

City of Hayward General Plan Update Task Force

April 4, 2013

Meeting #7: Climate Action Plan and Rising
Sea Levels



Introductions





Lead City Staff

- Sara Buizer, Senior Planner
- Erik Pearson, Environmental Services Manager
- Jason Jones, Jones Planning and Design



General Plan Task Force

- Alex Harmon
- Dana Caines
- Daniel B. Goldstein
- Diane Laine
- Edward W. Bogue
- Heather Enders
- Julius C. Willis Jr.
- Justin D. King
- Lory Hawley
- Monica M. Schultz
- Pedrito C. Gella
- Ryan Fernandez
- Stacy Snowman
- Veronica Martinez

Comments/Approval of Meeting #6 Summary Notes



Climate Action Plan and Rising Sea Levels: Existing Conditions, Plans , and Policies





Hayward's Climate Action Plan

- Adopted in July 2009
- Includes GHG reduction goals:
 - 12.5% below 2005 levels by 2020
 - 82.5% below 2005 levels by 2050



Nine Implementation Strategies

1. Transportation & Land Use: Reduce Vehicle Miles Traveled
2. Transportation: Decrease Carbon-intensity of Vehicles
3. Energy: Improve Energy Performance of Existing Buildings
4. Energy: Improve Energy Performance of New Buildings
5. Energy: Use Renewable Energy
6. Solid Waste: Increase Waste Reduction and Recycling
7. Sequester Carbon
8. Climate Change Adaptation
9. Engage and Educate Community



2002 General Plan Elements

1. Land Use
2. Circulation
3. Economic Development
4. Housing
5. Community Facilities and Amenities
6. Conservation and Environmental Protection
7. Public Utilities and Services



Why Incorporate the CAP into the General Plan?

- CAP actions will be elevated to the same level of importance as General Plan policies
- Reduce policy redundancy
- Streamline staff implementation
- Streamline development review process



Organization of New General Plan

General Plan will include an Implementation Plan

 Table 4-10 Environmental Resources Implementation Programs		2009-2011	2012-2015	2016-2030	Annual	Ongoing
13. The City shall submit an annual report to the City Council on implementation of the Climate Action Plan. The report shall be made available to the public and responsible city officials. <i>(PSR)</i>						
Implements Which Policy(ies)	ER 6.1.7; ER 6.1.8; ER 6.1.9; ER 6.1.19				●	
Responsible Department(s)	General Services					
Supporting Department(s)	Planning, Economic Development, and Development Services					
14. The City shall continue to enforce its existing ordinance that limits idling of diesel vehicles used in construction projects. <i>(PSR)</i>						
Implements Which Policy(ies)	ER 6.1.12	●				
Responsible Department(s)	Planning, Economic Development, and Development Services					
Supporting Department(s)	N/A					



Existing General Plan Policies

See Attachment I

Attachment I

Existing General Plan	
Policy or Strategy	Existing General Plan Policies and Strategies that may be Considered as part of the Climate Action Plan
Land Use Element	
1.4	Promote mixed-use development where appropriate to ensure a pedestrianfriendly environment that has opportunities such as housing, jobs, child care, shopping, entertainment, parks and recreation in close proximity.
2.0	Support higher-intensity and well-designed quality development in areas within ½ mile of transit stations and ¼ mile of major bus routes in order to encourage nonautomotive modes of travel. (and all supporting strategies)
5.0	Promote transit-oriented development in the Mission/Foothill Corridor in order to help relieve regional congestion and create a distinctively attractive commercial boulevard.
8.4	Promote walkable neighborhoods by encouraging neighborhood-serving commercial activities within residential areas.
8.5	Encourage development that is designed to provide direct pedestrian connections between housing and supporting activities.
Circulation Element	
1.2	Support transportation plans that incorporate alternatives to automobile use.
4.2	Provide leadership in educating the community about the benefits of commuting via alternative transportation modes and other ways to help the environment in making transportation choices.
4.4	Encourage use of telecommuting and home offices to reduce the need for trips to work, shopping, libraries, and other frequent destinations.
4.5	Provide leadership in development of regional and local Transportation Demand Management strategies (e.g., HOV lanes, preferential parking, car/van pools, casual car pools, subsidized transit passes).
5.0	Improve Coordination among Public Agencies and Transit Providers (and all supporting strategies)
8.0	Create Improved and Safer Circulation Facilities for Pedestrians. (and all supporting strategies)
9.0	Provide the opportunity for safe, convenient and pleasant bicycle travel throughout all areas of Hayward. (and all supporting strategies)
10.0	Encourage Land Use Patterns that Promote Transit Usage. (and all supporting strategies)
12.3	Promote shuttle service between the Amtrak and BART stations and other focal points in the Downtown area.
12.4	Improve access to and circulation within the Industrial Corridor, especially with regard to public transportation.
13.0	Provide for Future Parking Demand in Ways that Optimize Mode Choice
Economic Development Element	
No existing ED policies are Sustainability-Related	
Housing Element	
2.5	Promote sustainable housing practices that incorporate a 'whole system' approach to siting, designing, and constructing housing that is integrated into the building site, consumes less water and improves water quality, reduces energy use, and other resources, and minimizes its impact on the surrounding environment. (This policy will be implemented through existing ordinances and guidelines such as the Green Building Ordinance, the recently adopted Environmentally Friendly Landscape Guidelines (with an implementing ordinance expected to be adopted in the spring of 2010), the Water Efficient Landscape Ordinance, and the Alameda County Clean Water Program.)
Community Facilities and Amenities Element	
6.5	Consider additional greenway linkages along fault corridors and in other areas to encourage walking and cycling and to provide improved access to activity centers
Conservation and Environmental Protection Element	
3.0	Protect existing watercourses and enhance water quality in surface water and groundwater sources. (and all supporting strategies)
4.7	Encourage the planting of native vegetation to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.
9.4	Continue collection program for household toxic wastes and small business generators
9.5	Provide educational materials concerning hazardous materials to the general public and enforcement agencies
10.0	Incorporate measures to improve air quality in the siting and design of new development. (and all supporting strategies)
11.0	Maintain improved air quality by creating efficient relationships between transportation and land use. (and all supporting strategies)
12.0	Support implementation of Transportation Control Measures adopted by the Bay Area Air Quality Management District. (and all supporting strategies)
Public Utilities & Services Element	
4.0	Public facilities will be maintained and operated in a manner that protects and enhances the environment. (and all supporting strategies)
5.0	Hayward will promote energy conservation. (and all supporting strategies)



Existing CAP Actions

See
Attachment II

Attachment II

Existing Climate Action Plan								
Action Number	Full Description (key words are in red to assist the reader)	Estimated Annual Emissions Reductions (metric tons CO ₂ e) <small>*Assumes Scenario 2 low economy and massive electricity generation and that program goals are achieved</small>		Percent contribution to target reductions (from projected business as usual projections)		Priority Identified in CAP	Year to Begin Implementation	Staff Comments Regarding Possible Revisions
		2020	2050	2020	2050			
Strategy 1 – Transportation and Land Use: Reduce Vehicle Miles Traveled								
Total (community-wide actions implemented and long-term Strategy goals achieved)		32,859	99,174	21.2%	9.3%			
<i>Community-wide Actions</i>								
<i>Increase the Use of Alternative Modes of Transportation</i>								
Action 1.1	Assist businesses in developing and implementing commuter benefits programs . A commuter benefits program might consist of an offer to provide discounted or subsidized transit passes, emergency ride home programs, participation in commuter rideshare programs, parking cash-out or parking pricing programs, or tax credits for bike commuters.	2,296	8,106	1.5%	0.8%	21	2012	may be revised to reflect AB 1339 - "regional commute benefit requirement" (http://index.hare.s11.org/emp/years/ab_1339.aspx)
Action 1.2	Assist businesses in developing and implementing car sharing programs , such as Zip Car® or City Car Share, and encourage large employers such as the colleges and Hayward Unified School District (HUSD) to implement such programs.	416	7,283	0.3%	0.7%	18	2015	
Action 1.3	Modify City parking ordinances to incentivize walking, biking, and public transit by employing parking strategies that include adding bicycle parking, increasing the number of parking spots with time limits, adjusting parking time limits to correspond with adjacent building uses, increasing the number of paid parking spaces, and making space location and fees consistent with demand targets.		9,471	0.0%	0.9%	23	2025	implement sooner
<i>Improve Effectiveness of Transportation Circulation System</i>								
Action 1.4	Collaborate with BART and AC Transit to explore short- and long-term opportunities to expand services (for example, to extend rapid bus service from Bay Fair to the South Hayward BART Station and pursue a hydrogen fueling station for both buses and personal vehicle use, and improve transit stations by expanding amenities at stations).	3,052	15,199	2.0%	1.4%	16	2012	may be amended to consider additional alternatives (additional bus/shuttle providers)
Action 1.5	Continue to implement and expand the City-wide bicycle master plan through aggressive pursuit of grants and other sources of funding which could be used to expand bike lanes and bike parking facilities. Assist businesses in creating or expanding bike-to-work incentive programs, including bike sharing, adequate secure bike parking, bike maps of the City, bike safety classes, and other incentives that reward bikers.	2,419	7,610	1.6%	0.7%	22	2009	
Action 1.6	Develop and implement a City-wide pedestrian master plan that improves the convenience, safety, and attractiveness of and access to pedestrian ways. Update the plan on a regular basis to ensure that walkability improves over time.	1,394	7,121	0.9%	0.7%	24	2012	to be adopted by 2014
Action 1.7	Update the City's Circulation Element of the General Plan to locate, evaluate appropriate transit modes such as street car, bus rapid transit, or other modes that eventually decrease the need for personal vehicles for travel within the City. The Plan should integrate pedestrian, bicycles, and transit modes with motor and other vehicles. When proposing changes to the transportation system, the City should consider the climate impacts and give preference to solutions that reduce auto dependency and minimize GHG emissions.			emissions reductions were not quantified			2014	to be adopted by 2014 (change to "implementation")
Action 1.8	Improve traffic flow and reduce vehicle idling by means of synchronized signals, transit and emergency signal priority, and other traffic flow management techniques. When developing the program, Hayward should work with the Metropolitan Transportation Commission and the Alameda County Congestion Management Agency to expand roadway and intersection performance metrics to include pedestrian, bicycle, and level of service criteria to measure quantitative and qualitative metrics such as accessibility, intersection crossing times, and other relevant data. It is recommended that Hayward use evaluation criteria that consider costs and GHG reduction benefits of biking, walking, carpooling, and public transit.	23,061	21,875	14.9%	2.0%	10	2015	
<i>Utilize Zoning & Land-use Mechanisms to Minimize Need for Transportation</i>								
Action 1.9	In order to encourage non-automotive modes of travel, continue to implement and update the General Plan Circulation and Land Use Elements pertaining to smart growth principles that support higher-density, mixed-use, and well-designed development in areas within ½ mile of transit stations and ¼ mile of major bus routes. Amend the Municipal Code Zoning, Subdivision, and Off-Street Parking Standards to incorporate smart growth principles, policies, and development standards consistent with recommendations provided in the Executive Master Plan of the CAP .			emissions reductions were not quantified			continuous	
Action 1.10	Explore the development of zoning and development standards that consider both the land uses and the urban design and form of buildings and public space, where the new standards will result in reduced GHG emissions.			emissions reductions were not quantified			continuous	
Action 1.11	Explore potential strategies related to the creation of additional affordable housing to sell to buyers employed in Hayward but who currently reside in other areas and commute to work in Hayward. For example, consider implementing a community land trust to purchase and resell foreclosed properties. The program			emissions reductions were not quantified			timing not determined	



Possible New Sustainability Policies

Attachment III

See
Attachment III

Possible New Sustainability & CAP-Related Policies		Notes
Economic Development		
1	work with County to expand Green Business Program	
2	work with local businesses to promote Green Business Program	
3	attract more businesses in the renewable and energy efficiency sector	
Quality of Life		
4	modify land use regulations and partner with community groups to support community gardening	
5	modify land use regulations and partner with community groups to support additional farmers markets	
Consumption & Waste		
6	educate community - consume fewer animal products (e.g. support Meatless Mondays)	
7	educate community - reduce overall consumption	
8	implement water conservation strategies and programs to achieve water use targets in accordance with the Water Conservation Act of 2009, as defined in the City's 2010 Urban Water Management Plan. Strategies may include a mix of financial incentives, legislative actions, and education.	
9	consider adoption of a zero waste goal	
Energy		
10	support/participate in Property Assessed Clean Energy (PACE)	to replace CAP actions 3.7, 3.8, 3.9
11	require energy benchmarking for commercial buildings	replace CAP action 3.3
12	support/promote on-bill financing	to replace CAP actions 3.7, 3.8, 3.9
13	participate in collaborative efforts aimed at encouraging PG&E to offer green power options to local customers	
14	collaborate with regional and PG&E efforts to encourage energy audits of residential buildings	
15	collaborate with regional and PG&E efforts to encourage energy audits of commercial buildings	
16	encourage disclosure of energy use - residential	
17	encourage disclosure of energy use - residential	
18	collaborate with regional efforts to develop a retrofit program for Multi family residential buildings	
19	partner with PG&E, leverage resources....	
Transportation		
20	consider/explore shuttle program (feasibility study)	
21	develop incentives for electric vehicle charging infrastructure	



Next Steps

Date	Task
April 3	Sustainability Committee Meeting
April 4	General Plan Update Task Force Meeting
	Staff to work with consultant team to draft new policies/actions and quantify GHG reductions
July 3	New policies/actions with GHG reductions to Sustainability Committee
July 11	New policies/actions with GHG reductions to Task Force
July 30	New policies/actions with GHG reductions to Planning Commission and City Council



Rising Sea Levels

- Sea levels are expected to rise by up to 55” over the next century
- If not mitigated, properties along the Hayward shoreline and near Alameda Creek will be vulnerable to water inundation from:
 - The daily high tide
 - Coastal flooding during major storm events
 - Wind-generated waves during storm events

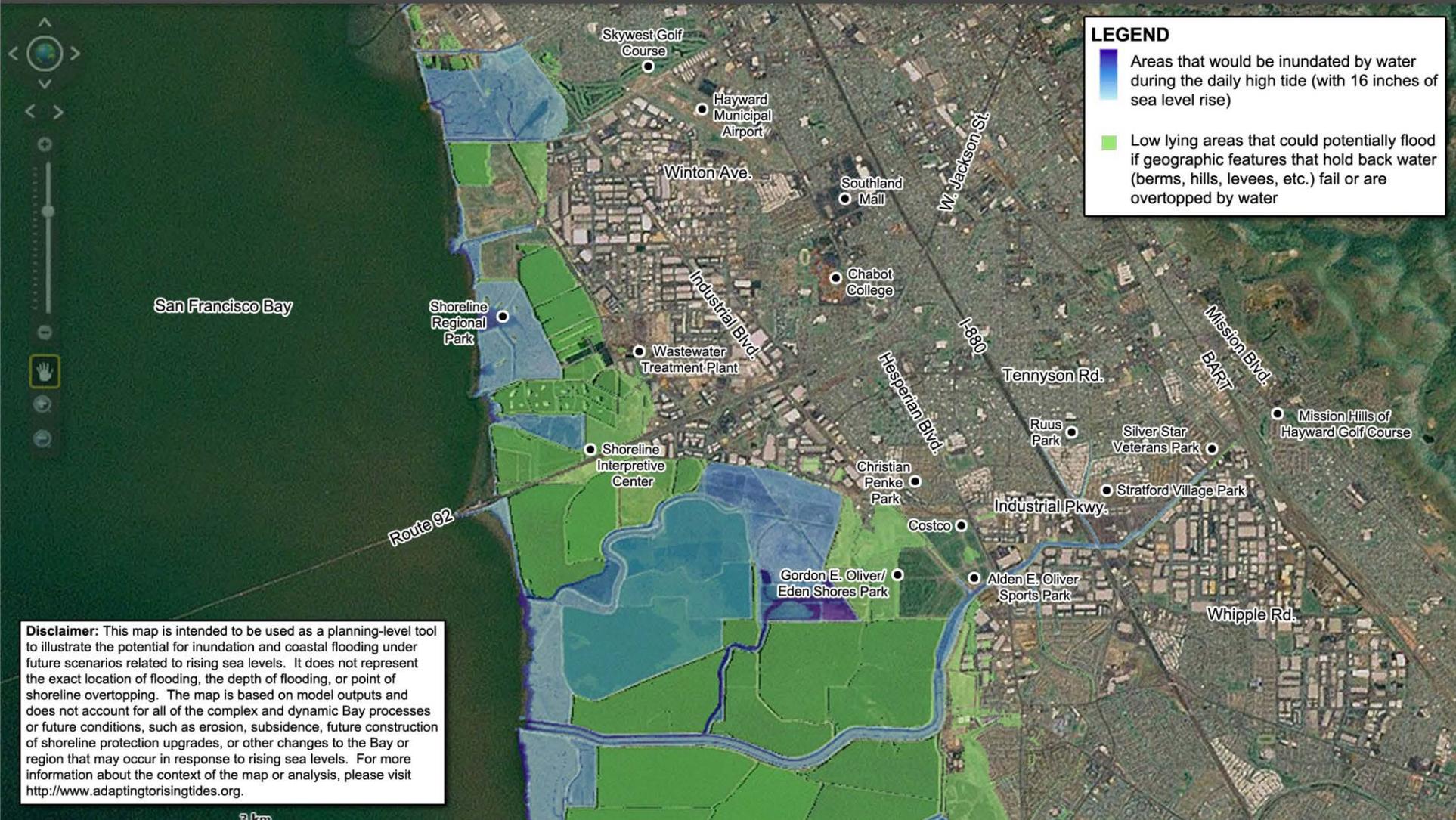


Existing Shoreline





Figure 1: Daily High Tide with a 16" Rise in Sea Level



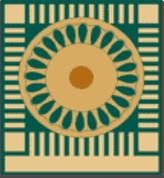


Figure 1: Daily High Tide with a 16" Rise in Sea Level

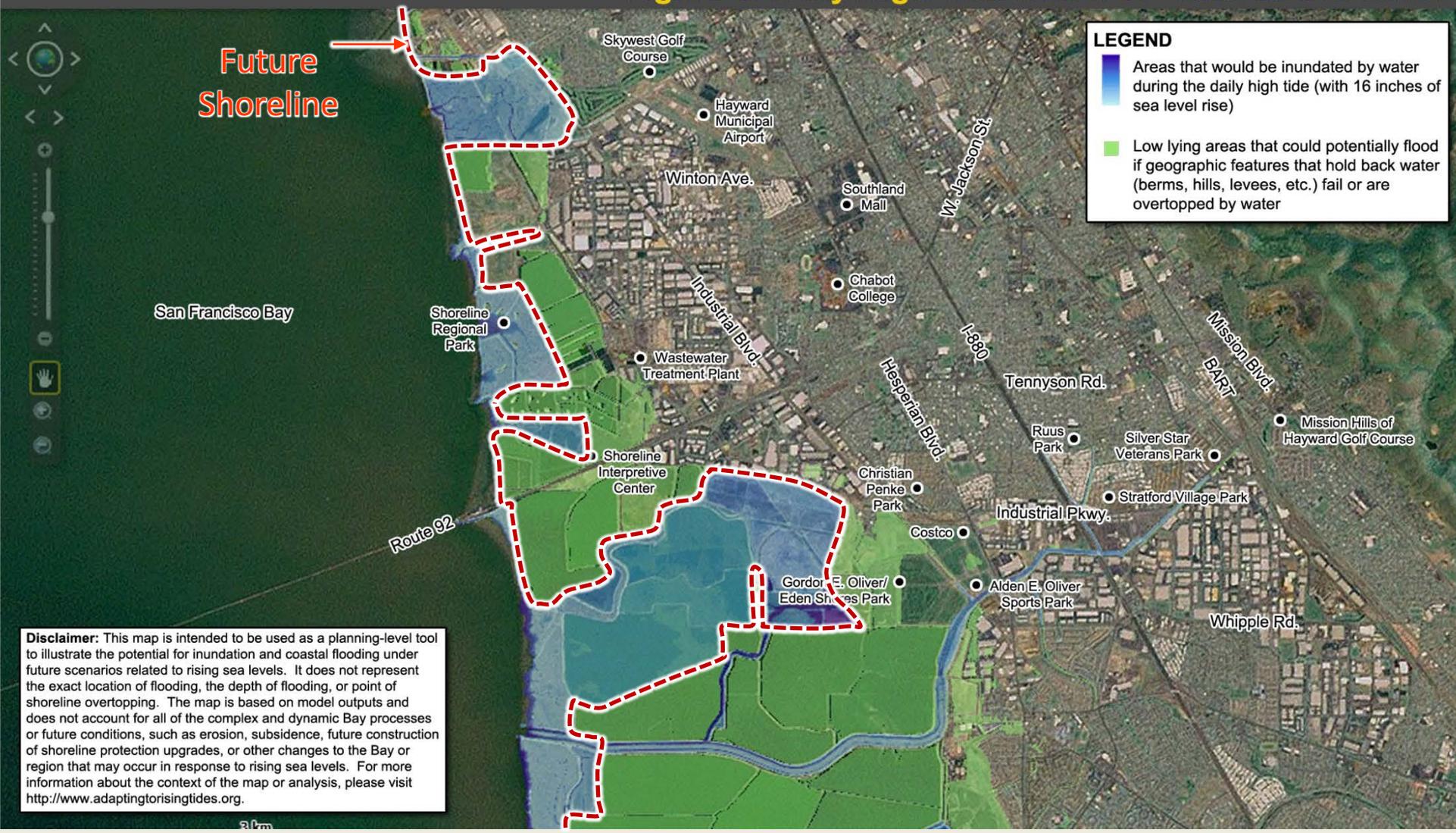
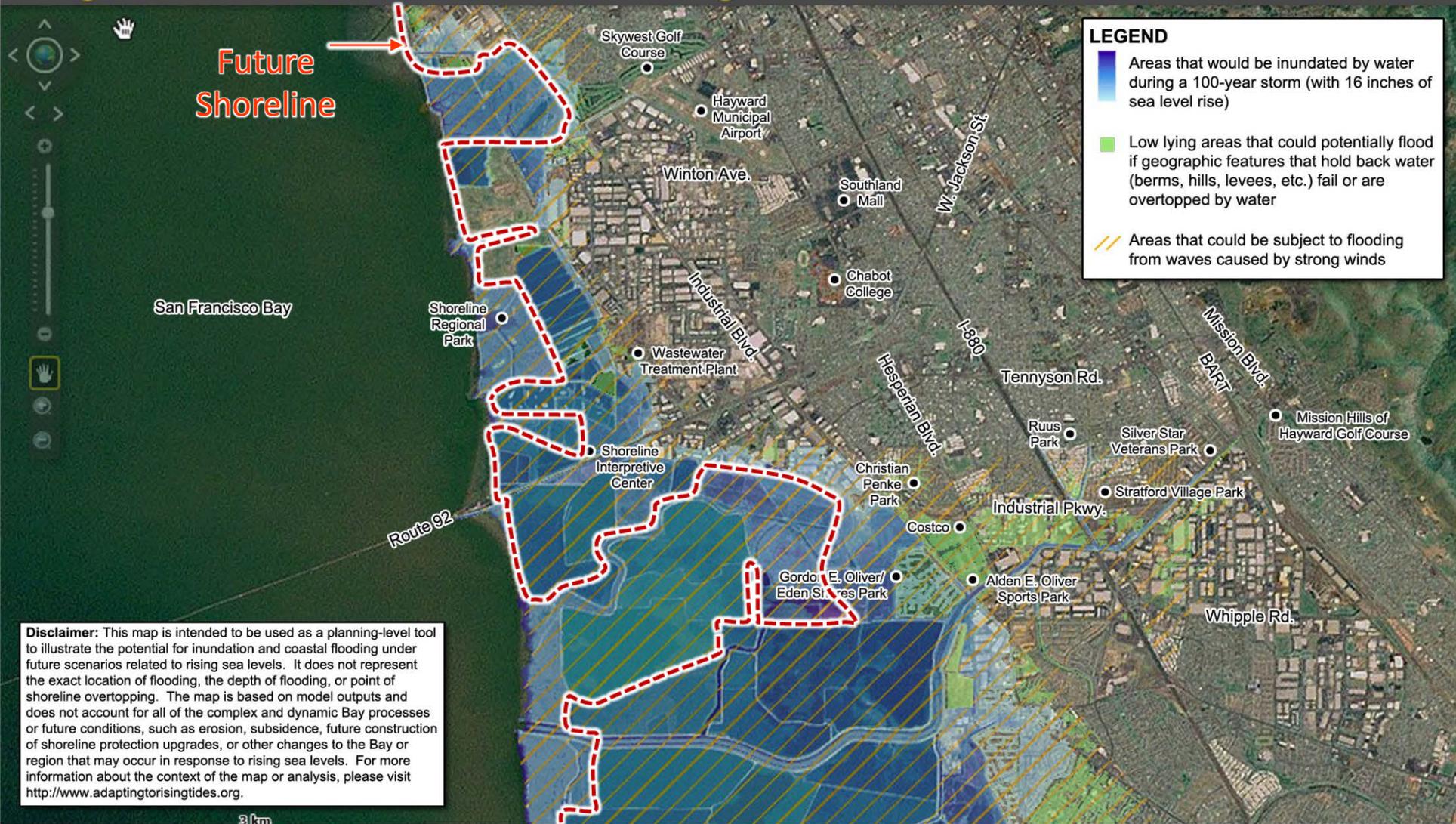




Figure 2: Areas Inundated with Water During a 100-Year Storm with a 16" Rise in Sea Level





Impacts of 16" Sea Level Rise

- High Tide:
 - Value of properties inundated by water: \$48 million
 - Cost to replace properties inundated by water: \$75 million
- Storm:
 - Value of properties inundated by water: \$743 million to 2.47 billion
 - Cost to replace properties inundated by water: \$258 to 952 million
 - 2 health care facilities, 3 senior housing sites, 1 childcare center, and 1 school could be inundated with water



Impacts of 16" Sea Level Rise

- Major parks inundated with water during high tide:
 - 69% of Hayward Shoreline Regional Park
 - 7% of the Shoreline Interpretive Center



Impacts of 16" Sea Level Rise

- Major parks inundated with water during Storm:
 - 96% to 100% of Hayward Shoreline Regional Park
 - 12% to 25% of Skywest Golf Course
 - 99% to 100% of the Shoreline Interpretive Center
 - 49% to 100% of Gordon E. Oliver Shores Park
 - 100% of Alden E. Oliver Sports Park



Existing Shoreline





Figure 3: Daily High Tide with a 55" Rise in Sea Level

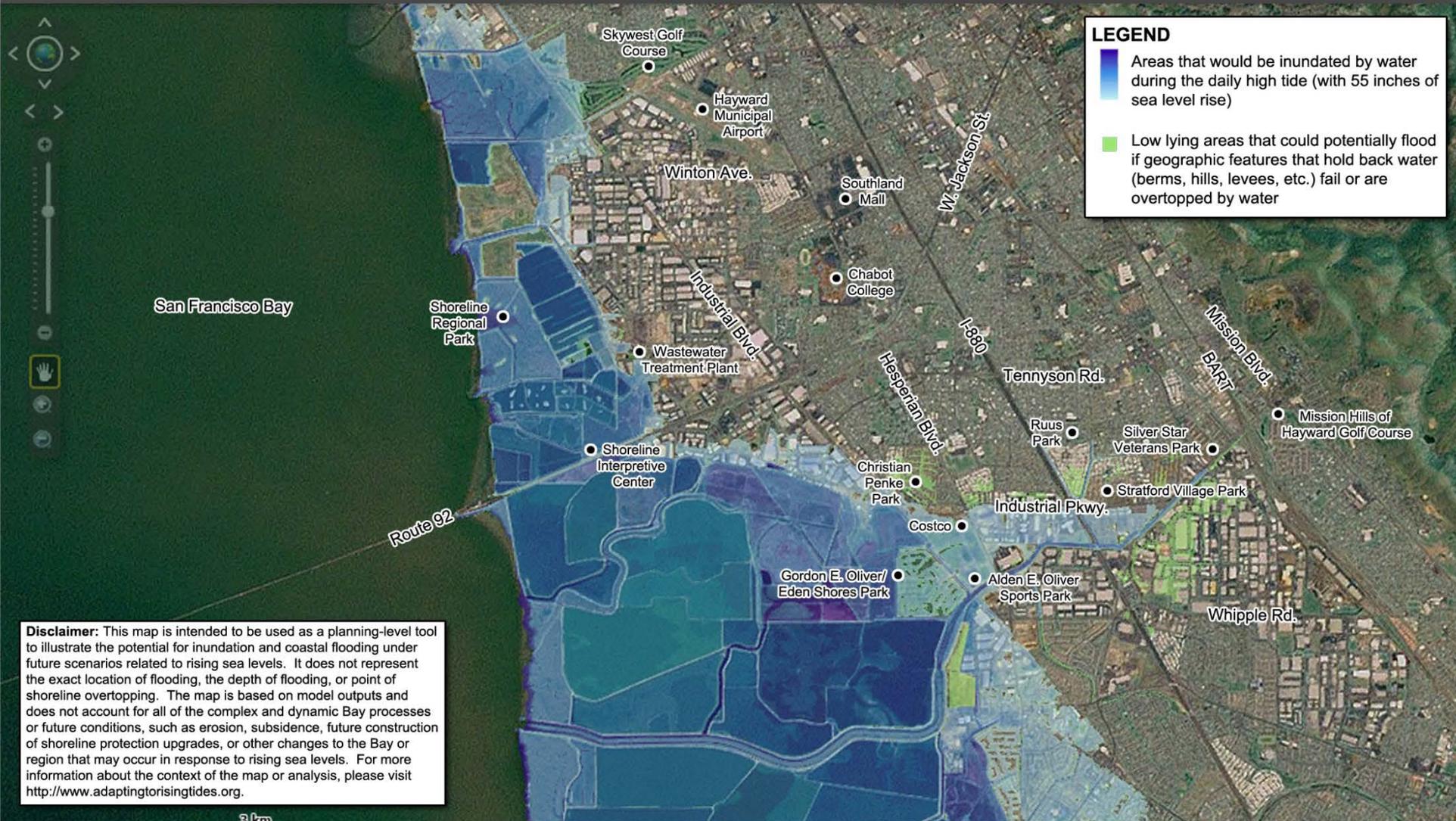




Figure 3: Daily High Tide with a 55" Rise in Sea Level

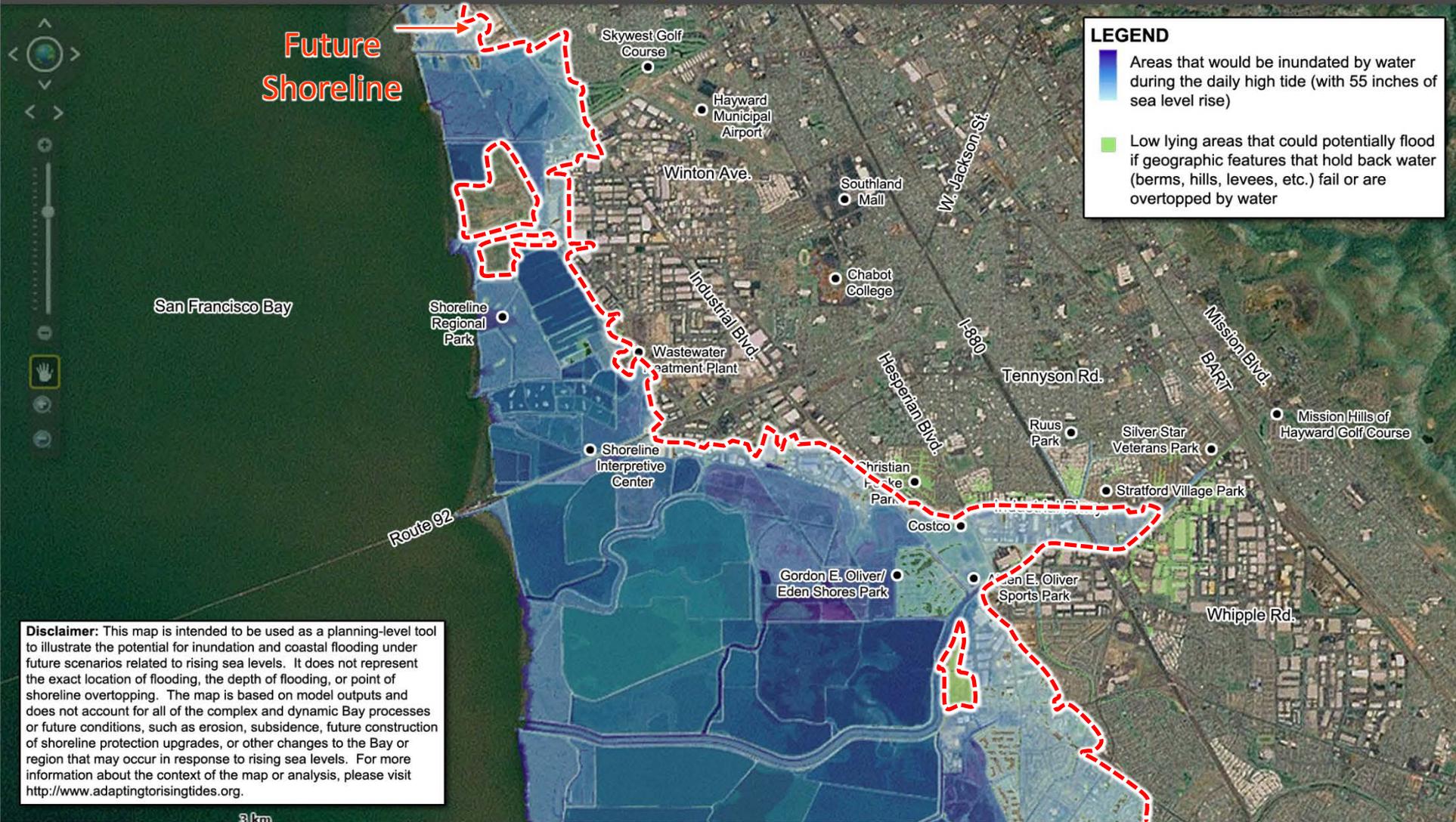
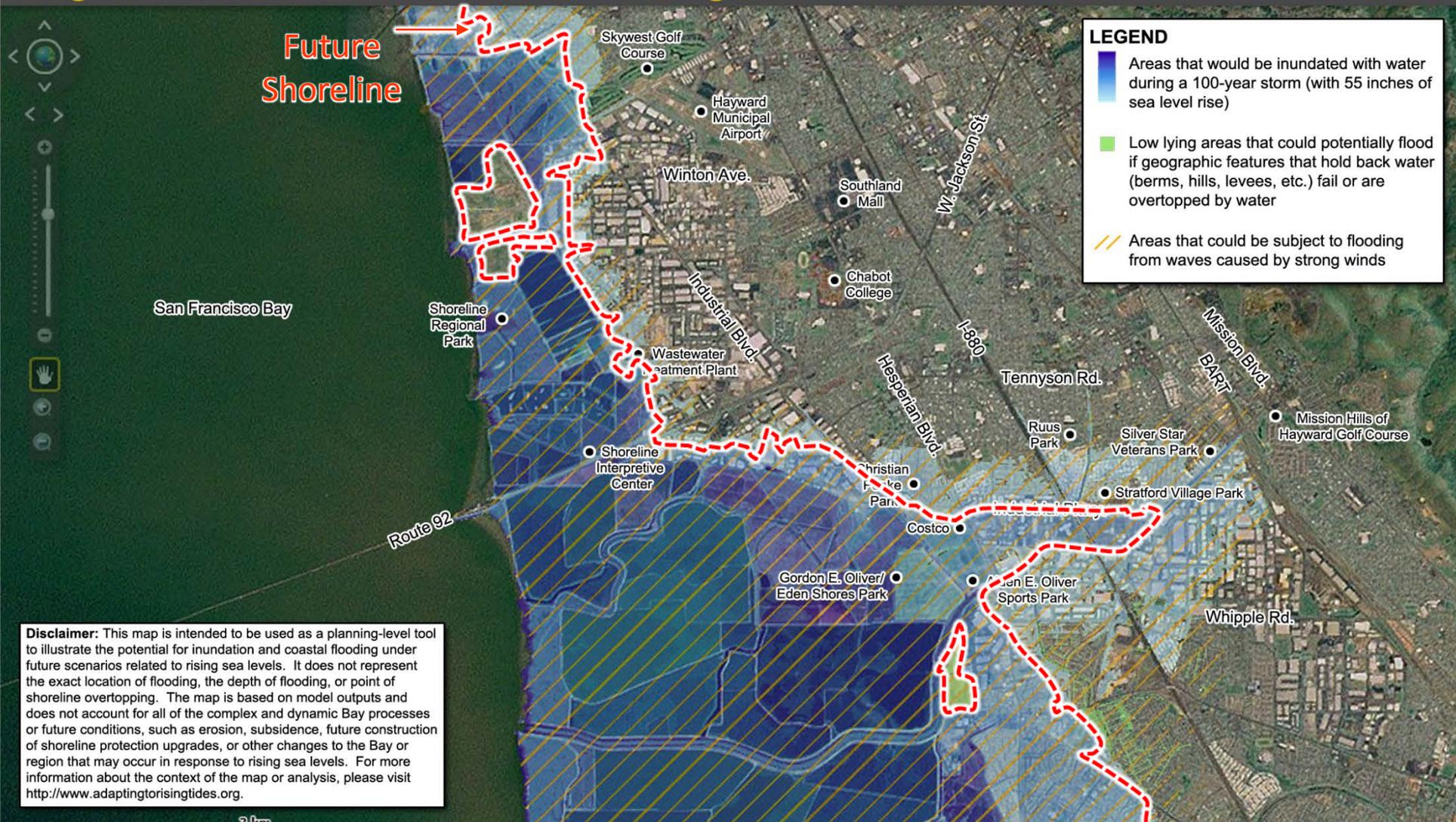




Figure 4: Areas Inundated with Water During a 100-Year Storm with a 55" Rise in Sea Level





Impacts of 55" Sea Level Rise

- High Tide:
 - Value of properties inundated by water: \$1.20 billion
 - Cost to replace properties inundated by water: \$373 million
 - 2 health care facilities could be inundated with water
- Storm:
 - Value of properties inundated by water: \$2.47 to 3.21 billion
 - Cost to replace properties inundated by water: \$1.12 billion to 1.46 billion
 - 2 health care facilities, 5 senior housing sites, 2 childcare center, and 1 school could be inundated with water



Impacts of 55" Sea Level Rise

- Major parks inundated with water during High Tide:
 - 99% of Hayward Shoreline Regional Park
 - 15% of Skywest Golf Course
 - 100% of the Shoreline Interpretive Center
 - 80% of Gordon E. Oliver Shores Park
 - 90% of Alden E. Oliver Sports Park



Impacts of 55" Sea Level Rise

- Major parks inundated with water during storm:
 - 100% of Hayward shoreline Regional Park
 - 25% to 34% of Skywest Golf Course
 - 100% of the Shoreline Interpretive Center
 - 100% of Gordon E. Oliver Shores Park
 - 100% of Alden E. Oliver Sports Park

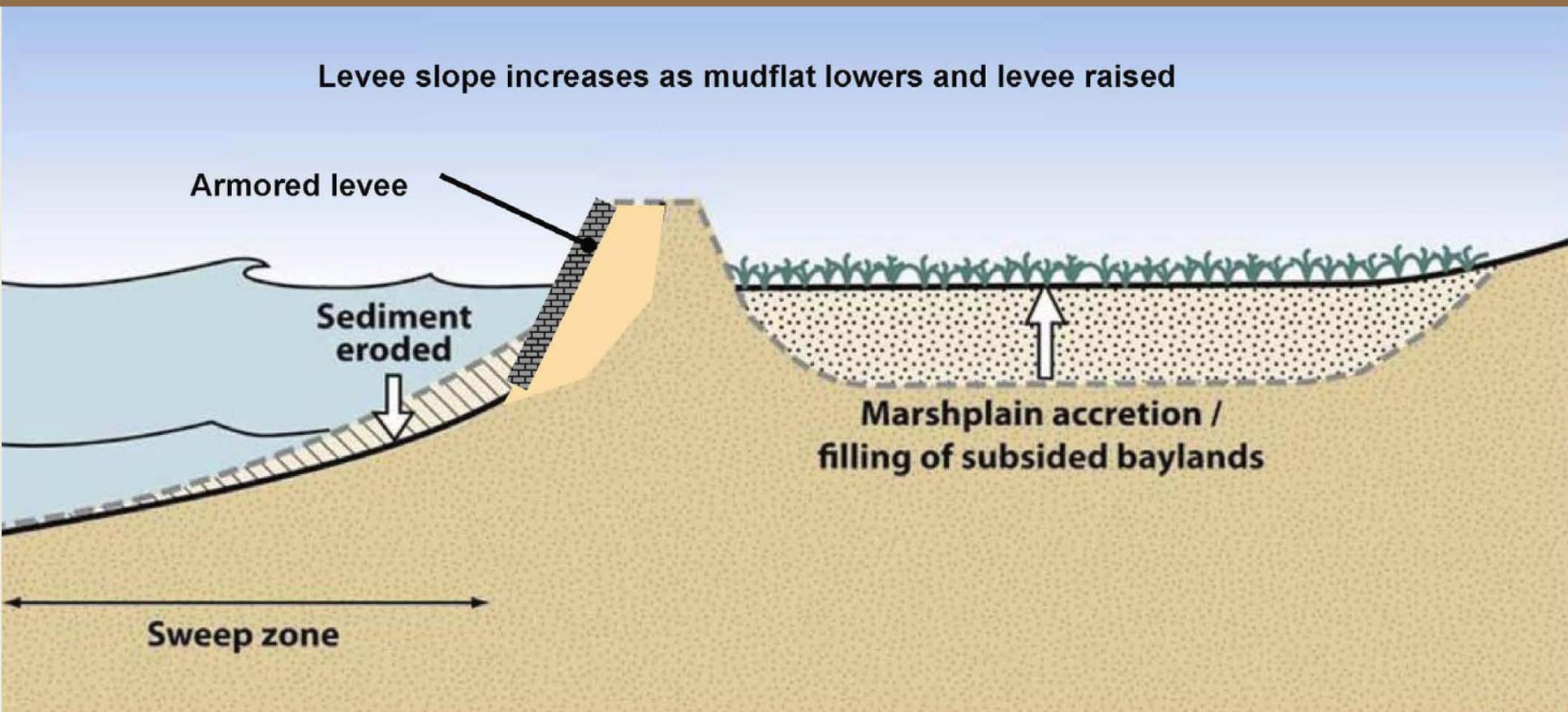


Adaptation Strategies:

- 2010 Study prepared by HASPA identifies three adaptation strategies to mitigate the impacts of rising sea levels

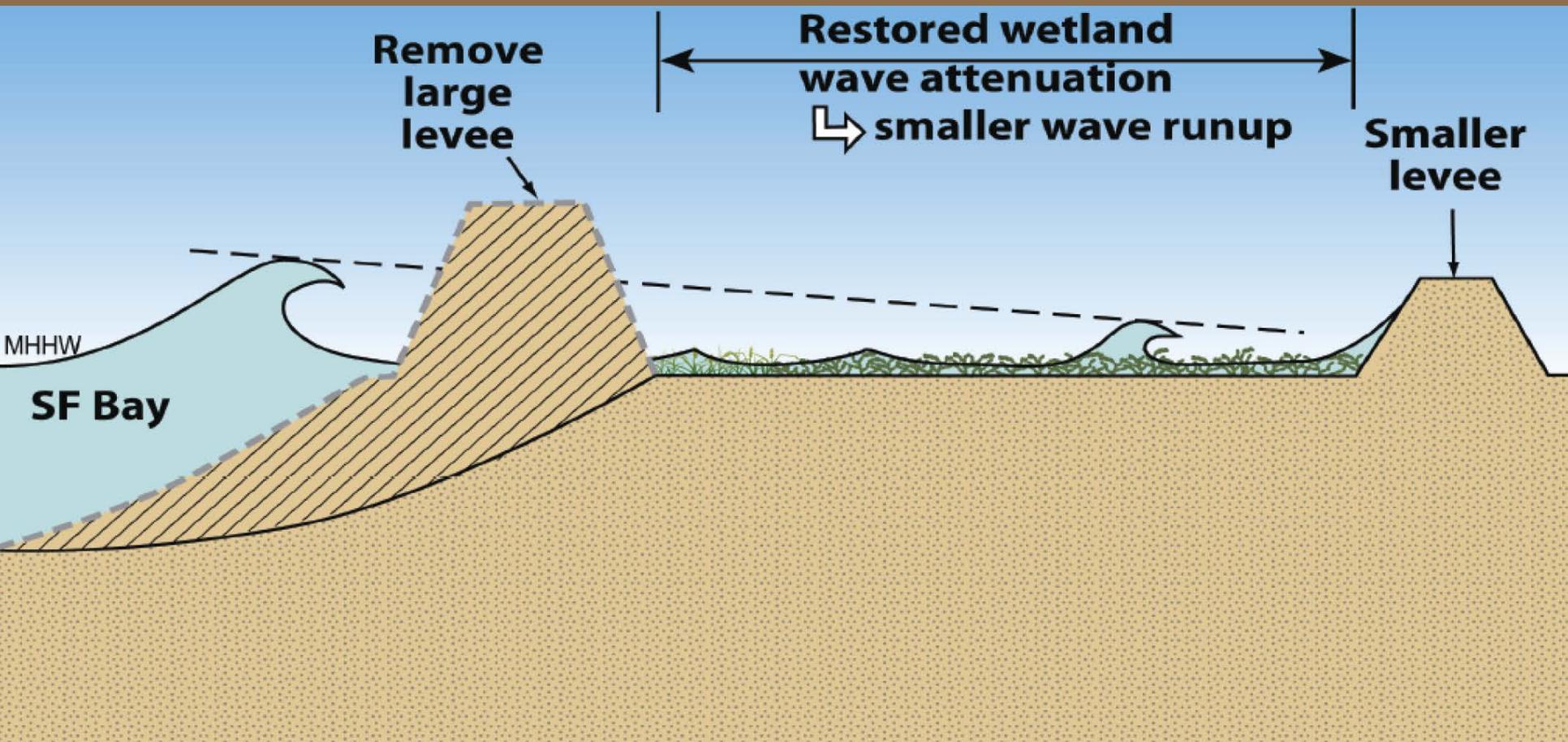


Adaptation Strategy #1: Hold the Line



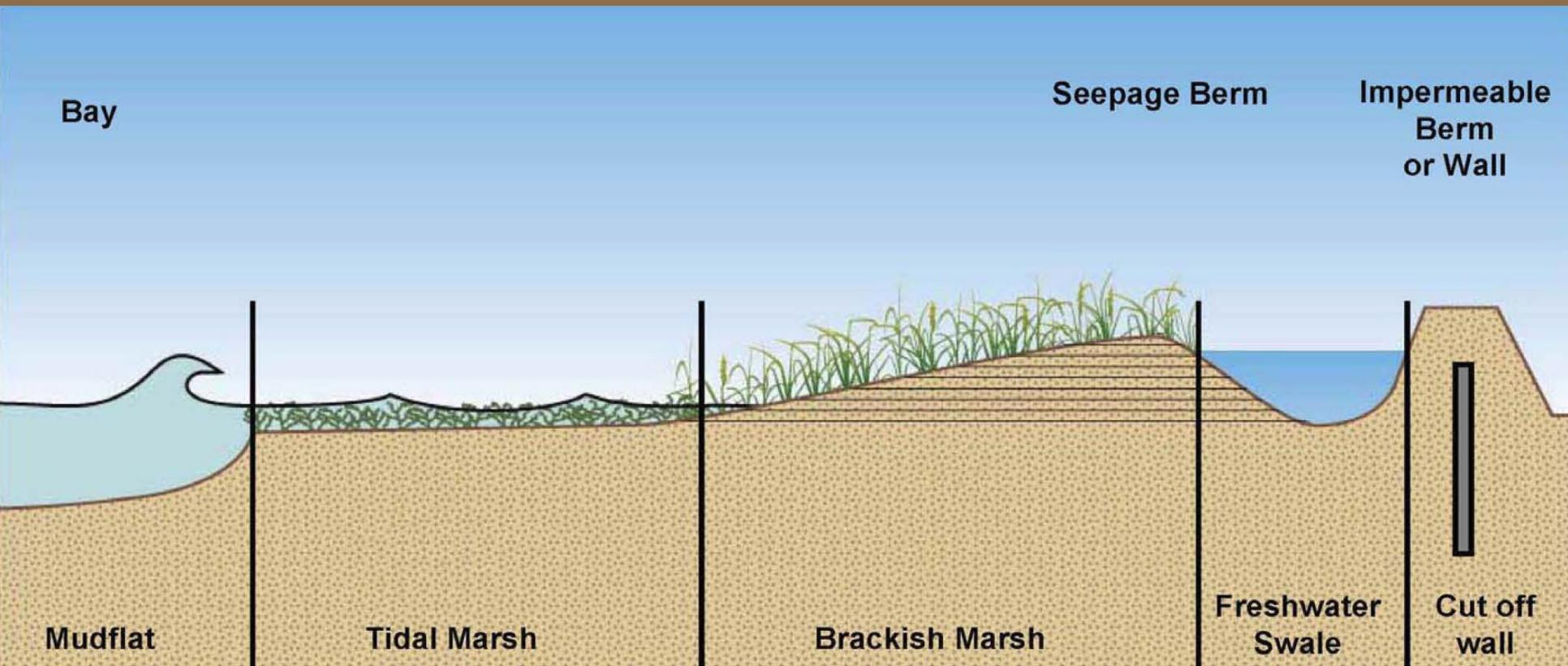


Adaptation Strategy #2: Levee Realignment





Adaptation Strategy #3: Gradual Steepening





Goals and Policies:

- Current Hayward General Plan does not have goals and policies related to rising sea levels



Sample Goals and Policies:

- City of Pinole:
 - Monitor sea level rise studies and create appropriate standards and improvements to minimize flood risk
 - Create a long-range waterfront plan
 - Coordinate with BCDC
 - Implement Municipal Code flood protection standards
 - Pursue funding for flood protection projects



Sample Goals and Policies:

- City of San Jose:
 - Evaluate proposed projects to determine flood risk from rising sea levels and mitigate flood hazards
 - Monitor sea level rise data and determine if additional adaptive management actions are needed

Group Discussion





Group Discussion

- Discuss Assets, Challenges, and Opportunities related to Climate Action Plan and Rising Sea Levels
- Identify potential goals, policies, and implementation programs to be included in the new General Plan

Neighborhood Meeting Updates



Next Steps

- Any updates on Scheduled Meetings?
- Contact Sara Buizer to request Outreach Toolkit materials
- Conduct your workshop between now and **April 30, 2013**
- Make sure you return all materials to Sara so community input can be recorded
- Special Task Force meetings in May and June
 - [May 30 and June 20]

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Public Comment Period



Adjournment

