



CITY OF HAYWARD
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LIVE BROADCAST – LOCAL CABLE CHANNEL 15

MEMBERS OF THE AUDIENCE WISHING TO ADDRESS THE PLANNING COMMISSION:

Obtain a speaker's identification card, fill in the requested information, and give the card to the Commission Secretary. The Secretary will give the card to the Commission Chair who will call on you when the item in which you are interested is being considered. When your name is called, walk to the rostrum, state your name and address for the record and proceed with your comments. Copies of staff reports for agenda items are available from the Commission Secretary and on the City's website the Friday before the meeting.

AGENDA
HAYWARD PLANNING COMMISSION
THURSDAY, JANUARY 27, 2011, AT 7:00 PM
CITY COUNCIL CHAMBERS

PUBLIC COMMENT: (The PUBLIC COMMENTS section provides an opportunity to address the Planning Commission on items not listed on the agenda. The Commission welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Commission is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff for further action).

NON-ACTION ITEMS: (Work Session items are non-action items. Although the Commission may discuss or direct staff to follow up on these items, no formal action will be taken. Any formal action will be placed on the agenda at a subsequent meeting in the action sections of the agenda).

WORK SESSION:

1. Preparation of the Regional Sustainable Communities Strategy

ACTION ITEMS: (The Commission will permit comment as each item is called for Public Hearing. Please submit a speaker card to the City Clerk if you wish to speak on a public hearing item).

2. None

COMMISSION REPORTS

3. Oral Report on Planning and Zoning Matters
4. Commissioners' Announcements, Referrals



Assistance will be provided to persons requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Persons needing accommodation should contact Debbie Summers 48 hours in advance of the meeting at (510) 583-4205, or by using the TDD line for those with speech and hearing disabilities at (510) 247-3340.

APPROVAL OF MINUTES

5. October 7, 2010

ADJOURNMENT

DATE: January 27, 2011

TO: Planning Commission

FROM: Erik J. Pearson, AICP, Senior Planner

SUBJECT: Preparation of the Regional Sustainable Communities Strategy

RECOMMENDATION

That the Planning Commission reads and comments on this informational report, and provides comments to staff on any issues of concern related to this regional planning effort.

BACKGROUND

This staff report describes Senate Bill 375 (SB 375), the Sustainable Communities Strategy (SCS), and the effect of the law on local governments as well as the Bay Area as a region. This report describes and expands upon reports provided by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). Staff brings the following information to the Planning Commission as an overview of the current regional effort to determine where and how to house the Bay Area's anticipated population growth through 2035. A similar report and presentation was provided to the City Council on January 18, 2011¹.

In 2006, the Legislature passed Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, which established a target for the State to reduce GHG emissions to 1990 levels by 2020. Executive Order S3-05 by Governor Schwarzenegger established the goal of 80 percent reduction in GHG below 1990 levels by 2050. SB 375 focuses on reducing GHG emissions from cars and light trucks consistent with AB 32.

Senate Bill 375 became law in 2008 and is considered landmark legislation for California relative to land use, transportation, and environmental planning. It calls for the development of a Sustainable Communities Strategy (SCS) in all metropolitan regions in California. Within the Bay Area, the law gives joint responsibility for the SCS to the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), who have formed a partnership called "One Bay Area" (www.onebayarea.org) to spearhead the process. These agencies will coordinate with the Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC). At the County level, the process is expected to be led by the

¹ The Council report and presentation are available at: <http://www.hayward-ca.gov/citygov/meetings/cca/2011/cca011811.htm>

County Congestion Management Agencies (CMA) in the region; in Alameda County, that will be the Alameda County Transportation Commission (ACTC).

The SCS integrates several existing planning processes and must accomplish the following objectives:

1. Provide a new twenty-five-year land use strategy for the Bay Area that is realistic and identifies areas to accommodate all of the region's population, including all income groups;
2. Forecast a land use pattern, which when integrated with the transportation system, reduces greenhouse gas (GHG) emissions from automobiles and light trucks and is measured against the regional target established by the California Air Resources Board (CARB).

According to *Projections 2009*, ABAG's demographic forecast publication, the Bay Area is expected to grow by approximately 1.98 million people between 2005 and 2035. During this time, the City of Hayward is projected to grow from 145,900 to 184,600 people. The SCS will help ensure that growth is focused in the areas that will reduce GHG emissions by cars and light trucks.

On September 23, 2010, after a twenty-one-month collaborative process with MTC, ABAG, and the other metropolitan planning organizations throughout the state, CARB adopted regional targets to reduce GHG emissions associated with passenger cars and light trucks. As reflected in Attachment I, the target adopted for the Bay Area (MTC) is to reduce per capita emissions from 2005 levels by seven percent by 2020 and by fifteen percent by 2035. As indicated in Attachment I, although total GHG emissions are projected to increase by 2.1 million metric tons (MMT) from 23.2 MMT in the Bay area between 2005 and 2035 even with such targets due to projected population growth, total emissions would be even greater without such targets (projected to be 4.0 MMT more by 2035). While not directly comparable because Hayward's data is for all vehicle miles traveled – not just cars and light trucks, Hayward's Climate Action Plan calls for a reduction in transportation-related emissions of 8.7 percent below 2005 levels by 2020 and 34.6 percent below 2005 levels by 2050.

This GHG reduction target from cars and light trucks requires a need to significantly reduce "vehicle miles traveled" (VMT). In order to reduce VMT, and consistent with Hayward's land use policies and actions regarding concentrating higher densities near the two Hayward BART stations, the fundamental land use strategy is to encourage more people to live near and to use transit, and to develop more "complete communities" where people can rely less on automobiles to address daily needs. The range of strategies that promote more livable communities near transit is often referred to as "smart growth", which will be contained in the two form-based codes being developed for the South Hayward BART station area and along Mission Boulevard. In addition to land use related strategies, other GHG reductions are expected to be achieved through technology (e.g., increased miles per gallon), improvements in fuel that reduce GHG emissions, increased use of renewable sources for energy generation, and a variety of other methods.

The SCS will be developed in partnership among regional agencies, local jurisdictions, and Congestion Management Agencies (CMAs)² through an iterative process. The regional agencies recognize that input from local jurisdictions with land use authority is essential to create a feasible

² The Alameda County Congestion Management Agency recently merged with the Alameda County Transportation Improvement Authority to form the Alameda County Transportation Commission (<http://www.alamedactc.com/>).

SCS. The SCS will not alter the authority of jurisdictions over local land use and development decisions.

DISCUSSION AND STAFF ANALYSIS

Process – SCS Scenarios – The final SCS will be the product of an iterative process that includes a sequence of growth and supportive transportation scenarios. It starts with an Initial Vision Scenario (March 2011), followed by more detailed SCS scenarios that refine the initial vision scenario (Spring and Fall 2011), and then a final draft (early 2012). For more information about the timeline, see the SCS Schedule (Attachment II).

SB 375 recognizes that, because of the constraints of Federal law and inadequate funding for infrastructure and public transit, a SCS may not be able to achieve the region's targets. If the region determines that the SCS cannot achieve the targets, then an Alternative Planning Strategy (APS) must be developed. The APS must identify the principal impediments to achieving the targets within the SCS. The APS must also include a number of measures—such as alternative development patterns, infrastructure, or additional transportation measures or policies—that, taken together, would achieve the regional target. ABAG and MTC are moving ahead with the expectation that the Bay Area will be able to meet the region's targets even with funding and other constraints and that preparation of an APS will not be necessary.

Initial Vision Scenario – ABAG and MTC will release an Initial Vision Scenario in March 2011 based in large part on input from local jurisdictions through the county/corridor engagement process and information collected through December 2010. The Vision Scenario will encompass an initial identification of places, policies, and strategies for long-term, sustainable development in the Bay Area. Local governments will identify places of great potential for sustainable development, including PDAs, transit corridors, employment areas, as well as infill opportunity areas that lack transit services but offer opportunities for increased walkability and reduced driving.

The Initial Vision Scenario will:

- Incorporate the 25-year regional housing need encompassed in the SCS;
- Provide a preliminary set of housing and employment growth numbers at regional, county, jurisdictional, and sub-jurisdictional levels;
- Be evaluated against the greenhouse gas reduction target as well as the additional performance targets adopted for the SCS.

Detailed Scenarios – By the early spring of 2011, the conversation between local governments and regional agencies will turn to the feasibility of achieving the Initial Vision Scenario by working on the Detailed Scenarios. The Detailed Scenarios will be different than the initial Vision Scenario in that they will take into account constraints that might limit development potential, and will identify the infrastructure and resources that can be identified and/or secured to support the scenario. MTC and ABAG expect to release a first round of Detailed Scenarios by July 2011. Local jurisdictions will provide input, which will then be analyzed for the release of the Preferred Scenario

by the end of 2011. The County/Corridor Working Groups as well as the RAWG will facilitate local input into the scenarios through 2011. The analysis of the Detailed Scenarios and Preferred Scenario takes into account the Performance Targets and Indicators.

Regional Housing Needs Allocation – SB 375 also requires that an updated eight-year regional housing need allocation (RHNA) prepared by ABAG be consistent with the SCS. ABAG administers the state-required RHNA, which must follow the development pattern specified in the SCS. ABAG will adopt the next RHNA at the same time that MTC adopts the regional transportation plan (RTP). Local governments will then have another eighteen months to update their housing elements. Related zoning changes must follow within three years. The SCS, RTP and RHNA will all be adopted simultaneously in early 2013.

Planning for affordable housing in the Bay Area is one of the essential tasks of sustainable development. In the SCS, this task becomes integrated with the regional land use strategy, the development of complete communities, and a sustainable transportation system. The process to update the RHNA will begin in early 2011. The county/corridor engagement process will include discussions of the RHNA, since both the SCS and RHNA require consideration of housing needs by income group.

Cities will discuss their strategies for the distribution of housing needs at the county level and decide if they want to form a sub-regional RHNA group by March 2011. The distribution of housing needs will inform the Detailed SCS Scenarios. Regional agencies will take input from local jurisdictions for adoption of the RHNA methodology by September 2011. The final housing numbers for the region will be issued by the State Department of Housing and Community Development (HCD) by September 2011. The Draft RHNA will be released by spring 2012. ABAG will adopt the Final RHNA by the end of summer 2012. The City of Hayward will address the adopted RHNA in the next Housing Element update, which is required to be completed in 2014.

Regional Transportation Plan – The SCS brings an explicit link between the land use choices and the transportation investments. The SCS is a land use strategy required to be included as part of the Bay Area's twenty-five-year Regional Transportation Plan (RTP). MTC and ABAG's commitment to the reduction of greenhouse gas emissions and provision of housing for all income levels translates into an alignment of the development of places committed to these goals and transportation, infrastructure and housing funding. The regional agencies will work closely with the CMAs, transportation agencies and local jurisdictions to define financially constrained transportation priorities in their response to a call for transportation projects in early 2011 and a detailed project assessment that will be completed by July/August 2011; the project assessment will be an essential part of the development of Detailed SCS Scenarios. The RTP will be analyzed through 2012 and released for review by the end of 2012. ABAG will approve the SCS by March 2013. MTC will adopt the final RTP and SCS by April 2013.

Regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. This EIR might assist local jurisdictions in streamlining the environmental review process for some of the projects that are consistent with the SCS. Local jurisdictions are currently providing input for the potential scope of the EIR. Regional agencies are investigating the scope and strategies for an EIR that could provide the most effective support for local governments.

By federal law, the RTP must be internally consistent and MTC must adopt the Sustainable Communities Strategy as part of its next Regional Transportation Plan (RTP) for the Bay Area. Because state and federal law require everything in the RTP to be consistent, the over \$200 billion dollars of transportation investment typically included in the RTP must be consistent with the Strategy and must be judged to be realistically achievable in the RTP's 25-year planning horizon. This also means the Strategy must be in sync with local land-use plans.

Additional Regional Tasks – MTC, ABAG and the Bay Area Air Quality Management District are coordinating the impacts of CEQA thresholds of significance and guidelines recently approved by the Air District. The Air District is currently developing tools and mitigation measures related to the CEQA thresholds and guidelines to assist with development projects in PDAs. The four regional agencies will be coordinating other key regional planning issues, including any adopted climate adaptation-related policy recommendations or best practices encompassed in the Bay Plan update recently released by BCDC.

City of Hayward Considerations – Hayward has three Priority Development Areas (PDAs) that have been approved by ABAG – Downtown, the Cannery, and the South Hayward BART area. ABAG will likely focus much of the growth allocated to Hayward in the three PDAs. In addition, City staff has provided information to ABAG regarding the Mission Boulevard Corridor Specific Plan for consideration during the development of the Vision Scenario.

FOCUS PDAs are locally-identified and regionally adopted infill development opportunity areas near transit. The PDAs provide a strong foundation upon which to structure the region's first Sustainable Communities Strategy. PDAs are only three percent of the region's land area. However, local governments have indicated that, based upon existing plans, resources, and incentives, the PDAs can collectively accommodate over fifty percent of the Bay Area's housing need through 2035.

The City of Hayward General Plan is scheduled to undergo a comprehensive update beginning in 2012 and is expected to take approximately two to four years. As local housing elements will be required to be updated within 18 months of the 2013 adoption of the RTP and SCS, the Council may decide to establish a goal of completing the General Plan update by September, 2014.

The SCS provides an opportunity for the City of Hayward to advance local goals as part of a coordinated regional framework. By coordinating programs across multiple layers of government, the SCS should improve public sector efficiency and create more rational and coordinated regulation and public funding. The SCS connects local neighborhood concerns—such as new housing, jobs, and traffic—to regional objectives and resources. As such, it is a platform for cities and counties to discuss and address a wide spectrum of challenges, including high housing costs, poverty, job access, and public health, and identify local, regional, and state policies to address them. It gives local governments a stronger voice in identifying desired infrastructure improvements and provides a framework for evaluating those investments regionally. In this way, the SCS rewards those cities whose decisions advance local goals and benefit quality of life beyond their borders—whether to create more affordable housing, new jobs, or reduce driving.

Finally, and most directly, billions of dollars in regional transportation funding must be targeted toward implementation of the SCS. Additional funding for transit improvements, for infrastructure

and for “quality of life” improvement projects is expected to flow toward the communities that are planning for and accepting the development that must be accommodated. Regional agencies are exploring the following support for the SCS:

- Grants for affordable housing close to transit
- Infrastructure bank to support investments that can accommodate housing and jobs close to transit
- Transportation investment in areas that can significantly contribute to the reduction of greenhouse gas emissions through compact development
- Infrastructure investments in small towns that can improve access to services through walking and transit.

The challenge to Hayward and other Bay area municipalities is to accept its fair share of the region’s growth over the twenty-five-year forecast period for the SCS. In order to accommodate the region’s projected population increase of nearly two million over the next twenty-five years in a compact, sustainable manner, the vast majority of that growth will need to be accommodated in existing urbanized areas, especially communities that are or near job centers and transit.

Partnership – To be successful, the SCS will require a partnership among regional agencies, local jurisdictions, Congestion Management Agencies (CMAs), transit agencies, and other regional stakeholders. MTC and ABAG are engaged in an intense information exchange with County-Corridors Working Groups throughout the Bay Area. These Groups are organized by county, by sub-regions within counties, and by corridors that span counties. They typically include city and county planning directors, CMA staff, and representatives of other key agencies such as transit agencies and public health departments. Working Group members are responsible for providing updates and information to their locally elected policymakers through regular reports like this one and eventually through recommended council or board resolutions that acknowledge the implications of the SCS for each jurisdiction.

Each county has established an SCS engagement strategy and the composition of a County/Corridor Working Group according to their needs and ongoing planning efforts. In Alameda County, the Alameda County Transportation Commission (ACTC) has convened a Technical Advisory Working Group, in which City staff has been participating. In addition, Council Member Henson, through his participation on the ACTC Board, has and will continue to provide input on the development of the SCS. In addition to the County-Corridor Working Groups, a Regional Advisory Working Group (RAWG), composed of local government representatives and key stakeholders, provides technical oversight at the regional level.

PUBLIC CONTACT

The Sustainability Committee was briefed on SB 375 on March 4, 2009³ and the City Council was briefed on the preparation of the SCS on January 18, 2011. ABAG and the Joint Policy Committee have been holding numerous meetings related to preparation of the SCS. Past reports as well as information about upcoming meetings are available at www.onebayarea.org.

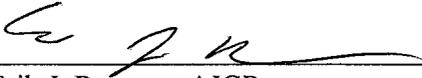
³ <http://www.hayward-ca.gov/citygov/meetings/csc/ccsc/2009/CSC-CCSC030409.pdf>

NEXT STEPS

Staff from the Public Works and Development Services Departments will continue to participate in the County's Technical Advisory Working Group to provide input on the preparation of the SCS. Staff anticipates scheduling work sessions with the City Council and Planning Commission to present the initial Vision Scenario in April, 2011. Following are the major steps that will lead to the adoption of the SCS and, ultimately, the revision of Hayward's Housing Element.

- March 2011 Regional agencies expect to release an initial Vision Scenario
- March/April 2011 Staff will provide a report to Council and Planning Commission describing the Vision Scenario including the regional context and local implications for the City of Hayward.
- July 2011 Preparation of Detailed SCS Scenarios based upon feedback and response to the initial Vision Scenario.
- September 2011 Adoption of the RHNA methodology
- September 2011 Final housing numbers for the region will be issued by the State Department of Housing and Community Development (HCD)
- Spring 2012 Draft RHNA will be released
- September 2012 ABAG will adopt the Final RHNA
- March 2013 ABAG will approve the SCS
- April 2013 MTC will adopt the final RTP and SCS
- September 10, 2014 City of Hayward Housing Element must be revised

Prepared by:



Erik J. Pearson, AICP
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Recommended by:



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Planning Manager

Attachments:

- Attachment I Proposed SB 375 Greenhouse Gas Targets
- Attachment II SCS Schedule

Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data

This spreadsheet provides documentation of the MPO data and the calculations used to derive the greenhouse gas reductions of over 3 MMTCO₂/year in 2020 and 15 MMTCO₂/year in 2035 cited in ARB's August 9, 2010 staff report on the Proposed Greenhouse Gas Emission Reduction Targets Pursuant to SB 375.

2005	SCAG	MTC	SANDAG	SACOG	Fresno	Kern	SJCOG	StanCOG	Tulare	Merced	Kings	Madera	AMBAG	SLOCOG (2008)	SBCAG	Shasta	Butte (2006)	Tahoe	18 MPOs
Population	17,763,285	7,094,823	3,034,388	2,057,200	897,416	765,750	650,458	511,617	390,950	243,000	145,463	146,101	740,048	269,300	417,500	165,430	217,209	41,211	35,551,149
Baseline CO ₂ /capita in 2005 (lbs/weekday)	21.2	20.8	26.0	22.4	16.1	14.8	17.2	17.4	16.2	16.4	13.4	19.8	14.1	16.5	16.8	17.9	15.5	14.4	
Annual CO ₂ Emissions in 2005 (MMTCO ₂ /year)	59.3	23.2	12.4	7.3	2.3	1.8	1.8	1.4	1.0	0.6	0.3	0.5	1.6	0.7	1.1	0.5	0.5	0.1	116.3

2020	SCAG	MTC	SANDAG	SACOG	Fresno	Kern	SJCOG	StanCOG	Tulare	Merced	Kings	Madera	AMBAG	SLOCOG	SBCAG	Shasta	Butte (2018)	Tahoe	18 MPOs
Population	21,033,336	8,018,000	3,635,855	2,536,000	1,131,430	1,010,800	809,685	632,623	547,423	331,000	205,914	224,567	840,366	288,000	459,600	214,734	267,599	48,042	42,234,974
Baseline CO ₂ /capita in 2020 (lbs/weekday)	20.1	20.1	23.7	21.5	15.7	14.6	16.6	16.7	15.5	18.4	12.7	19.7	15.9	15.2	17.8	19.5	15.6	13.4	
Baseline Annual CO ₂ Emissions in 2020 (MMTCO ₂ /year)	66.5	25.4	13.6	8.6	2.8	2.3	2.1	1.7	1.3	1.0	0.4	0.7	2.1	0.7	1.3	0.7	0.7	0.1	131.8
Proposed SB375 Targets - % Change in CO₂/capita from 2005	-8%	-7%	-7%	-7%	-5%	13%	-8%	6%	0%	1%	-7%								
Proposed Target CO ₂ /capita in 2020 (lbs/weekday)	19.5	19.3	24.2	20.8	15.3	14.1	16.3	16.5	15.4	15.6	12.7	18.8	15.9	15.2	17.8	17.9	15.7	13.4	
Annual CO ₂ Emissions in 2020 based on Proposed Target CO ₂ /capita (MMTCO ₂ /year)	64.6	24.4	13.8	8.3	2.7	2.2	2.1	1.6	1.3	0.8	0.4	0.7	2.1	0.7	1.3	0.6	0.7	0.1	128.5
Change in 2020 Annual CO ₂ Emissions due to Proposed Targets (MMTCO ₂ /year)	-2.0	-1.0	0.3	-0.3	-0.1	-0.1	0.0	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0	-0.1	0.0	0.0	-3.4

2035	SCAG	MTC	SANDAG	SACOG	Fresno	Kern	SJCOG	StanCOG	Tulare	Merced	Kings	Madera	AMBAG	SLOCOG	SBCAG	Shasta (2030)	Butte	Tahoe	18 MPOs
Population	23,563,107	9,073,700	3,984,753	3,081,000	1,418,887	1,321,000	989,774	767,836	700,840	465,000	275,476	313,250	920,714	330,800	487,000	245,904	346,818	55,447	48,341,306
Baseline CO ₂ /capita in 2035 (lbs/weekday)	20.4	20.5	24.6	19.6	16.0	16.2	17.0	16.6	16.6	20.4	12.3	21.2	16.0	15.2	17.5	19.7	15.5	15.3	
Baseline Annual CO ₂ Emissions in 2035 (MMTCO ₂ /year)	75.7	29.3	15.4	9.5	3.6	3.4	2.6	2.0	1.8	1.5	0.5	1.0	2.3	0.8	1.3	0.8	0.8	0.1	152.6
Proposed SB375 Targets - % Change in CO₂/capita from 2005	-13%	-15%	-13%	-16%	-10%	14%	-8%	4%	0%	1%	6%								
Proposed Target CO ₂ /capita in 2035 (lbs/weekday)	18.4	17.7	22.6	18.8	14.5	13.3	15.5	15.7	14.6	14.8	12.1	17.8	16.1	15.2	17.5	17.9	15.7	15.3	
Annual CO ₂ Emissions in 2035 based on Proposed Target CO ₂ /capita (MMTCO ₂ /year)	68.4	25.3	14.2	9.1	3.2	2.8	2.4	1.9	1.6	1.1	0.5	0.9	2.3	0.8	1.3	0.7	0.9	0.1	137.5
Change in 2035 Annual CO ₂ Emissions due to Proposed Targets (MMTCO ₂ /year)	-7.3	-4.0	-1.2	-0.4	-0.3	-0.6	-0.2	-0.1	-0.2	-0.4	0.0	-0.2	0.0	0.0	0.0	-0.1	0.0	0.0	-15.1

Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data

Conversion Factors:

2,000 lbs/short ton
 347 average weekdays/year
 1,000,000 Million
 2.20462262 lbs/kg
 0.90718474 metric tonne/short ton

Notes:

1. The CO2 emissions presented in this table do not include reductions from Pavley and LCFS regulations.
2. The CO2/capita data presented in the table represent RTAC recommended trips only, and does not include through trips.
3. Annual CO2 Emissions were calculated using the formula:

$$\text{Annual CO2 Emissions (MMTCO2/year)} = \frac{\text{Population} \times \text{CO2/capita (lbs/average weekday)} \times 347 \text{ (average weekdays/year)} \times 0.90718474 \text{ (metric tonne/short ton)}}{1,000,000 \text{ (Million)} \times 2,000 \text{ (lbs/short ton)}}$$

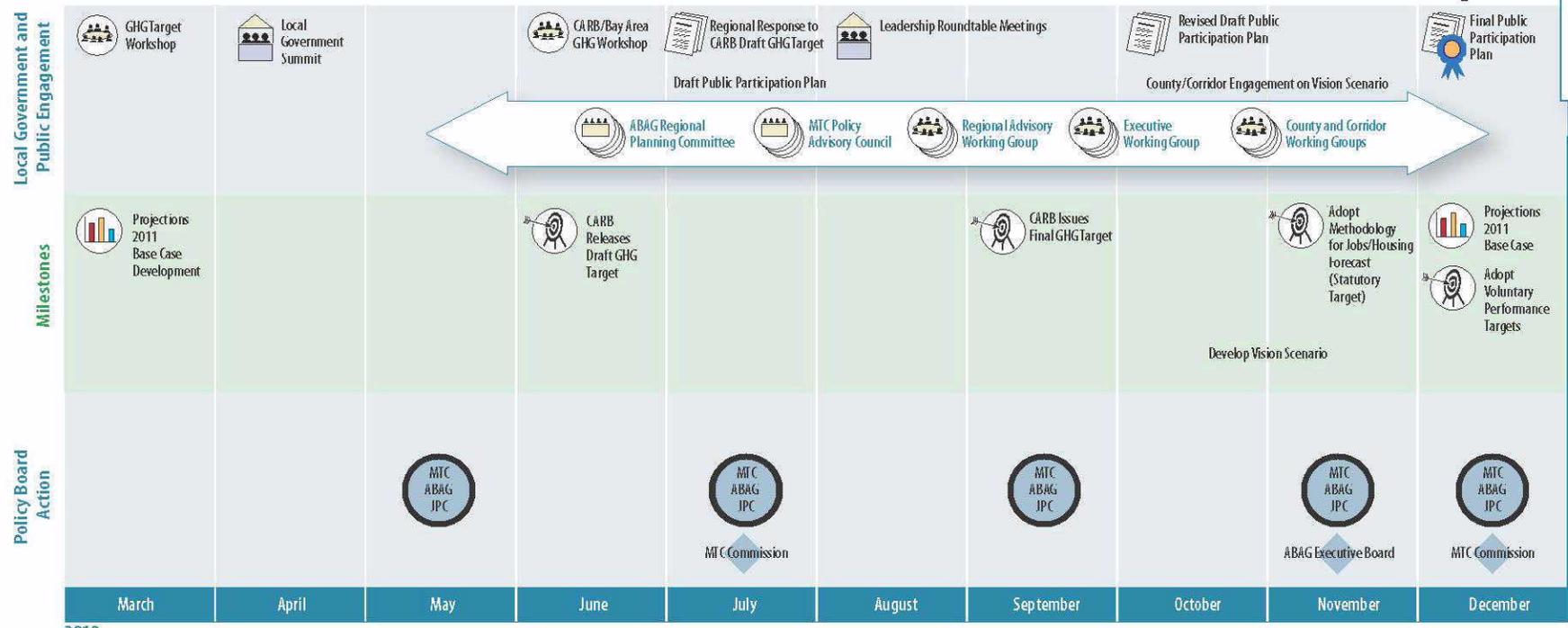
Data Source:

1. SCAG's Population and CO2/capita data were obtained from their "Alternative Scenario Summary" document (received 6/08/10)
2. MTC's Population and CO2/capita data were obtained from email sent by Harold Brazil (MTC) to Dmitri Smith (ARB) on August 5, 2010, confirming latest MTC data presented by MTC staff at the July 9, 2010 MTC Planning Committee Meeting
3. SANDAG's CO2/capita were obtained from their "Responses to ARB Questions" document (received 6/7/10); Population data were obtained from Attachment B of the "Preliminary Report on Target Setting from MTC, SACOG, SANDAG and SCAG" document (received 5/19/10)
4. SACOG's CO2/capita were obtained from their "RTAC Scenarios" document (received 7/12/10); Population data were obtained from email sent by Bruce Griesenbeck (SACOG) to Jason Crow (ARB) on August 6, 2010, clarifying prior submittals.
5. Fresno Population and CO2/capita data correspond to Approach #1 data presented in Table 3 and Table 13 of their "Proposed target submittal" document, respectively (received 5/19/10)
6. Kern's Population and CO2/capita data were obtained from data provided in their "Alternative Scenario Summary" document (received 7/14/10); CO2/capita were calculated to reflect 100% II and 50% IX/XI trips (consistent with RTAC's Recommendation)
7. SJCOG's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
8. StanCOG's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
9. Tulare's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
10. Merced's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
11. Kings's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
12. Madera's Population and CO2/capita data were obtained from Method C calculation of "SJV MPO Step 1 Data Submittal (Excel format)" document (received 5/24/10)
13. AMBAG's Population data were obtained from their "SB375 Baseyear data submission" (received May 5, 2010); CO2/capita data were obtained from their "Response to ARB Questions and Technical Memo on CO2 Targets" submission (received 8/3/10)
14. SLOCOG's Population and CO2/capita data were obtained from their "GHG Emission Simulation Results" document (received 6/23/10); CO2/capita data were converted from kg/capita to lbs/capita
15. SBCAG's Population and CO2/capita data were obtained from their "Scenarios for Target Setting" document (received 5/27/10)
16. Shasta's Population and CO2/capita data were obtained from their "Alternative Scenario Summary" document (received 7/14/10); CO2/capita were calculated to reflect 100% II and 50% IX/XI trips (consistent with RTAC's Recommendation)
17. Butte's Population and CO2/capita data were obtained from their "Draft Targets (no Pavley)" document (received 5/24/10)
18. Tahoe's Population and CO2/capita were obtained from the Joint MPO "SB 375 Base Year Data (2005, 2020, 2035)" document (received 4/26/10); CO2/capita were calculated to reflect 100% II and 50% IX/XI trips (consistent with RTAC's Recommendation)

Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*



Phase 1: Performance Targets and Vision Scenario



Phase One Decisions:

- GHG Targets
- Performance Targets
- Public Participation Plan

2010

*Subject to change

Policy Board Actions

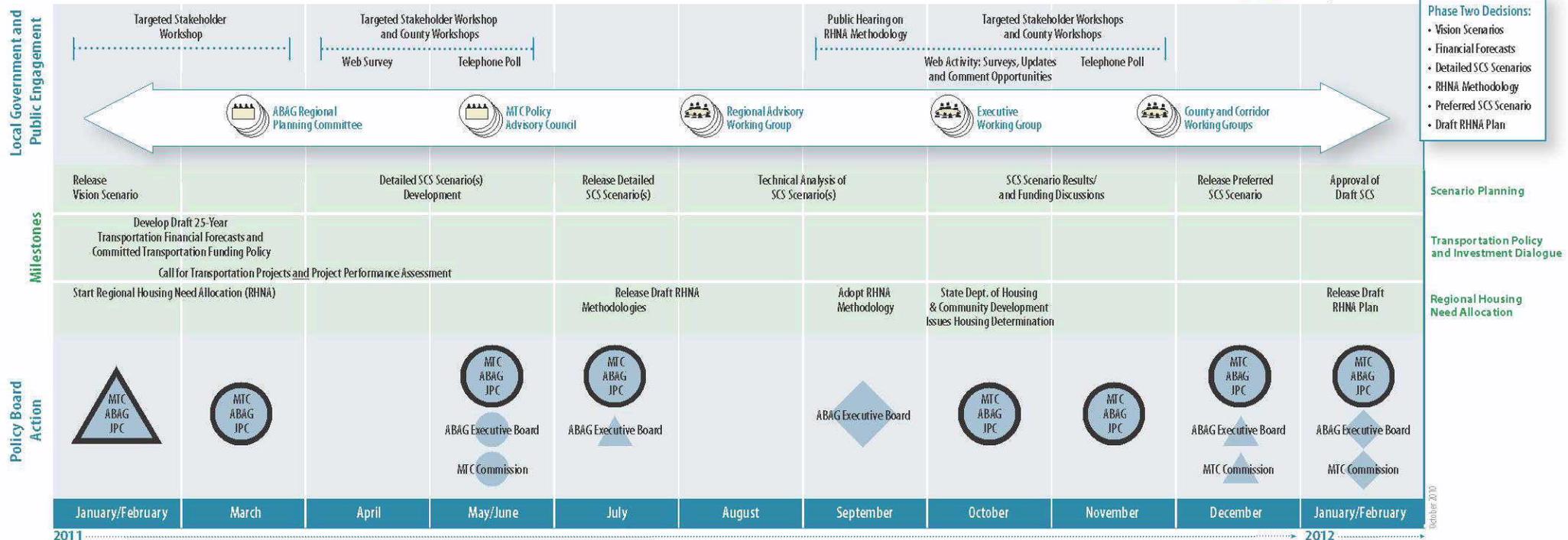
- Meeting for Discussion/Public Comment
- MTC ABAG JPC JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- ◆ Decision
- ▲ Document Release

ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

OneBayArea

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation



- Phase Two Decisions:**
- Vision Scenarios
 - Financial Forecasts
 - Detailed SCS Scenarios
 - RHNA Methodology
 - Preferred SCS Scenario
 - Draft RHNA Plan

- Milestones:**
- Scenario Planning
 - Transportation Policy and Investment Dialogue
 - Regional Housing Need Allocation

*Subject to change

Policy Board Actions

- Meeting for Discussion/Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- Decision
- Document Release
- JOINT document release by ABAG, JPC and MTC

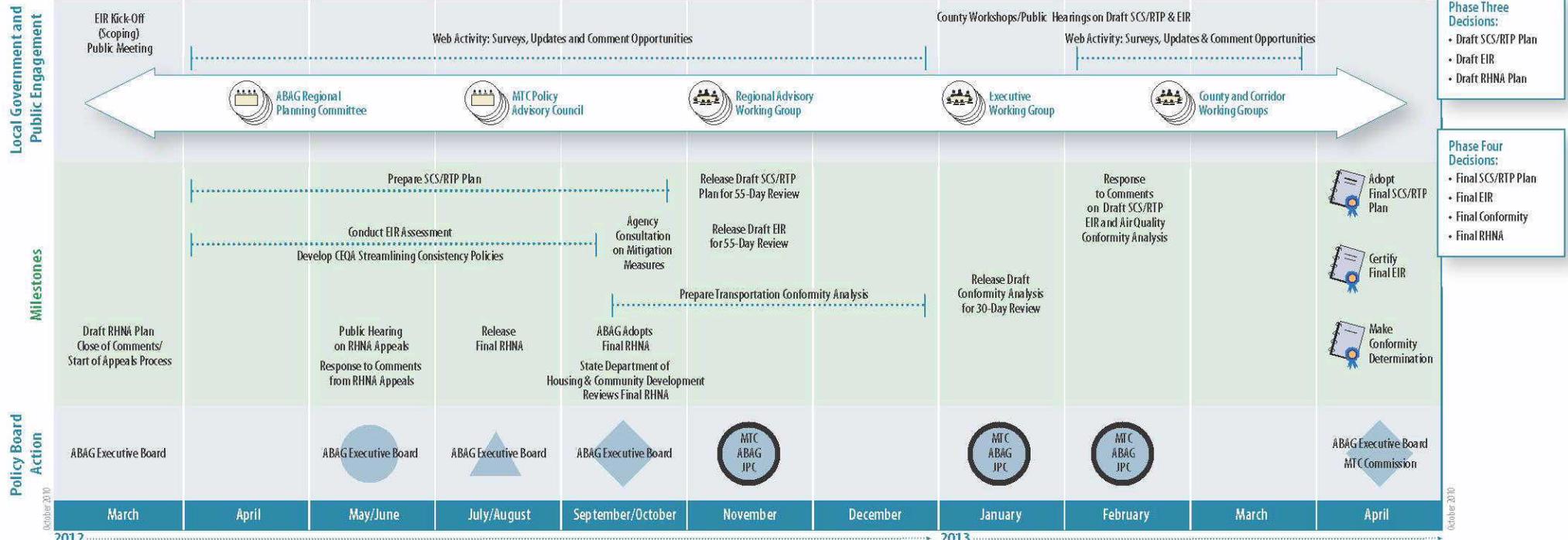
ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013*

OneBayArea

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption



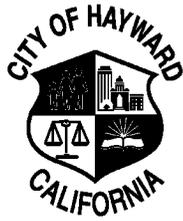
- Phase Three Decisions:**
- Draft SCS/RTP Plan
 - Draft EIR
 - Draft RHNA Plan
- Phase Four Decisions:**
- Final SCS/RTP Plan
 - Final EIR
 - Final Conformity
 - Final RHNA

*Subject to change

Policy Board Actions

- Meeting for Discussion/ Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- Decision
- Document Release

ABAG - ABAG Administrative Committee
JPC- Joint Policy Committee
MTC- MTC Planning Committee



**MINUTES OF THE REGULAR MEETING OF THE
CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, October 7, 2010, 7:00 p.m.
777 B Street, Hayward, CA 94541**

MEETING

A regular meeting of the Hayward Planning Commission was called to order at 7:00 p.m. by Acting Chair Márquez.

ROLL CALL

Present: COMMISSIONERS: Faria, Márquez, Mendall, Lamnin, McDermott, Lavelle
Absent: COMMISSIONER:
CHAIRPERSON: Loché

Commissioner Mendall led in the Pledge of Allegiance.

Staff Members Present: Conneely, Emura, Patenaude, Philis

General Public Present: 2

Acting Chair Márquez announced that upon the recommendation of the City Attorney, public hearing item two, concerning revisions to Hayward's Mobile Home Park District regulations, will not be heard. No future hearing date has been scheduled at this time for this item, she said, though notice will be provided in the future when such date is set.

PUBLIC COMMENTS

Commissioner Mendall announced a public meeting of the Council Sustainability Committee on the evening of Oct. 25th to discuss RECO (the Residential Energy Conservation Ordinance). He said the RECO will be looking for ways to either incentivize or require homeowners to make minor upgrades to their homes like, for example, attic insulation and insulation around pipes. He invited the public to attend the meeting to learn about the ordinance, comment on it and help the Council decide what direction to take. He said the agenda and background information will be posted on the City's website next week.

Commissioner Lamnin announced an Energy Efficiency Fair on Oct. 16th from 10:00 a.m. to 3:00 p.m. at the City Hall plaza and lawn area. Go green, save money, save the planet, she said. The fair will provide great information for small business owners and residents, she said.

PUBLIC HEARING

1. Conditional Use Permit Application No. PL-2010-0244 – Lijun Meng (Applicant) / Kent Hagan (Owner) – Request to Operate a Massage Establishment - The Project Is Located at 97 Jackson Street, Westerly of Soto Road, in the General Commercial (CG) Zoning District

Associate Planner Carl Emura gave a brief synopsis of the report noting that there was one response to the public notice expressing concern that there will be illegal and immoral activities taking place at the

establishment. Mr. Emura noted that the Hayward Police Department had reviewed and approved the permit for the massage establishment and the massage technicians.

Commissioner Mendall asked how many other spas or massage parlors are currently operating in Hayward, but staff didn't have an exact count.

Commissioner Lavelle said the report mentioned that the applicant went through the proper procedures to receive a permit from the Police Department, and she asked what that process was. Mr. Emura explained that the police conduct a background check on the owner for the massage establishment permit, and on each massage technician that includes checking their training. Commissioner Lavelle confirmed with Mr. Emura that a recheck is conducted every two years.

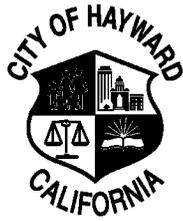
Commissioner Lavelle then asked about condition of approval number nine that requires the applicant to have sufficient exterior lighting at the front customer entrance. She said she visited the site in the evening and found it rather dark. She asked what the City considers adequate exterior lighting. Associate Planner Emura explained that the City's security ordinance requires a minimum of a one-foot candle for a parking lot or walkway. Planning Manager Richard Patenaude said the City requires an average of one-foot candle and at a minimum of a one-foot candle a person should be able to read a newspaper using that light. Commissioner Lavelle said she just wanted to emphasize after visiting the site, that adequate exterior lighting is very important to make sure there is enough light for the safety of the customers and employees.

Commissioner Faria said she visited the site twice and noticed a number of people were congregating at the back of the parking lot across from the building. Commissioner Faria said she didn't know what business or service was being provided at that location, but in regards to the lighting and the safety of the customers of the proposed business, she said the owner should take this information into consideration.

Commissioner Lamnin said in the conditions of approval the report mentions possible changes to sewer and water treatment system and she asked staff the likelihood of the City requiring those changes. Associate Planner Emura said with the change in use from a clothing shop to a spa, the owner will have to increase in the size of the water lines and would require the set up of a separate water meter. The number of fixtures will help the utility department determine the size of the meter, he said. Commissioner Lamnin asked if the applicant was aware of this requirement and Mr. Emura confirmed that was why the item was listed as a condition of approval.

In keeping with the City's Green priorities, Commissioner Lamnin asked about the energy efficiency requirements of the machines used at the spa. Associate Planner Emura said in terms of the building, the Title 22 energy efficiency requirements will be addressed during the tenant improvement process and would include submitting information on the number and wattage of light fixtures based on the size of the facility. He said low flow shower heads and low flow toilets would be required. Commissioner Lamnin said she was impressed with the accessibility of the building and asked if the tables and treatment rooms would also be accessible. Mr. Emura said he would let the applicant address that question.

Citing page two of the report which states that the applicant passed all background educational and personal checks obtained, Acting Chair Márquez asked staff to elaborate on what personal checks



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were conducted. Associate Planner Emura explained that the police conduct an investigation and a finger print check.

Acting Chair Márquez opened the Public Hearing at 7:17 p.m.

Charles Huang, broker and representative for the applicant, explained that the applicant didn't speak a lot of English and that he would answer any questions for her.

Commissioner Lamnin noted that this is the second site for the owner and asked how the two sites would be managed and if there would always be a manager on site in Hayward. Mr. Huang asked Ms. Lijun and responded that she would be managing the Hayward site full time and her partner would manage the Dublin site. Commissioner Lamnin reiterated that she was impressed with the accommodations made for clients with disabilities and asked if therapy tables or chairs would also be accessible. Mr. Huang responded for Ms. Lijun that in her career, a disabled person has never visited. Commissioner Lamnin said that might be something Ms. Lijun will want to consider.

Acting Chair Márquez closed the Public Hearing at 7:19 p.m.

Commissioner McDermott said she read the report and will be supporting the recommendation of staff including the use permit conditions. She expressed some concern regarding the water situation.

Commissioner Lavelle made a motion per staff recommendation to find the proposed project Categorical Exempt from the California Environmental Quality Act (CEQA) Guidelines, Section 15303 Class 3, New Construction or Conversion of Small Structures and approve the Use Permit Application subject to the findings and conditions of approval. Commissioner Lavelle said she thinks this would be a delightful new business for Hayward and mentioned a tattoo business recently approved just down the street. She said it was nice to see small businesses filling in some of the vacant spaces. Commissioner Lavelle encouraged Ms. Lijun to advertise locally to attract students from the two colleges and suggested she join the Chamber of Commerce. She concluded by saying that she visited the website for the existing business and said it looked lovely and if the quality of service was the same at the Hayward location the City looked forward to welcoming her.

Commissioner Mendall seconded the motion and said it was great to see a new business starting in Hayward. He pointed out that there are not a lot of spas in Hayward and said in the past he's purchased gift certificates for his wife for different spas but they've always been in another town. He was glad to keep the dollars in Hayward and welcomed the business.

Acting Chair Márquez said she would also be supporting the motion. She said she was impressed with the application, the details, the conditions of approval, and like Commissioner Lamnin, she was pleased to see the wheelchair accessibility of the showers and bathroom and hoped the applicant would keep accessibility in mind when determining what kind of equipment to purchase.

There being no other comments, the motion passed 6:0:1 with the following vote:

AYES: Commissioners Faria, Márquez, Lamnin, McDermott, Lavelle
NOES:
ABSENT: Chair Loché
ABSTAINED:

2. Text Amendment No. PL-2010-0262 - Request to Amend Hayward Municipal Code (Zoning Ordinance) Section 10-1.700 Mobile Home Park District Regarding the Conversion to Seniors-Only and Non-Age-Restricted Occupancy

This item was not heard.

COMMISSION REPORTS:

3. Oral Report on Planning and Zoning Matters

Planning Manager Richard Patenaude indicated there are no items scheduled for November 4th, but there is a potential item for the 18th. Acting Chair Márquez confirmed with Mr. Patenaude that nothing was currently scheduled for the second meeting in October either.

Assistant City Attorney Maureen Conneely mentioned that the Funky Monkey, which applied for a Conditional Use Permit in January to expand their nightclub-type activities, had a 30-day suspension and a three year probation recently imposed on them by the Department of Alcohol and Beverage Control. The suspension will be served January 1, 2011, she said, and the Funky Monkey will be closed for 30 days. After that, she explained, they will be on a three year probationary status and the police department will continue to monitor activities to make sure they are in compliance with their ABC license.

4. Commissioners' Announcements, Referrals

Commissioner Mendall gave a brief update on the Sustainability Committee which met the night before. At the meeting the Committee reviewed Hayward's Green Building Ordinance, he said, and he learned that the state has just passed a Green Building Code for all new construction. He said, in comparison, the Hayward Green Building Code is much, much stronger. Commissioner Mendall said the state code should make Green buildings common and non-Green construction the exception. Hayward has been a leader, he said, and now hopefully other cities will start to catch up. The Committee made some recommendations regarding commercial buildings, he said, and those go to Council for consideration November 2.

Acting Chair Márquez encouraged the community to participate in the upcoming Day of the Dead Celebration at Meek Estate starting October 9 thru November 5, 2010, with a huge community event on October 16th. The event is sponsored by the Hayward Area Historical Society, she said.

ADJOURNMENT



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Acting Chair Márquez adjourned the meeting at 7:27 pm.

APPROVED:

Mariellen Faria, Secretary
Planning Commissioner

ATTEST:

Suzanne Philis, Senior Secretary
Office of the City Clerk