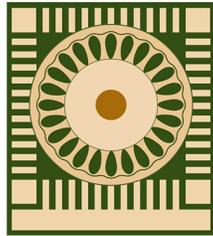


CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
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CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Monday, May 9, 2022

4:30 PM

Remote Participation

Council Sustainability Committee

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.

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

Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Council Sustainability Committee and City staff, and published on the City's Meeting and Agenda Center under Documents Received After Published Agenda.

Please click the link below to join the webinar:

<https://hayward.zoom.us/j/87887785611?pwd=QTYydmdENWN1eEFlnk9nd0YwUEV3Zz09>

Webinar ID: 878 8778 5611

Password: CSC5922#

Or join by phone: 888 788 0099 (Toll Free)

Webinar ID: 878 8778 5611

Password: 69524354

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS:

REPORTS/ACTION ITEMS

- 1. [MIN 22-060](#)** Approval of Minutes from the Council Sustainability Committee (CSC) Meeting Held on March 14, 2022

Attachments: [Attachment I March 14, 2022 CSC Meeting Minutes](#)

- 2. [MIN 22-061](#)** Approval of Minutes from the Special Council Sustainability Committee (CSC) Meeting Held on March 28, 2022

Attachments: [Attachment I March 28, 2022 Special CSC Meeting Minutes](#)

3. [ACT 22-046](#) Climate Action Plan and Environmental Justice: Considerations for New General Plan Policies and Programs - Information and Discussion

Attachments: [Attachment I Staff Report](#)
[Attachment II CAP Mural Board Responses](#)
[Attachment III EJ Workshop 1 Mural Board Responses](#)
[Attachment IV Hayward EJ Draft Policy Framework](#)

4. [ACT 22-050](#) 2023 Reach Code - Information and Discussion

Attachments: [Attachment I Staff Report](#)
[Attachment II EV Charging Glossary](#)
[Attachment III EV Charging Requirements rev 5-5](#)

FUTURE AGENDA ITEMS

5. [ACT 22-049](#) Proposed 2022 Agenda Planning Calendar: Review and Comment

Attachments: [Attachment I Staff Report](#)

ORAL UPDATES

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT

NEXT REGULAR MEETING: Monday, July 11, 2022



CITY OF HAYWARD

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

File #: MIN 22-060

DATE: May 9, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

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

RECOMMENDATION

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

ATTACHMENTS

Attachment I March 14, 2022 Council Sustainability Committee Meeting Minutes

CITY COUNCIL SUSTAINABILITY COMMITTEE MEETING
Remote Participation – Digital Zoom Meeting
March 14, 2022
4:30 p.m. – 6:04 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:

- Elisa Márquez, City Council Member
- Francisco Zermeño, City Council Member

Absent:

- Barbara Halliday, Mayor/CSC Chair

Staff:

- Alex Ameri, Director of Public Works
- Linda Ko, Senior Secretary (Recorder)
- Jeff Krump, Solid Waste Program Manager
- Omar Noorzad, Supervising Building Inspector
- Steve Osborne, Supervising Plan Checker & Expeditor
- Jennifer Ott, Assistant City Manager
- Erik Pearson, Environmental Services Manager
- Elisa Wilfong, Water Pollution Control Administrator

PUBLIC COMMENT

There were no public comments.

1. Approval of Minutes of the Council Sustainability Committee (CSC) Meeting Held on January 10, 2022

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

2. Considerations for the 2023 Reach Code – Information and Discussion

Erik Pearson, Environmental Services Manager, gave an informational presentation on the Reach Code and key components that may be included in the 2023 Reach Code. The potential reach code components included the following: new low-rise residential buildings, new non-residential and high-rise residential buildings, new accessory dwelling units, existing buildings, end of flow, existing residential and electric vehicle (EV) charging.

Council Member Márquez expressed her support of staff's recommendation to eliminate the mixed-fuel option for new non-residential and high-rise residential buildings. She also supported the recommendation to require all new detached ADUs to be all-electric.

Council Member Márquez stated that she would like to see the City of Hayward be more aggressive in the EV charging element and also asked that chargers be installed equitably around the City.

Council Member Zermeño also expressed his support for eliminating gas options for new non-residential buildings, new high-rise residential buildings and new detached ADUs. He also supported the idea of prohibiting the extension of gas infrastructure in existing buildings. Regarding the end of flow component, Council Member Zermeño recommended delaying the implementation and suggested staff observe Half Moon Bay's ordinance implementation. He also expressed his desire to be mindful of the public's response to the implementation of end of flow.

Public Comment

There were no public comments.

3. Municipal Regional (Stormwater) Permit-MRP 3.0 – Information and Discussion

Elisa Wilfong, Water Pollution Control Administrator, gave an informational presentation on the proposed changes in the new Municipal Regional Permit (MRP) 3.0.

Council Member Márquez encouraged staff to advocate for State funding to assist with addressing the unsheltered community and removing debris from the encampments. She also expressed her support for increasing the installation of the trash capture devices. Council Member Márquez shared her concern about the cost burden that the proposed change, to lower the threshold for development projects required to have above-ground stormwater treatment from 10,000 square feet down to 5,000 square feet, would create.

Council Member Zermeño inquired if there was a program to replace the “no dumping” stencils and medallions that were missing near storm drains. Ms. Wilfong confirmed that staff works with the Maintenance Services Department to replace missing or faded signs as soon as they are noticed.

Public Comment

There were no public comments.

4. Proposed 2022 Agenda Planning Calendar: Review and Comments

Erik Pearson, Environmental Services Manager, shared the proposed 2022 agenda planning calendar with the Committee.

Council Member Zermeño shared that he will be absent during the July 11th Council Sustainability Committee Meeting.

Council Member Márquez suggested a future presentation of a year-end review of the initiatives and accomplishments of East Bay Community Energy (EBCE) to inform the public of how funds were being invested back into the community.

Public Comment

There were no public comments.

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS:

Council Member Márquez encouraged the community to purchase electric vehicles.

Mr. Pearson announced that the first public workshop for the Climate Action Plan update was scheduled for April 13th and that information would be sent out with the link to register.

ADJOURNMENT: 6:04 p.m.

Attendance	MEETINGS			
	Present 03/15/22 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Elisa Márquez	✓	4	0	1
Barbara Halliday	X	4	0	1
Francisco Zermeño	✓	5	0	0



CITY OF HAYWARD

Hayward City Hall
777 B Street
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File #: MIN 22-061

DATE: May 9, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

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

RECOMMENDATION

That the CSC reviews and approves the March 28, 2022 special CSC meeting minutes.

ATTACHMENTS

Attachment I March 28, 2022 Special Council Sustainability Committee Meeting Minutes

SPECIAL CITY COUNCIL SUSTAINABILITY COMMITTEE MEETING
Remote Participation – Digital Zoom Meeting
March 28, 2022
5:31 p.m. – 6:24 p.m.
MEETING MINUTES

CALL TO ORDER: Meeting called to order at 5:31 p.m. by Mayor Halliday.

ROLL CALL:

Members:

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

Staff:

- Alex Ameri, Director of Public Works
- Jeff Krump, Solid Waste Manager
- Jennifer Ott, Assistant City Manager
- Erik Pearson, Environmental Services Manager
- Michael Wolny, Senior Secretary (Meeting Recorder)

PUBLIC COMMENTS

There were no public comments.

1. Solid Waste and Recycling Franchise Agreement: Update on Negotiations

Director Ameri introduced, Erik Pearson, Environmental Services Manager and Jeff Krump, Solid Waste Manager who gave a presentation on the status of the negotiations with Waste Management of Alameda County (WMAC) for a new franchise agreement.

Council Member Zermeño stated that he was okay with closing the Waste Management office on Main Street. He also requested that the big belly containers at Tennyson Road and Hesperian Boulevard, by McDonalds, please be replaced.

Council Member Márquez thanked staff for the concise and thorough report. She expressed her strong support to maintain the Waste Management office on Main Street and to keep it open to service customers who may need cash transactions. Council Member Márquez also strongly encouraged staff to request Waste Management to start delivering new bins with electric vehicles once the agreement took effect.

Mayor Halliday stated that she was comfortable with the Waste Management office being closed since it had been closed for the past two years.

Both Mayor Halliday and Council Member Zermeño agreed that they would like Waste Management to provide educational resources to educate customers on Waste Management services and proper disposal.

PUBLIC COMMENTS

There were no public comments.

ADJOURNMENT: 6:24 p.m.

Attendance	MEETINGS			
	Present 03/28/22 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Elisa Márquez	✓	5	0	1
Barbara Halliday	✓	5	0	1
Francisco Zermeño	✓	6	0	0



CITY OF HAYWARD

Hayward City Hall
777 B Street
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File #: ACT 22-046

DATE: May 9, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works
Deputy Director of Development Services

SUBJECT

Climate Action Plan and Environmental Justice: Considerations for New General Plan Policies and Programs - Information and Discussion

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report and provides direction 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 of the General Plan. This report also presents a draft policy framework for a new Environmental Justice Element of the General Plan. This report provides an update on the project, community engagement strategies, and next steps. The City is working with Rincon Consultants to forecast GHG emissions and develop policies and programs that will help reduce community-wide emissions. Staff will continue engaging with community stakeholders to ensure that all policies in the CAP are equitable and align with community needs.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II CAP Mural Board Responses
- Attachment III Environmental Justice Workshop 1 Mural Board Response
- Attachment IV Hayward Environmental Justice Draft Policy Framework



DATE: May 9, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works
Deputy Director of Development Services

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

RECOMMENDATION

That the Council Sustainability Committee (CSC) reviews and comments on this report and provides direction 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 of the General Plan. This report also presents a draft policy framework for a new Environmental Justice Element of the General Plan. This report provides an update on the project, community engagement strategies, and next steps. The City is working with Rincon Consultants to forecast GHG emissions and develop policies and programs that will help reduce community-wide emissions. Staff will continue engaging with community stakeholders to ensure that all policies in the CAP are equitable and align with community needs.

BACKGROUND

In July 2009, Hayward adopted its first CAP, which included aggressive goals for reducing GHG emissions. The CAP was amended and incorporated into the General Plan¹ in 2014 and includes actions necessary to meet Hayward's 2020 GHG reduction target (20% below 2005 levels by 2020). This target was achieved two years early, with Hayward's 2018 emissions inventory showing that community-wide emissions were reduced by 21.6% from 2005 to 2018. In January 2021, staff presented to the CSC Hayward's 2019 GHG inventory² showing that emissions had been reduced by 25.7% since 2005.

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

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

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

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

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

DISCUSSION

The CAP update is needed to identify the policies and programs necessary to achieve the 2030 GHG reduction target and put Hayward on a path to achieve carbon neutrality by 2045. The CAP update is being combined with the Housing Element update and Environmental Justice Element effort because issues of housing, environmental justice, safety and hazard planning, and climate change are inextricably linked. Conducting outreach, planning, and environmental review for all the General Plan amendments simultaneously will result in a more comprehensive and holistic approach to these issues and will result in cost and time efficiencies.

GHG Inventory and Forecast

Hayward's most recent inventory accounts for community GHG emissions through 2019. Rincon consultants evaluated the 2019 GHG inventory and provided a forecast of emissions through 2045. The 2020 inventory is currently in progress and will be presented to the CSC when all necessary data becomes available.

In the GHG inventory evaluation, the consultants recommended that the City include emissions from public buses (AC Transit), updated off-road emissions data, and calculate total transportation emissions using Google's Environmental Insights Explorer (EIE) data. Previous inventories have included vehicle miles traveled (VMT) data from the Metropolitan Transportation Commission (MTC), which includes passenger and commercial vehicles. The City supplemented these datasets with Emission FACTor (EMFAC)⁶ data on motorcycles, motor homes, and buses. MTC uses a transportation model that estimates VMT using population and land use metrics. Google EIE accounts for all vehicle types that start or end within the City boundary. This data is advantageous because it uses anonymized and aggregated location history data that is a real time reflection of

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

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

⁵ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5034289&GUID=A1DD2D35-7B4A-42C8-9284-7DEB78AAD470&Options=&Search=>

⁶ EMFAC is a model from the California Air Resources Board (CARB) that estimates the official emissions inventories of on-road mobile sources in California (<https://arb.ca.gov/emfac/>)

local changes in transportation use. After making these updates, the finalized inventory was used to project future emissions and calculate how much Hayward will have to reduce emissions through local initiatives and programs to meet long term targets.

Business As Usual Forecast

The first forecast provided is Hayward’s business as usual (BAU) GHG emissions, shown below in Figure 1. The BAU forecast provides an estimate of how emissions are predicted to change from 2019 to 2045, given that existing actions continue as they were in 2019 with no new regulations or actions that reduce local GHG emissions. The forecast is based on projected trends in population growth and employment, consistent with local and regional projections.

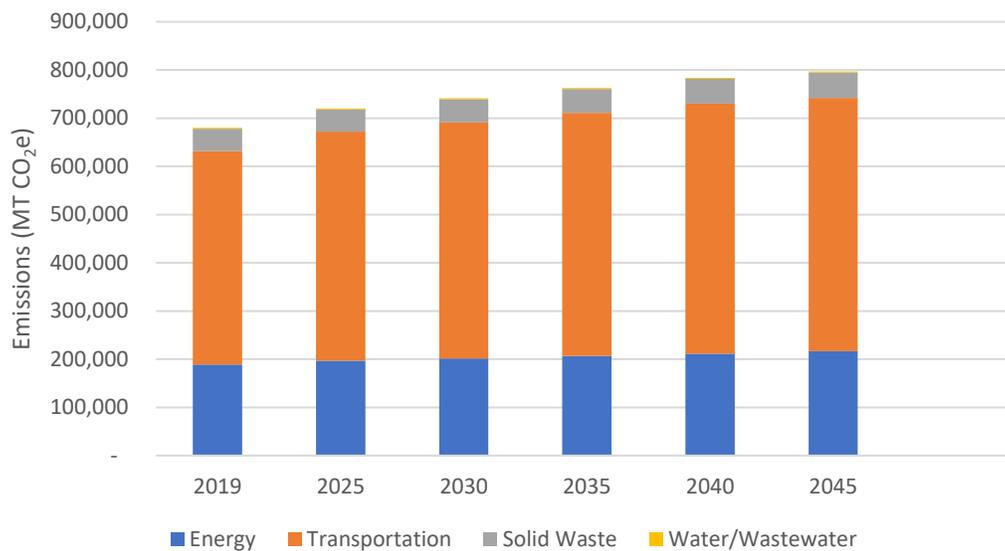


Figure 1. Hayward BAU GHG Emissions Forecast (MT CO₂e) through 2045

Adjusted Emissions – State + Federal Regulations

There are multiple federal and state regulations that have been enacted that are expected to reduce Hayward’s GHG emissions in the coming years. The following State actions were applied to the Adjusted Forecast based on the unique sectors within Hayward:

- **2019 Title 24 Building Energy Efficiency Standards**
The 2019 Title 24 Energy Efficiency Standards have come into effect, creating significantly more efficient new building stock. Starting in 2020, new residential developments are required to include on-site solar generation and near-zero net energy use.
- **Renewable Portfolio Standard (RPS) and Senate Bill 100**
The RPS program, accelerated in 2018 under SB 100, requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 50 percent of total procurement by 2026 and 60 percent of total procurement by 2030. The RPS program further requires

these entities to increase procurement from GHG-free sources to 100 percent of total procurement by 2045.

- **Transportation Legislation**

The Advanced Clean Cars program coordinates the goals the Low Emissions Vehicles, Zero Emissions Vehicles, and Clean Fuels Outlet programs into a single coordinated package of requirements for model years 2017 to 2025. The new standards are anticipated to reduce GHG emissions by 34 percent in 2025. Public transit GHG emissions will also be reduced in the future through the Innovative Clean Transit (ICT) regulation, adopted in December 2018, which requires all public transit agencies to gradually transition to a 100-percent zero-emission bus fleet by 2040.

Compliance with State legislation is expected to result in GHG emissions reductions from the BAU GHG Emissions Forecast in the transportation and energy sectors for residential and non-residential activities. The impact of these regulations was quantified by Rincon to create the adjusted forecast shown below in Figure 2.

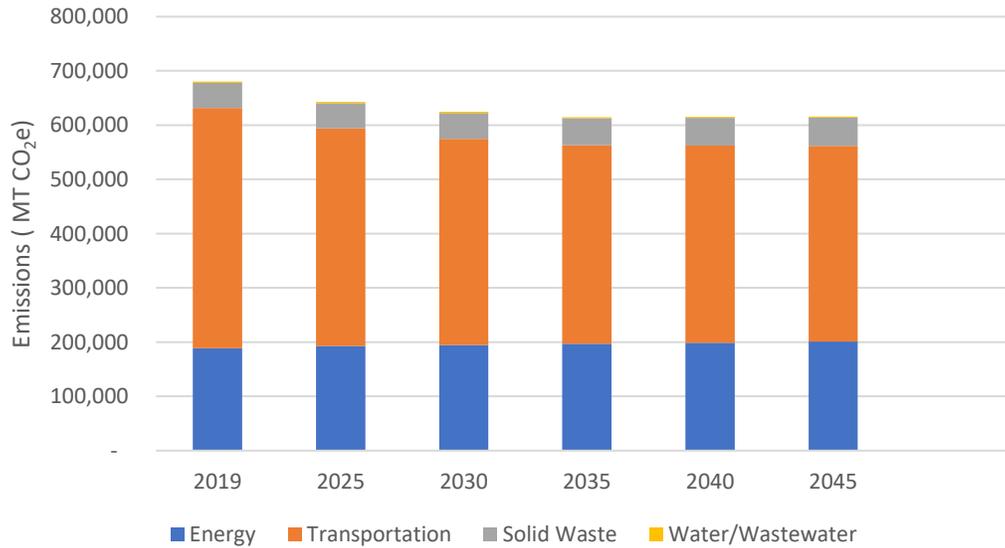


Figure 2. Hayward Adjusted GHG Emissions Forecast (MT CO₂e) through 2045

Gap Analysis

The adjusted forecast was compared against the City’s targets to establish the gap in emissions reductions that need to be tackled by the City to reach the GHG reduction goals stated previously. The CAP Update will assess the GHG emissions reductions needed based on the difference between the legislative adjusted GHG emissions forecast and the adopted Hayward GHG reduction targets. The targets and the emissions gap are shown in Figure 3.

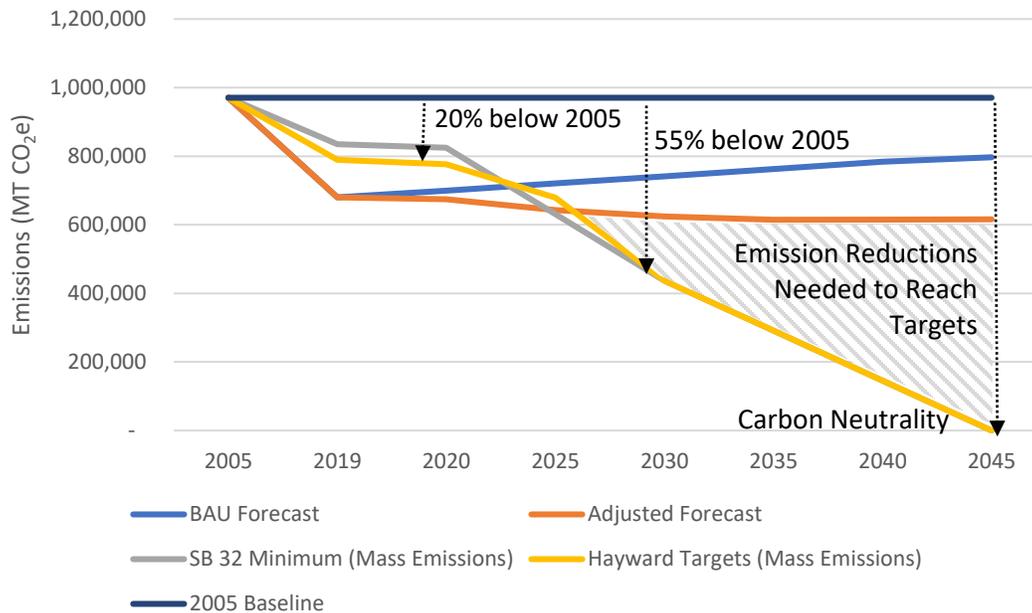


Figure 3. GHG Emissions Targets & Gap Analysis

First CAP Community Workshop

The above Figures were presented at a community workshop on April 13, 2022. There were 12 attendees, of which 5 represent a local organization. During the workshop, the attendees provided input on the following topics through a Mural Board interactive activity (see Attachment II):

1. Concerns about climate change and GHG emissions

Many community members in the meeting expressed their concern for the disproportionate impact of climate change on low-income, BIPOC (black, indigenous and people of color) communities. Additionally, there were concerns about health impacts, livability, and stability of the community over time, and resource scarcity.

2. Potential opportunities to reduce GHG emissions in Hayward

Attendees expressed a need for the CAP to emphasize reducing emissions from on-road transportation. Comments included making public transportation, biking, and electric vehicles more accessible, safe, and affordable. Other comments addressed reducing air pollution from factories and construction.

3. Sectors to prioritize in the CAP

Attendees voted on which sectors they believe should be included in the CAP Update, and of the 7 options provided⁷, the top 4 choices were:

- Increasing Public Transit Access;
- Increasing Tree Count;
- Electrifying New Buildings; and
- Electrifying Existing Buildings

4. Recommendations to make the CAP Update more equitable

⁷ The 7 options provided were: (1) increase public transit access, (2) increase electric vehicle (EV) charging infrastructure, (3) increase car sharing options, (4) increase tree count, (5) electrify existing buildings (residential + commercial), (6) electrify new buildings (residential + commercial), (7) ban natural gas.

To make the CAP more equitable, the most common recommendation from participants was to involve all Hayward residents, especially the most impacted communities, by meeting people where they are and compensating them for their time. There were also recommendations to build capacity in frontline communities and ensure that any programs included in the CAP are accessible and equitable. Finally, a key theme throughout this activity was the concern for future generations and the suggestion to involve the school district and students who are passionate about climate change but don't know how to contribute.

Staff is seeking direction and ideas from the CSC regarding additional potential GHG-reducing measures to be considered for the draft CAP. Staff will work with Rincon to analyze potential measures to develop a suite of recommended measures that are in-line with the community input received in the CAP Public Workshop. Analysis will consider:

- Emissions reduction potential;
- Co-benefits such as cost savings or health benefits;
- Costs and challenges associated with implementation; and
- Equity
 - Who would the action benefit?
 - Who would the action not benefit?
 - Who is currently implementing the action?
 - Who is not currently implementing the action and why?

Environmental Justice Public Forum

On February 23, 2022, the City hosted the first Environmental Justice Public Forum to discuss environmental justice issues, such as health, pollution exposure, parks access, food access, and community engagement outlined in an Environmental Justice Technical Report⁸. The 16 forum attendees recommended that the new Environmental Justice Element address issues detailed in Attachment III, which include:

- The disproportionate pollution burden impacting some multifamily and some affordable housing units and the health risks associated with it;
- The lack of public transit/biking/walking routes to grocery stores, and limited stores with affordable healthy food options;
- Inadequate programming and maintenance, and safety concerns at some parks;
- Multi-lingual outreach efforts that include underrepresented groups and bring meetings to residents to increase accessibility.

This community input was used to help create a draft policy framework (see Attachment IV). Once finalized, the framework will be used as an outline of key environmental justice topics specific to Hayward that will be addressed by the policies and programs identified in the Environmental Justice Element. In the second Environmental Justice Public Forum on April 27, 2022, community members had an opportunity to provide direct feedback on the topics identified as policy focal points for the Environmental Justice Element. Staff will summarize the comments received during the presentation to the CSC. Staff seeks comments from the CSC on the draft policy framework.

⁸ <https://haywardhousingandclimateupdate.com/wp-content/uploads/2022/02/Hayward-EJ-Background-Tech-Report.pdf>

ECONOMIC IMPACT

Climate change is expected to negatively impact national and local economies. The new Environmental Justice Element and the updated CAP will seek to help make Hayward's economy more resilient to climate change.

FISCAL IMPACT

Council approved a total budget of \$720,000 for the General Plan updates. This project 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.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority to Combat Climate Change. Specifically, this item is related to implementation of the following project:

Project 4: Adopt & Implement 2030 GHG Goal & Roadmap

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 CAP, 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 and housing. 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. Additionally, students in a public health capstone class at CSU East Bay (CSUEB) are conducting surveys around park access, pollution, access to healthy food, and safe and sanitary housing. They are currently in the process of collecting survey responses and will use the data to provide policy recommendations to the City to potentially include in the Environmental Justice Element or other parts of the General Plan Update. Survey results from both Chabot and CSUEB will be provided in an upcoming report to the full Council.

NEXT STEPS

Staff will present the CAP and Environmental Justice community comments and potential policies to the full Council during a work session tentatively scheduled for May 24, 2022. Based on community input, Council direction, and analysis by the consultant team, staff will recommend Environmental Justice and GHG reduction policies and programs. Staff will continue to engage with the Hayward community to ensure that the Environmental Justice Element and CAP respond to community needs and does so in an equitable way.

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

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager

Hayward CAP Workshop - April 13, 2022

What concerns you most about climate change and GHG emissions? ¿Qué es lo que más te preocupa del cambio climático y de las emisiones de GEI?

1. how big companies will not be held accountable
2. Everything...passing 1.5C, breaking planetary boundaries, loss of ecosystems and biodiversity, fossil fuel industry lying about climate since the 60s
3. I'm concerned about how tthe next generation of adults will be involved
4. the wealthy will not change their consumption and capitalist practices which contribute to climate change
5. Not having a sustainable Earth for future generations
6. Poor health for community members
7. Concerned of the loss of ecosystems and family losing homes and having to rebuild
8. too many people loose hope that any action is improtant and that individuals behavior are not impactful on large scale climate change
9. Severe weather like
10. floods and intense storms
11. that people of color and low income communities will be impacted the most
12. We live in a society that values "things". We must change that in order to cut emissions to to our massive consumption of goods.
13. Disproportionate impact on our most vulnerable residents.
14. Climate change will dipraportionatly affect people of color and low socioeconomic status
15. Concern that climate change adaptation and reduction strategies leave out vulnerable communities
16. Decisions & plans that don't take into account the habits/routines of residents, and unfairly place the burden on individual sacrifice. Unequal access to opportunities to reduce individual carbon-footprints while celebrating reductions that won't materialize.
17. How will citizens adapt to the imminent changes to come?
18. we are already kind of late to the game and that we need to do more now!
19. extinction of species
20. Disrupting critical supply chains for essential resources like food, water, energy
21. Uncertainty how will it affect my long-term stability (where to live, family planning, etc).
22. The potential for failure to reach goals is harmful to human life and the quality of life.
23. feels like no solution
24. livability of our community for generations to come. Especailly the abiltiy to adapt to climate change impacts divided by wealth and power

25. our societies have trouble envisioning a world that is not driven by capitalism rather a sense of community and shared values
26. loss of nature and fresh water and clean air
27. Things will surely get worse. How do we help people adapt to these changes?
28. I am concerned the political will might not prioritize GHG for lower income communities

What do you believe are potential opportunities to reduce GHG emissions in Hayward? ¿Cuáles cree que son las oportunidades potenciales para reducir las emisiones de GEI en Hayward?

1. construction requirements become more stringent;
2. bike lanes, city shuttles, more community services so less car needs
3. Hold businesses liable for their emission
4. Reimagining transportation especially on Tennyson, Hesperian, Mission... Partnering with schools to advance climate literacy, justice and action
5. become a pollution free city (limit and decrease factories, manufacturers, warehouses that produce carbon dioxide)
6. Schools should be mandated to use electric school buses to transport students
7. Tax-breaks for people who commute less
8. Make Hayward a place that has everything. That way people won't have to travel to get what they need.
9. Create incentives for residents to switch out gas appliances for electric
10. More electric car charging stations
11. becoming a smoke-free city
12. big chain corporations should have a cap on carbon dioxide and audited on green house emissions
13. More bike lanes and electric cars for less GHG
14. Promote less energy usage
15. Reduce fossil fuel consumption
16. holistic approaches! ghg reduction should also align with creating healthier, safer, and more resilient communities to live!
17. Reduce resident dependency on cars (even if they're electric!) - supply chains for electric cars are very carbon intensive
18. Incentives for using public transportation and or creating more bike friendly streets
19. More frequent, reliable, and FREE buses and BART trains
20. *Safe* bike lanes allow other means of transportation other than cars. Also proximity to services & work. If people can't afford to live in Hayward, they will be commuting MUCH farther
21. Compost recycling aside from just yard waste
22. ghg reduction strategies should also reduce the inequality gap! we need a just transition

23. Mode shift!! Bike lanes and walkability! connections of different transportations! I want to bike and take public transit but I need to feel safe doing so!

24. 15 min cities! more places for social infrastructure which can improve our resilience and relationships in the community

25. Educate our students and explore alternative forms of energy that can produce electricity

26. ensuring neighboring cities are aware of action and see if they can get on board

Which sectors do you believe should be included in the CAP Update? ¿Qué sectores cree que deberían incluirse en la actualización del CAP?

Increase public transit access/ Aumentar el acceso al transporte público

9 votes

1. I would put 100 votes here. The majority of our GHG emissions come from vehicle travel
2. Public transit less congestion, faster commute, higher productivity and lower emissions

Increase electric vehicle (EV) charging infrastructure/ Aumentar las opciones de coche compartido en la ciudad

1 vote

1. if this is it then the city should have a program where low income people can trade in old cars for electric
2. As an electric car owner, I know it's hard to find a charge outside my garage!

Increase car-sharing options/ Aumentar la carga de vehículos eléctricos en la ciudad

2 votes

Increase tree count/ Aumentar el número de árboles

6 votes

1. I would tie this to improving parks across Hayward

Electrify existing buildings/ Electrificar los edificios existentes

5 votes

1. This is a public health issue as well! Folks are inhaling gases from their appliances

Electrify new buildings/ Electrificar los edificios nuevos

4 votes

Prohibit natural gas/ Prohibir el uso de gas natural

2 votes

1. Russell City natural gas plant

Other/ Otros

1 vote

1. Please involve all the Hayward schools in these issues. Our students will be inheriting these problems and they should learn HOW TO take action
2. i think CAP should include all of these and more!
3. RESILIENCE to climate change imapcts and earthquakes!

Do you have any recommendations to make the CAP Update more equitable? ¿Tiene recomendaciones para que la actualización del CAP sea más equitativa?"?

1. talking to folks by directly engaging them in their neighborhoods in their lanugage
2. build capacity in the frontline communities so they can engage in these processes
3. paying BIPOC folks to participate in discussions like this
4. Partner w/ neighboring cities for shared resources and ideas
5. Involve the impacted communities and helping them to determine mitigation and equity. Don't decide for them. Get their version of what equity looks like
6. Make big effort to involve ALL citizens of Hayward.
7. equitable implementation with goals to reduce inequities
8. Community education & outreach re: projects during implementation
9. Ask students what they think would work to make this plan equitable
10. More community gardens
11. Outreach to solicit community ideas by visiting local parks, schools, grocery stores and including voices from unhoused residents
12. Prioritizing & implementing solutions that impact & benefit systemically disenfranchised residents FIRST
13. Working directly with front line communities in Hayward and bringing them in on this process. Working with the schools can help reach our most vulnerable community members
14. Changing agricultural practices and ending food waste
15. ensuring access to programs that come out of CAP through langauge and culturally aware outreach and ease of access
16. Taking into consideration who will be able to make said changes and how it will affect all incomes
17. Encourage markets to use LOCAL goods

18. help people see how climate change impacts their health and safety and the livability in the future. Most people do not connect to ghg emissions at all
19. Just one example: If a grocery store is 3 miles round-trip, it's not walkable. Designing what someone said before "15 minute cities".
20. providing bikes, electric cars and free public transportation with those in low income
21. especially if more bike lanes and electric charging stations are going to be built
22. Communicate to everyone that the City of Hayward is serious about supporting its citizens
23. Encourage the idea that "Less is More"
24. Also: HOUSING. I can't stress this enough but a longer commute is not what we need right now. Affordable homes is directly related to reducing GHG emissions.
25. yes!! understand that climate change ultimately is about housing access and preventing displacement because of climate impacts

What else should be included in the CAP Update? ¿Qué más debería incluirse en la actualización del CAP?

1. Accountability
2. include resiliency in the CAP. the ability to bounce back from climate induced hazards and disasters, and earthquakes go hand in hand with sustainability. Not to mention sea level rise adaptation work
3. More ambitious goals, community members' experiences and perspectives on climate, opportunities for community members to participate in the solutions, a community sustainability / justice committee (if one doesn't already exist), sequestration, adaptation, resilience
4. Incentives and rebates for public transportation use and electric vehicle purchases
5. Process education: Where should residents go to advocate for change? Which boards and elected officials have power over these decisions?
6. can we set more ambitious goals with the new IPCC report? Other cities are striving for 2030 carbon neutrality. It is a far stretch and we have a lot of work to get there but it is moonshot thinking and we have the technologies necessary, we need the behavior and systems change!
7. Encourage citizens to vote to reduce emissions
8. Youth involvement. Our students want to help, but don't know how
9. This is complicated because all the bills that attempt to support Climate solutions are difficult to understand.....some good and some not feasible
10. Preservation of natural, undeveloped land!!
11. Love this^
12. What GHG-reduction initiatives have potential for community involvement?
13. Protect our shoreline & parks

14. Hold politicians accountable for their responsibilities in reducing the effect of Climate Change
15. Implementation strategy that identifies required resources and funding mechanisms
16. coordinate with regional efforts! things like transportation are across city jurisdiction
17. press for legislation to make GHG emissions study part of school curriculum starting in elementary school

Hayward EJ Workshop #1 Mural Board Activities

Health Demographics Mural Board - Tablero sobre aspectos de la salud

Overall Health - Salud General

1. Interested in how these health conditions are spread statistically across income and education levels
2. Few options for kids to participate in sports and get outside
3. there should be an equitable living standard
4. I'd like to understand whether the high rates of ER admissions indicate lack of access to preventive care.
5. Most of these are outcomes of poverty
6. unfortunate that people do not have control on the outcome of their health
7. Urban Greening in neighborhoods to protect from urban heat, pollution, flooding
8. I find a lot of cigarette butts while picking up litter in Hayward. We still have too high smoking rates
9. Long term chronic stress due to economic insecurity impacts overall health
10. Feels difficult to find medical care within the city of Hayward + rising cost of healthcare is constant concern
11. Interested in how these health conditions spread over age (i.e. children, young adults, and seniors)
12. It is very difficult to get into sports classes through HARD, which is the best option for kids in Hayward
13. more greenery, trees, parks, etc. goes so far to reduce daily stress.

14. My first thought regarding overall health is the extreme financial costs for basic medications, appointments, etc. even with insurance.

15. I've heard from a lot of parents who don't let kids play outside because it doesn't feel safe and there are no low cost activiies
16. accessibility to health resources is limited bc of cost, resources and concerns around confidentiality
17. Lots of overcrowding in Hayward housing due to high costs, which can impact health
18. Heard multiple stories about how others health is impacted by others or that it is generationla
19. I feel we have far more fast food options than other types of healthier restaurant choices.
20. Overall health is scary to think about because of costs of going to doctors
21. Green spaces must feel safe for people to access them
22. Diabetes, obesity, high blood pressure
23. My concern is the cost of healthcare and access

Asthma - Asma

1. would be good to have early and often Asthma screenings in schools

2. A friend (and former Hayward resident's) daughter had severe asthma which made wildfire season very difficult.
3. Poor housing conditions with mold or irritants

4. I have friends with Asthma, I wonder if there's a link between the prevalence of freeways in the Hayward lowlands and Asthma rates
5. I have asthma, many of my friends in Hayward do as well
6. people are more likely to develop asthma if they are exposed to secondhand smoke
7. Developed Childhood asthma playing in a park within the higher percentile areas
8. when people have asthma and have to breathe secondhand smoke it makes their asthma so much more worse
9. When I see the kids from local schools doing their cross-country running along Mission Blvd I wonder what effect all of that traffic emissions is bad for them

Cardiovascular Disease

1. Related to poor access to healthy food options and spaces to get physical activity
2. We also have demographic populations in Hayward that have higher incidence of cardiovascular disease. This is important to recognize that our population is already more vulnerable.
3. access to consistent health care for early preventative care is important

4. Hayward is too car-centric, would like more walkable, mixed-use neighborhoods + green spaces as an approach to public health
5. Chronic Stress increases cardio disease

Low Birth Weight

1. I don't have any experience with maternal health issues
2. It is unfortunate the Sleepy Hollow no longer has L&D. I had to drive to San Leandro to deliver my son, and almost ended up with an emergency delivery on I-880
3. Language barriers and immigration status can lead to moms not getting any first trimester care
4. Exposure to mercury in the air as a result of industrial activity
5. families exposed to secondhand smoke have low birth rate

Pollution Burden Mural Board - Tablero Sobre la Carga de Contaminación

Write Locations of Pollution Burden. - Escriba las Ubicaciones de Carga de Contaminación.

1. Traffic: The Loop
2. Traffic: Orchard & Jackson during commute
3. Traffic: Mission Boulevard
4. Traffic: Target/Costco and other large box store areas
5. Traffic: rush hour (general)
6. Traffic: Commuters avoiding Highway 880
7. Traffic: Going onto the San Mateo bridge; impacted traffic in this area near housing
8. Air travel
9. CO2 from airport
10. Increased traffic from COVID testing
11. Cigarette butts on sidewalks and other trash or debris
12. PG&E facility air pollution
13. Diesel Trucks: W. Winston & Hesperian
14. Diesel Trucks: Industrial Areas
15. Trucks: Heavy burden on road infrastructure
16. Diesel Trucks: Continuous through the 92/Jackson Corridor and along Highway 880
17. Diesel Trucks: Mission Boulevard during main traffic areas; newly developed areas highly affected; affordable housing areas are highly polluted
18. Diesel Trucks: All along Winston/D Street Corridor

Or Use Sticky Notes to Explain Locations of Pollution Burden. - También puede usar las notas adhesivas para mostrar las ubicaciones con mayor carga de contaminación.

1. I see a lot of illegal dumping in various areas and also litter including items like smoking and even drug paraphernalia.
2. Our open spaces have a lot of food litter (e.g. shoreline, Garin park boundary) that attracts rodents and insects.
3. Now longer commute to and from Palo Alto but 92 Jackson corridor, on-ramps, and off-ramps from 880 are dry high congestion and high air pollution

Food Access Activity - Actividad sobre el Acceso a los Alimentos

What are the barriers to accessing healthy foods in Hayward? ¿Cuáles son los obstáculos para tener acceso a alimentos saludables en Hayward?

1. No access to fully functioning kitchen and kitchen supplies to cook
2. No time to cook when working multiple jobs
3. A lot of financial support available is based on outdated information. Many income levels can be food insecure in the Bay Area especially if you support a family
4. Limited options to buy healthier prepared foods (e.g. salads)
5. Long lines at grocery stores can make shopping inconvenient
6. Limited organic produce access
7. People work long hours (multiple jobs) and don't have time to cook.
8. too many options for fast food chains. Seems like these are the only options when driving around.
9. Are we counting Food Maxx and Grocery Outlet as grocery stores? Because those aren't exactly promoting healthy food access
10. Streets leading to grocery stores need to be more pedestrian friendly
11. Communal living can make it hard to designate the space and time for everyone to equally prepare meals, have space for all the groceries, utensils, they want/need
12. My experience working in a low pay job is that people with lots of chronic stress often don't make healthy food choices, partially because of cost, but often because fast food is a comfort when you are stressed and tired
13. Most grocery options require driving (large grocery stores on busy roads, not walkable)
14. Housing insecurity can lead to limited access to kitchen, fridge, etc so can't store fresh food
15. it can be more
16. I was disappointed to see that Sprouts will also host another high calorie fried chicken place
17. Cooking/nutrition fundamentals would be useful (esp since it's not taught in k-12)
18. processed food costs less and lasts longer than produce
19. Many HUSD schools do not have kitchen facilities
20. HUSD meals include a lot of pre-prepared/fried foods
21. Enrollment in CalFresh/SNAP, especially for populations returning home from jail or prison
22. Odd/long working hours make it hard prepare healthy options at home, and there are not many "healthy" / quick options late at night or very early morning
23. Grocery stores that only provide fried foods in the cooked section instead of healthy options to-go.
24. No access to car
25. healthy food goes bad much faster than processed food

26. Transportation, income, food education
27. Too many fast food restaurants create convenience trade of costs for buying from grocery stores
28. when a grocery store closes, would be great to see local food vendors set-up a farmers market of sorts in those big empty parking lots
29. time and money
30. Not enough restaurants promoting farm-to-table dining experiences.
31. Difficult to make healthy choices when it's more convenient to go to the nearby fast-food joint then search for a grocer store.
32. Food Source on Mission Blvd leaving hit hard, there is a big void there now
33. people who work full time can have hardly any time to cook or shop fresh foods
34. Need frequent/FREE public transportation to assist people's trips. Groceries are heavy!!
35. not sure how to cook healthy food
36. Expand what foods SNAP covers
37. easier to go to liquor store thats around the corner then drive to a grocery store acorss the neighborhood

Hayward Parks Access - Acceso a los Parques de Hayward

What parks do you like to go to and why? ¿A qué parques le gusta ir y por qué?

1. The only play structure park in Fairway Park is the little park next to old Bidwell School. We use it a lot, and it could use some TLC, especially for a park that is actually used quite a bit by the neighborhood.
2. My daughter wants more parks with monkey bars, there are so few around.
3. Greenbelt trails, Don Castro, and Mt. Diablo. These areas are natural spaces as opposed to many of the parks on the interior areas of Hayward.
4. Garin Park and CSU open space.
5. Mia's Dream Come True Playground Park!
6. Don Castro, its not as popular so there are less people.
7. JA Lewis is beautiful, but parking is an issue.
8. The downtown park across from the new plaza.
9. Skatepark on Tennyson but sometimes feels a little sketchy.
10. Dog park off of Sleepy Hollow (has two dog enclosures, and outdoor work area).
11. East Ave., JA Lewis, Hayward Heritage - Well maintained with wide open spaces.
12. I use College Heights Park, one up on Hayward Boulevard across from the Fire Station and on Hesperian with the old train.

Which areas of Hayward have limited access to parks? ¿Qué áreas de Hayward tienen un acceso limitado a los parques?

1. In the individual business areas, around Mission Boulevard, near most large apartments.
2. Many parks in Hayward don't feel safe so people don't use them.
3. Eden Greenway is nice but needs more resources for the surrounding communities.
4. Garin Park because there is a lot of hiking there and there is designated parking space.
5. Fairway Park has a surprising void of kids parks with play structures.
6. Smaller neighborhood parks can often feel more welcoming for small children.
7. Parks that are in poor condition can be more of a burden than asset because they attract illicit activity and trash.
8. I often see evidence of alcohol/drug use in parks which makes them unwelcoming for kids.
9. Would like more dog parks.
10. If there is no programming at parks, then they get used less - Hayward has very few sports leagues for kids - I have to go to Castro Valley.
11. Many underserved areas for green space/open space are correlated with DACs, this also includes green infrastructure being integrated on streets.
12. Areas with a lot of muh (?) because of the density.

How could parks located in central and south Hayward be improved? ¿Cómo se podrían mejorar los parques ubicados en el centro y en el sur de Hayward?

1. I don't know what all of the renovations will be, but before it closed Kennedy Park was often covered in trash by Sunday (need covered trash cans).
2. There are a lot of random greenways, I would love to see the space be utilized.
3. KHCG often attracts many more volunteers for beautification events - need to increase sense of investment in open space.
4. Dog poop receptacles and bags.
5. Not have parks under large power electrical towers.
6. Less focus on open empty lawns and more emphasis on physical activity, ecological biodiversity, beautification, etc. with the limited park space.
7. More pathways and activities such as outdoor exercise machines that people can use like the one in Chabot Lake. Right now many of the parks are just open grass greenery that are not well maintained and not inviting for the community. People just use the open greenery to walk the dogs.
8. If school campuses were open after hours, this would increase sports fields and courts.
9. Some parks are unsafe due to homeless encampment like the one at Weeks Park.
10. Natural infrastructure should be integrated in all areas - this provides protection against climate hazards - urban heat, air pollution, stormwater/SLR flooding.
11. More walking loops like the design at the downtown park near the new library.
12. Parks, open space, urban greening must be equitably disbursed in all neighborhoods.
13. Areas for large picnics and barbeques, like Cannery Park.
14. I think restrooms would help the grounds and seating area, trash cared for more diligently.
15. Regular maintenance & programming that employs local residents!
16. Maybe we need covered trash cans, since sometimes it seems trash just blows out of the receptacles.
17. More basketball courts and skatepark with lights!

Hayward Community Engagement - Participación de la Comunidad de Hayward

What are the common barriers to participating in Hayward's decision making process? ¿Cuáles son algunos o comunes para participar en el proceso de toma de decisiones de Hayward?

- I think people often don't know that discussions are happening. Social media and email/listserv are common ways of communication
- 1 many people don't know about them.
 - 2 Barriers: knowledge of what's being discussed and often the impact for the person/family; translation services; location
 - 3 People may be hesitant to sign up for listservs and accounts if they have negative experiences with government
 - 4 Are meetings accessible to community members experiencing disabilities?
 - 5 Knowledge of city topics being discussed/decisions being made that impact them
City staff, and staff of county agencies that can communicate in the languages that exist in the community would make it easier
 - 6 to access services
 - 7 Feeling like their opinion does not matter
 - 8 City Hall and downtown is far from South Hayward and can include long bus wait times
 - 9 The Brown Act can sometimes be limiting, as non- or late-agendized discussions are not possible
 - 10 length of evening meetings can be hard with people for families
 - 11 I know that people who maybe hold more moderate views have expressed discomfort to me about sharing their thoughts
 - 12 Tools like this not being available in languages like Chinese and Tagalog
 - 13 Translation; door to door; burnout high already and language barriers totally disengage folks
 - 14 Opposite of what's desired; glad to hear effort into horizon
 - 15 Immigrants may not understand our government systems
I think zoom access to forums like these should continue post-pandemic, definitely easier for parents to participate this way,
 - 16 transportation issues, etc.
I've heard from neighbors that they don't feel like things get better, so it doesn't feel like it's worth participating - so maybe some
 - 17 successes more often would help
 - 18 During the Community Safety workshops last year, community interviews indicated a lot of disillusionment that their voice
 - 19 can be really difficult to wait hours for a item to speak on
 - 20 Having to request translation at public meetings is a barrier with in itself for non English speakers
 - 21 disillusionment/skepticism that their opinions will actually influence the end result. negative experiences with government
 - 22 Transportation costs, scheduling conflict, mail/digital outreach, childcare, language barriers
 - 23 not sure how to read agendas or know when to join to speak

Describe successful community engagement. Which strategies help reach key stakeholders? Describa como participación que sí funciona en la comunidad.

- 1 I am curious if virtual meetings have increased/decreased participation. It makes it easier for me, as I don't need to find child
- 2 reaching out to them for small group discussions
- 3 Having trusted community members reach out to talk to their network has been the most successful
- 4 The Mayor used to do coffees in various places which I think were nice.
- 5 Bringing city hall meetings to regions/ neighborhoods of the city
- 6 Compensation for transportation, time off, childcare
- 7 Offering childcare options for all city meetings
- 8 I invite people by email and Nextdoor app to send emails and join hearings
- 9 Pro-active engagement by decision makers to incorporate affected communities in decision making process
- 10 I think it's hard, people are caught up in every day routines, so multiple reminders good, and multiple sessions when possib
- 11 talking to city staff
- 12 Online meetings have made it easier to participate
- 13 Consult community groups/organizers, research forms of unconventional outreach (social media, flyers on telephone polls)
- 14 Face to Face connection in peoples homes. this was successful during the Hayward Promise Neighborhood Community Su
- 15 Going to schools where parents are already engaged, pta, etc. is a great way to find engaged families
- 16 door to door, schools and churches/worship sites

Who is missing from today's call? Who should we reach out to? ¿Quién falta en la llamada de hoy? ¿Con quién debemos comunicarnos?

- 1 People living in poor quality housing
- 2 I don't know the demographics of all attendees, but commissioners/appointees seem to be over-represented
- 3 more residents from the affected communities. Would be nice to hear from those who do not speak English
- 4 People who are food insecure
- 5 People who have chronic health conditions - since that is one of the indicators we are looking at
- 6 Children, who are most impacted by these issues
- 7 PEOPLE OF COLOR
- 8 Non-english speakers. It can be difficult but translation services are key in getting input from isolated populations
- 9 People who have been negatively impacted by specific environmental issues within the city.
- 10 unhouseed community members and formerly incarcerated people
- 11 youth / promotoras

Key Themes

Use rule of 3 -- idea presented > 3 times, include it as a brief theme

Health Demographics:	Preventative Health Measures, Accessible and Low-Cost Healthcare, Recreational Opportunities
Overall Health:	<ul style="list-style-type: none"> 1) Accessible, Low-Cost Healthcare 2) Youth Recreational Opportunities
Asthma:	<ul style="list-style-type: none"> 1) Traffic Induced Health Impacts
Cardiovascular Disease	<ul style="list-style-type: none"> 1) Similar to above concerns
Pollution Burden:	Diesel Emissions Reduction, Traffic Reduction
Location of burden:	<ul style="list-style-type: none"> 1) Diesel Emissions 2) High traffic on main arterials
Food Access:	Healthy and Affordable Foods, Pedestrian and Transit Accessibility, Nutrition Education
Barriers:	<ul style="list-style-type: none"> 1) Lack of healthy, affordable options 2) Limited time to cook 3) Lack of kitchen facilities 4) Lack of nutritional education 5) Easier access to fast food 6) Lack of accessibility
Park Access:	Urban Greening, Improved Park Infrastructure, Increased Park Safety, Recreational Opportunities
Overall:	<ul style="list-style-type: none"> 1) Lack of playground facilities

- 2) Parks in need of improvements
- 3) Lack of youth recreational opportunities
- 4) Concerns about park safety
- 5) High-density areas lacking greenspace

Community Engagement:

Translation Services, Accessible Engagement Practices and Procedures, Administrative Community Involvement

Barriers:

- 1) Need for translation services
- 2) Need for improved communication with community members
- 3) Generally, negative experiences interacting with City government
- 4) Feelings of disillusionment and unimportance; not thinking their voice matters
- 5) Accessibility issues (transport, time, physical disabilities, etc.)

Successful Tactics:

- 1) Meeting people where they are at (door-to-door, holding meetings in diff. neighborhoods, officials engaging with community members directly)
- 2) Childcare
- 3) Consultation with trusted community/local org. leaders

Cross-Topic Themes:

Recreational Opportunities, Urban Greening

Hayward Environmental Justice Element

Policy Framework, Draft April 19, 2022

Summary:

The following is a list of targeted policy topics to be addressed within the Hayward Environmental Justice Element. These focused policy topics are organized under broad “Goal” themes that reflect the focus areas outlined within Senate Bill 1000. All policy topics are informed by the Environmental Justice Technical Background and/or the Environmental Justice Public Forum Workshop that took place on February 23, 2022.

Framework:

A. Pollution Exposure (Air Quality, Water Quality, Land Use Compatibility)

- Reducing Diesel Particulate Matter (SPM) for communities along the 880 and Mission Boulevard Corridor ([Workshop 1](#) & [Tech Report](#)). Consider idling rules/enforcement
- Address elevated Cleanup Site percentile scores along western portion of City and other locations where there are proximally located residential neighborhoods ([Tech Report](#))
- Reducing impacts from hazardous waste generators across entire City ([Tech Report](#))
- Address the placement of polluting sources in western portion of City and other locations where there are proximally located residential neighborhoods ([Tech Report](#))
- Develop public programs or seek out existing programs to increase accessibility and feasibility of household air purification devices and upgrades, especially in the western portion of the City ([Tech Report](#))
- Increase public education and information regarding air quality hazards and options for increasing personal safety ([Workshop 1](#) & [Tech Report](#))
- Implement tree canopy, greening initiatives with priority for communities near major corridors, active transportation routes, and park access points

B. Public Facilities and Accessibility

- Work with Hayward Area Recreation and Park District (HARD) to ensure that new parks are accessible to pedestrians and bicyclists, and are connected with transit networks ([Workshop 1](#))
- Work with HARD to improve the quality and safety of existing parks with a focus on areas with the lowest per capita access.
- Work with HARD to improve park access (including per capita) in central Hayward, consider development of pocket parks ([Tech Report](#))
- Require future high-density development to incorporate green space to meet community need in central portion of City ([Workshop 1](#) & [Tech Report](#))
- Ensure that bus stops have necessary shelters and signage to support adequate access ([Workshop 1](#))

- Expand opportunities for youth recreational activities to effectively meet the demand from the community ([Workshop 1](#))
- Work with HARD to employ equity criteria for parks and facility investment decisions.
- Increase park safety by incorporating Crime Prevention Through Environmental Design (CPTED) strategies ([Workshop 1](#))
- Continue to perform regular assessments of City parks to ensure that park facilities are adequately equipped and safe for resident use and equitably resourced ([Workshop 1](#))

C. Food Access

- Increase accessibility and use of healthy food options for residents through existing and or new farmers markets and community gardens ([Workshop 1](#) & [Tech Report](#))
- Food equipment or cooking demonstrations through the library system or via community gardens or farmer's markets
- Bolster food access for low-income communities by partnering with local non-profits and food banks ([Workshop 1](#) & [Tech Report](#))
- Develop and/or identify existing organizations that provide nutritional education programs to inform residents about food-based strategies for leading a healthy life ([Workshop 1](#))

D. Sanitary & Safe Homes

- Mitigate the prevalence of high housing burden across the City ([Tech Report](#))
- Offer public programs (grants, loans) focused on financing home-based improvements for low-income residents ([Workshop 1](#) & [Tech Report](#))
- Consider development of a Community Tool Shed- free tool "rental" program, also potentially through the library system. ([Workshop 1](#))
- Monitor and expand the rental housing inspection program and/or code enforcement inspection program to improve housing conditions for vulnerable renters.
- Hold ongoing workshops about landlord/tenant programs to protect vulnerable renters.

E. Physical Activity/Health

- City-funded programs to address elevated Asthma percentiles across the entirety of City, possibly coordinated through County Health, or existing health organizations. ([Workshop 1](#) & [Tech Report](#))
- Coordinate with County Health or existing health organizations to develop and disseminate educational programs focused on asthma awareness, monitoring, and prevention ([Workshop 1](#) & [Tech Report](#))
- Coordinate with public health care organizations to increase accessibility to low-cost, possibly mobile healthcare services ([Workshop 1](#))
- Expand the Firehouse clinic model to additional locations in the City.
- Develop City-sponsored grant program to finance improved home air filtration systems for residents in areas with high levels of air pollution ([Workshop 1](#) & [Tech Report](#))

F. DACs - Prioritize the unique needs of underrepresented, disadvantaged and uniquely burdened communities.

- Establish a commitment to supporting improvements for census tracts close to DAC threshold 37101, 35500, 37300 ([Tech Report](#))
- Limit the placement of future polluting sources, when feasible, within and surrounding census tract 370101 (75th+ percentile for pollution burden) ([Tech Report](#))
- Coordinate with major polluting industries within census tract 37101 to promote the use of best available technology and practices to mitigate human impact related to pollution exposure.
- Strategically engage the linguistically isolated in central hayward ([Workshop 1](#) & [Tech Report](#))
- Require translations of all public materials: Spanish, Chinese, Tagalog ([Workshop 1](#) & [Tech Report](#))
- Ensure community meetings are held at key times that are uniquely accessible for community members ([Workshop 1](#))
- Provide childcare services to make community meetings more accessible to community members ([Workshop 1](#))
- Partner with trusted community leaders to actively engage community on future projects ([Workshop 1](#))
- Targeted strategy to bolster broader community awareness about City news and resources through social media and City webpage ([Workshop 1](#))
- Require the participation in Diversity and Equity training for all City staff to prioritize positive interactions with the community ([Workshop 1](#))



CITY OF HAYWARD

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

File #: ACT 22-050

DATE: May 9, 2022

TO: Council Sustainability Committee

FROM: Director of Public Works

SUBJECT

2023 Reach Code - Information and Discussion

RECOMMENDATION

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

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, a new ordinance will need to be adopted. On March 14, 2022, the CSC considered potential elements that may be included in a new Reach Code. This report presents additional considerations for new non-residential buildings and for electric vehicle charging requirements.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II EV Charging Glossary
- Attachment III EV Charging Requirements



DATE: May 9, 2022
TO: Council Sustainability Committee
FROM: Director of Public Works
SUBJECT 2023 Reach Code – Information and Discussion

RECOMMENDATION

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

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, a new ordinance will need to be adopted. On March 14, 2022¹, the CSC considered potential elements that may be included in a new Reach Code. This report presents additional considerations for new non-residential buildings and for electric vehicle charging requirements.

BACKGROUND

On March 3, 2020², 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 website³. 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 Reach Code also includes requirements for Electric Vehicle (EV) charging infrastructure. When Hayward’s Reach Code was adopted in March 2020, there were already twenty-eight such codes adopted by local jurisdictions throughout 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

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5523060&GUID=4A5988AD-D820-4426-9F53-9CC938F9C94F&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>

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 group⁴ 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. 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 ADU 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 directed 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.

DISCUSSION

Since the March 14 CSC meeting staff has explored further the idea of banning gas in non-residential buildings as well as the costs associated with installing EV charging infrastructure.

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. At the March 14 meeting, staff recommended eliminating the mixed-fuel option. Hayward's

⁴ <https://bayareareachcodes.org/>

Economic Development staff has also expressed support for the Reach Code and is interested in having exceptions – particularly for restaurants and life science-related industries. Staff is continuing to research the best approach to incorporate flexibility and allow exceptions – potentially for certain industrial uses and restaurants.

Exceptions are also being explored in light of the California Environmental Quality Act (CEQA) and the goal to be carbon neutral by 2045. On April 20, 2022, the Bay Area Air Quality District Board of Directors adopted new thresholds of significance for use in environmental analyses prepared pursuant to CEQA. The thresholds are used to determine when an environmental impact is considered “significant.” If an impact is considered significant and cannot be mitigated, 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 carbon neutrality goal.

The new thresholds state that any new building must either:

1. not include natural gas; or
2. be consistent with a local climate action plan (CAP).

The Reach Code can include exceptions for certain uses, such as restaurants and certain industrial operations; however, in order for a project to avoid having a significant impact, Hayward’s CAP would need to identify a means for offsetting the greenhouse gas (GHG) emissions from the gas use by 2045. Staff is currently working with a consultant team on an update of the CAP and plans to find a way to allow some gas use, while still maintaining a path toward carbon neutrality by 2045.

EV Charging – At its March 14 meeting, the CSC requested more information about the costs to install EV charging infrastructure. Attachment II is a glossary of terms and Attachment III includes potential requirements and cost estimates. The first page of Attachment III includes cost estimates in today’s dollars for a range of code requirement options.

While the new CalGreen code will require 40% of spaces to have Level 2 readiness, the recommended model code requires the remaining 60% of spaces to be Level 1 EV Ready. As noted during the March 14 meeting, staff is not recommending Level 1 chargers as an overnight charge providing 30 miles of range is not sufficient for many people. New EVs have large batteries that may make Level 1 charging obsolete in the next few years. Staff is recommending some combination of Level 2 charging readiness and Level 2 chargers.

Also in Attachment III are cost estimates from a 2019 report⁵ prepared for Peninsula Clean Energy and Silicon Valley Clean Energy. The study analyzed the costs for a 60-unit multi-family project; a 150-unit multi-family project; and an office building with 60 parking spaces. The study considered the cost of electrical service upgrades, electrical panels and transformers and includes the following key findings:

⁵ https://bayareareachcodes.org/wp-content/uploads/2020/03/PCE_SCVE-EV-Infrastructure-Report-2019.11.05.pdf

- Costs [for EV charging] for new construction were significantly lower, at almost four times as much per spot compared to the retrofit scenario. This indicates that increasing code requirements for charging infrastructure could potentially save significant amounts of money to building owners in the new construction context rather than waiting for tenants to become interested in electric vehicles, at which point significant costs related to invasive demolition and electrical infrastructure replacement would be necessary.
- Transformer capacity limitations are not expected to occur very frequently and that even in the retrofit context most buildings should be able to meet the added load. For those that do not have significant capacity, utilizing lower power “Level 1” ports or load management may be promising options. However, transformer upgrades are more likely with the increased EV infrastructure requirements such as those for Level 2 charging.
- For larger new buildings in need of a second transformer and associated electrical infrastructure, the owner/developer would need to bear those costs estimated to be approximately \$50,000 (or significantly more in a retrofit context).
- Installing an EV Capable parking space means that wiring, etc. would need to be installed at later date. Installing an EV Ready space at the outset (installing a complete electrical circuit with wiring and circuit breakers) will achieve better economies of scale and avoid the overhead and time needed to hire an electrician. This includes the need for tenants to get approvals from building owner for an electrical wiring retrofit (as in the case of a condominium with a homeowner’s association). Similarly, installing EVSE during new construction can be completed at a much lower cost than retrofitting later.

FISCAL IMPACT

Development of this year’s 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 not resulted in significant costs/impacts to staff; however, the changes being considered for the new Reach Code may make it simpler and easier to enforce.

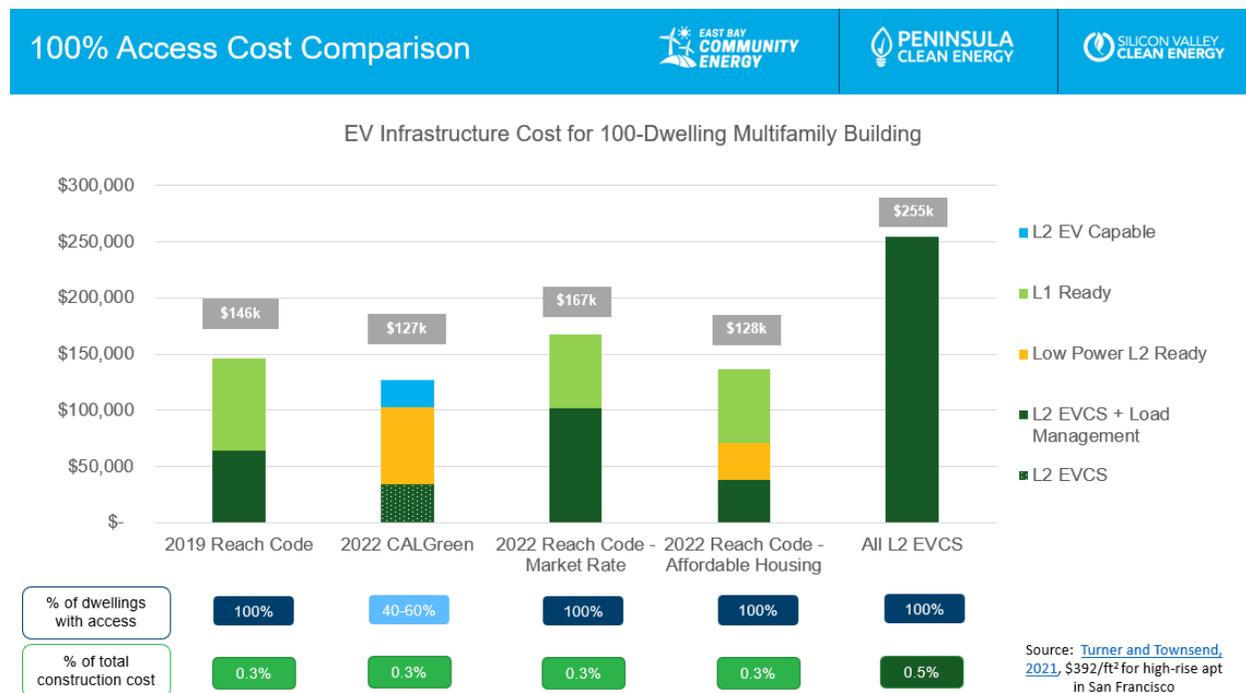
ECONOMIC IMPACT

Local amendments to the California Energy Code require documentation to ensure the proposed requirements are cost-effective. This year’s Reach Code could be adopted as a stand-alone ordinance and not as an amendment to the Energy Code if it does not address energy efficiency. This approach would not require a cost-effectiveness study; however, the Statewide Codes & Standards Reach Codes team is preparing a study that may be used by local jurisdictions. The cost-effectiveness study completed in 2019 found that, generally, electric appliances are not more expensive compared to those fueled by natural gas. When considering the avoided cost of installing gas infrastructure (plumbing), in most cases, all-electric construction is cost-effective over a 30-year period.

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.

Figure 1 below summarizes a study prepared for the Bay Area working group showing that the cost to install charging required by the 2022 CalGreen Code will cost approximately \$127,000 for a 100-unit multi-family building. It also estimates that compliance with the recommended model reach code would cost approximately \$167,000, and that the recommended model reach code for affordable housing projects would cost approximately \$128,000 for a 100-unit building. The key to keeping costs low is the installation of Automatic Load Management Systems (ALMS), which manage electrical loads across one or more electric vehicle chargers, circuits, or panels, and share electrical capacity and/or automatically manage power at each connection point. It is important to note that the costs noted above are just for panels, conduit, wiring and chargers and do not include costs for transformers or service upgrades as the need for such improvements will vary from site to site.

Figure1. Cost Estimates 100-unit Multi-family Residential Project



Additional cost estimates from the 2019 study⁶ prepared for Peninsula Clean Energy (PCE) and Silicon Valley Clean Energy (SVCE) are included in Attachment III.

⁶ https://bayareareachcodes.org/wp-content/uploads/2020/03/PCE_SVCE-EV-Infrastructure-Report-2019.11.05.pdf

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Combat Climate Change. Specifically, this item relates to the implementation of the following projects:

- Project 1a Ban natural gas in new residential buildings (Completed with the March 2020 adoption of the Reach Code.)
- Project 1b Require EV charging infrastructure in new construction (Completed with the March 2020 adoption of the Reach Code.)
- Project 1c 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

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. Staff has conducted limited outreach for this first discussion on the 2023 Reach Code. Upon direction from the CSC, staff will continue to communicate with and seek input from development and business stakeholders. Specifically, staff intends to engage with the Chamber of Commerce and industrial property developers before returning to the CSC with more refined recommendations.

On May 6, 2022, staff presented to the Hayward Chamber of Commerce's Government Relations Committee. Staff will share a summary of the discussion during the presentation to the CSC on May 9, 2022.

NEXT STEPS

Upon direction from the CSC, staff will continue to work with the Bay Area working group and stakeholders to prepare a draft reach code ordinance for Council's consideration. Following is a tentative timeline:

May 26, 2022	Present to draft Reach Code to the Planning Commission
June 21, 2022	Council Work Session to consider draft Reach Code
July 2022	Present draft Reach Code Ordinance to CSC
October 2022	Council to considers adoption
January 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

Approved by:

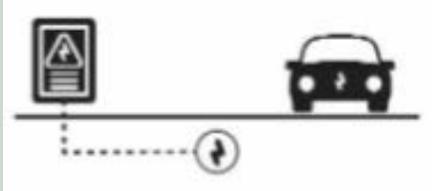
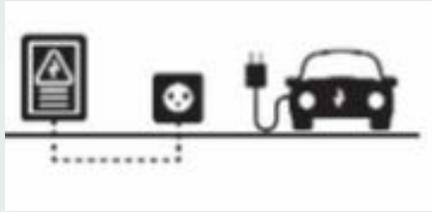


Kelly McAdoo, City Manager

Electric Vehicle Charger Types

<p>Level 1</p>		<p>15-20 Amp, 120 Volt (standard household outlet)</p> <p>Driving Distance provided: 3-4 miles/hour</p>
<p>Low Power Level 2</p>		<p>20 Amp, 208/240 Volt</p> <p>Driving Distance provided: 10-15 miles/hour</p>
<p>High Power Level 2</p>		<p>40+ Amp, 208/240 Volt</p> <p>Driving Distance provided: 25-30 miles/hour</p>
<p>DC Fast Charge</p>		<p>80-400 Amp, 200-600 Volt DC (direct current)</p> <p>Driving Distance provided: 125-1000 miles/hour</p>

EV Charging Infrastructure

<p>EV Capable</p>		<p>Raceway (conduit), electrical capacity (breaker space)</p>
<p>EV Ready</p>		<p>EV Capable + overcurrent protection devices, wiring and outlet (i.e. full circuit)</p>
<p>EVCI (electric vehicle charger installed)</p> <p>Also known as EVSE (electric vehicle supply equipment)</p>		<p>All equipment to deliver electricity to EV</p>

EV Charging Requirements

	Hayward's Current Reach Code (% of dwelling units)	2022 CalGreen (% of parking spaces)	2022 Model Reach Code	2022 Model Reach Code Affordable Housing	Option A	Option B	
Multi-Family (more than 20 dwelling units)	25% Level 2 EV Capable 75% Level 2 EV Ready	10% Level 2 EV Capable 25% <u>low power</u> Level 2 EV Ready 5% <u>high power</u> Level 2 EVSE	60% Level 1 EV Ready 40% <u>high power</u> Level 2 EVSE	60% Level 1 EV Ready 25% <u>low power</u> Level 2 EV Ready 15% <u>high power</u> Level 2 EVSE	60% <u>high power</u> Level 2 EV Ready 40% <u>high power</u> Level 2 EVSE	80% <u>low power</u> Level 2 EV Ready 20% <u>high power</u> Level 2 EVSE	
Costs for a 100-unit Multi-Family Project*	L1 Ready		60	60			
	L2 Capable	25	15				
	L2 Low Power Ready		38		25	80	
	L2 High Power Ready	75			60		
	L2 High Power EVSE		8	40	15	40	
	Total Ports	100	61	100	100	100	
	Total Cost		\$146,421	\$194,185	\$175,635	\$397,801	\$273,079
	Cost/Port		\$2,400	\$1,942	\$1,756	\$3,978	\$2,731
	% of dwellings w/access	100%	40-60%	100%	100%	100%	100%
	% of total const. cost**		0.3%	0.4%	0.4%	0.8%	0.6%

* Costs are estimated for 2022 and do not include the cost of transformers or increase panel capacity. Assuming 1.5 parking spaces per dwelling unit.

** The “% of total construction cost” may be as high as double as what is when accounting for transformers, etc. This is especially true of ‘Option A’ which includes the highest power requirements.

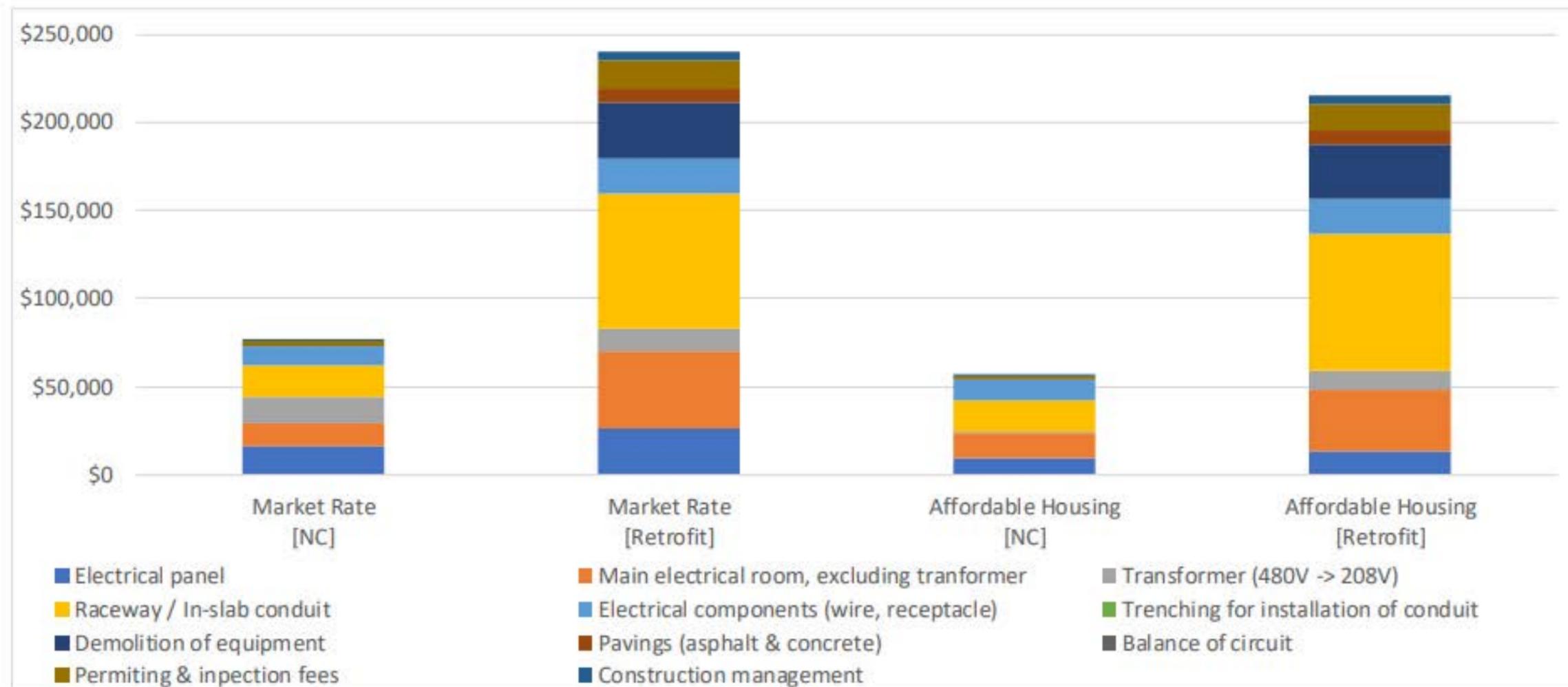
EV Charging Requirements (continued)

	2019 CalGreen	Hayward's Current Reach Code	2022 CalGreen	Model Reach Code (potential requirements)	Recommended
Multi-Family ≤20 dwelling units	100% Level 2 EV Ready space	10% Level 2 EV Capable 25% <u>low power</u> Level 2 EV Ready (35% total)	40% <u>high power</u> Level 2 EVSE 60% Level 1 EV Ready (100% total)	15% <u>high power</u> Level 2 EVSE; 25% <u>low power</u> Level 2 EV Ready 60% Level 1 EV Ready (100% total)	TBD
Single Family & Townhome	One Level 2 EV Capable for one parking space per dwelling unit	Two Level 2 EV Ready spaces per dwelling unit	<i>No changes from 2019 CalGreen</i>	One Level 2 EV Ready space One Level 1 EV Ready space	Two Level 2 EV Ready spaces per dwelling unit
Non-Res Office	6% Level 2 EV Capable	20% Level 2 EVSE; 30% Level 2 EV Capable	5% Level 2 EVCS; 10% Level 2 EV Capable	20% Level 2 EVSE; 30% Level 2 EV Capable	
Non-Res Non-Office		15% Level 2 EVSE		10% Level 2 EVSE; 10% Level 2 EV Capable	
Hotel/Motel	NA	NA	NA	5% Level 2 EVSE; 25% <u>low power</u> Level 2 EV Ready	

EV Charging Cost Estimates

The following cost estimates are from a 2019 study¹ prepared for Peninsula Clean Energy (PCE) and Silicon Valley Clean Energy (SVCE) analyzing the costs for: 1) a 60-unit multi-family project; 2) a 150-unit multi-family project; and 3) an office building with 60 parking spaces. The costs below are for EV Ready and do include costs for transformers. This study does not include costs for EVSE, and does not include and has a overall 20% contingency to account for ADA compliance. ADA can be a significant source of cost and in this study is only intended to capture a limited scope of ADA compliance.

Figure1. Cost Break-down for 60-unit Multi-family Residential Project



¹ https://bayareareachcodes.org/wp-content/uploads/2020/03/PCE_SVCE-EV-Infrastructure-Report-2019.11.05.pdf

Table 1. Estimated Incremental Cost of installing EV Infrastructure: 60-unit Multi-family Residential Project

Retrofit	60-Unit MUD			
	Market Rate [NC]	Market Rate [Retrofit]	Affordable Housing [NC]	Affordable Housing [Retrofit]
Level 2 Ports Added	9	9	0	0
Level 1 Ports Added	45	45	54	54
Electrical panel	\$15,960	\$26,008	\$9,289	\$13,004
Main electrical room, excluding transformer	\$13,609	\$43,911	\$14,055	\$35,193
Transformer (480V -> 208V)	\$14,164	\$12,743	\$1,081	\$10,897
Raceway / In-slab conduit	\$18,059	\$77,247	\$18,059	\$77,247
Electrical components (wire, receptacle)	\$11,366	\$20,131	\$11,307	\$20,049
Trenching for installation of conduit	\$0	\$0	\$0	\$0
Demolition of equipment	\$0	\$31,940	\$0	\$30,918
Pavings (asphalt & concrete)	\$0	\$7,889	\$0	\$7,889
Permitting & inspection fees	\$2,435	\$15,592	\$2,435	\$15,592
Construction management	\$549	\$4,449	\$403	\$4,264
TOTAL	\$76,142	\$239,909	\$56,629	\$215,051
TOTAL (Price per Port)	\$1,410	\$4,443	\$1,049	\$3,982

NC = New Construction

Figure2. Cost Break-down for 150-unit Multi-family Residential Project

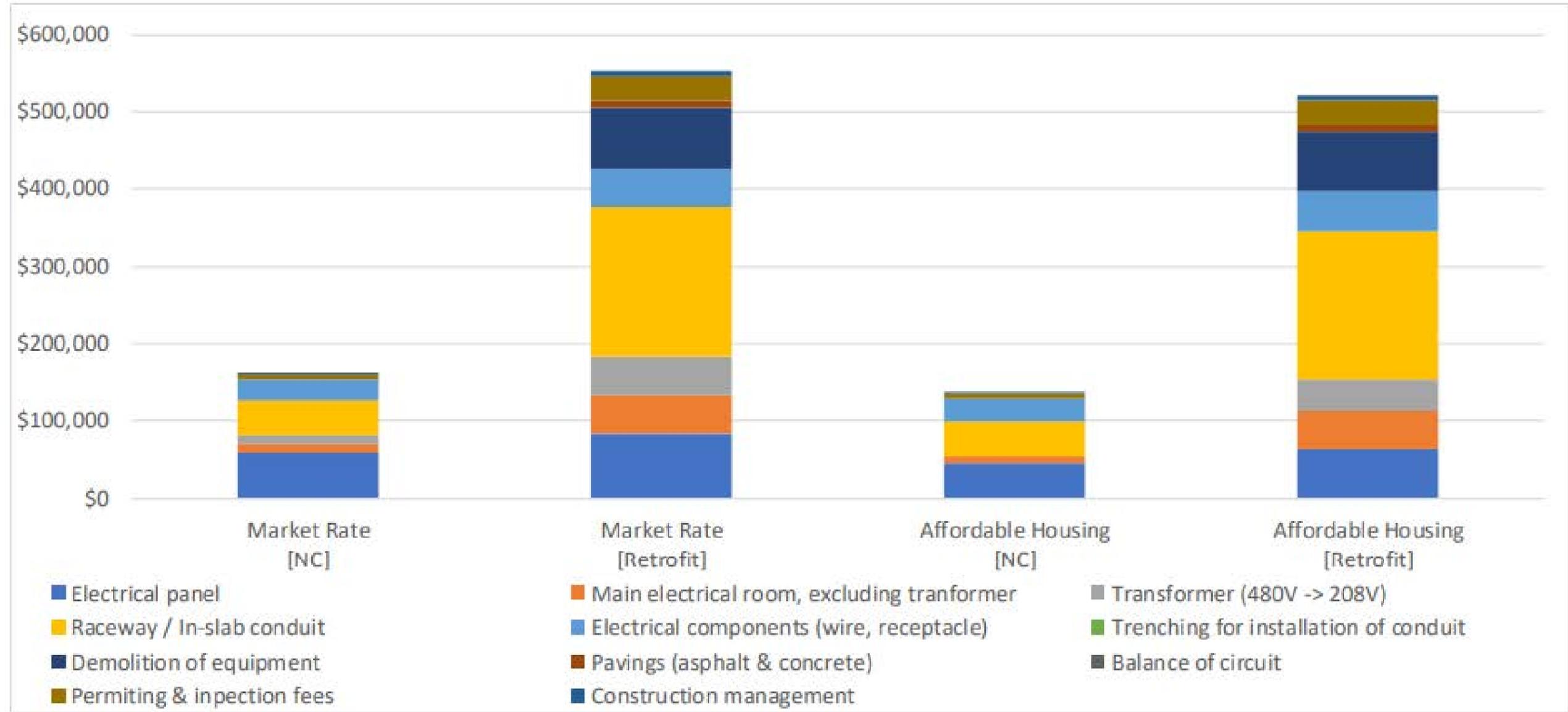


Table 2. Estimated Incremental Cost of installing EV Infrastructure: 150-unit Multi-family Residential Project

Retrofit	150-Unit MUD			
	Market Rate [NC]	Market Rate [Retrofit]	Affordable Housing [NC]	Affordable Housing [Retrofit]
Level 2 Ports Added	23	23	0	0
Level 1 Ports Added	112	112	135	135
Electrical panel	\$59,785	\$83,699	\$44,926	\$62,896
Main electrical room, excluding transformer	\$10,059	\$49,276	\$10,059	\$49,276
Transformer (480V -> 208V)	\$11,539	\$49,742	\$0	\$40,621
Raceway / In-slab conduit	\$45,147	\$193,116	\$45,147	\$193,116
Electrical components (wire, receptacle)	\$28,062	\$49,833	\$28,407	\$50,317
Trenching for installation of conduit	\$0	\$0	\$0	\$0
Demolition of equipment	\$0	\$79,850	\$0	\$77,294
Pavings (asphalt & concrete)	\$0	\$8,442	\$0	\$8,442
Permitting & inspection fees	\$5,798	\$33,069	\$5,798	\$33,069
Construction management	\$1,159	\$6,655	\$964	\$5,196
TOTAL	\$161,550	\$553,682	\$135,301	\$520,227
TOTAL (Price per Port)	\$1,197	\$4,101	\$1,002	\$3,854

NC = New Construction

Figure 3. Cost Break-down for Office Building with 60 Parking Spaces

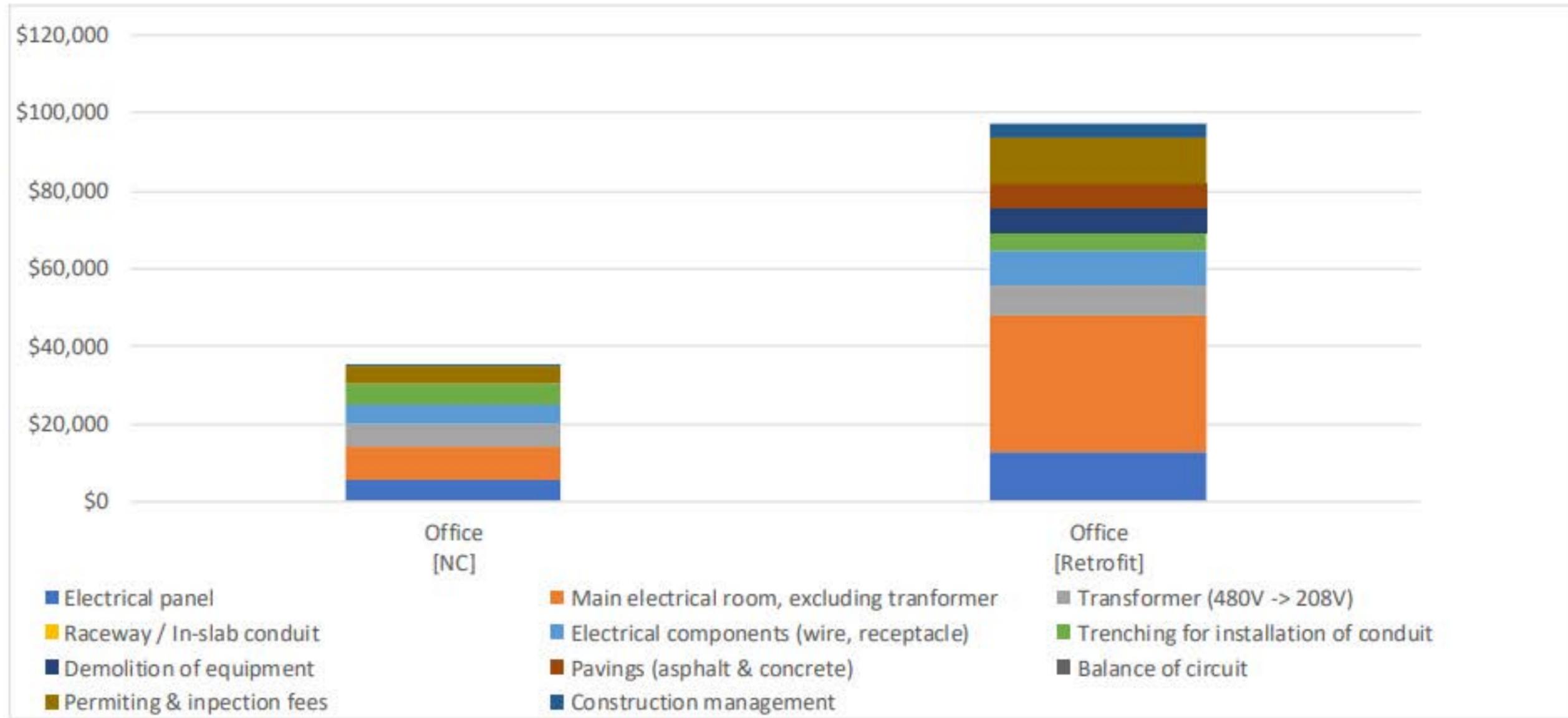


Table 3. Estimated Incremental Cost of installing EV Infrastructure: Office Building with 60 Parking Spaces

Retrofit	60-Space Office	
	Office [NC]	Office [Retrofit]
Level 2 Ports Added	2	2
Level 1 Ports Added	24	24
Electrical panel	\$5,571	\$13,004
Main electrical room, excluding transformer	\$8,558	\$35,005
Transformer (480V -> 208V)	\$5,748	\$7,786
Raceway / In-slab conduit	\$0	\$0
Electrical components (wire, receptacle)	\$5,285	\$9,031
Trenching for installation of conduit	\$5,133	\$4,562
Demolition of equipment	\$0	\$6,211
Pavings (asphalt & concrete)	\$0	\$6,305
Permitting & inspection fees	\$4,448	\$11,652
Construction management	\$227	\$3,414
TOTAL	\$34,971	\$96,970
TOTAL (Price per Port)	\$1,166	\$3,232

NC = New Construction



CITY OF HAYWARD

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

File #: ACT 22-049

DATE: May 9, 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.

ATTACHMENTS

Attachment I Staff Report



DATE: May 9, 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 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.

DISCUSSION

For the CSC’s consideration, staff suggests the following tentative agenda topics for 2022.

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

Monday, July 11, 2022
Draft Reach Code Ordinance - Discussion and Recommendation to Council
Energy Resilient Public Facility Program - Discussion and Recommendation to Council
<u>2020 GHG Emissions Inventory – Information and Discussion</u>
<u>Draft Policies and Programs for Updated Climate Action Plan – Information and Discussion</u>

September __, 2022 (TBD)
Municipal Regional (Stormwater) Permit-MRP 3.0 and Recommended Amendments to the City’s Stormwater Ordinance
Draft Policies and Programs for Updated Climate Action Plan - Discussion and Recommendation to Council
City Fleet Electrification & Electric Vehicle Charging – Information and Discussion

Annual Update on Implementation of Strategic Roadmap (Combat Climate Change projects) – Information and Discussion
November 14, 2022
Update on Litter Assessment by Litterati – Information and Discussion
East Bay Community Energy – Year-End Review of Programs & Financials – Information and Discussion
Unscheduled Items
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