

# **CITY OF HAYWARD**

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)



CITY OF  
**HAYWARD**  
HEART OF THE BAY

## **Agenda**

**Monday, January 13, 2020**

**4:30 PM**

**City Hall - Conference Room 2A**

## **Council Sustainability Committee**

**CALL TO ORDER****ROLL CALL****PUBLIC COMMENTS:**

(The Public Comment section provides an opportunity to address the City Council Committee on items not listed on the agenda as well as items on the agenda. The Committee welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Committee is prohibited by State law from discussing items not listed on the agenda, any comments on items not on the agenda will be taken under consideration without Committee discussion and may be referred to staff.)

**APPROVAL OF MINUTES**

1. [MIN 20-001](#) Approve the October 30, 2019 Council Sustainability Committee Meeting Minutes

**Attachments:** [Attachment I Minutes](#)

**REPORTS/ACTION ITEMS**

2. [ACT 20-004](#) Review and Comment on the Proposed Sustainability Goals to be Included in the Draft Three-Year Strategic Roadmap

**Attachments:** [Attachment I Staff Report](#)  
[Attachment II Sustainability Goals in the Draft Strategic Roadmap](#)

3. [RPT 20-001](#) Informational Report on the City's Waste Reduction and Recycling Programs

**Attachments:** [Attachment I Staff Report](#)

4. [RPT 20-002](#) Review and Comment on the CY 2017 Greenhouse Gas Emissions Inventory Report

**Attachments:** [Attachment I Staff Report](#)

5.     [ACT 20-011](#)     Discuss the Adaptation Strategies Identified in the Shoreline Master Plan  
  
          **Attachments:**     [Attachment I Staff Report](#)
6.     [ACT 20-005](#)     Discuss a Proposed Countywide Food Service Ware Ordinance for the Reduction of Single-Use Food Service Ware  
  
          **Attachments:**     [Attachment I Staff Report](#)
7.     [ACT 20-001](#)     Consider Elimination of the Environmental Awards  
  
          **Attachments:**     [Attachment I Staff Report](#)
8.     [ACT 20-010](#)     Discuss Recommendations from the Public Litter Can Assessment  
  
          **Attachments:**     [Attachment I Staff Report](#)
9.     [ACT 20-002](#)     Review and Comment on the Proposed 2020 Agenda Planning Calendar  
  
          **Attachments:**     [Attachment I Proposed 2020 Agenda Planning Calendar](#)

**FUTURE AGENDA ITEMS****ORAL UPDATES****COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS****ADJOURNMENT**



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

---

**File #:** MIN 20-001

---

**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Public Works Director

**SUBJECT**

Approve the October 30, 2019 Council Sustainability Committee Meeting Minutes

**RECOMMENDATION**

That the Council Sustainability Committee reviews and approves the October 30, 2019 Council Sustainability Committee meeting minutes.

**SUMMARY**

The Council Sustainability Committee (CSC) held a meeting on October 30, 2019, and the draft minutes are attached for the Committee's review and approval.

**ATTACHMENTS**

Attachment I CSC 10/30/19 Meeting Minutes

CITY COUNCIL SUSTAINABILITY COMMITTEE MEETING  
Hayward City Hall – Conference Room 2A  
777 B Street, Hayward, CA 94541-5007  
October 30, 2019  
4:30 p.m. – 6:22 p.m.  
**MEETING MINUTES**

**CALL TO ORDER:** Meeting called to order at 4:30 p.m. by Chair Mendall.

**ROLL CALL:**

**Members:**

- Al Mendall, City Council Member/CSC Chair
- Elisa Márquez, City Council Member
- Francisco Zermeño, City Council Member

**Staff:**

- Alex Ameri, Director of Public Works
- Allen Koscinski, Facilities & Buildings Manager
- Alyse Lui Lightfoot, Hayward Animal Services
- Carol Lee, Management Analyst
- Crissy Mello, Senior Secretary
- Erik Pearson, Environmental Services Manager
- Gary Nordahl, City Building Official
- Jack Steinman, Climate Corps Fellow
- Jan Lee, Assistant Public Works Director
- Jeff Krump, Solid Waste Program Manager
- Kait Byrne, Management Analyst
- Maria Hurtado, Assistant City Manager
- Michael Barnes, Acting Revenue Manager
- Nicole Grucky, Sustainability Specialist
- Todd Rullman, Maintenance Services Director

**Others:**

- Brittany Richards, LifeWest Chiropractic College
- Bryan Bautista, LifeWest Chiropractic College
- Dennis Uyat, Hayward Resident
- Jonathan Kevllves, Senior Business Development Manager, Ameresco
- Kali Klotz, Municipal Coordinator, Waste Management of Alameda County
- Margarita Sanchez, Hayward Resident
- Rudell O'Neal, Hayward Resident
- Stacy Lee, Hayward Resident, Alameda County Office of Sustainability
- Tom Francis, Water Resources Manager, Bay Area Water Supply & Conservation Agency
- Virginia Harrington, Public Sector Manager, Waste Management of Alameda County

## **PUBLIC COMMENTS**

Public comments included a request for an ordinance banning single-use plastics and a complaint regarding a specific criminal activity and the City's response.

### **1. Approval of Minutes of Council Sustainability Meeting September 17, 2019**

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

### **2. Approach to Meeting Hayward's 2025 Zero Net Energy Goal**

Erik Pearson, Environmental Services Manager, provided the Committee with an update to the September 17 CSC agenda item on meeting the City's Zero Net Energy (ZNE) goal. The report presented a draft scope of work to hire a consultant to help determine the preferred approach to meeting the City's goal of achieving ZNE for electricity and natural gas use for the City's facilities by 2025. The draft RFP detailed the scope of work and its five tasks.

Council Member Márquez asked for clarification on the timeline for implementing the projects identified to which Mr. Pearson responded that it would depend on some identified Capital Improvement Projects (CIP). Council Member Zermeño expressed his support for the RFP and inquired about making all City vehicles electric, including large vehicles. Alex Ameri, Director of Public Works, stated that much larger batteries are required in larger fleet vehicles, and technology still hasn't quite met the demand. The City would start with electrification of more passenger vehicles.

There was also an inquiry about implementing solar in City parking lots. Director Ameri explained that the best use of energy for parking lots is net metering, and the City's parking lots currently only require lighting. He stated that staff would research options for the City's parking lots.

Council Member Mendall asked staff to consider modifying the ZNE goal to include electrification of the City's fleet to count as offsets toward the City's ZNE goal.

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

### **3. Bay Area Water Supply & Conservation Agency (BAWSCA) Pilot Water Transfer**

Assistant Public Works Director, Jan Lee, introduced the item and explained the one-time pilot water transfer proposed by BAWSCA. During the pilot water transfer, Hayward would switch its water supply and receive water from the East Bay Municipal Utility District (EBMUD), instead of the San Francisco Public Utilities Commission (SFPUC). This would require Hayward to modify its water system operations and pump water in the reverse direction for delivery to its customers.

Assistant Director Lee proposed the pilot water transfer be scheduled during the planned maintenance shutdown of the SFPUC Hetch Hetchy system in January 2020. She emphasized to the Committee that this would be a one-time occurrence. In addition, the

City would be reimbursed for its role in the pilot water transfer, and an agreement specifying key terms would be in order prior to the transfer.

Council Member Márquez asked how residents would be informed of the transfer. Assistance Director Lee replied that sensitive water customers would be notified first by mail and then information would be posted on the City's website. Director Ameri commented that the water will be different but assured the quality will remain similar to that of SFPUC and received locally.

Director Ameri added that staff has been very clear with BAWSCA that this is a one-time occurrence, and there is no intention to switch water suppliers. Any future water transfers will be reserved for planned critical maintenance and emergencies. Council Member Márquez inquired about the City's staffing capacity for the transfer. Assistant Director Lee confirmed that there is sufficient staff to coordinate the transfer. Council Member Mendall commented that residents may not notice a different taste to the water but may notice a difference in water pressure.

The Committee supported the pilot water transfer and request staff to present the item to Council on December 17, 2019.

#### **4. Revised Draft Electrification Reach Codes for 2019 California Energy Code and California Green Building Standards Code.**

Erik Pearson, Environmental Services Manager, touched upon the requests from the Committee at the September 17, 2019 CSC meeting. He presented a revised draft ordinance to address the electrification of buildings and vehicles in new construction. The proposed Reach Code would modify Part 6 (California Energy Code) to require or encourage all-electric construction and Part 11 (California Green Building Standards Code, aka CALGreen) of the California Building Code to increase the requirements for electric vehicle (EV) charging equipment.

The revised draft ordinance removed mixed fuel as an option for new low-rise residential buildings and incorporated a few other minor changes. Requirements for existing buildings were recently considered but are not recommended.

Mr. Pearson explained how a local amendment to the State Code will be required to phase out natural gas, and the codes will need to be adopted every three years. Council Member Zermeño asked if items could be recommended but not required. Mr. Pearson confirmed that they could. Council Member Márquez inquired about funds to enforce the ordinance. Director Ameri responded that staff is open to working with EBCE and acknowledged the importance of policies to keep up with reach code requirements.

Council Member Zermeño questioned why low-carbon concrete was not included in the ordinance. Mr. Pearson informed the Committee that staff has been focusing on the electrification aspects of the Reach Code. Nicole Grucky, Sustainability Specialist, added that StopWaste is currently researching green building standards for concrete. The Committee asked staff to re-visit concrete on a future agenda item and begin considering how the City's natural gas lines might be repurposed. The Committee members were all in favor of presenting the draft Reach Code to Council in November.

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

## **5. SB 998: Water Shutoff Protection Act - New Law Governing Discontinuation of Residential Water Service for Delinquent Bills**

Michael Barnes, Acting Revenue Manager, presented the report on Senate Bill 998, the Water Shutoff Protection Act. It was signed into law in September 2018 to provide additional protections for residential water customers before the discontinuation of water service due to nonpayment of water bills. The new law requires all public water systems, with more than 200 connections, to have a written policy on discontinuation of residential water service by February 1, 2010.

Mr. Barnes detailed the additional requirements including, but not limited to, providing the 60-day shut off notice in languages other than English and the extended time given prior to water shut offs. He explained that prior to the new bill, the City has a history of being extremely flexible with payment arrangements with its customers. The bill also protects residential water customers with medical conditions, provided they submit supporting medical documentation stating water shut off could be detrimental to their health.

Council Member Zermeno expressed his concern with shutting off water to any resident and suggested a lien on the homeowner in place of water discontinuation. Director Ameri informed the Committee that delinquencies are placed on property taxes, and delinquent accounts have reduced since implementation of this practice. Council Member Zermeno agreed with this implementation but preferred to see a non-discontinuation option. Council Member Márquez praised the social equity lines of the bill and the included social and economic sustainability factors in the staff report. The Committee approved placing the item on the Council consent calendar for December 17, 2019.

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

## **6. Greenhouse Gas Emission Reduction Goals**

Nicole Grucky, Sustainability Specialist, presented the report recommending the City establish greenhouse gas (GHG) emission goals for 2025 and 2030 and a carbon neutrality goal for 2045 to replace the City's current targets.

Miss Grucky detailed the City's updated GHG emission inventory data showing the City's emissions decrease from 2005 - 2017. She stated that with the help of East Bay Community Energy (EBCE) and their Brilliant 100 product, the City is on track to meet its 2020 goal. She added that the proposed goals are ambitious, but with the assistance of BayREN, EBCE and utility incentive programs, the City could meet these goals.

Council Member Mendall commented that the City once questioned how it would meet its original sustainability goals, but it succeeded. He requested a more aspirational goal of 30% by 2025 instead of the proposed 27%. Council Member Márquez agreed and expressed her confidence in the City reaching these goals. Council Member Zermeno suggested there be more publicity on Hayward being one of the top green cities in the



Nation. He also suggested environmental awards recognizing those individuals doing their part to reduce GHG emissions. There was an inquiry about the cost to make existing homes electric, to which Director Ameri responded that it would be roughly \$10,000 per home. Council Member Márquez suggested there be incentives for residents to convert to all electric.

The Committee agreed the report should be presented to the Planning Commission and then to the City Council for adoption. The item was moved by Council Member Zermeño, seconded by Councilmember Márquez, and approved unanimously.

## **7. Proposed 2019/2020 Agenda Planning Calendar**

Erik Pearson, Environmental Services Manager, listed the upcoming agenda items. Council Member Mendall asked staff to add a report on low carbon concrete. Council Member Zermeño also asked staff to include the service schedule to the upcoming litter reduction report.

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

## **ORAL UPDATES**

Erik Pearson, Environmental Services Manager provided an update on the recent energy efficiency workshop that was held on October 26, 2019 in Spanish and the upcoming workshop in English on November 4, 2019. He also added that Hayward Unified School District wishes to work more with the City with sustainability programs.

The success of the Fall compost giveaway was discussed, and staff noted that approximately 800 households participated.

## **COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS:**

No announcements or referrals were made.

### **ADJOURNMENT: 6:22 p.m.**

### **MEETINGS**

Attendance	Present 10/30/19 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Elisa Márquez	✓	3	0	0
Al Mendall	✓	3	0	0
Francisco Zermeño	✓	3	0	0



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

---

**File #:** ACT 20-004

---

**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT**

Review and Comment on the Proposed Sustainability Goals to be Included in the Draft Three-Year Strategic Roadmap

**RECOMMENDATION**

That the Council Sustainability Committee reviews and comments on this report, provides direction to staff regarding the proposed sustainability goals, and recommends to Council that they be included in the Draft Three-Year Strategic Roadmap.

**SUMMARY**

Staff seeks the Committee's direction on the proposed sustainability-related goals to be included in the Draft Three-Year Strategic Roadmap for Council consideration.

**ATTACHMENTS**

Attachment I	Staff Report
Attachment II	Sustainability Goals in the Draft Strategic Roadmap



**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT:** Review and Comment on the Proposed Sustainability Goals to be Included in the Draft Three-Year Strategic Roadmap

## **RECOMMENDATION**

That the Council Sustainability Committee reviews and comments on this report, provides direction to staff regarding the proposed sustainability goals, and recommends to Council that they be included in the Draft Three-Year Strategic Roadmap.

## **SUMMARY**

Staff seeks the Committee's direction on the proposed sustainability-related goals to be included in the Draft Three-Year Strategic Roadmap for Council consideration.

## **BACKGROUND**

On September 17, 2019<sup>1</sup>, staff presented to the Committee a range of sustainability topics for which goals may be developed. The Committee expressed a desire to collect input from the rest of the Council and to have the goals adopted in the first half of calendar year 2020. The Committee also suggested prioritizing goals by those that are most effective in reducing greenhouse gas (GHG) emissions.

On October 7, 2019<sup>2</sup>, a Council and Executive Team Joint Strategic Planning work session was held to discuss the vision, priorities, and projects for the City over the next three years, which is being called the Strategic Roadmap. During the work session, "Combat Climate Change" was an agreed-upon priority and the following projects were identified to support the priority:

---

<sup>1</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4135838&GUID=65F6D449-A3CC-41EA-99BC-BAD8654FA2ED&Options=&Search=>

<sup>2</sup> <https://hayward.legistar.com/MeetingDetail.aspx?ID=723878&GUID=63FC68FC-4836-4730-AC3C-E0B0F0A14506&Options=&Search=>

- Ban single use plastics (2020)
- Create 2030 GHG goal and roadmap (2020)
- Plant 1000 trees a year (2021)
- Ban natural gas in new buildings (2022)
- Transition city operations to 100% renewable energy (2022)
- Transition 15% of city fleet to electric (2022)
- Complete Shoreline Master Plan & EIR (2022)

On December 17, 2019<sup>3</sup>, Council held a work session to review a revised draft of the Strategic Roadmap. Council members made the following comments regarding the projects listed under the “Combat Climate Change” priority:

- Some of the timelines are listed as four-year tasks, but should take less time)
- Some specific tasks were changed into non-specific tasks
- The title “Combat Climate Change” doesn’t encompass the larger idea of protecting the environment
- Chabot College is starting work on a climate action plan; California State University East Bay (CSUEB) has been working on one for a while; and Hayward Unified School District is installing solar. The City should be partnering with these institutions.

## DISCUSSION

Attachment II to this report is a table showing how many of the sustainability topics presented to the Committee on September 17, 2019, have been incorporated into the draft Strategic Roadmap. Only the projects related to sustainability are included. Some topics presented to the Committee in September are not included in the Strategic Roadmap and goals for those topics will be established separately. For the projects that are listed in the Roadmap, some have goals identified for 2025 and 2030. Projects with cells highlighted in yellow are those that staff intends to develop goals identified for 2025 and 2030. Staff is seeking the Committee’s comments on the revised projects included in the draft Roadmap as well as considerations for setting goals for 2025 and 2030 for each of the projects.

In response to Council comments made on December 17, 2019, staff has reviewed the timeframe for each project in Attachment II and feels that they are realistic. In some cases, specific tasks or projects have been grouped under more general headings. Regarding the title “Combat Climate Change”, staff suggests changing to “Promote Sustainable Practices and Protect the Environment”. Staff has been partnering with Hayward’s education institutions and intends to build upon those partnerships.

One of the priority projects identified in the Strategic Roadmap is to develop a roadmap to meet the 2030 GHG reduction target. This will entail an update to the City’s Climate Action

---

<sup>3</sup> <https://hayward.legistar.com/MeetingDetail.aspx?ID=749675&GUID=C8E0E807-654B-4C0B-BC89-FD602C9BB8D5&Options=&Search=>

Plan/General Plan, including the Implementation Programs in the General Plan. This update will provide an opportunity to develop additional goals and programs beyond those identified in the Strategic Roadmap.

## **ECONOMIC IMPACT**

Climate Change is expected to negatively impact national and local economies. Updating Hayward's climate action and sustainability goals and programs could help make Hayward's economy somewhat more resilient to climate change.

## **FISCAL IMPACT**

Staff time necessary to work on the development of new sustainability goals and the Strategic Roadmap is being absorbed by budgeted staff positions. Updating the City's Climate Action Plan and General Plan, scheduled to begin in 2020, will require additional staff resources and funding.

## **STRATEGIC INITIATIVES**

Setting new climate action goals indirectly advances all three of the current City's Strategic Initiatives and resonates with the Council's *Green* priority.

## **SUSTAINABILITY FEATURES**

The development of new sustainability goals for 2025 and 2030 would help Hayward meet its longer term GHG reduction goals. Meeting these goals will improve energy efficiency, increase the use of renewable energy, and reduce vehicle-related emissions; all of which will result in cleaner air for Hayward residents and for the region.

## **PUBLIC CONTACT**

Following the October 7<sup>th</sup> Council work session, staff and CivicMakers engaged the community on the components of the draft strategic roadmap, including the draft vision, strategic priorities, and initial project lists. Gallery walks were held at five City offices (City Hall, Weekes Branch Library, the Hayward Executive Airport, the Water Pollution Control Facility, and the Utilities Center). Interactive pop-ups were held throughout the City at the Weekes Branch Library, Farmer's Market, and Cal State University East Bay. Feedback from the staff and community engagement process found strong support for the draft vision, priorities and projects.

## **NEXT STEPS**

The Strategic Roadmap is scheduled to be presented to Council in January 2020 for final approval. Metrics for the projects identified in the Roadmap will be developed in the spring of 2020. Upon direction from the Committee, staff will refine the list of projects for the final Strategic Roadmap and will develop metrics for each.

*Prepared by:* Erik Pearson, Environmental Services Manager

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', written in a cursive style.

---

Kelly McAdoo, City Manager

## PROPOSED SUSTAINABILITY GOALS

## ATTACHMENT II

Topics Presented to Committee on Sept. 17, 2019	Topics/Projects in Draft Strategic Roadmap									
	No.	Lead Dpt.	Supporting Depts.	Projects * = needs funding    ** = statutory requirement	Year 1 20/21	Year 2 21/22	Year 3 22/23	Year 3+	2025	2030
	Combat Climate Change									
-	1			<b>Reduce Dependency on Fossil Fuels</b>						
All-electric design for new buildings		PW&U	DSD	Ban Natural Gas in New Residential Buildings						
Electric vehicle charging infrastructure		PW&U	DSD	Require EV Charging Infrastructure in New Construction (Reach Code)						
				Update Facilities Master Plan to Facilitate Transition of Natural Gas Appliances to Electric						
-		PW&U	DSD, ED	Explore Feasibility of Banning Natural Gas in Non-residential Buildings (for next code update)						
East Bay Community Energy (increase the use of renewable energy)	2	PW&U	MSD	<b>Work with EBCE to Transition Citywide Electricity Use to 100% Carbon Free</b>					100%	
-	3	PW&U	MSD	<b>Transition Electricity Use in City Operations to 100% Renewable Energy</b>					100%	
GHG Reduction: Goals for 2030 and beyond Support California's goal of carbon neutrality by 2045	4	PW&U	DSD	<b>Adopt and Implement 2030 GHG Goal &amp; Roadmap *</b>					30%	50% or 55%
-	5	PW&U	DSD	<b>Adopt ordinance regulating single-use plastic food ware in restaurants</b>						
-		PW&U	DSD	Adopt ordinance regulating single-use plastic food ware in restaurants						
-		PW&U	DSD	Conduct Outreach for single-use plastic ban						
Tree planting/Urban canopy	6	MSD		<b>Plant 800 trees Annually</b>						
-		MSD		Plant 800 trees (300 by private developers)						
Electrification of the City's vehicle fleet	7	MSD	PW	<b>Transition City fleet to electric by creating a fleet policy that incorporates green practices and reduced carbon emissions *</b>						

Yellow cells = goals yet to be identified

PROPOSED SUSTAINABILITY GOALS

ATTACHMENT II

Topics Presented to Committee on Sept. 17, 2019		Topics/Projects in Draft Strategic Roadmap									
		No.	Lead Dpt.	Supporting Depts.	Projects * = needs funding    ** = statutory requirement	Year 1 20/21	Year 2 21/22	Year 3 22/23	Year 3+	2025	2030
	-	8	PW	DSD	Adopt 2019 Building Code						
	Preparation for sea level rise	9	DSD	PW	Complete Shoreline Master Plan						
	Tree planting/Urban canopy	10	MSD	DSD & PW	Update Tree Preservation Ordinance						
Improve Infrastructure											
	Public transportation improvements (efficiency, reliability, accessibility, increase in ridership)	4			Increase Transit options						
	-		PW&U	CSD	Work with AC Transit Interagency Liaison Committee to make bus transit more convenient						
	-		PW&U	DSD	Work with Alameda County Transportation Commission (ACTC) to implement a rapid bus project along Mission Blvd.						
	Active transportation (bicycle & pedestrian infrastructure)	8			Implement Bike and Ped Master Plan						
	-		PW&U		Add 2miles of sidewalks per year *						
	-		PW&U		Add 5 miles of bike lanes per year						
	-		PW&U		Assess Safe Routes to School						
	-		PW&U		Implement Safe Routes to School *						
	-		PW&U		Assess Safe Route for Seniors in the Downtown Area						
	-		PW&U		Implement Safe Route for Seniors in the Downtown Area						
	-		PW&U		Conduct a feasibility study of Jackson Street improvements*						



## PROPOSED SUSTAINABILITY GOALS

## ATTACHMENT II

Topics Presented to Committee on Sept. 17, 2019		Topics/Projects in Draft Strategic Roadmap									
		No.	Lead Dpt.	Supporting Depts.	Projects * = needs funding    ** = statutory requirement	Year 1 20/21	Year 2 21/22	Year 3 22/23	Year 3+	2025	2030
Electric vehicle charging infrastructure	9				<b>Expand EV Charging Infrastructure for City Fleet and Employees</b>						
-		MSD	PW&U		Conduct analysis of future demand						
-		MSD	PW&U		Construct additional EV charging facilities						
Solar for City Facilities	16	PW&U			<b>Implement Phase 2 of solar project and investigate interim uses of additional energy</b>						
Stormwater quality	17				<b>Meet regulatory requirements for zero trash in stormwater</b>						
-		PW&U			Install trash capture devices						
-		PW&U			Perform related trash reduction activities						
Water conservation	18				<b>Expand Recycled Water Facilities</b>						
-		PW&U			Complete RW project construction (initial phase)						
-		PW&U			Develop Recycled Water Master Plan						
Quality of Life											
Wildfire and air quality impacts from wildfires Community vulnerability to extreme heat	5				<b>Update Comprehensive Emergency Services Plan for Community and Staff</b>						
-		FD	MSD, PW&U, PD		Update and approve community emergency plan						
-		FD	All		Implement updated plan						
-		PW&U	FD		Conduct a 'Risk and Resilience' assessment of water system and update emergency response plan **						

The following is a list of topics presented to the Committee on September 17, 2019, but not included in the draft Strategic Roadmap. Goals for 2025 and 2030 will be identified for these topics:

Buildings:

- Electrification of existing buildings

Renewable Energy:

- Solar for the community

Transportation:

- Reduce vehicle miles traveled by single-occupant vehicles

Water Conservation:

- Bay-Friendly landscaping

Waste & Recycling

- Composting
- Carbon lifecycle of materials and products
- Product bans
- Compliance with SB 1383 (organics management and food rescue)
- Consumption reduction
- Landfill diversion



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

---

**File #:** RPT 20-001

---

**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT**

Informational Report on the City's Waste Reduction and Recycling Programs

**RECOMMENDATION**

That the Committee reviews and comments on this informational report.

**SUMMARY**

This report provides an update on the solid waste, recycling, and organic materials services Waste Management of Alameda County (WMAC) provides Hayward residents and businesses under the City's contract that commenced March 1, 2015. The report includes an overview of outreach activities to inform residents, businesses, and multi-family property managers about the variety of services available under the City's contract with WMAC. It also provides an overview of the tons recycled and composted by Hayward since the current contract with WMAC commenced.

**ATTACHMENTS**

Attachment I      Staff Report



**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT:** Informational Report on the City's Waste Reduction and Recycling Programs

## **RECOMMENDATION**

That the Committee reviews and comments on this informational report.

## **SUMMARY**

This report provides an update on the solid waste, recycling, and organic materials services Waste Management of Alameda County (WMAC) provides Hayward residents and businesses under the City's contract that commenced March 1, 2015. The report includes an overview of outreach activities to inform residents, businesses, and multi-family property managers about the variety of services available under the City's contract with WMAC. It also provides an overview of the tons recycled and composted by Hayward since the current contract with WMAC commenced.

## **BACKGROUND**

In 1990, the Alameda County Recycling Board established the goal of at least 75% diversion of all discarded materials in Alameda County by 2010. In 2007, Council adopted a goal of diverting at least 75% of waste from the landfill by 2010. In conjunction with the City's contract with WMAC, staff manages a variety of programs intended to help the City achieve its diversion goals. In 2017, the diversion rate was 70%. However, in 2018, the diversion rate for Hayward continued to be affected by a downturn in the recycling markets and dropped to 66%. The last report on solid waste reduction and recycling presented to the Council Sustainability Committee was on July 8, 2019 <sup>1</sup>.

The City's Agreement with WMAC includes organics and recycling collection service to multi-family properties. Single-family and most multi-family recycling service is provided by WMAC's subcontractor, Tri-CED. The Agreement offers organics service to businesses at 50% of the comparable garbage rate and recycling service to businesses at 50% the cost of comparable garbage service.

---

<sup>1</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4056380&GUID=5E62E310-38B0-4DF9-9517-C3AE958C3F99&Options=&Search=>

**Mandatory Recycling Ordinance** –In January 2012, the ACWMA Board approved a mandatory recycling ordinance, which includes a goal to ensure that recyclables and compostables make up less than 10% of material sent to landfill by 2020. In 2012 Hayward agreed to adopt the mandatory recycling ordinance, which requires all businesses and multi-family properties to arrange for collection of recyclables. It also requires all multi-family properties, and all businesses that generate a significant amount of food scraps and food-soiled paper, such as such as restaurants, food processors, and grocers, to implement separate organics collection. Multi-family properties are defined in the ordinance as properties having five units or more.

## **DISCUSSION**

City, WMAC, and Tri-CED staff work with multi-family properties and businesses to help them meet all provisions of the mandatory recycling ordinance. Currently 95% of Hayward multi-family properties with five or more units subscribe to recycling services and 94% of multi-family properties subscribe to organics collection services. The percentage of businesses in Hayward subscribing to recycling services in 2019 was 78%, a 4% decrease from 2018. WMAC believes the decrease is due to a large number of businesses starting service in 2019, and several not signing up for recycling services. Staff is working with WMAC to conduct outreach to these accounts about county and state recycling requirements.

The tables below summarize, from December 2018 to December 2019, the percent change in the number of Hayward businesses and multi-family properties that have arranged for collection of recyclables, and percent change in the number of Hayward multi-family properties that have arranged for organics collection through WMAC. The information is based on data provided by WMAC and Tri-CED. Businesses and multi-family properties may also comply with the ordinance by arranging with other service providers, or self-hauling their recyclables and organics.

### **Mandatory Recycling Ordinance: Summary of Participation**

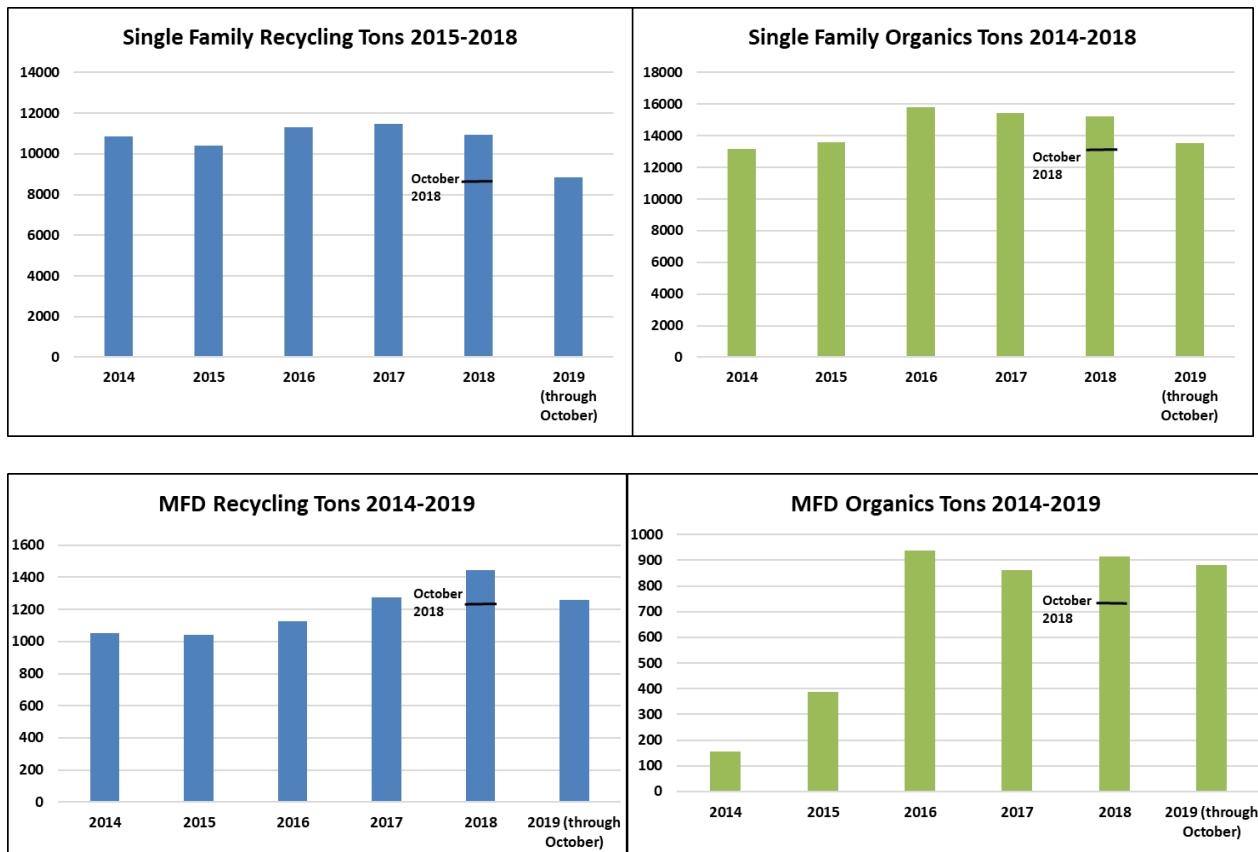
<b>COLLECTION OF RECYCLABLES FROM BUSINESSES</b>	<b>DATE</b>	<b>PERCENT</b>
Percent subscribing to service	Dec. 2018	83%
Percent subscribing to service	Dec. 2019	78%

<b>COLLECTION OF RECYCLABLES FROM MULTI-FAMILY PROPERTIES</b>	<b>DATE</b>	<b>PERCENT</b>
Percent subscribing to service	Dec. 2018	95%
Percent subscribing to service	Dec. 2019	99%

<b>COLLECTION OF ORGANICS FROM MULTI-FAMILY PROPERTIES</b>	<b>DATE</b>	<b>PERCENT</b>
Percent subscribing to service	Dec. 2018	93%
Percent subscribing to service	Dec. 2019	94%

This information shows the percentage of multi-family dwellings and businesses that subscribe to services. The data does not indicate whether a property or businesses subscribes to an adequate level of service or sorts material properly.

The tables below show the tonnage of recyclable and organic material collected from residential properties from 2014 through 2019.



In late 2017, China, the market to which most recycling processors in the western United States sent mixed paper initiated a stringent policy against accepting bales of recyclables that contain more than half a percent to 1% non-recyclable material (contamination). In response to the stricter contamination standards, WMAC and City staff increased outreach to all Hayward customers regarding the importance of reducing contamination and keeping recyclables clean.

**Legislation** - In 2019, two companion bills were proposed in the State legislature that could help reduce the level of contamination in Hayward's recycling and organics streams. AB1080 and SB54, both titled the California Circular Economy and Plastic Pollution Reduction Act, would require significant reductions in the use of disposable products by requiring manufacturers to make packaging exclusively out of recyclable or compostable materials. At the Committee's recommendation, Mayor Halliday sent letters of support for both AB1080 and SB54. The Circular Economy and Plastic Pollution Reduction Act did not pass the

California State Legislature before the 2019/2020 legislative session ended. However, both bills may be reconsidered in 2020.

*Illegal Dumping Collection* – Another new service included in the 2015 Franchise Agreement is that WMAC will collect up to six occurrences of illegal dumping per week in Hayward. To maximize WMAC's collection of illegal dumping, staff searches the Access Hayward tool for illegal dumping collection requests, and then sends up to six requests to WMAC per week. Since the inception of the new method, the number of illegal dumping collections performed by WMAC per month has increased from approximately 5 per month to more than 20 per month. WMAC and staff are discussing increasing the number of occurrences of illegal dumping WMAC collects weekly.

*Franchise Recovery Rate* – CalRecycle's diversion rate takes into consideration all waste generated within Hayward's boundaries, some of which is not hauled by WMAC. The Franchise Recovery Rate is an annual benchmark included in the WMAC Agreement to track WMAC's performance diverting material from landfill. It measures only the material collected and managed by Waste Management and the required Franchise Recovery Rate gradually increases each year of the contract to reach 80% by 2024, the final year of the Agreement. In 2017, the Franchise Recovery Rate was 39%, well below the 54% target for 2017. In 2019, the Franchise Recovery Rate has remained about 39%. The Franchise Agreement allows the City to penalize WMAC for not achieving its Franchise Recovery Rate.

The China National Sword policy created additional challenges to meeting the Franchise Recovery Rate. Although markets have been found for certain recyclables, WMAC and Tri-CED continue to face challenges selling recyclable material. Reducing contamination in recycling streams remains a priority in 2020.

## **FISCAL AND ECONOMIC IMPACTS**

Solid Waste Program staff will continue to work with the ACWMA and WMAC to coordinate implementation and enforcement of the mandatory recycling ordinance. Recycling Fund monies are used to fund these activities, so there will be no impact to the General Fund. These funds are based on tons of garbage disposed at the landfill and are collected and disbursed by ACWMA. Currently, there is sufficient Recycling Fund balance to pay costs associated with implementing the ordinance. However, funds will decrease as tons landfilled decreased.

To replenish the City's Recycling Fund, starting in FY2018-2019, additional funds are remitted to the City by WMAC per the terms of the contract. In February of 2020 staff will complete the Agreement's required rate-setting process and will present to Council proposed rates adjusted based on a consumer price index procedure.

## **STRATEGIC INITIATIVES**

This agenda item does not relate to one of Council's three Strategic Initiatives.

## **SUSTAINABILITY FEATURES**

Solid waste management involves the safe and responsible management of discarded material from generation through processing to disposal. Reducing waste landfilled by maximizing the

reuse, recycling, and composting of materials increases diversion, conserves natural resources, and plays an important role in making a community sustainable.

## **PUBLIC CONTACT**

*Outreach to Multi-Family Properties* – In 2019, ACWMA, also known as StopWaste, continued to perform outreach to multi-family properties through social media and email. StopWaste has also continued to focus on prompting residents to reduce food waste and compost food scraps, and City and WMAC staff work with property managers and owners to improve organics sorting and facilitate bulky item removal. The City and WMAC collaborate to design and send bill inserts and mailings throughout the year to help inform residents of program parameters. Staff distributes brochures at the Hayward Downtown Street Parties and to the Keep Hayward Clean & Green Task Force.

*Outreach to Businesses* – WMAC representatives offer Hayward businesses waste assessments and employee training to help facilitate implementation of programs. City assistance includes offering labels for containers and posters for reference by employees and patrons. City staff will continue to disseminate informational materials to businesses via field visits and inserts with bills issued by WMAC, and to inform businesses that recyclables collection and organics collection are available at half the price of regular garbage collection. In addition, StopWaste's consultant, Cascadia, continues to offer sorting assistance to businesses that receive a warning letter or notice of violation from County mandatory recycling ordinance enforcement officers.

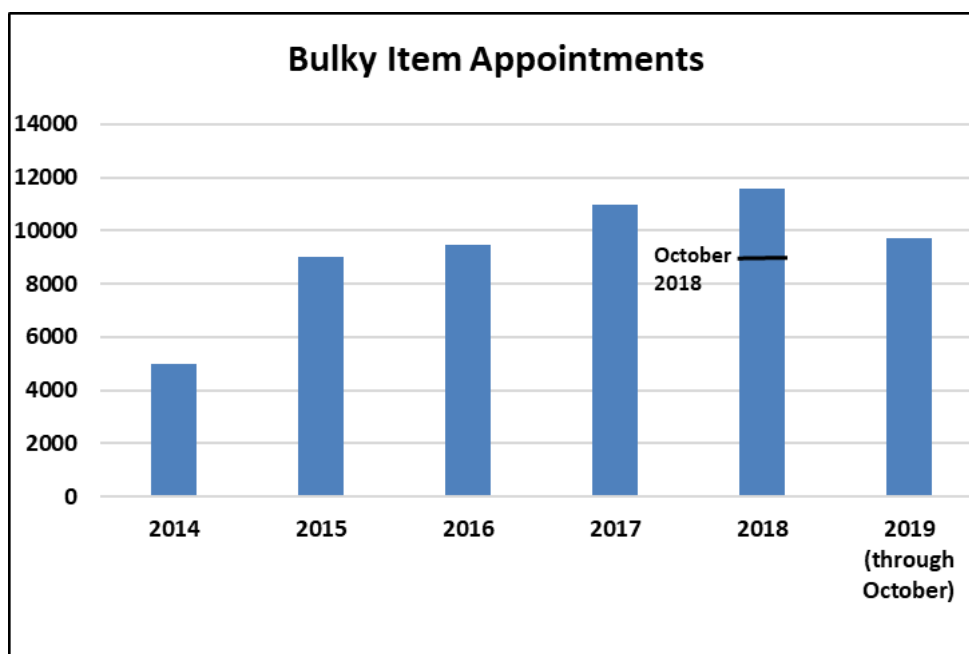
*Outreach to Single-Family Residents* – The mandatory recycling ordinance does not apply to single-family households. However, staff conducts outreach to single-family households to help residents properly sort recyclables and increase their organics diversion by placing food scraps and food-soiled paper in the green bin. Additionally, the City's website and WMAC's website each offer residents and businesses extensive information regarding recycling and available services. Staff also performs outreach at the Hayward Downtown Street Parties as well as the City's compost giveaways.

*Compost Giveaways* – A provision of the WMAC Agreement requires WMAC provide Hayward residents with 5,000 one cubic-foot bags of compost annually. The City distributes these bags of compost to residents by means of compost giveaway events held twice a year on Saturdays. The most recent event was held on October 19, 2019 where approximately 800 households participated. During these events, residents drive to a designated venue and City staff loads bags of compost into residents' vehicles. Since the inception of the contract in March 2015, the City has given more than 20,000 bags of compost to residents.

*Bulky Item Collection* – The WMAC Agreement offers Hayward single-family households and multi-family properties free collections of 4 cubic yards per dwelling unit of bulky items such as furniture, mattresses, and appliances each year. While the participation by Hayward residents in the program has increased each year of the new contract, residents only utilize about one-quarter of the appointments allowed by the contract. Staff continues to prioritize promotion of the bulky item collection service. In fall of 2018, staff expanded the bulky collection outreach to include advertisements on the side of WMAC trucks and staff has



increased Facebook advertisements in 2019. In addition, WMAC will conduct a telephone message campaign from mid-July through late August 2019. The campaign was also performed in 2018, and consists of a brief, recorded message reminding residents of the bulky collection service available to them. A video on the City's [website](#)<sup>2</sup> shows residents how to properly set out their material for bulky collection. In 2018, 11,588 collections occurred. WMAC has performed 9,720 collections through October of 2019 and is on pace to perform more than 12,000 collections for the year.



### NEXT STEPS

City staff will continue to offer assistance to businesses and multi-family properties to implement separate collection of recyclables and organics. Staff will also continue outreach to single-family customers with a focus on utilizing organics service for food scraps and food-soiled paper. Outreach efforts will continue through a variety of channels, including the Rental Housing Owners Association, special events and the Chamber of Commerce

*Prepared by:* Jeff Krump, Solid Waste Program Manager

*Recommended by:* Alex Ameri, Director of Public Works

*Approved by:*

---

Kelly McAadoo, City Manager

---

<sup>2</sup> <https://www.hayward-ca.gov/services/city-services/bulky-item-pickup>



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

**File #:** RPT 20-002

**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

## SUBJECT

Review and Comment on the CY 2017 Greenhouse Gas Emissions Inventory Report

## RECOMMENDATION

That the Council Sustainability Committee reviews and comments on the CY 2017 Greenhouse Gas Emissions Inventory report.

## SUMMARY

The General Plan includes greenhouse gas (GHG) emission reduction targets for the Hayward community. To track progress, staff completes a full community GHG inventory every five years. Due to an opportunity with East Bay Energy Watch (EBEW) and StopWaste, staff completed an interim inventory for 2017 and re-calculated the inventories for 2005, 2010, and 2015 using the same methodology. This report provides the results of calendar year 2017 inventory and compares it to the previous three inventories. The table below summarizes the emissions totals for the five sectors - energy, transportation, BART, off-road, and waste. Emissions are displayed in metric tons of carbon dioxide equivalent (MTC02e).

**Table 1: GHG Emissions by Sector (MTC02e)**

	2005	2010	2015	2017	% Change *
Energy	375,885	356,830	318,657	261,228	-30.5%
Transportation	636,581	580,238	571,556	553,298	-13.1%
BART	3,440	3,425	4,276	3,994	16.1%
Off-Road	24,345	37,265	68,251	67,348	176.6%
Waste	42,641	37,357	35,649	38,712	-9.2%
<b>Total</b>	<b>1,082,892</b>	<b>1,015,115</b>	<b>998,387</b>	<b>924,581</b>	<b>-14.6%</b>
Hayward Population	140,530	143,921	154,321	161,455	
<b>Total Emissions/Capita</b>	<b>5.2</b>	<b>4.8</b>	<b>4.4</b>	<b>3.9</b>	<b>-23.1%</b>

In 2017, the Hayward community achieved a 14.6% reduction in GHG emissions compared to 2005. Total *per capita* emissions were 23.1% lower in 2017 given Hayward's increasing population.

**ATTACHMENTS**

Attachment I      Staff Report



**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT:** Review and Comment on the CY 2017 Greenhouse Gas Emissions Inventory Report

## RECOMMENDATION

That the Council Sustainability Committee reviews and comments on the CY 2017 Greenhouse Gas Emissions Inventory report.

## SUMMARY

The General Plan includes greenhouse gas (GHG) emission reduction targets for the Hayward community. To track progress, staff completes a full community GHG inventory every five years. Due to an opportunity with East Bay Energy Watch (EBEW) and StopWaste, staff completed an interim inventory for 2017 and re-calculated the inventories for 2005, 2010, and 2015 using the same methodology. This report provides the results of calendar year 2017 inventory and compares it to the previous three inventories. The table below summarizes the emissions totals for the five sectors - energy, transportation, BART, off-road, and waste. Emissions are displayed in metric tons of carbon dioxide equivalent<sup>1</sup> (MTC02e).

**Table 1: GHG Emissions by Sector (MTC02e)**

	2005	2010	2015	2017	% Change *
Energy	375,885	356,830	318,657	261,228	-30.5%
Transportation	636,581	580,238	571,556	553,298	-13.1%
BART	3,440	3,425	4,276	3,994	16.1%
Off-Road	24,345	37,265	68,251	67,348	176.6%
Waste	42,641	37,357	35,649	38,712	-9.2%
<b>Total</b>	<b>1,082,892</b>	<b>1,015,115</b>	<b>998,387</b>	<b>924,581</b>	<b>-14.6%</b>
Hayward Population	140,530	143,921	154,321	161,455	
<b>Total Emissions/ Capita</b>	<b>5.2</b>	<b>4.8</b>	<b>4.4</b>	<b>3.9</b>	<b>-23.1%</b>

<sup>1</sup> Carbon dioxide is not the only gas that contributes to climate change. Each greenhouse gas causes varying amounts of warming. For example, one ton of methane (CH<sub>4</sub>) causes the same amount of warming as 23 tons of CO<sub>2</sub> (1 ton of CH<sub>4</sub> = 23 tons CO<sub>2</sub>e). To simplify reporting, it is standard practice to report carbon equivalent emissions (CO<sub>2</sub>e) as opposed to the actual emissions of each gas. \*Percent change is compared to the baseline year of 2005

In 2017, the Hayward community achieved a 14.6% reduction in GHG emissions compared to 2005. Total *per capita* emissions were 23.1% lower in 2017 given Hayward's increasing population.

## **BACKGROUND**

The last report on GHG emissions was presented to the Council Sustainability Committee in September 2017. The 2017 report and previous reports are available on the City's [Climate Action Plan](#) page.<sup>2</sup> The City of Hayward's General Plan Policy NR-2.4 sets the following GHG emissions reduction targets.

### **NR-2.4: Community Greenhouse Gas Reduction**

The City shall...reduce community-based GHG emissions by 20 percent below 2005 baseline levels by 2020 and strive to reduce community emissions by 61.7 percent and 82.5 percent by 2040 and 2050, respectively.

To track compliance with these targets, the City conducts community GHG emissions inventories every five years, starting with 2005 as the baseline year. The previous three inventories were completed with assistance from ICLEI–Local Governments for Sustainability, StopWaste, and the Statewide Energy Efficiency Collaborative's (SEEC). For the 2017 inventory, Alameda County and Contra Costa County jurisdictions hired a consultant through EBEW and StopWaste. All four inventories use the Global Protocol for Community-Scale (GPC) methodology to calculate GHG emissions. The GPC methodology is a global reporting standard created by ICLEI, the World Resources Institute, and C40 Cities Climate Leadership Group. The Global Covenant of Mayors for Climate and Energy, which the Hayward City Council voted to join on March 7, 2017, has adopted the GPC as its standard reporting format.

Over the past twelve years, the organizations mentioned above have continuously refined and updated the GPC methodology to estimate emissions more accurately. In response, staff has recalculated emissions for the 2005, 2010, and 2015 in the tool created by EBEW's consultant to make an apples-to-apples comparison. Therefore, the emissions totals reported in this report do not match the numbers from previous reports.

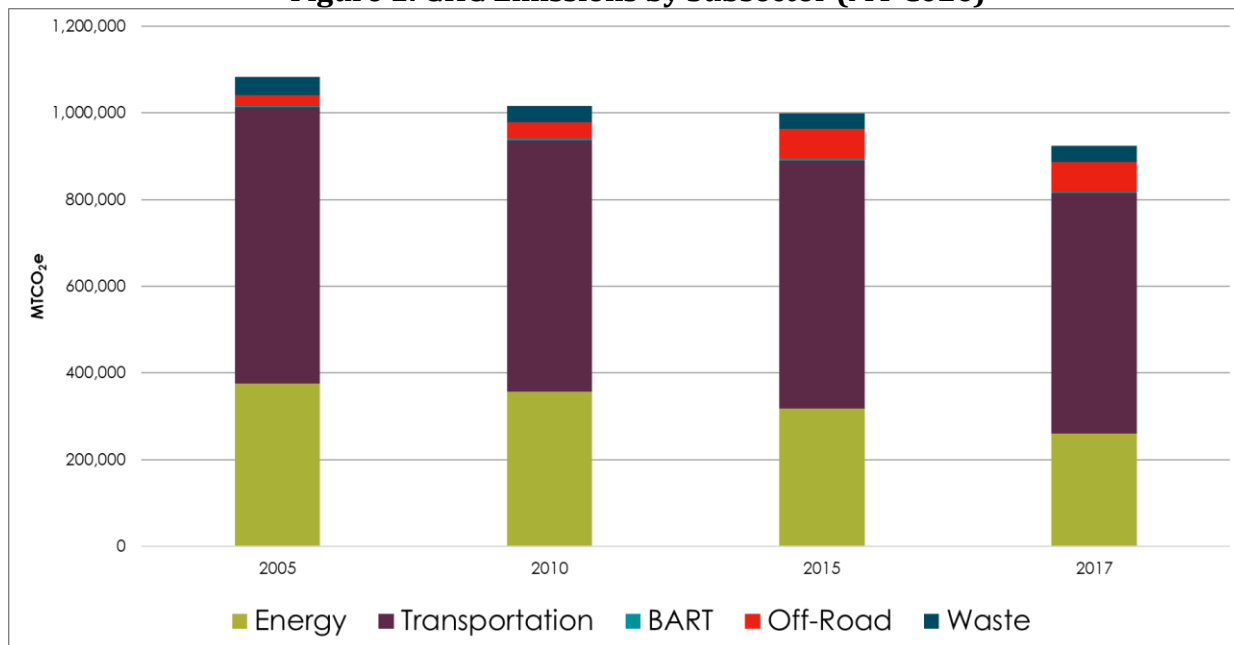
## **DISCUSSION**

Hayward's GHG inventory is comprised of five sectors: energy, transportation, BART, off-road, and solid waste. The chart below shows the subsector breakdown for each year and the percent of each subsector for that year. Transportation, shown in purple, is the largest sector, making up 57-59% of the total. BART accounts for less than 1% of all emissions and off-road vehicles account for 2-7% of emissions. Energy, shown in green, makes up 28-35% of the total and solid waste makes up 3-4%.

---

<sup>2</sup> <https://www.hayward-ca.gov/services/city-services/climate-action>

**Figure 1: GHG Emissions by Subsector (MT CO<sub>2</sub>e)<sup>3</sup>**



### **Energy Sector**

As shown in Table 2, energy emissions in 2017 were 30.5% below 2005 levels. Emissions from residential electricity, residential gas, and commercial electricity usage all declined in 2017. While electricity emissions have declined, electricity usage has not changed drastically. Residential electricity use has increased by 0.7% and nonresidential electricity use has decreased by 9.3% since 2005, compared to a 56.1% decrease and 60.8% decrease in emissions respectively. The primary reason that electricity emissions have decreased is that Pacific Gas & Electric Company (PG&E) sources have become cleaner as PG&E strives to meet the State's Renewable Portfolio Standard goal of 33% by 2020 and PG&E's continued use of large hydro and nuclear energy, which have no GHG emissions.

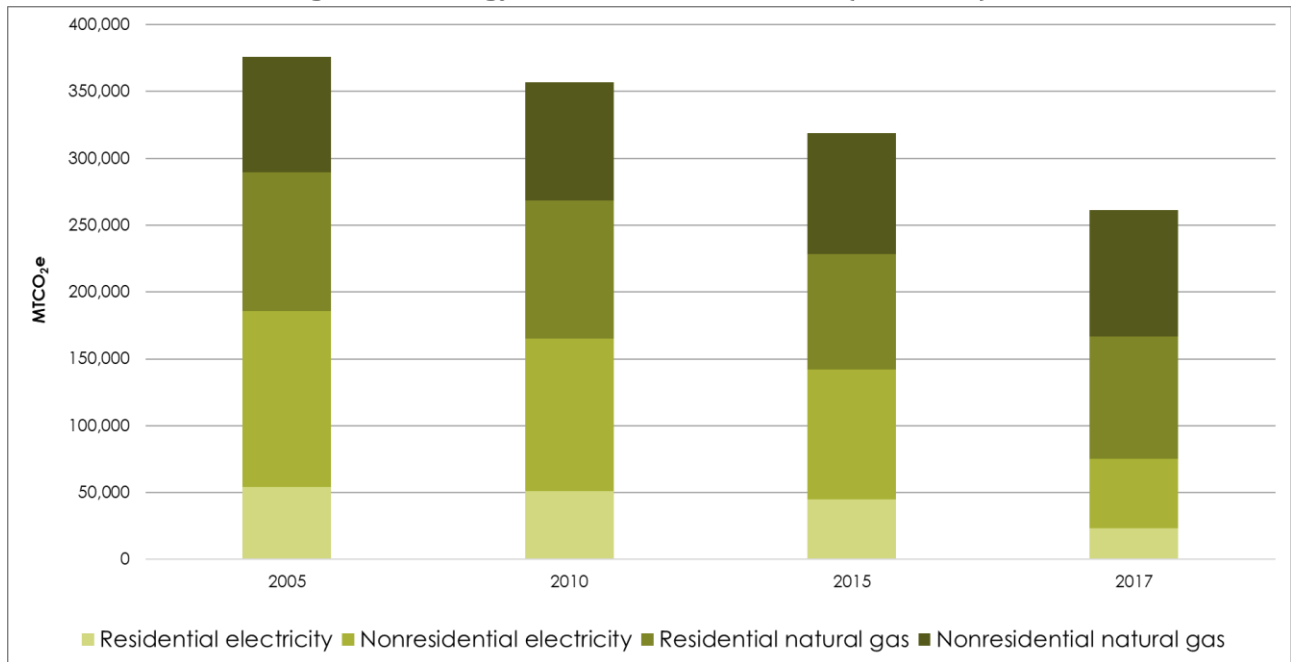
The reduction in residential natural gas emissions in 2017 is likely related to the milder winters that Hayward has experienced since 2005, which reduced the need for residents to heat their homes. A mild winter equates to fewer Heating Degree Days (HDD). HDD is the unit which measures how many degrees, and for how many days, outside air temperatures were lower than the base temperature of 65 degrees Fahrenheit. As shown in Table 2, residential gas emissions have increased since 2015. This aligns with the increase in HDD since 2014 (see Figure 3).

<sup>3</sup> The percentages for each subsector are relative to the total emissions for each year.

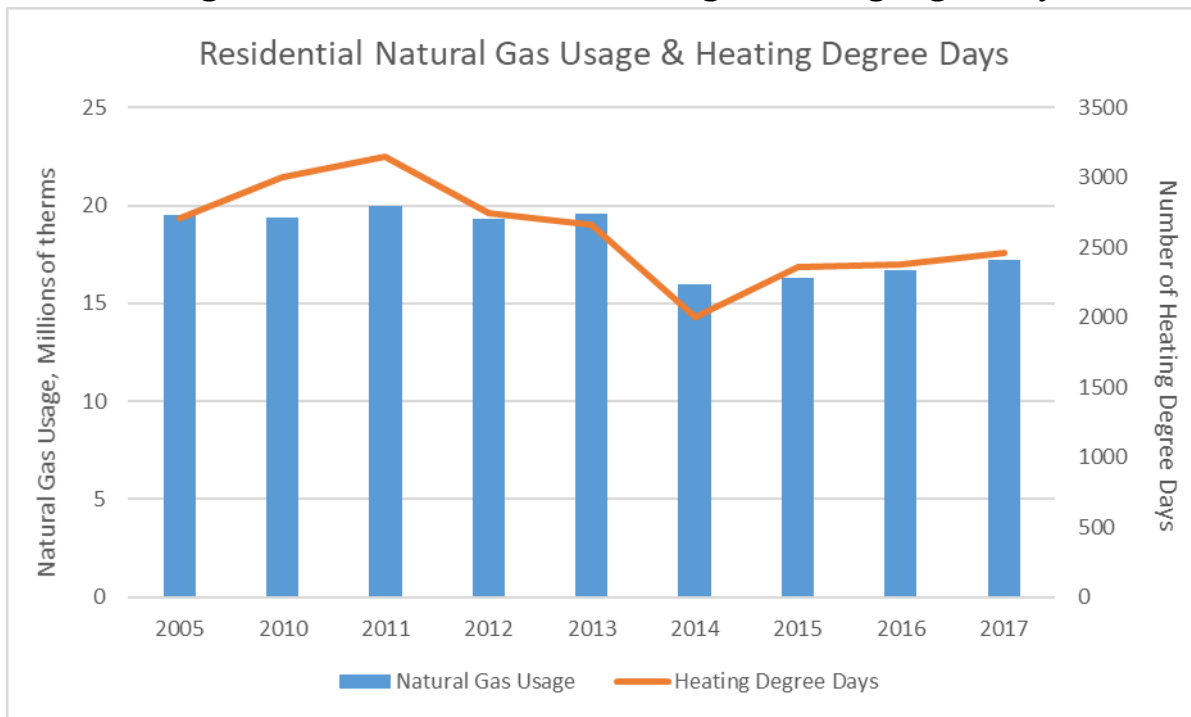
**Table 2: Energy Sector GHG Emissions**

		2005	2010	2015	2017	% Change*
Residential electricity	GHG Emissions	54,042	51,207	44,819	23,502	-56.5%
	kWh	242,161,904	252,327,941	242,783,315	243,910,202	0.7%
Nonresidential electricity	GHG Emissions	131,848	114,097	97,034	51,616	-60.8%
	kWh	590,811,842	562,228,183	525,628,036	535,682,182	-9.3%
Residential natural gas	GHG Emissions	103,502	103,027	86,736	91,719	-11.4%
	therms	19,489,985	19,400,629	16,332,954	17,271,164	-11.4%
Nonresidential natural gas	GHG Emissions	86,493	88,499	90,066	94,392	9.1%
	therms	16,287,167	16,664,879	16,960,038	17,774,540	9.1%
<b>Total GHG Emissions</b>		<b>375,885</b>	<b>356,830</b>	<b>318,657</b>	<b>261,228</b>	<b>-30.5%</b>

\*Percent change is compared to the baseline year of 2005

**Figure 2: Energy Sector GHG Emissions (MT C02e)**

**Figure 3: Residential Natural Gas Usage & Heating Degree Days**



### **Transportation Sector**

As shown in Table 3, transportation emissions in 2017 were 13.1% below emissions in 2005. As seen in the table below, the total vehicle miles traveled (VMT) decreased in 2010 and then increased again in 2015 and 2017. This is likely related to the economic recession and recovery.

Overall emissions factors have decreased in all categories over the last twelve years as vehicles have become cleaner. The decrease in emission factor value is why we have seen an overall decrease in emissions of 13.1%, while only seeing a 4.6% decrease in VMT.



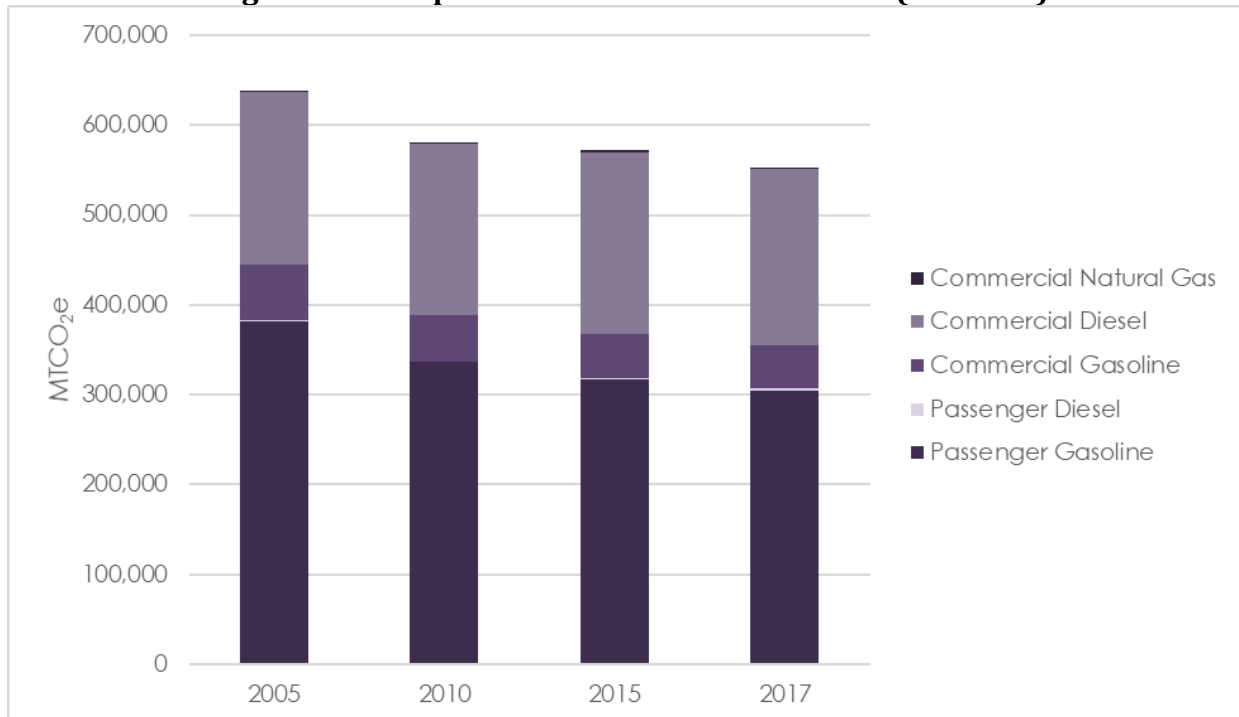
**Table 3: Transportation Sector GHG Emissions**

		2005	2010	2015	2017	% Change*
Passenger Gasoline	GHG Emissions	381,808	336,036	316,516	305,005	-20.1%
	VMT	956,623,171	858,832,865	884,055,725	891,575,635	-6.8%
Passenger Diesel	GHG Emissions	849	896	2,418**	2,430	186.2%
	VMT	2,349,479	2,719,823	8,153,097**	8,105,329	244.9%
Passenger Electric	GHG Emissions***	0	0	0	0	
	VMT	195,306	296,949	7,157,788	11,187,141	5,628%
Commercial Gasoline	GHG Emissions	61,642	51,326	48,542	46,969	-23.8%
	VMT	48,729,452	41,099,193	39,351,019	38,745,467	-20.5%
Commercial Diesel	GHG Emissions	191,821	191,556	202,565	196,815	2.6%
	VMT	123,825,051	122,518,404	137,833,264	140,567,582	13.5%
Commercial Electric	GHG Emissions***	0	0	0	0	
	VMT	48,918	0	54,340	49,251	0.7%
Commercial Natural Gas	GHG Emissions	462	424	1,514	2,078	4,267.5%
	VMT	175,959	126,375	434,689	636,407	261.7%
<b>Total GHG Emissions</b>		<b>636,581</b>	<b>580,238</b>	<b>571,556</b>	<b>553,298</b>	<b>-13.1%</b>
<b>Total VMT</b>		<b>1,131,703,112</b>	<b>1,025,296,660</b>	<b>1,069,827,794</b>	<b>1,079,630,420</b>	<b>-4.6%</b>

\*Percent change is compared to the baseline year of 2005

\*\*Change between 2010 and 2015 in Passenger Diesel vehicles in most likely due to a reclassification of vehicle types

\*\*\*GHG Emissions associated with these vehicles are considered zero because the emissions are accounted for in the energy emissions sector

**Figure 4: Transportation Sector GHG Emissions (MT CO<sub>2</sub>e)**

### **Off-road Vehicles Sector**

The off-road vehicles sector is a new sector analyzed in this inventory. As shown in Table 4, the increase in off-road emissions is largely associated with the increase in construction equipment use in Hayward after the recession.

**Table 4: Off-road Sector GHG Emissions**

	2005	2010	2015	2017	% Change*
Agricultural Equipment	0	0	0	0	
Airport Ground Support Equipment	0	0	0	0	
Construction and Mining Equipment	0	11,478	40,143	37,833	230%**
Dredging	0	0	0	0	
Entertainment Equipment	83	83	83	85	2%
Industrial Equipment	12,564	13,030	14,007	14,350	14%
Lawn and Garden Equipment	2,470	2,460	2,562	2,664	8%
Light Commercial Equipment	4,958	5,009	5,046	5,141	4%
Logging Equipment	0	0	0	0	
Military Tactical Support Equipment	0	0	0	0	
Oil Drilling	0	0	0	0	
Pleasure Craft	1,531	1,751	2,036	2,218	45%
Recreational Equipment	379	455	544	597	58%
Transport Refrigeration Units	2,359	3,000	3,832	4,461	89%
<b>Total GHG Emissions</b>	<b>24,345</b>	<b>37,265</b>	<b>68,251</b>	<b>67,348</b>	<b>176.64%</b>

\*Percent change is compared to the baseline year of 2005

\*\*Percent change is compared to 2010

### **Solid Waste Sector**

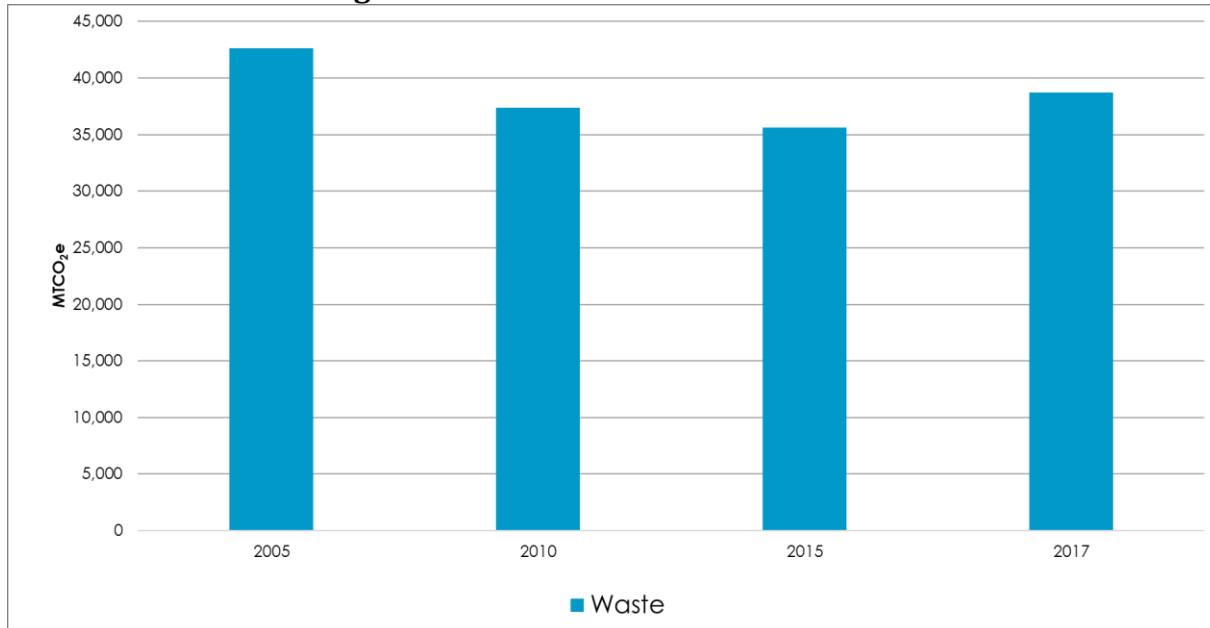
Solid waste emissions in 2017 were 9.2% below 2005 levels. As shown in Table 5, emissions have increased since 2015. This increase is most likely due to an increase in economic activity.

**Table 5: Solid Waste Sector GHG Emissions**

		2005	2010	2015	2017	% Change*
Waste Sent to Landfill	GHG Emissions	42,641	37,357	35,649	38,712	-9.2%
	Tons of waste	145,659	127,495	127,527	136,517	-6.3%

\*Percent change is compared to the baseline year of 2005

**Figure 5: Solid Waste Sector GHG Emissions**



**Progress Towards the 2020 Goal**

Hayward is on track to meet its goal of 20% below 2005 levels by 2020. Table 6 shows how the roll out of East Bay Community Energy (EBCE) is predicted to affect the City's GHG emissions starting in the year 2019. In the scenario predicted in Table 6, staff is assuming that all other emission sources remain flat because staff does not anticipate that there will be significant reductions in these categories by 2020 to make up for Hayward's growing population and increased commercial activity.

**Table 6: GHG Emission Reduction Predictions for 2019**

	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2017</b>	<b>Change from 2005 - 2017</b>	<b>With EBCE 2019*</b>	<b>Change from 2017 to 2019*</b>
Residential Electricity	54,042	51,207	44,819	23,502	56.5%	5,876	75%
Residential Natural Gas	103,502	103,027	86,736	91,719	11.4%	91,719	0%
Commercial Electricity	131,848	114,097	97,034	51,616	60.9%	10,323	80%
Commercial Natural Gas	86,493	88,499	90,066	94,392	-9.1%	94,392	0%
Transportation	636,581	580,238	571,556	553,298	13.1%	553,298	0%
Public Transit (BART)	3,440	3,425	4,276	3,994	-16.1%	3,994	0%
Off Road Vehicles	24,345	37,265	68,251	67,348	-176.6%	67,348	0%
Solid Waste Disposal	42,641	37,357	35,649	38,712	-9.2%	38,712	0%
<b>Totals</b>	<b>1,082,892</b>	<b>1,015,115</b>	<b>998,387</b>	<b>924,581</b>	<b>14.6%</b>	<b>865,662</b>	<b>20%</b>

\*This is based on predicted reductions.

### **Goals for 2025, 2030, and 2045**

The Committee has recommended the following new GHG emission reduction goals for 2025, 2030, and 2045:

- 30% below 2005 levels by 2025
- 50% below 2005 levels by 2030
- Carbon neutral by 2045

The proposed goals were presented to the Planning Commission on December 12, 2019<sup>4</sup> and will be presented to Council in early 2020. Upon Council adoption of the new goals, the next step will be to develop a roadmap to meet the 2030 goal, which will entail community outreach and identification of actions and policies for implementation over the next decade.

### **Limitations of this Inventory**

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

<sup>4</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4274107&GUID=B4340074-1179-4CEB-B3EA-28B1BD1C6B5C&Options=&Search=>

## **Missing Emission Sources**

The inventories completed omit large sources of emissions over which the City may have some influence. Specifically, the inventory does not include the upstream emissions of the goods consumed in Hayward. For example, emission reductions from green purchasing policies would not be reflected in the current inventory. Also, one of the biggest contributors to GHG emissions worldwide, food, is not reflected in Hayward's inventory.

As mentioned above, the reason upstream emissions are not included is that it is difficult to obtain data on consumer consumption patterns. However, some attempts are being made. In 2016, the Bay Area Air Quality Management District (BAAQMD) launched a project with UC Berkeley to create [consumption-based inventories](#)<sup>5</sup> for Bay Area cities.<sup>6</sup> Staff has concerns with the data sources used for this project, but feels that the intent is meaningful.

## **ECONOMIC IMPACT**

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

## **FISCAL IMPACT**

Through the partnership with EBEW, StopWaste, and other Bay Area cities, the 2017 GHG inventory was prepared at no cost to the City.

## **STRATEGIC INITIATIVES**

This agenda item is an informational report, and does not relate to one of the Council's Strategic Initiatives.

## **SUSTAINABILITY FEATURES**

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

## **NEXT STEPS**

---

<sup>5</sup> <http://www.baaqmd.gov/about-air-quality/research-and-data/emission-inventory/consumption-based-ghg-emissions-inventory>

<sup>6</sup> The City's current inventory is a hybrid of consumption and production. For example, energy consumed by residents is consumption-based and energy consumed by industry is production-based. The State of California performs a true production-based inventory, measuring all emissions produced in California from all sectors, including agriculture.

Staff will continue to work with StopWaste and regional agencies to identify potential opportunities to streamline GHG inventories on a county or regional level, with the goal of increasing the frequency of reporting to annually rather than every five years.

Staff will present to Council a revised Strategic Roadmap including a “Combat Climate Change” priority. One of the projects identified under this priority is to adopt a 2030 GHG target and develop a roadmap to meet the 2030 target. The roadmap will likely entail revisions to the City’s Climate Action Plan and General Plan. Staff will continue to work with the Committee to establish a variety of other sustainability-related goals to be presented to Council in 2020.

*Prepared by:* Nicole Grucky, Sustainability Specialist

*Recommended by:* Alex Ameri, Director of Public Works

*Approved by:*

A handwritten signature in black ink, appearing to read 'K. McAdoo', written over a horizontal line.

Kelly McAdoo, City Manager



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

---

**File #:** ACT 20-011

---

**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Development Services  
Director of Public Works

**SUBJECT**

Discuss the Adaptation Strategies Identified in the Shoreline Master Plan

**RECOMMENDATION**

That the Committee provides feedback on the adaptation strategies identified in the Shoreline Master Plan.

**SUMMARY**

The Hayward Area Shoreline Planning Agency (HASPA) is preparing a Shoreline Master Plan to make the shoreline more resilient to the effects of sea level rise. Staff seeks the Committee's comments and direction on the adaptation strategies identified for the Plan.

**ATTACHMENTS**

Attachment I      Staff Report



**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Development Services  
Director of Public Works

**SUBJECT:** Discuss the Adaptation Strategies Identified in the Shoreline Master Plan

## **RECOMMENDATION**

That the Committee provides feedback on the adaptation strategies identified the Shoreline Master Plan.

## **SUMMARY**

The Hayward Area Shoreline Planning Agency (HASPA) is preparing a Shoreline Master Plan to make the shoreline more resilient to the effects of sea level rise. Staff seeks the Committee's comments and direction on the adaptation strategies identified for the Plan.

## **BACKGROUND**

HASPA is a joint powers agency whose mission is to coordinate agency planning activities and plan for sea level rise to ensure the Hayward Regional Shoreline's natural, recreational, and man-made resources are protected for future generations. Established in 1970, HASPA's member agencies are the City of Hayward, the Hayward Area Recreation and Park District (HARD), and the East Bay Regional Park District (EBRPD). Council member Mendall serves as Hayward's representative on the HASPA Board of Trustees. In addition, HARD and EBRPD each have one Board member serving on the Board of Trustees. HASPA's Technical Advisory Committee (TAC) is made up of staff from the three agencies.

HASPA has completed two vulnerability assessments for the shoreline, which identified vulnerable assets and potential adaptation strategies. The *Preliminary Study of the Effect of Sea Level Rise on the Resources of the Hayward Shoreline*, which outlines four long-term adaptation strategies to protect critical assets, was completed in 2010. The *Hayward Resilience Study*, which was an extension of the Adapting to Rising Tides Project led by the San Francisco Bay Conservation and Development Commission (BCDC), was completed in 2014. Both studies are available on the project webpage<sup>1</sup>.

---

<sup>1</sup> <https://www.hayward-ca.gov/shoreline-master-plan>



The Hayward Shoreline Master Plan will build off these past studies to identify specific adaptation strategies, policies, and projects to protect identified vulnerable assets.

On July 16, 2018<sup>2</sup>, the Council Sustainability Committee considered a report about the Caltrans grant and the Shoreline Master Plan. The Committee recommended that the City Council adopt a resolution to accept the Caltrans grant and execute a Memorandum of Understanding with HARD and EBRPD to complete the Shoreline Master Plan.

On July 24, 2018<sup>3</sup>, on behalf of HASPA, Council authorized the receipt of grant funds from Caltrans to prepare the Hayward Regional Shoreline Master Plan. On December 18, 2018<sup>4</sup>, Council authorized, on behalf of HASPA, a contract with SCAPE. SCAPE is a landscape architecture firm with extensive experience preparing adaptation plans to address sea level rise. In 2019, SCAPE prepared a background report, facilitated two stakeholder workshops and one public open house. The report and meeting materials are available on the project webpage.

During the second half of 2019, staff from the three HASPA agencies worked with SCAPE to prepare a report including Project Goals, Policy Recommendations, and Adaptation Strategies. The report, also available on the project webpage, was presented to the HASPA Board of Trustees at their meeting on January 9, 2020. At the January 13 Committee meeting, staff's presentation will include a summary of the comments made by the HASPA Trustees.

## **DISCUSSION**

Staff seeks the Committee's input on the adaptation strategies identified by the HASPA TAC, stakeholders, and SCAPE. The report, available on the project website<sup>5</sup>, outlines potential adaptation strategies including nature-based, engineered, and non-structural strategies. A variety of adaptation strategies and options are provided for beach and levee protection, marsh restoration, stormwater management, the approach to the Hayward-San Mateo Bridge, the Bay Trail, relocation of the Hayward Shoreline Interpretive Center, inundation of developed properties in the western industrial district, and the discharge of treated wastewater. The various options and adaptation strategies will be presented during the Committee meeting.

## **ECONOMIC IMPACT**

The shoreline and the San Francisco Bay Trail provide an estimated \$490,000 in annual revenue to the local and regional economy. The Hayward Shoreline Interpretive Center

---

<sup>2</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=3551021&GUID=0C320A33-CD6A-43FC-9F58-7D4A385473CF&Options=&Search=>

<sup>3</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=3582257&GUID=A2889995-AD55-4F83-81BD-A08B5B8C3CE5&Options=&Search=>

<sup>4</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=3784499&GUID=3BAB6DE9-C3AF-407D-A69A-0DD563977C96&Options=&Search=>

<sup>5</sup> Direct link to report: [https://www.hayward-ca.gov/sites/default/files/191223\\_Task4\\_Report-spreads-opt%20%281%29.pdf](https://www.hayward-ca.gov/sites/default/files/191223_Task4_Report-spreads-opt%20%281%29.pdf)

generates more than \$60,000 in annual revenue for HARD. The Plan will identify strategies to protect these assets and the related economic activity. Furthermore, a more resilient shoreline will protect the City's Industrial Technology and Innovation Corridor and make this critical part of Hayward's economy more resilient to climate change.

## **FISCAL IMPACT**

Preparation of the Shoreline Master Plan is funded by a Caltrans Adaptation Planning Grant of \$509,000. The grant requires a local match of \$175,000, which will be provided through in-kind-services and will be shared by the three agencies. In addition, the three HASPA agencies have committed to contribute \$80,000 each to fund the preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). Having an EIR adopted along with the Plan will put HASPA in a more competitive position to pursue grant funding to implement projects identified in the Plan.

## **STRATEGIC INITIATIVES**

The Hayward Regional Shoreline Master Plan would support the City's Complete Communities Strategic Initiative. The purpose of the Complete Communities Strategic Initiative is to create and support services and amenities that provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work and play for all. This item supports the following goals and objectives:

Goal 1: Improve quality of life for residents, business owners, and community members in all Hayward neighborhoods.

Objective 4: Create resilient and sustainable neighborhoods.

Goal 2: Develop a regulatory toolkit for policy makers.

Objective 1: Update, streamline, and modernize zoning and codes.

Objective 3: Develop and refine other regulatory tools.

The Hayward Shoreline Master Plan endeavors to improve the economic and environmental resilience of industrial properties and residential neighborhoods near the Hayward Regional Shoreline and protect important natural and recreational resources into the future for public enjoyment. Furthermore, the project will include recommended land use policies and updates to zoning regulations as one of the implementation tools to better protect the shoreline area and businesses from the adverse impacts of sea level rise.

In addition, completion of the Shoreline Master Plan and EIR has been identified as a priority project in the draft Citywide Strategic Roadmap, which is scheduled to be considered for adoption by Council in January 2020 and will guide the City's budgeting and work programs through fiscal year 2023.

## **SUSTAINABILITY FEATURES**

The Hayward Regional Shoreline Master Plan will provide a framework for resilience to prepare for sea level rise. The primary goals of the project are to:

- Create a Resilient Shoreline Environment for People and Ecology
- Enhance the Shoreline Environment to Reduce Risk to Critical Infrastructure and Built Assets
- Build Social Resilience in the Community
- Build Capacity for Future Generations to Adapt to climate change

## **PUBLIC CONTACT**

In the spring of 2019, a survey was conducted to assess the public's general understanding of the Hayward shoreline, sea level rise, potential flooding, and participants' feelings, concerns, and predictions regarding these issues. The survey was completed by approximately 900 people and the results are summarized in the background report. Also, the public was invited to attend a Shore Tour, which took place on Sunday, October 27, 2019; and two stakeholder meetings were held in May and October 2019.

## **NEXT STEPS**

Staff will work with HARD, EBRPD, and SCAPE to incorporate the Committee's comments into the Shoreline Master Plan. In early 2020, an Adaptation Report will be prepared, followed by Design Strategies, and then a Preferred Alternative. A draft Plan will be available in late 2020 and is scheduled to be finalized by February 2021.

*Prepared by:* Damon Golubics, Senior Planner  
Erik Pearson, Environmental Services Manager

*Recommended by:* Laura Simpson, Director of Development Services  
Alex Ameri, Director of Public Works

*Approved by:*



---

Kelly McAdoo, City Manager



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

---

**File #:** ACT 20-005

---

**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT**

Discuss a Proposed Countywide Food Service Ware Ordinance for the Reduction of Single-Use Food Service Ware

**RECOMMENDATION**

That the Committee reviews and comments on this report and directs staff to work with Stopwaste to develop a countywide food service ware ordinance for potential adoption.

**SUMMARY**

The Alameda County Waste Management Authority has requested feedback from Alameda County jurisdictions regarding the development of a countywide or a model ordinance to address single-use plastics in food service ware. The benefits of both a county wide food service ware ordinance and a model ordinance are described in this report. Staff recommends the Committee direct staff to work with Stopwaste to develop a countywide food service ware ordinance.

**ATTACHMENTS**

Attachment I      Staff Report



**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT:** Discuss a Proposed Countywide Food Service Ware Ordinance for the Reduction of Single-Use Food Service Ware

## **RECOMMENDATION**

That the Committee reviews and comments on this report and directs staff to work with Stopwaste to develop a countywide food service ware ordinance for potential adoption.

## **SUMMARY**

The Alameda County Waste Management Authority has requested feedback from Alameda County jurisdictions regarding the development of a countywide or a model ordinance to address single-use plastics in food service ware. The benefits of both a county wide food service ware ordinance and a model ordinance are described in this report. Staff recommends the Committee direct staff to work with Stopwaste to develop a countywide food service ware ordinance.

## **BACKGROUND**

On July of 2011, Council enacted a ban on the use of polystyrene packaging for take-out food to address the issue of plastic pollution in Hayward, and adopted Chapter 5, Article 11 of the Hayward Municipal Code "Polystyrene Foam Disposable Food Service Ware Prohibited; Recyclable or Compostable Food Service Ware Required."

At its March 12, 2018, meeting<sup>1</sup>, the Committee recommended that the Mayor send a letter of support for Assembly Bill 1884 (AB1884) to Assembly member Calderon's office and the Mayor did so. The Governor signed AB1884 into law, and it took effect January 1, 2019. The law requires dine-in restaurants to offer straws only upon request from customers and is enforced by county health inspectors as part of their routine inspections. Also, at the March 2018 meeting, the Committee expressed a desire for the City to move forward with its own

---

<sup>1</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=3373001&GUID=09BC7D6F-B510-48FE-B23D-ADB462977C7E&Options=&Search=>

ordinance to address the issue of pollution from single-use plastic straws and utensils unless StopWaste moved forward with a countywide ordinance banning single-use plastics.

On September 24, 2018<sup>2</sup>, the Committee expressed support for an ordinance that would allow the distribution of single-use plastics food ware only upon request. The Committee again encouraged staff to work with StopWaste to develop a countywide ordinance.

On March 11, 2019, staff presented a draft ordinance to reduce the amount of solid waste and litter generated from disposable food service ware in Hayward.

On November 14, 2019<sup>3</sup>, StopWaste's Planning Committee and the Alameda County Recycling Board discussed concepts to implement an ordinance to address food service ware waste that could be provided either as a countywide ordinance, or as a model ordinance for Alameda County jurisdictions to adjust to fit their own needs.

## **DISCUSSION**

Plastic straws, stirrers, and utensils are of little economic value to recyclers, and due to their small size, when these items are captured for recycling, often fall through the recycling equipment used at material recovery facilities and get mixed in with landfill debris. Consequently, disposable food service ware not properly managed often ends up as litter, polluting the environment. The California Coastal Commission has collected more than an estimated 835,000 drinking straws during coastal clean-ups between 1988-2014. And like single-use plastic bags, these items are used for a matter of minutes, but remain in the environment for many years.

Several West Coast jurisdictions have taken various approaches to adopting regulations to reduce pollution from plastic straws and other single-use disposable food service ware. Local cities that have adopted ordinances restricting the use of disposable food service ware include: Alameda, Oakland, Richmond, Berkeley and San Francisco. A November 14, 2019<sup>4</sup>, Stopwaste staff report to the Planning Committee and Alameda County Recycling Board stated that 27 food service ware ordinances are in place or in development in California and that there could be more state-wide legislation in 2020.

### **ReThink Disposables**

An important aspect of reducing food service ware is to encourage the use of durable, reusable food service ware. The non-profit environmental organization Clean Water Action runs a program called ReThink Disposables that specializes in offering businesses technical assistance to switch from using disposables to offering dine-in customers reusable dishware instead. StopWaste is currently running a pilot program with ReThink Disposable and the

---

<sup>2</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=3683331&GUID=D38BDD40-113E-4D0B-8F3F-737FCBA7FF3C&Options=&Search=>

<sup>3</sup> <http://www.stopwaste.org/sites/default/files/12-12-19%20pkt.pdf>

<sup>4</sup> <http://www.stopwaste.org/sites/default/files/12-12-19%20pkt.pdf>

City of Fremont to offer Fremont businesses and schools assistance switching from disposable to reusable dishes. When the pilot program ends in mid-2020, Stopwaste will determine if it will develop an MOU for Rethink Disposables to assist other Alameda jurisdictions. At the September 17, 2019 Council Sustainability Committee meeting, the Committee directed staff to begin drafting an RFP to hire a disposable foodware outreach specialist to offer Hayward businesses assistance to switch from offering customers disposable food service ware to offering reusable food service ware.

## **Greenhouse Gas Emissions**

In addition to causing pollution when not properly managed, single-use food service ware items also result in more greenhouse gas (GHG) emissions than reusables, due to the energy and material inputs that go into manufacturing each new item. When properly managed, many products marketed as “compostable” or “biodegradable,” including those certified by the Biodegradable Products Institute (BPI), don’t degrade in a reasonable amount of time during composting at typical local commercial compost facilities. These items often get screened out as residue. BPI will release updated standards for certification in 2020.

On January 22, 2020, the Alameda County Waste Management Authority Board will decide how to proceed with a countywide approach to address food service ware waste, i.e. to draft a countywide or model ordinance.

## **Countywide Ordinance versus Model Ordinance**

The difference between a countywide ordinance and a model ordinance is that a countywide ordinance is designed to be implemented in the same manner across the entire county, whereas a model ordinance is a template to which jurisdictions can make alterations and design an ordinance to meet their individual needs. The main advantage of uniform adoption of a countywide ordinance is that it applies one set rules from jurisdiction to jurisdiction. This simplifies compliance for businesses as well as reduces the likelihood of confusing consumers. A countywide ordinance also provides the opportunity to leverage resources to get economies of scale and to also deliver consistent messaging across the county. Stopwaste staff believe a countywide ordinance holds the greatest potential to reduce waste. StopWaste can also assist with compliant-based enforcement of a countywide ordinance. However, implanting a countywide ordinance and supplying enforcement will require StopWaste to shift resources from other programs.

The benefit of a model ordinance is that it provides jurisdictions with the flexibility to enact ordinances that meet their needs and allows jurisdictions with different views on managing disposable food service ware to approach the issue in their own manner. StopWaste could coordinate technical assistance and outreach for a model ordinance but would not provide enforcement, requiring each jurisdiction to arrange for its own enforcement efforts. A model ordinance can result in varying rules regarding disposable food service ware across the county, potentially causing confusion and frustration for businesses and consumers.

Whether a countywide ordinance or a model ordinance is determined to be the best means of addressing disposable food service ware in Alameda County, Stopwaste staff has proposed that a basic ordinance include the following elements:

- Reusable food service ware required for all dine-in establishments.
- Single-use food service ware (plates, cups, bowls) and accessories (straws, utensils, condiment cups) must be BPI certified compostable fiber (non-plastic).
- Single-use accessories (straws, utensils, condiment cups) be made available only on demand/self-service.

A more comprehensive ordinance could include the above elements as well as the following:

- A charge of \$0.25 on single-use cups
- A charge of \$0.25-0.50 per meal for to-go food service ware if requested

A challenge to implementing charges on food service ware is ensuring equity and accessibility to less-abled customers, lower-income individuals, and transient populations not likely to have reusable food service ware readily available. Also, charges on cups and food service ware can impact these individuals more than other populations.

## **FISCAL/ECONOMIC IMPACTS**

Requiring restaurants to only offer disposable food service ware accessory items on request would not have a significant fiscal impact to customers or businesses. Businesses might save money if fewer disposables are provided to customers. Requiring businesses to use reusable food serving ware would burden businesses with a fiscal impact of purchasing dishware and installing or arranging for washing infrastructure. Requiring businesses to use BPI certified compostable fiber could also have a fiscal impact as these products may be more expensive than traditional plastics. Also, enacting some level of enforcement would require staff time, and likely only be enforced in response to complaints.

## **STRATEGIC INITIATIVES**

This agenda item supports steps toward a more sustainable community; however, it does not relate directly to any of the Strategic Initiatives.

## **SUSTAINABILITY FEATURES**

Solid waste management involves the safe and responsible management of discarded material from generation through processing to disposal. Reducing waste landfilled by maximizing the reuse, recycling, and composting of materials increases diversion, conserves natural,



resources, and plays an important role in making a community sustainable. Reducing the amount of hard-to-manage solid waste also reduces the opportunity for material to enter waterways and the Bay.

## **PUBLIC CONTACT**

Staff has mailed letters soliciting feedback from food-related businesses in 2017 and in 2015 regarding litter reduction efforts, including a ban on single-use food service ware. Staff also met with two businesses in 2017 and received an email from another business.

Staff is currently completing a survey on disposable foodware both in person and on the City website. The City's Climate Corps fellow and a volunteer visited over 60 Hayward businesses to speak with restaurant owners or managers about the possible county ordinance. At each visit, the City's fellow or the volunteer spoke with business owners and managers about the intention of the potential ordinance and shared a survey that businesses could answer to provide their input. The survey was also spread to Hayward businesses online by email and through the Environmental Services and Chamber of Commerce newsletters. Survey results will be shared at the next report to the committee on single use food service ware.

## **NEXT STEPS**

Upon direction of the Committee, City staff will work with Stopwaste to develop and adopt a countywide food service ware ordinance.

*Prepared by:* Jeff Krump, Solid Waste Program Manager

*Recommended by:* Alex Ameri, Director of Public Works

*Approved by:*

A handwritten signature in black ink, appearing to read 'K. McAdoo', is written over a horizontal line.

Kelly McAdoo, City Manager



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

---

**File #:** ACT 20-001

---

**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT**

Consider Elimination of the Environmental Awards

**RECOMMENDATION**

That the Council Sustainability Committee considers elimination of the City's Annual Environmental Award Program.

**SUMMARY**

Over the past few years, staff has seen a decline in nominations for the Environmental Awards and believes resources could be reallocated to nominate standout environmental businesses in Hayward to regional awards programs such as Acterra's Business Environmental Award and StopWaste's Business Efficiency Award. Staff recommends eliminating the City's Annual Environmental Award Program.

**ATTACHMENTS**

Attachment I      Staff Report



**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT:** Consider Elimination of the Environmental Awards

### **RECOMMENDATION**

That the Council Sustainability Committee considers elimination of the City's Annual Environmental Award Program.

### **SUMMARY**

Over the past few years, staff has seen a decline in nominations for the Environmental Awards and believes resources could be reallocated to nominate standout environmental businesses in Hayward to regional awards programs such as Acterra's Business Environmental Award and StopWaste's Business Efficiency Award. Staff recommends eliminating the City's Annual Environmental Award Program.

### **BACKGROUND**

In 2019, the City hosted the 36<sup>th</sup> Annual Environmental Awards in conjunction with the two other City Earth Day events – Poster & Writing Contest and Citywide Annual Clean-Up.

### **DISCUSSION**

Staff would like to propose eliminating the City's Annual Environmental Award Program. Over the past few years, staff has seen a decline in nominations and believe resources could be reallocated to nominate standout environmental businesses in Hayward to regional awards programs such as Acterra's Business Environmental Award and StopWaste's Business Efficiency Award.

In addition to seeing a decline in overall nominations, there has also been a decline in the quality of nominations. Mandatory recycling and organics policies have required businesses to sort their waste. Energy and water efficiency are economically advantageous for businesses and are becoming common place. For a business to stand out, they have to go above and beyond just sorting their waste, changing their lights to LED, and adding aerators onto faucets.

**Table 1. Number of Nominations**

Year	# of Business Nominations	# of Individual Nominations	# of School Nominations
2019	9	3	2
2018	4	16	0
2017	14	10	3
2016	10	15	6
2015	39	21	3

Very few nominations to the City's Environmental Award program come from outside of City staff nominations and Chamber of Commerce nominations. Staff can continue to seek candidates from City staff and the Chamber of Commerce to nominate for Acterra's Business Environmental Award and/or StopWaste's Business Efficiency Award.

StopWaste typically recognizes 4-6 awardees a year and seeks diversity in types of businesses they recognize and in their geographic location. Additionally, all StopWaste nominations are from internal sources such as cities, consultants, and waste haulers. For a Hayward business to be nominated for a StopWaste Business Efficiency Award, the nomination would most likely come from Hayward City staff. The time commitment from City staff to nominate a business would be a few hours to select a business and work with them to fill out their nomination form. This would be significantly less than the approximately 120 hours spent on Hayward's 2019 Environmental Award process.

Another use of this staff time could go towards helping Hayward businesses become a certified Green Business. There are currently only 21 certified businesses in Hayward, four of which are City facilities.

There would be no guarantee that a Hayward business would win an Acterra Business Environmental Award or a StopWaste Business Efficiency Award each year. In fact, StopWaste would only want to recognize a standout Hayward business every few years to make sure their award stays geographically diverse. Additionally, neither the Acterra or StopWaste award programs recognize individuals or schools. However, given the time commitment, decline in nominations, and decline in quality of nominations, staff believes eliminating the City's Environmental Award is the best path forward.

## **ECONOMIC IMPACT**

No economic impact on the community.

## **FISCAL IMPACT**

The elimination of the Environmental Awards would free up staff time that would then be allocated to other Environmental Services initiatives and programs.

## **STRATEGIC INITIATIVES**

This agenda item supports creation of a more sustainable community but does not relate directly to any of the Strategic Initiatives.

## **SUSTAINABILITY FEATURES**

The elimination of the Environmental Awards would free up Environmental Services staff time to work on other initiatives and programs that would have sustainability features such as promoting green businesses in the community. Staff would also devote time to funding and nominating City businesses and institutions for regional environmental recognitions and awards.

## **PUBLIC CONTACT**

No public contact has been made regarding this agenda item.

## **NEXT STEPS**

Upon direction from the Committee, staff will present to Council for consideration and move forward on eliminating the Environmental Award program, while promoting more regional green business programs.

*Prepared by:* Nicole Grucky, Sustainability Specialist

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:



---

Kelly McAdoo, City Manager



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

---

**File #:** ACT 20-010

---

**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT**

Discuss Recommendations from the Public Litter Can Assessment

**RECOMMENDATION**

That the Committee reviews and comments on this report and provides direction to staff.

**SUMMARY**

Following the direction of the Committee at the July 8, 2019, Council Sustainability Committee meeting, staff analyzed the costs of increasing the number of public litter cans in Hayward and reported at the September 17, 2019 Council Sustainability Committee meeting that the cost of purchasing 1,000 new public litter cans could range from \$1.2 to \$3.4 million. Staff also referenced an ongoing assessment of the effectiveness of public litter cans in Hayward because often litter was observed very close to public cans and some cans attract the dumping of household trash.

This report provides an update on the findings from the public litter cans assessment. Staff recommends the purchase of 25 Big Belly public litter cans in areas most-affected by litter in the City, that staff work with the Keep Hayward Clean and Green Task Force to increase volunteer litter collection programs, that staff researches the feasibility of an Adopt-a-Drain program, and that staff investigates the possibility of expanding the Downtown Streets Team and the Downtown Hayward Improvement Association litter collection efforts.

**ATTACHMENTS**

Attachment I      Staff Report



**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT:** Discuss Recommendations From the Public Litter Can Assessment

## **RECOMMENDATION**

That the Committee reviews and comments on this report and provides direction to staff.

## **SUMMARY**

Following the direction of the Committee at the July 8, 2019, Council Sustainability Committee meeting, staff analyzed the costs of increasing the number of public litter cans in Hayward and reported at the September 17, 2019 Council Sustainability Committee meeting that the cost of purchasing 1,000 new public litter cans could range from \$1.2 to \$3.4 million. Staff also referenced an ongoing assessment of the effectiveness of public litter cans in Hayward because often litter was observed very close to public cans and some cans attract the dumping of household trash.

This report provides an update on the findings from the public litter cans assessment. Staff recommends the purchase of 25 Big Belly public litter cans in areas most-affected by litter in the City, that staff work with the Keep Hayward Clean and Green Task Force to increase volunteer litter collection programs, that staff researches the feasibility of an Adopt-a-Drain program, and that staff investigates the possibility of expanding the Downtown Streets Team and the Downtown Hayward Improvement Association litter collection efforts.

## **BACKGROUND**

One of Council's priorities is to keep the City clean. The City spends more than \$2 million per year on litter collection. Efforts include removal of dumped trash, street sweeping and cleaning storm drains. The City also sponsors weekend clean-up events, the annual clean-up day at Weekes Park, and the Adopt-a-Block Program.

Additionally, over the years, the Council has enacted policies to support this priority. In July of 2011, Council enacted a ban on the use of polystyrene packaging for take-out food to

address the issue of plastic pollution in Hayward and adopted Chapter 5, Article 11 of the Hayward Municipal Code “Polystyrene Foam Disposable Food Service Ware Prohibited; Recyclable or Compostable Food Service Ware Required.” In 2012, Council adopted the County-wide ordinance banning single-use plastic bags.

Litter reduction has been discussed by Council, the Sustainability Committee, the Keep Hayward Clean and Green Task Force, and the City Council Budget and Finance Committee. Summaries of some of those discussions held since 2015 were provided in the July 8, 2019 [staff report](#)<sup>1</sup>.

## **DISCUSSION**

This report provides an update on the findings from the limited small-scale assessment of public litter cans conducted by staff and offers recommendations on managing litter in Hayward.

From late July 2019, through late November 2019, staff identified and walked ten locations in the City known to experience litter, at least once a month . The ten locations were identified with the help of Water Pollution Source Control and Maintenance Services staff who dedicate time to removing litter in Hayward. Staff monitored the amount and type of litter as well as the fullness of public litter cans during this five-month period. Additionally, staff monitored the amount of litter found in the proximity of litter cans compared to the presence of litter more than 30 feet from litter cans. The ten locations monitored for litter are listed below.

1. A Street between Victory Lane & Santa Clara Street
2. Hesperian Blvd and W. Winton Road near Starbucks
3. Tennyson Road between Huntwood Road & Ruus Road
4. Tennyson Road at Hesperian near McDonalds
5. Patrick Ave. along Weekes Park from Gomer Street to Roosevelt Ave.
6. B Street between Foothill Blvd & 4th Street
7. Whitman Street between Tennyson Road to the pedestrian overpass bridge
8. Huntwood Road between Tennyson Road & Ventura Ave.
9. Jackson Street and Fletcher Lane near McDonalds
10. Dixon Street between Valle Vista Avenue and the South Hayward BART station

The amount of litter at a location was determined by assigning an A to D grade with A meaning the location had no litter and D meaning the location was very littered<sup>2</sup>. Seven of the ten locations received C or D grades most often. Nine of the ten locations experienced

---

<sup>1</sup> <https://hayward.legistar.com/MeetingDetail.aspx?ID=707046&GUID=15522BD2-9DF6-496F-86A6-4C37741D990C&Options=&Search=>

<sup>2</sup> Staff used the protocol developed by the Alameda County Clean Water Program to assess and grade each area.



litter within 10 feet of a public litter can. The most common types of litter reported were fast food containers, food wrappers (chips bags and candy wrappers), and cigarette butts. The presence of public litter cans did not seem to relate to the amount of litter in a location as much as the presence of certain types of structures or activity. The areas most affected by litter were close to fast food establishment, commercial retail activity, multi-family dwellings, vacant properties, railroad tracks, and freeways. Staff noted that the public litter cans are being used and therefore beneficial, and that it is likely without the public litter cans there would be an increased amount of litter.

In Hayward, there are currently an estimated 300 public litter cans disbursed throughout the City. The number of cans fluctuate as some are removed due to damage or other reasons, and staff installs cans in new areas. There are three styles of cans: aggregate heavy concrete cans, black metal cans, and the Big Belly dual recycling and trash cans. Waste Management of Alameda County (WMAC) services the majority of the public litter cans as part of their franchise agreement with Hayward. The franchise agreement allows the City to have up to 400 public litter cans serviced by WMAC, and WMAC estimates it costs approximately \$38 per month to service a public litter can once per week, and about \$200 per month to service public litter can five times per week.

WMAC experienced challenges recently retaining trained staff to service the public litter cans in Hayward, resulting in several cans receiving inadequate service and overflowing. The problem started in late summer 2019, was resolved in early November 2019, and an adequate level of service has been reinstated. During this five-month assessment, staff noted that overflowing public cans drastically increased the amount of litter near cans. WMAC services public litter cans every weekday, Monday through Friday, in the following areas: Downtown , Tennyson Road east of 880, Jackson Street, Whitman Road, south Tyrrell Ave, and south Patrick Ave. Public litter cans in the other areas of the City are serviced by WMAC three times each week: every Monday, Wednesday, and Friday.

### ***Recommendation***

The cost of deploying significantly more public cans does not guarantee a significant decrease in litter, but there are proven litter collection efforts currently and staff recommends increasing these litter collection efforts in Hayward. Specifically, the Downtown Streets Team and Downtown Hayward Improvement Association's litter collection efforts have demonstrated a decrease in litter in the downtown area. The Downtown Streets Team has expanded its collection efforts along Tennyson Road showing similar results. In addition, staff can research means to increase promotion of the Adopt-a-Block program and explore the feasibility of starting an Adopt-a-Drain program, where volunteer groups adopt a storm drain in Hayward.

Although the franchise agreement with WMAC allows the City to add up to 100 more public cans, staff recommends adding only up to 25 Big Belly style cans because other styles of cans have recently experienced issues. For example, the aggregate cans are tipped over and destroyed by vandals. Additionally, most of the aggregate cans do not have lids and the lack of a lid makes it easier for people to place household trash in a can. The lids from the black metal

cans are often missing, and it has been reported that the lids from black metal cans have been thrown through shop windows. In contrast, Big Belly cans have a standup mailbox-like opening through which trash is placed. The opening is small enough to deter the placement of large bags of household waste while meeting its purpose as a trash can. Big Belly cans also bolt to the ground, preventing them from being knocked over.

## **ECONOMIC AND FISCAL IMPACTS**

Cleaner public spaces can create a positive economic impact. Providing clean, pleasant areas for people to visit can increase the vitality of an area, and the potential of visitors patronizing local businesses. The removal of litter has the potential to benefit local businesses, especially retail, economically.

The total estimated cost to purchase 25 Big Belly cans is \$74,000 (\$2,950 per unit) and would come from the solid waste program funds, therefore having no General Fund impact. If other options are preferred, staff would develop more specific plans with associated costs.

## **STRATEGIC INITIATIVES**

This agenda item supports the Complete Communities Strategic Initiative. The purpose of the Complete Communities strategy is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work and play for all. This item supports the following goal and objectives:

- Goal 1: Improve quality of life for residents, business owners, and community members in all Hayward neighborhoods.
- Objective 2: Foster a sense of place and support neighborhood pride.
- Objective 3: Increase collaboration with businesses, non-profits and neighborhood groups on placemaking projects.

## **SUSTAINABILITY FEATURES**

Litter reduction can have the following sustainability features or benefits:

Water: Efficiency and conservation. Reducing litter will not minimize the use of water but will result cleaner water flowing to creeks and the Bay.

Solid Waste: Waste reduction and diversion. Reducing litter will not directly minimize the volume of material sent to a landfill.

## **PUBLIC CONTACT**

No public outreach was conducted regarding the public litter can assessment.

## NEXT STEPS

If the Committee supports staffs' recommendation, staff will:

- Place 25 Big Belly public litter cans in areas most-affected by litter in the City;
- Work with the Keep Hayward Clean and Green Task Force to increase volunteer litter collection programs such as cleanup events and the Adopt-a-Block program;
- research the feasibility of an Adopt-a-Drain program, and
- Investigate the possibility of expanding the Downtown Streets Team and the Downtown Hayward Improvement Association litter collection efforts.

*Prepared by:* Jeff Krump, Solid Waste Program Manager

*Recommended by:* Alex Ameri, Director of Public Works

*Approved by:*

A handwritten signature in black ink, appearing to read 'K. McAdoo', written over a horizontal line.

Kelly McAdoo, City Manager



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

---

**File #:** ACT 20-002

---

**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT**

Review and Comment on the Proposed 2020 Agenda Planning Calendar

**RECOMMENDATION**

That the Council Sustainability Committee reviews and comments on the proposed 2020 agenda planning calendar.

**SUMMARY**

The proposed 2020 Agenda Planning Calendar suggests agenda topics for the year for the Committee's consideration.

**ATTACHMENTS**

Attachment I      Proposed 2020 Agenda Planning Calendar



**DATE:** January 13, 2020

**TO:** Council Sustainability Committee

**FROM:** Director of Public Works

**SUBJECT:** Review and Comment on the Proposed 2020 Agenda Planning Calendar

### **RECOMMENDATION**

That the Council Sustainability Committee reviews and comments on the proposed 2020 agenda planning calendar.

### **DISCUSSION**

For the Committee's consideration, staff suggests the following tentative agenda topics for 2020.

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

~~Strikeout~~ – Staff recommends item to be removed or rescheduled from previously Approved Agenda Planning Calendar

<b>Monday, January 13, 2020</b> (Listed for reference.)
Sustainability Goals for 2025 and 2030
<del>Possible Approaches to a new Solid Waste Franchise Agreement</del>
Semi-Annual Update on City's Waste Reduction and Recycling Programs
Greenhouse Gas Inventory Update
Update on Preparation of Shoreline Master Plan
Single-Use Plastics – Draft Ordinance
Public Trash Can Assessment
<u>Ending the Environmental Awards Program</u>

<b>Monday, March 9, 2020</b>
Renewal of the Municipal Regional Stormwater Permit
<a href="#">Possible Approaches to a new Solid Waste Franchise Agreement</a>
<a href="#">Sustainability Goals for 2025 and 2030</a>
<a href="#">Greenhouse Gas Emission Reduction Goals for 2025, 2030, and 2040</a>
<b>Unscheduled Items</b>
<a href="#">Single-Use Food ware – Draft Ordinance</a>
Sustainable Groundwater Plan
Long Term Water Conservation Framework
Regional Water Bill Savings Program
Multifamily Building Energy Efficiency
<a href="#">Cogeneration Performance</a>
<a href="#">Low Carbon Concrete</a>
<a href="#">Roadmap to Meet 2030 GHG Target</a>

Staff is considering changes to the Committee's 2020 schedule so that the Sustainability Committee and Infrastructure Committee can meet in alternate months. Staff will present possible alternative dates during the meeting on January 13, 2020.

## **NEXT STEPS**

Upon direction from the Committee, staff will revise the above list and schedule items accordingly for 2020.

*Prepared by:* Erik Pearson, Environmental Services Manager

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:




---

Kelly McAdoo, City Manager