

**SPECIAL CITY COUNCIL  
MEETING**

**JUNE 14, 2022**

**PRESENTATIONS**

**2023 ELECTRIFICATION REACH  
CODE**

**WORK SESSION**

**ITEM #4**

**WS 22-020**



# City Council

## 2023 Electrification Reach Code

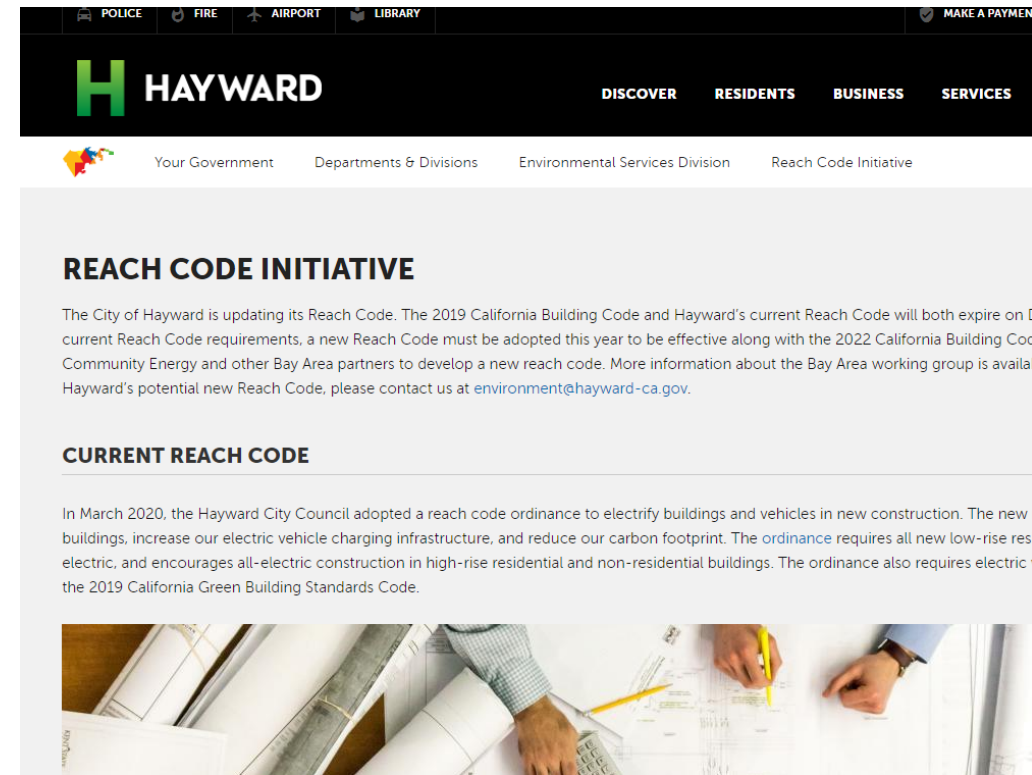
### Amendments to CA Building Code

June 14, 2022



# Hayward's Current Reach Code

- Modifies the California Building Code
- Adopted by Council March 3, 2020
- Approved by California Energy Commission on June 10, 2020



<https://www.hayward-ca.gov/reach-code>

# Hayward Reach Code – Requirements

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Single-family and Multi-family Residential (up to 3 stories)

- Must be all-electric

Non-residential and High-rise Residential (4+ stories)

- Can be all-electric or mixed-fuel. Mixed-fuel buildings must have additional solar and energy efficiency.

Enhanced EV Charging required for all Building Types.

# Current Reach Code Expiring

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The 2022 California Building Code has been approved and will take effect January 1, 2023.

To continue Hayward's current Reach Code requirements, a new Reach Code must be adopted this year to be effective along with the 2022 California Building Code in January 2023.

# Strategic Roadmap – Climate Change Projects

Reduce GHGs & Dependency on Fossil Fuels.

- ☒ C1 – Ban natural gas in new residential buildings
- ☒ C2 – Require EV charging infrastructure in new construction
- ☐ C10 – Explore feasibility of banning natural gas in non-residential (commercial) buildings



# Regional Working Group



<https://bayareareachcodes.org/>



# Potential Reach Code Components – Initial List

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1. New Low-Rise Residential Buildings
2. New Non-residential & High-Rise Residential Buildings
3. New Accessory Dwelling Units
4. Existing Buildings (not addressed in Hayward's current code)
5. End of Flow (e.g. cap all gas lines by certain year)
6. Existing Residential (not addressed in Hayward's current code)
7. EV Charging Requirements

# Recommended Reach Code Components

	Current Reach Code (2020 – 2022)	2022 State Code (Effective Jan. 2023)	Recommended Reach Code (Effective Jan. 2023)
<b>Low Rise Residential (<math>\leq 3</math> stories)</b>	All-electric	Allows gas	All-electric
<b>Accessory Dwelling Units (ADUs)</b>	All-electric <ul style="list-style-type: none"> <li>Exempt if detached &amp; less than 400 sq. ft.</li> </ul>	Allows gas	All-electric <ul style="list-style-type: none"> <li>Detached ADUs &lt;400sf TBD</li> </ul>
<b>High Rise Residential (<math>&gt; 3</math> stories)</b>	Electric Preferred	Allows gas	All-electric
<b>Mixed Use (Non-Residential &amp; Residential)</b>	Not addressed	Allows gas	All-electric
<b>Non-Residential</b>	Electric Preferred	Allows gas	<ul style="list-style-type: none"> <li>Allow gas.</li> <li>Require electric readiness.</li> </ul>

# New Low-Rise Residential Buildings

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Staff recommends maintaining the current requirements:

- All new single-family homes and low-rise multi-family buildings (up to 3 stories) must be designed and constructed as all-electric.

# New Detached Accessory Dwelling Units

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Current reach code exempts ADUs less than 400 square feet.

- Can include natural gas appliances for water heating, space heating, etc.

Staff still evaluating options for new Reach Code.

# New Nonresidential & High-Rise Residential Buildings

Currently, new non-residential and high-rise residential buildings can be either all-electric or mixed-fuel.

Staff recommends:

1. Non-Residential
  - a) Allow gas and
  - b) Require electric readiness.
2. High Rise Residential & Mixed Use
  - a) Ban the use of gas.

# CEQA Thresholds of Significance

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- Adopted by Bay Area Air Quality District on April 20, 2022
- To meet state's goal of Carbon Neutrality by 2045, new buildings must either:
  1. not include natural gas; or
  2. be consistent with a local climate action plan (CAP).

# EV Charging Requirements

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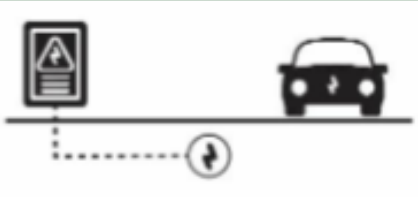
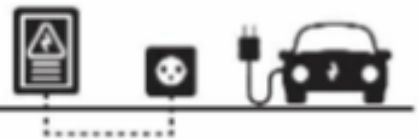

1. Single-Family
2. Multi-Family
3. Non-Residential
  - Office
  - Non-Office

# Electric Vehicle Charger Types

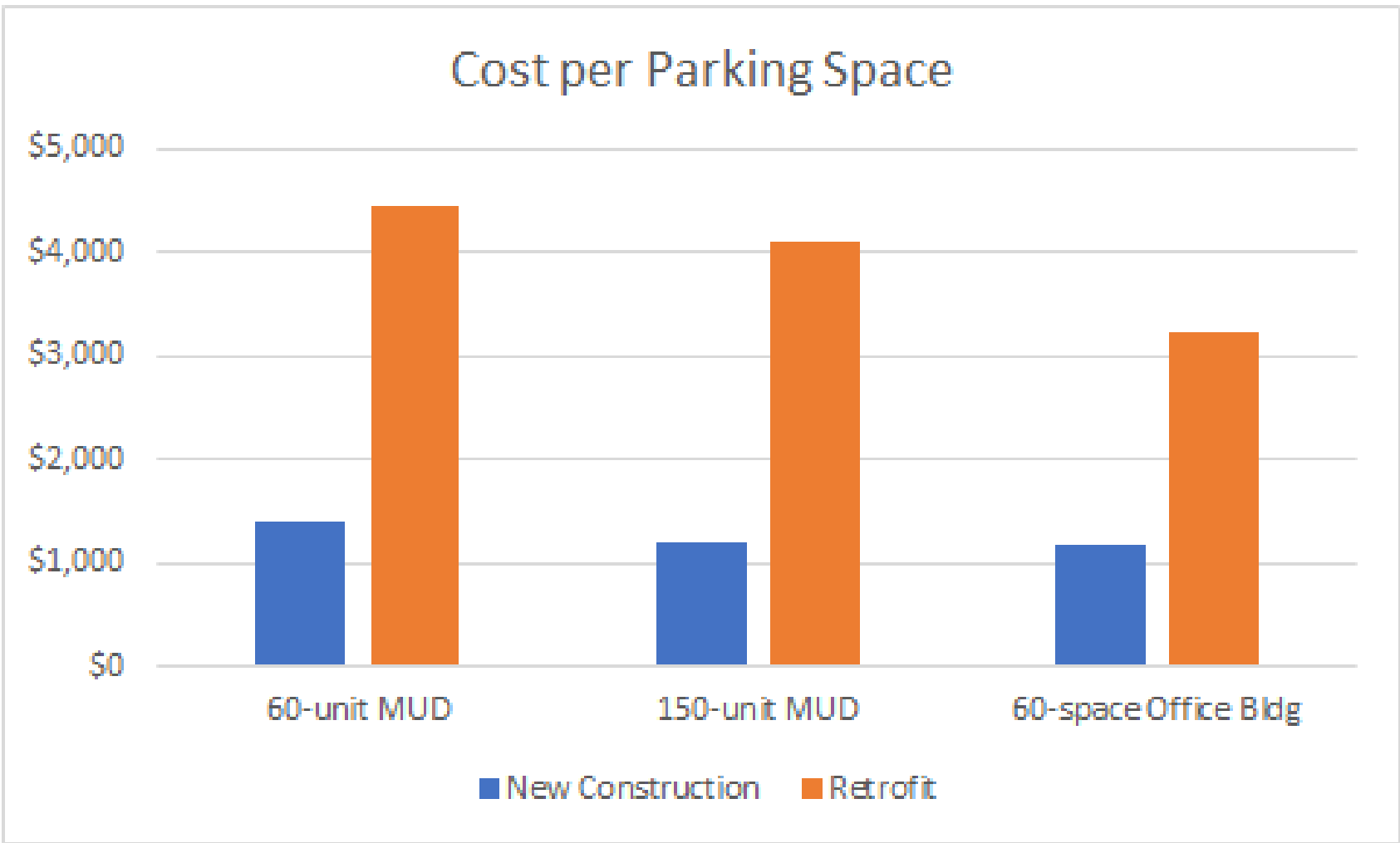
Level 1		15-20 Amp, 120 Volt (standard household outlet) Driving Distance provided: 3-4 miles/hour
Low Power Level 2		20 Amp, 208/240 Volt Driving Distance provided: 10-15 miles/hour
High Power Level 2		40+ Amp, 208/240 Volt Driving Distance provided: 25-30 miles/hour
DC Fast Charge		80-400 Amp, 200-600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



# EV Charging Readiness

<b>EV Capable</b>		Raceway (conduit), electrical capacity (breaker space)
<b>EV Ready</b>		EV Capable + overcurrent protection devices, wiring and outlet (i.e. full circuit)
<b>EVCI or EVSE</b>		All equipment to deliver electricity to EV <b>EVCI</b> = Electric Vehicle Charger Installed <b>EVSE</b> = Electric Vehicle Supply Equipment

# Electric Vehicle Charging - Cost of New vs. Retrofit



Electric Vehicle Infrastructure Cost Analysis Report for PCE and SVCE  
Pacific Gas and Electric Company EV Charge Network Quarterly Report, Q1 2019

# EV Charging – Non-Residential

	2019 CalGreen	Hayward's Current Reach Code	2022 CalGreen	<i>Recommended</i>
<b>Non-Res Office</b>	6% Level 2 EV Capable	20% Level 2 EVSE 30% EV Capable	5% Level 2 EVSE; 10% Level 2 EV Capable	20% Level 2 EVSE 30% EV Capable
<b>Non-Res Non-Office</b>		15% Level 2 EV EVSE		10% Level 2 EVSE; 10% Level 2 EV Capable

# EV Charging – Single-Family

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	2019 CalGreen	Hayward's Current Reach Code	2022 CalGreen	Recommended
<b>Single Family &amp; Townhome</b>	One Level 2 EV Capable for one parking space per dwelling unit	Two Level 2 EV Ready spaces per dwelling unit	No changes	Two Level 2 EV Ready spaces per dwelling unit

# EV Charging – Multi-Family

	Hayward's Current Reach Code	2022 CalGreen	<i>Model Code</i>	<i>Option A</i>	<i>Option B (Recommended)</i>
L1 Ready			60		
L2 Capable	25	10			
L2 Low Power Ready		25			80
L2 High Power Ready	75			60	
L2 High Power EVSE		5	40	40	20

CalGreen – based on percentage of parking spaces

Reach Code – based on percentage of units that have parking

# Costs for Multi-Family Charging

Costs for a 100-unit Multi-Family Project (with 1.5 parking spaces per unit)

	Hayward's Current Reach Code	2022 CalGreen	<i>Model Code</i>	<i>Option A</i>	<i>Option B</i>
L1 Ready			60		
L2 Capable	25	15			
L2 Low Power Ready		38			80
L2 High Power Ready	75			60	
L2 High Power EVSE		8	40	40	20
Total Ports	100	61	100	100	100
Total Cost		\$146,421	\$194,185	\$397,801	\$273,079
Cost/Port		\$2,400	\$1,942	\$3,978	\$2,731
% of dwellings w/access	100%	40-60%	100%	100%	100%
% of total const. cost		0.3%	0.4%	0.8%	0.6%

# EV Charging for Affordable Housing

Arguments in Favor of Exemption	Arguments Against Exemption
Charging can be incentivized for projects receiving City funding.	Equity. All residents should have same amenities.
All projects would still need to provide charging for 40% of parking spaces.	Many more people will be driving EVs in coming years.
Affordable Housing is exempted from TIF, Park Fees, and sometimes CEQA.	Charging is an amenity that benefits residents.
HCD will be reviewing Housing Element for policies that facilitate housing.	Much cheaper to install at time of initial construction compared to retrofit.

# Public Outreach

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- Email to 658 builders and developers
- Regional Workshops on February 15 and 16
- Conversations with Affordable Housing Developers
- Conversations with Business Owners and Commercial/Industrial Developers



# Next Steps

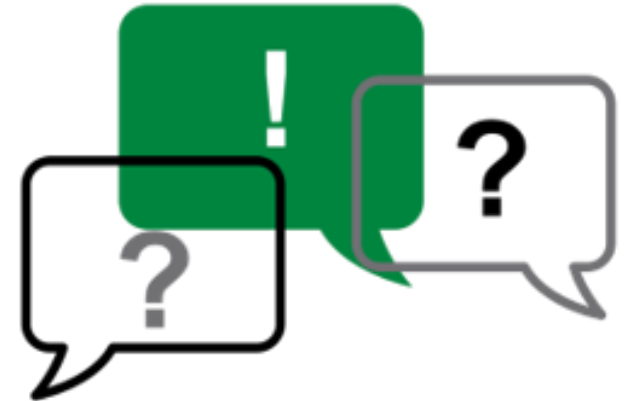
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July 11, 2022	Present draft Ordinance to CSC
October 2022	Council considers adoption of Ordinance
November 2022	File with CA Building Standards Commission
January 2023	Reach Code takes effect

# Staff Recommendation

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That Council reviews and comments on this report.



**CALIFORNIA AIR NATIONAL  
GUARD SITE**

**WORK SESSION**

**ITEM #5**

**WS 22-021**



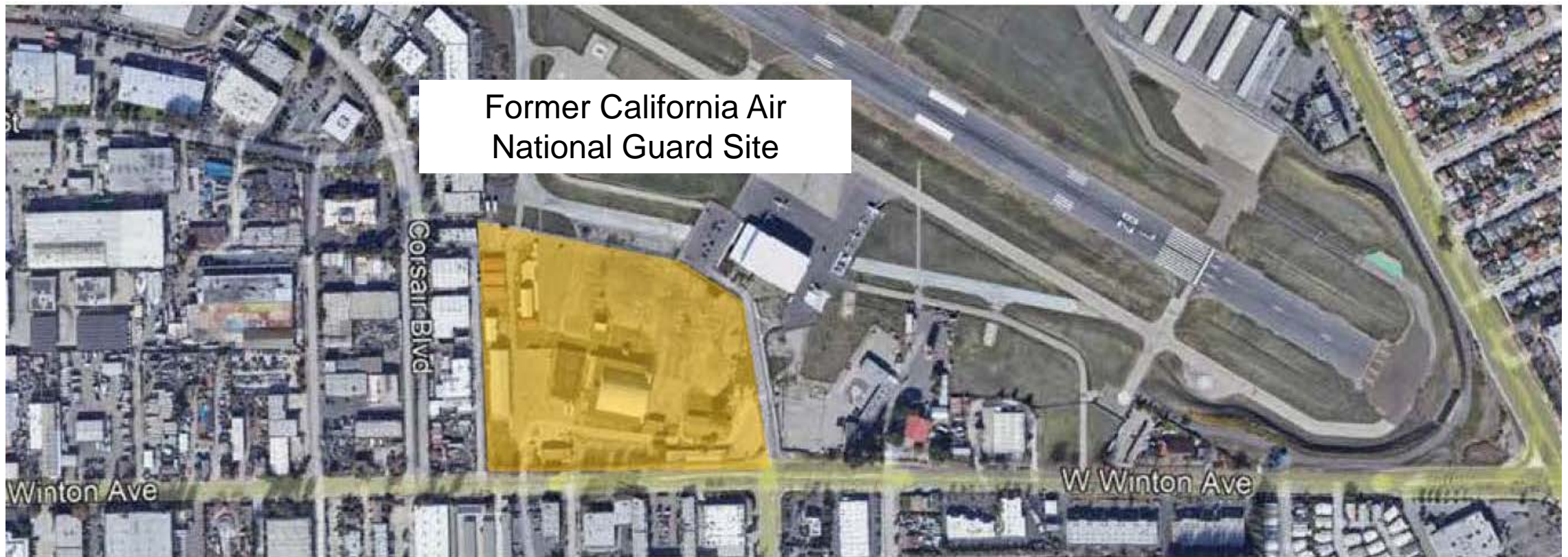


# Potential Development of Former California Air National Guard Site

Doug McNeeley, Airport Manager



# Background





# Background

- Request for Proposals
- Feedback on site
- Discussions with Montecito Development



# HAYWARD AIRPORT TECHNOLOGY CENTER





## Site Plan

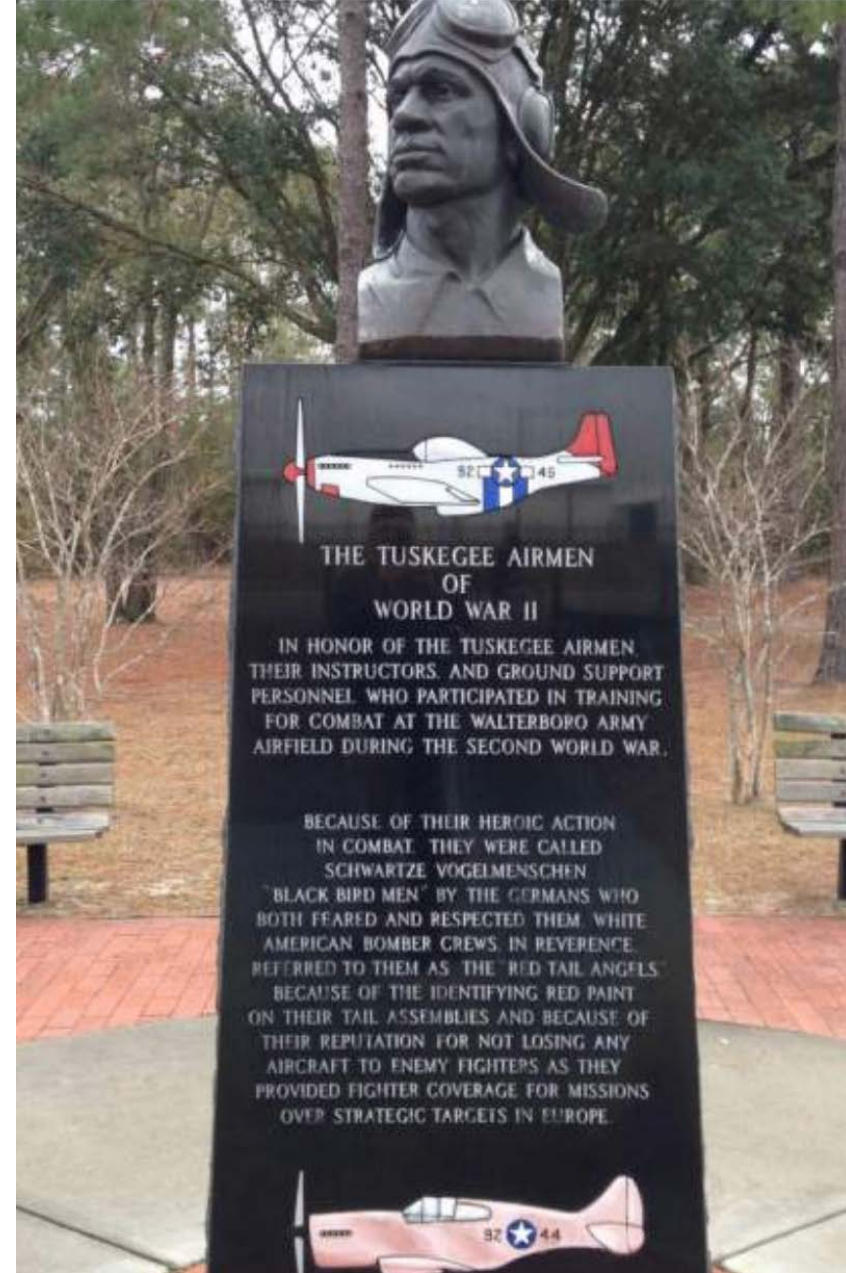
- 1** Hayward Community Building
- 2** History Walk
- 3** Campus Entry
- 4** Campus Amenity



View of Community Building from Tuskegee Airman Drive











View of Building 1 from Campus Entry





View of Campus Amenity



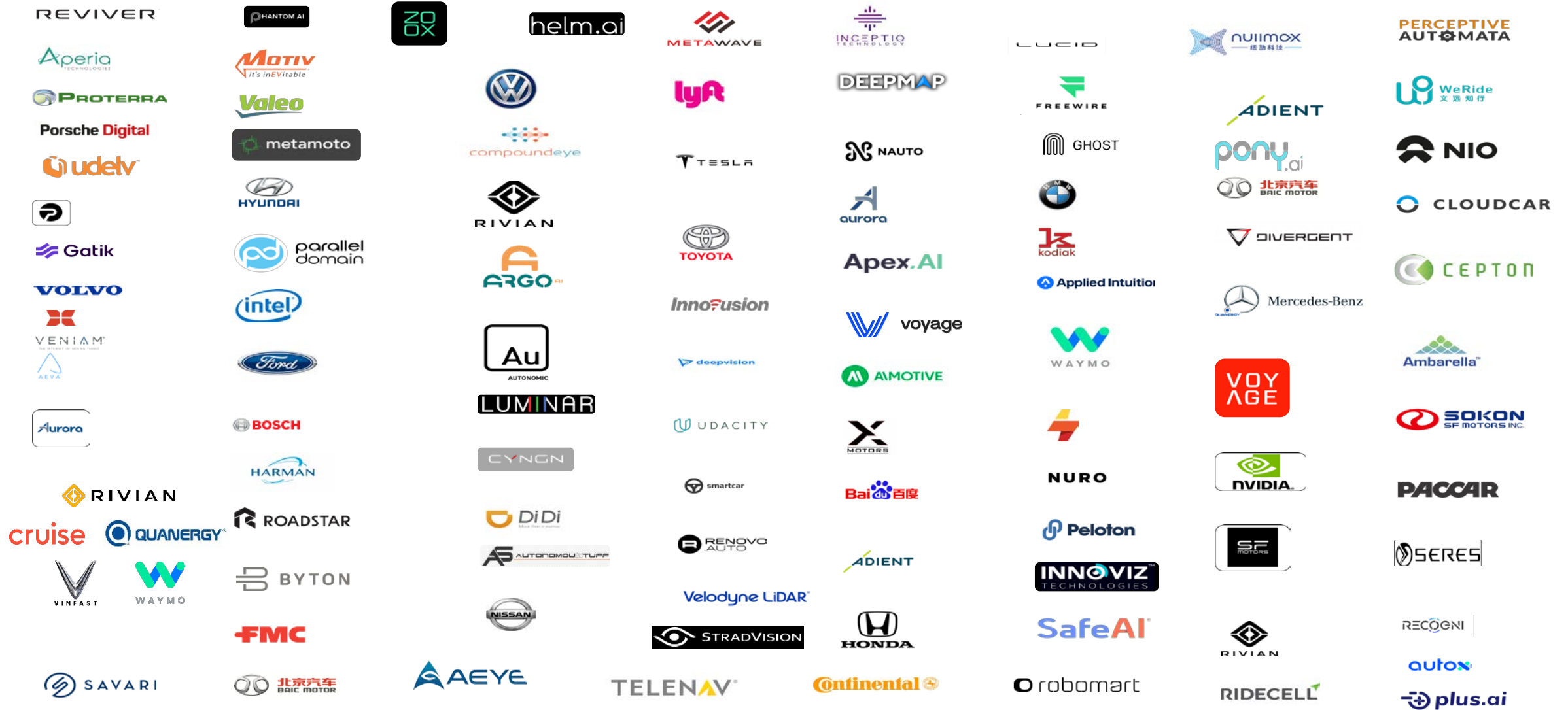




View of Building 2 from Winton Avenue



# LIFE SCIENCE & ADVANCED MANUFACTURING TENANTS



# LIFE SCIENCE & ADVANCED MANUFACTURING DEMAND



## Active Requirements ~ 7,000,000 RSF

**AIR PROTEIN™**

40,000 SF  
East Bay

**Lonza**

200,000 SF  
East Bay

 **tknife**

50,000 SF  
East Bay

 **4DMT**

65,000 SF  
East Bay

 **ARCELLX**

100,000 SF  
East Bay

**ZOSANO**  
PHARMA

25,000 SF  
South Bay



**Clara Foods**  
30,000 SF  
South San Francisco

**RESILIENCE**

300,000 SF  
Bay Area

 **intersect**  
ENT

125,000 SF  
South Bay

 **BAYER**

150,000 SF  
Berkeley

## Recently Completed Deals – 1,596,400 RSF

 **SENTI BIO**

97,000 SF  
Alameda

 **Personalis**

100,000 SF  
Fremont

**10x**  
GENOMICS

100,000 SF  
TriValley

**RESILIENCE**

153,000 SF  
Fremont

**Sana**  
Biotechnology

163,000 SF  
Fremont



# The Numbers



**Community Center**  
**Annual Rent \$1**



**\$15 Million+ to Airport  
Enterprise Fund**



**800 Life Science & Advanced  
Manufacturing Jobs**



**\$100,000+/yr Average Wage**



<b>Community Building</b>	<b>6,000 SF</b>
<b>Life Science</b>	<b>120,000 SF</b>
<b>Advanced MFG.</b>	<b><u>197,000 SF</u></b>
<b>Total</b>	<b>323,000 SF</b>



**Yearly Economic Impact**  
**Direct – \$120 Million**  
**Indirect - \$260 Million**

**Projections based on 15 years**



# The Team



- 40+ years airport specific expertise
- 35+ years California development
- Currently working with 7 airports on 900+ Acres



- Private equity & real estate development
- Current portfolio of 40 properties valued at over \$1.4 Billion



- Prof. Nicholas L Baham, III, Ph.D.
- Leading community outreach & history walk design



- #1 in EVERY LS/Adv Mfg Cluster in the U.S.
- 2X Market Share of next 3 competitors combined

WARE MALCOMB

- 798 Science & Technology Projects
- #14 Architecture and Engineering in the country
- 132 projects totaling 3.6 M SF in City of Hayward



- Lead on Skywest Reuse Report for City of Hayward
- Nationwide land development, planning & engineering firm





# The Process

This project will be a long process that includes:

- Negotiating a lease
- General Plan amendment
- CEQA/NEPA
- Rezone
- Removing the land from aeronautical restriction with FAA
- Community input
- Public hearings
- Design review
- Planning Commission approval
- City Council approval

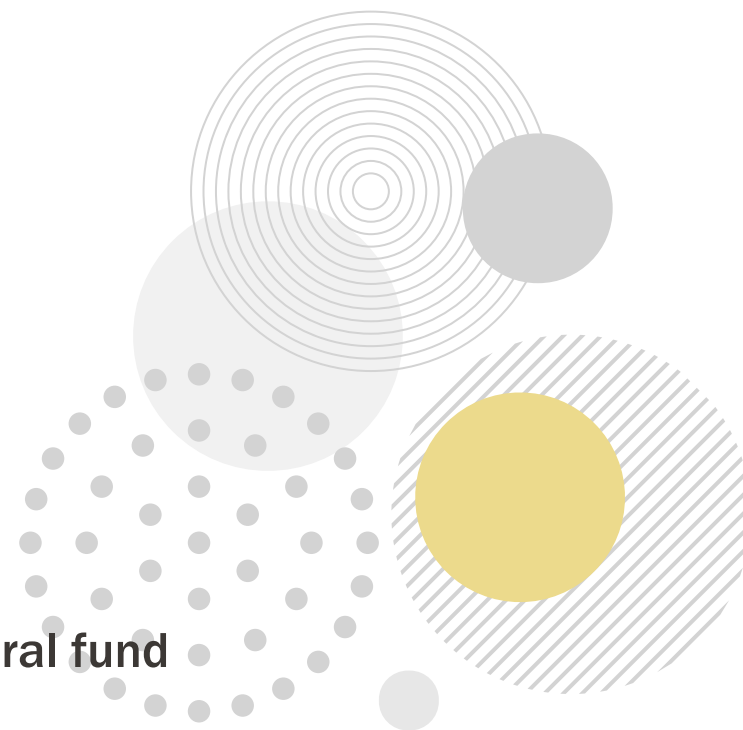




# Summary

## The project:

- Creates an economic engine for Hayward
- Honors the Tuskegee Airmen & the history of Hayward
- Exemplifies the city's new Industrial Design Guidelines
- Acts as a magnet for similar companies
- Meets the needs of the market
- Benefits the community with jobs and public spaces
- Provides ground rent to the airport and tax revenue to the city general fund



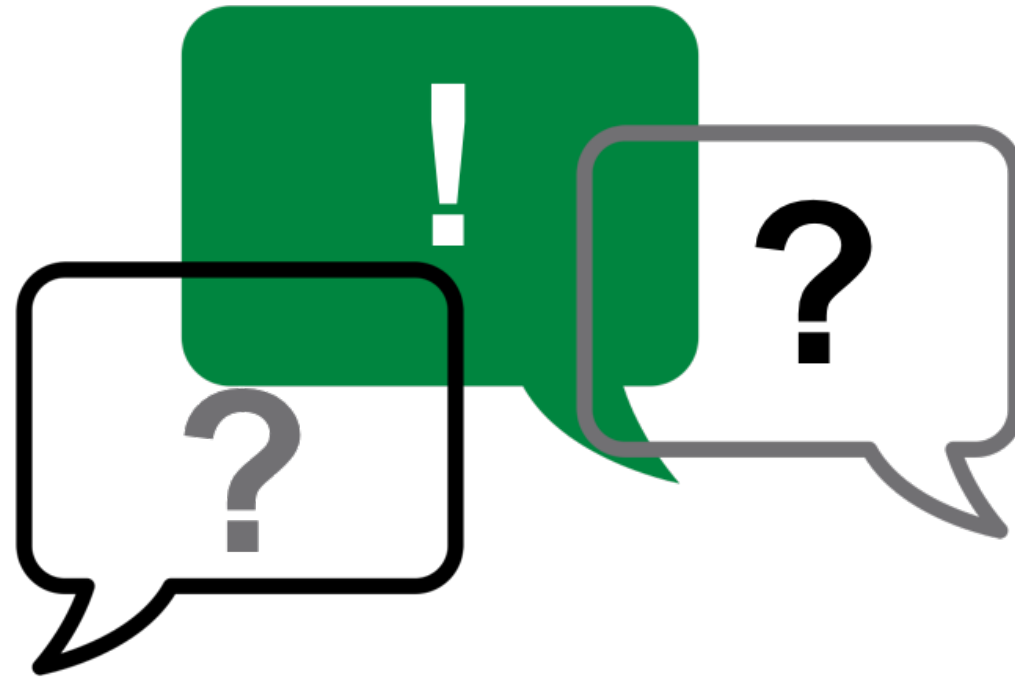


# Next Steps

- Rezoning of parcel – one year process
- FAA land release – one year process to run concurrently with rezoning request
- Other items



# Questions



# **TOWNSEND PUBLIC AFFAIRS**

## **LEGISLATIVE BUSINESS**

### **ITEM #6**

### **LB 22-013**

# TOWNSEND

PUBLIC AFFAIRS

EST **TPA** 1998



**TPA Presentation to:  
Hayward City Council**

**June 14, 2022**

[WWW.TOWNSENDPA.COM](http://WWW.TOWNSENDPA.COM)

SACRAMENTO • WASHINGTON, DC  
NORTHERN CALIFORNIA • CENTRAL CALIFORNIA • SOUTHERN CALIFORNIA

# Agenda

**Funding Achievements**

**Budget and Policy Update**

**Look Ahead**



# Funding Achievements





# Funding Achievements

Project Description	Amount	Year	Level	Source
State Budget Earmark: Hayward Navigation Center	\$662,000	2021	State	DOF
State Budget Earmark: South Hayward Youth Family Center Project	\$1,000,000	2021	State	DOF
Building Equity and Growth in Neighborhoods Program Grant	\$460,000	2016	State	HCD
Caltrans Transportation Planning Grant	\$132,795	2014	State	Caltrans
Caltrans Highway Safety Improvement Grant	\$396,000	2013	State	Caltrans
Statewide or Urban Transit Planning Studies Grant	\$177,060	2013	State	Caltrans
Community Oriented Policing Services Grant	\$250,000	2013	Federal	US DOJ
Community Oriented Policing Services Grant	\$3,602,644	2012	Federal	US DOJ
Assistance to Firefighters Grant	\$417,660	2011	Federal	FEMA
Proposition 1C: Infill Infrastructure Grant	\$30,000,000	2009	State	HCD
Proposition 1C: Transit-Oriented Development	\$17,000,000	2009	State	HCD
State Funding Total	\$49,827,855			
Federal Funding Total	\$4,270,304			
<b>GRAND TOTAL</b>	<b>\$54,098,159</b>			

# Funding Achievements

\$1.662 million

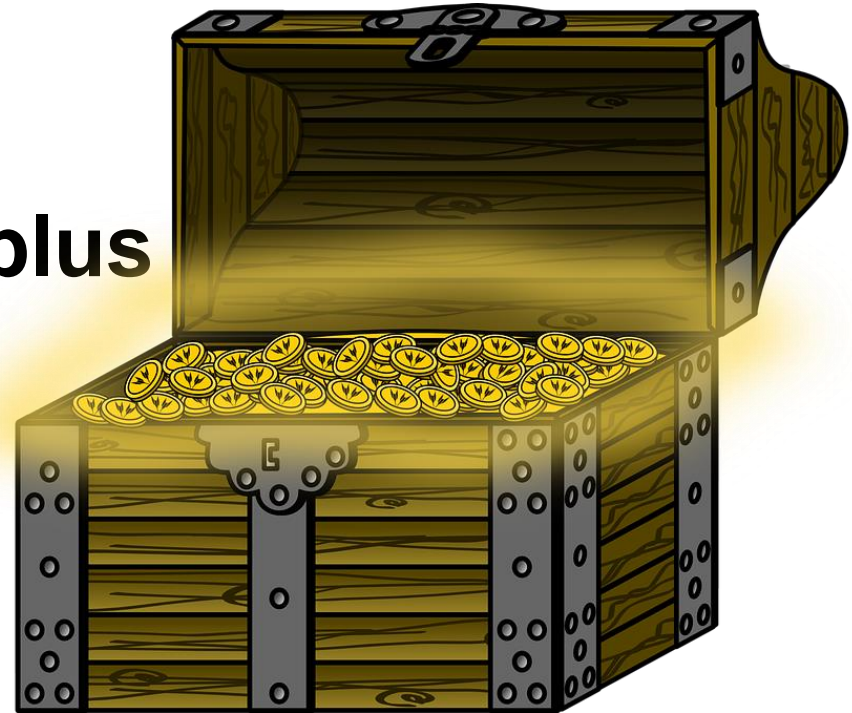
\$54,098,159

\$5.4 million

# Budget and Policy Update

## 2022-23 State Budget (May Revise)

- **\$300 Billion**
- **\$97 Billion Operating Surplus**
- **\$49 Billion Discretionary**



# Budget and Policy Update

## Supporting Legislation





# Budget and Policy Update

## Housing



# Budget and Policy Update

## Grant Funding



# Look Ahead



## Securing More State Funding



# Look Ahead



## Bird-Dogging Priority Legislation

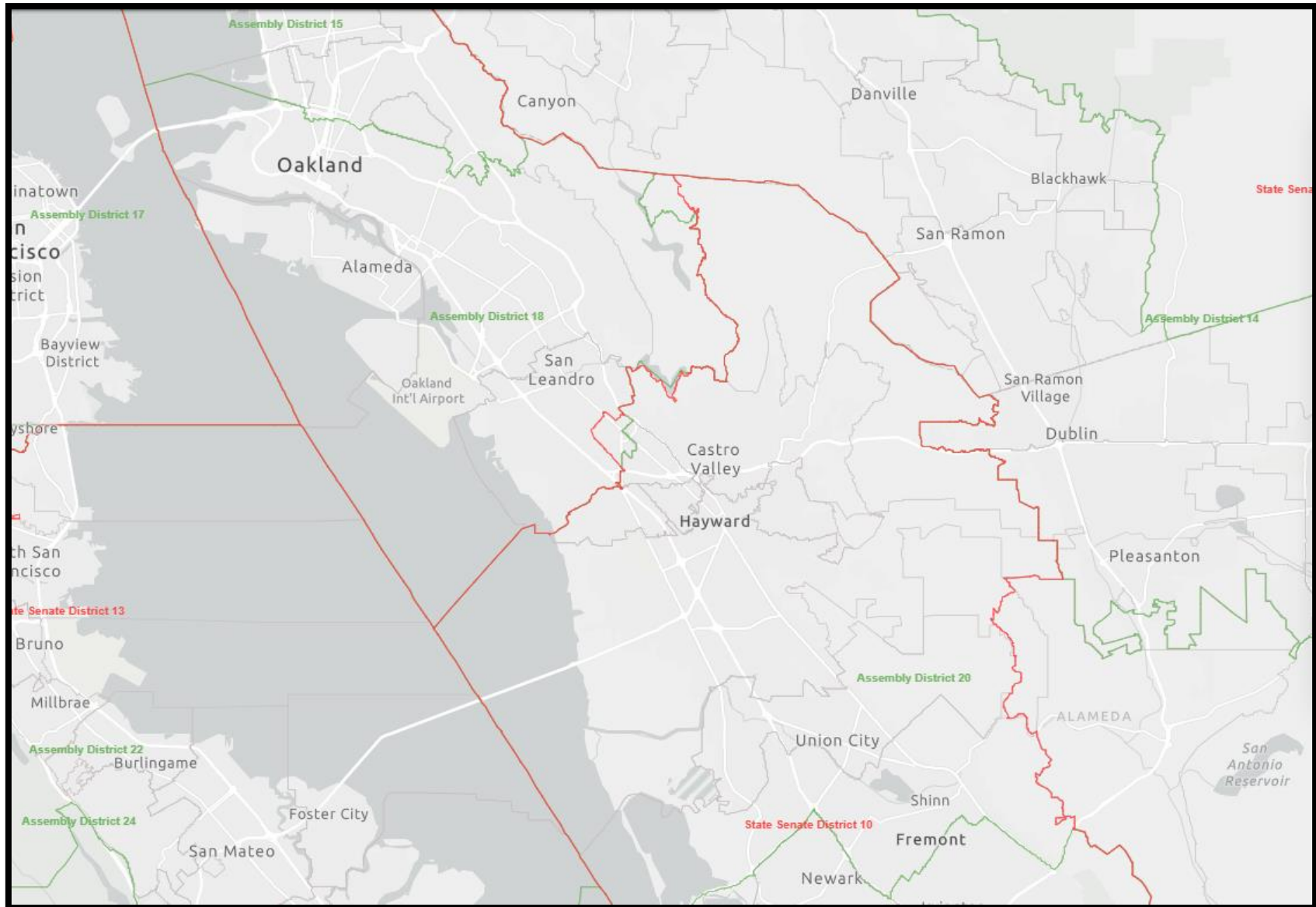
# Look Ahead



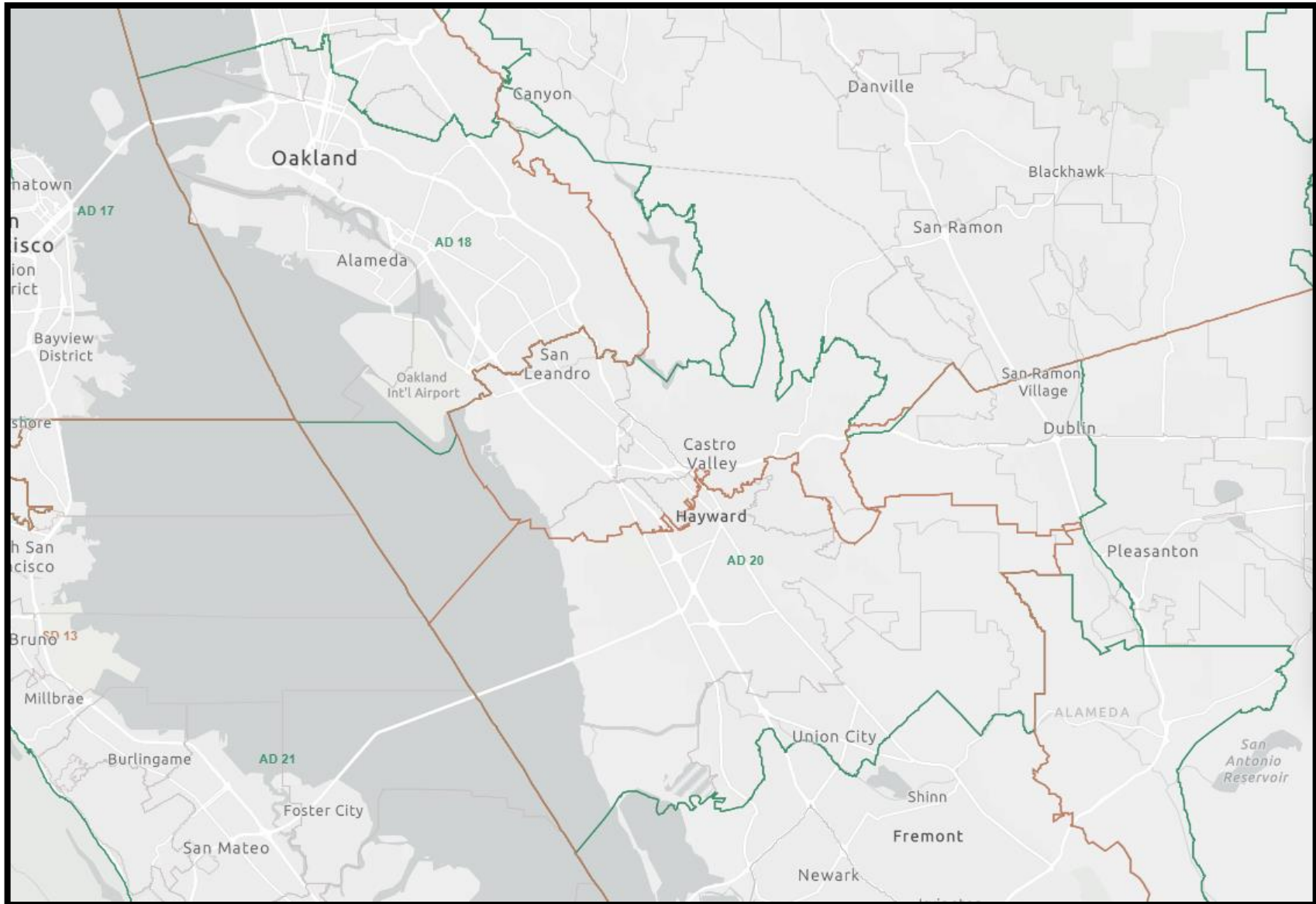
**New Legislature, New You**



# Look Ahead



# Look Ahead



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