CITY OF HAYWARD

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

Agenda

Thursday, October 6, 2022

4:30 PM

REMOTE PARTICIPATION

Council Sustainability Committee

SPECIAL MEETING

COVID-19 Notice: Consistent with Assembly Bill 361/Gov Code 54953(e), the Council Sustainability Committee meeting includes teleconference participation by all Council Sustainability Committee members and the public.

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.

To submit written comments: Send an email to erik.pearson@hayward-ca.gov by 1:00 p.m. the day of the meeting.

Please click the link below to join the webinar:

https://hayward.zoom.us/j/87023731415?pwd=QVZROWFlbUtYRlZub3RGWW9BSGU2QT09

Webinar ID: 870 2373 1415

Password: CSCOct6@

Or join by phone:

US: +1 669 900 6833 or +1 646 931 3860

Webinar ID: 870 2373 1415

Password: 67697391

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS:

REPORTS/ACTION ITEMS

MIN 22-112	Approval of Minutes from the Council Sustainability Committee (CSC) Meeting Held on May 9, 2022
Attachments:	Attachment I CSC Meeting MInutes from May 9, 2022

ACT 22-088	2020 Greenhouse Gas Emissions Inventory
Attachments:	Attachment I Staff Report
ACT 22-092	Climate Action Plan- Considerations for New General Plan Policies and Programs
Attachments:	Attachment I Staff Report Attachment II Draft GHG Redux Measures Attachment III Cost Analysis Attachment IV Survey Results
ACT 22-094	Site License Agreement with East Bay Community Energy for Electric Vehicle Charging Stations - Discussion and Recommendation to Council
Attachments:	Attachment I Staff Report Attachment II EBCE Charging Station Proposed Location Map
ACT 22-093	2023 Electrification Reach Codes - Discussion and Recommendation to Council
Attachments:	Attachment I Staff Report Attachment II All Electric Muni Code Attachment III Article 2 Off-Street Parking Regulations

ORAL REPORTS

FUTURE AGENDA ITEMS

ACT 22-086	Proposed 2022/2023 Agenda Planning Calendar: Review and Comment
Attachments:	Attachment I Staff Report

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT

Next Scheduled Regular Meeting: Monday, November 14, 2022

File #: MIN 22-112

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

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

RECOMMENDATION

That the CSC reviews and approves the May 9, 2022 CSC meeting minutes.

ATTACHMENTS

Attachment I Council Sustainability Committee Meeting Minutes from May 9, 2022

SPECIAL CITY COUNCIL SUSTAINABILITY COMMITTEE MEETING
Remote Participation – Digital Zoom Meeting
May 9, 2022
4:30 p.m. – 6:00 p.m.
MEETING MINUTES

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

ROLL CALL:

Members:
Present for roll call
- Elisa Márquez, City Council Member
- Francisco Zermeño, City Council Member

Not present for roll call
- Barbara Halliday, Mayor/CSC Chair (*Joined meeting at 5:14 p.m.)*

Staff:
- Alex Ameri, Director of Public Works
- Nicole Grucky, Sustainability Specialist
- Mira Hahn, Associate Planner
- Linda Ko, Senior Secretary (Meeting Recorder)
- Elli Lo, Senior Management Analyst
- Steve Osborne, Supervising Plan Checker & Expeditor
- Jennifer Ott, Assistant City Manager
- Erik Pearson, Environmental Services Manager
- Leigha Schmidt, Principal Planner
- Carolyn Weisman, Climate Corps Fellow

Other:
- Farhad Farahmand, TRC Companies, Inc., Associate Director
- Avani Goyal, TRC Companies, Inc., Project Manager
- Eryn Kim, East Bay Community Energy, Fellow

PUBLIC COMMENTS

There were no public comments.

1. **Approval of Minutes from the Council Sustainability Committee (CSC) Meeting Held on March 14, 2022**

The item was moved by Council Member Márquez, seconded by Council Member Zermeño, and approved with two votes.

2. **Approval of Minutes from the Special Council Sustainability Committee (CSC) Meeting Held on March 28, 2022**

The item was moved by Council Member Márquez, seconded by Council Member Zermeño, and approved with two votes.

3. Climate Action Plan and Environmental Justice: Considerations for New General Plan Policies and Programs – Information and Discussion

Nicole Grucky, Sustainability Specialist, and Carolyn Weisman, Climate Corps Fellow, gave an informational presentation on updates to the Climate Action Plan (CAP) to meet greenhouse gas (GHG) reduction targets adopted by Council. Staff also presented a draft policy framework for a new Environmental Justice Element of the General Plan.

Council Member Márquez expressed appreciation to staff for the comprehensive plan update and the efforts to meet the community where they are at. She encouraged staff to utilize both The Stack and The Leaflet newsletters to engage the community and also suggested partnering with the Hayward Unified School District (HUSD) and Hayward libraries to get more education out to the community.

Council Member Zermeño asked if the GHG emissions for on-road transportation included only those from cars in Hayward or also emissions from cars driving through Hayward. Ms. Grucky confirmed that the data accounted for emissions from a combination of both types of vehicle trips.

Comments made by Mayor Barbara Halliday after joining the meeting at 5:14 p.m.

Mayor Halliday suggested, in the overall attempts to provide more equity and to be more inclusive of other communities, to engage the indigenous community and to possibly get their input on sustainable land management. She also recommended providing education to the community about healthier foods that are less environmentally damaging.

Public Comment

There were no public comments.

4. 2023 Reach Code -Information and Discussion

Erik Pearson, Environmental Services Manager, presented an information report on additional considerations for new non-residential buildings and for electric vehicle charging requirements that may be included in a new Reach Code.

Council Member Márquez stated that she appreciates the efforts to ban the use of natural gas but did want to allow some flexibility for industrial uses, especially for life science buildings, on a very limited scope. Council Member Zermeño expressed his support for eliminating mixed-fuel options with the exceptions listed by staff.

Mayor Halliday commented that Hayward should look to continue to expand electric vehicle (EV) charging opportunities and facilities. Mr. Pearson informed the Committee that staff is working with East Bay Community Energy (EBCE) to develop fast charging hubs in various locations in the city.

For EV charging requirements, Council Member Zermeño supported Option B with a mix of low power and high power Level 2 charging. Council Member Márquez also expressed her support for Option A and stated that she wanted the charging to be accessible to as many

people as possible with faster charging. Mayor Halliday expressed her support for Option A stating that the cost to upgrade from low power ready to high power ready in the future would be more expensive than installing the high power ready from the start.

Public Comment

There were no public comments.

5. Proposed 2022 Agenda Planning Calendar: Review and Comment

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

Council Member Zermeño informed the Committee that he would not be present for the July meeting.

Public Comment

There were no public comments.

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS:

Mr. Pearson shared that Bike to Work Day would be on May 20th and that there would be an energizer station at the Hayward BART Station. He also announced that the Compost Giveaway would be on May 21st at the former Skywest Golf Course parking lot.

ADJOURNMENT: 6:00 p.m.

		MEETINGS		
Attendance	Present 05/09/22 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Elisa Márquez	✓	6	0	1
Barbara Halliday	✓	6	0	1
Francisco Zermeño	✓	7	0	0

File #: ACT 22-088

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

2020 Greenhouse Gas Emissions Inventory

RECOMMENDATION

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

SUMMARY

The Council-adopted General Plan includes greenhouse gas (GHG) emission reduction targets for the community. This report provides the results of the calendar year 2020 inventory and compares it to the previous six inventories. Table 1 summarizes the emissions totals for the eight sectors - electricity, natural gas, transportation, public buses (AC Transit), BART, off-road vehicles, waste, and water and wastewater. Emissions are displayed in metric tons of carbon dioxide equivalent (MTC02e). The table shows that, in 2020, emissions were reduced by 42.7% since 2005. In 2020, the largest reductions occurred in the transportation sector due to the stay-at-home orders and economic disruptions related to the COVID-19 pandemic.

ATTACHMENTS

Attachment I Staff Report

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT 2020 Greenhouse Gas Emissions Inventory

RECOMMENDATION

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

SUMMARY

The Council-adopted General Plan includes greenhouse gas (GHG) emission reduction targets for the community. This report provides the results of the calendar year 2020 inventory and compares it to the previous six inventories. Table 1 summarizes the emissions totals for the eight sectors – electricity, natural gas, transportation, public buses (AC Transit), BART, off-road vehicles, waste, and water and wastewater. Emissions are displayed in metric tons of carbon dioxide equivalent[1] (MTC02e). The table shows that, in 2020, emissions were reduced by 42.7% since 2005. In 2020, the largest reductions occurred in the transportation sector due to the stay-at-home orders and economic disruptions related to the COVID-19 pandemic.

Table 1: GHG Emissions by Sector (MT C02e)

	2005	2010	2015	2017	2018	2019	2020	% Change from 2005
Electricity	185,536	165,172	141,814	74,919	47,452	12,467	23,038	-87.6%
Natural Gas	189,995	191,526	176,803	186,111	187,991	176,649	166,334	-12.5%
Transportation	529,317	467,725	450,925	445,769	440,914	420,995	309,168	-41.6%
Off-Road Vehicles	14,889	17,004	27,267	27,019	21,830	24,287	22,924	+54.0%
Waste	50,924	38,338	38,148	47,555	52,209	46,187	34,628	-32.0%
Water and wastewater	**4,715**	**4,311**	**3,466**	**2,738**	**2,726**	**2,702**	**2,516**	-46.6%
Total	**975,376**	**884,076**	**838,423**	**784,111**	**753,122**	**683,287**	**558,608**	**-42.7%**
Hayward Population	140,530	143,921	155,753	159,623	159,603	160,197	162,954	14.1%
Total Emissions/ Capita	**7.7**	**6.9**	**6.2**	**5.7**	**5.4**	**5.1**	**4.9**	**-36.34%**

[1] Carbon dioxide is not the only gas that contributes to climate change. Each greenhouse gas causes varying amounts of warming. For example, one ton of methane (CH4) causes the same amount of warming as 23 tons of CO2 (1 ton of CH4 = 23 tons CO2e). To simplify reporting, it is standard practice to report carbon equivalent emissions (CO2e) as opposed to the actual emissions of each gas.

BACKGROUND

The last report on the City's GHG emissions, presented to the CSC in January 2021,[2] showed that Hayward's emissions were reduced by 25.7% from 2005 to 2019. This report presents the 2020 inventory results, which show a 42.7% reduction. This report and previous reports are available on the City's Climate Action Plan page.[3] The City of Hayward's General Plan Policy NR-2.4 sets the following GHG emissions reduction targets.

> *NR-2.4: Community Greenhouse Gas Reduction*
> The City shall…reduce community-based GHG emissions by 20 percent below 2005 baseline levels by 2020, 30 percent below 2005 baseline emissions levels by 2025, 55 percent below 2005 baseline emissions levels by 2030, and 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.

To track compliance with these targets, the City began conducting community GHG emissions inventories every five years, starting with 2005 as the baseline year. Starting with the 2017 inventory, the City has conducted inventories annually. All seven inventories use the U.S. Community Protocol methodology to calculate GHG emissions. The U.S. Community Protocol methodology is an industry-standard used by local governments to account for and report on GHG emissions in a standardized method.

DISCUSSION

Over the past fifteen years, organizations have continuously refined and updated the models that are used to estimate emissions to provide more accurate information. In response, staff recalculated emissions for 2005-2019, which has included the addition of public bus emissions and a new methodology for calculating on-road transportation emissions. As a result, the emissions totals in this report do not match the numbers from previous reports. It should be noted that the impact of the COVID-19 pandemic on community-wide activities plays a significant role in the reduction in emissions from 2019 to 2020 and that an increase in emissions in 2021 is likely.

As shown below in Table 2, Hayward met its goal of 20% below 2005 levels by 2020 two years early by achieving a reduction of 21.6% in 2018. As of 2020, Hayward has achieved a 42.7% reduction, surpassing the City's 2025 emission reduction goal of 30% below the 2005 baseline.). However, it should be noted that the large reductions seen in 2020 can be primarily attributed to the stay-at-home orders and economic disruptions related to the COVID-19 pandemic. Staff has received some preliminary 2021 data and are already seeing large increases in emissions compared to 2020.

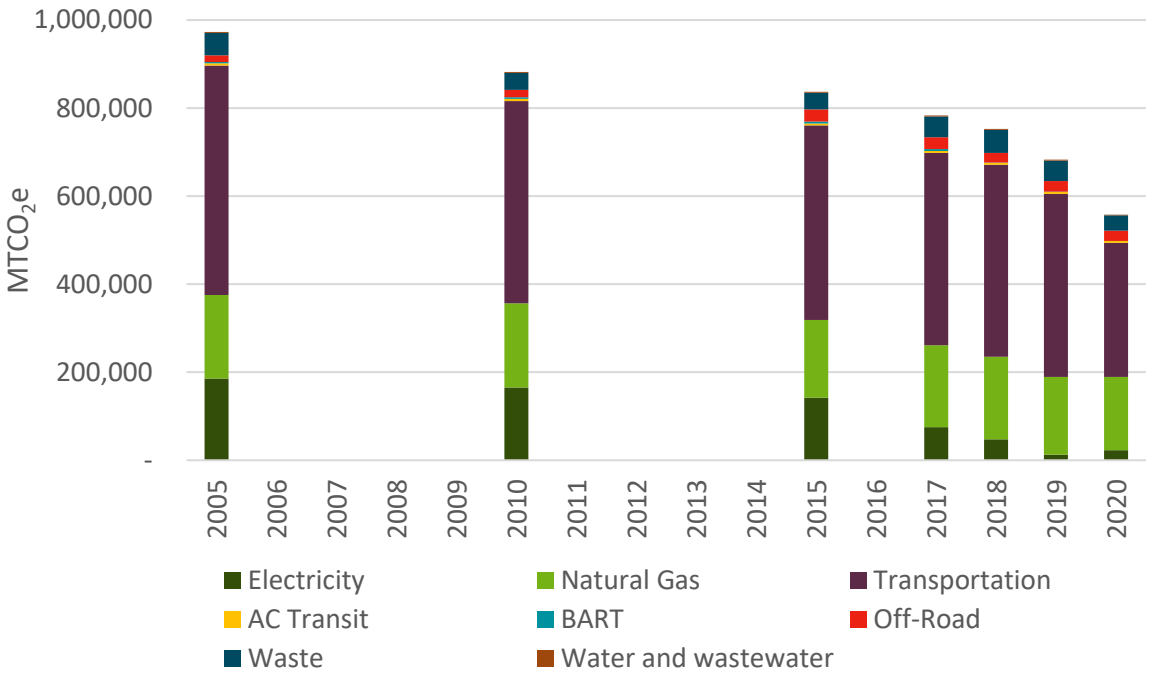
[2] https://hayward.legistar.com/LegislationDetail.aspx?ID=4747797&GUID=2B1F0C6F-B961-4AA3-9553-240ACE74B4B1&Options=&Search=
[3] https://www.hayward-ca.gov/services/city-services/climate-action

Table 2: GHG Emission Reduction Goals and Actual Emission Reductions

Year	Goal	Actual Reduction
2005	Baseline	
2018		21.6%
2019		25.7%
2020	20%	**42.7%**
2025	30%	
2030	55%	
2045	Carbon neutrality	

The City's GHG inventory is comprised of eight sectors: electricity, natural gas, transportation, public buses (AC Transit), BART, off-road vehicles, solid waste, and water and wastewater. Figure 1 below shows the subsector breakdown for each year and the percent of each subsector for that year. Transportation, shown in purple, remains the largest sector and over the years accounts for 52-61% of the total. BART, AC Transit, and water and wastewater all account for less than 1% of all emissions, off-road vehicles account for 1-4% of emissions, and solid waste makes up 4-7% of emissions. Electricity, shown in dark green, makes up 2-19% of emissions and natural gas, shown in light green, makes up 20-30% of emissions.

Figure 1: GHG Emissions by Subsector (MT C02e)[4]



Energy Sector (Electricity and Natural Gas)

Overall energy emissions in 2020 were 49.6% below 2005 levels, with an 87.6% decrease in electricity emissions and a 12.5% decrease in natural gas emissions from 2005 to 2020 (see Table 3). Residential electricity emissions have decreased by 67% and nonresidential

[4] The percentages for each subsector are relative to the total emissions for each year.

electricity emissions have decreased by 96% since 2005. The primary reasons that electricity emissions have decreased is the City's customers, starting in mid-2018, were transitioned to electricity provided by East Bay Community Energy (EBCE) and the grid having more carbon-free sources. Through the end of 2021, the default product for the majority of Hayward customers was Brilliant 100, a carbon-free product. EBCE was launched in 2018 and 2020 marked two years of Hayward customers receiving EBCE service. In January 2022, the Brilliant 100 product was discontinued, and most Hayward customers were transitioned to Renewable 100, which is 100% wind and solar power. Customers receiving income and medical-related discounts have remained on Bright Choice, EBCE's lower cost product.

From 2019 to 2020, residential electricity emissions increased while nonresidential electricity emissions decreased. The increase in residential emissions in 2020 can be attributed to a minor uptick in electricity usage (kWh) and a change in the Bright Choice product power mix. In 2019, Bright Choice was 85% carbon free (60% renewable, 25% large hydro, 13% unspecified, and 1.5% nuclear). In 2020, it was 54% carbon free (39.6% renewable, 14.5% large hydro, 44.7% unspecified, and 0.9% nuclear).

The shift in the power mix is due to a decision made by EBCE to focus on renewables rather than carbon-free content and maintain Bright Choice with a minimum of 5% more renewables than PG&E (31.7% renewable in 2019). The power mix for 2021 has not yet been released, but PG&E reported a renewable content of 36.2% for 2020, so the power content procurement floor for Bright Choice in 2021 was set to 41.2%. EBCE intends to make Bright Choice cleaner in the coming years, and in December 2020, the EBCE Board voted to establish a goal of providing 100% carbon free electricity by 2030.

Residential and nonresidential natural gas emissions have decreased from 2005 to 2020, with a reduction of 8.4% and 17.3%, respectively. From 2019 to 2020, there was a 0.5% decrease in residential natural gas. The decrease in natural gas emissions in 2020 may be related to a slight decrease in heating degree days[5] (HDD) (see Figure 3 below). With the 2019 California Building Code and Hayward's current electrification reach code in effect and the adoption of a new reach code this year, it is possible that emissions from residential natural gas will have peaked in 2019.

[5] Heating degree day is the unit which measures how many degrees, and how many days, outside air temperatures were lower than the base temperature of 65 degrees Fahrenheit.

Table 3: Energy Sector GHG Emissions

		2005	2010	2015	2017	2018	2019	2020	% Change
Residential electricity	GHG Emissions	53,939	51,166	44,807	23,440	20,548	6,326	17,547	-67.5%
	kWh	242,161,904	252,327,941	242,783,315	243,910,202	239,735,346	239,006,697	215,828,544	-10.9%
Nonresidential electricity	GHG Emissions	131,597	114,006	97,007	51,479	26,904	6,140	5,491	-95.8%
	kWh	590,811,842	562,228,183	525,628,036	535,682,182	514,657,102	511,639,672	381,744,082	-35.4%
Residential natural gas	GHG Emissions	103,502	103,027	86,736	91,719	93,019	95,291	94,811	-8.4%
	therms	19,489,985	19,400,629	16,332,954	17,271,164	17,516,060	17,943,901	17,853,480	-8.4%
Nonresidential natural gas	GHG Emissions	86,493	88,499	90,066	94,392	94,972	81,358	71,523	-17.3%
	therms	16,287,167	16,664,879	16,960,038	17,774,540	17,883,737	15,320,155	13,468,246	-17.3%
Total GHG Emissions		**375,531**	**356,699**	**318,617**	**261,030**	**235,442**	**189,116**	**189,373**	**-49.6%**

Figure 2: Energy Sector GHG Emissions (MT C02e)

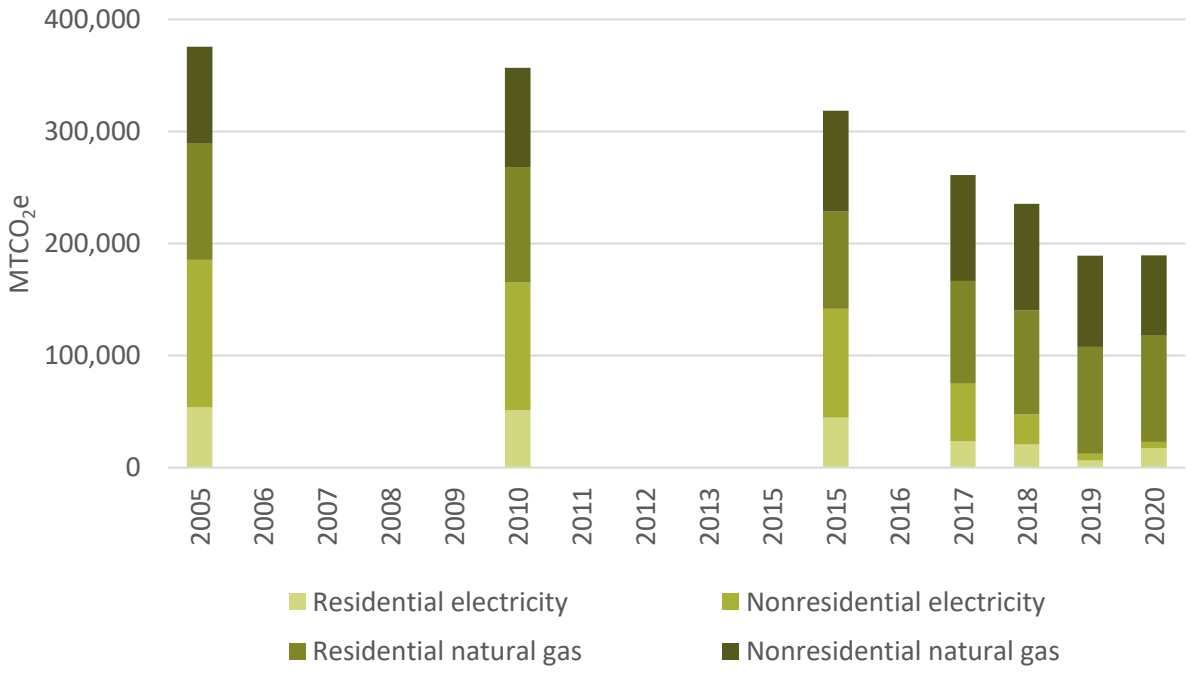
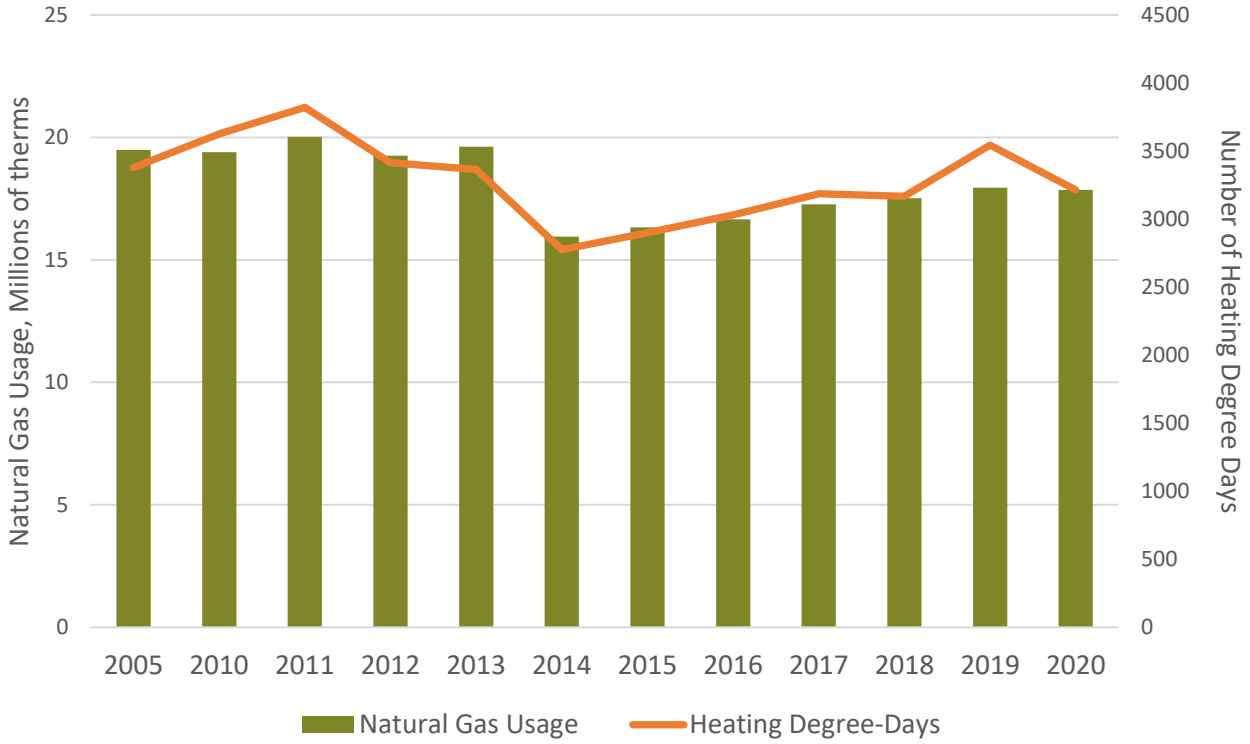


Figure 3: Residential Natural Gas Usage & Heating Degree Days in Hayward



Transportation Sector

As shown in Table 4, transportation emissions in 2020 were 41.6% below emissions in 2005. Also reflected in the table below, the total vehicle miles traveled (VMT) decreased in 2010, followed by an increase in 2015, 2017, and 2018. This is likely related to the economic recession and recovery.

From 2019 to 2020, there was a significant change in on-road transportation because of the COVID-19 pandemic. During this time, Hayward experienced a 28% decrease in VMT and a 27% decrease in emissions (see Figure 4 below). As transportation patterns begin to return to pre-pandemic levels, Hayward should experience an increase in VMT and emissions. For example, preliminary data from 2021 shows a 22% increase in emissions from 2020.

Staff was able to capture the impact of the pandemic through a new data source from Google called Environmental Insights Explorer (EIE). Previous inventories have included on-road transportation activity data from the Metropolitan Transportation Commission (MTC) which uses a transportation model that relies on surveys of transportation patterns, land use and population metrics to calculate VMT for passenger and commercial vehicles completing trips entirely within the city, ending or starting within the city, and those that only pass through. Staff supplemented the MTC data with data from the California Air Resources Board on motorcycles, motor homes, and buses to account for the full scope of on-road transportation in Hayward. The new dataset from Google EIE accounts for all vehicle types that start or end within the city. This data is advantageous because it uses anonymized and aggregated location history data that is a real time reflection of local changes in transportation use. Therefore, it better captures the impact of the pandemic on residents' transportation habits than the previously used transportation model. Staff re-calculated transportation emissions in

inventory years that were not available from Google EIE (2005-2017) to make an apples-to-apples comparison to the 2005 baseline.

Overall emissions factors have decreased in all categories over the last fifteen years as vehicles have become cleaner. For example, Table 5 shows the increase in electric vehicle (EV) adoption in Hayward from 2005 to 2020, with VMT from EVs accounting for 4.4% of the total VMT in 2020. The decrease in emission factor value is why we have seen an overall decrease in emissions of 41.6%, while seeing a smaller decrease of 31% in VMT.

Table 4: Transportation Sector GHG Emissions

		2005	2010	2015	2017	2018	2019	2020	% Change
Passenger	GHG Emissions	377,446	338,117	326,365	315,183	314,781	298,789	211,039	-44.1%
	VMT	892,306,860	816,707,906	865,690,372	873,083,596	889,212,170	861,063,825	617,072,288	-30.8%
Commercial	GHG Emissions	136,630	114,193	109,561	115,973	114,937	111,528	88,826	-35.0%
	VMT	92,131,008	78,000,821	74,683,974	80,313,371	79,873,038	77,611,421	61,090,968	-33.7%
Buses*	GHG Emissions	11,801	11,990	10,722	10,619	10,629	10,131	8,757	-25.8%
	VMT	5,577,396	5,475,994	5,428,860	5,905,211	5,831,233	5,641,195	4,833,186	-13.3%
BART	GHG Emissions	3,440	3,425	4,276	3,994	566	547	546	-84.1%
	Passenger Miles	37,081,195	36,927,142	46,098,239	43,063,231	42,723,729	41,311,182	41,185,416	11.1%
Total GHG Emissions		**529,317**	**467,725**	**450,924**	**445,769**	**440,913**	**420,995**	**309,168**	**-41.6%**
Total VMT		**990,015,264**	**900,184,721**	**945,803,206**	**959,302,178**	**974,916,441**	**944,316,441**	**682,996,441**	**-31.0%**

*Buses include public (AC Transit) and private (Google EIE)
**Total VMT excludes BART passenger miles

Figure 4: Transportation Sector GHG Emissions (MT CO2e)

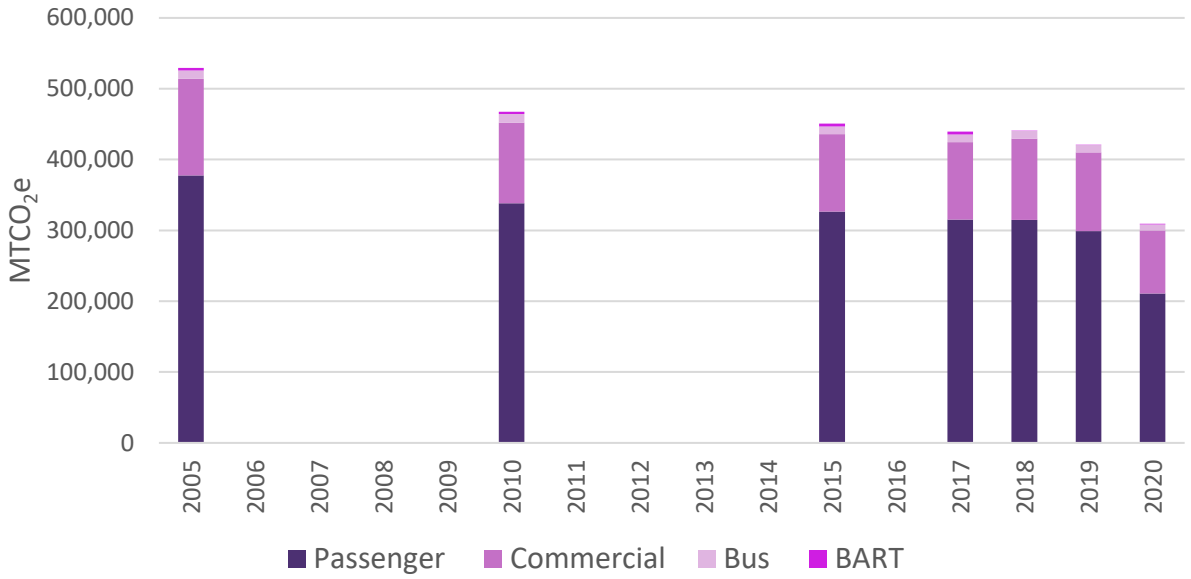


Table 5: Electric Vehicle Adoption (VMT)

	2005	2010	2015	2017	2018	2019	2020	% Change
Electric Vehicle VMT	193,790	294,521	7,149,352	12,840,434	18,125,136	22,892,120	29,820,720	15,288%
Total VMT	990,015,264	900,184,721	945,803,206	959,302,178	974,916,441	944,316,441	682,996,441	-31%
% EV of Total	**0.02%**	**0.03%**	**0.76%**	**1.34%**	**1.86%**	**2.42%**	**4.37%**	**22,205%**

Off-road Vehicles Sector

The off-road vehicle sector includes emissions from equipment used in construction, commercial, and industrial activities. Emissions from this sector have increased by 54% from 2005 to 2020 as a result of increased construction and industrial activity. Note that the change in emissions is particularly large due to a lack of data for some equipment categories in 2005.

Solid Waste Sector

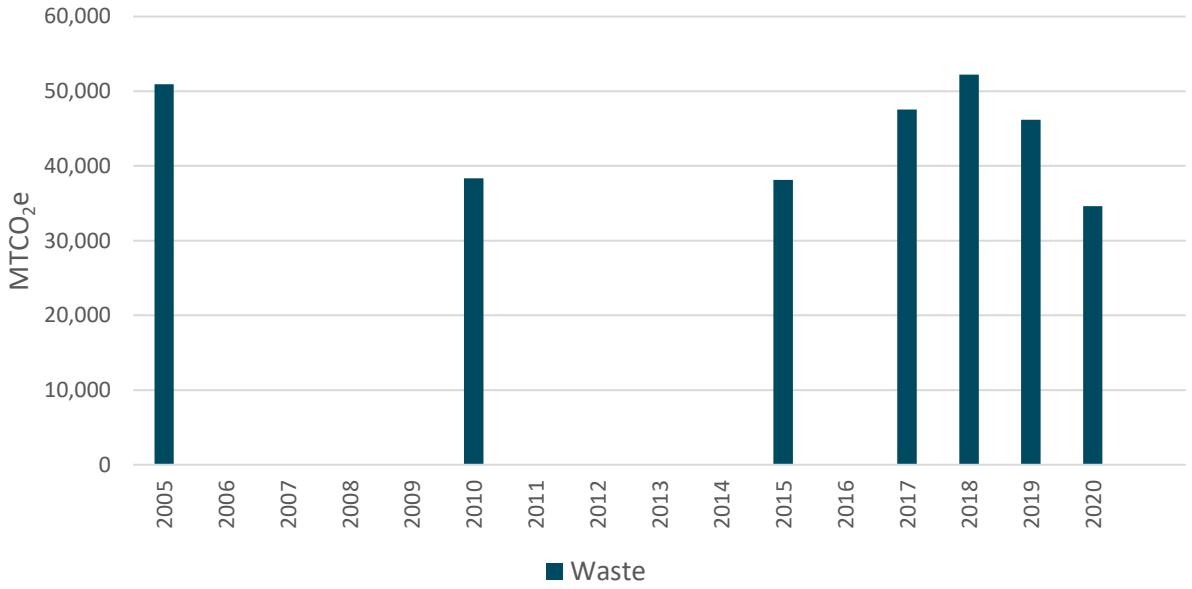
Solid waste emissions in 2020 were 32% below 2005 levels. As shown in Table 7, after several years of emissions increasing, which was likely due to an increase in economic activity, emissions decreased in 2019 and continued following the same trend in 2020. The peak in 2018 is likely due to disruptions in recycling markets caused by China's "National Sword" policies. The recent decline in waste tonnage can be attributed to reduced economic activity during the pandemic and efforts by Hayward staff to teach residents and businesses to sort waste properly and compost food scraps. As the economy recovers from the pandemic, waste tonnage is expected to increase. This year, SB1383 went into effect, requiring residences and

businesses to sort and separately collect food scraps, yard debris and food-soiled paper from trash and recycling and subscribe to an organic waste collection service. Staff expects that the outreach associated with SB1383 will somewhat mitigate any increases in the tons of waste sent to landfill and associated emissions.

Table 7: Solid Waste Sector GHG Emissions

		2005	2010	2015	2017	2018	2019	2020	% Change*
Waste Sent to Landfill	GHG Emissions	50,924	38,338	38,148	47,555	52,209	46,187	34,628	-32.0%
	Tons of waste	173,908	130,806	136,261	167,434	185,432	163,196	122,375	-29.6%

Figure 5: Solid Waste Sector GHG Emissions



Water and Wastewater Sector

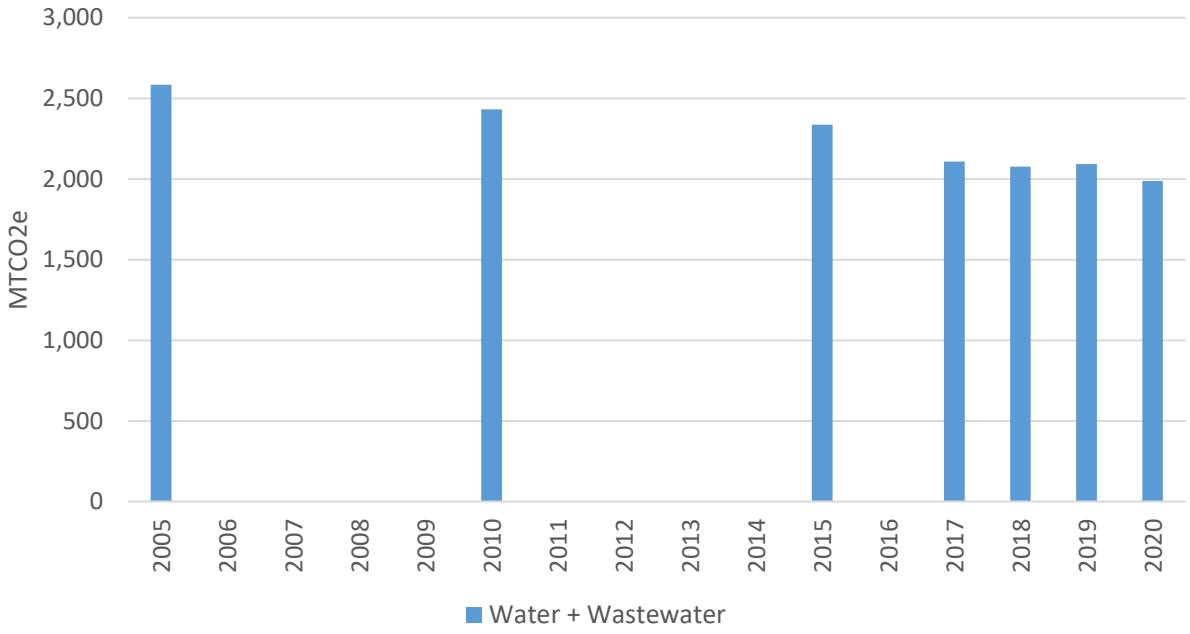
Water and wastewater emissions in 2020 were 46% below 2005 levels. As shown in Table 8, water consumption declined significantly from 2010 – 2015 and then fluctuated around 50 million gallons per year for the next 4 inventory years. The total decrease in water consumption from 2005 to 2020 was 28.7%. In general, the decrease in water consumption can be attributed to drought periods, use reduction requests from the State and the San Francisco Public Utilities Commission, COVID-19, public awareness, and conservation projects and programs offered by the City.

Table 8: Water and Wastewater Sector GHG Emissions

	2005	2010	2015	2017	2018	2019	2020	% Change
Water Consumption (mg)	7,335	7,120	4,697	5,083	5,314	5,018	5,227	-28.7%
Wastewater Processed (mg)	5,010	4,540	3,825	4,407	4,081	4,219	3,851	-23.1%
Total Emissions (MTCO2e)	**4,715**	**4,311**	**3,466**	**2,738**	**2,726**	**2,702**	**2,516**	**-46.64%**
Residential Water Consumption (mg)		3,181	2,964	2,680	2,825	2,693	2,898	-8.90%
Hayward Population	140,530	143,921	155,753	159,623	159,603	160,197	162,954	15.9%
Per Capita Residential Water Consumption (gal) per day		**61**	**52**	**46**	**48**	**46**	**49**	**-24.28%**

mg = million gallons

Figure 6: Water and Wastewater Sector GHG Emissions



Limitations of this Inventory

The GHG inventory method that the City's uses, along with most cities worldwide, was originally designed by ICLEI and partners in the early 2000s. The focus then and now is on measuring emissions from the data sources that are most readily available, such as utility data. This approach is practical, but it comes with limitations.

The inventories completed omit large sources of emissions over which the City may have some influence. Specifically, the inventory does not include the upstream emissions of the goods consumed in the City. For example, emission reductions from green purchasing policies

would not be reflected in the current inventory. Also, one of the biggest contributors to GHG emissions worldwide, food, is not reflected in Hayward's inventory.

The reason upstream emissions are not included is that it is difficult to obtain data on consumer consumption patterns specifically for Hayward. However, some attempts are being made. In 2016, the Bay Area Air Quality Management District (BAAQMD) launched a project with UC Berkeley to create consumption-based inventories[6] for Bay Area cities.[7] Staff has concerns with the data sources used for this project, but feels that the intent is meaningful.

ECONOMIC IMPACT

There is no economic impact associated with the completed inventory. However, the information acquired from the inventory provides staff with insight on what needs to be done to meet the City's GHG reduction goals. Meeting the City's ambitious GHG reduction goals will require significant investment throughout the community and has the potential to create new local jobs, however some necessary improvements are not currently cost-effective.

FISCAL IMPACT

The 2020 GHG inventory was prepared by City staff and resulted in no cost to the City beyond budgeted staff positions.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of *Confront Climate Crisis & Champion Environmental Justice*. This item is not specifically related to a project identified in the Strategic Roadmap. However, this agenda item does help track progress of projects identified in the Strategic Roadmap, such as:

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

Project C7: Plant 1,000 trees annually

Project C8: Transition 15% of total city fleet to EV/hybrid models

Project C9: Work with EBCE to transition citywide electricity use to 100% carbon free

Project C10: Explore feasibility of banning natural gas in non-residential (commercial) buildings (for next code update)

SUSTAINABILITY FEATURES

Meeting GHG reduction goals is the primary objective of the City's Climate Action Plan. Meeting the goals will require reducing emissions in every sector and will entail improving energy efficiency in buildings, decarbonizing buildings, increasing the use of renewable

[6] http://www.baaqmd.gov/about-air-quality/research-and-data/emission-inventory/consumption-based-ghg-emissions-inventory
[7] The City's current inventory is a hybrid of consumption and production. For example, energy consumed by residents is consumption-based and energy consumed by industry is production-based. The State of California performs a true production-based inventory, measuring all emissions produced in California from all sectors, including agriculture.

energy, and reducing vehicle-related emissions. All these actions will result in cleaner air for Hayward residents and for the region.

NEXT STEPS

Staff will continue to work with EBCE, StopWaste and regional agencies to identify potential opportunities to streamline GHG inventories on a county or regional level, with the goal of maintaining annual reporting.

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

File #: ACT 22-092

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

Climate Action Plan- Considerations for New General Plan Policies and Programs

RECOMMENDATION

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

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 Safety 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.

Staff will continue engaging with community stakeholders to ensure that all policies in the CAP are equitable and align with community needs. Staff is seeking direction and ideas from the CSC regarding the draft measures and any additional potential GHG-reducing measures to be considered for the draft CAP.

ATTACHMENTS

Attachment I Staff Report
Attachment II Cost Analysis

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT: Climate Action Plan– Considerations for New General Plan Policies and Programs

RECOMMENDATION

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

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 Safety 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.

Staff will continue engaging with community stakeholders to ensure that all policies in the CAP are equitable and align with community needs. Staff is seeking direction and ideas from the CSC regarding the draft measures and any additional potential GHG-reducing measures to be considered for the draft CAP.

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 Plan[1] in 2014 and includes actions necessary to meet Hayward's 2020 GHG reduction target (20% below

[1] https://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 inventory[2] showing that emissions had been reduced by 25.7% since 2005.

On June 16, 2020[3], Council introduced and on June 23, 2020[4], 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, 2021[5], 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 Safety Element.

On May 24, 2022[6], 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.

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 *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 the SB32 and meet a 55% reduction.

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[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. https://hayward.legistar.com/LegislationDetail.aspx?ID=4568609&GUID=46FF5863-9294-4217-9119-9631D7A2BB6F&Options=&Search=
[4]Second Reading of VMT Thresholds and GHG Emission Reduction Targets Ordinance. June 23, 2020 City Council Meeting. https://hayward.legistar.com/LegislationDetail.aspx?ID=4576651&GUID=4E2F5527-D216-4472-BB79-5D9A37A41AE8&Options=&Search=
[5] https://hayward.legistar.com/LegislationDetail.aspx?ID=5034289&GUID=A1DD2D35-7B4A-42C8-9284-7DEB78AAD470&Options=&Search=
[6] https://hayward.legistar.com/LegislationDetail.aspx?ID=5659884&GUID=5AF582D6-E7A0-4DB1-95EB-2F51C8FE0B50&Options=&Search=

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 Safety 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.

Each sector has percent reduction targets and includes various policies, programs, and partnerships that will be needed to achieve the City's 2030 and 2045 targets. The overarching measures and reduction targets needed to meet the 2030 target are outlined in Table 1 below. To meet the 55% reduction goal, the City will need to reduce emissions by 436,749 MT CO2e. Within Table 1, two scenarios are outlined. Scenario 1 is an ambitious plan, that was created after discussions with multiple City staff members and public outreach. Scenario 2 is an aggressive plan that would require even more challenging measures that may not be realistic or feasible at this time. However, if the City were to achieve all of its target reductions listed in Scenario 1, Hayward would not meet the 2030 GHG emission reduction goal of 55%. The draft measures of Scenario 1 would put the City on a pathway to reduce emissions by 47.546.5% by 2030. The target reductions listed in Scenario 2 would meet the City's 2030 GHG emission reduction goal and would require significant funding from both the City and the community.

Table 1: Percent Implementation Targets

Sector	Measure (all to occur by 2030 unless otherwise noted)	Scenario 1		Scenario 2	
		% Implementation by 2030	**Estimated MT CO2e reduction**	**% Implementation by 2030**	**Estimated MT CO2e reduction**
Building Energy	By 2026, require all new buildings to be all-electric.	100%	5,392	100%	5,392
Building Energy	By 2026, replace-on-burnout is mandatory in	100%	20,631	100%	20,631

	existing residential buildings.				
Building Energy	By 2026, replace-on-burnout is mandatory in existing non-residential buildings	100%	13,846	100%	13,846
Building Energy	100% of customers receive carbon free electricity.	100%	7,165	100%	7,165
Building Energy	City facilities generate carbon-neutral electricity to meet 80% of the City's needs.	80%	NA[7]	80%	NA
Transportation	Increase active transportation mode share.	15%	6,485	15%	6,485
Transportation	Increase public and shared transit mode share.	15%	7,585	20%	13,702
Transportation	Transition percentage of passenger vehicles to zero-emission vehicles	15%	16,013	43%	83,541
Transportation	Transition 50% of municipal vehicles to zero-emission vehicles.	50%	NA	50%	NA
Transportation	Transition percentage of commercial vehicles to zero-emission vehicles.	10%	3,161	20%	12,569
Transportation	Transition 15% of off-road equipment to zero-emission.	15%	4,363	15%	4,363

[7] The City-specific reductions are found within the overarching energy and transportation measures, so they are not duplicated here to avoid double counting.

Waste	Reduce community-wide landfilled organics by 75%.	75%	35,924	75%	35,924

The full list of draft measures and actions can be found in Attachment II. Key actions to achieve the measures from Attachment II include:

1. Adopt a Reach Code, effective January 1, 2026, that will ban natural gas in all new construction.
2. Develop an existing building electrification strategy to electrify 20% of residential and 10% of non-residential buildings by 2030. The strategy would include a detailed existing building analysis and electrification cost analysis to understand cost implications, identify potential equity concerns/impacts, and develop strategies.
3. Work with community stakeholders including realtors, contractors, and others to develop a suite of electrification readiness requirements to be completed within 60 days of completion of a home sale.
4. Adopt a time of retrofit ordinance that requires all buildings with retrofit work that meets a certain threshold, such as, valued over $100,000, to complete energy efficiency/electrification actions.
5. In collaboration with East Bay Community Energy (EBCE), implement a pilot program to provide Hayward's low-income customers with EBCE's Renewable 100 service. Identify funding options with EBCE, such as, subsidy from the non-discounted customers or grant funding.
6. Amend the Off-Street Parking Regulation of the Municipal Code to incorporate smart growth principles and to incentivize walking, biking, and public transit.
7. Identify areas of the City to remove parking and/or traffic lanes to prioritize outdoor seating and make permanent outdoor dining established during COVID-19.
8. Work with e-scooter and e-bike companies to bring a e-bike share and/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 mobility share.
9. Eliminate parking minimums citywide and develop parking maximums and price all public parking spaces for all areas of the City based on available transportation options, travel demand, and land use.
10. Implement a Transportation Network Company user tax that would put a small fee on services such as Uber and Lyft to generate funds to pay for transit and mobility infrastructure.
11. Explore opportunities with the California Air Resources Board (CARB), the Bay Area Air Quality Management District (BAAQMD), or other agencies to start a purchase rebate program and provide higher trade-in value for combustion vehicles to assist lower-income households with purchase of EVs.
12. Develop and implement a plan to replace all City owned off-road equipment at end-of-life 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.
13. Implement a fee at point of use for single use foodware by food service providers.
14. 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.

The actions identified in the list above and within Attachment II 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.

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 measures.

The consultants have provided a summary of estimated City and community cost ranges for each measure, which can be found in Attachment III.

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. 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, Safety 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 conducted 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.

The City has sought out community input via an online survey and have received over 100 responses. The full results of the survey can be found in Attachment IV.

NEXT STEPS

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. Staff anticipates bringing a revised list of measures to City Council at the beginning of 2023, as well as hosting another community workshop at that time.

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

Recommended by: Alex Ameri, Director of Public Works

Approved by:

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Kelly McAdoo, City Manager

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

1 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.

2 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)

3 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. Defining equitable community goals can help determine action buildout. Some of the major equitable community goals (i.e., co-benefits we could consider are):

- Access to Human Health and Safety Benefits
- Ecosystem Health
- Resilience and Safety
- Affordability and Anti-Displacement
- Equitable Access to Community Benefits
- High Road Jobs/Economy

Table 1 Hayward CAP Update GHG Emissions Reduction Measures List

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
Sector: Building Energy							
Measure BE-1: Require all-electric new residential construction in the City by 2023 and non-residential construction by 2026.							
Existing (FY2021 Strategic Roadmap)	BE-1.1	Structural Change	Continue to enforce the adopted Hayward Electrification Reach Code for new residential buildings banning natural gas and adopt the drafted Hayward Electrification Ordinance for new non-residential buildings that stipulate buildings be either all-electric or be constructed as mixed-fuel, but with extra energy efficiency, solar, and battery storage and provides no exemptions.	Action item in City of Hayward Strategic Roadmap FY20210 to FY2023. March 2022 Reach Code adopted to ban natural gas in new residential buildings; 2020 Reach Code adopted requiring all-electric new development for low-rise and non-residential buildings.		PW & DSD	
New	BE-1.2	Structural Change	Adopt a Reach Code, effective January 1, 2026, that will ban gas in all new construction.	Need to forecast how many non-res buildings will be built with gas in 2023-2025.			
New	BE-1.3	Education/ Funding	Compile a suite of 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.			Environmental Services	
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.				
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.				
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.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.			Env Svcs	
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.				
New	BE-1.9	Structural Change	Develop and adopt a building code amendment that sets standards to ensure that composition of concrete use in construction projects (residential and commercial) reduced GHG emissions while mainlining adequate durability and strength.				
Measure BE-2: Electrify existing residential buildings in order to achieve 91 therms/person in 2030 and 25 therms/person in 2045							
New	BE-2.1	Feasibility Studies	Develop a single-family residential building electrification strategy 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.			Env Svscs Housing Planning Building	
New	BE-2.2	Structural Change	Once costs and funding/financing options are identified, adopt an electrification ordinance for existing single-family residential buildings by 2026 to be implemented through the building permit process that bans expansion of natural gas infrastructure.	March 2022 Reach Code adopted to ban natural gas in new residential buildings; 2020 Reach Code adopted requiring all-electric new development for low-rise and non-residential buildings – build on existing success with new development ordinances/reach codes with focus on existing buildings. Berkeley has at time of replacement requirement starting in 2027 in their Roadmap.		Env Svscs Housing Planning Building	
New	BE-2.3	Partnership	Support the BAAQMD's efforts to ban gas furnaces and water years. (Requires replacement of any natural gas fueled equipment with an all-electric alternative at time of replacement.)				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
New	BE-2.4	Structural Change	Adopt an ordinance requiring end of flow for natural gas by 2045.	Example City: Half Moon Bay This may not need to be in a reach code, but will likely be considered when we prepare the next reach code in 2025. Would like to see a feasibility study to show that businesses can transition over to all electric without a cost that will put them out of business.		Env Svscs Economic Dev Housing Planning Building	
New	BE-2.5	Structural Change/Partnership	Work with community stakeholders including realtors, contractors, and building officials to develop a suite of electrification readiness requirements to be completed within 60 days of completion of a home sale.	Could include new 220 wiring to appliances, panel upgrades, etc. Modeled after Oakland sewer pipe and sidewalk ordinances.			
Existing (NR-5)	BE-2.6	Structural Change	Continue to implement and enforce the Hayward Residential Energy Performance Assessment and Disclosure Ordinance and expand the program with an additional staff member and to include a comprehensive permit compliance program that includes routine training of City staff, targeted education campaign on permit/ordinance for local contractors and developers, dedicating City staff time to building inspections at time-of-sale, charging fees for noncompliance, providing easy to understand compliance checklists online and with permit applications, and facilitating permitting online.	On September 12, 2016, staff presented a report to the Council Sustainability Committee regarding a potential ordinance that would require energy audits of existing buildings and would require disclosure of energy performance. The Committee directed staff to focus efforts on providing customers with information that would encourage them to voluntarily make energy efficiency updates to existing homes and commercial buildings. City notes that permitting compliance program on existing buildings would be challenge due to staff limitations – time of sale could be successful but still strain on staff resources			
New	BE-2.7	Partnership/Education	Partner with BayREN 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.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.	Centering equity in existing building electrification work requires intentional partnership with local low-income communities of color to avoid exacerbating existing inequities in the built environment. Also an option to have all housing equity/affordability actions as a standalone Cornerstone measure for the CAP.			
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)			Env Svscs 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			Env Svscs Housing Planning Building	
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 banning of natural gas.				
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.				
Existing (NR-12)	BE-2.13	Feasibility Study/ Funding	Conduct feasibility study to evaluate the current uptake and effectiveness of Proper Assessed Clean Energy (PACE) financing for installation of renewable energy systems in single-family and multi-family homes. If feasibility study indicates effectiveness, continue to offer Property Assessed Clean Energy (PACE) financing for single-family and multi-family homes to install renewable energy systems.	The City has offered Property Assessed Clean Energy (PACE) financing for commercial and industrial properties since 2010. PACE financing can be used for the installation of renewable energy systems.			
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.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
New	BE-2.15	Structural Change	Adopt a time of retrofit ordinance that requires all buildings with retrofit work who meet a certain threshold, such as, valued over $100,000 or includes fire damage to complete energy efficiency/electrification actions.	See Energy Code Cost Effectiveness Explorer and City of Piedmont Code. More flexibility – some retrofit work is $100,000 but doesn't require any rewiring. But something like fire damage, the walls are usually already open, so may be more cost effective to rewire. Same with kitchen remodels.	Effective Jan. 1, 2026?		
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.				
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.				
Measure BE-3: Decarbonize existing commercial and multi-family buildings in order to achieve 53 therms per service person in 2030 and 24 therms per service person in 2045							
New	BE-3.1	Feasibility Studies	Conduct a feasibility strategy 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.	Strategic Roadmap measure C10			
New	BE-3.2	Structural Change	Based on the results of the feasibility study adopt a decarbonization policy for existing commercial and multi-family buildings by 2026 to be implemented through the building permit process which bans expansion of natural gas infrastructure and requires appliances to be decarbonized over time where technologically feasible (exceptions can be made where zero-carbon or low-carbon alternatives to do not exist).	Supports existing CAP policy NR-4.11 and 2020 Resolution to Adopt Electrification Reach Codes for the 2019 that phase out the use of natural gas/no longer permit new natural gas lines			

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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 footage benchmark to be lowered over time. Compliance would be measured through the Commercial Energy Performance Assessment and Disclosure Program.	Example: City of Boulder and City of Berkeley			
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.				
Existing (NR-6)	BE-3.5	Structural Change	Adopt the Commercial Energy Performance Assessment and Disclosure Ordinance for commercial and multi-family buildings which requires energy use disclosure consistent with State law (AB 1103), which requires use of the ENERGY STAR Portfolio Manager benchmarking tool.	Existing, but no progress made based on ECERE tool			
New	BE-3.6	Education/ Partnership	Partner with an electrification/efficiency expert to provide guidance to commercial buildings covered by the building performance standard.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
New	BE-3.7	Education	Develop an education campaign to promote electrification and include items in the program such as: 1. Continue to engage with local business and business organizations (e.g., Chamber of Commerce, the Keep Hayward Clean and Green Taskforce, the Alameda County Green Business Program) to inform and facilitate electrification for commercial business owners 2. Continue to promote the use of the Energy Star Portfolio Manager program and energy benchmarking training programs for nonresidential building owners. 3. Utility bill inserts to advertise the incentive programs or grants available and the cost benefits of electric appliances 4. 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 5. Provide informational webinars and an updated website to advertise and promote All-Electric Building Initiative rebates and incentives				
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.				
Existing (NR-13)	BE-3.9	Funding	Conduct feasibility study to evaluate the current uptake and effectiveness of Proper 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.	The City has offered Property Assessed Clean Energy (PACE) financing for commercial and industrial properties since 2010. PACE financing can be used for the installation of renewable energy systems.			
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.	Existing partnerships, just formalized in CAP			

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.				
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 of pilot study through the non-discounted customers or grant funding.	The City has affordable housing units: https://www.hayward-ca.gov/services/city-services/finding-affordable-housing			
New	BE-4.3	Structural Change	Adopt resolution that if EBCE does not meet 2030 goal of Bright Choice to be 100% carbon-free, that all of Hayward will be enrolled in Renewable 100 in 2030. Resolution should include identification of funding or subsidy plan to ensure no cost increase to CARE/FERA customers. This may include subsidization cost to CARE/FERA customers through non-discounted customer rate increase or obtainment of funding for low-income and disadvantaged communities.	Based on 2019 percent of customers in Bright Choice or that opted out to PG&E (~40% residents and ~ 16% commercial) it will be critical for near 100% of electricity used in the City to be carbon-free.			
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.				
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.			Building Division Fire Dept??	
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.			Maintenance Svcs	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
New	EG-1.3	Equity	Formally include City facilities that serve as cooling centers to disadvantages 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.			Library Fire Maintenance Svcs	
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.	Builds on CS-13 (Energy Assurance Plan) that has not yet been started.		Maintenance Svcs/Facilities	
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.	The City completed the city-wide study to estimate the total potential for renewable energy generation on City facilities including estimated cost and benefits. In 2018, the City listed potential renewable energy projects sufficient to achieve the City's goal of reaching zero net energy across all facilities by 2025. The Sustainable Committee directed staff to prioritize solar on City Hall, city parking structures, various reservoirs and pump stations, and the airport. Staff is currently investigating possible projects in coming years.		Public Works Maintenance Svcs	
Expansion of Existing (PFS-8.8)	EG-1.6	Partnership	Partner with PG&E to ensure smooth integration of renewable energy systems from the identified prioritized projects or other individual solar projects into the grid.	Expansion of Policy PFS-8.8			

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
New	EG-1.7	Funding/Education	Identify and advertise incentives available for the community members for installing solar to their 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.				
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.	"Equity Resiliency" projects include low-income households, customers living in high-fire risk areas, customers who experienced Public Safety Power Shutoffs (PSPS) events on two or more distinct occasions, and critical facilities that provide services to the affected areas		Env Svcs Housing Building	
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.	Under PFS-4.12, the City supports efforts to develop, enhance, and maintain clean, green and renewable energy systems at the Water Pollution Control Facility including methane recovery and digester gas systems for which opportunities may existing for carbon credits, tax credits or grant funding. The WPCF team has a Solids Master Plan slated for FY23, which will look into the feasibility of accepting food waste at the WPCF to generate more methane and expand the cogen power and possibly create a CNG station.		Public Works	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.	Can the City offer incentives in the permitting process (lower fees, expediated review, etc.) to encourage these installations?		Env Svcs Econ Dev	
Existing (FY2021 Strategic Roadmap)	EG-1.11		Prepare a plan to facilitate 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.	City of Hayward Strategic Roadmap FY2021 to FY2023 Priority C6		Maint Svcs Env Svcs	
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	Amend the Off-Street Parking Regulation of Municipal Code to incorporate smart growth principles and to incentivize walking, biking, and public transit. • Creating a single "blended" parking requirement for commercial uses to facilitate future changes of use (i.e., changing a retail store to a restaurant); • Providing requirements or incentives for bicycle parking; • Allowing on-street parking along the property's frontage to count towards satisfying a portion of the property's off-street parking requirements; • Remove parking minimums and setting parking maximums to limit the amount of parking that can be built on a site; • Creating parking preferences or incentives for residents who rideshare or use low- or zero-emissions vehicles; and • 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. • Establish design standards or retrofit standards from the Complete Streets Assessment to promote multi-modal use.	This program has not yet started due to limited staffing and fiscal resources.		Planning Transportation	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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 and design standards 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 that low-income communities are receiving equal focus for improvement implementation.	Building on Implementation Program (Complete Streets Assessments)		Transportation	
Existing (FY2021 Strategic Roadmap)	T-1.3	Structural Change	Implement the 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.	Supports action item in City of Hayward Strategic Roadmap FY2021 to FY2023 - N1 And N6 City is just starting on a Micro Mobility Master Plan.		Transportation	
New	T-1.4	Equity	Prioritize active transportation and mobility projects in historically under-invested neighborhoods.			Transportation	
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.	Many efforts occurring over next 3 years – plan of implementation in City of Hayward Strategic Roadmap FY20210 to FY2023		Transportation	
New	T-1.6	Structural Change	Evaluate and update the City's Zoning Code, Transportation Demand Plan (or Administrative Rule 2.26), and California Green Building Code to ensure the City requires installation of bicycle parking for new commercial development and retrofits.	Supports existing efforts. TDM Plan has not yet begun due to limited staff and fiscal resources, along with other City priorities		Transportation Planning Building	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.				
New	T-1.8	Structural Change	Identify streets for permanent through traffic closures to promote walking, biking, and other forms of active transportation.				
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.	May be appropriate for Downtown. Also need to come up with standards or design for parklets if they are going to be a more permanent structure.		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.				
New	T-1.11	Partnership	Work with e-scooter or e-bikes companies to bring a 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 mobility share.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.	CARB recently approved a $10 million E-Bike Affordability Campaign from CalBike for a voucher program to incentives E-bike purchases. The program is anticipated to be rolled out in 2023 and will have income limits and/or higher incentives for lower income applicants.			
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				
New	T-1.14	Funding/Equity	Partner with local bike shops such as Cyclepath Hayward to provide subsidies to low-income residents for bicycles, helmets, pumps, and other bicycle equipment.				
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.				
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.				
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.			Planning, cross reference in Housing Element	
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.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.	In July 2018, the City Council adopted a Downtown Parking Program. While it does not encompass all the activities described in the program language, it did establish consistent time restrictions, enforcement policies and provides remedies for merchants and residents who live in the downtown. The City is in the process of fully implanting the plan.			
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.				
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.	The AC Transit Multimodal Corridor Guidelines was published in April 2018. All bus stops used to be managed by AC transit – City will be taking on cost to maintain and is currently figuring out how to meet that strain			
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	Major transit stop = 15 minute headway – use consistent language With reduced/bundled parking vs. without		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.	Currently a mitigation measure. What level of TDM would we be asking employer to do? Don't want to be in conflict with CEQA. Who enforces compliance?		Transportation Planning	
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.			Transportation	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.				
New	T-2.10	Funding	Dedicate staff time or create a staff position to pursue regional and State funding opportunities to implement planned City transit/TDM projects and programs.	Seems to be a general lack of funding to implement transit/TDM plans and programs - as seen in ECERE		Transportation	
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)	City planned to prepare a transportation and transit gaps and barriers survey – it has not yet been started.			
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.				
New	T-2.13	Funding	Dedicate staff time or create a staff position for supporting AC Transit in obtaining grant funding for region-wide service expansion				
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	Supports existing policy HGL-2.1			

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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)				
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.	Existing Action item in City of Hayward Strategic Roadmap FY20210 to FY2023.			
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.				
New	T-3.4	Feasibility Study/Fundin g	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.				
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 TNC user taxes				
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				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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				
New	T-3.8	Funding	Fund active and public transit programs through an income-based tax or local gasoline tax and/or through paid parking fees.				
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.			Economic Development	
New	T-3.10	Funding/Equity	Implement a gasoline/diesel car registration tax starting in 2025 with exemption criteria established for low-income residents	State taxes.			
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.	This report concludes that the 6 SCAG counties (almost half of the CA population) could reduce GHG by up to 15% through ubiquitous broadband deployment/adoption. website: https://www.cetfund.org/report/caltrans-sustainable-communities-grant/ report: https://www.cetfund.org/wp-content/uploads/2022/04/Caltrans-Grant-to-SCAG-Final-Report-PRINT_web.pdf			
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 multi-family development projects.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
New	T-4.2	Structural Change	Develop and adopt an electric vehicle charging infrastructure reach code to the most recent California Green Building Standards Code Tier 2 requirements.				
New	T-4.3	Structural Change	Work with EBCE to install X new publicly accessible level II chargers by 2030 through public private partnerships and on City owned properties.				
New	T-4.4	Structural Change	Continue to maintain a streamlined EV infrastructure permitting process and ordinance in accordance with AB 1236.				
New	T-4.5	Structural Change	Require that new private parking lots grant zero emission vehicles (ZEVs) access to preferred parking spaces.				
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.				
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.				
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.				
New	T-4.9	Funding	Work with EBCE and PG&E to incentivize residential electric vehicle charger installations through on-bill financing				
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.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.	.			
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.			Economic Development	
New	T-4.13	Partnership	Collaborate with neighboring jurisdictions and the Alameda County Transportation Commission to develop a connected network on ZEV car share.				
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.	Supports existing policy NR-2.9 and Action item in City of Hayward Strategic Roadmap FY2021 to FY2023 C8		Fleet	
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.	City of Hayward Strategic Roadmap FY2021 to FY2023 N9		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.			Fleet	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.			Fleet	
Measure T-6: Increase business zero-emission vehicle (ZEV) adoption 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.			Economic Development	
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).				
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.				
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.				
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.				
Measure T-7: Transition 15% of off-road equipment to zero-emission by 2030 and 80% by 2045							
New	T-7.1	Structural Change	Develop a small off-road equipment (SORE) ordinance in alignment with CARB's goals requiring that at time of replacement, zero emission landscape equipment be used starting in 2025 and portable generators be zero-emissions by 2029.	Need construction equipment to happen at state-level. CARB working on landscaping rules - gas powered engine ban by 2024.			

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.			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]).	https://ww2.arb.ca.gov/our-work/programs/clean-off-road-equipment-voucher-incentive-project/about			
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.				
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.				
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.			Fleet	
New	T-7.7	Feasibility Study	Conduct an investigation of major off-road equipment fleets in Hayward and identify fleets with highest decarbonization potential.				
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.	Existing policy PFS-7.4 indicates City shall comply with State goals – adopting ordinances to enforce compliance aids in enforceability and defensibility of action (i.e., current language of policy is unclear how enforcement is being handled)			

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.				
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.	City adopted ORRO Enforcement of existing policy PFS-7.16 and PFS-7.7.20			
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.				
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				
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.				
New	SW-1.7	Partnership	Partner with local community organizations, public agencies like StopWaste and businesses to implement all required activities under SB 1383.				
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				
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.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.				
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.				
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.				
New	SW-1.13	Partnerships	Partner with schools, retirement communities, and other large institutions to create waste diversion and prevention program/procedure/plan.	How do we incorporate CAP/EJ comments – like having more locally grown food?			
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.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
Measure SW-2: Increase community-wide overall landfill diversion of waste to 83% 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	Numerous Existing policies under PFS-7 indicates City shall comply with State goals – adopting ordinances to enforce compliance aids in enforceability and defensibility of action (i.e., current language of policy is unclear how enforcement is being handled)			
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.				
Existing (PFS-5)	SW-2.3	Structural Change	Continue to enforce the Hayward Construction and Demolition Debris Recycling Ordinance.				
New	SW-2.4	Structural Change	Adopt a City wide Zero Waste Goal and develop a Zero Waste Strategic Plan by 2026 to achieve 90% reduction in waste stream by 2040.				
New	SW-2.5	Structural Change	Route collected landfilled waste through a Materials Recovery Facility (MRF) to increase diversion before final disposal. Offer financial support for low-income residents to offset increase trash rates.	Consider use of Organics MRF (OMRF) to begin in 2033. City already offers discounts to low-income residents. Depending on cost of OMRF, we could consider additional low-income discount.			
New	SW-2.6	Structural Change	Create a requirement for large events to hire an event waste management team.				
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.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
New	SW-2.8	Structural Change/Funding	Implement a fee at point of use for single-use foodware by food service providers.	Builds on City of Hayward 2021FY and 2023FY Strategic Roadmap Goal to develop an ordinance regulating single-use food ware.			
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.	Strategic Roadmap C12 – conduct outreach regarding AB1276 (single-use disposables)			
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.				
New	SW-2.11	Partnership	Work with StopWaste and the business community to design and promote extended producer responsibility such as take-back programs.				
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.				
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.				
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.			Library	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.).				
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, produce bags, plastic packaging, straws, plastics #4-7, mixed materials).	Maybe include something about enforcing bans; or trying incentives instead of bans			
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	Strategic Roadmap C13			
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 single-family residential water consumption.			Utilities	
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.			Utilities	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
Existing effort (FY2021 Strategic Roadmap)	WW-1.3	Structural Change	Coordinate with the City of Hayward Water Distribution Division to install new Advanced Metering Infrastructure (AMI) system that would include easy-to-use web-based tools that allow customers to track and monitor water use.	This would aid tracking how water conservation efforts are reducing water use and provide information on what communities or types of customers to target to promote water conservation more effectively. Tracking water conservation will also aid in tracking GHG emission reduction progress from these efforts. Identified in City of Hayward Strategic Roadmap FY2021 to FY2023. – N18a. This is launching this summer.			
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.				
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.	Strategic Roadmap Initiative C16 – pursue on water conservation measures like increasing recycled water supplies. Next step: Create a Master Plan.		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 deceives, and rebates for rain barrels and turf replacement.				
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.				
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.				

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.				
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.				
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.				
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.	Identified in City of Hayward Strategic Roadmap FY2021 to FY2023. - N23b			

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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							
Update to Existing (HQL-8.4)	CS-1.1	Structural Change	Expand the Hayward Street Tree Ordinance to include a street tree requirement for all zoning districts; has a shade tree requirement for new development; requires greening of parking lots; and increases permeable surfaces in new development.	An ordinance would strengthen the 2040 General Plan/ Existing Climate Action Plan Policy HQL-8.4 and build on the City' Street Tree Ordinance and Tree Preservation (Article 15 of Municipal Code). Ordinance amendment is currently underway. Rather than an ordinance, consider Groundworks or similar program http://www.groundworkrichmond.org/		Planning	
Existing (FY2021 Strategic Roadmap)	CS-1.2	Structural Change	Update the Hayward Tree Preservation Ordinance by 2023 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.	Strategic Roadmap C15		Planning	
New	CS-1.3	Structural Change/ Funding	Implement a tree removal in-lieu fee that provides funding for the City to plant a new tree equivalent to every tree removed from private property.			Planning	
Existing (HQL-5)	CS-1.4	Education	Develop and adopt the Hayward Urban Forest Management Plan that identifies City's potential capacity for new tree planting, identify a timeframe for implementation, provides a management plan for existing trees, and establishes a tracking system to assess progress towards annual benchmark.	City notes current program has not started do to funding limitations		Landscaping	
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.	EJ Workshop topic Maybe model after Alameda County program.		Landscaping	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.			Landscaping	
New	CS-1.7	Structural Change	Adopt an ordinance or add to local building code to require cool roofs on all new flat or low-slope roofs and require compliance for re-roofs as well for all building types.				
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)	Includes adopt-a-drain. City will be responsible for pruning and trimming trees. Community helps water trees.		MSD KHC&G	
New	CS-1.9	Funding	Dedicate staff time or create a staff position 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) available grants for Tree Planting projects.	Link for some potential grant opportunities: https://californiareleaf.org/resources/public-grants/		Landscape	
New	CS-1.10	Funding	Explore opportunities to use general tax revenues of the municipality, permit fees or surcharges on property owners and business owners, or revenues from the municipal tree ordinance enforcement to fund the Urban Forest Management Program.			Landscape	
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.	Who is putting money into this fund? Who would then manage fund?		Landscape	
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			Landscape	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
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.			Env Svs & Landscape	
New	CS-2.2	Feasibility Study	Identify locations within the City to apply compost to help meet the procurement requirements of SB 1383.			Env Svcs & Landscape	
New	CS-2.3	Structural Change	Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.				
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.			Planning	
New	CS-2.5	Education	Work with StopWaste to provide residents, businesses, and developers with educational material on where compost can be taken and how it can be used (i.e., landscaping).	Supports Policy PF-7.15. Work with StopWaste			
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) and to develop and adopt Urban Park Guidelines (HQL-7)	Builds on the 2040 General Plan/ Existing Climate Action Plan Policy HQL-8. City adopted the Parkland In-Lieu Fee program in 2019 and amended its ordinances			
New	CS-2.7	Partnerships	Collaborate with Chabot College, Cal State East Bay, and local schools to identify opportunities to apply compost to landscaping.				
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.			Env Svcs	

Status	ID	Pillar	Measures and Respective Actions	Notes	Timeframe	Responsible Department	Cost
Existing effort (2021 Update in Negotiations for New Solid Waste Franchise Agreement)	CS-2.9	Partnership	Work with the City's franchise under the new franchise agreement with Waste Management of Alameda County to refine the organics processing to increase the quality and quantity of compost to apply it throughout the community.				
New	CS-2.10	Feasibility Study	Conduct a study to identify opportunities to 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.				
Strategic Roadmap C14b			Implement Shoreline Master Plan, including mitigating sea level rise in the industrial corridor through building requirements and outreach.				

The consultants have provided a summary of estimated City and community cost ranges for each measure. For the analysis, there are three categories:

1. Low-Cost: the low-hanging fruit for the City and community to reduce GHG emissions, generally delineated as measures associated with relatively low upfront costs to the City or community, e.g., policy ordinances and outreach
2. Moderate-Cost: intermediate level of costs per measure implementation associated with consultant and moderate infrastructure changes, moderate upfront or lifecycle costs associated with e.g., feasibility studies, program development, retrofitting existing infrastructure, program and tax fees, and small capital investments such as purchasing a tree
3. High-Cost: longer term projects requiring substantial investments into major infrastructure or technology over time to reduce emissions, e.g., electrification equipment, electric buses, energy storage, bike lanes, infrastructure changes

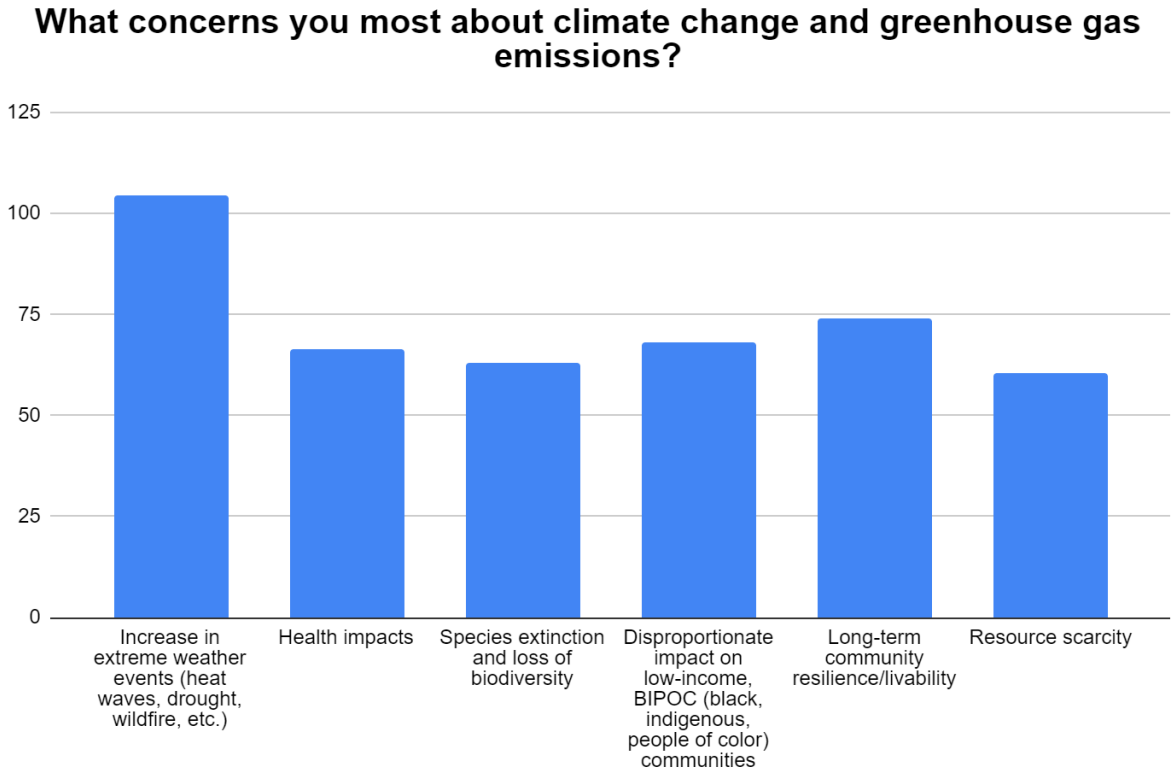
ID #	Measure	City Cost Range	Community Cost Range
Building Energy			
BE-1	Continue the all-electric requirement for new residential construction. Adopt an all-electric requirement for new non-residential construction to take effect by 2026	Low	Moderate
BE-2	Electrify existing single-family residential buildings in order to achieve 91 therms/person/year by 2030	High	High
BE-3	Electrify existing commercial and multi-family buildings in order to achieve 53 therms per service person in 2030.	High	Moderate
BE 4	Support EBCE in providing 100% carbon-free electricity by 2030 and reduce opt-out rates	Low	Low
EG-1	Generate carbon-neutral electricity at City facilities representing 80% of the City's electricity needs by 2030.	Moderate	Low
Transportation			
T-1	Develop and Implement an Active Transportation Plan to increase active transportation mode share to 15% by 2030 and maintain through 2045	High	Moderate
T-2	Implement public and shared transit programs to reduce community wide VMT 15% by 2030 and 30% by 2045	High	Moderate
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	Low	High
T-4	Increase passenger zero-emission vehicle (ZEV) adoption to 15% by 2030 and 50% by 2045	Moderate	Moderate
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	Moderate	Low

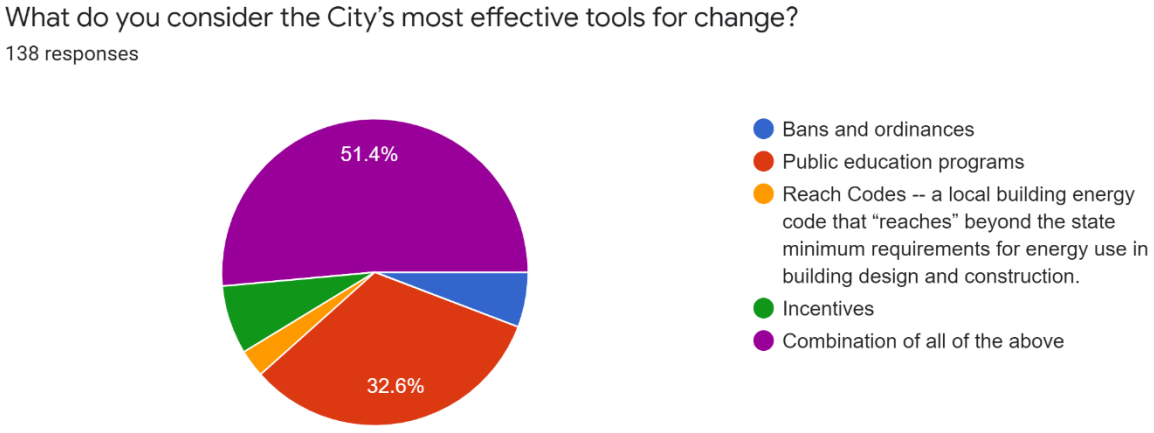
T-6	Increase business zero-emission vehicle (ZEV) adoption to 10% by 2030 and 80% by 2045	Low	Moderate
T-7	Transition 15% of off-road equipment to zero-emission by 2030 and 80% by 2045	Moderate	Moderate
Waste			
SW-1	Implement and enforce SB 1383 requirements to reduce community-wide landfilled organics 75% by 2030 and 90% by 2045	Moderate	Moderate
SW-2	Increase community-wide overall landfill diversion of waste to 75% by 2030 and 85% by 2045	Moderate	Moderate
Water and Wastewater			
WW-1	Reduce water consumption and associated emissions	Moderate	Low
Carbon Sequestration			
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	Moderate	Low
CS-2	Increase carbon sequestration by applying 0.08 tons of compost per capita annually in the community through 2030 and 2045	Low	Low

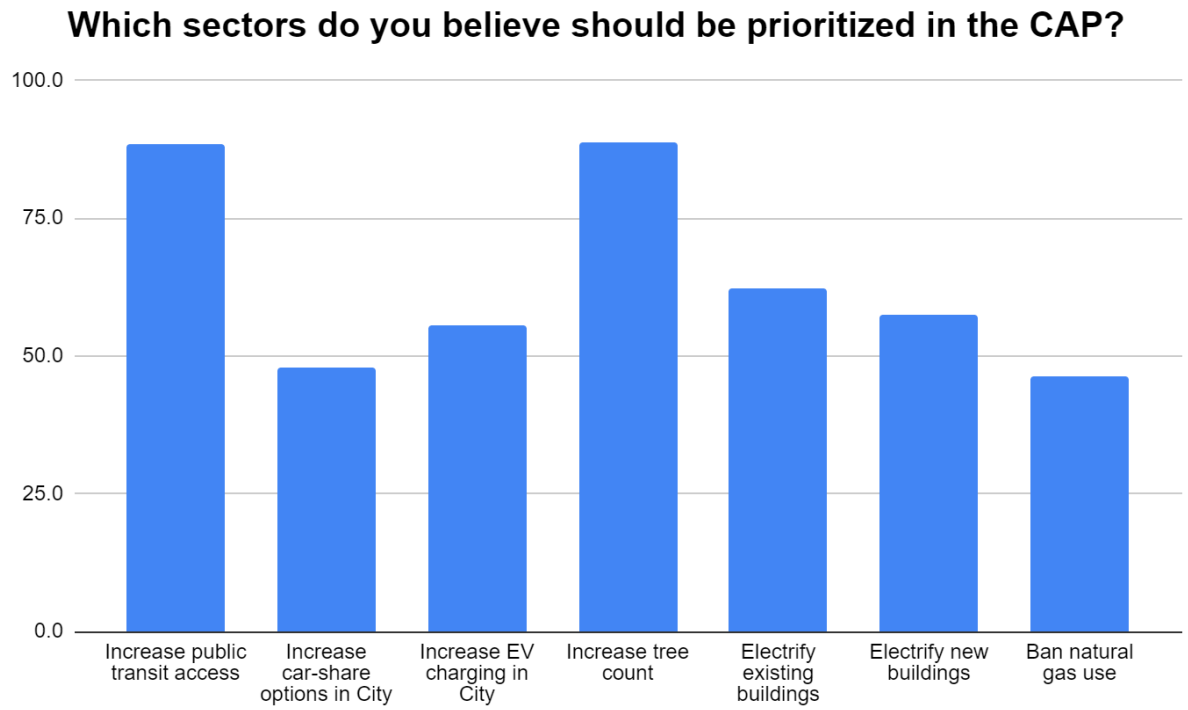
Climate Action Plan Survey Results

May 6, 2022 – June 24, 2022

144 Responses







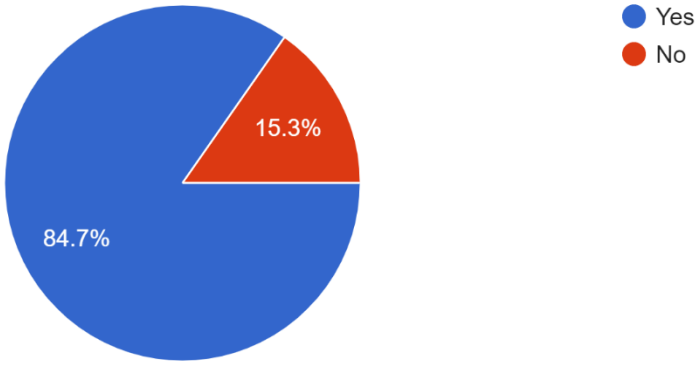
If there is sector that was not listed that you would like to see in the CAP, please list here.	
Answer	**Theme**
Discourage auto oriented development	*Transportation*
Increase bicycle use by installing protected bike lanes that "interested but concerned" will use	*Transportation*
Do away with useless bike lanes on South Mission Blvd	*Transportation*
High density mixed use development, safe bike lanes	*Development, Transportation*
Increase density of housing, put housing closer to jobs and shopping to reduce car trips.	*Housing*
Low-income apartments (housing) x2	*Housing*
More jobs	*Jobs*
Limit plastic	*Waste*
Reduce Carbon Footprint in City Departments	*Municipal*
Increase solar energy use	*Energy*
Encourage drying laundry on clothes lines	*Energy*
Nuclear power	*Energy*
Promote, maybe require Climate considerations in remodel of existing homes	*Building*
Green cities	
Resilience including sea level rise adaptation and extreme weather events	*Resilience*

Do you have recommendations to make the CAP Update more equitable?	
Answer	**Theme**
Subsidies	*Funding*
Grants and other tools to ease the burden on lower income demographic	*Funding*
Some incentives to support existing home owners to remodel with more efficient energy use	*Funding*
Include battery storage incentives. And nuclear power options. We can't have the grid going down during peak usage.	*Funding*
Stipend for recycling	*Funding*
Continue to involve local environmental justice groups and outreach/increased presence in communities that will be impacted first and have fewest resources and options.	*CBO Involvement*
PSA Campaign on TV, Radio, & Social Media that explains impact if inequitable & invite participation from youth, BIPOC, Seniors, Veterans, Disabled, & LGBTQ communities.	*Education*
Provide more education, provide approaches that mitigate climate effectively.	*Education*
Spend time and resources on community education and engagement with translated materials. Engage the school district to get student participation and to engage parents.	*Education, Translation*
Please translate this [survey] into Spanish	*Translation*
Publish it [survey] in Spanish and distribute it!	*Translation*
More documents in Spanish.	*Translation*
Include all demographic representation.	*Outreach*
More activities like this [Community Family Fair] and in more places.	*Outreach*
Access to events for disabled population.	*Outreach*
Advertising in social media	*Outreach*
More outdoor events	*Outreach*
Community volunteer programs?	*Outreach*
More resources	*Resources*
Stronger language in Zoning Ordinance for Uses and Conditional Uses	*Ordinances*
More parks	*Green Space*
Create protected bike lanes since bicycles are the most accessible form of transportation and the majority of our green house gases (60%) come from cars	*Transportation*
Shut down days - turn off power (non-emergency)	
Cease building Condos	
Hold people accountable for their own climate impacts.	

Demographics

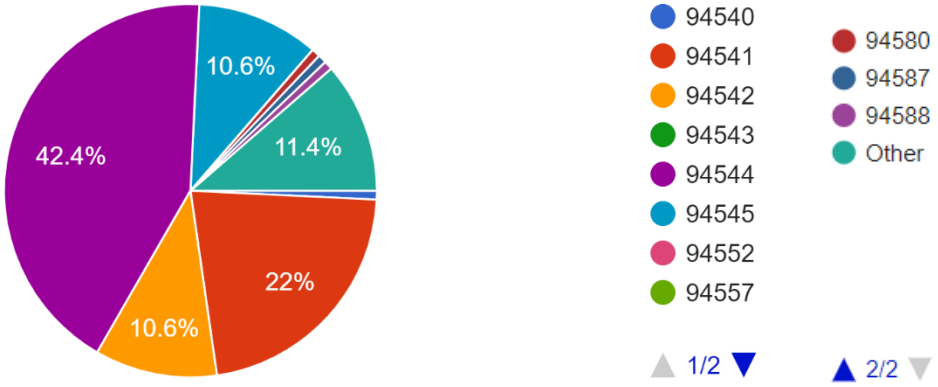
Do you currently live in Hayward?

144 responses



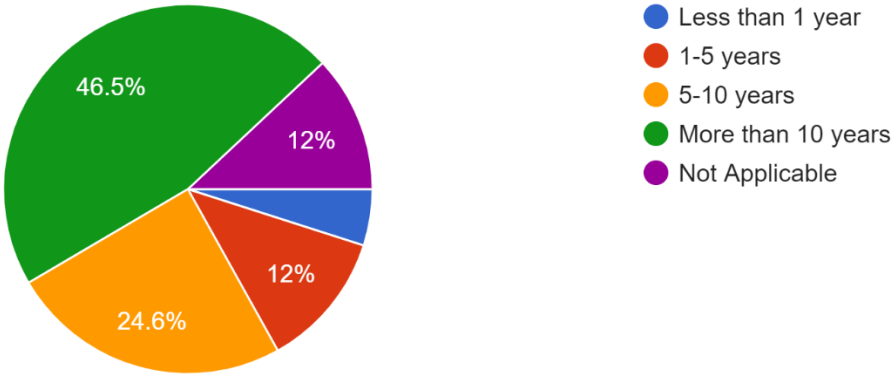
Which zipcode do you live in?

132 responses



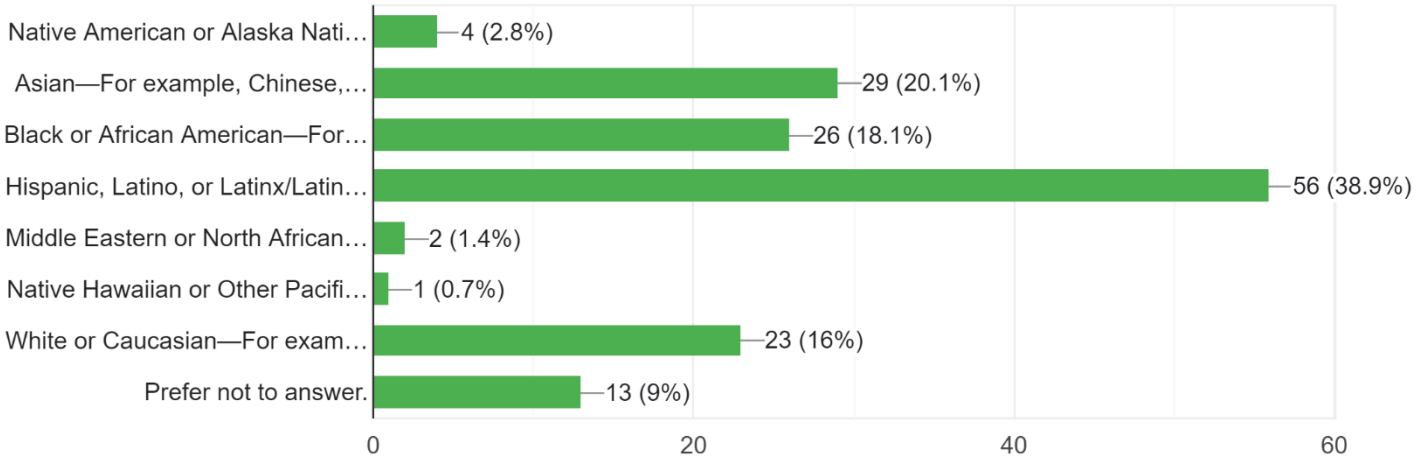
How long have you lived in Hayward?

142 responses



Which race/ethnicity category best describes you?

144 responses



File #: ACT 22-094

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

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

RECOMMENDATION

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

SUMMARY

East Bay Community Energy (EBCE) seeks to develop, own, and operate a network of publicly available electric vehicle (EV) fast charging hubs throughout its service territory. In the near term, EBCE is interested in locating two to three EV charging hubs, each with capacity for at least 20 EVs, in Hayward's Downtown. Staff seeks the CSC's recommendation regarding a draft Site License Agreement that would allow EBCE to locate the charging hubs on City-owned municipal parking lots and garages. Staff is also seeking the CSC's comments regarding some of the key terms of the draft Agreement.

ATTACHMENTS

Attachment I Staff Report
Attachment II EBCE Charging Station Proposed Location Map

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

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

RECOMMENDATION

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

SUMMARY

East Bay Community Energy (EBCE) seeks to develop, own, and operate a network of publicly available electric vehicle (EV) fast charging hubs throughout its service territory. In the near term, EBCE is interested in locating two to three EV charging hubs, each with capacity for at least 20 EVs, in Hayward's Downtown. Staff seeks the CSC's recommendation regarding a draft Site License Agreement that would allow EBCE to locate the charging hubs on City-owned municipal parking lots and garages. Staff is also seeking the CSC's comments regarding some of the key terms of the draft Agreement.

BACKGROUND

In 2018, the EBCE Board of Directors adopted a Local Development Business Plan (Plan). One of the key strategies included in the Plan is to develop and implement projects that support electrification of transportation in its service territory. EBCE is also working to align its initiatives with California's EV goals including:

- By 2025, 1.5 million Zero-Emission Vehicles (ZEVs) on the road and 250,000 electric vehicle chargers in operation.
- By 2030, approximately 1.2 million public and shared chargers to meet the fueling demands of the 7.5 million ZEVs anticipated to be on California roads[1].

In support of the above goals, on August 25, 2022, the California Air Resources Board (CARB) approved a rule requiring 100 percent of new car sales in California to be ZEVs by 2035. The rule also includes ZEV targets for 2026 (35 percent) and 2030 (68 percent).

[1] https://www.energy.ca.gov/news/2021-06/report-shows-california-needs-12-million-electric-vehicle-chargers-2030#:~:text=In%20addition%20to%20the%201.2,trucks%20and%20buses%20also%20anticipated.&text=These%20numbers%20fall%20short%20of,250%2C000%20chargers%20by%2054%2C000%20installations.

DISCUSSION

EBCE aims to deploy forty to fifty fast charging hubs throughout its service area over the next several years. Each hub is planned to have a minimum of ten dual port Direct Current Fast Chargers (DCFCs)[2]. This is the level of investment needed to meet the State's goal of 5 million ZEV on the road by 2030. A charging hub with ten dual port DCFCs can charge up to twenty vehicles simultaneously. Due to the loading areas needed for van-accessible parking spaces, each hub may occupy up to twenty-two existing parking spaces.

A DCFC hub can be a valuable amenity for patrons of nearby businesses and for residents of multi-family properties. An analysis by EBCE found that 90% of multi-family properties in Alameda County are 50 years old or older; most lack the infrastructure needed to support EV charging; and that multi-family residents could be served by publicly accessible fast charging hubs if located in high density areas. In Alameda County, 47% of the population are renters, so a major initiative of EBCE is to provide charging facilities for renters who may not be able to install charging equipment at home.

In the next few years, EBCE is seeking to develop two or three fast charging hubs in Downtown Hayward. Attachment II is a map showing six potential locations for fast charging hubs. Staff and EBCE are negotiating a draft site license agreement that identifies:

1. Cinema Garage – 22695 Foothill Boulevard
2. Municipal Lot 1 – 919 A Street
3. Municipal Lot 2 – 1042 B Street
4. Municipal Lot 4 – 1147 B Street
5. Municipal Lot 5 – 22456 Maple Court
6. Municipal Lot 6 – 1164 A Street

These initial locations were selected because they are under City ownership, large enough to accommodate the twenty-two parking spaces needed, and in proximity of high-density multi-family residents. In later phases of the project, EBCE intends to explore additional sites in Hayward including other areas of the City and may include private properties. EBCE is seeking a site license agreement to secure the City's commitment to working in partnership to host the charging hubs at the six locations listed above. The first hub to be developed will be the Cinema Place parking structure because grant funding has been secured for that project. Once the agreement is in place, EBCE will conduct engineering analysis and coordinate with PG&E to find one or two additional downtown locations that are the best in terms of electrical capacity, space for new transformers and related equipment.

[2] There are generally three types of EV chargers:

- *Level 1* – 15-20 Amps, providing a driving distance of 3-4 miles/hour of charge
- *Level 2* – 40 Amps, providing a driving distance of 25-30 miles/hour of charge
- *Direct Current Fast Charger (DCFC)* – 80 – 400 Amps, providing a driving distance of 125-1,000 miles/hour of charge

Cinema Place Parking Structure – In early 2022, staff assisted EBCE with the submittal of a grant application to the California Energy Commission (CEC) to fund a DCFC hub in the Cinema Place parking structure. The proposal is for 10 dual-port chargers to be installed on the ground level of the structure. This location was selected because it would serve renters as well as visitors to Hayward's Downtown businesses and because of the large number of parking spaces in the structure. The proposed chargers would have the capability to charge an EV up to 80% in less than 45 minutes. Staff is currently working with EBCE and their engineer to design this hub.

Key Terms of Site License Agreement – The key terms of the draft agreement are:

1. The term of the agreement would be for fifteen years.
2. The agreement would allow charging hubs to be developed on six sites: the Cinema Garage and Municipal Lots 1, 2, 4, 5, and 6.
3. EBCE will pay for construction, operation, and maintenance of the chargers.
4. EBCE will pay for electricity used by the chargers.
5. The City will provide the land and access to the parking spaces.
6. The City will not be permitted to install or allow installation of any charging facilities other than those operated by EBCE on any property covered by the agreement.
7. EBCE may place signage related to the charging facilities.
8. Rates for charging will be set by EBCE and may be changed from time to time at EBCE's sole discretion. (Given that the City has representation on EBCE's Board of Directors, the City will be able to weigh in on rate setting.)
9. After the City and EBCE agree on design details, construction schedule, etc. for each site, the City would issue a "Notice to Proceed" before EBCE can develop each hub.

EBCE has assured staff that discounted rates will be offered for low-income customers, but details of the program are not yet available. Staff continues to negotiate the draft site license agreement and seeks the CSC's comments – specifically regarding items 6 and 8.

- Regarding item 6, staff has expressed concern to EBCE about the exclusivity of the agreement. It is possible that at some point during the 15-year term, demand for EV charging will exceed the number of charging ports and the City may seek to install more chargers on the properties identified in the agreement.
- Regarding item 8, staff will want to ensure that the rate structure for use of the EV chargers is designed such that it encourages EV drivers to charge their vehicles in downtown Hayward and that it sufficiently addresses the equity concerns of lower income households.

FISCAL IMPACT

The recommended agreement and the siting of charging hubs in Hayward will have no costs to the City's General Fund or other City Funds. The City will receive a small increase in revenues from the utility user tax (UUT) that will pay for the electricity used for the chargers. EBCE will fully fund the construction and operation of the charging hubs. The California Energy Commission has awarded a grant to EBCE allocating approximately $1.2 million to the Cinema Place project. The City's contribution for each charging hub will be the dedication of the parking spaces and areas needed for transformers and electrical equipment.

ECONOMIC IMPACT

Staff anticipates the charging hubs will benefit business owners as well as residents. The hubs are expected to bring more people downtown, both for those primarily intending to shop and those intending to charge their vehicles. A report[3] published by the San Diego Association of Governments (SANDAG), cites studies that found when drivers charge their EVs in retail settings, they encourage customers to stay longer, make more purchases, and lead to more repeat customers. As a local example, staff has heard from the owners of the Target Center at Hesperian and A Street that they have seen increases in sales at the Target and neighboring businesses due to the installation of the Tesla charging stations.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority to *Invest in Infrastructure* as included in the Strategic Roadmap adopted by Council on May 3, 2022. Specifically, this item is related to implementation of the following project:

Project N9b Construct additional EV charging facilities.

SUSTAINABILITY FEATURES

Electrification of vehicles throughout the community is necessary to meet the City's long-term greenhouse gas (GHG) emissions reduction goals. In June 2020, Council adopted ambitious goals to reduce GHG emissions 55% below 2005 levels by 2030 and to 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. Of Hayward's total GHG emissions, the transportation sector accounts for close to 65%. While active transportation (walking, biking, etc.), ridesharing, and other strategies will be important to achieving needed reductions in Hayward's transportation emissions, the electrification of cars and trucks will also be necessary.

Hayward's *2040 General Plan* includes the following policy related to EVs.

> *NR-2.10 – Zero-Emission and Low-Emission Vehicle Use:* The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities throughout the City.

PUBLIC CONTACT

On September 7, 2022, staff mailed letters to approximately 600 downtown business owners and property owners to solicit comments on the installation of new charging facilities. Public meetings were held on September 20 (on Zoom) and September 22 (in person) to allow community members to ask questions and provide feedback. Staff will summarize the results of the public meetings during the CSC meeting.

[3] https://www.sandag.org/uploads/projectid/projectid_511_25858.pdf

NEXT STEPS

Upon direction from the CSC, staff will prepare a draft resolution for Council's consideration to authorize the City Manager to negotiate and execute the Site License Agreement with EBCE. This is tentatively scheduled for the October 25, 2022 Council meeting. Additionally, staff will continue to work with EBCE to design the charging hub at the Cinema Place Parking structure. Staff will return to the CSC with the proposed design.

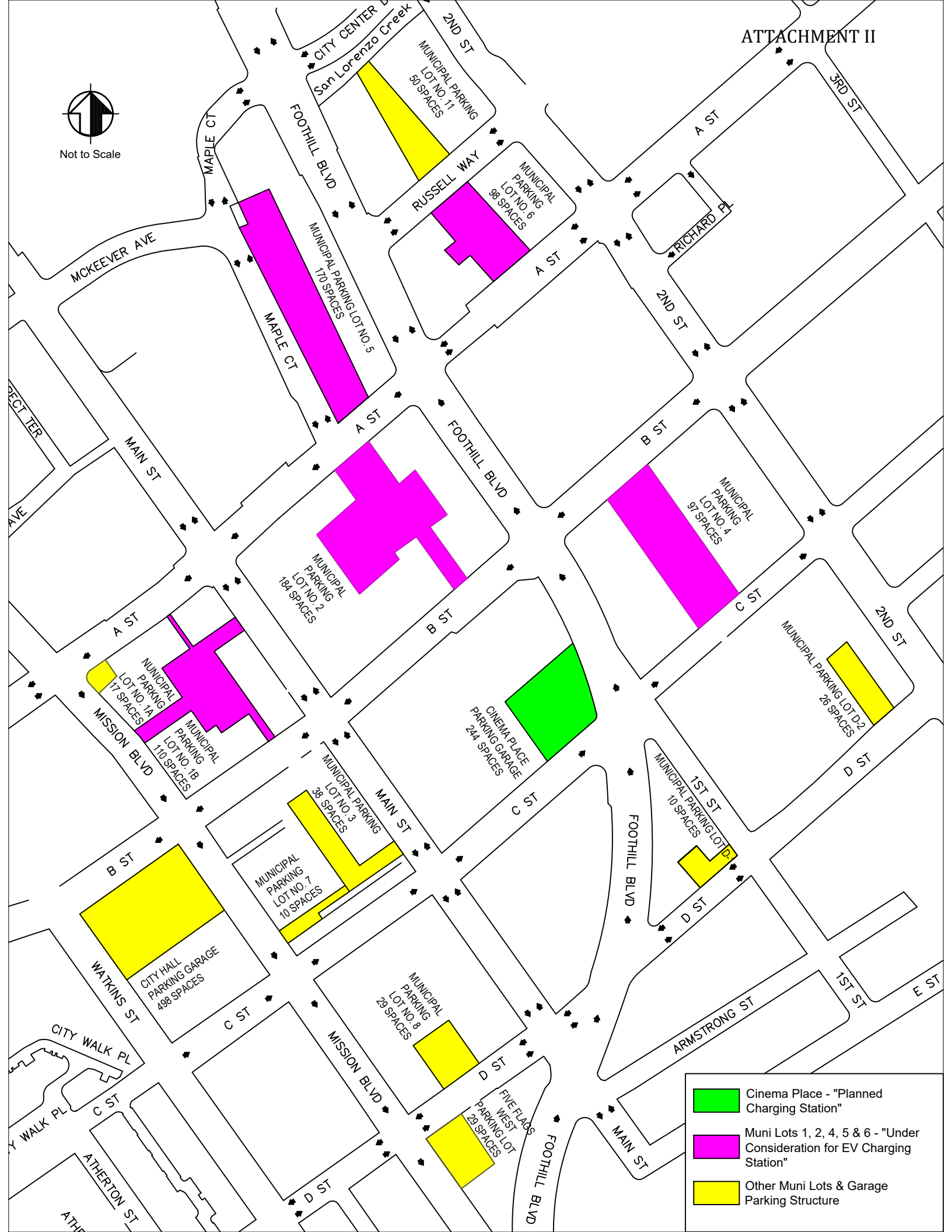
Prepared by: Erik Pearson, Environmental Services Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:

Kelly McAdoo, City Manager

ATTACHMENT II



File #: ACT 22-093

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

2023 Electrification Reach Codes - Discussion and Recommendation to Council

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report and provides a recommendation to Council to adopt 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.

SUMMARY

Hayward's current Reach Code will expire on December 31, 2022. To continue the current requirements that prohibit or limit the use of natural gas in new buildings and to continue to require electric vehicle charging infrastructure beyond what is required in the State building code, new ordinances will need to be adopted. On June 14, 2022, Council considered potential elements that may be included in a new Reach Code. This report presents additional considerations and draft ordinances addressing electrification of new buildings and electric vehicle charging requirements.

ATTACHMENTS

Attachment I Staff Report
Attachment II Electric Muni Code
Attachment III Article 2 - Off-Street Parking Regulations

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works
Director of Development Services

SUBJECT 2023 Electrification Reach Codes – Discussion and Recommendation to Council

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report and provides a recommendation to Council to adopt two Reach Code Ordinances:

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SUMMARY

Hayward's current Reach Code will expire on December 31, 2022. To continue the current requirements that prohibit or limit the use of natural gas in new buildings and to continue to require electric vehicle charging infrastructure beyond what is required in the State building code, new ordinances will need to be adopted. On June 14, 2022[1], Council considered potential elements that may be included in a new Reach Code. This report presents additional considerations and draft ordinances addressing electrification of new buildings and electric vehicle charging requirements.

BACKGROUND

On March 3, 2020[2], Council adopted a local amendment to the 2019 California Building Code known as a Reach Code. The Reach Code ordinance as well as checklists for builders and developers are available on the City's website[3]. The Code requires all new single-family homes and new low-rise multi-family buildings (up to 3 stories) to be all-electric. Non-residential and high-rise residential buildings can be either all-electric or mixed fuel (both electric and natural gas equipment. The Code also includes requirements for Electric Vehicle (EV) charging infrastructure. When Hayward's Reach Code was adopted in March 2020, there were twenty-eight such codes adopted by local jurisdictions throughout

[1] https://hayward.legistar.com/LegislationDetail.aspx?ID=5690621&GUID=8DFFECAD-5955-417E-98E6-9FA859F8C2EF&Options=&Search=
[2] https://hayward.legistar.com/LegislationDetail.aspx?ID=4345454&GUID=25134FC7-B7A3-4060-955A-F7A30A27567A&Options=&Search=
[3] https://www.hayward-ca.gov/reach-code

California. In December 2021, Contra Costa County became the 54th local jurisdiction to adopt an electrification reach code.

The California Building Code is updated every three years. The 2019 California Building Code and Hayward's Reach Code will both expire on December 31, 2022. The 2022 CalGreen Code will take effect on January 1, 2023. In order to continue Hayward's current Reach Code requirements, a new Reach Code must be adopted this year to be effective along with the 2022 California Building Code in January 2023.

Staff is working closely with a Bay Area working group[4] led by East Bay Community Energy (EBCE), Peninsula Clean Energy (PCE), Silicon Valley Clean Energy (SVCE), and their consultants to prepare Hayward's new Reach Code. The working group is developing model codes for local jurisdictions to consider. The draft model codes were used to develop preliminary considerations for Hayward's new reach code, which were presented to the CSC on March 14, 2022[5]. Following is a summary of the comments made by the CSC:

1. New Low Rise Residential Buildings – The CSC supported continuing the existing all-electric requirement for new Low Rise Residential Buildings.

2. New Non-residential & High-Rise Residential Buildings - The CSC supported staff's recommendation to remove the existing mixed-fuel pathway so that all new buildings would have to be all-electric. For new non-residential buildings, the CSC wants to allow some flexibility – especially for industrial uses.

3. New Accessory Dwelling Units – The CSC supported ending the current exemption for ADUs smaller than 400 square feet but asked about how it may impact the cost of building an ADU. (A cost-effectiveness study including an analysis for an all-electric ADUs should be available later this month.)

4. Existing Buildings – The CSC supported prohibiting gas extensions in older homes, however, doing so may make it difficult to build smaller attached ADUs. Regarding extensions of gas lines in older existing industrial buildings, the CSC asked staff to consult with the business community.

5. End of Flow – The CSC supported the concept of ending the flow of gas by 2045 but asked about the difficulty of enforcing such a policy and questioned community acceptance.

6. Existing Residential – The CSC agreed Hayward should wait for the California Air Resources Board (CARB) or the Bay Area Air Quality Management District (BAAQMD) to enact a ban on the sale of gas appliances.

7. EV Charging Requirements – The CSC would like to see robust requirements, but asked for more information about the costs of developing charging infrastructure.

[4] https://bayareareachcodes.org/
[5] https://hayward.legistar.com/LegislationDetail.aspx?ID=5523060&GUID=4A5988AD-D820-4426-9F53-9CC938F9C94F&Options=&Search=

On May 9, 2022[6], the CSC considered a report with additional information regarding options for new non-residential buildings as well as alternatives and costs associated with EV charging requirements. Staff recommended that items 4, 5 and 6 in the list above be deferred to the next code cycle as more research is needed to evaluate costs and equity implications. CSC members provided the following comments:

- The Code should include limited exceptions that would allow gas for restaurants and life science-related industrial uses.
- EV charging is going to be in high demand in the future and the Code should require higher levels of charging capacity at multi-family properties.

On May 26, 2022, the Planning Commission considered a report[7] about the Reach Code update and had the following comments:

- A community member in attendance asked for clarification regarding the EV charging requirement for single family homes. The speaker noted that families can program their cars to charge at certain times and that only one charger is needed for two EVs.
    - The community member was correct. Compliance with the requirement for two Level 2 EV Ready spaces can be achieved with one circuit that provides sufficient amperage. The two spaces could be served by one receptacle and one charger that can charge two vehicles simultaneously. Some chargers have integrated automatic load management so that when only one car is charging, it will receive more amperage.

- Cooking - One Commissioner noted that single family residents can use an outdoor barbeque to cook outdoors when the grid is out and asked about a solution for people living in a high-rise apartment building.
    - People living in large apartment buildings typically have limited options for cooking outdoors, however, the 2022 Energy Code requires some solar photovoltaic (PV) panels and battery storage for high-rise apartments, which should ameliorate power outages. It should also be noted that for people who are unable to cook outdoors, a gas range should not be lit manually and should never be used when there's no electricity to provide for mechanical ventilation.

- Can renewable natural gas be used for certain industrial uses?
    - Renewable natural gas (RNG) is typically captured methane from farms, landfills, or wastewater treatment plants. The estimated RNG production potential in the United States is a small fraction of the current natural gas used by industry. Use of RNG should be prioritized for power generation or fueling stations at the site of the gas generators, as the distribution system to get renewable gas to buildings is extremely expensive.

[6] https://hayward.legistar.com/LegislationDetail.aspx?ID=5644449&GUID=373D251F-6874-4DC3-AF7B-299444A3DA9A&Options=&Search=
[7] https://hayward.legistar.com/LegislationDetail.aspx?ID=5658536&GUID=EF329D60-09D7-4B60-B855-E277BB29823F&Options=&Search=

- The EV charging requirements can add a significant electrical load to a building. When considering the necessary capacity of the electrical panel, does the Electrical Code consider the presence of an automatic load management system (ALMS)?
    - Yes, accounting for ALMS is a best electrical engineering practice, and is assumed in cost models.

- Regulations can be very complex. Reach Code should be simple.

- Are different chargers needed for low versus high power Level 2 charging? What is the cost of each type of charger?
    - The cost of a low power (20-amp) Level 2 charger with one plug is approximately $500.
    - The cost of a high power (40-amp) Level 2 charger with one plug is approximately $700
    - The cost of a high power (40-amp) Level 2 charger with two plugs is approximately $1,600

- During a power outage, many people try to cook with gas indoors or in other poorly ventilated areas, which is very dangerous and can be deadly. Training should be provided so that people know what to do and not do during an outage.

- Perhaps the cost savings associated with not installing gas in a new building can offset the cost of the EV charging required.

- More charging should be required for new commercial buildings.

- Some housing developments have EV Ready infrastructure and years after the people move in, there are still no chargers. Perhaps there should be a condition of approval to require installation of chargers.

On June 14, 2022, Council held a work session[8] to review the components of the new Reach Code and staff made the following recommendations:

- Residential Buildings – All new residential buildings, including mixed-use buildings, must be all electric.
- Non-Residential Buildings – New non-residential buildings may be all electric or may have gas. If the building has gas installed, it must be "electric ready", meaning they have the wiring, electrical capacity and space needed to be converted to an all-electric building in the future.
- EV Charging – Increased requirements for new multifamily development and continuing the current charging requirements for other land use types with minor changes.

[8] https://hayward.legistar.com/LegislationDetail.aspx?ID=5690621&GUID=8DFFECAD-5955-417E-98E6-9FA859F8C2EF&Options=&Search=

Staff also requested Council comments regarding the possibility of lesser EV charging requirements or exemptions for affordable housing and noted the following pros and cons:

Arguments in Favor of Exemption	Arguments Against Exemption
If charging is not required, it can be incentivized for projects receiving City funding.	Equity. All residents should have same amenities.
All projects would still need to meet state code (charging for 40% of parking spaces).	Many more people will be driving EVs in coming years.
Affordable Housing is exempted from TIF, Park Fees, and sometimes CEQA.	Charging is an amenity that benefits residents.
HCD will be reviewing Housing Element for policies that facilitate housing.	Much cheaper to install at time of initial construction compared to retrofit.

There was one public comment from a person representing the Sierra Club who expressed support for the reach code and requested the most proactive approach possible.

Council made the following comments:

- The recommendations are a thoughtful and balanced approach.
- EV charging is needed for affordable housing, especially to promote equity among residents of different housing types.
- Requirements for more EV charging would be preferred.
- We can target non-residential construction during the next code cycle.
- Staff should continue engagement with the Sierra Club and affordable housing developers.

DISCUSSION

Hayward's current Reach Code requirements are included in Chapter 9, Article 1, of the Hayward Municipal Code. Staff recommends that the current requirements be repealed and that the new requirements be addressed in two ordinances. The building electrification requirements would be Article 8 of Chapter 9 (Attachment II) and the electric vehicle requirements would be amendments to the City's Off-Street Parking Regulations (Chapter 10, Article 2) (Attachment III).

Following the June 14 Council meeting, staff's recommendations were adjusted as shown below with underlined text:

- Residential Buildings – All new residential buildings, including mixed-use buildings, must be all electric, <u>including all ADUs</u>. (Please see discussion below.)

- Non-Residential Buildings – New non-residential buildings may have gas, but must be "electric ready", meaning they have the wiring, electrical capacity and space needed to be converted to an all-electric building in the future.
- EV Charging –
    - Increased requirements for new multifamily properties.
    - In response to Council comments at the June 14 meeting, the same charging requirements would apply to both market rate and affordable developments.
    - Continue current charging requirements for other land use types with minor changes.
    - Apply EV charging requirements when new parking spaces are added due to a change of use or addition to an existing building. (Staff added this provision partially in response to Council comments at the June 14 meeting and also because the development of new parking areas associated with a significant addition or change of use is an opportunity similar to new construction that should not be missed.)

New Accessory Dwelling Units – The current reach code exempts ADUs less than 400 square feet, which means they can include natural gas appliances for water heating, space heating, etc. Smaller ADUs were exempt primarily due to the extra space required for an electric heat pump water heater, which has a tank compared to gas-fired tankless water heater. However, the new California Energy Code, effective in January 2023, specifically allows electric tankless water heaters (using electric resistance technology) in homes of 500 square feet or less. All requirements of the California Energy Code must be found to be cost effective before they become part of the Code. Given that an electric tankless water heater is a cost effective and space-saving option, staff recommend requiring all ADUs to be all electric.

New Non-Residential and High-Rise Residential Buildings – The current Reach Code allows non-residential and high-rise residential buildings to be either all-electric or mixed-fuel. The mixed fuel option includes a complex set of solar and energy efficiency requirements and no building permit applicants have opted to pursue this path. While staff previously recommended eliminating the mixed-fuel option and considering a gas ban, non-residential builders, Economic Development staff, and the CSC had all requested that there be exceptions to a gas ban – particularly for certain industrial uses and restaurants.

As noted in the June 14 Council report, exceptions that apply in limited cases would be difficult to articulate in an ordinance and would be time-consuming for Building Division staff to administer. Additionally, most new commercial and industrial buildings are speculative and are built without knowing the tenant(s) in advance. After many conversations with stakeholders, including City Building Division staff, staff recommended a simpler approach for new non-residential buildings.

The proposed requirements would allow gas in new non-residential buildings. For new buildings that do include gas, the draft code requires "electric-readiness". This means that wiring, panel capacity, electrical receptacles and physical space must be provided for future conversion to electric equipment. The Code adopted this year will be in place for calendar years 2023 through 2025. In 2025, the Reach Code can be re-evaluated and could include new requirements to take effect in January 2026.

Air District CEQA Thresholds of Significance – While Hayward's code can allow the use of gas in new non-residential buildings, the Bay Area Air Quality Management District (BAAQMD) has a new standard that makes it more difficult to include natural gas infrastructure. On April 20, 2022, the BAAQMD's Board of Directors adopted new thresholds of significance for use in environmental analyses prepared pursuant to the California Environmental Quality Act (CEQA).

The thresholds are used to determine when an environmental impact is considered "significant". If an impact is considered significant and it cannot be mitigated, then the project is required to have an environmental impact report prepared. While the previous thresholds were quantitative, such as a certain number of metric tons of carbon dioxide equivalent per year, the new thresholds are qualitative due to the state's goal to be carbon neutral by 2045. The new thresholds are that any new building must either:

1. not include natural gas; or

2. be consistent with a local approved, *qualified* climate action plan (CAP).

Hayward's CAP is not *qualified* because it only identifies the actions necessary to meet the 2020 greenhouse gas (GHG) reduction target. The CAP currently being updated to include the actions needed to meet the 2030 target. In order for a project to avoid having a significant impact, Hayward's CAP would need to identify a means for reducing or eliminating the GHG emissions from the gas use by 2045. Staff is currently working with a consultant team on an update of the CAP and anticipates including a provision that would allow the use of gas through 2025 while still maintaining a path toward carbon neutrality by 2045. The recommended CAP will likely call for a complete ban on new gas infrastructure effective in January 2026. Staff is seeking Council comments on this potential gas ban, which is also mentioned in another report for today's CSC meeting – *Climate Action Plan– Considerations for New General Plan Policies and Programs*.

EV Charging – The recommended requirements for EV charging infrastructure are summarized below and have been incorporated into the City's Off-Street Parking Regulations (Attachment III). In addition to requirements for new construction, the regulations have been amended so that the EV charging requirements would apply to new parking spaces that are required by the parking regulations as a result of a change in use or an addition to an existing building. The development of EV charging infrastructure does add cost to the new development and those costs have been detailed in the previous reports referenced above. It has also been recognized that installing charging at the time of new development is significantly cheaper than that doing so as a retrofit. Given the regulations recently adopted by the California Air Resources Board requiring that all new passenger vehicles be zero emission by 2035, there will be significant demand for EV charging in the near future.

Land Use Type	Current Requirements	Recommended Requirements
Single Family & Townhome	Two Level 2 EV Ready spaces per dwelling unit	Two Level 2 EV Ready spaces per dwelling unit
Multi-Family Residential	25% Level 2 EV Capable; and 75% Level 2 EV Ready	20% of units with parking spaces, Level 2 EVSE; and 80% of units with parking spaces, Low Power Level 2 EV Ready.
Non-Res Office	20% Level 2 EVSE; and 30% Level 2 EV Capable	20% Level 2 EVSE; and 30% Level 2 EV Capable
Non-Res Non-Office	15% Level 2 EVSE	10% Level 2 EVSE; and 10% Level 2 EV Capable
Hotel/Motel	NA	5% Level 2 EVSE; and 25% Low Power Level 2 EV Ready

- EV Capable means the electric panel has necessary capacity and conduit is installed to parking spaces.
- EV Ready means EV Capable and wiring and outlet are installed.
- EVSE means Electric Vehicle Supply Equipment (charger) is installed.
- Low Power means a 20-Amp circuit. (A typical Level 2 charger uses a 40-Amp circuit.)

FISCAL IMPACT

Development of this years' Reach Code will not impact the City's General Fund. Time spent on research and writing of the Code will be completed by existing, budgeted staff. Enforcement of Hayward's current Reach Code has resulted in some impacts to staff as developers often have questions about compliance. Staff's recommendations for the new Reach Code, including allowing gas in non-residential buildings and eliminating the mixed-fuel pathway with additional solar and energy efficiency requirements, are expected to result in a Code that is simpler and easier to enforce. The current requirements are included over several pages in the municipal code and the proposed ordinance is less than two pages.

ECONOMIC IMPACT

The requirements for EV charging infrastructure will increase the cost of construction; however, future residents or employees can benefit from the cost savings of operating an EV compared to a gasoline vehicle. In addition, significant savings can be realized when

installing EV Capable and EV Ready circuits at the time of new construction as compared with the retrofit of an existing building or existing parking lot. Previous reports to the CSC and Council included much more detail about the costs of EV charging infrastructure.

Local amendments to the California Energy Code require documentation to ensure the proposed requirements are cost-effective, however, the recommended Reach Code is not an amendment to the Energy Code because it does not address energy efficiency. This approach does not require a cost-effectiveness study; however, the Statewide Codes & Standards Reach Codes team has prepared studies that may be used by local jurisdictions. Generally, the studies completed to date show that all-electric buildings are less costly to construct due to the avoided cost of installing gas infrastructure, but operational costs are higher compared to mixed-fuel buildings. However, if additional solar photovoltaic (PV) panels and/or energy efficiency measures are included, then an all-electric building is typically cost-effective over a 30-year period. The most significant exception is that a new stand-alone restaurant is often found to be not cost-effective.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority to *Confront Climate Crisis & Champion Environmental Justice* as included in the Strategic Roadmap adopted by Council on May 3, 2022. Specifically, this item is related to implementation of the following projects:

Project C1	Ban natural gas in new residential buildings (Completed with the March 2020 adoption of the Reach Code.)
Project C2	Require EV charging infrastructure in new construction (Completed with the March 2020 adoption of the Reach Code.)
Project C10	Explore feasibility of banning natural gas in non-residential (commercial) buildings.

SUSTAINABILITY FEATURES

The use of electric appliances in homes and businesses avoids indoor air pollution associated with the burning of natural gas. Ending the use of natural gas and providing the infrastructure needed for a transition to electric vehicles are both necessary to meet the City's long term GHG reduction goals, which include:

- 30% below 2005 levels by 2025
- 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

ENVIRONMENTAL REVIEW

Staff anticipates recommending that Council find the Reach Code to not be a project under the requirements of the CEQA, together with related State CEQA Guidelines because it has no potential for resulting in a physical change to the environment. The Ordinance may also be exempt from environmental review under CEQA Guidelines Section 15308, because it is a regulatory action for the protection of the environment.

PUBLIC CONTACT

The Bay Area working group hosted two workshops for building industry stakeholders and community members on February 15 and 16, 2022. Staff sent an email to 658 builders and developers to let them know about these workshops and the March 14 CSC meeting. At the February workshops, attendees were generally supportive of reach codes. Specific comments included:

- Automatic Load Management (for EV charging) is critical and still new, and more education is needed.
- Multi-family property owners said they do not want to be in the EV charging business. They requested that EV charging be required such that it is on the utility's side of the electric meter.

In addition, in early 2022, staff reached out to six representatives of affordable housing developers and had phone conversations with three to review existing and potential EV charging requirements.

On May 6, 2022, staff presented to the Hayward Chamber of Commerce's Government Relations Council. The Chamber members' comments included:

- Questions about the capacity of the electrical grid and its ability to accommodate the increased load that will result from electrification.
- People still love to cook with gas.
- More direct outreach is needed to get the word out to business owners and multi-family property owners.

In May and June, staff had conversations with four large commercial/industrial developers who indicated that most new buildings are developed on speculation and that they prefer to maximize flexibility to help with marketing the buildings to potential tenants.

In September, staff reached out to a variety of developers, including affordable housing developers, and the Sierra Club. Staff will provide a summary of the latest feedback during the CSC meeting.

NEXT STEPS

Upon direction from the CSC, staff will prepare the draft reach code ordinances for Council's consideration. Following is a tentative timeline:

November 1, 2022	Council to consider adoption
January 1, 2023	Reach Code takes effect along with the 2022 CA Building Code

Prepared by: Erik Pearson, Environmental Services Manager

Recommended by: Alex Ameri, Director of Public Works
Jennifer Ott, Assistant City Manager/Development Services Director

Approved by:

_____
Kelly McAdoo, City Manager

Article 8 - 2022 All-Electric & Electric-Ready Ordinance – New Construction

9-8.100.000 –FUEL GAS PLUMBING INFRASTRUCTURE IN NEWLY CONSTRUCTED BUILDINGS

9-8.100.010 Applicability

A. The requirements of this Chapter shall apply to the building permits for all *newly constructed buildings* proposed to be located in whole or in part within the City.
B. The prohibition of *Fuel Gas Infrastructure* shall apply to permit applications on or after the effective date of this Chapter, and in perpetuity.
C. The requirements of this Chapter shall not apply to the use of portable propane appliances for outdoor cooking or heating.
D. This chapter shall in no way be construed as amending California Energy Code requirements under California Code of Regulations, Title 24, Part 6, nor as requiring the use or installation of any specific appliance or system as a condition of approval.

9-8.100.020 Definitions

A. "Fuel Gas" shall be defined as natural, manufactured, liquefied petroleum, or a mixture of these, as defined in the California Mechanical Code.
B. "Fuel Gas Infrastructure" shall be defined as fuel gas piping, other than service pipe, in or in connection with a building, structure or within the property lines of premises, extending from the point of delivery at the gas meter, service meter assembly, outlet of the service regulator, service shutoff valve, or final pressure regulator, whichever is applicable, as defined in the California Mechanical Code.
C. "Newly Constructed" building shall be defined as a building that has never before been used or occupied for any purpose. New construction in existing buildings, such as alterations, additions, and tenant improvements, shall not be considered Newly Constructed.
D. "Residential Building" shall be defined as a building, other than a hotel/motel, that is Occupancy Group R-2, multifamily, R-3, single- family; or U-building, located on a residential site. For the purposes of this Article, a Residential Building shall include all portions of a mixed-use building, including those portions to be occupied by a non-residential use.
E. "Non-Residential Building" shall be defined as any building which is classified as occupancy Group A, B, E, F, H, I, M, S, and/or U, as defined by Part 2 of Title 24 of the California Code or Regulation.

9-8.100.030 Prohibited Fuel Gas Infrastructure in Newly Constructed Residential Buildings

A. *Fuel Gas Infrastructure* shall be prohibited in *Newly Constructed Residential Buildings*.
B. The requirements of this Article shall be deemed objective planning standards under Government Code Section 65913.4 and objective development standards under Government Code Section 65589.5.

9-8.100.035 Electric Readiness in Newly Constructed Non-Residential Buildings

A. Where *Fuel Gas Infrastructure* is installed as part of a *Newly Constructed Non-Residential Building,* the building shall be required to have sufficient electrical capacity, including reserved circuit breakers, electrical conduit, subpanels, panels, switchboards, and transformers, to facilitate future full building electrification in accordance with the California Electrical Code and manufacturer specifications, in addition to all other code requirements, and shall be depicted on the construction drawings.
B. Physical space for future *electric heating appliances*, including equipment footprint and any associated ducting, shall be depicted on the construction drawings. The footprint necessary for future *electric heating appliances* may overlap with non-structural partitions and with the location of currently designed combustion equipment.

9-8.100.040 Periodic Review of Ordinance

The City shall review the requirements of this ordinance every 18 months for consistency with the California Energy Code and the Energy Commission's mid-cycle amendments and triennial code adoption cycle as applicable.

9-8.100.050 Severability

If any word, phrase, sentence, part, section, subsection, or other portion of this Chapter, or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, then such word, phrase, sentence, part, section, subsection, or other portion, or the prescribed application thereof, shall be severable, and the remaining provisions of this Chapter, and all applications thereof, not having been declared void, unconstitutional or invalid, shall remain in full force and effect.

The City Council hereby declares that it would have passed this title, and each section, subsection, sentence, clause, and phrase of this Chapter, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases is declared invalid or unconstitutional.

9-8.100.060 Effective Date

The provisions of this chapter shall become effective on January 1, 2023.

ARTICLE 2 - OFF-STREET PARKING REGULATIONS

Footnotes: *--- **(02_1)** ---*
Note— *Adopted April 12, 1977, Ordinance No. 77-016 C.S., Amended in its entirety by Ordinance 96-13, adopted July 16, 1996; Amended by Ord 99-14, adopted September 7, 1999; Amended by Ordinance 01-09, adopted July 24, 2001; Amended by Ordinance 04-19, adopted December 21, 2004; Amended by Ordinance 05-11, adopted October 4, 2005; Repealed and replaced by Ordinance 06-12, adopted July 11, 2006; Amended by Ordinance 11-12, adopted October 11, 2011.*

I. - PURPOSE AND DEFINITIONS

SEC. 10-2.000 - PURPOSE.

These regulations are intended to achieve the following:

a. To relieve congestion on streets by providing convenient off-street parking and loading facilities in proportion to the demand created by the use;
b. To provide for the safe and orderly movement of traffic through proper design and location of adequate parking, loading, and maneuvering areas;
c. To protect neighborhoods and surrounding land uses from vehicular parking, loading and traffic congestion, noise, and dust through proper aesthetic design and location of entries, parking areas, and landscaping;
d. To promote businesses and industries by providing safe, convenient, attractive shopping and working environments;
e. To encourage the use of alternate forms of transportation;
f. To Implement the City's climate change, transportation, affordable housing, and economic development objectives established by the Hayward 2040 General Plan;
g. To Provide for the safe, efficient, and equitable use of electric automobiles; and
h. To Reduce the air pollution and greenhouse gas emissions generated by automobile use.

SEC. 10-2.100 - DEFINITIONS.

Certain words and phrases are defined within these regulations. Where it appears from the context of such words, phrases, or provisions that a different meaning is intended, the definition shall be as determined by the Director of Community and Economic Development/Planning Director.

a. 'Automatic Load Management Systems (ALMS).' The words 'Automatic Load Management Systems (ALMS)' shall mean a control system designed to manage load across one or more electric vehicle supply equipment (EVSE), circuits, or panels, and share electrical capacity and/or automatically manage power at each connection point. ALMS systems must be designed to deliver no less than 3.3 kVa (208/240 volt, 16-ampere) to each EV Capable, EV Ready or EVCS space served by the ALMS, and meet the requirements of California Electrical Code Article 625. The connected amperage to the building site for the EV charging infrastructure shall not be lower than the required connected amperage per California Green Building Standards Code, Title 24 Part 11.

b. 'Central Parking District.' The words 'Central Parking District' shall apply only to, and shall be coincidental with, the Central City (CC) Zoning Districts, including Central City Commercial (CC-C), Central City Plaza (CC-P) and Central City Residential (CC-R).

c. ‘Direct Current Fast Charging (DCFC). The words ‘Direct Current Fast Charging (DCFC)’ shall mean a parking space provided with electrical infrastructure that meets the following conditions:

   i. A minimum of 48 kVa (480 volt, 100-ampere) capacity wiring.

   ii. Electric vehicle supply equipment (EVSE) located within three (3) feet of the parking space providing a minimum capacity of 80-ampere.

d. ‘Electric Vehicle Charging Station (EVCS).’ The words ‘Electric Vehicle Charging Station (EVCS)’ shall mean a parking space that includes installation of electric vehicle supply equipment (EVSE) at an EV Ready space. An EVCS space may be used to satisfy EV Ready space requirements. EVSE shall be installed in accordance with the California Electrical Code, Article 625.

e. ‘Electric Vehicle Supply Equipment (EVSE).’ The words ‘Electric Vehicle Supply Equipment (EVSE)’ shall mean the electric vehicle charging connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

f. 'Gross Floor Area.' The words 'gross floor area' shall mean the area included within the exterior walls of a building or portion thereof, exclusive of vent shafts, eaves, overhangs, atriums, covered entries and courts and any portion of a structure above or below ground used for parking, parking aisles or loading areas.

g. ‘Level 2 EV Capable.’ The words ‘Level 2 EV Capable’ shall mean a parking space provided with electrical infrastructure that meets the following requirements:

   i. Conduit that links a listed electrical panel with sufficient capacity to a junction box or receptacle located within three (3) feet of the parking space.

   ii. The conduit shall be designed to provide at least 8.3 kVa (208/240 volt, 40-ampere) per parking space. Conduit shall have a minimum nominal trade size of 1 inch inside diameter and may be sized for multiple circuits as allowed by the California Electrical Code. Conduit shall be installed at a minimum in spaces that will be inaccessible after construction, either trenched underground or where penetrations to walls, floors, or other partitions would otherwise be required for future installation of branch circuits, and such additional elements deemed necessary by the Building Official. Construction documents shall indicate future completion of conduit from the panel to the parking space, via the installed inaccessible conduit.

   iii. The electrical panel shall reserve a space for a 40-ampere overcurrent protective device space(s) for EV charging, labeled in the panel directory as “EV CAPABLE.”

   iv. Electrical load calculations shall demonstrate that the electrical panel service capacity and electrical system, including any on-site distribution transformer(s), have sufficient capacity to simultaneously charge all EVs at all required EV spaces at a minimum of 40 amperes.

   v. The parking space shall contain signage with at least a 12” font adjacent to the parking space indicating the space is EV Capable.

h. ‘Level 2 EV Ready.’ The words ‘Level 2 EV Ready’ shall mean a parking space that is served by a complete electric circuit with the following requirements:

i. A minimum of 8.3 kVa (208/240 volt, 40-ampere) capacity wiring.

ii. A receptacle labeled “Electric Vehicle Outlet” or electric vehicle supply equipment located within three (3) feet of the parking space. If EVSE is provided the minimum capacity of the EVSE shall be 30-ampere.

i. ‘Low Power Level 2 EV Ready.’ The words ‘Low Power Level 2 EV Ready’ shall mean a parking space that is served by a complete electric circuit with the following requirements:

a. A minimum of 4.1 kVA (208/240 Volt, 20-ampere) capacity wiring.

b. A receptacle labeled “Electric Vehicle Outlet” or electric vehicle supply equipment located within three (3) feet of the parking space. If EVSE is provided the minimum capacity of the EVSE shall be 16-ampere.

c. Conduit oversized to accommodate future Level 2 EV Ready (208/240 volt, 40-ampere) at each parking space.

j. 'Nonconforming Use.' The words 'nonconforming use' shall mean a use which, when commenced, complied with the regulations of the district in which the use was commenced but which does not conform to the present regulations of the district where the use is being conducted or located because of a zoning district change, ordinance amendment, or annexation. The term 'nonconforming use' shall be applicable to both land and buildings.

k. 'Off-Street Loading Space.' The words 'off-street loading space' shall mean a designated area or berth for the temporary parking and maneuvering of delivery vehicles for the purpose of loading or unloading.

l. 'Off-Street Parking Space.' The words 'off-street parking space' shall mean a designated area used solely for parking of motor vehicles, exclusive of public or approved private streets, areas reserved by precise plan line, and areas necessary for driveways, maneuvering, ramps, columns, walks, or similar purposes.

m. 'South Hayward BART/Mission Boulevard Parking Area.' (Repealed by Ordinance 11-12, adopted October 11, 2011)

n. 'Use.' The word 'use' shall mean the purpose or activity for which the land, or building thereon, is designed, arranged or intended, or for which it is occupied or maintained.

II. - GENERAL PROVISIONS

SEC. 10-2.200 - APPLICATION.

This article shall not apply to existing uses established prior to its adoption except as hereinafter modified. Off-street parking and loading spaces shall be provided subject to the provisions of this chapter:

a. At the time of construction of any new building.

b. At the time an existing building is altered or enlarged, except in the Central Parking District. The number of parking spaces or loading berths required for a major alteration or enlargement of an existing structure shall be in addition to the number of spaces or berths existing prior to the alteration or enlargement. The required number of parking spaces for that portion of the building existing prior to the alteration or enlargement shall not be increased as a result of the alteration or enlargement. For purposes of these requirements, 'major alteration or enlargement' shall mean an alteration or enlargement that would increase the number of parking spaces or loading berths required by at least 25 percent or by at least 10 parking spaces, whichever is greater.

c. At the time a new use is established in an existing building, where a major change of use or expansion in the existing use is involved for any lot, structure, or building, except in the Central Parking District, additional parking shall be provided for the new use based on the difference between the parking requirements for the new use as set forth in this article and the parking requirements for the prior use. For purposes of these requirements, 'major change of use' shall mean a change of use that would increase the number of parking spaces or loading berths required by at least 25 percent or by at least 10 parking spaces, whichever is greater.

d. At the time that cumulative additions to a single-family or multi-family dwelling increase the original building floor area by more than 50 percent per unit or increase the number of sleeping rooms.

~~e. The Off-Street Electric Vehicle Charging requirements in this Article shall apply at the time when a new building is constructed.~~

f. The Off-Street Electric Vehicle Charging requirements in this Article shall apply:

    a. At the time of construction of any new building; or

    b. At the time when new parking spaces are added due to a change of use or addition to an existing building. (The calculation of EV charging infrastructure required shall be based only on the number of parking spaces added.)

NOTE: Excess parking spaces existing at the time a building is increased in area or a new use is established may be credited toward meeting the required parking.

SEC. 10-2.201 - EXISTING PARKING AREAS.

No existing use of land or structure shall be deemed a nonconforming use solely because of the lack of off-street parking or loading facilities required by this article. A change of occupancy is not a change of use unless the new occupant is considered in a different use classification, as described in Chapter 10, Article 1, the Zoning Ordinance, than the former occupant.

SEC. 10-2.202 - PRIOR USE REQUIREMENTS.

No required parking spaces in existence prior to the date of this article, or established pursuant to the provisions of this article or subsequent amendments thereto, shall be eliminated unless an equivalent number of alternate spaces are provided in conformance with the requirements of this article.

SEC. 10-2.203 - FRACTIONAL SPACES.

Any required fractional parking space shall be considered a required whole space.

SEC. 10-2.204 MIXED USES.

The total requirement for off-street parking spaces shall be the sum of the requirements of the various uses on the site except as provided in Section 10-2.401, Shared Parking, and Section 10-2.402, Off-site Parking.

and Part VII of this Article.

Requirements for EV charging infrastructure are included in Part VIII of this Article, beginning with Section 10-2.800.

SEC. 10-2.206 ADMINISTRATION.

Except where indicated otherwise, the Director of Community and Economic Development/Planning Director shall administer and interpret these regulations. Prior to authorization for occupancy of any structure, including authorization for gas and/or electric meter service, City officials shall ensure that the use, arrangement, construction, and improvements are in accordance with plans approved through the verification of zoning compliance procedure.

III. REQUIRED RATIO OF PARKING SPACES

SEC. 10-2.300 REQUIRED RATIO OF PARKING SPACES.

Uses not specifically listed in this article shall provide the minimum off-street parking required of the use most similar in nature, as determined by the Director of Community and Economic Development/ Planning Director. Additional parking spaces may be required for developments requiring conditional use permits, parcel map or tract map approvals, or other conditionally approved projects at the discretion of the Director of Community and Economic Development/Planning Director.

SEC. 10-2.310 RESIDENTIAL USES.

The number of off-street parking spaces required for residential shall be:

USES	PARKING SPACES REQUIRED
SINGLE-FAMILY DWELLINGS:	2.0 covered per dwelling unit
If a lot abuts a public or private street that has no parking lane on either side of the street or is posted for no parking on both sides of the street.	2.0 covered per dwelling unit plus 2.0 open per dwelling unit, which shall not block access to the covered parking
If a dwelling with a single car garage was built prior to March 24, 1959	1.0 covered per dwelling unit
MULTIPLE-FAMILY DWELLING(S):	
Studio	1.0 covered and 0.50 open per dwelling unit
One-bedroom	1.0 covered and 0.70 open per dwelling unit
Two or more bedrooms	1.0 covered and 1.10 open per dwelling unit
* Ten percent of the multiple family parking spaces required shall clearly be marked for visitor's parking, at least 70 percent of which shall accommodate	* Included in the rental cost, a minimum of one covered parking space shall be assigned to each studio and one-bedroom unit, and a minimum of one

standard size vehicles. Where less than 10 parking spaces are required, a minimum of one standard parking space shall clearly be marked for visitor's parking.	covered and one uncovered parking space shall be assigned to each two or more bedroom or more units. Assigned unused spaces may not be rented to any other party. Any uncovered space may be covered instead.
MOBILE HOMES	2.0 per mobile home space, plus 1.0 guest parking space per three mobile home spaces within a mobile home park
ACCESSORY DWELLING UNIT(S)	See Section 10-1.2740 for parking criteria and standards.

(Amended by Ordinance 17-16 , adopted Nov. 7, 2017)

SEC. 10-2.320 LODGING, REST HOMES AND HOSPITAL USES.

The number of off-street parking spaces required for boarding, hotels, convalescent homes, and hospital uses shall be:

USES	PARKING SPACES REQUIRED
BOARDING, rooming and transient homes, sleeping accommodations of clubs and lodges, and dormitories, including those of clubs, lodges, fraternities, and sororities	1.2 for each occupant based on capacity as designed.
HOTELS and motels	1.0 for each room, plus 1.0 for each two employees on the largest shift, plus 15% additional truck/trailer combination parking spaces, if located in an Industrial zoned area
CONVALESCENT, rest and nursing homes, homes for the aged, and sanitariums	1.0 for each 3.0 beds (See Section 10-2.770 for physically disabled persons parking requirements.)
HOSPITALS	1.0 for each hospital bed

SEC. 10-2.321 PLACES OF LODGING, REST HOMES AND HOSPITAL USES ADDITIONAL PARKING.

Additional parking spaces for those areas used for offices, laboratories, pharmacies, cafeterias, restaurants, or other uses shall be required pursuant to Section 10-2.204, Mixed Uses. The amount of additional parking spaces required shall per the appropriate 'use' table.

SEC. 10-2.330 PLACES OF PUBLIC ASSEMBLY USES.

The minimum number of off-street parking spaces required for places of public assembly uses shall be:

USES	PARKING SPACES REQUIRED
PLACES OF PUBLIC ASSEMBLY, having fixed seating, including: Auditoriums Race tracks Sports arenas	1.0 for each 4.0 seats or 1.0 for each 50 square feet of gross floor area used for public assembly, whichever is greater

Stadiums Theaters	
PLACES OF PUBLIC ASSEMBLY, having no fixed seating, including: Associations Business, trade, and professional societies Card rooms Clubs Community centers Convention or meeting halls Lodges Union Halls	1.0 for each 5.0 seats plus 1.0 for each 100 gross square feet of non-seating area
ATHLETIC clubs, gymnasiums, health clubs	1.0 per 200 square feet of gross floor area
BOWLING alleys	4.0 for each lane
BILLIARD halls	2.0 for each table
CHURCHES, mortuaries and funeral homes	For area used for the main assembly1.0 for each five seats (22 inches of bench is equivalent to one seat or 1.0 for each 100 square feet of gross floor area, whichever is greater)
GOLF courses, driving range	5.0 per hole plus 1.0 per range tee
LIBRARIES, museums, art galleries	1.0 per 300 square feet of gross floor area
SCHOOLS:	
Colleges, not including dormitories, stadiums, and gymnasiums	1.0 for each two full-time equivalent students enrolled
High schools, not including stadiums and gymnasiums	1.0 for each four daytime students
Intermediate and elementary schools	1.2 for each classroom
Business, trade and other schools	1.0 for each four students
Nursery schools and day care facilities	1.0 for each four students, plus a drop off area
SKATING rinks	1.0 for each 200 gross square feet of skating area
SWIMMING pools, commercial	1.0 for each 200 gross square feet of water surface and dressing room area
TENNIS courts/racquet, commercial	3.0 per court

SEC. 10-2.331 PLACES OF PUBLIC ASSEMBLY USES ADDITIONAL PARKING.

Additional parking spaces in places of public assembly for those areas used for offices, restaurants, taverns, or other uses shall be required pursuant to Section 10-2.204, Mixed Uses. Additional parking spaces for bowling alleys, golf courses, swimming pools, tennis courts, gymnasiums, or similar uses shall be required for fixed spectator seating per 'Places of Public Assembly having fixed seating.' The amount of additional parking spaces required shall per the appropriate 'use' table.

SEC. 10-2.340 OFFICE, RETAIL, AND SERVICE USES.

The minimum number of off-street parking spaces required for office, retail, and service uses shall be:

USES	PARKING SPACES REQUIRED
AUTOMOBILE washing operations:	
Conveyor type	Five times the length of the washing operation in queuing space plus 2.0 parking spaces for drying and cleaning purposes per washing area or stall In all cases a minimum of 200 feet of queuing space and 5 parking spaces for drying and cleaning shall be provided
Non-conveyor type or self-service	3.0 queuing spaces per washing area in front of washing area or stall plus 2.0 parking spaces for drying and cleaning purposes per washing area
BARBER shops, beauty salons, nail care, massage parlors, tanning salons	2.0 for each chair or 1.0 for each 100 square feet of gross floor area, whichever is greater
GAS service stations	1.0 for each employee on the largest shift plus 2.0 for each hoist, rack, or area primarily designed for the servicing or minor repair of one motor vehicle, excluding fuel pump service areas plus 1.0 for air/water dispenser In all cases, a minimum of three off-street parking spaces must be provided.
GAS service stations with mini-markets	1.0 for each employee on the largest shift plus 2.0 for each hoist, rack, or area primarily designed for the servicing or minor repair of one motor vehicle, excluding fuel pump service areas plus 1.0 for air/water dispenser plus 1.0 for each 400 square feet of gross floor area. In all cases, a minimum of five off-street parking spaces must be provided.
LAUNDRY or dry-cleaning, self-service	1.0 for each two washing machines plus 1.0 for each dry-cleaning machine
OFFICES, general, including banks and similar financial institutions, and professional offices except medical or dental offices	1.0 per 250 square feet of gross floor area
OFFICES, medical and dental offices, clinics and laboratories, including Cannabis Testing Laboratories	1.0 for each 200 square feet of gross floor area
RESTAURANTS, taverns, bars, night clubs, lunch counters, soda fountains, diners, and other eating or drinking establishments (floor area includes outdoor seating area)	1.0 per three seats of seating area, including outdoor seating plus 1.0 per 200 square feet of gross floor area for other areas.

	In the Industrial area, if lot abuts a street that has no parking lane on either side of the street or is posted for no truck parking on both sides of the street, additional on-site truck parking may be required.
RETAIL establishments characterized by hand-carried merchandise in which a customer makes quick purchases or rentals in small quantities, including: Cleaners without a cleaning plant Convenience stores Commercial Cannabis Retail Dispensaries Delicatessen Doughnut shops Ice cream shops Laundry without a cleaning plant Off-sale liquor establishments Take out restaurants Video stores	1.0 per 175 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is 10,000 square feet or less or 1.0 per 215 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is over 10,000 square feet
RETAIL establishments characterized by hand-carried merchandise, including: Apparel shops Department stores Food markets Pharmacies Photography shop Sporting goods Variety stores	1.0 per 200 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is 10,000 square feet or less or 1.0 per 225 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is over 10,000 square feet, but less than 40,000 square feet or 1.0 per 250 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is over 40,000 square feet.
RETAIL establishments and service and/or repair establishments generally characterized by large or heavy merchandise and including: Appliances Building materials Building trade uses, such as heating, plumbing, roofing, sheet metal working, woodworking Business machines Furniture Hardware Household equipment Nursery products Printing Upholstering Vehicles equipment Vehicle sales and rental, including motorcycles, jet skis, recreational vehicles, trailers, etc.	1.0 for each 250 square feet of gross floor area used for offices, sales and display plus 1.0 for each 600 square feet of gross floor area used for repair or services plus 1.0 for each 1,000 square feet of gross floor area used for indoor storage plus 1.0 for each 2,000 square feet of gross area used for outdoor sales, sales display or storage.
VEHICLE repair and service	1.0 for each 500 square feet of gross floor area

(Amended by Ordinance 17-15 , adopted Nov. 28, 2017)

SEC. 10-2.341 UNKNOWN OFFICE, RETAIL AND SERVICE USES.

When the type of occupancy or use is unknown or uncertain for a commercially zoned site, the minimum off-street parking required is 1.0 space for each 200 square feet of gross floor area.

SEC. 10-2.350 WHOLESALE, MANUFACTURING, STORAGE, TRANSPORTATION, AND SIMILAR USES.

The minimum requirements for wholesale, manufacturing, storage, transportation, and similar uses are:

USES	PARKING SPACES REQUIRED
All wholesale, manufacturing, storage, transportation, and similar uses except as specifically identified below.	1.0 for each 500 square feet of gross floor area, or If the building or structure has leasable bays of 2,500 square feet or greater, the minimum off-street parking required is 1.0 space for each 1,000 square feet of gross floor area, or If a building or structure has leasable bays of 10,000 square feet or greater, the minimum off-street parking required is 1.0 space for each 1,500 square feet of gross floor area, or If a building or structure has leasable bays of 20,000 square feet or greater, the minimum off-street parking required is 1.0 space for each 2,000 square feet of gross floor area.
Mini-storage facilities	2.0 covered near the residential unit and 5.0 uncovered near the office
Salvage, wrecking and dump yards	5.0 spaces, plus 1.0 for each 20,000 square feet of outdoor areas under use, plus 1.0 space of adequate size for all rolling stock stationed on the premises.
Passenger terminal facilities and stations for airports, BART rail transit, railroads, or bus lines	1.0 for each 500 square feet of gross floor area, plus additional spaces for commuter traffic as determined by the City Engineer.
Research and development facilities	1.0 for each 500 square feet of gross floor area
T-hangars	1.0 for each based aircraft
Tie-downs (open)	1.0 for each 3 based aircraft

(Amended by Ordinance 17-15 , adopted Nov. 28, 2017; amended by Ordinance 19-10 , adopted June 4, 2019)

SEC. 10-2.351 WHOLESALE, MANUFACTURING AND STORAGE USES ADDITIONAL PARKING.

Note(s)—(Repealed by Ordinance 19-10 , adopted June 4, 2019)

SEC. 10-2.360 GOVERNMENTAL OR OTHER PUBLIC USES.

All governmental or other public uses shall provide the minimum off-street parking requirements of the use most similar in nature, as determined by the Director of Community and Economic Development/Planning Director.

IV. EXCLUSIONS, REDUCTIONS, EXCEPTIONS AND APPEALS

SEC. 10-2.400 PARKING SPACE WIDTH REDUCTIONS.

Parking space widths for standard cars may be reduced by 6 inches at the discretion of the Director of Community and Economic Development/Planning Director, if it can be demonstrated that the proposed spaces are for the use of employees only and that adequate standard width spaces are available for the use of non-employees near the buildings.

SEC. 10-2.401 SHARED PARKING.

An administrative use permit may be issued for shared parking serving more than one use subject to the following specific findings and conditions of approval:

a. Up to 25 percent of parking facilities required for night-time or Sunday uses may be supplied by the off-street parking facilities provided by day-time and/or week-day use facilities.

b. The following uses are considered as day-time and/or week-day uses: banks, business offices, medical offices, personal service shops, household equipment or furniture shops, clothing or service shops, manufacturing or wholesale buildings, and other similar primarily day-time and/or uses as determined by the Director of Community and Economic Development/Planning Director.

c. The following uses are considered as night-time and/or Sunday uses: auditoriums incidental to a public or private school, churches, bars, bowling alleys, nightclubs, theaters, and other similar primarily night-time and/or Sunday uses as determined by the Director of Community and Economic Development/Planning Director.

SEC. 10-2.402 OFF-SITE PARKING.

An administrative use permit may be issued for off-site parking subject to the following specific findings and conditions of approval:

a. The building or use for which application is being made shall have the main entrance located within 500 feet along a traversable pedestrian route from the farthest proposed parking space;

b. There is a useable pedestrian route along public streets or permanently established easements between the parking and the uses or structures served;

c. The adjacent or nearby properties will not be adversely affected relative to parking;

d. The proposed traffic circulation will not be detrimental to the health, safety, and welfare of residents residing or working in or adjacent to the parking; and

e. The property owner(s) must enter into a written, recorded agreement with the City, in a form satisfactory to the City Attorney, describing the off-site parking plan and including a guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking, a

recording of a covenant among the properties for access to and use of the off-site parking facilities, a provision stating that the City may, upon a finding by the Director of Community and Economic Development/Planning Director that there has been a change in use, modify, amend, or unilaterally terminate the agreement.

SEC. 10-2.403 CREDIT FOR TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM.

In consideration of the financial commitment involved in providing a Transportation Systems Management Program and the fact that the use of alternative commute modes serves to reduce parking demand, a development that is required to provide greater than 50 off-street parking spaces may be allowed to reduce the employee parking requirements of this article up to 6 percent by providing an Employee Transportation Coordinator and up to another 14 percent by implementing the first 13 items below for a total of up to 20 percent.

a. All developments may submit a plan for a Transportation Systems Management Program. The program may include, but is not limited to the following factors:

   (1) Carpool/vanpool matching

   (2) Preferential parking for carpools and vanpools

   (3) Financial subsidies and rewards to walkers/carpool/vanpool/bus/BART passengers and drivers

   (4) Employer provided vehicles for carpools and/or vanpools

   (5) Carpool/vanpool operating subsidies, e.g. insurance, fuel, maintenance

   (6) Provision of subscription bus services

   (7) Sale of bus/BART passes/ticket books at the work site

   (8) On-site route maps and schedules

   (9) Shuttle service to bus/BART

   (10) Bus shelter provision and maintenance

   (11) Alternative work hours

   (12) Capital improvements for transit services

   (13) Bicycle linkages to established bicycle routes

b. As a guideline, the position of an Employee Transportation Coordinator should involve at a minimum the following:

   (1) The Employee Transportation Coordinator should have completed a Bay Area Air Quality Management District certified training curriculum, or as approved by the City Engineer;

   (2) The Employee Transportation Coordinator should be equipped with sufficient office space, marketing materials, clerical assistance, and telephone service to implement a complete transportation center;

   (3) The Employee Transportation Coordinator should disseminate promotional materials and information to building occupants to encourage ride sharing and alternate work hours;

   (4) The Employee Transportation Coordinator should conduct a minimum of 2 information days annually;

   (5) The Employee Transportation Coordinator should devote a minimum 1 hour per week for every 50 employees to encourage alternative commute modes;

(6) The Employee Transportation Coordinator shall prepare an annual report evaluating the extent and results of the Transportation Systems Management program, including measures undertaken by the employer, average number of employees using various modes of transportation, total number of employees participating in alternative work hours, and any employer subsidies.

c. In addition to the 6 percent reduction obtainable for providing an Employee Transportation Coordinator, a 14 percent reduction may be obtained if the Transportation Management Systems program shows how alternative modes will be implemented, the permanency of such modes, the extent of the program, the number of trips reduced, and the number of parking spaces eliminated by the alternative modes. The potential for maintaining the program will be considered in determining the reduction in required parking.

d. In addition, the property owner(s) must enter into a written, recorded agreement with the City, in a form satisfactory to the City Attorney, setting forth the substance of the Transportation Systems Management program and including a guarantee that there will be no substantial alteration in the Transportation Systems Management program that will create a greater demand for parking without the City's knowledge and approval, and a provision stating that the City may, upon a finding by the Director of Community and Economic Development/Planning Director that there has been a change in the plan, modify, amend, or unilaterally terminate the agreement.

SEC. 10-2.404 CREDIT FOR PROXIMITY TO PUBLIC TRANSPORTATION FACILITIES.

a. Except for uses established in the Central Parking District, parking space requirements for public or private institutional or government uses, e.g., hospitals, office buildings, may be reduced by the Director of Community and Economic Development/Planning Director up to 15 percent, provided public transportation is available within 500 feet of the site or if public rail transportation is available within 1000 feet of the site.

b. Except for uses established in the Central Parking District, parking space requirements for retail establishments may be reduced by the Director of Community and Economic Development/Planning Director up to 15 percent, provided a public bus stop and shelter are immediately adjacent to the site and maintained by the retail establishment.

c. Except for uses established in the Central Parking District, parking space requirements for multi-family residential may be reduced by the Director of Community and Economic Development/Planning Director up to 15 percent provided public rail transportation is available within 1,000 feet of the site.

SEC. 10-2.405 CREDIT FOR SENIOR /DISABLED HOUSING.

Parking space requirements for residential developments exclusively for individuals 62 years of age and older and/or for persons with disabilities may be reduced by the Director of Community and Economic Development/Planning Director up to 25 percent when:

a. The facility is conveniently located with respect to shopping, services, and public transportation;

b. Units are permanently made available to low income persons;

c. Tenant vehicles are limited to the number of parking spaces provided exclusive of guest parking spaces; and

d. The Director of Community and Economic Development/Planning Director finds that these conditions substantially reduce the need for on-site parking. The percent reduction obtained cannot be in addition to any other reductions.

SEC. 10-2.406 CREDIT FOR TWO-WHEEL VEHICLE PARKING SPACE(S).

In addition to the off-street parking requirements heretofore enumerated, additional parking spaces or facilities for bicycles, motorcycles, and similar two-wheel vehicles shall be provided when more than 50 parking spaces are required. Location, area, design, and improvement of such space or facilities shall be as approved by the Director of Community and Economic Development/Planning Director.

a. Credit for one parking space shall be given for each 4 bicycle spaces provided, whether the spaces are required or not. Bicycle spaces shall measure at least 2- feet by 7-feet and shall be located in groups of 4 and be equipped with locking devices for each bicycle.

b. Credit for one parking space shall be given for each 2 motorcycle spaces provided, whether the spaces are required or not. Motorcycle spaces shall measure 4-feet wide by 8-feet long and shall provide an adequate maneuvering area to permit easy access to the space.

c. Credits for bicycle and motorcycle parking, or a combination thereof, shall not exceed 5 percent of the total required parking spaces.

SEC. 10-2.407 TANDEM PARKING STANDARDS.

a. Tandem parking is permitted for single-family and mobilehomes.

b. Tandem parking may be permitted by the Director of Community and Economic Development/Planning Director for multi-family residences in the Central Parking District when spaces are assigned to the same dwelling unit and are enclosed within a garage.

c. Tandem parking may be permitted by the Planning Commission for multi-family residences outside the Central Parking district when spaces are assigned to the same dwelling unit and are enclosed within a garage and when 1) the development contains at least 20 units and is located within 1,000 feet of a bus route with 7-day service or a rail station; 2) no more than 35 percent of the residences are provided tandem spaces; 3) the tandem garages are spaced or grouped such that vehicular movement conflicts are minimized; and 4) the tandem garages are located such that vehicles back out into an alley or courtyard that provides access to parking facilities only. Based on a recommendation by the Planning Commission, the percentage of units with tandem garages may be increased by the City Council where such increase serves to meet the goals of an officially-adopted Design plan, including, but not limited to, density and architectural design.

d. Tandem Parking may be permitted by the Director of Community and Economic Development/Planning Director for commercial parking facilities when a valet/attendant is on duty during the hours when the facility is being used.

SEC. 10-2.408 CARSHARING PROGRAMS.

In the Industrial Districts, required parking spaces may be substituted with designated carshare vehicle parking spaces, pursuant to the following:

a. Carshare vehicles shall be maintained for active use by a carshare service and not for other purposes.

b. Carshare vehicles shall be made available to members of the carsharing service through an unattended, self-service operation 24 hours a day, seven days a week.

(Added by Ordinance 19-10 , adopted June 4, 2019)

SEC. 10-2.410 CENTRAL PARKING DISTRICT STANDARDS.

All requirements of this article shall apply to development located within the Central Parking District, as defined by Section 10-2.100, except as hereinafter modified.

Parking and loading spaces in the Central Parking District shall conform to the extent possible with the Downtown Hayward Design Plan, which seeks to create a densely developed, mixed use, pedestrian oriented downtown neighborhood.

SEC. 10-2.411 CENTRAL PARKING DISTRICT NON-RESIDENTIAL PARKING REQUIREMENTS.

1.0 space for each 315 square feet of gross floor area except for theaters; 1.0 space for each 4.0 seats.

An increase in the number of dwelling units within an existing building or the conversion of a non-residential use to residential within the Central Parking District shall not require providing parking spaces. If more than two floors are converted to residential use, the developer must meet the residential parking requirements for units on the additional floors. The developer shall demonstrate how the parking requirements for dwelling units on the additional floors will be fulfilled.

SEC. 10-2.412 CENTRAL PARKING DISTRICT RESIDENTIAL PARKING REQUIREMENTS.

Residential parking shall be provided on the site being developed. Use of combined facilities for residential parking requirements shall be permitted if parking facility is located on site of residential development.

1.0 covered and 0.50 open spaces per dwelling unit.

0.5 space per dwelling unit for multiple-family dwellings providing housing exclusively for the elderly. (Occupancy requirements must be guaranteed, e.g., condition of government financing or grant, or other guarantee acceptable to the City.)

SEC. 10-2.413 CENTRAL PARKING DISTRICT PARKING SPACE IN-LIEU PAYMENTS.

The Central Parking District requirements may be satisfied by providing payments in lieu of providing all or part of the required non-residential parking. Such payments shall be accepted on behalf of the City only when adequate municipal parking is available or will be provided within a reasonable walking distance of the proposed development, as determined by the Director of Community and Economic Development/Planning Director. Such payments shall be placed in a fund to be used for the provision of municipal parking facilities serving the Central Parking District. The amount of such payments shall be determined by the Director of Public Works and be computed on the basis of the estimated cost of providing an equivalent number of spaces at the time the development is approved. The estimate shall include land costs computed at the fair market value for the land as established by the County Assessor. Construction costs shall be computed on the basis of construction of surface parking to City standards.

SEC. 10-2.414 DOWNTOWN CORE AREA SPECIFIC PLAN REDUCTION.

Within the area subject to the Downtown Core Area Specific Plan, the residential parking requirement may be reduced by the approving authority to a minimum of 1.0 space-per-dwelling unit, provided that the aggregate parking supply for all residential units at buildout, as described in the Specific Plan, excluding units exclusively for the elderly, is 1.5 spaces per dwelling. Residential parking requirements may be met in locations other than on the development sites, subject to the approval of the reviewing authority.

SEC. 10-2.415 CENTRAL CITY—PLAZA DISTRICT EXCEPTIONS.

Additional off-street parking spaces shall not be required for construction of new buildings for commercial uses located on the ground floor in the Central City-Plaza District. Off-street parking spaces shall not be required for construction of new buildings of similar area which replace demolished or damaged buildings within 6 months that were located all or partially in the Central City-Plaza District.

SEC. 10-2.416 COTTAGE DISTRICT—EXCEPTIONS.

In the Cottage District, 1.0 off-street parking space per cottage is required; however, a single-car garage in a raised basement or backyard or nearby leased parking may be appropriate depending on the site circumstances. Driveways should generally be limited to a 10 foot width and in no case exceed 30 percent of the lot width. Double car garages in the front street elevation are prohibited.

SEC. 10-2.417 SOUTH HAYWARD BART/MISSION BOULEVARD PARKING STANDARDS.

Note(s)—Repealed by Ordinance 11-12, adopted October 11, 2011

SEC. 10-2.418 SOUTH HAYWARD BART/MISSION BOULEVARD PARKING AREA NON-RESIDENTIAL PARKING REQUIREMENTS.

Note(s)—Repealed by Ordinance 11-12, adopted October 11, 2011

SEC. 10-2.419 SOUTH HAYWARD BART/MISSION BOULEVARD PARKING AREA RESIDENTIAL PARKING REQUIREMENTS.

Note(s)—Repealed by Ordinance 11-12, adopted October 11, 2011

SEC. 10-2.420 EXCEPTIONS.

a. An exception may be granted from the provisions hereof where unnecessary or unusual hardship is shown and where such exception will not defeat the purposes of this article or the Zoning Ordinance. Possible reasons for issuing an exception include an unusually low number of employees for a given wholesale or manufacturing use; unusually small size of units; unusual topography, size, or shape of a parcel or existing structures; compatibility with the surrounding development; or other unusual conditions.

b. Applications for exceptions shall be processed in accordance with Sections 10-1.2815 through 10-1.2825 and Sections 10-1.3305 through 10-1.3365 of the Zoning Ordinance. Notice of a decision by the Director of Community & Economic Development/ Planning Director on a parking exception which exceeds 25 percent of the parking requirements shall be given within 5 business days of the decision.

c. The Director of Community and Economic Development/Planning Director, or the Planning Commission upon referral by the Director of Community and Economic Development/Planning Director, may grant an exception when it can be determined that:

    (1) There are special conditions or circumstances peculiar to the property involved that do not apply generally to property in the same district;

    (2) Literal interpretation of this article would cause a hardship or deprive the applicant of rights enjoyed by others in the same district, who have applied for parking since adoption of this ordinance;

(3) The granting of the exception does not grant a special privilege inconsistent with the limitations on other properties in the same district;

(4) The granting of an exception will not result in the parking or loading of vehicles on public streets in such a manner as to interfere with the requirements set forth in this article as nearly as is reasonably possible; and

(5) The granting of an exception will not create a safety hazard or any other condition inconsistent with the purposes of this article.

d. For purposes of this section, the fact that the proposed parking and circulation requirements on sites with existing buildings is in compliance with the requirements set forth in this article as nearly as is reasonably possible, may constitute a special circumstance warranting an exception under this section.

SEC. 10-2.430 APPEALS.

Any person aggrieved by the action of the Director of Community and Economic Development/Planning Director may appeal such action to the Planning Commission by filing a written appeal with the Development Review Services Division within 10 days from the date of such action. Upon completion of its consideration, the Planning Commission may sustain, or modify, or reverse the preceding decision.

Any member of the City Council may request review of an application on which the Director of Community and Economic Development/Planning Director or the Planning Commission has made a final decision. The Council Member requesting review shall file a written request for review with the City Clerk before the 10th day following the day the decision is rendered. The matter shall be scheduled for review and approval by the City Council. The City Council may approve, conditionally approve, or disapprove the applications based upon the relevant findings. In the event significant new evidence, which may include change in the proposal, is presented at the time of hearing, the Council may return the matter to the approving authority for further consideration and a decision. If the application has previously been subject to notice under Section 10-1.2820, it shall be scheduled for a hearing by the City Council and noticed in accord with Section 10-1.2820. No fees by the applicant shall be required when a member of the City Council requests review of an applicant.

V. LOCATION OF PARKING AND LOADING SPACES

SEC. 10-2.500 PARKING SPACE LOCATIONS.

Except for non-residential uses in the Central Parking District and residential uses in the area subject to the Downtown Core Area Specific Plan (Sec. 10-2.414) and exceptions noted in Section 10-2.402 (Off-site Parking), required off-street parking spaces and access to parking spaces shall be located on the same parcel as the uses served.

No multi-family residential parking spaces shall be located further than 200 feet from dwelling units. Where driveways exceed 40 feet in length, garages, carports, or other parking areas shall be designed to require vehicles to exit property in a forward direction.

SEC. 10-2.501 TRUCK LOADING SPACE LOCATIONS.

Truck loading spaces and the access and maneuvering areas serving loading spaces shall be located on the same parcel as the activity served and must be exclusive of the area used for required parking spaces and maneuvering areas. Truck loading spaces shall not interfere with on-street traffic, parking, or sidewalks. Truck turning templates should be used for design.

Loading areas should not dominate the street frontage. Where loading docks or doors are located directly off abutting street(s), the following policy shall be used:

a. If abutting street is a major street where the curb-to-curb width is 72 feet or more, the loading facility/dock/door, etc., shall be located so that a truck cannot use the street as a means to maneuver in a backwards motion towards the unloading point. This will require an unobstructed on-site minimum depth of 95-115 feet in front of the loading area. Driveways shall not be placed to line up with the loading docks.

b. On industrial service roads (streets 40-48 feet curb-to-curb), truck maneuvering can take place within the street area. The driveway may be lined up with the loading dock. When a truck is parked at the loading point, it shall not project into the public right of way. A minimum of 65 feet shall be unobstructed and provided in front of the loading area.

SEC. 10-2.502 OFF-STREET PARKING ON/IN SLOPES.

In residential and agricultural zoning districts, a one-story garage may be located within the front yard area, if it does not interfere with visual clearance as required by the Hayward Traffic Code and it conforms to the criteria for the location of garages on slopes as noted in the Zoning Ordinance and in the Hillside Design Guidelines.

Parking lots in all zones shall have a maximum of a 5 percent slope.

SEC. 10-2.503 OFF-STREET PARKING NEAR WALLS AND PROPERTY LINES.

Except in industrial zones, parking and aisles shall be no closer than 5 feet to a building and shall be no closer than 5 feet to a property line in residential zones or where abutting residential zoning districts, 7 feet to a building or property line if a 2 foot vehicular overhang is allowed, or 7½ feet to a building or property line if a 2 ½ foot vehicular overhang is allowed. An exception may be made for lots less than 51 feet in width, in which case vehicular circulation may be located within 3 feet of a side property line.

In all zones, parking spaces adjacent to fences or walls shall be increased in width by at least 1 foot to accommodate door swing.

SEC. 10-2.504 OFF-STREET PARKING AND LOADING IN FRONT AND STREET SIDE YARD AREAS.

Off-street parking and loading spaces or maneuvering areas for all types of vehicles—automobiles, trucks, recreational vehicles, bicycles, motorcycles, and similar two-wheel vehicles—shall not be located in any required front or street side yard, except as provided elsewhere in this article or as a part of an approved mobile home park plan.

Non single-family parking and loading spaces in residential areas should be located behind the primary structure(s) in order to enhance the streetscape.

In commercial and industrial zones, off-street parking spaces and driveway aisles shall be located no closer than 10 feet from the front and street side yard property lines, if the setbacks are less than 10 feet.

SEC. 10-2.505 OFF-STREET PARKING AND LOADING IN INTERIOR SIDE YARD AREAS.

In single-family zones, parking and loading spaces shall not be located in a required interior side yard, with the following exceptions: one recreational vehicle such as a boat, compact trailer, tent, or similar recreational vehicle less than 6 feet in height can be stored in a required side yard if screened from view from the street by a 6-feet high solid fence. Covered parking located between the rear of the main building and the rear lot line may be

placed 5 feet from the side and rear property lines. Driveway aisles may be located in required interior side yards in conformance with Section 10-2.503 (Off-Street Parking Near Walls and Property Lines).

In multi-family zones, and commercial and industrial zones, parking and driveway aisles may be located in required interior side yards in conformance with Section 10-2.503 (Off-Street Parking Near Walls and Property Lines).

SEC. 10-2.506 OFF-STREET PARKING AND LOADING IN REAR YARD AREAS.

Covered or uncovered parking and loading spaces may be located in a required rear yard as long as such parking spaces are located in accordance with requirements of the Zoning Ordinance, Sections 10-1.445 and 10-1.545, 10-1.845, and 10-1.1645, and the requirements of this article.

Open parking or vehicle storage areas located on single-family residential lots less than 10,000 square feet in area shall not exceed 500 square feet in area and shall not exceed 700 square feet for lots 10,000 feet or larger.

VI. DESIGN STANDARDS FOR PARKING AND LOADING SPACES

SEC. 10-2.600 CONFORMANCE BY TWO-WHEEL VEHICLES AND RECREATIONAL VEHICLES.

All parking and loading facilities shall meet the minimum dimensions and standards set forth in this article, including the appendices. Parking facilities for bicycles, motorcycles, and similar two-wheel vehicles shall incorporate security locking devices in their design, and such parking facilities, as well as recreational vehicle parking facilities, shall conform to all other standards contained in this article.

SEC. 10-2.601 CONFORMANCE WITH HAYWARD DESIGN GUIDELINES.

Parking and loading spaces shall conform to the extent possible with the Hayward Design Guidelines, which seek to create an environment that is pleasant for human use while preserving the positive physical aspects of a site such as views, mature trees, and historic buildings, and minimizing its physical problems such as flooding or noise.

SEC. 10-2.602 PARKING SPACE DIMENSIONS.

Minimum stall, aisle, and driveway dimensions for off-street parking spaces shall be those shown in the attached appendices. Typically, minimum dimensions for non-angled compact car spaces shall be 8'-0" wide by 15'-0" long, and minimum dimensions for non-angled standard car spaces shall be 9'-0" wide by 19'-0" long.

Open or covered parking areas, and garages or carports exceeding 120 square feet in area shall be located no less than 5 feet from the side or rear property line and shall conform to all other requirements of the Zoning Ordinance and Building Code.

SEC. 10-2.603 LOADING SPACE NUMBER AND DIMENSIONS.

The number of spaces and dimensions for loading areas shall be determined and approved by the Director of Community and Economic Development/Planning Director for new non-residential buildings as needed and physical conditions warrant.

SEC. 10-2.604 COVERED SPACE DIMENSIONS.

Minimum covered parking dimensions for off-street covered parking spaces shall be 20'-0" wide by 19'-0" long for two cars and shall be 11'-0" wide by 19'-0" for one car.

SEC. 10-2.610 COMPACT CAR PARKING SPACES.

In all non-single-family residential parking facilities containing 6 or more spaces, a maximum of 30 percent of the required spaces may be compact car spaces in all parking facilities and a maximum of 50 percent may be compact car spaces for uses located in the Industrial District.

SEC. 10-2.620 ACCESS LOCATION.

For other than single-family residential uses, all parking and loading spaces shall be located so as not to require vehicles to back out into street right-of-way.

In order to protect traffic flow and pedestrian safety and to allow for screening of parking facilities, the number of curb cuts shall be minimized. Access ways, without parking on either side, to any parking lot shall be not less than 20 feet for two-way traffic and 12 feet for one-way traffic.

SEC. 10-2.621 HOURS OF AVAILABLE USE.

All parking spaces and loading spaces shall be accessible for use during all hours of operation of the uses served.

SEC. 10-2.622 JOINT ACCESS TO PARKING SPACES.

Uses on adjoining parcels, subject to approval of the Director of Community and Economic Development/Planning Director, may share joint access to required parking spaces, providing the entire access is a minimum of 12 feet wide on each parcel (24 feet total). Owners of affected properties shall grant a recorded, reciprocal, permanent, nonexclusive easement establishing the joint access.

SEC. 10-2.623 PRIVATE DRIVEWAY STANDARDS.

Private driveway standards shall be constructed in accordance with the Standard Details of the City of Hayward Public Works Department. Driveways 40 feet or less in length shall be paved with Class B Portland Cement concrete.

On single-family residential lots, driveway width, regardless of the number of driveways, shall not exceed 20 feet in front of the garage. In addition, for access to a recreational vehicle storage area adjacent to a dwelling, a maximum 10-foot-wide driveway may be located on the opposite side of the lot from the garage, and outside the required side yard.

In multi-family residential zones, no more than 1/3 of the required front yard shall be devoted to driveway. An exception may be made for lots less than 72 feet in width, in which case driveway may be a maximum of 24 feet in width.

For lots 70 or more feet in width, the Director of Community and Economic Development/Planning Director may approve a greater driveway width if the Director of Community and Economic Development/Planning Director determines the design of the driveway is aesthetically pleasing and compatible with the lot terrain and adjacent development and will not create a pedestrian or vehicular hazard.

In industrial districts, in no case shall a driveway exceed one-third the width of the property frontage width or 35 feet, unless otherwise approved by the Planning Director.

(Amended by Ordinance 19-10 , adopted June 4, 2019)

SEC. 10-2.624 CIRCULATION TO PARKING AND LOADING SPACES.

Within a parking facility, circulation must be such that a car entering a parking lot need not enter the street to reach another aisle and that a car need not enter the street backwards, except for some single-family residences. Unless waived by the Director of Community and Economic Development/Planning Director, single-family residential lots that front on a major or secondary arterial and/or where driveways exceed 40-feet in length and multi-family residential properties shall provide a sufficient paved driveway turnaround to allow vehicles to exit the property in a forward direction.

The entrance or exit to any service bay, loading space, or parking area shall not conflict with the entrance or exit to any other service bay, loading space, or parking area.

Driving aisles shall be at least 12 feet wide for 1-way traffic flow and 20 feet wide for 2-way traffic flow. Parking lots and driving aisles parallel and adjacent to public sidewalks shall be separated by a minimum 10 foot landscape strip. One-way aisles shall alternate direction, or otherwise provide logical vehicular circulation as approved by the Director of Community and Economic Development/Planning Director, and shall not dead-end if greater than 60 feet in length. A 2-way dead-end driving aisle shall have minimum 5-foot turning back-up bay beyond the end stall.

SEC. 10-2.625 VEHICLE OVERHANG.

Where a parking lot is designed so that cars may overhang low landscaping, the stall depth for a standard-sized car may be reduced by 2-½ feet. The stall depth for a compact space may be reduced by 2 feet. The area overhung shall not be included in required landscape setback. In areas where vehicles overhang a sidewalk or walkway, the width of the sidewalk or walkway shall be increased by the overhang width to provide a minimum unobstructed width of the sidewalk or walkway of 4 feet. Parking stalls adjacent to walls shall be increased in width from the standard by at least one foot to accommodate door swing.

SEC. 10-2.626 CONTROLLED ACCESS.

a. Where access to a parking, loading, and/or driving aisle is controlled by gates, there shall be sufficient width for either 2 side-by-side entry vehicles or 2 queued-entry vehicles, or greater if required by the City Engineer, between the gates and the street right of way or sidewalk, whichever is closer. There also shall be sufficient paved turn-around area between the gates and the street right of way or sidewalk, whichever is closer, to allow a vehicle to turn around and exit the property in a forward direction without opening the gate.

b. Security gates in multi-family residential uses shall not obstruct access to visitor parking areas. Access shall be provided at all times for police, fire, city inspection, utility, and other health and safety related vehicles.

c. When a request is made to the City for controlled access, all property owners within the area to be gated, or their homeowner's association, shall agree in writing to the request and agree to be responsible for the ongoing maintenance of the gate equipment, fences or walls, traffic control devices, and landscaping.

d. The height and location of the gate shall be in conformance to Section 10-1.2725, Yard Requirements, e.g., Yard Exceptions - Fences, Hedges, Walls. The gate, control devices, and approach lanes shall be adequately lighted, striped, marked, and protected to provide for the safe and orderly movement of pedestrians and traffic.

e. A gate opening system to provide for emergency vehicle access shall be installed to the satisfaction of the Police Chief and Fire Marshal.

f. Site Plan Review is required before the construction of a gate, if the Director of Community and Economic Development/Planning Director determines that the gate materially alters the appearance and character of the property or area or may be incompatible with the above requirements, City policies, standards, and guidelines.

SEC. 10-2.630 DRAINAGE, SURFACING AND MAINTENANCE.

A storm drainage system shall be provided that conveys storm water runoff into facilities of the City or the Alameda County Flood Control District. All on-site storm drain inlets must be labeled 'No Dumping - Drains to Bay,' using approved methods.

All on-site storm drains must be cleaned at least once a year prior to the rainy season (October 15). Additional cleaning may be required by the City Engineer.

Parking surfaces and driveways for all single-family dwellings shall be paved with Class B, Portland Cement Concrete. Subject to the approval of the Director of Community and Economic Development/Planning Director, driveways exceeding 40 feet in length may be paved with asphaltic concrete or a comparable all-weather, dustless material(s), such as bricks or pavers.

All other residential and non-residential uses shall be paved with Class B, Portland Cement Concrete, or a minimum 3 inches of asphaltic concrete over a minimum of 4 inches of aggregate base or comparable all-weather, dustless material(s), such as bricks or pavers.

Parking lots shall be swept regularly to prevent the accumulation of litter and debris. If pressure washed, debris must be trapped and collected to prevent entry to the storm drain system. No cleaning agent may be discharged to the storm drain. If any cleaning agent or degreaser is used, washwater shall not be discharged to the storm drains; washwaters should be collected and discharged to the sanitary sewer. Discharges to the sanitary sewer are subject to the review, approval, and conditions of the wastewater treatment plant receiving the discharge.

SEC. 10-2.640 LIGHTING AND MARKING.

Parking facilities shall be adequately lighted for safety and security as determined by the City Engineer. The minimum requirement is 1 foot candle of light across the entire surface of the parking area. Exterior lighting shall be designed, erected, and maintained so that light or glare is not directly cast upon adjacent properties or public rights-of-way.

Aisles, approach lanes, and maneuvering areas shall be marked and maintained with directional arrows and striping to control traffic flow. Each parking space shall be stripped, marked, and maintained by surface markings or other effective means and shall be maintained so as to be readily visible at all times. All compact parking spaces and designated employee parking spaces per Section 2.400, Parking Space Width Reductions, shall be clearly marked as such.

This section shall not apply to detached single-family dwellings.

SEC. 10-2.641 SPACE IDENTIFICATION.

In multiple-family developments of 5 or more units, no less than 10 percent of the spaces shall be clearly and permanently marked for visitor parking, except in the Central Parking District where parking requirements are less than 1.0 space per dwelling unit. Where less than 10 parking spaces are required, a minimum of 1 standard parking space shall clearly be marked for visitor's parking.

SEC. 10-2.642 DIRECTIONAL AND REGULATORY SIGNS.

Traffic directional signs as required and approved by the Director of Public Works shall be installed at no expense to the City. Each exit from any parking area, except for single-family residential, shall be clearly marked with a 'STOP' sign.

SEC. 10-2.650 LANDSCAPING.

Landscaped areas required in this section shall be composed of trees, shrubs, turf grass, planted ground cover, or a combination thereof. Landscaping shall be permanently maintained, including replacement where necessary. Landscaping shall be provided as follows:

a. Except for access driveways, a landscape planter 10 feet in width shall be provided in all required yard areas adjacent to street right-of-ways to create a separation from parking, loading, and vehicle maneuvering areas.

b. Where no front and/or street side yards are required, a landscape strip at least 10 feet wide, unless a wider strip is otherwise required by the Zoning Ordinance, shall be installed between parking areas and all existing or future street rights-of-way.

c. Landscape materials within 10 feet of vehicle ingress and egress points shall be maintained so as not to impair visibility or create a traffic hazard.

d. Landscaped areas shall be irrigated by means of an automatic sprinkler system with an automatic on-off timer clock mechanism.

e Landscape buffers shall be provided between adjoining outdoor use spaces with walls and planting shall be provided.

f. Parking areas shall include a minimum of one 15-gallon parking lot tree for every 6 parking stalls, except where restricted because of design constraints. Parking lot trees shall be planted in tree wells or landscape medians located within the parking area, unless an alternative location is approved by the Director of Community and Economic Development/Planning Director. Required street and buffer trees shall not qualify as parking lot trees.

g. Where a side or rear yard is required between a parking area and residential district, a minimum of one 15-gallon buffer tree shall be planted for every 20 lineal feet of property line.

h. The minimum dimensions of any tree well or landscape median shall be 5 feet, measured from the back of curb. The end of the parking rows shall be capped with landscape medians except where space is restricted due to existing site conditions.

i. Parking and loading areas shall also be buffered from the street with shrubs, walls, or earth berms, as determined by the Director of Community and Economic Development/Planning Director. Where shrubs are used for buffering, the type and spacing of shrubs shall create a continuous 30-inch-high screen within 2 years.

j. Agricultural zoning districts and parcels in a residential zoning district with three or less dwelling units shall be exempt from the landscaping requirements of this section.

SEC. 10-2.660 SCREENING.

a. A view-obscuring screen shall be installed along rear and interior lot lines whenever parking, loading, and vehicle maneuvering areas are adjacent to residentially zoned parcels. At the discretion of the Director of Community and Economic Development/ Planning Director or the Planning Commission, a view-obscuring

screen may be required abutting any nonconforming residential buildings. The view-obscuring screen shall be uniformly painted, decorative wood fence, masonry wall or its equivalent, or chain-link fence with plant materials, and shall be constructed to withstand a 15-pound-per-square-foot wind load. The view obscuring screen shall be 6 feet high except when located within required street yard setbacks, in which case the screen shall not exceed 4 feet high.

b. Unless there already exists a building wall or a fence, wall, or similar screen located within 2 feet of either side of a common property line, a view-obscuring screen as described above shall be installed. On Commercial or Industrial zoned properties abutting a residentially zoned parcel, the view obscuring screen shall be a concrete, brick, or masonry wall, or an equivalent.

c. Agricultural zoning districts and parcels in a residential zoning district with 3 or less dwelling units shall be exempt from the requirements of this section.

SEC. 10-2.670 CURBING/BARRIERS.

Except for single-family dwellings, where abutting trees and other landscaping, walls, columns, fences and pedestrian paths, each parking and loading space shall be provided with a Class B, Portland Cement Concrete bumper block or continuous concrete curb at least 6 inches in height above the finished pavement and 6 inches thick. Barriers shall be located a minimum of 24 inches from landscaped strips and 30 inches from fences, walls, etc. Additional barriers may be required by the Director of Community and Economic Development/Planning Director where he/she determines they are necessary for proper traffic circulation or safety reasons.

VII. PARKING FOR PERSONS WITH PHYSICAL DISABILITIES

SEC. 10-2.700 PARKING FOR PERSONS WITH PHYSICAL DISABILITIES.

Each lot or parking structure where parking is provided for public as clients, guests, or employees, shall provide accessible parking as required by this section. In addition to the following requirements, the parking space(s) for persons with physical disabilities shall be designed and provided pursuant to state and federal requirements. Parking spaces for persons with physical disabilities required by this section shall count toward fulfilling off-street parking space requirements.

SEC. 10-2.710 REQUIRED PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES.

The minimum number of persons with physical disabilities' accessible parking spaces shall be:

Total Number of Parking Spaces Required	Accessible Parking Spaces Required
1—25	1
26—50	2
51—75	3
76—100	4
101—150	5
151—200	6
201—300	7
301—400	8
401—500	9
501—1,000	2 percent of total number
1,001 & over	20 plus 1 for each 100, or fraction thereof, over 1,001

Parking for persons with physical disabilities in residential uses shall be provided at the minimum rate 1 space per dwelling unit that is designed for occupancy for persons with physical disabilities.

SEC. 10-2.720 REQUIRED PARKING SPACE SIZE FOR PERSONS WITH PHYSICAL DISABILITIES.

Where single spaces are provided, they shall be 14 feet wide and outlined to provide a 9-foot parking area and a 5-foot loading and unloading access aisle on the passenger side of the vehicle. When more than one space is provided in lieu of providing a 14-foot wide space for each parking space, two spaces can be provided within a 23-foot wide area lined to provide a 9-foot parking area on each side of a 5-foot loading and unloading access aisle in the center. The minimum length of each parking space shall be 18 feet.

One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide minimum on the passenger side and shall be designated van accessible. All such spaces may be grouped on one level of a parking structure.

SEC. 10-2.730 LOCATION OF PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES.

Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

SEC. 10-2.740 ARRANGEMENT OF PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES.

In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. Also, the space shall be so located that persons with physical disabilities are not compelled to wheel or walk behind parked cars other than their own. Pedestrian ways which are accessible to people with physical disabilities shall be provided from each such parking space to related facilities, including curbs or ramps as needed. Ramps shall not encroach into any parking space.

Surface slopes of parking spaces for persons with physically disabilities shall be the minimum possible and shall not exceed ¼ inch per foot (2.083 percent gradient) in any direction.

SEC. 10-2.750 IDENTIFICATION OF PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES.

Each parking space reserved for persons with physical disabilities shall be identified by a reflectorized sign permanently posted immediately adjacent to and visible from each stall or space, consisting of a profile view of a wheelchair with occupant in white on dark blue background. The sign shall not be smaller than 70 square inches in area and, when in path of travel, shall be posted at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade. Signs may also be centered on the wall at the interior end of the parking space at a minimum height of 36 inches from the parking space finished grade, ground or sidewalk. Van accessible spaces shall have an additional sign stating 'Van-Accessible' mounted below the symbol of accessibility.

An additional sign shall also be posted in a conspicuous place at each entrance to off-street parking facilities, or immediately adjacent to and visible from each stall or space. The sign shall not be less than 17 inches by 22 inches in size with lettering not less than 1 inch in height, which clearly and conspicuously states the following:

'Unauthorized vehicles parked in designated accessible spaces not displaying distinguishing placards or license plates issued for persons with disabilities may be towed away at owner's expense. Towed vehicles may be reclaimed at _____ or by telephoning _____.'

[Blank spaces are to be filled in with appropriate information as a permanent part of the sign.]

In addition to the above requirements, the surface of each accessible parking space or stall shall have a surface identification duplicating either of the following schemes:

a. By outlining or painting the stall or space in blue and outlining on the ground in the stall or space in white or suitable contrasting color a profile view depicting a wheelchair with occupant, or

b. By outlining a profile view of a wheelchair with occupant in white on blue background. The profile view shall be located so that it is visible to a traffic enforcement officer when a vehicle is properly parked in the space and shall be 36 inches high by 36 inches wide.

SEC. 10-2.760 DROP-OFF AND LOADING ZONES FOR PERSONS WITH PHYSICAL DISABILITIES.

When provided, passenger drop-off and loading zones for persons with physical disabilities shall be located on accessible routes of travel. One passenger drop-off and loading zone shall provide an access aisle at least 5 feet wide and 20 feet long adjacent and parallel to the vehicle pull-up space. Such zones shall be located on a surface with a slope not exceeding 1 vertical in 50 horizontal. If there are curbs between the access aisle and the vehicle pull-up space, a curb ramp shall be provided.

Valet parking facilities shall provide a passenger loading zone complying with drop-off and loading zone requirements and shall be located on an accessible route to the entrance of the facility.

SEC. 10-2.770 REQUIRED PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES IN MEDICAL CARE FACILITIES.

At facilities providing medical care and other services for persons with mobility impairments, the minimum required number of accessible parking spaces for persons with physical disabilities shall be:

a. Outpatient units and facilities: 10 percent of the total number of parking spaces provided serving each such outpatient unit or facility.

b. Units and facilities that specialize in treatment or services for persons with mobility impairments: 20 percent of the total number of parking spaces provided serving each such unit or facility.

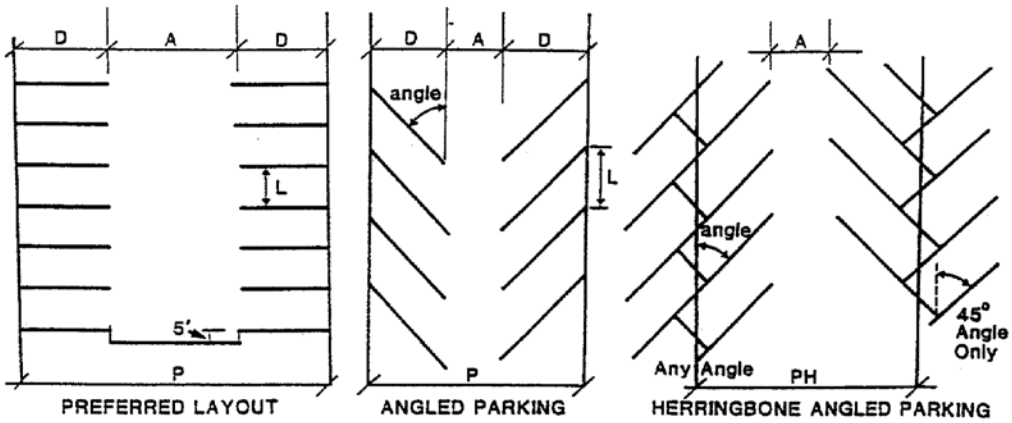
APPENDIX A-1. OFF STREET PARKING REGULATIONS
MINIMUM STALL AND AISLE DIMENSIONS[1]

	ANGLE DEGREES	STALL WIDTH L	STALL DEPTH D	AISLE WIDTH[2] A	OVER ALL P	PH
STANDARD CAR	0	23.0	8.0	12.0	28	—
	30	18.0	16.0	12.0	44	37
	45	12.7	18.5	12.0	49	43
	60	10.4	20.0	17.0	57	53
	75	9.3	19.0	23.0	61	59
	90	9.0	19.0	26.0	64	—
		9.5	19.0	25.0	63	—
		10.0	19.0	24.0	62	—
		10.5	19.0	22.0	60	—

COMPACT CAR	45	11.3	15.6	12.0	43.2	40
	60	9.2	17.0	14.5	48.5	45
	75	8.3	16.86	17.5	50.6	50
	90	8.0	15.0	20.0	50.0	—

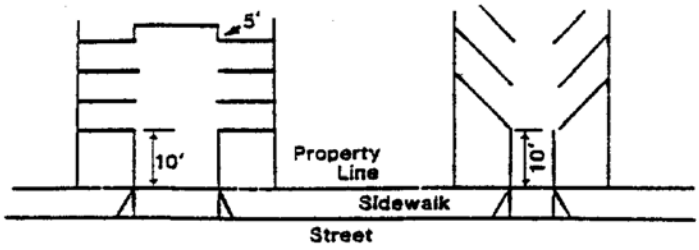
(1) Alternate designs for angled parking may be used if approved by the Planning Director.

(2) If the parking angle is less than 90°, parking aisle shall be designed for one-way circulation.



APPENDIX A-2. DRIVEWAY AND DESIGN REQUIREMENTS

1. All covered parking spaces shall have a minimum clearance (height) of 6 feet, 6 inches for residential uses and 7 feet, 0 inches for commercial and industrial uses.
2. In order to prevent backing over sidewalks, backing into streets and congestion at lot entrances, no stall may be located within 10 feet of the property line adjacent to the street.
3. In single-entrance, 90° parking lots, provisions for adequate egress from rear stalls shall be made.



4. Two-way aisles shall have a minimum width of 20 feet.
5. Driveway openings shall be aligned with parking lot aisles.
6. Parking lot designs shall be drawn to scale with dimensions and parking angle indicated.
7. For 90° parking, 2 feet of the stall depth may be used for compact vehicle overhang; 2½ feet of stall depth may be used for standard-sized vehicle overhang.
8. Off-street loading spaces or docks in industrial districts shall be located behind the public right-of-way, a distance no less than the maximum length vehicle permitted on streets and highways by the State of California.

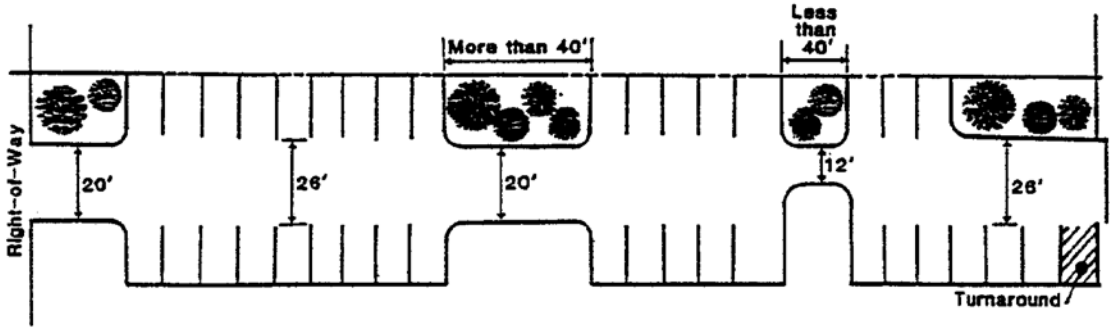
9. Accessible parking spaces shall be 17 feet wide with an 8 foot wide loading area adjacent to the passenger side of the vehicle for one space and 26 feet wide for 2 spaces sharing an 8 foot wide loading area.

10. The minimum driveway widths shown below shall apply to all access driveways irrespective of the total length of the driveway or the number of parking bays or parking areas served by the driveway.

Number of Stalls Served	One-Way Driveway	Two-Way Driveway
1 through 7	10 feet*	12 feet**
8 or more	12 feet	20 feet

*A driveway serving one single-family residence shall be a minimum of 10 feet, except where the house is located more than 150' from public right-of-way, the Fire Department may require 12' driveway width.

**Where the distance between parking bays or areas exceeds 40 feet or visibility between parking bays or areas is impaired, the driveway width shall be 20 feet. (See illustration below.)



VIII. REQUIREMENTS FOR EV CHARGING INFRASTRUCTURE

SEC. 10-2.800 ELECTRIC VEHICLE (EV) CHARGING SPACES

Electric vehicle (EV) charging infrastructure shall be provided and maintained for projects whenever off-street parking is provided. The infrastructure shall be provided in accordance with the requirements of the California Green Building Standards Code, Title 24 Part 11, and the requirements in this Section, whichever provides greater number of off-street parking spaces with access to EV charging infrastructure. All accessibility provisions shall meet California Building Code Chapters 11A and 11B and Part VII of this Article. All signage provisions shall meet Caltrans Traffic Operations Policy Directive 13-01 (Zero Emission Vehicle Signs and Pavement Markings) or its successor(s).

All such spaces shall count toward the minimum required parking spaces. Where two or more primary uses occupy a single site, the EV infrastructure required for each use shall be calculated separately. Calculations for the required minimum number spaces with EV infrastructure shall be rounded up to the nearest whole number.

Requirements represent the minimum charging infrastructure required, and increases in installed infrastructure, such as EV Supply Equipment and delivered power, shall be permissible.

SEC. 10-2.810 Electric Vehicle Charging Requirements by Use.

Uses	EV Charging Infrastructure Required
Single-Family Dwellings and Townhomes	• Each of the first two parking spaces per dwelling unit shall be provided with a Level 2 EV Ready space.
Multiple-Family Dwellings	• A minimum of 20% of dwelling units with parking spaces shall be provided with at least one Level 2 Electric Vehicle Charging Station (EVCS).); and • All remaining dwelling units with parking spaces shall be provided with at least one Low Power Level 2 EV Ready space. • Automatic Load Management Systems (ALMS) shall be permitted to reduce load when multiple vehicles are charging.
Offices	• A minimum of 20% of parking spaces provided shall be provided with a Level 2 EVCS; and • A minimum of 50% of parking spaces provided shall be provided with a Level 2 EVCS or are Level 2 EV Capable. • ALMS shall be permitted to reduce load when multiple vehicles are charging.
Hotels and Motels	• A minimum of 5% of parking spaces provided shall be provided with a Level 2 EVCS; and • A minimum of 30% of parking spaces provided shall be provided with a Low Power Level 2 EVCS or are Low Power Level 2 EV Ready. • ALMS shall be permitted to reduce load when multiple vehicles are charging.
All Other Uses	• A minimum of 10% of parking spaces provided shall be provided with a Level 2 EVCS; and • A minimum of 20% of parking spaces provided shall be provided with a Level 2 EVCS or are Level 2 EV Capable. • ALMS shall be permitted to reduce load when multiple vehicles are charging

SEC. 10-2.820 Direct Current Fast Charging stations.

a. One DCFC may be substituted for up to five (5) EVCS to meet the requirements of Section 10-2.810.

b. Where ALMS serve DCFC stations, the power demand from the DCFC shall be prioritized above Level 2 spaces.

SEC. 10-2.830 Non-Proprietary Infrastructure.

a. Electric vehicle supply equipment installed pursuant to this subsection shall be compatible with a broad range of electric vehicle makes and models.

SEC. 10-2.840 Exceptions.

a. Where there is no local utility power supply, or the local utility is unable to supply adequate power.
b. Where there is evidence suitable to the local enforcing agency substantiating that additional local utility infrastructure design requirements directly related to the implementation of Section 10-2.81081030-0.3 may increase construction cost by an average of $4,500 per parking space. EV infrastructure shall be provided up to the level that would not exceed this cost for utility service.
c. Spaces accessible only by automated mechanical car parking systems are excepted from providing EV charging infrastructure.
d. Decisions on the above exceptions may be appealed pursuant to Section 10-2.430.

File #: ACT 22-086

DATE: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

Proposed 2022/2023 Agenda Planning Calendar: Review and Comment

RECOMMENDATION

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

SUMMARY

The proposed 2022 agenda planning calendar contains planned agenda topics for the Committee meetings for the CSC'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: October 6, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT Proposed 2022 Agenda Planning Calendar: Review and Comment

RECOMMENDATION

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

SUMMARY

The proposed 2022 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 2022.

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

November 14, 2022
Municipal Regional (Stormwater) Permit-MRP 3.0 and Recommended Amendments to the City's Stormwater Ordinance
Update on Litter Assessment by Litterati – Information and Discussion
East Bay Community Energy – Year-End Review of Programs & Financials – Information and Discussion
Annual Update on Implementation of Strategic Roadmap (Climate Change projects) – Information and Discussion

January 9, 2023
City Fleet Electrification & Electric Vehicle Charging – Information and Discussion
Safety Element – Draft Climate Adaptation Policies & Programs – Information and Discussion
Unscheduled Items
Energy Resilient Public Facility Program - Discussion and Recommendation to Council
Low Carbon Concrete (to be considered for 2026 Reach Code)
Pilot Program for Reusable Dishware
EV Charging Requirements for Existing Multifamily Properties
Ending Natural Gas Use by 2045 (to be considered for 2026 Reach Code)
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