



General Plan Update Task Force Meeting

April 4, 2013

7:00 pm to 9:00pm; City Hall, Conference Room 2A

Meeting #7 – Climate Action Plan and Rising Sea Levels Agenda

- I. Call to Order - 7:00 pm**
- II. Roll Call/Introductions**
- III. Comments/Approval of Meeting #6 (Parks and Recreation) Summary Notes**
- IV. Climate Action Plan & Rising Sea Levels – Existing Conditions, Plans, and Policies – 7:05 pm**
 - Existing General Plan – Sustainability-Related Policies
 - Overview of Existing Climate Action Plan
 - Possible New CAP Actions and Sustainability-Related Policies
 - Rising Sea Levels and Flooding Maps
 - Potential impacts related to rising sea levels and flooding
 - Proposed solutions to rising sea levels and flooding
 - Example policies from other communities (San Jose and Pinole)
- V. Large Group Discussion and Public Comment Period – 7:45 pm**
 - Discuss Assets, Challenges, and Opportunities related to Climate Action Plan and Rising Sea Levels
 - Identify potential goals and policies to be included in the new General Plan
- VI. Neighborhood Meeting Updates – 8:45 pm**
 - Scheduled Meetings
 - Toolkit Requests
- VII. Adjourn – 9:00 pm**



III. General Plan Update Task Force Meeting

Meeting #6 – March 7, 2013: Summary Notes

I. Call to Order - 7:08 pm

II. Roll Call/Introductions - 7:10 pm

Task Force Members:	Present	Absent
Alan L. Parso		X
Alex Harmon		X
Dana Caines	X	
Daniel B. Goldstein	X	
Diane Laine	X	
Edward W. Bogue	X	
Heather Enders	X	
Julius C. Willis Jr.	X	
Justin D. King	X	
Lory Hawley	X	
Monica M. Schultz	X	X
Pedrito C. Gella		X
Ryan Fernandez	X	
Stacy Snowman	X	
Veronica Martinez	X	

Others in Attendance: Erik Pearson, Senior Planner; David Rizk, Development Services Director; Jason Jones, consultant with Jones Planning + Design; Angel Groves, Public Works –Utilities & Environmental Services; Dr. Marshall Mitzman, Chabot College; Larry Lepore, Hayward Area Recreation & Park District; Betty Moose, San Leandro resident; Marizan Rivor, resident; Andrew Dominquez, resident; Jimmy Sotia, resident; Danny Mateialona, resident.

III. Comments/Approval of Meeting #5 Summary Notes

Comment: Member acknowledged the great work in getting everything that is discussed on paper.

Erik Pearson announced his departure from the Task Force; Sara Buizer, Senior Planner will take over.

IV. Parks, Recreation, and Open Space – Existing Conditions, Plans, and Policies

Overview of existing conditions:

- Most cities have a Parks and Recreation Department; the City of Hayward does not
- H.A.R.D (Hayward Area Recreation & Park District) and East Bay Regional Parks District (EBRPD) oversee all parks and are staffed and funded separately from the City.
- H.A.R.D oversees local parks and recreational facilities; Jurisdiction includes Hayward, Castro Valley, San Lorenzo, Cherryland, Ashland & Fairview; almost 2k acres devoted to parks and recreational facilities serving 250,000 residents with 106 parks and recreational facilities.
- EBRPD serves Alameda County and Contra Costa; 1,400 square miles; serving 2.6 million residents with 65 regional parks and 1,200 miles of trails.

Overview of current policies in General Plan (GP):

- Current adopted policies for the City of Hayward for parks and recreation are 713 sq. ft. to 748 sq. ft. per unit; or in-lieu of fees per the Quimby Act of \$11,395 to \$11,953 per unit.
- In-lieu fees are collected and used to purchase land or for improvements to existing parks
- Funds are allocated based on recommendations made by H.A.R.D
- Current topics addressed in GP include: Location and size of existing parks, recreation facilities, open space and trails; park standards (acres/1000 people, service, park size, min. size of level area within parks, sport facilities; future demand.
- Discussed supporting Policy #5 – seek to increase the amount, diversity and quality of parks and recreational facilities by coordinating with H.A.R.D, providing activities for all people, complying with minimum park size standards, encourage miniparks, complete Eden Greenway and address park fees
- Discussed supporting Policy #6 – Enhance the aesthetic and recreational values of open space corridors within urbanized area by preserving creekside environments as open space corridors, providing pathways along creeks, providing disabled access along paths, vista points along walkways and scenic routes and greenway linkage.

Overview of guidelines for location of parks:

- Homes should be located within ¼ to ½ mile radius of a local park or school
- Homes should be within 2 to 3 miles radius of a community park or district-wide park
- Homes should be within ½ hour drive of a regional park
- Hayward's requirements to meet minimum standards for local parks is 147.11 acres. Actual acres in 2012 is 155.19 – Hayward meets the minimum standard for local parks.
- Hayward's requirements to meet minimum standards for school parks is 147.11. Actual acres in 2012 is 46.80 – Hayward would need 11 to 34 additional school parks to meet the minimum standard.
- Hayward's requirements to meet minimum standards for community parks is 441.34. Actual acres in 2012 is 300.88 – Hayward would need 8 to 15 additional community parks to meet minimum standard.
- Hayward has more than enough regional parkland.

V. Large Group Discussion and Mapping Exercise, and Public Comment Period

Question: How is the City of Hayward responsible for providing public access when school parks are in Alameda County jurisdiction? Answer: The City has agreements in place which allow access, though there are some areas that are closed off to the public. Larry Lepore advised that there is a Master Use Agreement for joint use, in place with all schools.

Question: Do Cal State East Bay and Chabot College allow public access to their school parks? Answer: It was not certain and so it was discussed that staff should have that discussion with both.

Comment: Residents should have access to maps that accurately show existing and new trails.

Question: Is it possible to connect existing trails with Pleasanton Trails? Currently the trail ends at private property. Answer: We are currently working with other organizations to join historic trails.

Comment: Railroad right of way should be added as an exhibit to the General Plan as a possible new trail. Per Larry Lepore, this is planned, but there is no current funding for it.

Discussion of areas that need improvement or consideration

- Daylighting - uncovering and exposing underground water ways or creeks – throughout the City. Providing a comprehensive analysis of all creeks and areas where these can be uncovered and showcased. An example given was the Castro Valley Library.
- What are the policies on pocket parks?

- Review of abandoned buildings throughout the City that can be demolished and turned into parks. This land is sitting and being wasted.

Question/Comment: Are there any plans for addition of dog parks? Answer: A recommendation has been made to add a dog park at San Felipe Park. Residents currently have to go outside of the City due to the lack of dog parks.

Discussion of lack of Senior Centers

- There is only one existing center
- There is no transportation available at certain times to accommodate
- There needs to be a bigger vision and more action towards building more Senior Centers that do not require seniors to travel across the City

Discussion of lack of diverse activities for teens

- Possible expansion of the Hayward Plunge to include a water park similar to Silliman Activity and Family Aquatic Center in Newark.
- Additional recreational programs for student during periods of school closures, i.e., spring break, Christmas break, summer break.
- More diversity in sports programs. Coach present suggested a facility specifically designed for rugby.
- Find funding sources to be able to provide additional services.

Task Force Member Toolkits

- Workshop toolkits will be provided to all task force members
- Toolkits contain sign-in sheets, workshop guide, newsletters, comment cards, draft 2040 Vision and Guiding Principles, markers and pens
- Toolkits will help facilitate workshops with community groups, organizations, neighborhood associations, and other small groups
- Purpose is to allow additional opportunities for community input
- Input will be used to draft new goals, policies and implementation of programs in the draft General Plan
- Outreach toolkits can be requested from Sara Buizer between now and April 30
- All materials must be returned to Sara Buizer; 510-583-4191 or Sara.Buizer@hayward-ca.gov

Question: How many task force members have used the toolkits so far? Answer: 5

Question: Who are we not targeting? Answers: Need to reach out to people with children, residents that live in apartment complexes, young adults, principals at all high schools, non-English speaking residents.

Comment: We should have postcards in more than one language and distributed in locations like our libraries and Chamber of Commerce.

VII. Adjourn – 8:57pm



General Plan Update Task Force Meeting

April 4, 2013

Meeting #7 – Sea Level Rise & Climate Change

Memorandum #1

TO: General Plan Update Task Force

FROM: Sara Buizer, Senior Planner

SUBJECT: Sea Level Rise

In preparation for the April 4th General Plan Update Task Force, this memo provides background information related to rising sea levels.

Over the next century, sea levels are expected to rise by up to 55 inches. If not mitigated, rising sea levels will significantly impact the shoreline of Hayward, resulting in the loss of (or damage to) infrastructure, open spaces, parks, and commercial, industrial, and residential properties. Figures 1 through 4 show the extent of water inundation and potential flooding that could occur along the Hayward shoreline under the following scenarios:

- Daily high tide with a 16 inch sea level rise (Figure 1)
- Flooding during a 100-year storm with a 16 inch sea level rise (Figure 2)
- Daily high tide with a 55 inch sea level rise (Figure 3)
- Flooding during a 100-year storm with a 55 inch sea level rise (Figure 4)

On all the maps, the areas in dark to light blue are areas that would be inundated with water. The areas mapped in green are other low lying areas that could potentially flood if geographic features that hold back water (berms, hills, levees, etc.) fail or are overtopped by water. The areas that are mapped with orange diagonal lines are areas that could be subject to flooding from waves caused by strong winds.

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

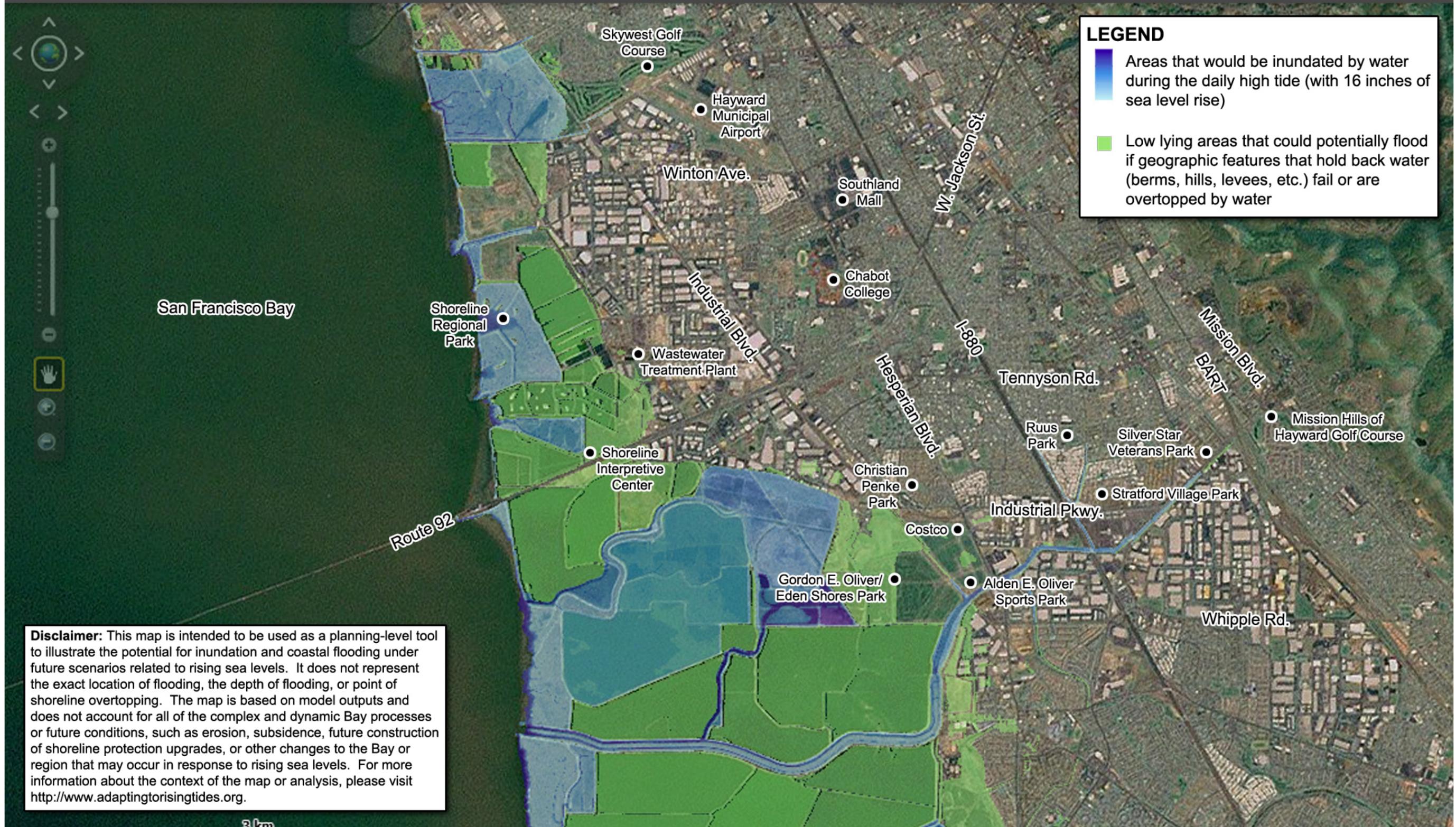


Figure 2: Areas Inundated with Water During a 100-Year Storm with a 16" Rise in Sea Level

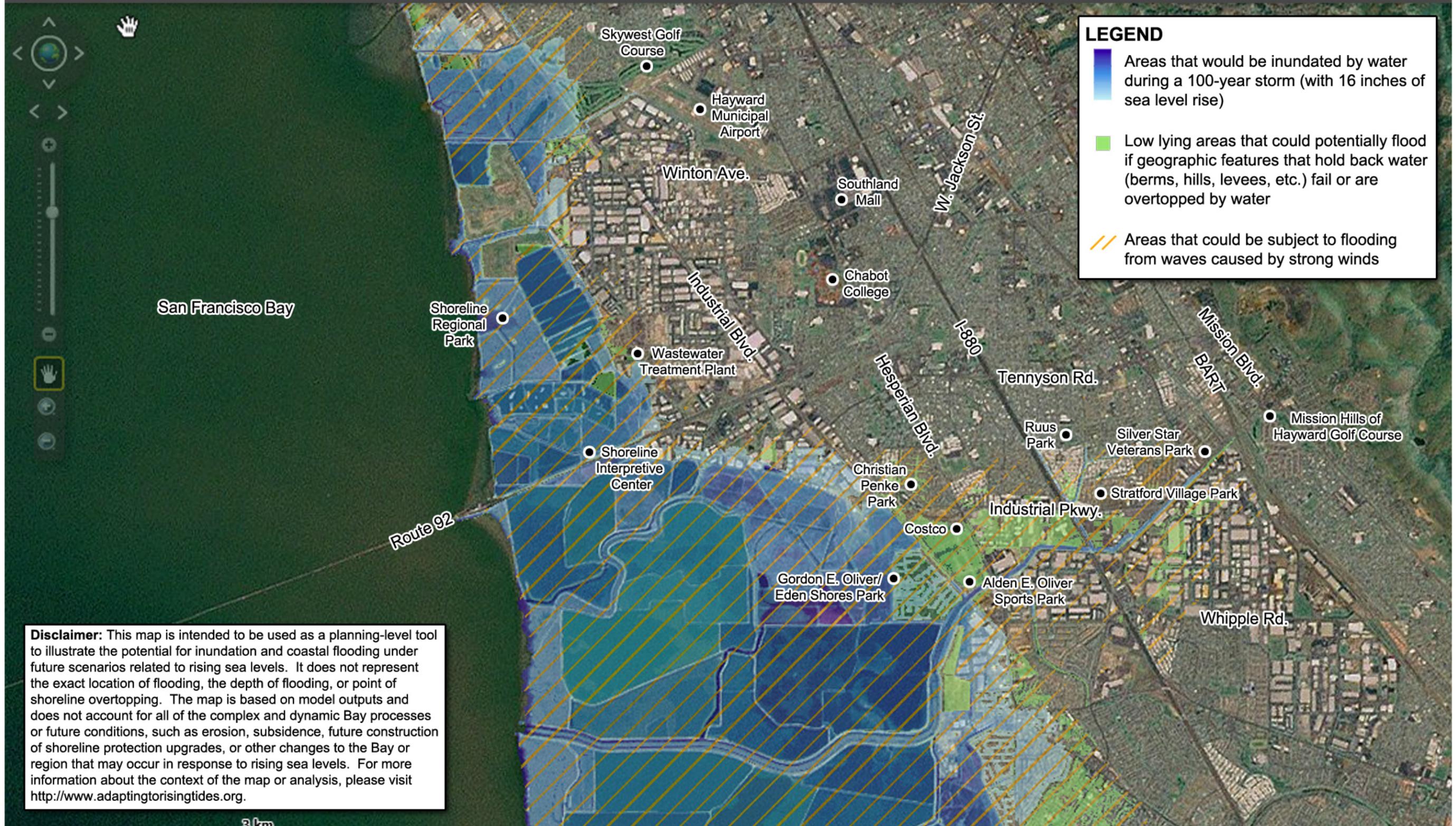


Figure 3: Daily High Tide with a 55" Rise in Sea Level

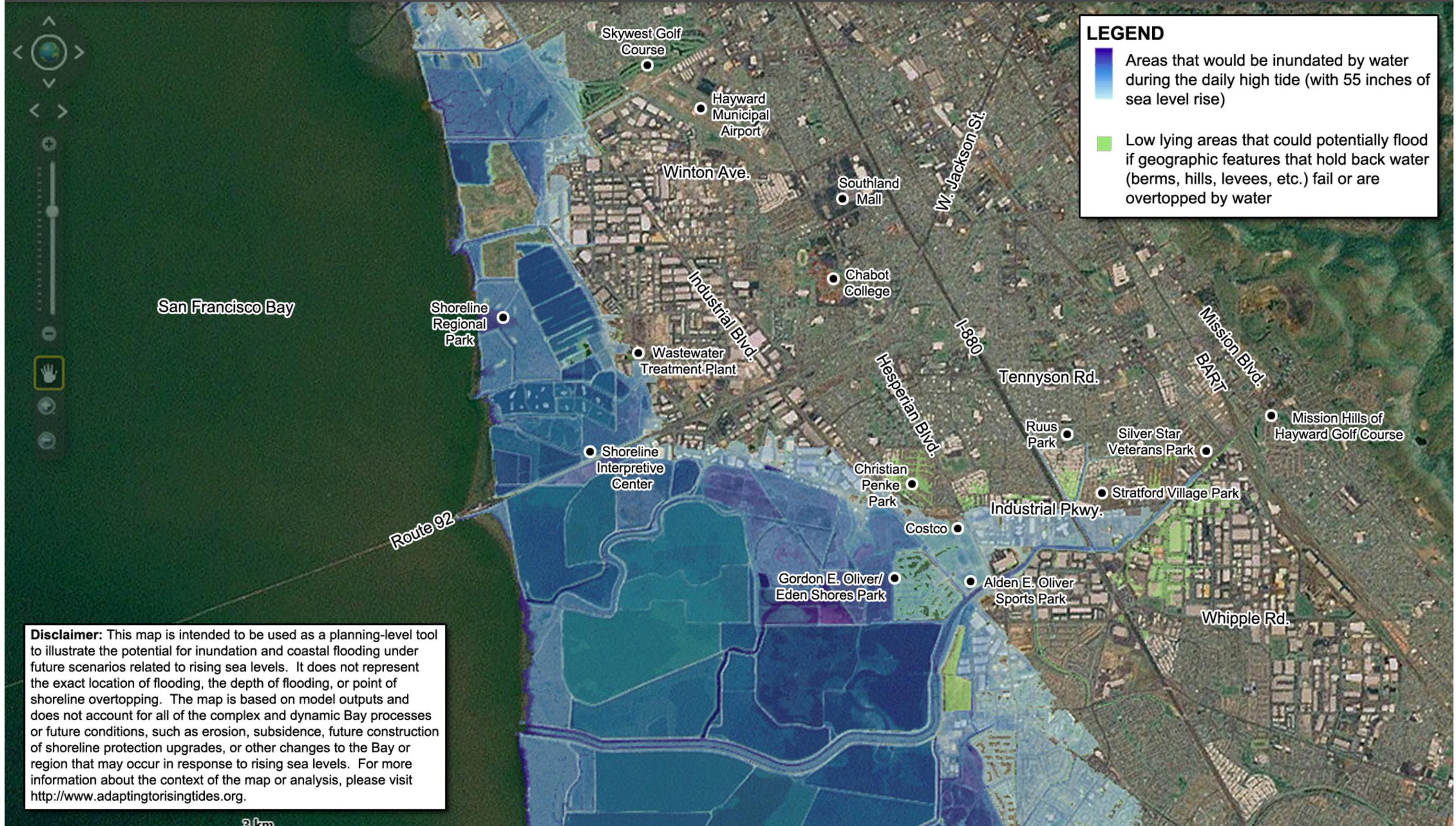
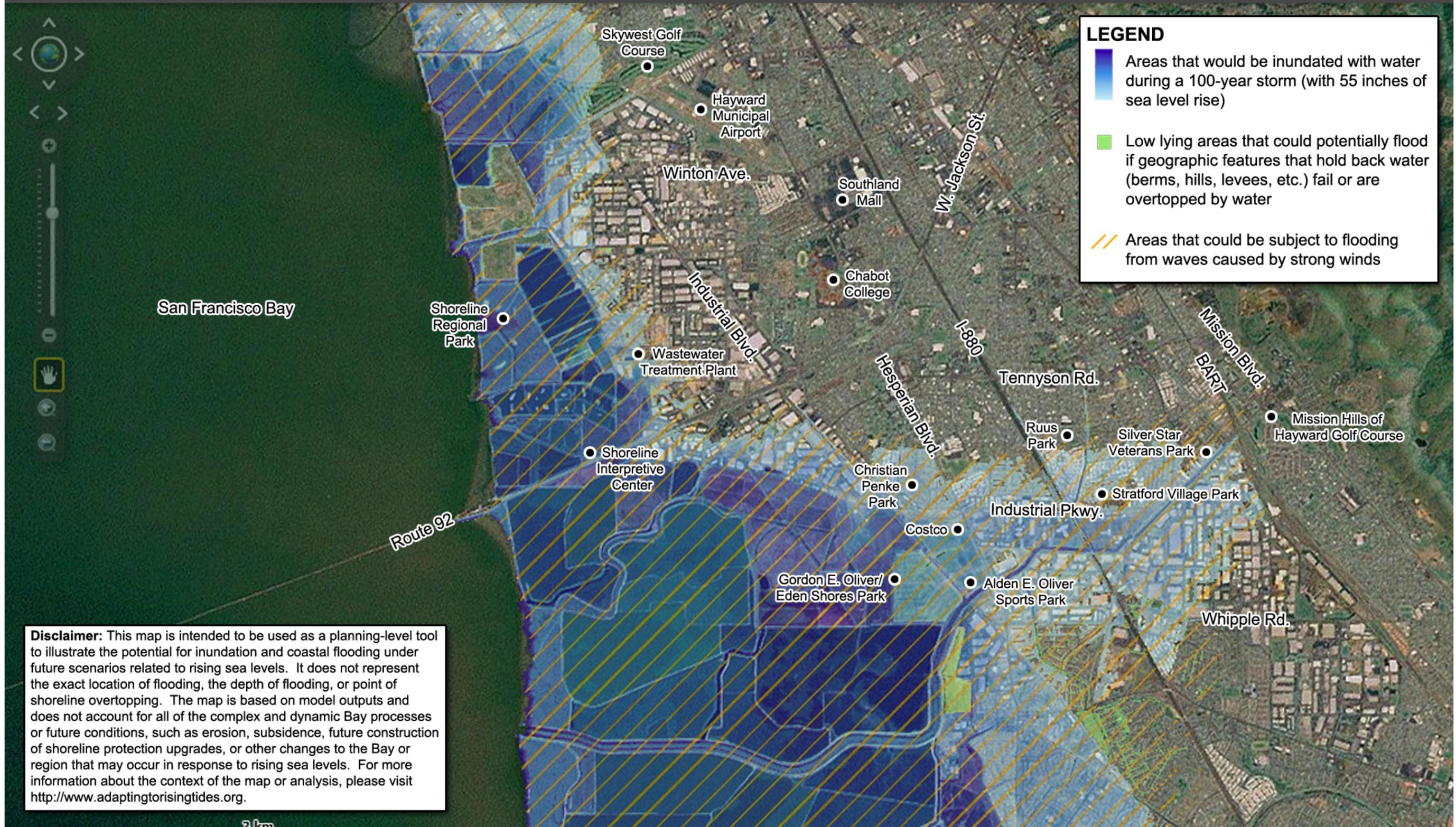


Figure 4: Areas Inundated with Water During a 100-Year Storm with a 55" Rise in Sea Level



As shown in Figure 4, a sea level rise of 55 inches would have a significant impact on the shoreline of Hayward. The existing open space and regional parkland that defines the western edge of the City would be completely inundated with water during daily high tides. Virtually all of the Hayward Regional Shoreline Park, the Hayward Interpretive Center, Gordon E Oliver Eden Shores Park, and Alden E. Oliver Sports Park would be inundated by water during high tides. Several hundred acres of industrial, commercial, and residential properties and two health care facilities would also be inundated and damaged by water during the daily high tide. According to the Adapting to Rising Tides Vulnerability and Risk Assessment Report, the assessed value of all properties exposed to water inundation during the daily high tide would be \$1.2 billion. The replacement value of these properties would be over \$373 million.

The Hayward Area Shoreline Planning Agency has identified several approaches to protect Hayward from rising sea levels. They are described in a 2010 report called Preliminary Study of the Effect of Sea Level Rise of the Resources of the Hayward Shoreline. This report can be downloaded at:

- <http://www.hayward-ca.gov/CITY-GOVERNMENT/DEPARTMENTS/DEVELOPMENT-SERVICES/documents/planning/2010/HASPA%20Report%20v15A%20-%20with%20acknowledgements.pdf>

Additional information related to rising sea levels may be reviewed at the Adapting to Rising Tides website:

- <http://www.adaptingtorisingtides.org>

Sample Goals and Policies Related to Rising Sea Levels

The existing City of Hayward General Plan does not include goals, policies, and strategies related to rising sea levels. For your reference, sample goals, policies, and actions from the City of San Jose General Plan and the City of Pinole General Plan are provided below:

City of San Jose:

Goal EC-5 – Flooding Hazards: Protect the community from flooding and inundation and preserve the natural attributes of local floodplains and floodways

Policy EC-5.13: As a part of the City's policies for addressing the effects of climate change and projected water level rise in San Francisco Bay, require evaluation of projected inundation for development projects near San Francisco Bay or at flooding risk from local waterways which discharge to San Francisco Bay. For projects affected by increased water levels in San Francisco Bay, the City requires incorporation of mitigation measures prior to approval of development projects. Mitigation measures incorporated into project design or project location shall prevent exposure to substantial flooding hazards from increased water levels in San Francisco Bay during the anticipated useful lifetime of structures.

- Action EC-5.20: Monitor information from regional, state, and federal agencies on water level rises in San Francisco Bay on an on-going basis. Use this information to determine if additional

adaptive management actions are needed and implement those actions to address flooding hazards from increasing sea levels for existing or new development and infrastructure.

- EC-5.21: Collaborate with the Santa Clara Valley Water District to ensure that new development does not preclude adequate access for levee repair or maintenance

City of Pinole:

GOAL HS.2: Protect the community from the risk of flood damage and improve surface water quality.

POLICY HS.2.4: Continue to monitor studies that identify anticipated changes in sea level and create appropriate standards and improvements to minimize flood risks.

- Action HS.2.4.1: Create a long-range plan to govern the San Pablo Bay waterfront and any other areas that may be impacted by changes in sea level.
- Action HS.2.4.2: The City of Pinole shall work with the Bay Conservation and Development Commission (BCDC) to implement strategies to adapt to Bay-related impacts of climate change. The City shall work with BCDC to develop a vulnerability analyses for its shoreline and to address shoreline management issues that cross jurisdictional boundaries.
- Action HS.2.4.3: The City will continue to implement the Municipal Code flood protection standards for development within a FEMA-designated Special Flood Hazard Area and will coordinate with FEMA and other agencies in the evaluation and mitigation of future flooding hazards that may occur as a result of sea level rise.
- Action HS.2.4.4: The City shall pursue funding for adequate protection from sea level rise and continued subsidence and construction in areas threatened by sea level rise and/or settlement.



General Plan Update Task Force Meeting

April 4, 2013

Meeting #7 – Sea Level Rise & Climate Change

Memorandum #2

TO: General Plan Update Task Force

FROM: Erik Pearson, Environmental Services Manager

SUBJECT: Sustainability Policies in the 2040 General Plan

Staff is seeking general direction from the Task Force regarding sustainability-related policies or actions that may be included in the General Plan. Staff will present a similar report to the City Council Sustainability Committee on April 3, 2013. A summary of the Committee's comments will be provided during the Task Force meeting.

BACKGROUND

The City's Climate Action Plan (CAP) was adopted by Council in July 2009. The CAP includes greenhouse gas (GHG) emission reduction goals for 2020 and 2050 and provides the actions necessary to achieve the reduction goals. Actions are organized by nine strategies including:

1. Transportation and 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

As part of the General Plan update, the CAP and sustainability-related policies will be integrated into the General Plan so that the General Plan reflects the City Council's "Green" priority. Benefits of integrating the CAP into the General Plan include:

- CAP actions will be elevated to same level of importance as General Plan policies. Integrating the CAP into the General Plan will reinforce the City's position that addressing climate change is a priority and that it will be addressed in all City actions through General Plan implementation.
- Reduce policy redundancy. Several General Plan policies are very similar to CAP actions. By incorporating CAP information into the General Plan, there will be fewer total policies and reduced potential for inconsistencies.
- Streamline staff implementation. Integrating the CAP within the General Plan eliminates an additional plan that must be addressed by developers, evaluated by City staff, and considered by the Planning Commission and City Council.
- Streamline development review process. CAP actions will be addressed in the Environmental Impact Report (EIR) that will be adopted for the General Plan. The General Plan will be considered a "qualified GHG Reduction Plan" per State guidelines and will therefore allow new development proposals to use the Plan and EIR in cumulative impacts analyses for GHG emissions. Such process will reduce the development review process time-frame and costs for developers.

DISCUSSION

The current General Plan includes many policies and strategies that address sustainability. As indicated in Attachment I, there are similar policies that appear in multiple General Plan Elements. For example, several policies and strategies address transportation and land use for the purpose of encouraging non-automobile travel. The new General Plan will be a web-based document with policies that can be searched or sorted based on the user's interest. This will allow a single policy to be flagged as being relevant to multiple General Plan elements and will make the General Plan more user-friendly than it has ever been in the past.

The Climate Action Plan includes many actions/policies that overlap with policies found in the General Plan. For example, Strategies 3 and 4 in the CAP include actions to improve the energy performance of existing and new buildings, and a policy in the Public Utilities and Services element of the General Plan includes a policy to "... promote energy conservation". Attachment II includes a list of all CAP actions, the emissions savings estimated for each, the priority, and the year for which the action is scheduled to be implemented.

Integrating the CAP into the General Plan also provides an opportunity to re-evaluate the actions that will be implemented to achieve long term GHG reduction goals. Attachment II also includes notes regarding possible changes to CAP actions. Some include changes to the text of the action and some relate to timing of the action. Finally, some actions have been completed or partially implemented.

Staff would appreciate direction from the Task Force on the following actions:

Actions 2.1 and 2.2 – Provide incentives for residents to purchase low-carbon vehicles and promote the use of alternative fuels – Estimates included in the CAP show that these two actions alone could achieve GHG emission reductions necessary to meet the City's 2050 target. These

actions assume the average fuel economy of vehicles would increase from less than the current approximately 20 mpg to 30 mpg by 2020 and to 60 mpg by 2050. Also, the success of GHG emission reductions for these two actions largely is market-driven, related to gasoline prices and car industry technology development and vehicle affordability. Staff intends to review the assumptions and financial implications associated with these two actions, as well as state and federal activities, to see if they should be carried forward into the General Plan and if the GHG reductions estimated for these actions are realistic.

Actions 3.1, 3.2, and 3.3 – Develop Residential (for both single-family and multi-family homes) and Commercial Energy Conservation Ordinances (RECO and CECO) – Collectively, CAP Actions 3.1, 3.2, and 3.3 were expected to account for approximately 16 percent of the GHG emission reductions necessary to meet the City’s 2050 target. The CAP assumed that 12.5 percent of residential units would comply with a RECO by 2017, 45 percent by 2030, and 100 percent by 2050. The same percentages and years were assumed for commercial buildings complying with a CECO. Staff worked with the Committee and City Council in 2010 and 2011 to develop a draft RECO for single family homes, which would have established various triggers when the RECO would be applicable and also various ways for the RECO requirements to be met, including requiring homeowners to install energy efficiency improvements. On May 31, 2011, due to overwhelming opposition from the community, particularly from the real estate community, Council directed staff to not pursue an ordinance, but to consider voluntary measures that homeowners could take to increase energy efficiency and to allow Stopwaste.org to develop a countywide model RECO. Approximately 35 single-family homeowners took advantage of City and PG&E financial rebates to install energy efficiency improvements since the 2011 decision, and a countywide ordinance has yet to be drafted. Staff recommends that consideration of ordinances that require energy efficiency improvements be delayed until at least 2020. In the meantime, ordinances that require disclosure of energy use or an efficiency rating may be more palatable to the community and should be considered prior to a RECO.

Actions 3.7, 3.8, and 3.9 – Develop energy efficiency retrofit financing program for single-family homes, multiple unit homes, and commercial properties – Collectively, Actions 3.7, 3.8, and 3.9 were expected to account for approximately 19 percent of the GHG emission reductions necessary to meet the City’s 2050 target¹. These actions were included in the CAP with the intent to have the City develop in-house financing programs. In January 2010, Hayward joined CaliforniaFIRST, a statewide property assessed clean energy (PACE) financing program of California Statewide Communities Development Authority (CSCDA), which is a statewide joint powers authority sponsored by the California State Association of Counties and the League of California Cities. CaliforniaFIRST financing is currently available to owners of commercial and multi-family properties in Hayward. Program availability for single-family residential properties has been delayed due to opposition from the Federal Housing Finance Agency (FHFA). As a result of a lawsuit, the FHFA is required to conclude its formal rulemaking process by September 16, 2013. Staff recommends that these actions be adjusted to direct resources toward supporting the availability of residential PACE and other financing mechanisms, cooperation with state and

¹ The CAP assumed the following participation rates for the financing program(s):

Building Type	Phase I: 2011-2015	Phase II: 2016-2025	Phase III: 2026-2050
Single-family homes	1.5%	0.75%	0.75%
Multi-family homes	1.5%	0.75%	0.75%
Commercial buildings	5.0%	3.0%	20.0%

regional programs, and outreach to Hayward community members to publicize the availability of financing.

Actions 5.1 and 5.2 – Develop financing program for photovoltaic renewable energy for residential and commercial properties – Collectively, while Actions 5.1 and 5.2 were expected to account for only 2.3 percent of the GHG emission reductions necessary to meet the City’s 2050 target, staff is highlighting these two actions given the interest for such installations expressed by the Committee in the past. The same financing programs that have been or are being developed for energy efficiency may also be used for renewable energy. Similar to the recommendation for Actions 3.7, 3.8, 3.9 discussed above, staff recommends that the City focus efforts on working with state and regional programs as well as outreach to local property and business owners.

Staff has also identified several new topics/themes that are not in the CAP, but may be considered to make the new General Plan a more comprehensive policy document addressing all aspects of sustainability. Attachment III is an initial draft list of potential new policy topics derived from input from the General Plan Update Task Force, community and neighborhood workshops, the General Plan Update project surveys, and Hayward2040.org.

The updated General Plan will be a web-based document and will have features that allow a user to search and sort for policies. Staff intends to incorporate sustainability-related policies throughout the General Plan and flag them so that it is possible to view only sustainability-related policies. Similarly, policies that are intended to result in GHG savings will be flagged so that all climate action policies may be viewed on one page.

The new General Plan will also include an implementation plan to identify action-oriented tasks. This section will identify the policies each action will implement, the responsible department(s), and timeframe. Implementation actions will be identified for all sections of the General Plan and many of the current CAP actions will be included in the implementation plan. Below is an example from an implementation plan adopted by the City of Sacramento.

 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. (PSR)						
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. (PSR)						
Implements Which Policy(ies)	ER 6.1.12	●				
Responsible Department(s)	Planning, Economic Development, and Development Services					
Supporting Department(s)	N/A					

NEXT STEPS

Staff will consider input from the Committee, the General Plan Update Task Force, community workshops, surveys, and Hayward2040.org to draft new and revised policies and implementation actions. Staff will work with the General Plan consultant team to develop estimates of GHG reductions associated with each new implementation action.

In June, staff plans to present new policies and actions to the Planning Commission and City Council along with other portions of the draft General Plan. Staff will report back to the Sustainability Committee on July 3 and to the General Plan Update Task Force on July 11, 2013.

Existing General Plan

Policy or Strategy	Existing General Plan Policies and Strategies that may be Considered as part of the Climate Action Plan
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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
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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.)
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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
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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 Climate Action Plan

Action Number	Full Description <i>(key words are in red to assist the reader)</i>	Estimated Annual Emissions Reductions (metric tons CO ₂ e) <i>* assumes Scenario 2 fuel economy and renewable electricity generation and that program goals are achieved</i>		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.	2,286	8,106	1.5%	0.8%	21	2012	may be revised to reflect AB 1339 - "regional commute benefit requirement" (http://rideshare.511.org/employers/sb_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).	3,062	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 Appendix H and I 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 could potentially be coordinated with local businesses .	emissions reductions were not quantified					timing not determined	
Action 1.12	Develop an incentive plan to maximize the number of residents that work within the City, and encourage filling local jobs first with local residents , to eliminate commutes.	emissions reductions were not quantified					timing not determined	
<i>Municipal Actions</i>								
Action 1.13	Reinstate commuter benefits such as Commuter Checks to City employees, and when possible expand or develop other commuter benefits programs such as parking cash-out or parking pricing programs, or taking advantage of the new tax credit for biking to work. The City will amend Administrative Rule 2.26 to reflect current transportation demand management opportunities .	emissions reductions were not quantified					timing not determined	
Action 1.14	Explore options in developing a car-sharing and/or bike sharing program for City employees. If private organizations like Zip Car are not interested in managing the car sharing program, it could be administered by the City as a benefit available to City employees only. A bike share program would also be administered by the City as a benefit to City employees.	emissions reductions were not quantified					timing not determined	
Action 1.15	When making decisions about where to rent or build new City facilities , give preference to locations that are accessible to an existing public transit line.	emissions reductions were not quantified					continuous	
Strategy 2 – Transportation: Decrease Carbon-intensity of Vehicles								
Action Number	Full Description	Estimated Annual Emissions Reductions (metric tons CO ₂ e)		Percent contribution to target reductions (from projected business as usual projections)				
		2020	2050	2020	2050			
Total (community-wide actions implemented and long-term Strategy goals achieved)		129,060	532,735	83.5%	49.8%			
<i>Community-wide Actions</i>								
Action 2.1	Play an active role in collaborating with regional, state, and federal efforts to provide financial and non-financial incentives for residents to purchase low-carbon vehicles . For example, the City could host work sessions with regional transportation planners and policy makers, or the City may support pending legislation. They City could consider granting designated vehicles access to preferred parking spaces.	129,060	532,735	83.5%	49.8%		continuous	
Action 2.2	Plan an active role in collaborating with regional, state, and federal entities to promote the use of alternative fuels and increased vehicle fuel efficiency standards. For example, Hayward may advocate for higher fuel-economy standards, or contribute to regional and state marketing and outreach efforts.	129,060	532,735	83.5%	49.8%		continuous	
<i>Municipal Actions</i>								
Action 2.3	Continue to procure fuel-efficient and alternative fuel vehicles for municipal vehicle fleet .	54.28	108.23	5.3%	1.2%		continuous	
Action 2.4	Continue to, whenever possible, negotiate an alternative fuel requirement into new services provided by the City's franchisee .	54.28	108.23	5.3%	1.2%		continuous	

Strategy 3 – Energy: Improve Energy Performance of Existing Buildings									
Action Number	Full Description	Estimated Annual Emissions Reductions (metric tons CO ₂ e)		Percent contribution to target reductions (from projected business as usual projections)					
		2020	2050	2020	2050				
Total (community-wide actions implemented and long-term Strategy goals achieved)		8,723	205,890	5.6%	19.2%				
<i>Community-wide Actions</i>									
Action 3.1	Develop and implement a Residential Energy Conservation Ordinance (RECO) for detached single-family homes which would require improved energy efficiency and energy conservation in residential buildings. Update the RECO on a regular basis to ensure buildings become more energy efficient over time. Typical energy efficiency improvements may include updates to the lighting, heating, ventilation, and air conditioning systems and improvements that lead to water conservation.	639	39,304	0.4%	3.7%	11	2012	revise to encourage voluntary disclosure of energy use	
Action 3.2	Develop and implement a Residential Energy Conservation Ordinance (RECO) for multiple-unit homes which would require improved energy efficiency and energy conservation in residential buildings. Update the RECO on a regular basis to ensure buildings become more energy efficient over time. Typical energy efficiency improvements may include updates to the lighting, heating, ventilation, and air conditioning systems and improvements that lead to water conservation.	983	33,033	0.6%	3.1%	12	2012	revise to encourage voluntary disclosure of energy use	
Action 3.3	Develop a Commercial Energy Conservation Ordinance (CECO) which would require improved energy efficiency and energy conservation in commercial buildings. Continuously update the CECO to ensure buildings become more energy efficient over time. Typical energy efficiency improvements may include updates to the lighting, heating, ventilation, and air conditioning systems and improvements that lead to water conservation.	5,164	105,152	3.3%	9.8%	2	2012	require energy use disclosure	
Action 3.4	Actively participate in local low-income weatherization initiatives with the goal of weatherizing all qualifying low-income homes in Hayward .	emissions reductions were not quantified						continuous	
Action 3.5	Develop public information and education campaign to encourage every household and every business to reduce their energy consumption by 10 percent over ten years.	emissions reductions were not quantified						continuous	
Action 3.6	Develop a program to encourage or require installation of Home Energy Monitors in existing residences. Home Energy Monitors monitor energy use and provide building occupants with feedback on their real-time and long-term average energy consumption. This may be done in conjunction with Actions 3.1, 3.2, or 3.4 or 3.5.	emissions reductions were not quantified						continuous	
Action 3.7	Develop a residential energy efficiency retrofit financing program for single unit homes.	181	40,248	0.1%	3.8%	3	2011	replace with various new actions	
Action 3.8	Develop a residential energy efficiency retrofit financing program for multiple unit homes.	126	33,617	0.1%	3.1%	4	2011	replace with various new actions	
Action 3.9	Develop a commercial energy efficiency retrofit financing program .	1,630	132,025	1.1%	12.3%	1	2010	replace with various new actions	
<i>Municipal Actions</i>									
Action 3.10	Take advantage of California Energy Commission's low interest loans for efficiency retrofits and LED street lighting (http://www.energy.ca.gov/efficiency/financing).	969	1054	93.7%	11.3%			continuous	
Action 3.11	Continue to implement energy conservation practices in City-owned buildings. Prepare an energy conservation plan and update it on a regular basis.	330	1542	31.9%	16.5%			continuous	
Action 3.12	Improve energy performance of City buildings. Begin by auditing city buildings to identify opportunities for efficiency improvements from both operations and equipment upgrades.	330	1542	31.9%	16.5%			continuous	
Strategy 4 – Energy: Improve Energy Performance of New Buildings									
Action Number	Full Description	Estimated Annual Emissions Reductions (metric tons CO ₂ e)		Percent contribution to target reductions (from projected business as usual projections)					
		2020	2050	2020	2050				
Total (community-wide actions implemented and long-term Strategy goals achieved)		5,472	96,761	3.5%	9.0%				
<i>Community-wide Actions</i>									
Action 4.1	Continue to implement the Private Development Green Building Ordinance for residential buildings. Evaluate the program on a regular basis to ensure new buildings are getting more efficient over time.	979	18,836	0.6%	1.8%	9	continuous	Staff to present initial recommendations to CSC on April 2	
Action 4.2	Continue to implement the Private Development Green Building Ordinance for commercial and industrial buildings. Evaluate the program on a regular basis to ensure new buildings are getting more efficient over time.	4,493	77,925	2.9%	7.3%	7	continuous	Staff to present initial recommendations to CSC on April 2	
<i>Municipal Actions</i>									
Action 4.3	Continue to implement the Municipal Green Building Ordinance . Evaluate the program every 5 years to ensure buildings are becoming more efficient over time.	46.59	328.37	4.5%	3.5%			continuous	
Strategy 5 – Energy: Use Renewable Energy									
Action Number	Full Description	Estimated Annual Emissions Reductions (metric tons CO ₂ e) <small>*assumes Scenario 2 fuel economy</small>		Percent contribution to target reductions (from projected business as usual projections)					
		2020	2050	2020	2050				
Total (community-wide actions implemented and long-term Strategy goals achieved)		14,598	80,409	9.4%	7.5%				
<i>Community-wide Actions</i>									
Action 5.1	Develop a program for the financing and installation of photovoltaic renewable energy systems on residential building including single and multiple family residential buildings and mobile homes. Set a target for total MW to be installed.	850	2,149	0.5%	0.2%	15	2010	revise to indicate that staff will continue to pursue options	
Action 5.2	Develop a program for the financing and installation of photovoltaic renewable energy systems on commercial buildings. Set a target for total MW to be installed.	10,768	22,822	7.0%	2.1%	5	2010	revise to indicate that staff will continue to pursue options	
Action 5.3	Incorporate a renewable energy requirement into Private Development Green Building Ordinance.	2,980	24,660	1.9%	2.3%	8	2013	consider eliminating action (state codes will require net zero)	
Action 5.4	Increase the renewable portion of utility electricity generation by advocating for increased state-wide renewable portfolio standards ; and consider participating in community choice aggregation , or other means.		30,779	0.0%	2.9%	17	continuous		
<i>Municipal Actions</i>									
Action 5.5	Conduct a city-wide renewable energy assessment to estimate the total renewable energy potential and costs and benefits of developing that potential within City bounds. Develop a plan for capturing all cost-effective opportunities.	76.4	2,226.94	7.4%	23.8%			timing not determined	
Action 5.6	Ensure that all new City owned facilities are built with PV and/or solar hot water systems as appropriate to their functions.	76.4	2,226.94	7.4%	23.8%			continuous	

Strategy 6 – Solid Waste: Increase Waste Reduction and Recycling								
Action Number	Full Description	Estimated Annual Emissions Reductions (metric tons CO ₂ e) <small>*assumes Scenario 2 fuel economy and renewable electricity generation</small>		Percent contribution to target reductions (from projected business as usual projections)				
		2020	2050	2020	2050			
		Total (community-wide actions implemented and long-term Strategy goals achieved)						21,851
Community-wide Actions								
Action 6.1	Increase participation in existing commercial recycling services by hiring a consultant to contact businesses to offer assistance in implementing waste reduction and recycling programs or expanding current programs.	15,916	38,216	10.3%	3.6%	14	2010	About 70% of all businesses have implemented recyclables collection.
Action 6.2	Continue to implement and promote food scraps collection for single-family homes. Over time, expand food-scrap collection programs with the goal of minimizing organic waste in the landfill.	1,495	11,963	1.0%	1.1%	13	2010	
Action 6.3	Improve the City's construction and demolition debris recycling ordinance by evaluating other jurisdictions' provisions, as well as the processing capabilities of the various transfer stations and facilities in Alameda County and adjacent counties.	1,953	15,634	1.3%	1.5%	6	2011	Staff does not recommend any changes at this time as compliance with the ordinance is acceptable. Consider possible changes in 2015.
Action 6.4	Evaluate the viability of implementing a ban on certain materials from landfill , e.g., yard trimmings, untreated wood, cardboard, plastic bags, or polystyrene.	2,487	2,986	1.6%	0.3%	25	2013	Landfill bans include the: (1) City's ban on polystyrene foam food containers which became effective July 1, 2011; (2) Authority's ban on single-use bags which became effective July 1, 2012; and (3) Authority's plant debris ban which became effective January 2009.
Action 6.5	Evaluate the viability of requiring that residents and/or businesses participate in the recycling programs offered through the City's franchisee.	emissions reductions were not quantified					2014	The Authority's mandatory recycling ordinance became effective July 1, 2012.
Action 6.6	Develop program that encourages overall reduction of waste in residential and commercial sectors. This would include increasing participation in recycling services at multi-family properties and to eventually make recycling by commercial businesses mandatory.	253	304	0.2%	0.0%	19	continuous	Financial incentives are available to multi-family developments and businesses who implement recycling services.
Action 6.7	Advocate for waste management strategies that aim to maximize the useful value of solid waste by, for example, utilizing landfill gas to create electricity.	emissions reductions were not quantified					2010	WMAC installed turbines at its Altamont Landfill in 1987 to convert landfill gas to electricity. WMAC has also built a liquified natural gas facility whose fuel is used to power 300 collection vehicles in California, including trucks servicing Hayward and traveling along the 580 corridor to Altamont Landfill. Use of this near-zero carbon fuel eliminates nearly 30,000 tons of carbon dioxide emissions annually and is equivalent to removing over 5,000 passenger cars from the road. For these efforts, Waste Management Inc. received the Governor's Environmental and Economic Leadership Award in 2010.
Municipal Actions								
Action 6.8	Continue to implement recycling programs in City-occupied buildings.	31.86	70.94	3.1%	0.8%		continuous	
Action 6.9	Implement organics collection programs in City-occupied buildings.	73.34	163.3	7.1%	1.7%		timing not determined	Started February 2013
Action 6.10	Develop an Environmentally Friendly Purchasing Policy.	emissions reductions were not quantified					timing not determined	EPP was updated in 2011
Strategy 7 – Sequester Carbon								
Action Number	Full Description	Estimated Annual Emissions Reductions (metric tons CO ₂ e) <small>*assumes Scenario 2 fuel economy and renewable electricity generation</small>		Percent contribution to target reductions (from projected business as usual projections)				
		2020	2050	2020	2050			
		Total (community-wide actions implemented and long-term Strategy goals achieved)						
Community-wide Actions								
Action 7.1	Develop and implement a program to maximize carbon sequestration activities occurring within Hayward. Activities may include planting trees or managing wetlands.	0	284	0.0%	0.0%	20	timing not determined	
Municipal Actions								
Action 7.2	Develop a protocol for maximizing carbon sequestration on municipal property by way of planting trees or other methods.	5.4	32.4	0.5%	0.3%		timing not determined	revise to incorporate City's tree inventory
Strategy 8 – Climate Change Adaptation								
Action Number	Full Description	Estimated Annual Emissions Reductions (metric tons CO ₂ e) <small>*assumes Scenario 2 fuel economy and renewable electricity generation</small>		Percent contribution to target reductions (from projected business as usual projections)				
		2020	2050	2020	2050			
		Total (community-wide actions implemented and long-term Strategy goals achieved)						N/A
Community-wide Actions								
Action 8.1	PLACE HOLDER - ACTIONS NOT DEFINED							will be addressed in Land Use Element and other portions of new GP
Municipal Actions								
Action 8.2	PLACE HOLDER - ACTIONS NOT DEFINED							will be addressed in Land Use Element and other portions of new GP
Strategy 9 – Engage and Educate Community								
Action Number	Full Description	Estimated Annual Emissions Reductions (metric tons CO ₂ e) <small>*assumes Scenario 2 fuel economy and renewable electricity generation</small>		Percent contribution to target reductions (from projected business as usual projections)				
		2020	2050	2020	2050			
		Total (community-wide actions implemented and long-term Strategy goals achieved)						emissions reductions were not quantified
Community-wide Actions								
Action 9.1	Create a stand-alone Green Portal, or website , that would serve as the City's hub for all things green. The site would contain a dedicated area for green building, all programs related to the climate action plan, and information about local green jobs and training. The portal will ensure that all residents and businesses have access to information on the City's climate-related initiatives.	emissions reductions were not quantified					2010	revise to indicate website will be improved
Action 9.2	Develop and implement a plan that aims to engage residents in the City-wide effort to reduce emissions. The plan will be designed to reach residents of all ages, races, and classes on how to reduce GHG emissions and will introduce residents to City climate action programs. This plan will incorporate a long-term plan to involve K-12 schools and universities and utilize the most effective means of engaging the broader community.	emissions reductions were not quantified					2010	revise to require continuous implementation
Action 9.3	Develop and implement an outreach plan to engage local businesses in climate-related programs. This program should provide a benefit for both local government and businesses; the City, will aim to provide businesses with information on local, state, and federal programs, and businesses should be given the opportunity to provide input on ways local government could help streamline their efforts to reduce emissions. In developing this plan, the City will explore options for engaging the Chamber of Commerce, the Keep Hayward Clean and Green Taskforce, the Alameda County Green Business Program, and other business councils.	emissions reductions were not quantified					2010	revise to require continuous implementation
Municipal Actions								
Action 9.4	Offer a GHG reductions education program in which employees will learn about programs the City already offers or will offer in the future to residents and businesses.	not evaluated					timing not determined	revise to require continuous implementation
Action 9.5	Show leadership by setting targets to reduce municipal emissions and work diligently to meet targets.	not evaluated					continuous	
Action 9.6	When awarding contracts, professional service agreements , grants, etc. to businesses or non-profit agencies, the City will request proposals or applications to include information about the sustainability practices of the organization.	not evaluated					continuous	

Possible New Sustainability & CAP-Related Policies		Notes
Economic Deveopment		
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 commerical 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 (feasibliity study)	
21	develop incentives for electric vehicle charging infrastructure	