes](#)

3. [RPT 23-029](#) Draft Hazards Element Update - Information and Discussion

Attachments: [Attachment I Staff Report](#)
[Attachment II STB Comment Letter Oct '22](#)
[Attachment III Responses to Save the Bay Letter](#)

4. [ACT 23-015](#) Stormwater Ordinance Amendments Related to Municipal Regional (Stormwater) Permit-MRP 3.0 - Discussion and Recommendation to Council

Attachments: [Attachment I Staff Report](#)

5. [RPT 23-028](#) Climate Action Plan - Draft Survey with Proposed Policies and Programs - Information and Discussion

Attachments: [Attachment I Staff Report](#)
[Attachment II Draft Survey for City Council](#)
[Attachment III Full list of CAP Measures](#)

6. [ACT 23-020](#) Options for Spending Energy Efficiency & Conservation Block Grant Funds - Information and Discussion

Attachments: [Attachment I Staff Report](#)

FUTURE AGENDA ITEMS

7. [ACT 23-016](#) Proposed 2023 Agenda Planning Calendar: Review and Comment

Attachments: [Attachment I Staff Report](#)

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT

Next Scheduled Meeting: Monday, May 8, 2023



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777 B Street
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File #: MIN 23-029

DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Sustainability Committee (CSC) Meeting Held on October 6, 2022

RECOMMENDATION

That the CSC reviews and approves the October 6, 2022 CSC meeting minutes.

ATTACHMENTS

Attachment I October 6, 2022 Council Sustainability Committee Meeting Minutes

CITY COUNCIL SUSTAINABILITY COMMITTEE MEETING
Remote Participation – Digital Zoom Meeting
October 6, 2022
4:30 p.m.
MEETING MINUTES

CALL TO ORDER: Meeting called to order at 4:30 p.m. by Council Member Zermeño.

ROLL CALL:

Members:

Present

- Barbara Halliday, Mayor/CSC Chair (*Excused from meeting at 5:40 p.m.*)
- Elisa Márquez, City Council Member
- Francisco Zermeño, City Council Member

Staff:

- Alex Ameri, Director of Public Works
- Sierra Cannon, Climate Corps Fellow
- Nicole Grucky, Sustainability Specialist
- Linda Ko, Senior Secretary (Meeting Recorder)
- Hailey Meyer, Climate Corps Fellow
- Omar Noorzad, City Building Official
- Jennifer Ott, Assistant City Manager
- Erik Pearson, Environmental Services Manager

Other:

- Sangeeta, Member of the Public
- Natalie Blumberg, Member of the Public
- Frank Goulart, Member of the Public
- David Stark, Member of the Public

PUBLIC COMMENTS

There were no public comments.

1. Approval of Minutes from the Council Sustainability Committee (CSC) Meeting Held on May 9, 2022

The item was moved by Council Member Zermeño Márquez, seconded by Council Member Márquez, and approved unanimously.

2. 2020 Greenhouse Gas Emissions Inventory – Information and Discussion

Nicole Grucky, Sustainability Specialist, presented an informational report on the 2020 greenhouse gas (GHG) emissions inventory and provided a comparison to the previous six inventories.

Public Comments

There were no public comments.

Committee Comments

Council Member Zermeño thanked staff for the report and inquired how the high emissions reduction in 2020 would affect the next goal. Ms. Grucky explained that the 42.7% reduction was due to a large decrease in transportation emissions during the COVID-19 pandemic and should be noted as an anomaly. The goal would be to keep the GHG emission reduction from falling below the 2025 goal of 30%. Council Member Zermeño suggested encouraging residents to utilize solar panels.

Council Member Márquez recommended advocating for hybrid work schedules to minimize the number of vehicles on the road. She also recommended publicizing public transportation options, such as the Berryessa BART station in San Jose and the Express Bus, in The Stack and The Leaflet newsletters for residents needing to commute to the Silicon Valley.

Mayor Halliday also recommended providing more information to the public about assistance programs and tax incentives available as well as how residents could install solar panels.

3. Site License Agreement with East Bay Community Energy for Electric Vehicle Charging Stations – Discussion and Recommendation to Council

(Item moved up to #3 from #4)

Erik Pearson, Environmental Services Manager, presented on the draft Site License Agreement with East Bay Community Energy (EBCE) that would allow EBCE to locate electric vehicle (EV) charging hubs on City-owned municipal parking lots and garages.

Public Comments

Frank Goulart, member of the public, inquired if the charging hub in the Cinema Place parking structure would be located on the top level or lower level of the parking structure. Mr. Pearson answered that the EV chargers would be located on the ground level to minimize the length of the conduit for the equipment and to maximize visibility of the chargers.

Committee Comments

Council Member Zermeño recommended encouraging EBCE to install EV charging hubs near coffee shops to benefit both the vendors and also customers looking to charge electric vehicles. Mr. Pearson responded that EBCE's first phase of the project focuses on publicly owned properties, but that they do intend to work with private property owners as well.

Council Member Márquez expressed her support of the draft Site License Agreement and recommended publicizing different municipal parking options that are available so that the public is aware that there is sufficient parking in Downtown Hayward, specifically on higher levels of a structure. She also expressed her desire to eventually see other locations in South Hayward in communities with dense populations, such as apartments, as well as lower charging rates for low-income residents.

Mayor Halliday agreed with Council Member Márquez and stated that careful planning would be necessary and that these new developments could be a great asset.

4. Climate Action Plan – Considerations for New General Plan Policies and Programs *(Item moved down to #4 from #3)*

Ms. Nicole Grucky gave a presentation on updates to the Climate Action Plan (CAP), draft measures, and next steps to meet greenhouse gas (GHG) reduction targets.

Public Comments

Sangeeta, a member of the public and an organizer at Save the Bay, commended the ambitious goals of the CAP and urged the city to address climate adaptation and resilience in the plan.

David Stark, a member of the public and representative of the Bay East Association of Realtors, commented that partnerships with local realtors could help distribute information about energy saving practices and incentives to homeowners. He also stated that local realtors would be willing to assist in assessing financial realities and impacts of electrification requirements.

Natalie Blumberg, a member of the public, inquired about the meaning of “climate resilience.” Mr. Pearson explained that “climate resilience” was related to the adaptation portion of the CAP which involves making sure we are prepared for the change in climate that is coming such as weather patterns, drought, and wildfires.

Committee Comments

Council Member Márquez asked, if possible, to have a brief survey prioritizing the categories sent to the City Council before the Council Sustainability Committee meeting in January. In reference to the Save the Bay letter, Council Member Márquez asked for staff input in terms of incorporating climate resilience and adaptation approaches to the plan. Director Ameri expressed that staff was in full agreement with the contents of the letter and were working to combine these elements into the plan. Council Member Márquez also recommended looking at ways to implement climate adaptation and resilience in projects through the Council Infrastructure Committee.

Council Member Zermeño expressed his support of the draft action plans, especially pertaining to the urban tree canopy study. He also recommended staff reach out to Mr. David Stark regarding his offer to help. In addition, Council Member Zermeño suggested staff reach out to Cal State East Bay to encourage greener efforts.

5. 2023 Electrification Reach Codes – Discussion and Recommendation to Council

Mr. Erik Pearson gave a presentation on considerations and draft ordinances addressing electrification of new buildings and electric vehicle charging requirements for the 2023 Reach Code.

Public Comments

Mr. Frank Goulart, stated his support for the measures being taken in the Reach Code and offered his assistance.

Committee Comments

Council Member Márquez expressed her support of staff's recommendation. She also supported the complete ban on gas infrastructure effective January 2026 in order to meet 2030 GHG reduction target.

Council Member Zermeño also expressed his support for a complete ban on gas infrastructure effective January 2026. He also suggested staff promote information about available heat pump water heater rebates through a flyer insert in the water bill.

The item was moved by Council Member Márquez and seconded by Council Member Zermeño and approved unanimously, to recommend to Council the adoption of two Reach Code Ordinances: 1) A New Building Electrification Ordinance; and 2) Amendments to the Off-Street Parking Regulations to Add Electric Vehicle Charging requirements.

Proposed 2022/2023 Agenda Planning Calendar: Review and Comment

Mr. Pearson shared the proposed 2022/2023 agenda planning calendar with the Council Sustainability Committee.

Council Member Zermeño suggested a future agenda item on electric scooters and bicycles. Director Ameri confirmed that this topic would be placed on the unscheduled items list for the future.

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS:

Mr. Pearson shared that on October 7th, staff would be having a meeting with Hayward's sister city in Funabashi, Japan, in which Environmental Programs staff from both cities would be sharing information with a focus on plastic pollution. He also announced that the Compost Giveaway would be on Saturday, November 5th, at the former Skywest Golf Course parking lot.

ADJOURNMENT: 6:27 p.m.

Attendance	MEETINGS			
	Present 10/06/22 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Elisa Márquez	✓	1	0	0
Barbara Halliday	✓	1	0	0
Francisco Zermeño	✓	1	0	0



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777 B Street
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File #: MIN 23-031

DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Sustainability Committee (CSC) Meeting Held on November 14, 2022

RECOMMENDATION

That the CSC reviews and approves the November 14, 2022 CSC meeting minutes.

ATTACHMENTS

Attachment I November 14, 2022 Council Sustainability Committee Meeting minutes

CITY COUNCIL SUSTAINABILITY COMMITTEE MEETING
Remote Participation – Digital Zoom Meeting
November 14, 2022
4:30 p.m.
MEETING MINUTES

CALL TO ORDER: Meeting called to order at 4:36 p.m. by Mayor Halliday.

ROLL CALL:

Members:

Present

- Barbara Halliday, Mayor/CSC Chair
- Elisa Márquez, City Council Member
- Francisco Zermeño, City Council Member

Staff:

- Alex Ameri, Director of Public Works
- Sierra Cannon, Climate Corps Fellow
- Nicole Grucky, Sustainability Specialist
- Hailey Meyer, Climate Corps Fellow
- Jennifer Ott, Assistant City Manager
- Erik Pearson, Environmental Services Manager
- Judy Phung, Senior Secretary
- Michael Wolny, Administrative Secretary (Meeting Recorder)

Other:

- Cait Cady, East Bay Community Energy
- Alex DiGiorgio, East Bay Community Energy
- JP Ross, East Bay Community Energy
- Jessica Guadalupe Tovar, Local Clean Energy Alliance

PUBLIC COMMENTS

There were no public comments.

1. Approval of Minutes from the Council Sustainability Committee (CSC) Meeting Held on October 6, 2022

Council Member Márquez requested the consideration of the minutes at the next CSC meeting to confirm the inclusion of the Save the Bay letter that was received by the Committee.

2. East Bay Community Energy Update: Local Programs and Customer Bill Savings – Information and Discussion

Erik Pearson, Environmental Services Manager, introduced staff from East Bay Community Energy (EBCE), who presented an update on local programs, partnerships and customer bill savings.

Public Comments

There were no public comments.

Committee Comments

Council Member Zermeño thanked EBCE staff for the report and encouraged continued outreach and education efforts to the public.

Council Member Márquez thanked EBCE staff for the thorough presentation and asked staff to address the power content label and efforts to have cleaner energy. Alex DiGiorgio stated that the power content label, information detailing power sources for the Bright Choice product, shows that emissions have increased in the past two years due to renewable energy that is imported across state lines that no longer qualifies as renewable energy. In addition, he stated there is a reduction in hydroelectricity due to the drought. Mr. DiGiorgio stated that EBCE has a Board-approved goal of having carbon-free energy available throughout its service area by the year 2030.

Mayor Halliday encouraged EBCE to advocate for programs that would assist low-income community members who may not be able to afford green energy.

3. Existing Building Electrification Efforts – Information and Discussion

Nicole Grucky, Sustainability Specialist, presented on existing building electrification efforts which included information on the California Equitable Home Electrification Program (CEHEP), building inventory, partnership with Local Clean Energy Alliance (LCEA) and equity concerns.

Public Comments

Jessica Guadalupe Tovar, with LCEA, shared that the Bay Area Regional Energy Network, BayREN, will be hosting a forum on the topics discussed and would hopefully help answer questions and create policies that would both protect renters and transform communities into clean energy communities.

Committee Comments

Council Member Zermeño inquired how staff was doing outreach about electrification, especially to the 47% of renters. Ms. Grucky stated that staff would focus on outreach and the existing electrification workshop once the Climate Action Plan was updated. Mr. Pearson mentioned that staff was also working on a bill insert to promote rebates for heat-pump water heaters.

Council Member Márquez suggested staff coordinate with the Council Homelessness-Housing Task Force to ensure renters are not displaced during electrification of appliances. Assistant City Manager Jennifer Ott confirmed that she would coordinate with staff.

Mayor Halliday suggested the possibility of sending trusted community members to resident homes in certain neighborhoods to share information about energy efficiency programs.

4. Annual Update on Implementation of Strategic Roadmap (Sustainability-Related Projects) – Information and Discussion

Mr. Pearson provided an update on the implementation of sustainability-related projects within the priority areas of Confront Climate Crisis and Champion Environmental Justice and Invest in Infrastructure.

Public Comments

There were no public comments.

Committee Comments

Council Member Zermeño suggested staff look into the details of the Tree Preservation Ordinance to discern between reasonable and unreasonable causes for tree removal. He mentioned it would be reasonable for tree removal in cases where invasive tree roots may be causing damage to water or sewer lines but not for inconvenience reasons such as too many leaves falling. Council Member Zermeño asked staff to also look into replacing trees that had to be removed.

Mayor Halliday suggested the possibility of sending trusted community members to resident homes in certain neighborhoods to share information about energy efficiency programs.

Council Member Zermeño inquired if staff knew the number of total trees in the City of Hayward. Public Works Director Alex Ameri stated that he would work with Todd Rullman, Director of Maintenance Services, to see if there was a way to obtain the total count of trees.

Council Member Márquez thanked the Environmental Services Division staff for all their great work in keeping up with new environmental regulations.

Mayor Halliday recommended staff focus on educating both residents and restaurants on the reusable utensil law.

5. Proposed 2023 Agenda Planning Calendar: Review and Comment

Mr. Pearson shared the proposed 2023 agenda planning calendar with the Committee.

Committee members agreed with staff's recommendation to remove two items on the unscheduled items list, Low Carbon Concrete and Ending Natural Gas Use by 2045, that would be considered for the 2026 Reach Code.

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS:

Mr. Pearson shared that the Fall Compost Giveaway was very well attended and a record number of 4,200 bags of compost were given out to the community in three hours.

Council Member Zermeño and Council Member Márquez both expressed their appreciation to Mayor Halliday for her leadership and service as part of the Council Sustainability Committee.

ADJOURNMENT: 6:05 p.m.

Attendance	MEETINGS			
	Present 11/14/22 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Elisa Márquez	✓	2	0	0
Barbara Halliday	✓	2	0	0
Francisco Zermeño	✓	2	0	0



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File #: RPT 23-029

DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

Draft Hazards Element Update - Information and Discussion

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report and provides direction to staff.

SUMMARY

This report presents the draft updated Hazards Element (sometimes referred to as the Safety Element, which incorporates new policies and programs as well as edits to existing policies to adequately address climate crisis hazards and improve community resilience in compliance with recent state legislation. Outreach and environmental analysis for the updated Hazards Element was coordinated with the recently-adopted Housing Element, the new Environmental Justice Element and the updated Climate Action Plan - both of which are in process. Staff is seeking input from the CSC regarding the draft Hazards Element policies. Staff will use the input to finalize the policies and to prepare programs to implement the policies.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II STB Comment Letter Oct. 2022
- Attachment III Responses to Save the Bay Letter



DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works
Acting Director of Development Services

SUBJECT: Draft Hazards Element Update – Information and Discussion

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report and provides direction to staff.

SUMMARY

This report presents the draft updated Hazards Element (sometimes referred to as the Safety Element, which incorporates new policies and programs as well as edits to existing policies to adequately address climate crisis hazards and improve community resilience in compliance with recent state legislation. Outreach and environmental analysis for the updated Hazards Element was coordinated with the recently-adopted Housing Element, the new Environmental Justice Element and the updated Climate Action Plan – both of which are in process. Staff is seeking input from the CSC regarding the draft Hazards Element policies. Staff will use the input to finalize the policies and to prepare programs to implement the policies.

BACKGROUND

In 2014, Council adopted the *Hayward 2040 General Plan*¹, the City’s long range planning document that guides decision-making related to land use, growth and development, transportation, and open space conservation. State law requires that a General Plan include a “Safety Element”, however, most of the required policies are addressed in the Hazards Element of the *Hayward 2040 General Plan*.

Updates to the Hazards Element are needed to ensure that hazards, especially those related to climate change, are addressed in compliance with state law. In 2015, California adopted

¹ [What is the Hayward 2040 General Plan? | Hayward ePlan](#)

Senate Bill (SB) 379², requiring local jurisdictions to integrate climate adaptation and resilience strategies to their Safety Elements beginning January 1, 2017. Following this legislation, SB 1000³ was established in 2016, requiring further amendments to the Hazards Element to address hazards specifically related to wildfires and flooding, where applicable. In 2019, AB 747⁴ and SB 99⁵ were signed into law requiring that local governments evaluate the resiliency of their transportation system in emergency situations.

On July 20, 2021⁶, Council adopted a resolution authorizing the City Manager to execute an agreement with Rincon Consultants to prepare General Plan amendments to the Safety (Hazards) Element along with the Climate Action Plan (CAP), Housing Element, and a new Environmental Justice Element. On May 9, 2022⁷, staff presented draft policies and programs for the CAP and the Environmental Justice Element. On October 6, 2022⁸, staff presented revised draft policies and programs for the CAP. On February 7, 2023, Council adopted Resolution No. 23-008 approving the Housing Element.

Information about the Safety/Hazards Element, Environmental Justice Element, CAP, and Housing is available on the City's project website⁹.

DISCUSSION

The Hazards Element update was combined with updates to the Housing Element, Climate Action Plan (CAP), and the Environmental Justice Element because issues of housing, environmental justice, safety and hazard planning, and climate change are inextricably linked. While the CAP focuses on climate change mitigation through GHG reductions, the Hazards Element focuses on adaptation and resiliency strategies to climate change hazards. Adaptation and resiliency efforts are also addressed in the Shoreline Adaptation Master Plan¹⁰, which concentrates on sea level rise planning. Hayward also has a Local Hazard Mitigation Plan¹¹ that addresses a variety of hazards and is required by the Federal Emergency Management Agency to be eligible for certain types of non-emergency disaster assistance. The Local Hazard Mitigation Plan is being updated and will be titled the *Hayward Resilience Plan*.

Draft Hazards Element Policies

² http://www.leginfo.ca.gov/pub/15-16/bill/sen/sb_0351-0400/sb_379_bill_20150706_amended_asm_v94.pdf

³ [Bill Text - SB-1000 Land use: general plans: safety and environmental justice. \(ca.gov\)](#)

⁴ [AB 747 - California Assembly \(20192020\) - Open States](#)

⁵ [SB 99 - California Senate \(20192020\) - Open States](#)

⁶ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5034289&GUID=A1DD2D35-7B4A-42C8-9284-7DEB78AAD470&Options=&Search=>

⁷ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5644445&GUID=18072FD1-2F1C-4355-91BE-CA6780C8961A&Options=&Search=>

⁸ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5860957&GUID=64D86CA2-B9AA-4EBB-8236-1D2362C48DB6&Options=&Search=>

⁹ <https://haywardhousingandclimateupdate.com/>

¹⁰ [SHORELINE ADAPTATION MASTER PLAN | City of Hayward - Official website \(hayward-ca.gov\)](#)

¹¹ [Microsoft Word - 2016-09-13 City of Hayward Revised LHMP.docx \(hayward-ca.gov\)](#)

The draft updated Hazards Element (available on the project website on the Get Involved Page¹²) was informed by an Evacuation Analysis, a Climate Vulnerability assessment, and significant community input. Prior to drafting new policies for the Hazards Element, staff worked with the consultant team to prepare an Evacuation Analysis and a Climate Vulnerability Assessment (available on the project website), both of which are required by state law. The updated Hazards Element includes ten overarching goals to protect life and property against potential natural disasters, emergencies, and hazards. Following the format of the existing General Plan, each goal has several supporting policies. As indicated in the list below, some goals have significant policy changes, while some have none.

1. Regional Coordination – Minor updates. Elimination of non-applicable policies.
2. Seismic and Geologic Hazards – Minor updates. No significant policy changes.
3. Flood Hazards – Minor updates. One new policy supporting Green Infrastructure.
4. Rising Sea Levels – Significant changes and new policies.
5. Urban Wildfire Hazards – Three new policies.
6. Climate Change Adaptation/Resiliency – New section with 12 new policies.
7. Hazardous Materials – No policy changes.
8. Evacuation Capacity – New section with 11 new policies.
9. Airport Hazards – No policy changes.
10. Noise Hazards – No policy changes.

Evacuation Analysis

An evacuation analysis was prepared for the Hazards Element to comply with AB 747 and SB 99. These laws require local governments to evaluate the resiliency of their transportation system in emergency situations. The analysis models five evacuation scenarios to estimate traffic congestion and roadway capacity during evacuations and identify areas that have one point-of-entry/exit. The scenarios include wildfire, tsunami, dam failure and two different natural gas pipeline failures. These models revealed severe congestion and capacity limitations on Hayward’s highways and arterials during emergency evacuations, including the San Mateo/Hayward Bridge, I-880, SR-238, Hesperian Boulevard, and West Jackson Street. The analysis also includes several recommendations regarding operations and communications that may be implemented during an emergency.

Draft Hazards Element Policies Related to Evacuation:

- HAZ-2.8 Tsunamis
- HAZ-5.9 Evacuation During Wildfires
- HAZ-8.1 Evacuation Route Maintenance
- HAZ-8.2 Vulnerable Population Assistance
- HAZ-8.3 Transportation Coordination
- HAZ-8.4 Evacuation Management Tools
- HAZ-8.5 Single Access Roads
- HAZ-8.6 Evacuation Facilities

¹² <https://haywardhousingandclimateupdate.com/get-involved/>

- HAZ-8.7 Evacuation Planning
- HAZ-8.8 Annual Trainings
- HAZ-8.9 High Fire Limitations
- HAZ-8.10 Public Education
- HAZ-8.11 Resource Management

Climate Vulnerability Assessment

A climate vulnerability assessment was prepared to assist in the development of climate change adaptation and resilience policies and programs for the Hazards Element update. The assessment evaluates the potential impacts of the climate crisis (extreme heat, drought, sea level rise, etc.) on community facilities, services, and populations, and measures the community's ability to adapt to these impacts. By understanding the community's vulnerabilities, the City will be better equipped to develop adaptation strategies that strengthen community resilience.

The following Draft Hazards Element policies will require significant resources to implement:

- HAZ-4.3 Shoreline Adaptation Master Plan. Implementation of the master plan, which was approved by Council February 2021 is estimated to cost approximately \$1 billion over 40 years.
- HAZ-4.7 Adaptation Programs and Standards. This policy calls for retrofitting and adapting critical facilities and infrastructure.
- HAZ-6.2 Resilience Hubs. The development and operation of a network of resilience hubs would be a significant cost to the City.
- HAZ-6.8 Parks and Open Space Resilience. Adding resilience features to existing parks and open space may be a significant cost to the City
- HAZ-6.9 Resilient Power. This policy calls for hardening utilities and installation of batteries and microgrids.
- HAZ-6.10 Climate Overlay Zone. The creation of climate hazard overlay zones would be a significant undertaking for the City's Planning Division.
- HAZ-8.4 Evacuation Management Tools. This policy calls for road improvements and new equipment to facilitate emergency evacuations.
- HAZ-8.5 Single Access Roads. This policy calls for the removal of obstructions to allow for two-way traffic where it currently does not exist.

ECONOMIC IMPACT

The climate crisis is expected to negatively impact national and local economies. The updated Hazards Element, CAP, and Environmental Justice Element will seek to help make Hayward's economy more resilient to climate change. Many of the policies identified above would result in new or increased costs related to implementation; however, the policies and related programs would result in long term co-benefits such as better, more equitable health outcomes, job creation and resilient infrastructure and development. As the policies and programs are implemented over the life of the General Plan, staff will review each for

potential economic impacts such as job creation/job retention and Hayward's desirability for developers and businesses to locate in Hayward.

FISCAL IMPACT

Council approved a total budget of \$720,000 for these General Plan updates. Preparing the updates will not impact the City's General Fund. The project is funded by a Local Early Action Planning (LEAP) Grant from the California Department of Housing and Community Development (HCD), the Development Services Department's Planning Policy Fund, and the Public Works and Utilities Department's Recycling, Water, and Sewer Funds.

Fiscal impacts associated with implementing the new Hazards Element, CAP, and Environmental Justice Element will occur over the course of the life of the General Plan, and each policy and program will be evaluated, and costs for implementation of each will be disclosed when it is made part of the City's work program.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority to Enhance Community Safety & Quality of Life, Confront Climate Crisis & Champion Environmental Justice. Specifically, this item is related to implementation of the following projects:

- Project Q9: Update comprehensive emergency services plan for the community and staff.
- Project C5: Adopt & Implement 2030 GHG Goal and Roadmap along with other General Plan Elements
- Project C14b: Implement Shoreline Master Plan, including mitigating sea level rise in the industrial corridor through building requirements and outreach

SUSTAINABILITY FEATURES

The draft Hazards Element provides a policy framework for adaption and resiliency to hazards including wildfire, sea level rise, earthquakes and flooding. The policies are intended to help future generations manage the inevitable effects of climate change addresses long term adaptation approaches to protect critical infrastructure and facilitate adaptation of natural systems.

PUBLIC CONTACT

Equitable Outreach Plan

There is considerable overlap between the issues addressed in the Hazards Element, Climate Action Plan, Housing Element and Environmental Justice Element. As a result, staff is conducting public outreach for all four projects simultaneously, with an emphasis on equity and extensive community involvement.

The following four community workshops were held in 2022 with a focus on the CAP and the Environmental Justice Element, but all workshops included some discussion of climate adaptation and resilience, which is addressed in the Hazards Element. Reports and presentations for the workshops are available on the project website¹³.

- February 23, 2022 – Environmental Justice workshop
- April 13, 2022 – CAP workshop
- April 27 – Environmental Justice workshop
- July 19, 2022 – CAP workshop

Prior to the Environmental Justice and CAP community workshops, staff reached out to over 100 community-based organizations and groups in Hayward to gauge interest in collaborating on the General Plan updates. Staff members have also visited various locations around Hayward (grocery stores, laundromats, farmers market, BART stations, etc.) to pass out flyers with information on the General Plan Updates and how residents can be involved. Collectively, Environmental Services and Planning staff visited 19 different locations across the City. Housing outreach has included standard surveys and interviews and an interactive housing simulation that allows people to identify sites and areas for future development.

Additionally, staff organized a Gallery Walk Event, featuring large poster boards with information on the Climate Action Plan, Housing Element, Environmental Justice Element, Hazards Element, and the History of Hayward. The posters were printed in both English and Spanish and were displayed in City Hall, the Downtown Hayward Library, BART, the Farmers Market and at Chabot and Hayward NAACP Branch offices in conjunction with outreach events. Additionally, staff offered the posters to various organizations and Alameda County Transit Authority requested the posters to display in their Hayward facility where approximately 400 Hayward residents are employed. Community members were invited to learn about the General Plan updates by walking through the gallery and engage with the posters through QR codes.

Another avenue of community engagement has been through surveys and interviews conducted by college students in Hayward. Chabot College students have helped the City by surveying residents about parks, housing, and climate action. In Spring 2021, Chabot College students interviewed 252 residents about their experience, concerns, and ideas for parks in Hayward. Chabot students also interviewed approximately 550 residents online in Fall 2021 and Spring 2022 about housing, discrimination, pollution, and community amenities. In Summer 2022, Chabot students interviewed approximately 350 residents about their experience, concerns, and thoughts on initiatives regarding general climate change and climate action. A summary of the responses will be provided during the CSC meeting. Chabot students will continue to interview residents regarding climate change and climate action during the Fall 2022 semester. Additionally, students in a public health capstone class at California State University East Bay (CSUEB) conducted surveys, receiving over 250 responses, around park access, pollution, access to healthy food, and safe and sanitary housing.

¹³ <https://haywardhousingandclimateupdate.com/project-resources/#materials>

Staff has been hosting various focus group and meetings with stakeholders since the May CSC meeting. Specifically, City staff:

- Hosted a focus group with members from Tennyson High School's Green Team – eight students and two teachers participated.
- Hosted four focus groups with Eden Housing tenants at Alta Mira, Tennyson Gardens, Montgomery Plaza, and Hayward Senior, with 48 participants total.
- Met with Eden Housing staff, Save the Bay staff, the Sierra Club, and the Starr King Unitarian Universalist Church.
- Communicated with the Bay East Association of Realtors, who have informed staff they will oppose any requirements that are triggered by the sale of a home.
- Attended the Hayward Community Family Fair on June 17, the Juneteenth Wellness Festival on June 18, and the Downtown Street Party on August 18.

Finally, the City has sought out community input via an online survey and received over 100 responses. Results of the survey were attached to the CSC report dated October 6, 2022.

In October 2022, Council received a letter from non-profit organization Save the Bay (see Attachment II), urging the City to incorporate policies centered on equitable climate resilience to the General Plan Update. Attachment III contains Save the Bay's recommendations and the proposed policies from the draft Hazards Element and Climate Action Plan corresponding to their comments.

NEXT STEPS

Staff will incorporate input from the CSC when finalizing the draft Hazards Element policies. Staff will also use the input to prepare implementation programs for the policies and will present those draft programs at an upcoming meeting of the CSC.

Prepared by: Sierra Cannon, Climate Corps Fellow
Nicole Grucky, Sustainability Specialist
Leigha Schmidt, Principal Planner
Erik Pearson, Environmental Services Manager

Recommended by: Alex Ameri, Director of Public Works
Sara Buizer, AICP, Acting Development Services Director

Approved by:



Kelly McAdoo, City Manager



October 27, 2022

City of Hayward
777 B Street
Hayward, CA 94541

Subject: Integrating Climate Resilience and Adaptation Policies into Hayward's General Plan

Dear Mayor Halliday and Councilmembers,

The impacts of climate change have reached a staggering magnitude, as record-setting urban heat, wildfires, extended drought, and compromised air quality are the new norm. In the coming years, these challenges will be joined by rapid sea level rise and inland flooding. The impacts of these climate disasters will be widespread, though the disproportionate burden will fall on the most vulnerable, especially lower-income communities of color.

Hayward's General Plan update provides an opportunity to ensure that the city is ready for these impacts. It's an opportunity to incorporate climate resilience and prioritize actionable climate adaptation policies that will protect communities for decades to come. Integrating such policies across the Safety, Housing, and Environmental Justice Elements will ensure that decision makers effectively utilize city plans and cross-departmental collaboration to achieve these outcomes.

As Hayward engages in updating its General Plan, we strongly recommend that the city integrate planning for the impacts of climate change and nature-based solutions across all projects and departments. We recommend the city incorporate the following elements into the General Plan:

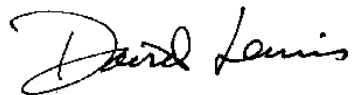
- **Prioritize frontline communities (low income, communities of color, historically underinvested, impacted by environmental injustice)** for investments and policy changes that are developed by those communities. Ensure robust representation from these communities in decision-making and planning.
- **Require climate resilience planning as part of project design and approval.** Integrate nature-based solutions to flooding, extreme heat, and sea level rise such as green stormwater infrastructure (i.e. rain gardens, bioswales, green roofs, and adapted street tree wells) into road, transit, complete streets, and other public infrastructure projects.
- **Broaden and accelerate planning, funding, and construction of green streets and other multi-benefit greening projects, especially in underinvested communities.** Integrate nature-based solutions such as rain gardens, swales, green roofs, and tree canopy into road and transit projects, flood zones, and other public infrastructure.

- **Prioritize planning of communities that are SMART:** Sustainable, Mixed-use, Affordable, Resilient, Transit-oriented. Avoid developing along the shoreline and in the hills to protect from flooding, sea level rise, and wildfire.

Attached are suggestions for specific actions and model policies to successfully integrate these elements into the General Plan update.

Experts and data across the world have demonstrated the urgent need to respond to the climate crisis. Climate hazards are the norm, and Hayward residents don't have to look far to see the impacts in their own communities. The General Plan is an important opportunity for the city to make lasting climate adaptation policies. We urge you to pursue these opportunities immediately to create a safer, more resilient future for Hayward.

Sincerely,

A handwritten signature in black ink that reads "David Lewis". The signature is written in a cursive, flowing style.

David Lewis, Executive Director
Save The Bay

Attached: Specific Actions and Policy Priorities for the Hayward General Plan

Specific Actions and Policy Priorities for the Hayward General Plan

Hayward has already conducted a robust effort to plan for key impacts of climate change, sea level rise, groundwater intrusion, and storm surge, in the Shoreline Adaptation Master Plan. The policies and approaches outlined in this plan are an important part of planning for resilience to the impacts of climate change, and we applaud the effort of the City. The General Plan is an opportunity to integrate these shoreline policies with those that address the other impacts of climate change, including extreme heat, inland storm flooding, and wildfire-induced poor air quality. Below, we recommend policies that will help Hayward plan for equitable climate resilience. We've identified key actions and priorities from the [Resilience Playbook](#) developed by Greenbelt Alliance, a resource for resilience best practices collected from other municipalities and CBO toolkits and guidance, as well as from locally developed plans in frontline communities in Oakland, which serve as excellent models for cities across the Bay Area.

Prioritize frontline communities (low income, communities of color, historically underinvested, impacted by environmental injustice) for investments and policy changes that are developed by those communities. Ensure robust representation from these communities.

- Design community engagement pathways that take into consideration all of the different factors that can deter people from being included in planning processes; use approaches appropriate for the community. ([Resilience Playbook—Centering People and Equity First](#))
 - Allocate sufficient time, resources, and opportunities for engagement to avoid rushing the process and tokenizing community participation. This will promote capacity building so that community stakeholders are able to provide meaningful feedback and decisions. ([CEJA SB1000 Toolkit](#))
 - Design capacity-building workshops to support community-driven policy development and to lead to the translation of community priorities into policy, policy reform language, and technical tools. ([Making Equity Real in Climate Adaptation and Community Resilience Policies and Programs: A Guidebook](#))
 - Co-develop equity metrics (or plan to implement pre-existing metrics). ([Making Equity Real in Climate Adaptation and Community Resilience Policies and Programs: A Guidebook](#))

Require climate resilience planning as part of project design and approval. Integrate nature-based solutions to flooding, extreme heat, and sea level rise such as green stormwater infrastructure (i.e. rain gardens, bioswales, green roofs, and adapted street tree wells) into road, transit, complete streets, and other public infrastructure projects. Take a “dig once” approach—ensure climate resilience and nature-based solutions are always planned for whenever road or infrastructure work is conducted.

- Incorporate policies addressing sea level rise, heat mitigation, and other climate risks into zoning standards and all long-range planning documents. Revise these policies every five years based on current science and risk projections. ([TLU-1, Equitable Climate Action Plan \(ECAP\), Oakland](#))

- Increase community resilience by (1) supporting community engagement and community-led disaster preparedness training, prioritizing frontline communities first; and (2) developing protocols and enhancing building systems to enable trusted community-serving facilities – including libraries, recreation and community centers, and parks – to reliably serve their communities as places of refuge during smoke days, extreme heat, and power outages. ([A-1, ECAP, Oakland](#))
- Fund and Implement Citywide Vulnerability Assessment and Comprehensive Adaptation Plan: Complete and/or update emergency plans, including the Local Hazard Mitigation Plan (LHMP), matching Federal requirements, including hazard identification and climate risk assessment. ([A-3, ECAP, Oakland](#))
 - Use nature-based solutions such as green stormwater infrastructure to address risks
- Require that sea-level rise projects explore the potential for nature-based adaptation measures before considering hardened structures, which can direct wave energy onto adjacent shorelines and exacerbate erosion. Require incorporation of ecologically friendly features along seawalls and hardened shorelines (when possible) and where shoreline hardening exists or is planned, including public access for people walking or bicycling on seawalls or levees. ([Resilience Playbook–Protecting Communities from Floods and Drought](#))
 - Hayward’s Shoreline Adaptation Masterplan outlines a variety of nature-based strategies, and identifies a plan to balance nature-based, hardened infrastructure, and non-structural strategies
- Adopt a comprehensive and multi-departmental strategy to integrate greening into new city project planning and development. ([Resilience Playbook–Harnessing the Power of Nature](#))
- Utilize overlay zones, ordinances, or resolutions to create new urban greening zoning requirements in areas regarding flooding, habitat, or other priorities. ([CR-2 - CR-4, ECAP, Oakland](#))
- Focus green stormwater improvements for areas at risk of flooding (along creeks, in low-lying areas, and along the coast) with an emphasis on vulnerable communities. ([Resilience Playbook–Harnessing the Power of Nature](#))

Broaden and accelerate planning, funding, and construction of green streets and other multi-benefit greening projects, especially in underinvested communities. Integrate nature-based solutions such as rain gardens, swales, green roofs, and tree canopy into road and transit projects, flood zones, and other public infrastructure.

- Fund and implement a green infrastructure program for the installation and maintenance of projects and existing civic resources such as the parks system and public spaces, to improve stormwater management, support biodiversity, reduce air pollution exposure, and increase access to natural spaces, including trees. Prioritize investment in frontline communities, and particularly in residential neighborhoods dominated by concrete and asphalt with limited green space and elevated air pollution, in Priority Conservation Areas, and in areas where green infrastructure, including trees and other types of

vegetated buffers, can effectively address stormwater management issues and reduce air pollution exposure among sensitive populations. ([A-6, ECAP, Oakland](#))

- Establish Temporary and Permanent Car-Free Areas: Use car-free areas for active transportation, parks and parklets and green infrastructure, pop-up community and commercial activity, and other uses that address community needs. ([TLU-6, ECAP, Oakland](#))
- Invest in urban greening projects that improve the physical well-being of communities and protect against risks such as extreme heat and days with poor air quality. Map tree canopy gaps in cities and prioritize urban canopy expansion in communities vulnerable to urban heat effects. ([Resilience Playbook—Centering People and Equity First](#))
 - Align tree canopy efforts with stormwater planning, ensuring green stormwater infrastructure planning is incorporated in areas with high runoff and at risk of flooding.

Prioritize planning of communities that are SMART: Sustainable, Mixed-use, Affordable, Resilient, Transit-oriented. Avoid developing along the shoreline and in the hills to protect from flooding, sea level rise, and wildfire.

- Advance zoning and implementation changes that encourage sustainable, small and mid-sized, multi-family, and workforce housing, especially in lower density neighborhoods. Prioritize affordable housing in cultural districts and other relevant geographies with historically marginalized racial or ethnic identities to encourage their stabilization. ([Resilience Playbook—Centering People and Equity First](#))
- Increase the density and diversity of land uses across jurisdiction. To the extent feasible, give priority to multi-benefit recreational projects that maximize pollution reduction and adaptation, carbon sequestration, heat-island reduction, stormwater capture that increase infiltration, habitat protection and biodiversity, community health improvements, promote innovative public-private partnerships, or a combination thereof. Design public space and the transportation system (including roadways) to advance racial and social equity by co-developing public spaces with Black, Indigenous, People of Color community members and understanding their needs before designing the space. ([Resilience Playbook—Centering People and Equity First](#))
- Reduce or prohibit development in the most hazardous areas. Hazards and climate impacts to consider are earthquake, liquefaction, flooding (riverine and sea level rise), groundwater rise, subsidence, landslide, and wildfire. Establish a hazard or climate overlay zone. Apply an overlay zone to areas with the greatest current hazards and/or future climate impacts. Associate corresponding risk reduction, adaptation policies, and standards specific to the hazard or climate impact. ([Resilience Playbook—Protecting Communities from Floods and Drought](#))

Pursue new funding mechanisms to support urban greening and nature-based climate resilience projects at the local and regional level.

- Advocate for state grant programs to support local planning and project implementation. Sources include: CA Natural Resources Agency Urban Greening Grant Program, Strategic Growth Council Transformative Climate Communities Program, Office of

Planning and Research Integrated Climate Adaptation and Resiliency Program & Extreme Heat and Community Resilience Program. ([Resilience Playbook–Harnessing the Power of Nature](#))

- Pursue stormwater infrastructure funding and financing options for multibenefit urban greening, including stormwater fees, developer impact fees, fees for offsite green stormwater infrastructure instead of onsite stormwater treatment, and Enhanced Infrastructure Financing Districts. ([Resilience Playbook–Harnessing the Power of Nature](#))

Response to Comments from Save the Bay

In October 2022, Council received a letter from non-profit organization Save the Bay, urging the City to incorporate policies centered on equitable climate resilience to the General Plan Update. The following contains Save the Bay's recommendations and proposed policies from the draft Hazards Element and Climate Action Plan corresponding to their comments:

1. Prioritize frontline communities for resilience investments and policy changes that are developed by those communities. Ensure robust representation from these communities in decision-making and planning.
 - Design community engagement pathways that take into consideration all of the different factors that can deter people from being included in the planning processes; use approaches appropriate for the community. ([Resilience Playbook - Centering People and Equity First](#))
 - Allocate sufficient time, resources and opportunities for engagement to avoid rushing the process and tokenizing community participation. This will promote capacity building so that community stakeholders are able to provide meaningful feedback and decisions. ([CEJA SB1000 Toolkit](#))
 - Design capacity-building workshops to support community-driven policy development and to lead to the translation of community priorities into policy, policy reform language, and technical tools. ([Making Equity Real in Climate Adaptation and Community Resilience Policies and Programs: A Guidebook](#))
 - Co-develop equity metrics (or plan to implement pre-existing metrics). ([Making Equity Real in Climate Adaptation and Community Resilience Policies and Programs: A Guidebook](#))
 - Policies in Draft Hazards Element:
 - HAZ-4.9, HAZ-6.1 (Vulnerable Communities)
 - HAZ-6.3 (Burdened Communities)
 - Policies in Draft Climate Action Plan:
 - BE-1.5 (Equity impacts of Reach Code)
 - BE-2.3 (Upfront rebates for electrification)
 - BE-2.8 (Targeted outreach to low-income communities about electrification strategy)
 - BE-2.9 (Electrify low-income housing)
 - BE-2.10 (Electrify low-income communities)
 - BE-2.14 (Equitable distribution of financing options)
 - BE-2.16 (Prioritizing historically under-invested communities)
 - BE-3.8 (Equity impacts of decarbonization policy)
 - BE-4.2 (100% renewable electricity for affordable housing)
 - EG-1.3 (Cooling centers for disadvantaged communities)

- T-3.6 (Targeted outreach to low-income communities about disincentive-based transportation policies)
 - T-3.7 (Define equity metrics for disincentives)
 - T-3.10 (Low-income residents exempt from gasoline tax)
 - T-4.6 (Targeted outreach to low-income communities about purchasing EVs)
 - T-4.7 (Program to assist low-income with EV purchases)
 - SW-1.8 (Free compost bins to frontline communities)
 - WW-1.7 (Targeted outreach to low-income communities about water conservation programs)
 - WW-1.8 (Outreach accessible in multiple languages)
 - WW-1.9 (Free water conservation devices for disadvantaged communities)
 - WW-1.10 (Target frontline communities to install water conservation devices)
 - CS-2.4 (Making urban parks accessible for low-income residents)
2. Require climate resilience planning as part of project design and approval. Integrate nature-based solutions to flooding, extreme heat, and sea level rise such as green stormwater infrastructure into road, transit, complete streets, and other public infrastructure projects.
- Incorporate policies addressing sea level rise, heat mitigation, and other climate risks into zoning standards and all long-range planning documents. Revise these policies every five years based on current science and risk projections. ([TLU-1, Equitable Climate Action Plan \(ECAP\), Oakland](#))
 - Increase community resilience by (1) supporting community engagement and community-led disaster preparedness training, prioritizing frontline communities first; and (2) developing protocols and enhancing building systems to enable trusted community-serving facilities – including libraries, recreation and community centers, and parks – to reliably serve their communities as places of refuge during smoke days, extreme heat, and power outages. ([A-1, ECAP, Oakland](#))
 - Fund and Implement Citywide Vulnerability Assessment and Comprehensive Adaptation Plan: Complete and/or update emergency plans, including the Local Hazard Mitigation Plan (LHMP), matching Federal requirements, including hazard identification and climate risk assessment. ([A-3, ECAP, Oakland](#))
 - Use nature-based solutions such as green stormwater infrastructure to address risks
 - Require that sea-level rise projects explore the potential for nature-based adaptation measures before considering hardened structures, which can direct wave energy onto adjacent shorelines and exacerbate erosion. Require incorporation of ecologically friendly features along seawalls and hardened shorelines (when possible) and where shoreline hardening exists or is planned, including public access for people walking or

bicycling on seawalls or levees ([Resilience Playbook - Protecting Communities from Floods and Drought](#))

- Hayward’s Shoreline Adaptation Masterplan outlines a variety of nature-based strategies and identifies a plan to balance nature-based, hardened infrastructure, and non-structural strategies
- Adopt a comprehensive and multi-departmental strategy to integrate greening into new city project planning and development. ([Resilience Playbook–Harnessing the Power of Nature](#))
- Utilize overlay zones, ordinances, or resolutions to create new urban greening zoning requirements in areas regarding flooding, habitat, or other priorities. ([CR-2 - CR-4, ECAP, Oakland](#))
- Focus green stormwater improvements for areas at risk of flooding (along creeks, in low-lying areas, and along the coast) with an emphasis on vulnerable communities. ([Resilience Playbook–Harnessing the Power of Nature](#))
- Policies in Draft Hazards Element:
 - HAZ-4.7 (Design Standards)
 - HAZ-4.11 (Increase Flood Protection Standards for New Construction and Renovations)
 - HAZ-5.7 (Fire Flow Adequacy)
 - HAZ-6.2 (Resilience Hubs)
 - HAZ-6.5 (Adapted Community Structures and Infrastructure)
 - HAZ-6.6 (Adapted Services)
 - HAZ-6.10 (Climate Overlay Zones)
- Policies in Draft Climate Action Plan:
 - EG-1.1 (Battery storage facilities during emergencies/outages)
 - EG-1.3 (Cooling centers)
 - CS-1.2 (Replacement trees are climate resilient and drought tolerant)
- 3. Broaden and accelerate planning, funding, and construction of green streets or other multi-benefit greening projects, especially in underinvested communities. Integrate nature-based solutions such as rain gardens, swales, green roofs, and tree canopy into road and transit projects, flood zones, and other public infrastructure.
- Fund and implement a green infrastructure program for the installation and maintenance of projects and existing civic resources such as the parks system and public spaces, to improve stormwater management, support biodiversity, reduce air pollution exposure, and increase access to natural spaces, including trees. Prioritize investment in frontline communities, and particularly in residential neighborhoods dominated by concrete and asphalt with limited green space and elevated air pollution, in Priority Conservation Areas, and in areas where green infrastructure,

including trees and other types of 4 vegetated buffers, can effectively address stormwater management issues and reduce air pollution exposure among sensitive populations. ([A-6, ECAP, Oakland](#))

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 - Invest in urban greening projects that improve the physical well-being of communities and protect against risks such as extreme heat and days with poor air quality. Map tree canopy gaps in cities and prioritize urban canopy expansion in communities vulnerable to urban heat effects. ([Resilience Playbook—Centering People and Equity First](#))
 - Align tree canopy efforts with stormwater planning, ensuring green stormwater infrastructure planning is incorporated in areas with high runoff and at risk of flooding.
 - Hayward’s Green Infrastructure Plan was adopted in 2019.
 - Policies in Draft Hazards Element:
 - HAZ-3.6 (Installation of Green Infrastructure and Low Impact Development Practices)
 - HAZ-6.4 (Green Economy)
 - HAZ-6.7 (Transportation Corridors)
 - Policies in Draft Climate Action Plan:
 - All actions under Measure T-1 (Develop and Implement an Active Transportation Plan to increase active transportation mode share to 15% by 2030 and maintain through 2045)
 - All actions under Measure CS-1 (Increase carbon sequestration by planting 1,000 new trees annually through 2030 to sequester carbon and create urban shade to reduce heat island effect)
4. Prioritize planning of communities that are SMART: Sustainable, Mixed-use, Affordable, Resilient, Transit-oriented. Avoid developing along the shoreline and in the hills to protect from flooding, sea level rise, and wildfire.
- Advance zoning and implementation changes that encourage sustainable, small and mid-sized, multi-family, and workforce housing, especially in lower density neighborhoods. Prioritize affordable housing in cultural districts and other relevant geographies with historically marginalized racial or ethnic identities to encourage their stabilization. ([Resilience Playbook—Centering People and Equity First](#))
 - Increase the density and diversity of land uses across jurisdiction. To the extent feasible, give priority to multi-benefit recreational projects that maximize pollution

reduction and adaptation, carbon sequestration, heat-island reduction, stormwater capture that increase infiltration, habitat protection and biodiversity, community health improvements, promote innovative public-private partnerships, or a combination thereof. Design public space and the transportation system (including roadways) to advance racial and social equity by co-developing public spaces with Black, Indigenous, People of Color community members and understanding their needs before designing the space. ([Resilience Playbook—Centering People and Equity First](#))

- Reduce or prohibit development in the most hazardous areas. Hazards and climate impacts to consider are earthquake, liquefaction, flooding (riverine and sea level rise), groundwater rise, subsidence, landslide, and wildfire. Establish a hazard or climate overlay zone. Apply an overlay zone to areas with the greatest current hazards and/or future climate impacts. Associate corresponding risk reduction, adaptation policies, and standards specific to the hazard or climate impact. ([Resilience Playbook—Protecting Communities from Floods and Drought](#))
 - Policies in Draft Hazards Element:
 - HAZ-3.2 (Development in Floodplains)
 - HAZ-4.5 (Rising Sea Level Disclosures)
 - HAZ-4.8 (Shoreline Protection Plan)
 - HAZ-6.8 (Parks and Open Space Resilience)
 - Policies in Draft Climate Action Plan:
 - BE-1.1 (Electrification Reach Code)
 - BE-1.2 (Ban natural gas in all new construction)
 - BE-2.2 (Ban expansion of natural gas infrastructure in existing single-family buildings)
 - BE-2.4 (Electrify single-family homes by 2045)
 - BE-2.15 (Thresholds for retrofits)
 - BE-3.2 (Ban expansion of natural gas infrastructure in existing commercial and multi-family buildings)
 - BE-4.3 (All Hayward customers enrolled in Renewable 100 by 2030)
 - T-2.1 (Promote development that is compact, mixed-use, transit-oriented)
 - T-2.2 (New development to be transit-oriented and multi-functional)
 - T-2.3 (Parking requirements to be mixed-use, walkable, transit-oriented)
5. Pursue new funding mechanisms to support urban greening and nature-based climate resilience projects at the local and regional level.
- Advocate for state grant programs to support local planning and project implementation. Sources include: CA Natural Resources Agency Urban Greening Grant Program, Strategic Growth Council Transformative Climate Communities Program, Office of Planning and Research Integrated Climate Adaptation and Resiliency Program

- & Extreme Heat and Community Resilience Program. ([Resilience Playbook - Harnessing the Power of Nature](#))
- Pursue stormwater infrastructure funding and financing options for multibenefit urban greening, including stormwater fees, developer impact fees, fees for offsite green stormwater infrastructure instead of onsite stormwater treatment, and Enhanced Infrastructure Financing Districts. ([Resilience Playbook–Harnessing the Power of Nature](#))
 - Policies in Draft Climate Action Plan:
 - BE-2.12 (Feasibility study for incentivizing all-electric retrofits through on-bill financing)
 - BE-2.17 (Identify opportunities for natural gas infrastructure pruning to reduce stranded assets)
 - BE-3.9 (Feasibility study to evaluate effectiveness of PACE financing for installation of renewable energy systems)
 - EG-1.7 (Advertise available incentives for installing solar on homes)
 - T-1.12 (Explore funding opportunities for pilot bike-share program in low-income communities)
 - T-1.16 (Explore funding opportunities to improve active transportation and mobility)
 - T-2.10 (Explore funding opportunities to implement City transit/TDM projects)
 - T-3.8 (Fund public transit programs through gasoline tax and paid parking fees)
 - T-3.9 (Implement Transportation Network Company tax to fund transit/mobility infrastructure)
 - T-4.9 (Work with partners to incentivize EV charging installations through on-bill financing)
 - T-4.10 (Explore opportunities for EV/hydrogen charging infrastructure)
 - T-5.3 (Secure funding for procurement of EV or ZEV vehicles and charging/fueling infrastructure at municipal facilities)
 - T-5.4 (Evaluate opportunities within the Low Carbon Fuel Standard (LCFS) program for ZEV/EV fueling and charging stations for the municipal fleet)
 - T-7.4 (Partner with BAAQMD to identify funding opportunities for residents to replace gas-powered landscaping equipment with zero emission equipment)
 - T-7.5 (Partner with BAAQMD to develop incentives for upgrading off-road equipment)
 - SW-1.12 (Work with partners to fund edible food recovery organizations)
 - SW-2.17 (Explore funding opportunities to increase circular food economy)
 - CS-1.9 (Dedicate staff time to obtaining grant funding for tree planting)
 - CS-1.10 (Explore opportunities to fund Urban Forest Management Program)

- CS-1.11 (Establish a Tree Trust or Tree Endowment to help fund Urban Forest Management Program)
- CS-1.13 (Establish alternative fee mechanisms to fund nature-based solutions)
- CS-2.6 (Explore opportunities to use park in-lieu fees to implement the Carbon Management Activities Program)

In addition to the draft policies listed above, the Environmental Justice Element is currently being drafted and will have policies that address Save the Bay's recommendations with regards to centering frontline communities in the decision-making and planning process.



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: ACT 23-015

DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

Stormwater Ordinance Amendments Related to Municipal Regional (Stormwater) Permit-MRP 3.0 - Discussion and Recommendation to Council

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews this report and provides a recommendation to Council to approve the proposed amendments to the stormwater ordinance.

SUMMARY

This report provides a summary of the proposed changes to the stormwater ordinance in response to the Municipal Regional Permit (MRP 3.0) requirements regarding trash reduction. The requirements adopted by the San Francisco Bay Regional Water Quality Control Board (Water Board) on July 1, 2022, require a 100% trash reduction in the City's stormwater system by July 1, 2025. The proposed ordinance changes include new language requiring property owners with documented trash violations to install full trash capture systems to prevent trash and other pollutants from entering the City's storm sewer system.

ATTACHMENTS

Attachment I Staff Report



DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT Stormwater Ordinance Amendments Related to Municipal Regional (Stormwater) Permit-MRP 3.0 - Discussion and Recommendation to Council

RECOMMENDATION

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BACKGROUND

The National Pollution Discharge Elimination System (NPDES) program was established in 1972 by the Federal Clean Water Act (CWA). The NPDES program was amended in 1986 to regulate stormwater runoff and established a permitting structure for municipal discharge to the waters of the state. From 1990 to 2009 each municipality in the Bay Area was regulated under countywide stormwater permits with individual requirements specific to each county. On October 14, 2009, the first regional stormwater permit, the MRP, was adopted by the San Francisco Bay Regional Water Quality Control Board (Water Board). The MRP regulated municipalities within the counties of Alameda, Contra Costa, Santa Clara, San Mateo as well as the cities of Fairfield, Suisun, and Vallejo and the Vallejo Sanitation and Flood Control District. Municipalities and local agencies included in the MRP are referred to as 'Permittees'.

The first MRP, adopted on October 14, 2009, was adopted as a five-year permit and administratively extended through December 2015. The permit was revised and MRP 2.0 was adopted on November 19, 2015, and became effective on January 1, 2016. MRP 2.0 was to expire on June 30, 2021, but was extended through July 1, 2022. The Water Board adopted the new permit known as MRP 3.0¹ on May 11, 2022, and it became effective July 1, 2022.

On January 10, 2022², staff presented to the CSC a summary of the trash reduction requirements in the MRP 2.0 and the proposed MRP 3.0 to regulate properties for trash violations. The requirements address those properties that discharge stormwater directly to the City's storm drain system and staff provided a recommended approach to address the requirements in the City's Stormwater Management and Urban Runoff Control ordinance³ (Chapter 11, Article 5 of the Municipal Code). Trash reduction requirements in the MRP 2.0 required Permittees to be responsible for private properties larger than 10,000 square feet that contribute to trash pollution to the storm drain system. If those private properties have private storm drains that bypass the City's storm drain inlets (meaning the City cannot treat their stormwater downstream) then the City must require the private property owners to control their trash or install their own full trash capture systems. As reported to the CSC on January 10, 2022, staff was mapping the private properties subject to the trash reduction requirements and had estimated that more than 850 parcels were potentially subject to the regulation. The new MRP 3.0 modified the requirement by removing the 10,000 square-foot minimum area. Staff predicts the number of properties requiring enforcement oversight for trash reduction will double.

On March 14, 2022⁴, staff presented an overview of the proposed changes in the then draft MRP. The amended regulatory requirements pertain to stormwater pollution prevention for both public and private properties and addresses municipal operations, new development, inspections, response to illicit discharges, education and outreach, water quality monitoring, and specific controls for pollutants of concern identified by the Water Board. There were no significant changes from the March draft to the final version that was adopted on May 11, 2022.

DISCUSSION

Currently, the mandate for trash reduction in the City's stormwater system is 100% by July 1, 2025, as stated in the MRP 3.0. The City cannot achieve 100% compliance without controlling trash from private properties with their own private storm drains that bypass the City's storm drain inlets. To comply with the MRP 3.0, staff proposes to add language to the City's municipal Stormwater Management and Urban Runoff Control ordinance to provide enforcement tools to achieve trash reduction on private properties.

¹ https://www.waterboards.ca.gov/sanfranciscobay/board_decisions/adopted_orders/2022/R2-2022-0018.pdf

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=5374350&GUID=DDFCFD4C-97BB-45B3-80A0-D93A23E07F9E&Options=&Search=>

³ https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH11PUUT_ART5STMAURRUCO

⁴ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5523059&GUID=7112B7B8-AC21-4EC5-9289-D35DC0FCDE01&Options=&Search=>

To meet the 100% reduction goal, staff intends to increase stormwater inspections and enforcement, which will include asking businesses to clean up their properties and take a more active role in managing trash from their establishments. City staff will review each business as appropriate prior to enforcement.

For private properties that are directly plumbed to the City's stormwater pipes and bypass the City's storm drain inlets, the proposed ordinance amendments would require trash reduction either through installation of full trash capture infrastructure or another equivalent method such as manual cleaning. The Water Board provides a list of approved full trash capture devices for storm drain inlets are provided below as Figures 1 and 2.

Figure 1: Triton Drop Inlet Filter

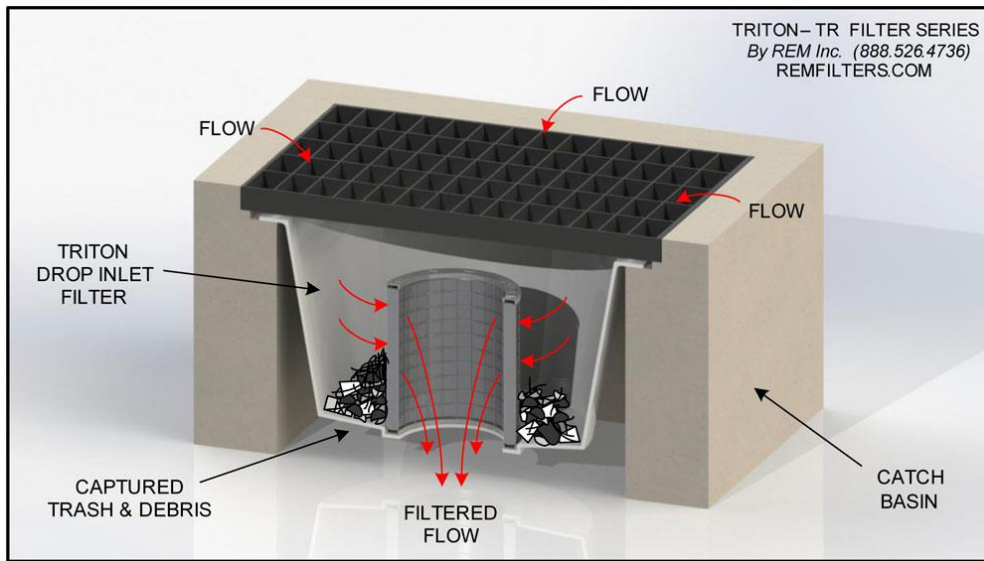
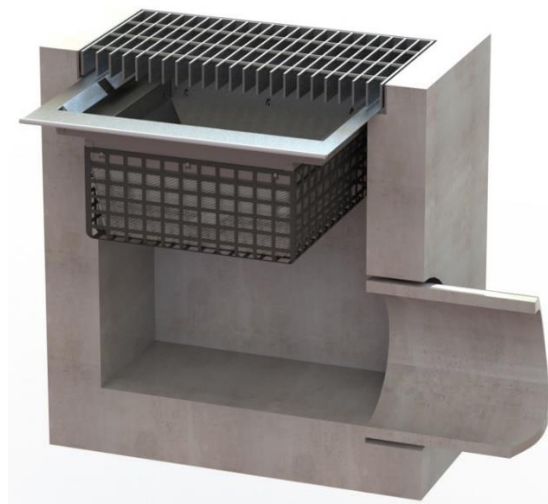


Figure 2: BioClean Grate Inlet Filter



The proposed ordinance amendments also address private properties that are not plumbed directly to the City's stormwater pipes, but have surface flow to City streets, gutters and inlets. The proposed ordinance would require better trash management for private properties and would require enforcement by Water Pollution Source Control (WPSC) inspectors. To help mitigate trash from these properties, the City has installed 629 small trash capture devices in inlets where feasible. These devices require regular cleaning (a device more than 50% full is a violation of the MRP 3.0) and better trash control from private properties will help to reduce the City's cost of maintaining the devices.

While the proposed changes to the ordinance include some new definitions, the bulk of changes are to Section 11-5.22, "Reduction of Pollutants in Stormwater". The amended ordinance also removes the full text of the MRP at the end of the ordinance and replaces it with a link to the current permit to prevent the City's ordinance from becoming outdated when the MRP is regularly updated every five years. The full text of the proposed amendments is available on the City's website⁵ and a summary is provided below:

- Define "Full Trash Capture System" as a device that traps trash down to 5mm in size as defined by the Regional Water Quality Control Board.
- Define "NPDES" as the National Pollutant Discharge Elimination System to update the ordinance with regulatory terms.
- Define "Stormwater Management Facility" as a device that treats stormwater such as a "Full Trash Capture System".
- Define "Premises" as a property with structures, sidewalks, and parking strips (examples such as a parking lot or commercial building are included).
- Section 11-5.22 is amended to require:
 - Installation of a Full Trash Capture System within four months of written notice to prevent trash and other pollutants from entering the drainage facilities. Also, an operation and maintenance agreement may be required to be recorded with the property to ensure the Full Trash Capture System is maintained.
 - Any transfer of ownership of the property must be communicated to the City and the new owners must be informed of their new obligation to maintain the Full Trash Capture System on the property.
 - Any alteration or removal of the Full Trash Capture System is unlawful.

City staff will conduct regular inspections of private properties with private storm drains that bypass the City's storm drain inlets as well as all properties not treated with City owned full trash capture downstream. Property owners with trash violations would be advised to employ trash reduction methods (either on-land pick up of trash or installation of full trash capture devices) to avoid future citations for non-compliance. If a trash concern is confirmed, the property owner may be given an enforcement action at the discretion of the inspector, which can be a written warning, notice of violation or a citation with a fine depending upon the egregiousness of the trash found during the inspection.

⁵ https://www.hayward-ca.gov/sites/default/files/ARTICLE_5_STORMWATER_MANAGEMENT_URBAN_Runoff_edits_Final021423.pdf

Enforcement actions will include a requirement for the property owner to submit a plan describing how they will manage trash so it does not impact the storm drain system. The owner will have 10 days to submit the plan. If the presence of trash persists, staff may escalate enforcement, which can include further citations and/or a requirement for installation of a full trash capture device if pick-up efforts to contain trash are insufficient to control trash on the property. If full trash capture is infeasible or the drainage is not directly connected to the City's main storm drainpipe in the street, then the property owner would be required to implement frequent manual cleaning of the property and staff would schedule regular inspections of the property to ensure compliance.

The new proposed language supports staff's efforts to implement trash reduction requirements in the MRP as well as achieve a high level of standards to keep Hayward clean and compliant with stormwater regulation. With the emphasis on trash compliance during stormwater inspections and follow up enforcement actions as needed, staff will be able to document compliance with the MRP in annual reports to the Water Board.

ECONOMIC IMPACT

Compliance with MRP Provision C.10 will result in costs to some Hayward businesses as compliance with trash reduction will require increased monitoring, trash pickup, and possibly installation of trash capture facilities as determined through stormwater inspection and follow up for compliance. The cost of installing a trash capture device will depend on the shape and size of the storm drain inlets, number of inlets, and size of drainage area. The cost of a single device can range from a few hundred to thousands of dollars.

FISCAL IMPACT

The City's compliance with the MRP is managed by Water Pollution Source Control (WPSC) staff within the Environmental Services Division of the Public Works & Utilities Department. Implementing MRP 3.0 trash reduction regulations will require increased field duties, oversight, administrator analysis and reporting. Funding for MRP-related activities is currently provided by the City's stormwater enterprise fund, which is funded by an assessment on property tax bills. However, expenditures have increased and are expected to increase in the future. Staff is challenged with finding innovative tools and other resources to comply with the MRP but will continue to participate in the Alameda Countywide Clean Water Program and their committees to receive regional support for these efforts. Staff continues to seek external funding and grants for trash reduction.

STRATEGIC INITIATIVES

This agenda item relates to the Strategic Priority of *Invest in Infrastructure*. Specifically, this agenda item relates to the implementation of the following projects:

Project N22: Meet regulatory requirements for zero trash in stormwater by installing trash capture devices

Project N22a: Install trash capture devices
Project N22b: Perform related trash reduction activities

SUSTAINABILITY FEATURES

Preventing pollution from entering the storm drain system will benefit Hayward's aquatic ecosystems and the health of the San Francisco Bay and will help to create a clean and green community for Hayward residents and businesses.

PUBLIC CONTACT

A letter explaining the proposed changes to the Stormwater Management and Urban Runoff Control ordinance was mailed to all property owners through the water bills over a period of three months (October through December of 2022). The letter explained the need for the ordinance change, the requirements of stormwater regulation to control trash from entering the environment and provided a link to this webpage⁶, which included the draft ordinance and listed public meetings (including the CSC and Council meeting) for the public to attend and comment about the proposed ordinance language. WPSC staff received two phone calls from single-family home property owners concerned about where and when to purchase full trash capture devices. Staff explained to the callers that the focus of the program will be on non-residential properties and any residential properties needing full trash capture devices would be notified and would first be given an opportunity to clean the property manually. The property owners understood and were happy the City was taking action to address litter.

NEXT STEPS

If recommended by CSC, the proposed ordinance changes will be presented to Council for adoption. If Council adopts the amended ordinance, WPSC staff will begin the new inspection program for all private properties to comply with trash reduction and implement further enforcement actions as needed. Staff expects that all properties subject to the new requirements will be inspected and will work with property owners to achieve the 100% compliance mandate by July 1, 2025.

Prepared by: Elisa Wilfong, Water Pollution Control Administrator
Erik Pearson, Environmental Services Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:

⁶ <https://www.hayward-ca.gov/services/city-services/stormwater-services>

A handwritten signature in black ink, appearing to read 'Kelly McAdoo', with a long horizontal stroke extending to the right.

Kelly McAdoo, City Manager



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: RPT 23-028

DATE: March 13, 2023

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Climate Action Plan - Draft Survey with Proposed Policies and Programs - Information and Discussion

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report and provides direction to staff on the survey on the draft Climate Action Plan measures and actions.

SUMMARY

The City is in the process of updating its Climate Action Plan (CAP) to establish policies and programs needed to meet greenhouse gas (GHG) reduction targets adopted by Council. The CAP, part of the Hayward 2040 General Plan, is being updated along with revisions to the Housing and Hazards Elements and a new Environmental Justice Element of the General Plan. This report provides an update on the project, draft measures, and next steps. Staff is working with Rincon Consultants to develop a list of draft measures that will help reduce community-wide emissions and seeking community feedback. The measures, to be included in the updated CAP, are intended to enable the Hayward community to meet its 2030 goal of reducing emissions by 55% below 2005 levels. This goal will not be easy to achieve. To be successful, the entire community will need to participate by making investments and reducing emissions in all sectors of the local economy.

On October 6, 2022, staff presented a long list of draft measures and actions under consideration for the updated CAP. The CSC requested that a survey be prepared so that the full Council can weigh in on the measures and actions. Staff is seeking direction and comments from the CSC regarding the draft survey to be sent to the full Council.

ATTACHMENTS

- | | |
|----------------|------------------------------|
| Attachment I | Staff Report |
| Attachment II | Survey for City Council Full |
| Attachment III | List of CAP Measures |



DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT: Climate Action Plan – Draft Survey with Proposed Policies and Programs – Information and Discussion

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BACKGROUND

In July 2009, Hayward adopted its first CAP, which included aggressive goals for reducing GHG emissions. The CAP was amended and incorporated into the General Plan¹ in 2014 and includes actions necessary to meet Hayward's 2020 GHG reduction target (20% below

¹https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf

2005 levels by 2020). This target was achieved two years early, with Hayward's 2018 emissions inventory showing that community-wide emissions were reduced by 21.6% from 2005 to 2018. In January 2021, staff presented to the CSC Hayward's 2019 GHG inventory² showing that emissions had been reduced by 25.7% since 2005.

On June 16, 2020³, Council introduced and on June 23, 2020⁴, Council adopted an ordinance amending Hayward's Climate Action Plan and General Plan to include the following goals:

- reduce emissions by 30% below 2005 levels by 2025
- reduce emissions by 55% below 2005 levels by 2030
- work with the community to develop a plan that may result in the reduction of community based GHG emissions to achieve carbon neutrality by 2045.

On July 20, 2021⁵, Council adopted a resolution authorizing the City Manager to execute an agreement with Rincon Consultants to prepare General Plan amendments related to the Housing Element, Climate Action Plan, Environmental Justice Element, and the Hazard Element.

On May 24, 2022⁶, Council held a work session to review the GHG emission gap analysis, which identified the total GHG emissions needed to meet the 2030 and 2045 goals, and initial feedback from staff's public outreach efforts.

On October 6, 2022⁷, staff presented to the CSC a draft list of CAP measures and actions and the CSC offered comments including the following:

- The significant community outreach – especially the surveys completed by students is appreciated.
- More information on the timing of each recommended action would be helpful.
- Prioritize the actions that will have the largest impact on GHG emissions.
- Resiliency policies suggested by Save the Bay should be addressed.
- We need to have more schools involved.
- The full list is overwhelming.
- Buy-in from the full Council is needed. A survey may be appropriate.

DISCUSSION

The CAP update is needed to identify the policies and programs necessary to achieve the Council-adopted 2030 GHG reduction target (aligned with the State's 2030 goal, per SB 32) and put Hayward on a path to achieve carbon neutrality by 2045. Hayward's current General Plan identifies goals, policies and programs. For the updated CAP, *measures* and

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=4747797&GUID=2B1F0C6F-B961-4AA3-9553-240ACE74B4B1&Options=&Search=>

³ Amending the 2040 General Plan and Adoption of Ordinance to Comply with State Law Changes to Establish Vehicle Miles Traveled (VMT) Thresholds & Updates Greenhouse Gas Emissions (GHG) Reduction Targets. June 16, 2020 City Council Meeting.

⁴ Second Reading of VMT Thresholds and GHG Emission Reduction Targets Ordinance. June 23, 2020 City Council Meeting.

⁵ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4576651&GUID=4E2F5527-D216-4472-BB79-5D9A37A41AE8&Options=&Search=>

⁶ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5034289&GUID=A1DD2D35-7B4A-42C8-9284-7DEB78AAD470&Options=&Search=>

⁷ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5659884&GUID=5AF582D6-E7A0-4DB1-95EB-2F51C8FE0B50&Options=&Search=>

⁸ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5860957&GUID=64D86CA2-B9AA-4EBB-8236-1D2362C48DB6&Options=&Search=>

actions are identified. A measure identifies a specific, quantifiable goal (i.e. increase active transportation mode share to 15% by 2030). Each measure has several supporting actions intended to help ensure the measure is accomplished. Many actions may be policies or programs.

Once the City has identified the measures with which to move forward, the consultant will conduct an analysis of GHG emission reduction quantification of such strategies and policies. This will be used to prepare a “qualified CAP”, meaning that it can be used for future GHG emissions analysis streamlining related to the California Environmental Quality Act. To be a qualified CAP, the measures identified must be aligned with SB32 and meet a 55% reduction by 2030.

Draft Measures

The draft measures cover five sectors:

- Building Energy
- Transportation
- Waste
- Water and Wastewater
- Carbon Sequestration

The measures focus on sectors that have quantifiable GHG reductions associated with them. Therefore, measures and actions related to embodied carbon or consumption have been excluded. Additionally, the CAP focuses on mitigation measures, not adaptation and resiliency. Adaptation and resiliency measures will be incorporated into the Hazards Element update. Many measures will be challenging to accomplish and will require expanding current regional collaborations as well as outside funding from state and federal sources.

In response to CSC comments made during the meeting on October 6, 2022, staff prepared a survey to solicit Council feedback on the draft measures and actions. The draft survey (Attachment II) has nineteen questions while the full list of draft measures and 186 actions can be found in Attachment III. Staff paired down the list to create the survey to get feedback from Council in preparation for a work session tentatively scheduled for May. The 19 actions selected all require structural change, meaning a new program or ordinance, and result in significant GHG emissions reductions. Actions not included in this survey are supporting actions and include partnerships, community engagement, and educational programs, which will all be imperative for successful implantation.

Most, if not all, the actions identified in Attachment III will be necessary to reach the City’s 2030 goal. Staff recognizes that reaching the 2030 goal will be difficult, which is why many measures include feasibility studies as the first step of implementation. With feasibility studies, staff will be better equipped to minimize unintended consequences, especially to our most vulnerable communities, and create policies, programs, and ordinances that are best suited for Hayward. Staff seeks the CSC’s direction at this time before finalizing the survey. After survey results are collected, staff will further refine the list of measures and actions in preparation for the Council work session.

ECONOMIC IMPACT

Climate change is expected to negatively impact national and local economies. The updated CAP will seek to help make Hayward's economy more resilient to climate change. Many of the programs identified above would create increased costs for Hayward community members and businesses, but also have the potential co-benefits such as better health outcomes and job creation. As the measures are refined, staff will review each for potential economic impacts such as job creation/job retention and Hayward's desirability for developers and businesses to locate in Hayward. Once the measures list is revised per CSC and community input, the consultant team will create a funding and financing strategy to implement four key measures.

FISCAL IMPACT

Council approved a total budget of \$720,000 for the General Plan updates. Preparing the updates will not impact the City's General Fund. The project is funded by a Local Early Action Planning (LEAP) Grant from the California Department of Housing and Community Development (HCD), the Development Services Department's Planning Policy Fund, and the Public Works and Utilities Department's Recycling, Water, and Sewer Funds. Several of the proposed CAP actions would have a significant fiscal impact and would require an increase in staff resources. A more detailed assessment of the fiscal impacts associated with implementing the new CAP will be determined and will be presented to the CSC in a future report.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority to Confront Climate Crisis & Champion Environmental Justice. Specifically, this item is related to implementation of the following project:

Project C5: Adopt & Implement 2030 GHG Goal and Roadmap along with other General Plan Elements

SUSTAINABILITY FEATURES

Meeting GHG reduction goals is the primary objective of the City's CAP. Meeting the goals will require reducing emissions in every sector of Hayward's economy and will entail improving energy efficiency in buildings, decarbonizing existing buildings, increasing the use of renewable energy, and reducing vehicle-related emissions. All these actions will result in cleaner air for Hayward residents and for the region.

PUBLIC CONTACT

Equitable Outreach Plan

There is considerable overlap between the issues addressed in the Climate Action Plan, Housing Element and Environmental Justice Element. As a result, staff is conducting public outreach for all three projects simultaneously, with an emphasis on equity and extensive community involvement.

Prior to the Environmental Justice and CAP community workshops, staff reached out to over 100 community-based organizations and groups in Hayward to gauge interest in collaborating on the General Plan updates. Staff members have also visited various locations around Hayward (grocery stores, laundromats, farmers market, BART stations, etc.) to pass out flyers with information on the General Plan Updates and how residents can be involved. Collectively, Environmental Services and Planning staff visited 19 different locations across the City. Housing outreach has included standard surveys and interviews and an interactive housing simulation that allows people to identify sites and areas for future development.

Additionally, staff organized a Gallery Walk Event, featuring large poster boards with information on the Climate Action Plan, Housing Element, Environmental Justice Element, Hazards Element, and the History of Hayward. The posters were printed in both English and Spanish and were displayed in City Hall, the Downtown Hayward Library, BART, the Farmers Market and at Chabot and Hayward NAACP Branch offices in conjunction with outreach events. Additionally, staff offered the posters to various organizations and Alameda County Transit Authority requested the posters to display in their Hayward facility where approximately 400 Hayward residents are employed. Community members were invited to learn about the General Plan updates by walking through the gallery and engage with the posters through QR codes.

Another avenue of community engagement has been through surveys and interviews conducted by college students in Hayward. Chabot College students have helped the City by surveying residents about parks, housing, and climate action. In Spring 2021, Chabot College students interviewed 252 residents about their experience, concerns, and ideas for parks in Hayward. Chabot students also interviewed approximately 550 residents online in Fall 2021 and Spring 2022 about housing, discrimination, pollution, and community amenities. In Summer 2022, Chabot students interviewed approximately 350 residents about their experience, concerns, and thoughts on initiatives regarding general climate change and climate action. A summary of the responses will be provided during the CSC meeting. Chabot students will continue to interview residents regarding climate change and climate action during the Fall 2022 semester. Additionally, students in a public health capstone class at California State University East Bay (CSUEB) are conducting surveys, receiving over 250 responses, around park access, pollution, access to healthy food, and safe and sanitary housing.

Staff has been hosting various focus group and meetings with stakeholders since the May CSC meeting. The City hosted a focus group with members from Tennyson High School's Green Team – eight students and two teachers participated. In July, staff hosted four focus groups with Eden Housing tenants at Alta Mira, Tennyson Gardens, Montgomery Plaza, and Hayward Senior, with 48 participants total. Staff also met with Eden Housing staff, Save the Bay staff, the Sierra Club, and the Starr King Unitarian Universalist Church. Staff has been in communication with the Bay East Association of Realtors, who have informed staff they will oppose any requirements that are triggered by the sale of a home. Staff tabled at the Hayward Community Family Fair on June 17, the Juneteenth Wellness Festival on June 18, and the Downtown Street Party on August 18. Staff hosted a second community public workshop on July 19, where residents had the opportunity to discuss and provide input on the draft measures.

In October 2022, Council received a letter from non-profit organization Save the Bay, urging the City to incorporate policies centered on equitable climate resilience to the General Plan Update. The letter and staff's responses with the proposed policies from the draft Hazards Element and Climate Action Plan corresponding to their comments are included with the Hazards Element report, which is part of this meeting packet.

NEXT STEPS

Upon direction from the CSC, staff will make any necessary revisions to the survey and then send the survey to the full Council. Staff will review survey results and refine the draft measures and actions for a Council work session tentatively scheduled for May. Based on community input, Council direction, and analysis by the consultant team, staff will finalize a list of measures. The consultant team will then quantify the emissions associated with each measure. Staff will continue to engage with the Hayward community to ensure that the CAP responds to community needs and does so in an equitable way.

Prepared by: Nicole Grucky, Sustainability Specialist
Erik Pearson, Environmental Services Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager

Climate Action Plan Update

Dear City Council Members,

Staff is working with a consultant team to create a list of measures and actions to update the Climate Action Plan (CAP) to provide a roadmap for the City to reach its greenhouse gas emission (GHG) reduction targets and put the City on the path to carbon neutrality. Measures are policies to achieve specific GHG reductions and actions are programs or steps that support the measures.

A draft list of measures and actions was presented to the Council Sustainability Committee on October 6, 2022. Staff has conducted significant community engagement and has incorporated their priorities and concerns as much as possible. The full list of measures and actions (186) has been updated and was included as an attachment in the email containing the link to this survey.

Preliminary estimates show that we may need to implement all 186 actions in order to achieve the 2030 target. We have paired down the list in this survey to ask for your thoughts on 19 actions that require "structural change," meaning a new program or ordinance. Actions not included in this survey are supporting actions and include partnerships, community engagement, and educational programs.

For actions with quantifiable GHG emission reductions and staff implications, staff is asking Council Members to select, 'Support', 'Do not Support', or 'Support with Modification.' If you do not support or support with modification, staff would be interested in knowing the reasoning so we can potentially adjust to address the concerns and create an action that is best for our community.

Current staff does not have the capacity to implement many of the actions identified in the draft list. Staff anticipates that implementation of the updated CAP will require multiple new staff positions. Prior to adoption of the updated CAP, staff will provide a detailed analysis of fiscal impacts, including staffing resources. After we receive Council feedback from this survey and during a work session tentatively scheduled for May 2023, staff will revise the list and then complete a more detailed analysis of potential GHG reductions.

1. Name

Sector: Building Energy



Measure BE-2: Electrify existing single-family residential buildings in order to achieve 91 therms/person/year by 2030.

Measure BE-3: Decarbonize existing commercial and multi-family buildings in order to achieve 53 therms per service person in 2030.

Action BE-2.2 & BE-3.2: Once costs and funding/financing options are identified (BE-2.1), adopt an ordinance for existing single-family residential buildings, commercial buildings, and multi-family buildings by 2026 that bans expansion of natural gas infrastructure and requires appliances, upon replacement, to be decarbonized where technologically feasible and cost effective. (Timeframe: 2023-2025)

Action BE-2.4: Adopt an ordinance requiring existing single-family homes to be 100% all-electric by 2045. (Timeframe: 2026-2030)

Action BE-2.5: Work with community stakeholders including realtors, contractors, and building officials to develop electrification readiness requirements to be completed within 120 days of completion of a home sale. Include a potential waiver process for distressed sales. (Timeframe: 2026-2030)

Action BE-2.15: Adopt a time of retrofit ordinance that requires all buildings with retrofit work who meet a certain threshold to complete energy efficiency/electrification actions. (Timeframe: 2023-2025)

2. Please choose your level of support for each the actions below.

Mark only one oval per row.

	Support	Do NOT support	Support with modification
BE-2.2 & BE-3.2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
BE-2.4	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
BE-2.5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
BE-2.15	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. Building Energy: If you chose 'Do NOT support' or 'Support, with modification' for actions in this section, please provide staff with your concerns and/or suggestions

Sector: Transportation



Measure T-1: Develop and Implement an Active Transportation Plan to increase active transportation mode share to 15% by 2030 and maintain through 2045

Action T-1.1: Incorporate smart growth principles and to incentivize walking, biking, and public transit, including:

- Remove parking minimums and setting parking maximums in Downtown Hayward to limit the amount of parking that can be built on a site
- Evaluate parking pricing structures that would best work in Downtown Hayward. Based on evaluation, implement dynamic parking pricing in downtown parking areas and earmark parking revenues to implement other active transportation and transit projects.
- Allowing property owners to develop and implement parking demand management plans that consider ways to reduce the need for off-street parking by using shared parking arrangements, valet parking services, paid parking, and other appropriate techniques
(Timeframe: 2026-2030)

Action T-1.8: Identify streets for permanent through traffic closures to promote walking, biking, and other forms of active transportation.
(Timeframe: 2023-2025)

Action T-1.11: Work with e-scooter or e-bikes companies to bring an e-bike share or e-scooter share to Hayward with focus on placing hubs in downtown and commercial areas that would meet the Downtown Specific Plan goals and design. Adopt an ordinance to allow and manage the program(s). (Timeframe: 2026-2030)

4. Please choose your level of support for each the actions below.

Mark only one oval per row.

	Support	Do NOT support	Support with modification
T-1.1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-1.8	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-1.11	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Measure T-2: Implement public and shared transit programs to reduce community-wide Vehicle Miles Traveled (VMT) 15% by 2030 and 30% by 2045.

Action T-2.7: Through the adoption of an ordinance or incorporation into large commercial building codes, require all employers to develop a Transportation Demand Management (TDM) Plan. TDM plans should include money-based incentives for employees to bike, walk, carpool, or take the bus to work. Require large employers (more than 25 employees) to subsidize biking, walking, or bus travel. (Timeframe: 2023-2025)

Action T-2.10: Dedicate staff time or create a staff position to pursue funding opportunities to implement planned City transit/TDM projects and programs and to support AC Transit in obtaining grant funding for region-wide service expansion. (Timeframe: 2023-2025)

5. Please choose your level of support for each the actions below.

Mark only one oval per row.

	Support	Do NOT support	Support with modification
T-2.7	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-2.10	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Measure T-3: Develop disincentives for driving single passenger vehicles to increase bicycle/pedestrian and public transit mode share.

Action T-3.3: Develop consistent standards for parking minimums and maximums across the City. Reduce parking minimums and parking maximums citywide, as improved active and public transit infrastructure becomes more available. Additionally, price all public parking spaces for all areas of the city based on available transportation options, travel demand, and land use. (Timeframe: 2026-2030)

Action T-3.8: Fund active and public transit programs through a local gasoline tax and/or through paid parking fees. (Timeframe: 2026-2030)

Action T-3.9: Implement a Transportation Network Company (TNC) user tax which would put a small fee on the use of Uber and Lyft and generate funds to pay for transit and mobility infrastructure. (Timeframe: 2026-2030)

Action T-3.10: Implement a gasoline/diesel car registration tax starting in 2025 with exemption criteria established for low-income residents. (Timeframe: 2023-2025)

6. Please choose your level of support for each the actions below.

Mark only one oval per row.

	Support	Do NOT support	Support with modification
T-3.3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-3.8	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-3.9	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
T-3.10	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Transportation: If you chose 'Do NOT support' or 'Support, with modification' for actions in this section, please provide staff with your concerns and/or suggestions

Sector: Solid Waste



Measure SW-2: Increase community-wide overall landfill diversion of waste to 75% by 2030 and 85% by 2045.

Action SW-2.8: Require food service providers to implement a fee for single-use foodware. (Timeframe: 2023-2025)

Action SW-2.16: Based on waste characterization studies, increase bans on "problem materials" (i.e., items without means of recycling or recycling markets, such as sale of polystyrene, plastic packaging, straws, plastics #4-7, mixed materials). (Timeframe: 2023-2025)

8. Please choose your level of support for each the actions below.

Mark only one oval per row.

	Support	Do NOT support	Support with modification
SW-2.8	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SW-2.16	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. Solid Waste: If you chose 'Do NOT support' or 'Support, with modification' for actions in this section, please provide staff with your concerns and/or suggestions

Sector: Carbon Sequestration



Measure CS-1: Increase carbon sequestration by planting 1,000 new trees annually through 2030 to sequester carbon and create urban shade to reduce heat island effect.

Action CS-1.6: Conduct an urban canopy study to identify areas in Hayward that have below average canopy coverage and implement a tree planting program focusing on the least covered portions of the City. Establish a goal of having no significant difference in canopy coverage between high and low-income areas citywide by 2030. (Timeframe: 2023-2025)

Action CS-1.9: Dedicate staff time for obtaining grant funding for tree planting. Identify and apply for applicable federal (e.g., USDA) and state (e.g., California ReLeaf, Affordable Housing and Sustainable Communities Program (AHSC), Urban and Community Forestry Program) grants for tree planting projects. (Timeframe: 2023-2025)

Action CS-1.10: Explore opportunities to fund the Urban Forest Management Program. Possibilities include use of general tax revenues, permit fees, or revenues from the municipal tree ordinance enforcement. (Timeframe: 2023-2025)

10. Please choose your level of support for each the actions below.

Mark only one oval per row.

	Support	Do NOT support	Support with modification
CS-1.6	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
CS-1.9	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
CS-1.10	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

- 11. Carbon Sequestration: If you chose 'Do NOT support' or 'Support, with modification' for actions in this section, please provide staff with your concerns and/or suggestions.

- 12. **Comment Box:** Please use this space to provide any over-arching comments on the actions listed in this survey or on the actions included on the full list.

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Hayward Climate Action Plan Update: Greenhouse Gas (GHG) Emissions Reduction Measures Buildout Terminology, Guidance, and List

Measures and Actions

Measures are developed under each sector pursuant to the GHG Inventory and Forecast and in line with the Community Protocol and the California Air Resources Board (CARB) 2017 Climate Change Scoping Plan:

- Building Energy
- Transportation
- Water
- Waste
- Carbon Sequestration

Greenhouse Gas (GHG) Reduction Measures identify specific goals (i.e., Hayward activity data targets by 2025, 2030, 2035, 2040, and 2045) to address amounts of GHG emissions from each sector. A single measure generally addresses a subsector or represents an incremental step towards impacting an overall sector; for example, three measures may be established under transportation to address active transportation, shared transportation, and single passenger vehicles.

GHG Reduction Actions identify the supportive programs, policies, financial pathways, and other commitments that will accomplish a measure goal. See the figure below for a depiction of how the goals, measures, and actions are connected.



Key Pillars

These specific key pillars have been identified, through our experience, to be specific community impact areas that together will activate or guide the buildout of actions for each measure. In general, the actions under a single measure should collectively address all the key pillars. The suggested key pillars are:

- Structural Change (e.g., ordinance or code)
- Education (e.g., educational events or materials)
- Equity (e.g., actions that ensure the overall measure and approach can pass the “equity guardrails” described below)
- Funding (e.g., grants or rebates that help pay for the implementation of a measure)
- Partnerships (e.g., community organizations that are best positioned to consistently or sustainably move a measure forward)
- Feasibility Studies (e.g., analysis necessary to identify the best path or the feasibility of implementing a specific measure)

Equitable Community Goals

Community goals are additional benefits beyond GHG emissions reductions that the community would see from implementing the measures and actions. Establishing

equity guardrails serve as the foundation of the entire GHG reduction strategy by acting as minimum standards that must be met for any measure to be considered. The equity guardrails are developed based on specific community concerns and help distil the diverse and higher-level discussions about equity into a mechanism that can be used to inform policy and create concrete change. Following are the equity goals/guardrails used in the drafting of the measures and actions in this document:

<p>Prioritize Access</p>	<p>Ensure equitable access to economic, health, safety, and comfort benefits associated with the CAP by prioritizing access for disadvantaged communities¹.</p>
<p>Provide Economic Support</p>	<p>Ensure that funding, financing and livable wage job opportunities in the CAP are designed for and can be reasonably accessed by disadvantaged communities and that additional financial burdens on these groups are avoided.</p>
<p>Provide Social and Cultural Support</p>	<p>Ensure meaningful support for disadvantaged communities through the addition/expansion of programs in partnership with community-based organizations that will educate, engage, provide resources, and respond to barriers.</p>
<p>Mitigate Displacement Potential</p>	<p>Ensure that disadvantaged communities are protected from displacement and increased cost of living.</p>
<p>Continue Investment and Engagement</p>	<p>Ensure that the CAP includes specific mechanisms for continued investment in and engagement with disadvantaged communities throughout implementation of the CAP. Unforeseen equity barriers may arise as the CAP is implemented and may need to be addressed through policy changes or additional support programs.</p>

¹ The State of California defines Disadvantaged Communities as the areas throughout California which most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes as well as high incidence of asthma and heart disease. Based on input received during community workshops, for the purposes of evaluating possible measures and actions, Hayward is including community members with disabilities in the definition of Disadvantaged Communities.

Table 1 Hayward CAP Update GHG Emissions Reduction Measures List

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
Sector: Building Energy						
Measure BE-1: Continue the all-electric requirement for new residential construction. Adopt an all-electric requirement for new non-residential construction to take effect by 2026.						
Existing (FY2021 Strategic Roadmap)	BE-1.1	Structural Change (GHG Quantification)	Continue to enforce the adopted Hayward Electrification Reach Code for new residential buildings banning natural gas and adopt an Electrification Ordinance for new non-residential buildings banning natural gas.	2023-2025	Env Services Building	
New	BE-1.2	Structural Change	Adopt a Reach Code, effective January 1, 2026, that will ban gas in all new construction.	2023-2025	Env Services Building	
New	BE-1.3	Education/ Funding	Compile case studies conducted by BayREN, the Building Decarbonization Coalition and other relevant sources that show cost effective strategies for electric buildings by prototype and detail the cost savings associated with all-electric construction. Share the information on the City’s website.	2023-2025	Env Services Building	
New	BE-1.4	Education/Partnership	Partner with BayREN to provide/share technical resources, including hosting workforce development trainings for installers, local contractors, and building owners/operators, to discuss benefits and technical requirements of electrification within Hayward. Promote the cost savings, environmental benefits, and versatility of electrification to builders, property owners, and contractors on the City website and at the City permit counters.	2023-2025	Env Services Building	
New	BE-1.5	Partnerships/Equity	Engage with stakeholders, both internal stakeholders, such as City staff and officials, and external stakeholders, such as local developers and community groups regarding the purpose and impact of the Hayward Electrification Reach Code and to identify equity concerns.	2023-2025	Env Services Building	
New	BE-1.6	Partnership	Engage with an organization such as Building Decarbonization Coalition to work with local building industry stakeholders in educating developers and other stakeholders on new appliances and approaches to building electrification.	2023-2025	Env Services	
New	BE-1.7	Feasibility Studies	Partner with EBCE to conduct an electrification infrastructure and capacity feasibility study to identify expected increases in electricity demand due to building and vehicle electrification, ensure capacity to meet that demand, and identify any infrastructure improvements.	2023-2025	Env Services	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	BE-1.8	Feasibility Studies	Utilize the Low Carbon Concrete Code Amendment Toolkit and review current best practices to develop implementation strategies, compliance forms, and specifications for compliant mixes.	2023-2025	Env Services Building	
New	BE-1.9	Education	Promote the use of low carbon concrete in construction projects (residential and commercial). Coordinate with the California Air Resources Board as they develop rules and guidance pursuant to AB2446.	2026-2030	Env Services Building	
Measure BE-2: Electrify existing single-family residential buildings in order to achieve 91 therms/person/year by 2030						
New	BE-2.1	Feasibility Studies	Develop a single-family residential building electrification feasibility study with a detailed existing building analysis and electrification costs analysis to understand cost implications, identify potential equity concerns/impacts, and develop strategies to electrify 10% of existing buildings by 2030.	2023-2025	Env Services Housing Planning Building	Yes
New	BE-2.2	Structural Change	Once costs and funding/financing options are identified (BE-2.1), adopt an ordinance for existing single-family residential buildings by 2026 that bans expansion of natural gas infrastructure and requires appliances, upon replacement, to be decarbonized where technologically feasible and cost effective.	2023-2025	Env Services Housing Planning Building	Yes
New	BE-2.3	Partnership	Support BAAQMD's efforts to require zero-NOx furnaces and water heaters at time of replacement with compliant technologies such as electric heat pumps. Advocate that BAAQMD ensure discounted electric appliances are offered to lower income households and upfront rebates are available.	2023-2025	Env Services	
New	BE-2.4	Structural Change	Adopt an ordinance requiring existing single-family homes to be 100% , all-electric by 2045.	2026-2030	Env Services Economic Dev Housing Planning Building	
New	BE-2.5	Structural Change/Partnership	Work with community stakeholders including realtors and contractors to develop electrification readiness requirements to be completed within 120 days of completion of a home sale. Include a potential waiver process for distressed sales.	2026-2030	Env Services Economic Dev Housing Planning Building Finance	
	BE-2.6		Deleted			

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	BE-2.7	Partnership/ Education	Partner with BayREN, EBCE and StopWaste to work with the local contractors, realtors, homeowner associations, and labor unions to develop a comprehensive building code and compliance training program, including hosting workforce development trainings discussing the benefits and technical requirements of electrification.	2023-2025	Env Services Economic Dev Housing Building	
New	BE-2.8	Education	Conduct engagement efforts for the general public and targeted to low-income communities of color during development of the electrification strategy to understand the community's concerns around electrification.	2023-2025		Yes
New	BE-2.9	Equity	Partner with Hayward Below Market Rate (BMR) housing stock owners (such as Eden Housing) to commit to electrifying all BMR housing by 2045. Establish a plan, financing strategies, and schedule for implementing this action by 2026(https://www.hayward-ca.gov/services/city-services/finding-affordable-housing)	2026-2030	Env Services Housing Planning Building	
New	BE-2.10	Equity	Identify and partner with local community-based organizations with connections to low-income communities of color to assist in development of the electrification strategy	2023-2025	Env Services Housing Planning Building	Yes
New	BE-2.11	Partnership	Devote staff time to collaborate with the County and other cities in the region to advocate for regulatory changes at the State level (e.g., CARB) to allow neighborhood level electrification and pruning of natural gas.	2026-2030	Env Services	
New	BE-2.12	Partnership/Funding	Work with Pacific Gas & Electric (PG&E), and East Bay Community Energy (EBCE) to conduct a feasibility study assessing the cost and funding strategy for incentivizing all-electric retrofits through on-bill financing.	2023-2025	Env Services	
	BE-2.13		Deleted			
New	BE-2.14	Equity	Review incentives, rebates, and financing options for procedural equity and ensure that existing and updated incentive programs are being equitably distributed to the community. Hurdles to equitable implementation could include credit checks, excessive procedural hurdles and lack of targeted outreach.	2023-2025	Env Services	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	BE-2.15	Structural Change	Adopt a time of retrofit ordinance that requires all buildings with retrofit work who meet a certain threshold, to complete energy efficiency/electrification actions. To be part of reach code to take effect January 2026.	2023-2025	Env Services Building	Yes
New	BE-2.16	Partnerships	Partner with a financing/management company such as BlocPower to provide electrification services and financing to the community with prioritization of historically under-invested communities.	2023-2025	Env Services Housing	Yes
New	BE-2.17	Funding	Work with PG&E and EBCE to identify opportunities for natural gas infrastructure pruning to reduce the chance of stranded assets, provide potential funding, and establish an efficient transition to carbon neutral buildings.	2026-2030	Env Services	
Measure BE-3: Decarbonize existing commercial and multi-family buildings in order to achieve 53 therms per service person in 2030						
New	BE-3.1	Feasibility Studies	Conduct feasibility studies to identify commercial and multi-family building decarbonization barriers and develop a commercial and multi-family building decarbonization strategy with analysis supporting future adoption of a commercial and multi-family building decarbonization ordinance.	2023-2025	Env Services Housing Building	Yes
New	BE-3.2	Structural Change	Based on the results of the feasibility studies (BE-2.1 & 3.1) adopt a decarbonization ordinance for existing commercial and multi-family buildings by 2026 which bans expansion of natural gas infrastructure and requires appliances, upon replacement, to be decarbonized where technologically feasible and cost effective.	2023-2025	Env Services Housing Building	Yes
New	BE-3.3	Structural Change	Adopt a building performance standard for commercial and multi-family buildings over 100,000 square feet. Identify and adopt a GHG per square foot benchmark to be lowered over time. Compliance would be measured through the Commercial Energy Performance Assessment and Disclosure Program.	2026-2030	Env Services Housing Building	Yes
New	BE-3.4	Structural Change	Enforce the to-be-adopted electrification ordinance compliance through the same permitting compliance program as for residential building electrification.	2026-2030	Building	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
Existing (NR-6)	BE-3.5	Structural Change	Adopt a Commercial Energy Performance Assessment and Disclosure Ordinance for commercial and multi-family buildings, which requires energy use disclosure consistent with State law (AB 1103) and the use of the ENERGY STAR Portfolio Manager benchmarking tool.	2026-2030	Env Services	Yes
New	BE-3.6	Education/ Partnership	Partner with an electrification/efficiency expert to provide guidance to commercial buildings covered by the building performance standard.	2026-2030	Env Services	
New	BE-3.7	Education	<p>Develop an education campaign to promote commercial electrification and include items in the program such as:</p> <ul style="list-style-type: none"> • Continue to engage with local business and business organizations (e.g., Chamber of Commerce, the Alameda County Green Business Program) to inform and facilitate electrification for commercial business owners. • Continue to promote the use of the Energy Star Portfolio Manager program and energy benchmarking training programs for nonresidential building owners. • Utility bill inserts to advertise the incentive programs or grants available and the cost benefits of electric appliances. • Targeted outreach to builders, developers, local contractors, and property managers with an informational brochure describing the financial benefits of replacing natural gas appliances with all electric appliance when they apply for permits • Provide informational webinars and an updated website to advertise and promote All-Electric Building Initiative rebates and incentives. 	2026-2030	Env Services Economic Dev Building	Yes
New	BE-3.8	Equity	Conduct outreach to small businesses and minority-owned businesses to understand potential equity impacts of a decarbonization policy as part of the existing building decarbonization study.	2023-2025	Env Services Economic Dev	
Existing (NR-13)	BE-3.9	Funding	Conduct feasibility study to evaluate the current uptake and effectiveness of Property Assessed Clean Energy (PACE) financing for installation of renewable energy systems in commercial and industrial properties. If feasibility study indicates effectiveness, continue to offer PACE financing for commercial and industrial properties to install renewable energy systems.	2023-2025	Env Services	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	BE-3.10	Partnerships	Continue to work with Bay Area Regional Energy Networks (BayREN), EBCE, and StopWaste to continue to improve and implement commercial electrification rebates and financing opportunities and other offered incentives.	2023-2025	Env Services	
Measure BE-4: Support EBCE in providing 100% carbon-free electricity by 2030 and reduce opt-out rates.						
New	BE-4.1	Education	Engage with community (residential and non-residential) to advertise/highlight EBCE's plan to provide 100% carbon-free electricity by 2030. Provide information on the importance of this goal and the impact of buying electricity from EBCE.	2026-2030	Env Services	
New	BE-4.2	Equity	In collaboration with EBCE, implement a pilot program to provide Hayward's affordable housing units EBCE's Renewable 100 service. Identify funding options with EBCE such as subsidy funded by non-discounted customers or grant funding.	2026-2030	Env Services	
New	BE-4.3	Structural Change	Adopt a resolution establishing a policy that if EBCE does not meet 2030 goal of its entire portfolio being 100% carbon-free, all Hayward customers will be enrolled in Renewable 100 in by 2030. Resolution should include identification of funding or subsidies to ensure no cost increase to CARE/FERA customers. This may include subsidization cost to CARE/FERA customers to be funded by a rate increase for non-discounted customers.	2026-2030	Env Services	
New	BE-4.4	Feasibility Studies	Work with EBCE to conduct an annual analysis of opt-out rates in the City of Hayward to understand why residents and businesses opt out of EBCE or opt-down to Bright Choice over Renewable 100.	2023-2025	Env Services	
Measure EG-1: Generate on City facilities carbon-neutral electricity meeting 80% of the City's electricity needs by 2030. *Currently around 60%						
New	EG-1.1	Structural Change	Streamline permitting for battery storage in buildings and critical facilities identified to need power during emergencies or power outages.	2023-2025	Building Fire	
New	EG-1.2	Structural Change	Conduct analysis on risks and benefits associated with relying on battery storage to achieve carbon neutral electricity and grid resiliency goals in the City and set a MW capacity goal for installed battery storage by 2030 and 2045.	2026-2030	Env Services Maintenance Services	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	EG-1.3	Equity	Formally include City facilities that serve as cooling centers to disadvantaged communities in the Energy Assurance Plan and develop and implement energy resiliency strategies like on-site renewable energy generation or energy storage to ensure center remains active even in power shortages.	2023-2025	Library Fire Maintenance Services Env Services	
New	EG-1.4	Feasibility Study	As part of Energy Assurance Plan, include identifications of locations or complexes (i.e., City facilities, college campuses, critical facilities) in the City for installation of local renewable energy generation, energy storage projects, and/or ideal locations for development of a micro-grid as evaluated in EBCE feasibility study.	2023-2025	Facilities Env Services	Yes
Build on Existing (NR-14)	EG-1.5	Feasibility Study	Develop the plan and schedule for implementation of the prioritized solar projects identified. The plan should include an identification of barriers and needs for implementation of the prioritized projects as well as identify funding sources and partnerships needed for successful implementation.	2023-2025	Env Services Maintenance Services	
Expansion of Existing (PFS-8.8)	EG-1.6	Partnership	Partner with PG&E and/or EBCE to ensure smooth integration of renewable energy systems from the identified prioritized projects or other individual solar projects into the grid.	2023-2025	Env Services	
New	EG-1.7	Funding/Education	Identify and advertise incentives available for the community members for installing solar on homes such as Net Metering Programs through PG&E for bill credits, or the Disadvantaged Communities-single-family Solar Homes (DAC_SASH) program. Identify incentives available for businesses and homeowners to install energy storage systems, such as Self Generation Incentive Program (SGIP) and Equity Resiliency rebates that provides an upfront rebate for battery storage and/or the federal investment tax credit for solar batteries installed. Provide resource information to the community through websites, workshops, and partnerships.	2023-2025	Env Services	
New	EG-1.8	Funding /Equity	Partner with affordable housing providers to conduct a feasibility analysis of battery storage and solar projects at the affordable housing in Hayward that are eligible for Equity Resilience Incentives under the SGIP Program.	2026-2030	Env Services Housing Building	Yes
Expansion of (PFS-4.12)	EG-1.9	Funding/ Partnership	Determine opportunities for the Water Pollution Control Facility to expand of methane recovery systems and digester gas combustion systems at the facility, consistent with General Plan policy PFS-4.12.	2023-2025	Utilities	

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	EG-1.10	Education	Provide educational materials and workshops to large commercial developers and large business property owners of the benefits of microgrids and energy resiliency. Provide resources to identify opportunities for solar installations and/or battery storage on site.	2026-2030	Env Services Economic Dev	
Existing (FY2021 Strategic Roadmap)	EG-1.11		Prepare a plan to facilitate the transition of natural gas appliances to electric in City Facilities. Plan should include an inventory of appliances available for replacement, identify cost where possible, and establish a timeline for replacement.	2023-2025	Facilities Env Services	
Sector: Transportation						
Measure T-1: Develop and Implement an Active Transportation Plan to increase active transportation mode share to 15% by 2030 and maintain through 2045.						
Existing (M-20)	T-1.1	Structural Change	<p>Amend the Off-Street Parking Regulation of Municipal Code to incorporate smart growth principles and to incentivize walking, biking, and public transit.</p> <p>Creating a single “blended” parking requirement for commercial uses to facilitate future changes of use (i.e., changing a retail store to a restaurant);</p> <p>Providing requirements or incentives for bicycle parking;</p> <p>Allowing on-street parking along the property’s frontage to count towards satisfying a portion of the property’s off-street parking requirements;</p> <p>Remove parking minimums and setting parking maximums to limit the amount of parking that can be built on a site;</p> <p>Creating parking preferences or incentives for residents who rideshare or use low- or zero-emissions vehicles; and</p> <p>Allowing property owners to develop and implement parking demand management plans that consider ways to reduce the need for off-street parking by using shared parking arrangements, valet parking services, paid parking, and other appropriate techniques.</p> <p>Establish design standards or retrofit standards from the Complete Streets Assessment to promote multi-modal use.</p>	2026-2030	Planning Transportation	Yes

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	T-1.2	Structural Change	Based on the completed Complete Streets Assessment and the Complete Streets Inventory Baseline, develop a priority list of complete streets improvements such as retrofits, design standards, and green infrastructure that would accommodate walking, biking, transit use and carpooling. This effort should include a schedule for implementation, prioritization of improvements, identification of whether improvement will aid in walking, biking or transit access, and the plan should ensure equitable roll-out to that low-income communities .	2026-2030	Transportation	Yes
Existing (FY2021 Strategic Roadmap)	T-1.3	Structural Change	Adopt and implement a micro-mobility policy that establishes a deployment protocol and permitting process, identifies any restrictions for use for safety reasons, and promotes equitable access through requirements for consistent placement of micro-mobility devices (e-scooters, e-bikes, etc.) in underserved areas or reductions in usage fees for lower-income users.	2023-2025	Transportation	
New	T-1.4	Equity	Prioritize active transportation and mobility projects in historically under-invested neighborhoods.	2023-2025	Transportation	Yes
Existing (FY2021 Strategic Roadmap)	T-1.5	Structural Change	Continue to implement 2020 Bicycle and Pedestrian Master Plan goals of developing 153 new bicycle facilities and 32 miles of multi-use paths for pedestrians and cyclists.	2023-2025	Transportation	
New	T-1.6	Structural Change	Evaluate and update the City's Zoning Code, Transportation Demand Management Plan (or Administrative Rule 2.26), and California Green Building Code to ensure the City requires sufficient bicycle parking for new commercial development and retrofits.	2026-2030	Transportation Planning Building	
Update to Existing (M-7)	T-1.7	Structural Change/ Feasibility Study	Update and conduct Underused Rights-of-Way Study such that a community/business survey and evaluation is completed to understand community perspective on potential barriers to conversions and identify barrier solutions. Based on findings, convert x miles of under used roadways thoroughfare to active transportation corridors to create a contiguous/ connected environment City (i.e., downtown areas). As part of program, launch a public campaign to gain public and business support to ensure success of such efforts. Consider having pilot programs (i.e., shutting down street lanes for specific events/periods of time) to demonstrate advantages of proposed improvements.	2026-2030	Transportation Planning	Yes

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	T-1.8	Structural Change	Identify streets for permanent through traffic closures to promote walking, biking, and other forms of active transportation.	2023-2025	Transportation Planning	Yes
New	T-1.9	Structural Change	Identify areas of the City to remove parking and/or additional traffic lanes to prioritize outdoor seating and make permanent outdoor dining established during Covid 19.	2023-2025	Planning Transportation	
Existing (HQL-2.3)	T-1.10	Partnership/Education	Partner with schools, employers, transit agencies, HARD, and community groups to teach bicycle and pedestrian safety in schools and workplaces and to educate residents and businesses about the health and environmental benefits of walking, bicycling, and using public transit.	2026-2030	Transportation	Yes
New	T-1.11	Partnership	Work with e-scooter or e-bikes companies to bring an e-bike share or e-scooter share to Hayward with focus on placing hubs in downtown and commercial areas that would meet the Downtown Specific Plan goals and design. Adopt an ordinance to allow and manage the program(s).	2026-2030	Transportation Planning Env Services	Yes
New	T-1.12	Equity/Funding	Partner with community groups to obtain funding through the California Air Resources Board Car Sharing and mobility Options program for a pilot bike-share program in low-income communities and to connect low-income communities with the E-Bike Purchase Incentive Program through CalBike.	2026-2030	Transportation	Yes
New	T-1.13	Equity	Ensure there is equitable access to safe bicycle and pedestrian infrastructure in all areas of the city. Prioritize the development of pedestrian and bicycle infrastructure in low-income communities where there is currently no or limited pedestrian and bicycle infrastructure	2023-2025	Transportation	
New	T-1.14	Funding/Equity	Partner with local bike shops to provide subsidies to low-income residents for bicycles, helmets, pumps, and other bicycle equipment.	2026-2030	Transportation Env Services	Yes
New	T-1.15	Feasibility Studies	Based on the identified barriers to completing the Complete Streets Evaluation including limited staff and fiscal resources, develop strategies to reduce or eliminate barriers, such as identify staff to assign the Complete Streets Evaluation to.	2026-2030	Transportation Env Services	Yes
New	T-1.16	Funding	Devote staff time to tracking and applying for grant funding to complete projects that would improve active transportation or mobility in the community.	2025-2030	Transportation Env Services	Yes

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
Measure T-2: Implement public and shared transit programs to reduce community-wide VMT 15% by 2030 and 30% by 2045.						
Update to Existing (NR-2.6)	T-2.1	Structural Change	Continue to promote infill development and/or new development that is compact, mixed use, pedestrian friendly, and transit oriented.	2023-2025	Planning	
New	T-2.2	Structural Change	Adopt a policy or code into the Municipal code that establishes specific standards for new development of public space to be transit accessible and multi-functional by co-locating public facilities.	2026-2030	Transportation Planning	Yes
New	T-2.3	Structural Change	Consistent with the Downtown Parking Management Plan and Downtown Specific Plan, adopt parking requirements into the Municipal code that are appropriate for a mixed-use, walkable, and transit-oriented district. Evaluate opportunities in the Downtown area to designate streets for transit only.	2023-2025	Transportation Planning	Yes
New	T-2.4	Structural Change	Develop and adopt an ordinance requiring new multi-family development projects to install a car share or provide e-bikes/e-scooters to each new tenant.	2026-2030	Transportation Planning Env Services	Yes
New	T-2.5	Structural Change	Evaluate and prioritize transit stops needing renovations that do not meet the adopted Pedestrian Design Standard for Transit Stop. Upgrade transit stops such that they include shade trees or structures and are designed to promote use.	2026-2030	Transportation	Yes
New	T-2.6	Structural Change	Consistent with the intention of Senate Bill 10, allow developers to build housing without off-street parking if they're close to frequent transit service	2023-2025	Planning	
New	T-2.7	Structural Change/Funding	Through the adoption of an ordinance or incorporation into large commercial building codes, require all employers to develop a Transportation Demand Management (TDM) Plan. TDM plans should include money-based incentives for employees to bike, walk, carpool, or take the bus to work. Require large employers (more than 25 employees) to subsidize biking, walking, or bus travel.	2023-2025	Transportation Planning	Yes
New	T-2.8	Partnership/Equity	Expand the Student Transit Pass Program (STPP), which provides free youth clipper cards with unlimited bus rides to middle and high schools students, to provide free AC transit to college students and low-income community members.	2023-2025	Transportation	Yes

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	T-2.9	Partnership	Collaborate and engage with AC Transit to understand how they are addressing the Innovative Clean Transit Rule and their plan to electrify their bus fleet.	2023-2025	Transportation	Yes
New	T-2.10	Funding	Dedicate staff time or create a staff position to pursue funding opportunities to implement planned City transit/TDM projects and programs and to support AC Transit in obtaining grant funding for region-wide service expansion.	2023-2025	Transportation	Yes
Update to Existing (M-3)	T-2.11	Feasibility Study	Consistent with the previous CAP policy M-3 (Survey Transportation and Transit Gaps and Barriers), conduct local transportation surveys to better understand the community's needs and motivation for traveling by car versus other alternatives such as AC Transit or BART. Use survey results to inform policy development and education/outreach campaigns that are transit focused. Consistent with the previous CAP policy M-3 (Survey Transportation and Transit Gaps and Barriers)	2026-2030	Transportation	Yes
New	T-2.12	Feasibility Study	Assess the feasibility and GHG reduction impact of banning cars in high-traffic zone(s) or on individual roads in the City where other transit options are available by implementing a congestion charge that applies to passenger cars and car-sharing services like Uber and Lyft with exceptions for handicap drivers and residents of those areas.	2026-2030	Transportation	Yes
	T-2.13		Deleted			
New	T-2.14	Feasibility Studies/Partnerships	Partner with AC Transit to conduct a study to determine transit priority corridors and prioritize infrastructure improvements in existing neighborhoods that enable people to better access and use public transit	2026-2030	Transportation	Yes
Measure T-3: Develop disincentives for driving single passenger vehicles to support the bicycle/pedestrian and public transit mode share goals of Measures T-2 and T-3						
Update to Existing (M-16)	T-3.1	Structural Change	Develop and adopt a Citywide Transportation Demand Management (TDM) Plan including strategies to reduce peak-hour traffic, such as staggered work hours, flexible schedule options, and telecommuting from home offices. Include updated policy incentives or disincentive options to achieve reductions in peak-hour traffic, reduce traffic congestions and promotes alternative transportation (biking, walking, and use of transit)	2023-2025	Transportation	Yes

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
Existing effort (FY2021 Strategic Roadmap)	T-3.2	Structural Change	Continue to require new development adopt transportation demand management strategies to reduce use of single occupancy vehicles and encourage the use of alternative modes of travel. Update development requirements, ordinances, and/or building codes requiring TDM as part of new developments as part of enforcement.	2023-2025	Transportation	
New	T-3.3	Structural Change	Develop consistent standards for parking minimums and maximums across the city. Reduce parking minimums and parking maximums citywide, as improved active and public transit infrastructure becomes more available. Additionally, price all public parking spaces for all areas of the city based on available transportation options, travel demand, and land use.	2026-2030	Transportation	Yes
New	T-3.4	Feasibility Study/Funding	Evaluate parking pricing structures that would best work with the City of Hayward. Based on evaluation, implement dynamic parking pricing in downtown parking areas and earmark parking revenues to implement other active transportation and transit projects.	2026-2030	Transportation	Yes
New	T-3.5	Feasibility Study	Conduct an analysis of the potential community impacts and benefits of implementing disincentive-based policies for driving single passenger vehicles, including a congestion charge program, limiting parking options, increased local taxes (income tax, gasoline tax, or car registration tax), and Transportation Network Company (TNC) user taxes.	2026-2030	Transportation	Yes
New	T-3.6	Equity	Conduct engagement efforts for the general public and targeted to low-income communities of color during analysis of the disincentive-based transportation policies to understand the community's potential concerns	2023-2025	Transportation Env Services	Yes
New	T-3.7	Equity	Define equity metrics for implementation of disincentives based on feedback from local low-income communities of color and structure the disincentive programs to meet these metrics	2023-2025	Transportation Env Services	Yes
New	T-3.8	Funding	Fund active and public transit programs through a local gasoline tax and/or through paid parking fees.	2026-2030	Transportation Economic Dev	Yes
New	T-3.9	Funding	Implement a Transportation Network Company (TNC) user tax which would put a small fee on the use of Uber and Lyft and generate funds to pay for transit and mobility infrastructure.	2026-2030	Economic Dev Transportation	Yes

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	T-3.10	Funding/Equity	Implement a gasoline/diesel car registration tax starting in 2025 with exemption criteria established for low-income residents.	2023-2025	Economic Dev Transportation	Yes
New	T-3.11	Structural Change	Increase Broadband Internet Access. Add a program to encourage more working from home and reducing the need to travel for work.	2026-2030	IT Env Services Economic Dev	
Measure T-4: Increase passenger zero-emission vehicle (ZEV) adoption to 15% by 2030 and 50% by 2045						
Existing (M-9.11)	T-4.1	Structural Change	Continue to enforce the Hayward EV Charger Reach Code requiring electric vehicle charging stations in new development projects.	2023-2025	Env Services Building Planning	
	T-4.2		Deleted			
New	T-4.3	Structural Change	Work with EBCE to install 100 new publicly accessible EV chargers by 2030 through public private partnerships and on City owned properties.	2026-2030	Env Services Building	
New	T-4.4	Structural Change	Continue to maintain a streamlined EV infrastructure permitting process and ordinance in accordance with AB 1236.	2023-2025	Planning Building	
New	T-4.5	Structural Change	Require that new private parking lots grant zero emission vehicles (ZEVs) access to preferred parking spaces.	2026-2030	Env Services Planning Building	
New	T-4.6	Education/Equity	Coordinate with local agencies and community-based organizations, agencies, and non-profits to conduct zero-emission vehicle (ZEV) education events for residents and targeted events for low-income communities that would evaluate the barriers to ZEV adoption, include information on costs/benefits of owning ZEVs, steps on how to receive incentives for ZEVs, and other benefits.	2023-2025	Env Services Transportation	Yes

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	T-4.7	Equity	Explore opportunities with CARB, BAAQMD, or other agencies to start a purchase rebate program and provide higher trade-in value for combustion vehicles to assist lower-income households to purchase EVs.	2023-2025	Env Services Transportation	Yes
New	T-4.8	Education	Develop outreach and education materials and distribute to local businesses and organizations on the financial, environmental, and health and safety benefits of ZEVs. Provide information on available funding opportunities.	2026-2030	Env Services Economic Dev Transportation	Yes
New	T-4.9	Funding	Work with EBCE and PG&E to incentivize residential electric vehicle charger installations through on-bill financing	2026-2030	Env Services Transportation	Yes
New	T-4.10	Funding	Evaluate opportunities for EV or hydrogen charging infrastructure through State and utility programs, like LCFS or PG&E EV Fast Charge Program. Disseminate information via outreach and education materials.	2026-2030	Transportation	Yes
New	T-4.11	Feasibility Study/Partnership	Partner with EBCE to aid in EBCE's survey of existing publicly accessible electric vehicle chargers and their locations and identify a prioritized list of locations in Hayward for new electric vehicle charging stations with particular consideration for equitable distribution of chargers to residents of multi-family homes, low-income people, people on a fixed income, and communities of color.	2023-2025	Env Services Planning Transportation	Yes
New	T-4.12	Partnership	Support zero-emission vehicle (ZEV) car share companies in coming to the City. Coordinate with car share companies and community-groups to develop an affordable, zero-emission vehicle (ZEV) car share to serve affordable housing and/or multifamily developments with a priority to target low-income communities of color.	2026-2030	Env Services Economic Dev Transportation	
New	T-4.13	Partnership	Collaborate with neighboring jurisdictions and the Alameda County Transportation Commission to develop a connected network of ZEV car share.	2026-2030	Env Services Transportation	Yes

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
Measure T-5: Increase municipal passenger zero-emission vehicle (ZEV) adoption to 75% by 2030 and 100% by 2045 and decarbonize emergency and heavy-duty vehicles as feasible						
Update to Existing (NR- 2.9)	T-5.1	Structural Change	Establish and adopt Zero-emission Fleet Conversion and Purchase Policy, expanding on the Strategic Roadmap policy C8, that requires new and replacement municipal fleet vehicle purchases are EVs or ZEVs. Policy will also include a schedule for replacement of fleet vehicles to meet a 100% carbon neutral fleet by 2040. Transition 15% of city fleet to EV/hybrid models by end of FY2023 and 50% by end of FY2030.	2023-2025	Fleet Env Services	
Existing (FY2021 Strategic Roadmap)	T-5.2	Structural Change/ Feasibility Study	Conduct feasibility and cost assessment to determine the number of EV/ZEV chargers and funds needed to support the fleet transition to 50% EV/ZEV by 2030. Expand EV/ZEV charging infrastructure for city fleet and employees in alignment with feasibility study.	2023-2025	Fleet	
New	T-5.3	Funding	Secure funding from programs such as the California Air Resources Board's Clean Vehicle Rebate Project and the Clean Truck and Bus Voucher Incentive Program to increase procurement of EV or ZEV cars, trucks, and other vehicles and installation of EV/ZEV charging/fueling infrastructure at municipal facilities.	2023-2025	Fleet Env Services	
New	T-5.4	Funding	Evaluate credit generation opportunities within the Low Carbon Fuel Standard (LCFS) program for ZEV/EV fueling and charging stations for the municipal fleet to offset cost of infrastructure development needed to support transition.	2023-2025	Fleet Env Services	
Measure T-6: Increase zero-emission vehicle (ZEV) adoption by businesses to 10% by 2030 and 80% by 2045						
New	T-6.1	Funding	Identify incentives for accelerated business fleet electrification and communicate that information to local businesses.	2026-2030	Economic Dev Env Services	
New	T-6.2	Education	Engage with local employers and business fleet owners in the City to identify opportunities for accelerated fleet conversion to ZEV/EV. Provide information on the requirements of the Advanced Clean Fleets rule and available funding sources for fleet replacements (e.g., LCFS, Clean Truck and Bus Voucher).	2026-2030	Economic Dev Env Services Transportation	Yes
New	T-6.3	Partnership	Develop and maintain a collaborative of stakeholders (e.g., local major employers, commercial business) to lead the creation of best practices and the pursuit of funding for ZEV/EV infrastructure as well as public and private zero-emission business vehicle fleets.	2026-2030	Economic Dev Env Services Transportation	Yes

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	T-6.4	Structural Change	Work with stakeholders to develop and implement a plan for City-supported accelerated fleet electrification. As part of the plan, identify opportunities for accelerated fleet electrification and promote ZEV/EV adoption within business fleets.	2026-2030	Economic Dev Env Services Transportation	Yes
New	T-6.5	Feasibility Studies	Conduct an investigation of business vehicle fleets in Hayward and identify employers and businesses subject to the Advanced Clean Fleets rule as well as those to target for accelerating ZEV/EV adoption.	2026-2030	Economic Dev Env Services Transportation	Yes
Measure T-7: Transition 15% of off-road equipment to zero-emission by 2030 and 80% by 2045						
	T-7.1		Deleted			
New	T-7.2	Structural Change	Develop and implement a plan to replace all City owned end-of-life off-road equipment with zero-emission equipment. Plan should include evaluation of current City-owned equipment, alternative low or zero-emission options, prioritize equipment to replace first (e.g., largest GHG emission reduction potential), and a timeline for replacements that align with goals and feasibility of replacement.	2023-2025	Fleet	
New	T-7.3	Education	Develop an Off-road Equipment Replacement Program/Outreach Campaign that provides information to contractors, residents, and fleet operators in Hayward regarding alternatives to fossil-fueled off-road equipment, public health and safety benefits of alternative equipment technology, and funding opportunities available (i.e., Clean Off-Road Equipment Voucher Incentive Program [CORE]).	2023-2025	Env Services	
New	T-7.4	Funding	Partner with BAAQMD to identify funding opportunities to encourage residents to replace gas-powered landscaping equipment and off-road engines with zero emission equipment.	2023-2025	Env Services	
New	T-7.5	Partnership/ Funding	Partner with BAAQMD to develop a rebate and incentive program for upgrading off-road equipment and switching to biofuels.	2026-2030	Env Services	
New	T-7.6	Feasibility Study	Conduct a study to assess the technological and economic feasibility of replacing the City-owned off-road equipment fleets.	2026-2030	Fleet	Yes
New	T-7.7	Feasibility Study	Conduct an investigation of major off-road equipment fleets in Hayward and identify fleets with highest decarbonization potential	2026	Env Services Fleet	

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
Sector: Waste						
Measure SW-1: Implement and enforce SB 1383 requirements to reduce community-wide landfilled organics 75% by 2030 and 90% by 2045						
New	SW-1.1	Structural Change	Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.	2023-2025	Env Services	
Existing hauling agreement	SW-1.2	Structural Change	Continue to implement exclusive hauling agreement with WMAC that regulates haulers collecting organic waste, including collection program requirements and identification of organic waste receiving facilities.	2023-2025	Env Services	
New	SW-1.3	Structural Change	Continue to implement edible food recovery ordinance for edible food generators, food recovery services, or organization that are required to comply with SB 1383. Ordinance requires all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics.	2023-2025	Env Services	
New	SW-1.4	Structural Change	Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. Utilize funding to implement programs and efforts to increase community-wide organic waste diversion.	2023-2025	Env Services	
New	SW-1.5	Education	Work with StopWaste to conduct targeted outreach with food recovery organizations, generators, haulers, facilities, and local agencies to promote strategies to implement requirements of SB 1383	2023-2025	Env Services	
New	SW-1.6	Education	Encourage businesses to educate their employees about organic waste diversion and proper sorting annually by providing training resources and rebate program to fund employee time for training.	2026-2030	Env Services	
New	SW-1.7	Partnership	Partner with local community organizations, public agencies like StopWaste and businesses to implement all required activities under SB 1383.	2023-2025	Env Services	
New	SW-1.8	Equity	Provide free compost bins and kitchen-top food waste containers to low-income communities of colors and elderly households in order to increase compost participation. Evaluate opportunities to have a community compost center at City-owned Affordable Housing Units managed by the City	2023-2025	Env Services	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	SW-1.9	Equity	Establish relationships with multi-family property owners/managers to develop signage for their properties. Present at all Home-Owner Associations in Hayward annually and provide supplies and education for proper sorting.	2023-2025	Env Services	
New	SW-1.10	Partnership	Establish an edible food recovery program to minimize food waste. Leverage CalRecycle support for projects that prevent food waste or rescue edible food. Partner with existing food pantries like CSUEB, South Hayward Parish to identify and advertise locations for surplus food to be taken in the community.	2023-2025	Env Services	
New	SW-1.11	Partnership	Work with contracted hauler (Waste Management of Alameda County) to: Ensure organic waste collection from mixed waste containers are transported to a high diversion organic waste processing facility Provide quarterly route reviews to identify prohibited contaminants potentially found in containers that are collected along route. Clearly label all new containers indicating which materials are accepted in each container, and by January 1, 2025 place or replace labels on all containers. Develop and implement a comprehensive monitoring and quality control program with a focus on consumer behavior change.	2023-2025	Env Services	
New	SW-1.12	Partnership/Funding	Work with local organizations, StopWaste, and investigate various funding/ grant opportunities to fund edible food recovery organizations so they can expand and handle increased volume.	2023-2025	Env Services	
New	SW-1.13	Partnerships	Partner with schools, retirement communities, and other large institutions to create waste diversion and prevention program/procedure/plan.	2023-2025	Env Services	
New	SW-1.14	Feasibility Studies/ Partnership	Partner with StopWaste to conduct a feasibility study and identify next steps to ensure edible food reuse infrastructure in Hayward is sufficient to accept capacity needed to recover 20% of edible food disposed or identify proposed new or expanded food recovery capacity within Hayward or County that Hayward community would have access to.	2023-2025	Env Services	
Measure SW-2: Increase community-wide overall landfill diversion of waste to 75% by 2030 and 85% by 2045						
New	SW-2.1	Structural Change	Adopt an overall waste diversion ordinance requiring compliance with SB 1383. Ensure ordinances established are consistent with SB 1383 requirements; revise if necessary	2023-2025	Env Services	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	SW-2.2	Structural Change	Review recent circular economy bills signed by the governor (i.e., SB 343, AB 881, AB 1201, AB 962, AB 1276) and incorporate requirements into hauling agreements, and municipal codes for full-service restaurants and local manufacturing businesses.	2023-2025	Env Services	
Existing (PFS-5)	SW-2.3	Structural Change	Continue to enforce the Hayward Construction and Demolition Debris Recycling Ordinance.	2023-2025	Env Services	
New	SW-2.4	Structural Change	Adopt a City wide Zero Waste Goal and develop a Zero Waste Strategic Plan to increase diversion from the landfill by 85% 2045.	2026-2030	Env Services	
	SW-2.5		Deleted			
New	SW-2.6	Structural Change	Create a requirement for large events to hire an event waste management team.	2026-2030	Env Services	
New	SW-2.7	Partnership	Regularly evaluate and update new franchise agreement with Waste management of Alameda County to meet SB 1383 requirements and to implement new components to further divert waste from landfills. Work with hauler to determine data necessary to meet zero waste goals and establish protocol for regular collection and reporting of associated metrics. Identify dedicated staff responsible for this.	2023-2025	Env Services	
New	SW-2.8	Structural Change/Funding	Require food service providers to implement a fee for single-use foodware by.	2023-2025	Env Services Economic Dev	
Existing effort (FY2021 Strategic Roadmap)	SW-2.9	Education/ Equity	Partner with StopWaste to conduct targeted, multi-lingual, culturally appropriate, and geographically diverse waste prevention educational and technical assistance campaigns based on outcomes of a waste characterization study (WCS). Such as food waste prevention, edible food recovery strategies, proper storage, how to fix clothes/electronics, how to donate, reusable alternatives, Effects of over consumption, sustainable consumption habits, buying second hand, buying durable, sharing, repurposing. Continue to conduct outreach regarding AB 1276 to full-service restaurants.	2023-2025	Env Services	
Existing (PFS-7.14 & PFS-7.1)	SW-2.10	Partnership	Continue to work with StopWaste and haulers to monitor participation in residential recycling programs, create education materials for the community, provide technical assistance to business to implement mandatory recycling, and identify other opportunities and means to promote zero waste efforts.	2023-2025	Env Services	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	SW-2.11	Partnership	Work with StopWaste and the business community to design and promote extended producer responsibility such as take-back programs.	2026-2030	Env Services Economic Dev	
New	SW-2.12	Feasibility Study	Conduct a consumption-based GHG emissions inventory to understand the community's worst consumption habits and emission reduction potential and provide educational materials on a closed-loop circular economy.	2026-2030	Env Services	
New	SW-2.13	Structural Change	Work with local businesses to establish post-consumer recycled content requirements that meet SB 343 recyclability claims as part of their purchasing criteria.	2023-2025	Env Services Economic Dev	
New	SW-2.14	Partnership/Equity	Partner with local organizations, schools, and libraries to establish pop-up repair cafes for commonly broken and easily repaired items. Partner with library to promote reuse by increasing accessibility to shared tools through a tool lending library.	2026-2030	Library Env Services	
New	SW-2.15	Feasibility Study	Conduct regular waste characterization studies of all waste streams to evaluate progress, hone approaches, customize outreach/policy, and inform targeted campaigns and policy (e.g., every 4-5 years). Fill in waste generation gaps by collecting data from take-back locations (grocery stores, auto shops, carpets, mattresses, battery collection, etc.).	2026-2030	Env Services	
New	SW-2.16	Structural Change	Based on waste characterization studies, increase bans on "problem materials" (i.e., items without means of recycling or recycling markets, such as sale of polystyrene, plastic packaging, straws, plastics #4-7, mixed materials).	2023-2025	Env Services	
Existing effort (FY2021 Strategic Roadmap)	SW-2.17	Funding	Explore funding opportunities to increase the circular food economy in Hayward as part of the Alameda County All in Eats Initiative	2023-2025	Env Services City Manager's Office	
Sector: Water and Wastewater						
Measure WW-1: Reduce water consumption and associated emissions.						
Existing (PSF-6)	WW-1.1	Structural Change	Continue to implement the City's Bay-Friendly Water Efficient Landscape ordinance to decrease water consumption.	2023-2025	Planning	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
Existing (NR-4)	WW-1.2	Structural Change	Continue to implement and enforce the Water Conservation Standards within the Municipal Code via the Nonessential water Use Ordinance for households, businesses, industries, and public infrastructure.	2023-2025	Utilities	
	WW-1.3		Deleted			
Existing	WW-1.4	Structural Change	Continue to implement rebate and water conservation device tracking system to track the number of rebates and water devices distributed.	2023-2025	Utilities	
Existing (NR-3)	WW-1.5	Structural Change	Continue to implement the Recycled Water Program which includes expanding facilities if necessary to deliver recycled water to additional customers, working with customers to complete site retrofits, connecting customers to the recycled water system, and ensuring customer deliveries.	Next step: Create a Master Plan. 2023-2025	Utilities	
Existing (PFS-2)	WW-1.6	Education/ Funding	Continue to offer water conservation programs to the community including educational programs like water education program for schools and water wise landscape classes as well as incentives like free water conserving deuces, and rebates for rain barrels and turf replacement.	2023-2025	Utilities	
New	WW-1.7	Education/ Equity	As part of the water conservation programs offered implement a public education campaign that in addition to highlighting water conservation practices, with focus on low-income households with high utility bill burdens.	2026-2030	Utilities	
New	WW-1.8	Equity	Ensure that water conservation educational materials, programs and outreach efforts are in multiple languages and accessible for low-income or disadvantaged communities.	2023-2025	Utilities	
New	WW-1.9	Equity	Perform targeted outreach to low-income communities and elderly households to provide free water conservation devices and aid disadvantaged community members in obtaining available rebates for water conservation devices.	2026-2030	Utilities	
New	WW-1.10	Partnerships/Equity	Partner with programs such as Green House Call or other similar programs to support community members with installation of water saving devices with a particular focus of support for low-income, elderly, or disadvantaged elderly residents.	2023-2025	Utilities Env Services	

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
Existing (NR-6.13)	WW-1.11	Partnership	Continue to coordinate with commercial and industrial customers including the Hayward Area Recreation and Park District and the Hayward Unified School District to advance water recycling programs.	2023-2025	Utilities	
Existing (FY2021 Strategic Roadmap)	WW-1.12	Feasibility Studies	Develop a Recycled Water Master Plan to assess the feasibility of expanding the recycled water system and establish a roadmap for a recycled water expansion program. The plan will identify the locations available for recycled water use, the capacity needed to fully replace potable water use at identified locations, and establish a schedule for potable water replacement with recycled water for appropriate applications.	2023-2025	Utilities	
	WW-1.13	Education	Promote the use of on-site gray water and rainwater collection systems	2026-2030	Utilities Env Services	
Sector: Carbon Sequestration						
Measure CS-1: Increase carbon sequestration by planting 1,000 new trees annually through 2030 to sequester carbon and create urban shade to reduce heat island effect						
	CS-1.1		Deleted			
Existing (FY2021 Strategic Roadmap)	CS-1.2	Structural Change	Update the Tree Preservation Ordinance by Q2 2024 to ensure existing carbon stock is maintained and that replacement trees are climate resilient and drought tolerant for Hayward’s climate. Ordinance updates may include: development requirements to protect or replace value-to-value existing trees and greenspace; and a requirement for a cash mitigation fee equal to the value of trees removed.	2023-2025	Planning	
New	CS-1.3		Deleted			
Existing (HQL-8.2)	CS-1.4	Structural Change	Develop and adopt an Urban Forest Management Plan that identifies: City’s potential capacity for new tree planting; timeframe and mechanism for implementation; a management plan for existing trees; and a tracking system to assess progress towards annual benchmark.	2026-2030	Landscaping	Yes
New	CS-1.5	Equity	Adopt a standard policy and set of practices for expanding the urban tree canopy and placing vegetative barriers between busy roadways and developments to reduce exposure to air pollutants from traffic.	2026-2030	Landscaping	Yes

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	CS-1.6	Feasibility Study/Equity	Conduct an urban canopy study to identify areas in Hayward that have below average canopy coverage and implement a tree planting program focusing on the least covered portions of the City. Establish a goal of having no significant difference in canopy coverage between high and low-income areas citywide by 2030.	2023-2025	Env Services Landscaping	Yes
	CS-1.7		Deleted			
New	CS-1.8	Education	In addition, or as an expansion to the Adopt-a-Block Program establish an adopt-a-tree or adopt-a-street program that is specific to further greening and tree planting. The program will enable individuals, businesses, and community organizations to plant and care for trees in selected communities. Program should provide formalized information on appropriate trees eligible for planting in Hayward (i.e., native, drought tolerant, locations)	2023-2025	Maintenance Services	
New	CS-1.9	Funding	Dedicate staff time to obtaining grant funding for tree planting. Identify and apply for applicable federal (e.g., USDA) and state (e.g., California ReLeaf, Affordable Housing and Sustainable Communities Program (AHSC), Urban and Community Forestry Program) grants for tree planting projects.	2023-2025	Landscaping	Yes
New	CS-1.10	Funding	Explore opportunities to fund the Urban Forest Management Program. Possibilities include use of general tax revenues, permit fees, , or revenues from the municipal tree ordinance enforcement.	2023-2025	Landscaping	Yes
New	CS-1.11	Funding	Establish a Tree Trust or Tree Endowment where the interest on the principal can be used for purchasing trees, paying for tree maintenance, or for staff resources for the Urban Forest Management Program.	2026-2030	Landscaping	
New	CS-1.12	Partnerships	Partner with private developers, CSU, Chabot College, HARD, HUSD, and other community-based organizations to support and contribute to the Urban Forest Management Program	2026-2030	Landscaping	
New	CS-1.13	Funding	Establish alternative fee mechanisms, similar to the SF Carbon Fund, to fund nature-based solutions. By 2026, create permanent code and financial incentives for homeowners and other private landowners to preserve existing mature trees and shrubs and to plant local native species.	2023-2025	Landscaping Planning	

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
	CS-1.14		Identify existing greenbelts and the best locations for new greenbelts for wildfire defense and risk reduction. Incorporate these locations into comprehensive wildfire planning at regional, county, city, and community levels and in all Municipal Service Reviews	2023-2025	Landscaping Fire	
Measure CS-2: Increase carbon sequestration by applying 0.08 tons of compost per capita annually in the community through 2030 and 2045.						
New	CS-2.1	Structural Change	Enforce compliance with SB 1383 by establishing a minimum level of compost application per year on applicable/appropriate land throughout the City including City-owned land.	2023-2025	Env Services Landscaping	
New	CS-2.2	Feasibility Study	Identify locations within the City to apply compost to help meet the procurement requirements of SB 1383.	2023-2025	Env Services Landscaping	
New	CS-2.3	Structural Change	Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.	2023-2025	Env Services Landscaping	
Builds on Existing (HQL-7)	CS-2.4	Structural Change/ Equity	Work with Hayward Area Recreation and Park District to develop and adopt urban park guidelines that 1) provide flexible solutions for developing urban parks in infill areas where traditional neighborhood and community parks are not feasible; 2) establishes guidelines for achieving the greatest carbon sequestration potential of parks via design; and 3) are equitable in ensuring such urban parks are accessible for lower-income residents while avoiding displacement.	2023-2025	Env Services City Manager's Office Planning	
New	CS-2.5	Education	Work with StopWaste to provide residents, businesses, and developers with educational material on best practices for using compost in landscaping. .	2023-2025	Env Services Economic Dev Communications	
Builds on Existing (HQL-8)	CS-2.6	Funding	Explore opportunities to use the parkland in-lieu fees from the updated City's Property Developers - Obligations for Parks and Recreation Ordinance (Article 16 of City's municipal code) to implement the Carbon Management Activities Program (NR 15).	2026-2030	Env Services Planning Landscape	
New	CS-2.7	Partnerships	Collaborate with Chabot College, Cal State East Bay, and local schools to identify opportunities to apply compost to landscaping.	2023-2025	Env Services	
New	CS-2.8	Partnerships	Work with Alameda County and StopWaste to identify opportunities for a regional compost procurement program to help meet the organics procurement provisions of SB 1383.	2023-2025	Env Services	
Existing effort	CS-2.9	Partnership	Work with the City's franchisee under the new franchise agreement with Waste Management of Alameda County to provide compost throughout the community.	2023-2025 2026-2030	Env Services	

GHG Reduction Measures

Status	Action ID	Pillar	Measures and Respective Actions	Timeframe	Responsible Department/ Division	Additional Staff Resources Needed
New	CS-2.10	Feasibility Study	Conduct a study to identify opportunities to enhance or create new natural areas in existing open spaces, parklands, and fields with native species, biodiverse ecology, higher carbon sequestration potential and improved recreational connectivity for the community.	2026-2030	Env Services	
Strategic Roadmap C14b			Implement Shoreline Master Plan, including mitigating sea level rise in the industrial corridor through building requirements and outreach.			
	CS-2.11	Education	Create and deliver a range of resources to train residents, city gardening staff, and other institutions on how to incorporate biodiversity, soil, and carbon sequestration techniques into landscaping and gardening projects.	2026-2030	Env Services Utilities Landscaping	



CITY OF HAYWARD

Hayward City Hall
777 B Street
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www.Hayward-CA.gov

File #: ACT 23-020

DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

Options for Spending Energy Efficiency & Conservation Block Grant Funds - Information and Discussion

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report and provides direction to staff.

SUMMARY

Through the Energy Efficiency & Conservation Block Grant program, the City of Hayward is expected to receive \$197,040 in formula-based grant funds. The funds must be used on a project that reduces carbon emissions, improves energy efficiency, or reduces energy use. Staff seeks the CSC's input on how to spend the grant funds and has identified five potential projects for consideration.

ATTACHMENTS

Attachment I Staff Report



DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT Options for Spending Energy Efficiency & Conservation Block Grant Funds – Information and Discussion

RECOMMENDATION

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SUMMARY

Through the Energy Efficiency & Conservation Block Grant program, the City of Hayward is expected to receive \$197,040 in formula-based grant funds. The funds must be used on a project that reduces carbon emissions, improves energy efficiency, or reduces energy use. Staff seeks the CSC’s input on how to spend the grant funds and has identified five potential projects for consideration.

BACKGROUND

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act, which provides \$550 billion for roads, bridges, public transportation, water infrastructure, climate resilience, and broadband over fiscal years 2022 through 2026. One program of the Act is the Energy Efficiency & Conservation Block Grant (EECBG) program, which is managed by the Department of Energy (DOE). The EECBG program will provide \$430 million to state, local and tribal governments.

The 2009 American Recovery and Reinvestment Act provided \$3.2 billion in EECBG funding for energy efficiency and conservation projects with an emphasis on job creation. That round of funding resulted in Hayward receiving \$1,361,900 in formula-based grant funds which was used to support:

- A consultant to serve as the City’s Sustainability Coordinator for two years.
- Energy efficiency incentive programs for residents and businesses.
- Retrofitting streetlights with LED fixtures.

- A countywide energy efficiency incentive and education program, which led to the formation of the StopWaste Energy Council.

DISCUSSION

Hayward will receive \$197,040 in formula-based grant funds under the renewed EECBG program. Staff must submit a preliminary application by April 23, 2023, and then a full application by January 2024. The funds must be used for projects and programs that achieve any of the following:

- Cut carbon emissions
- Improve energy efficiency
- Reduce energy use

The DOE is encouraging use of the funds for seed investment and projects that benefit disadvantaged communities. According to DOE guidelines, funds may be used for:

- Strategy development
- Technical Consultant Services
- Building Energy Audits
- Financial Incentive Programs
- Energy Efficiency Retrofits
- Energy Efficiency and Conservation Programs for Buildings and Facilities
- Development and Implementation of Transportation Programs
- Building Codes and Inspections
- Energy Distribution Tech for Energy Efficiency
- Material Conservation Programs
- Reduction and Capture of Methane and Greenhouse Gases
- Traffic Signals and Street Lighting
- Renewable Energy Technologies on Gov. Buildings
- Programs for financing, purchasing, and installing energy efficiency, renewable energy, and zero-emission transportation (and associated infrastructure) measures

Staff considered current City initiatives and priorities, including projects in the Council-adopted Strategic Roadmap when evaluating potential projects for the grant funds. Staff is seeking the CSC's input on the following potential projects.

1. Existing Home Electrification Equity Project – In November 2022, it was announced that a \$1 million grant from ICLEI Local Governments for Sustainability was awarded to Habitat for Humanity, the cities of Hayward, Oakland, Berkeley and Fremont, and CSU East Bay. The project, being called the Home Electrification Equity Project, will leverage the City's Housing Repair Program, which is operated by Habitat for Humanity East Bay/Silicon Valley. The project will develop a data-driven method to serve low-income homeowners with critical repairs that keep them in their homes and accelerate the shift away from fossil fuels. Funding will be used to integrate holistic electrification upgrades with critical health and safety repairs – preventing displacement, preserving affordable housing stock, and supporting climate goals. The project, as initially scoped, will result in electrification of one to two low-income

single-family homes in Hayward. Use of the EECBG funds could electrify two additional Hayward homes, which would result in a very small reduction in emissions.

2. Existing Home Electrification Roadmap – A portion of the funds may be used to prepare an Existing Building Electrification Roadmap, which is a plan called for in the current draft of the updated Climate Action Plan. The estimated cost for this planning effort is approximately \$100,000, so any remaining funds could be applied to the Home Electrification Equity Project. This project would not result in a direct reduction in emissions or energy use but would help facilitate a community-wide effort to convert existing homes to all electric.
3. Streetlight Conversion to LEDs – A portion of the 2009 EECBG funds was used to convert streetlights on Tennyson Road from high pressure sodium to Light Emitting Diode (LED) technology. That project, and others, have resulted in approximately 8,400 of the City’s 9,500 streetlights being converted to LED. If the full amount of the current grant funds are used for streetlights, approximately 400 additional lights could be converted to LED. This project would reduce energy use and reduce the cost to operate the streetlights.
4. EV Charging at City Facilities – The funds could be used toward electric vehicle charging infrastructure for City employees. This project would result in an increase in energy use but would help facilitate Hayward employees’ transition to electric vehicles, which would reduce employee commute emissions.
5. Energy Efficiency Improvements at City Facilities – Staff is currently working with a firm to assess several City facilities for potential projects that would improve energy efficiency and add solar. The funds could be used to help support a lighting or HVAC (heating ventilation and cooling) retrofit project. An HVAC retrofit project would likely entail replacement of existing natural gas-fired equipment with electric equipment. This project would be similar to Project 3 in that it would reduce energy use and reduce operating costs.

ECONOMIC IMPACT

Use of the City’s EECBG funds will make a small positive impact on the local economy. Staff will seek to maximize the benefits to the Hayward economy by working with local vendors to the extent possible.

FISCAL IMPACT

Projects 1 and 2 listed above would have no fiscal impact to the City. The EECBG funds would not be sufficient to fully fund projects 3, 4 and 5. Additional funds would be identified for these projects and would be proposed for Council approval at the time the projects are formally proposed.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priorities to *Confront Climate Crisis & Champion Environmental Justice* and *Invest in Infrastructure*. Depending on the project(s) chosen, the grant funds may be used to support implementation of the following projects:

- Project C5: Adopt & Implement 2030 GHG Goal and Roadmap along with other General Plan Elements
- Project C6: Prepare a plan to facilitate transition of natural gas appliances to electric in City Facilities
- Project N9: Expand EV charging infrastructure for city fleet and employees

SUSTAINABILITY FEATURES

The City's EECBG funds will be used to advance sustainability and reduce greenhouse gas emissions by implementing key initiatives of Hayward's Climate Action Plan.

PUBLIC CONTACT

No public contact has been made related to this report.

NEXT STEPS

Upon direction from the CSC, staff will select a project to include in the preliminary application that is due by April 23, 2023. Staff will prepare the full application by January 2024 as required by the EECBG program.

Prepared by: Erik Pearson, Environmental Services Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
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File #: ACT 23-016

DATE: March 13, 2023

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

Proposed 2023 Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report.

SUMMARY

The proposed 2023 agenda planning calendar contains planned agenda topics for the CSC meetings for the Committee's consideration. This agenda item is included in every CSC agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

ATTACHMENTS

Attachment I Staff Report



DATE: March 13, 2023
TO: Council Sustainability Committee
FROM: Director of Public Works
SUBJECT: Proposed 2023 Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report.

SUMMARY

The proposed 2023 agenda planning calendar contains planned agenda topics for the CSC meetings for the Committee’s consideration. This agenda item is included in every CSC agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

DISCUSSION

For the Committee’s consideration, staff suggests the following tentative agenda topics for 2023.

Underlined – Staff recommends item to be added to Approved Agenda Planning Calendar.

May 8, 2023
<u>Go Green Initiative - Discussion and Recommendation to Council</u>
<u>Waste Management Agreement Implementation – Information and Discussion</u>
Litter Assessment by Litterati – Information and Discussion
July 10, 2023
<u>Compost Hub at Hayward Community Garden – Information and Discussion</u>
<u>Safety Element – Draft Programs – Discussion and Recommendation to Council</u>
<u>Draft Climate Action Plan – Discussion and Recommendation to Council</u>
<u>Draft Environmental Justice Element – Discussion and Recommendation to Council</u>

September 11, 2023
City Fleet Electrification & Electric Vehicle Charging – Information and Discussion
Energy Resilient Public Facility Program - Discussion and Recommendation to Council
Unscheduled Items
Pilot Program for Reusable Dishware
EV Charging Requirements for Existing Multifamily Properties
Recycled Water Phase 2 Project

NEXT STEPS

Upon direction from the Committee, staff will revise the above list as necessary and schedule items accordingly for upcoming meetings.

Prepared by: Erik Pearson, Environmental Services Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager