



CITY COUNCIL SUSTAINABILITY COMMITTEE MEETING

Hayward City Hall – Conference Room 2A
777 B Street, Hayward, CA 94541-5007

December 3, 2008
4:30 p.m. – 6:00 p.m.

A G E N D A

- I. Call to Order
- II. Roll Call
- III. **Public Comments:** *(Note: For matters not otherwise listed on the agenda. The Committee welcomes public comments under this section, but is prohibited by State Law from discussing items not listed on the agenda. Items brought up under this section will be taken under consideration and referred to staff for follow-up as appropriate. Speakers will be limited to 5 minutes each; organizations represented by more than one speaker are limited to 5 minutes per organization. All public comments are limited to this time period on the Agenda.)*
- IV. Approval of Minutes of November 5, 2008
- V. Climate Action Plan Update
Erik Pearson, Senior Planner
- VI. General Announcements and Information Items from Staff
 - Status of Green Building Ordinance
 - 2009 Monthly Meeting Topics Schedule
- VII. Committee Referrals and Announcements
- VIII. Next Meeting: Wednesday, January 7, 2009
Solar and Energy Efficiency Financing, and Mandatory Solar for New Development
Arlynne J. Camire, Associate Planner
- IX. Adjournment



Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Please request the accommodation at least 48 hours in advance of the meeting by contacting Katy Ramirez at 510/583-4234 or by calling the TDD line for those with speech and hearing disabilities at 510/247-3340.

CITY COUNCIL SUSTAINABILITY COMMITTEE MEETING

Hayward City Hall – Conference Room 2A

777 B Street, Hayward, CA 94541-5007

November 5, 2008

4:30 p.m. – 6:00 p.m.

MEETING MINUTES

I. Call to Order-4:31 pm

II. Roll Call

Members:

- Michael Sweeney, Mayor
- Olden Henson, Councilmember
- Bill Quirk, Councilmember
- Rodney Loché, Planning Commissioner
- Julie McKillop, Planning Commissioner
- Al Mendall, Planning Commissioner

Staff:

- Fran David, Assistant City Manager
- Robert Bauman, Director of Public Works
- Alex Ameri, Deputy Director of Public Works
- Vera Dahle-Lacaze, Solid Waste Manager
- Richard Patenaude, Planning Manager
- Steve Osborne, Plan Checker
- Arlynne J. Camire, Associate Planner (recorder)

Others:

- Robert W. Angell, District Manager, Waste Management of Alameda County
- David Horn, Contract Compliance Manager, Waste Management of Alameda County
- Ernest Pacheco, Resident
- David Tucker, Municipal Affairs Manager, Waste Management of Alameda County
- Richard Valle, President, Tri-CED Community Recycling

III. Public Comment Period-No Comments.

IV. Approval of Minutes of October 1, 2008-Approved.

V. Solid Waste and Recycling Review
Vera Dahle-Lacaze, Solid Waste Manager

Public Works Director Robert Bauman introduced the item.

Solid Waste Manager Dahle-Lacaze gave a power point presentation and summarized the programs that are available to residential and commercial customers. Some of the programs discussed included; Residential-Annual Bulky Item Pickup Clean-Up Days and food scrap collection starting 1/2009 and Commercial –Recyclable and organic waste collection which 700 businesses participate.

At the November 18, 2008 City Council meeting, a report will be presented that requests approval of a consultant agreement to support advocates the expansion of the commercial recycling program. Solid Waste Manager, Dahle-Lacaze, explained that it is a goal to double the number of participants and to encourage agencies such as the school district, CSUEB and Chabot to increase their participation. She continued that explained the goals of the City Demo debris program and said that programs used by other jurisdictions programs are being to expand their commercial recycling have been analyzed by staff in developing our proposal.

Furthermore, She reported that the City of Hayward's waste diversion from landfills was 65 percent in 2006 while the County wide average is was 61 percent. However, new recent legislation resulting in new state procedures legislation will alter methods of calculation of diversion as related to state requirements. It is presently uncertain how this new method, which is based on achieving per capita disposal rates and will only be a yes or no in meeting the present 50% legislative requirement, will be applied to more stringent local or regional goals Hayward's goal is of achieving 75 percent solid waste diversion of waste from landfills.

Solid Waste Manager Dahle-Lacaze addressed the concerns expressed by of the Committee including regarding Annual Clean-Up Day Bulky Item pick-up schedule schedulings and pick-up, the restriction of the residential food scrap pick-up program to only single-family homes through 4plexes and the potential for encouraging green waste programs for multi-family residential developments. Public Works Director Bauman stated that multi-family residential developments are exempt from not included in the food scrap and green waste programs because the developments generally traditionally do not have the room for the additional containers. In addition, commercial gardeners usually take green waste away.

David Horn, Waste Management of Alameda County, stated that some other cities do have successful multi-family recycling programs.

Councilmember Henson commented that the City should find ways to increase participation of commercial customers. He pointed out that as a result of the current fiscal crisis companies have laid-off recycling representatives so it is more difficult to have get compliance participation.

Public Works Director Bauman pointed out that the best way to encourage participation in commercial recycling is is should be based on monetary gain by showing how to reduce the cost of trash services as a result of increased recycling.

Councilman Henson suggested that staff look at other cities that have a successful Food Scrap collection program in place.

David Tucker, Waste Management Alameda County, agreed with Public Works Director Bauman that participation in a Food Scrap program by Multi-Family residents usually does not occur because there is a lack of adequate outdoor space in which area to place bins, and dumping is a concern.

Robert Angell, Waste Management of Alameda County, discussed the Snap Shot Program which has the goal of more adequately meeting the solid waste needs of customers. Commercial waste collection drivers photograph; take a “Snap Shot”, of over-flowing containers. The snap shot provides a time stamp and documentation. If there are several occurrences, Waste Management of Alameda County will work with ~~residents~~ customers to get services and containers they need to accommodate their waste.

Mr. Tucker emphasized that education and working with homeowner associations is key to providing adequate services and for residents to use the services.

Councilmember Henson agreed that the key is education and outreach. He asked Staff if the City waste water treatment facility is equipped with anaerobic facilities that ~~could~~ to process food waste.

Public Works Director Bauman stated that the facility does not have the excess capacity to process food waste, ~~and that fats cannot be processed.~~

Councilmen Henson suggested that the City should look into doing ~~we can do~~ food waste to energy, ~~renewable energy recovery~~ by generating electricity from added methane gas in anaerobic digesters- similar to EBMUD’s program. He suggested that we could fund the facility expansion with grants from Stopwaste.Org.

Planning Commissioner McKillop stated that she has only had great experiences with bulky pick up ~~during Annual Clean Up Days~~ when she has used the service. It is efficient.

She asked where all the organic green and food waste goes- And how is pest control handled?

Mr. Angell stated that residential containers’ lids close which takes care of the pest problem. In general ~~Green~~ and food waste goes to a transfer station where it is put into a trailer and sent to

~~Robert A. Goes to transfer station-trailer to~~ Z-Best Composting Facility on the south side of San Jose.

Commissioner McKillop stated that she has pick up once a week at her restaurant and she has had problems with the food waste container. She inquired if other restaurants have problems?

Mr. Angell suggested that her restaurant ~~receives~~ should have at least twice a week or greater food waste service.

Commissioner McKillop stated that scavengers help themselves to the recyclables and asked for suggestions on how to deter scavenging.

Public Works Director Bauman said ~~that they now have~~ recycling container stickers available stating that it is illegal to scavenge are available. There has been a problem with scavengers in Schafer Park which generated the need and suggestions idea for stickers that have been applied to residents' recycling carts installed in the Schafer Park neighborhood and can would be applied to the other recycling carts.

Councilmember Quirk inquired about what can be done ~~for about~~ the smell of green food waste in an empty green waste containers. He asked if it is possible to just put a small food waste container at the curb.

Mr. Tucker ~~said~~ noted that not everyone is required to participate in the ~~green food waste program~~ which would apply to customers like him who do not have a green waste container. However, small containers are not permitted to be placed at the curb.

Commissioner Loché asked how often a construction project exceeds requirements for recycling of construction waste.

Solid Waste Manager Dahle-Lacaze said that most developers who participate in the construction waste recycling rebate program have medium to large scale projects. ~~Smaller project may elect rebate. Smaller scale or medium projects don't want generate~~ have a sufficient the quantity of construction debris to take advantage of the program and rebates.

Commissioner Loché inquired if any efforts are being made to teach recycling in schools.

Public Works Director Bauman said that the City holds an annual Recycling Essay and Poster Contest. The City receives a very good response. ~~StopWaste.Org Tri-CED for one~~ contributes funding to the program. Prizes are given to winners in different age groups.

Commissioner Loché asked if Alameda County Waste Management make an effort to go to schools to make presentations.

Councilmember Henson said that Caesar Chavez Middle School holds a retreat at Arroyo Ranch in Livermore. Children learn about recycling, and water and energy conservation. In addition, David McDonald Center ~~at the~~ ~~on~~ Davis Street Transfer Station has a similar program. Teachers are trained by StopWaste.Org staff. After children are trained, they become leaders and will insist that their parents recycle, and conserve water and energy.

Mayor Sweeney stated that Measure D requires 75 percent waste diversion by 2010. He stated that the City can do better with apartments and schools. He stated that it will be difficult to meet this goal without an increase in the participation by businesses, apartments and the school district.

Public Works Director Bauman stated that the Climate Action Plan requires a reduction ~~that in what goes into the landfill to cause a~~ ~~resulting in the~~ reduction of methane gas. He inquired what ~~Alameda County~~ Waste Management of Alameda County ~~does is doing~~ to reduce the amount of methane gas it releases.

Mr. Tucker stated that the methane gas produced at Altamont Landfill is used to generate electricity that powers 15,000 homes. ~~Alameda County~~ Waste Management of Alameda County ~~also~~ partners with Lindy to cool methane gas and produce Liquid Natural Gas (LNG) for vehicle fuel. Fourteen LNG trucks are used in the City of Hayward. This is the only program in the United States where LNG is made from methane gas. He invited the Sustainability Committee to the Altamont Landfill and facilities for a tour.

Mr. Tucker continued that the market for ~~recycling~~ recycled mixed-paper has fallen significantly, especially if there is any contamination. It is a problem to prove how clean ~~a~~ their product is. In addition, he stated, ~~moving~~ selling plastic bags in the marketplace is a huge problem.

Mayor Sweeney suggested that an insert stating the “Top Ten Contaminants” be included in the water bills.

~~Assistant~~ City Manager David said that staff will work with ~~Alameda County~~ Waste Management of Alameda County to complete the water bill insert.

Councilmember Quirk requested that staff bring back guidelines for a multi-family residential recycling and food composting program. Guidelines should also include a cost analysis.

VI. General Announcements and Information Items from Staff

Council approval of Graffiti Abatement Ordinance

Assistant City Manager David stated that the City Council adopted the Graffiti Abatement Ordinance on October 28 and it becomes effective November 27.

Status of Green Building Ordinance



DATE: December 3, 2008

TO: Mayor and City Council Sustainability Committee

FROM: Director of Development Services Department

SUBJECT: Climate Action Plan Update

RECOMMENDATION

That the Committee reads and comments on this report.

SUMMARY

This report provides an update to the Committee regarding recently completed work related to the preparation of the Climate Action Plan (CAP) and continuing public outreach efforts. Staff seeks input from the Committee on the revised draft strategies and actions to reduce greenhouse gas (GHG) emissions prior to the release of the Draft CAP, anticipated for release by March 2009.

BACKGROUND

On February 26, 2008, the Council authorized staff to enter into a contract with the Bay Area Air Quality Management District for the receipt of a \$40,000 grant to spend on the preparation of a Climate Action Plan. The Council also authorized staff to issue a request for proposals and execute a contract with a consultant for the preparation of a Climate Action Plan (CAP). The firms of HDR and Town Green have been working with staff since early June on the Plan.

A community meeting was held on Saturday, July 26, 2008 to introduce the project and begin collecting input for the draft CAP. Also, work sessions were conducted with the Planning Commission (July 24) and the Council (July 29), where staff received direction for the CAP. On October 1, staff provided an update to the Committee with a draft list of greenhouse gas-reducing actions that may be included in the CAP, as well as a memo introducing staff's proposed approach to the adoption of the GHG reduction target. The recommended target will likely be to adopt the Western Climate Initiative's (WCI) goal, which is to reduce emissions to 15 percent below 2005 levels by the year 2020 and to adopt the State's goal of reducing emissions to 80% below 1990 levels by 2050. The State of California has determined that the WCI's goal is consistent with that of AB32, which is to reduce emissions to 1990 levels by 2020.

DISCUSSION

During the Committee's meeting on October 1, 2008, staff received input regarding the draft list of strategies and actions. Also, staff circulated the list to the City Council and Planning Commission and received comments on specific strategies and actions. Based on the input to date, HDR and staff have refined the list of actions (Exhibit A) and begun to incorporate the actions into a draft CAP. Related to the greatest emission sources, the strategies address transportation, land use, energy use by buildings, solid waste, and public outreach. HDR is currently calculating estimates of potential emissions reductions associated with each action for inclusion in the draft CAP.

Changes made to the list of strategies and actions include the addition of Strategy 1, Action 7, which calls for the development of a comprehensive and long-term Transportation Master Plan that would evaluate potential improvements to the City's public transit systems. Another additional action is Strategy 1, Action 11, which suggests an incentive plan that would encourage local jobs to be filled with local residents to reduce commutes. Other new actions address renewable energy requirements in the green building ordinance and evaluation of new power plants. An annotated version of the list of strategies and actions for the Hayward community and municipality describing the changes made is attached as Exhibit B.

Public Outreach:

Public "buy in" and participation are critical for the development and successful implementation of the Plan. Staff has made, and will continue to make, efforts to involve the Hayward community in the Plan development process. Since the October 1st Committee meeting, staff has met with the following community groups: the Citizens Advisory Committee to the Board of the Hayward Area Recreation District (HARD), the Youth Commission, the Evangelical Churches of the Hayward Area (ECHA), the Keep Hayward Clean and Green Task Force, and the Rotary Club. In December, staff will meet with the South Hayward Neighborhood Collaborative, the Latino Business Roundtable, and a follow-up meeting with the Youth Commission.

These meetings have been an opportunity for staff to inform the public about the preparation of the CAP and City efforts that are currently underway to reduce GHG emissions. Staff has also presented each group with the strategies and actions worksheet to collect additional comments that will be considered for incorporation in the draft CAP. In general, comments received have been positive and people have recognized the need to conserve energy, drive less, and find ways to make renewable energy more affordable.

FISCAL IMPACT

The existing contract with HDR is for \$80,000. The contract is being paid for with a combination of a \$40,000 grant from the Bay Area Air Quality Management District and \$40,000 in Measure 'D' funds, which were authorized by the City Council on February 26, 2008. Measure D is a County initiative that assesses a per-ton disposal surcharge on all waste disposed in Alameda County. Fees are collected by disposal sites and transfer stations within Alameda County. The initiative was approved by Alameda County voters in 1990 and provides jurisdictions in Alameda County with funds to support waste reduction and recycling programs. No funding from the General Fund for the

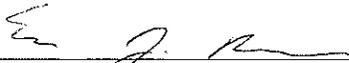
HDR contract is required, though approximately \$100,000 of staff time will be supported by the General Fund. Implementation of the CAP is expected to present short-term costs and long-term savings associated with various GHG reduction strategies, details of which will be known with the release of the draft CAP.

NEXT STEPS

Upon collection of comments from the Committee on the revised draft list of strategies and actions, staff will direct HDR to incorporate any changes into the draft CAP. HDR will also complete calculations to estimate the potential GHG reductions and the costs associated with each action. Evaluations of the ease of implementation, the time necessary to implement, and potential funding sources for each action will also be included in the draft CAP.

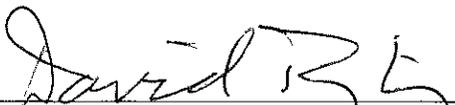
Staff is continuing to assist HDR with data collection necessary for future emissions calculations. Staff anticipates releasing the draft CAP in February 2009. A joint Planning Commission and City Council work session is tentatively scheduled for February 17 to present the draft CAP. A second community meeting will also be scheduled for February.

Prepared by:



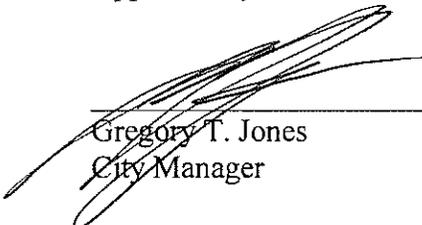
Erik J. Pearson, AICP
Senior Planner

Recommended by:



David Rizk, AICP
Director of Development Services Department

Approved by:



Gregory T. Jones
City Manager

Attachments:

- Exhibit A: Revised Draft List of Strategies and Actions to Reduce GHG Emissions
- Exhibit B: Notes on Changes to the List of Strategies and Actions

HAYWARD CLIMATE ACTION PLAN

STRATEGIES & PROPOSED ACTIONS

REVISIONS BASED ON FEEDBACK RECEIVED

Strategy 1 – Transportation: Reduce Vehicle Miles Traveled

Community CAP - 12 Actions

Municipal CAP – 3 Actions

Strategy 2 – Transportation: Decrease GHG-Intensity of Vehicle Fleet

Community CAP - 3 Actions

Municipal CAP – 3 Actions

Strategy 3 – Energy: Improve Energy Efficiency of Existing Buildings

Community CAP - 6 Actions

Municipal CAP – 3 Actions

Strategy 4 – Energy: Improve Energy Performance of New Buildings

Community CAP - 2 Actions

Municipal CAP – 1 Action

Strategy 5 – Energy: Increase Renewable Energy Content of Electricity

Community CAP – 4 Actions

Municipal CAP – 2 Actions

Strategy 6 – Waste: Increase City-wide Recycling and Composting – 6 Actions

Community CAP - 8 Actions

Municipal CAP – 2 Action

Strategy 7 – Carbon Offsets

Community CAP - 2 Actions

Municipal CAP – 0 Actions

Strategy 8 – Community Outreach

Community CAP - 3 Actions

Municipal CAP – 1 Action

Strategy 1 – Transportation: Reduce Vehicle Miles Traveled

Increase the Use of Alternative Modes of Transportation

- Action 1 Assist businesses in developing and implementing commuter benefits programs. A commuter benefits program might consist of an offer provide discounted or subsidized transit passes, emergency ride home programs, and participation in commuter rideshare programs.
- Action 2 Assist businesses in developing and implementing car sharing programs such as Zip Car or City Car Share, and encourage large employees such as the colleges and HUSD to implement such programs.
- Action 3 Modify city parking ordinances to incentivize walking, biking, and transit by employing parking strategies that include adding bicycle parking, increasing number of parking spots with time limits, adjusting parking time limits to correspond with adjacent building uses, increasing number of paid parking spaces, and making space location and fees consistent with demand targets.

Improve Effectiveness of Transportation Circulation System

- Action 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 alternative fueling station), improve transit stations by expanding amenities at stations.
- Action 5 Continue to implement and expand the City-wide bicycle master plan through aggressive pursuit of grants and other sources of funding 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, and bike maps of the city, bike safety classes and other incentives that reward bikers.
- Action 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.
- Action 7 Develop a comprehensive and long-term Transportation Master Plan to locate, evaluate, prioritize, and select appropriate transit modes such as street car, bus rapid transit, or other modes that eventually greatly decreases the need for personal vehicles for travel within the City. The Plan should integrate pedestrian, bicycles, and transit modes with motor vehicles. When proposing changes to the transportation system, the City will consider the climate impacts and give preference to solutions that reduce auto dependency and minimize GHG emissions.
- Action 8 Implement an Intelligent Transportation Systems (ITS) for surveillance and traffic control, such as synchronized signals, transit and emergency signal priority, and other traffic flow management techniques, to improve traffic flow and reduce vehicle idling. Expand roadway and intersection performance metrics to include pedestrian, bicycle, and transit ‘LOS’ criteria to measure quantitative and qualitative metrics such as accessibility, intersection crossing times, and other relevant and contextual data. As transportation design, planning, funding decisions are considered; recommend using the multi-modal evaluation metrics rather than the more conventional AASHTO and ITE Manual criteria.

Utilize Zoning & Land-use Mechanisms to Minimize Need for Transportation

- Action 9 Amend the General Plan Circulation and Land Use Elements to incorporate smart growth principles and policies consistent with recommendations provided in the Appendix 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 in order to encourage non-automotive modes of travel. 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 of the CAP.
- Action 10 Explore the development of a urban transect-based form-based code.
- Action 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 that require commuting to work in Hayward. For example, consider implementing a community land trust to purchase and resell foreclosed properties. A program could potentially be coordinated with local businesses.
- Action 12 Develop an incentive plan to maximize the number of residents that work within the City, filling local jobs first with local residents, to eliminate commutes.

Municipal Actions

- Action 1 Continue to promote existing commuter benefits to city employees and when possible expand commuter benefits program. This action aims to get City employees to avoid driving to work alone.
- Action 2 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.
- Action 3 When making decisions about where to rent or build new City facilities, give preference to locations that are accessible to an existing transit line.

Strategy 2 – Transportation: Decrease GHG-intensity of Vehicle Fleet

- Action 1 Provide financial and non-financial incentives for residents to purchase low-carbon vehicles. For example, the City may investigate options for waiving vehicle registration fees for designated vehicles. The City may also consider allowing designated vehicles to use preferred or free parking spaces, or use HOV lanes if the City creates HOV lanes in the future.
- Action 2 Continue to collaborate with state and federal authorities to promote alternative fuels and vehicle fuel efficiency standards.
- Action 3 Institute disincentives for purchasing high carbon intensity vehicles such as surcharges on vehicle registration fees or other financial or non-financial disincentives as determined to be appropriate.

Municipal Actions

- Action 1 Continue to procure fuel efficient and alternative fuel vehicles for municipal vehicle fleet.

- Action 2 Continue to, whenever possible, negotiate an alternative fuel requirement into new trash hauling contracts. When the City re-negotiated their contracts with Waste Management in 2007, they included a requirement that Waste Management use alternative fuels to power the fleet used to haul solid waste.
- Action 3 When making decisions about where to rent or build new City facilities, give preference to locations that are accessible to an existing transit line.

Strategy 3 – Energy: Improve Energy Performance of Existing Buildings

- Action 1 Develop and implement Residential Energy Conservation Ordinance (RECO) which would require energy efficiency and energy conservation in residential buildings. Evaluate the RECO program on a regular basis to ensure buildings become more energy efficient over time.
- Action 2 Develop Commercial Energy Conservation Ordinance (CECO) which would require energy efficiency and energy conservation in commercial buildings. Evaluate the CECO program on a regular basis to ensure buildings become more energy efficient over time.
- Action 3 Develop a campaign requesting every household and every business to reduce their energy consumption by 10 percent over ten years.
- Action 4 Develop a program to encourage or require installation of Home Energy Monitors in existing residences. This may be done in conjunction with Actions 1 or 3.
- Action 5 Develop a residential energy efficiency retrofit financing program. This financing program should be linked with the residential PV financing program.
- Action 6 Develop a commercial energy efficiency retrofit financing program. This financing program should be linked with the commercial PV financing program.

Municipal Actions

- Action 1 Take advantage of California Energy Commission's low interest loans for efficiency retrofits and LED street lighting (<http://www.energy.ca.gov/efficiency/financing/>)
- Action 2 Continue to implement energy conservation plan for energy consumption in city-occupied buildings. City's energy conservation plan should be updated on a regular basis.
- Action 3 Audit all city buildings & identify opportunities for efficiency improvements from both operations and equipment upgrades.

Strategy 4 – Energy: Improve Energy Performance of New Buildings

- Action 1 Update Private Sector Green Building Ordinance on a regular basis to ensure new **residential** buildings are getting increasingly more efficient.
- Action 2 Update Private Sector Green Building Ordinance on a regular basis to ensure new **commercial** buildings are getting increasingly more efficient.

Municipal Actions

- Action 1 Continue to implement Municipal Green Building Ordinance. Evaluate program every 5 years to ensure buildings are becoming more efficient over time.

Strategy 5 – Increase Renewable Energy Content of Electricity

- Action 1 Develop a program for the financing and installation of photovoltaic systems on residential buildings. The residential PV financing program should be coupled with the residential efficiency financing.
- Action 2 Develop a program for the financing and installation of PV systems on commercial buildings. The commercial PV financing program should be coupled with the commercial efficiency financing.
- Action 3 Increase renewable portion of utility electricity by advocating for increased state-wide renewable portfolio standards, participating a community choice aggregation, or using other means.
- Action 4 Incorporate renewable energy requirement into private green building ordinance.

Municipal Actions

- Action 1 Conduct audits of City buildings and identify buildings that are best-suited for efficiency and solar retrofits. Invest in efficiency retrofits and solar upgrades in qualifying city buildings.
- Action 2 When making decisions about where to rent or build new City facilities, give preference to buildings that are located in areas with convenient access to an existing transit line.

Strategy 6 – Increase City-Wide Recycling and Composting Rates

- Action 1 Promote commercial recycling servicing by hiring a consultant to contact businesses to offer assistance in implementing waste reduction and recycling programs or expanding current programs.
- Action 2 Continue to implement and promote food scraps collection for single-family homes
- Action 3 Recommend improvements to 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.
- Action 4 Evaluate the viability of implementing a ban on certain materials from landfill, e.g., yard trimmings, untreated wood, or cardboard.
- Action 5 Evaluate the viability of requiring that residents and/or businesses participate in the recycling programs offered through the City's franchisee.
- Action 6 Develop program that encourages overall reduction of waste in residential and commercial sectors.
- Action 7 Advocate for waste to energy and waste to marketable materials programs.
- Action 8 Ban certain high-polluting materials such as plastic bags and polystyrene.

Municipal Actions

- Action 1 Continue to implement recycling programs in City-occupied buildings.
- Action 2 Implement composting programs in City-occupied buildings.

Strategy 7 – Purchase Carbon Offsets

- Action 1 Participate in program to purchase carbon offsets.
- Action 2 Invest in reforestation projects, wetland redevelopment projects, and other projects that will result in carbon sequestration.

Strategy 8 – Community Outreach

- Action 1 Create a stand-alone Green Portal, or website, that would serve as the city’s hub for all things green. It 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.
- Action 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 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 will utilize the most effective means of engaging the broader community. The plan will likely include an education component that aims to educate children and adults.
- Action 3 Develop and implement a plan to engage local businesses in climate-related programs. This program should provide a benefit for both local government and businesses: the City, among other things, should 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, Hayward’s Clean and Green Taskforce, the Alameda County Green Business Program, and other business councils.

Municipal Actions

- Action 1 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.

HAYWARD CLIMATE ACTION PLAN

NOTES ON HOW STRATEGIES AND PROPOSED ACTIONS HAVE CHANGED BASED ON FEEDBACK

Blue type indicates notes on how proposed strategies and actions have changed based on feedback we received from citizens, the Sustainability Committee, City Council, and staff.

Strategy 1 – Transportation – 10 Actions

Strategy 2 – Land-Use & Zoning – 6 Actions

Strategy 1 and 2 were re-organized and Actions were re-organized to fit into the new strategy structure.

Strategy 3 - Improve Energy Efficiency of Existing Buildings – 5 Actions

Strategy 4 – Improve Energy Performance of New Buildings – 2 Actions

Strategy 5 – Increase Use of Renewable Energy – 4 Actions

Strategy 6 – Increase City-Wide Recycling and Composting – 6 Actions

Inserted a strategy to address purchasing carbon offsets

Strategy 7 – Community Outreach – 4 Actions

Strategy 7 has changed to Strategy 8

Note that we have separated out actions that apply to the entire community and actions that only apply to City operations. ICLEI suggests this approach, and to remain consistent with ICLEI's methodology we have followed their lead.

Strategy 1 - Transportation

Proposed Actions

Action 1 – Develop a streamlined program which encourages businesses to implement commuter benefits programs. The commuter benefits program might include an offer of commuter checks, use of the existing emergency ride home program, etc.

Notes: re-worded and combined with Action #4.

Action 2 – Continue to implement the City-wide bicycle master plan. Continue to expand biking programs through aggressive pursuit of grant funding to expand bike lanes and facilities. The expanded bike program may also include a program that encourages companies to institute a community-wide bike share program, provides bike maps of the city, etc.

Notes: re-worded and moved to Strategy 1 Transportation: Reduce Vehicle Miles Traveled Action # 5

Action 3 – Explore providing car sharing program such as Zip Car or City Car Share, and encourage large employees such as the colleges and HUSD to implement such programs.

Notes: re-worded and moved to Strategy 1 Transportation: Reduce Vehicle Miles Traveled Action #2

Action 4 – Create program which establishes initiatives to encourage participation in ride-sharing programs.

Notes: Combined with Action #1

Action 5 – Make climate impact (greenhouse gas emissions) a criteria for evaluating all new transportation infrastructure. Provide incentives through the development review process.

Notes: Deleted

Action 6 – Continue to improve fuel economy of city fleet including police cars, fire trucks, and maintenance trucks and continue to pursue alternative fuel vehicles.

Notes: Moved to Strategy 2: Transportation: Decrease GHG-intensity of Vehicle Fleet ... Municipal Actions

Action 7 – Consider making City-owned bikes available to City employees for day-use. Offer secure bike storage in all City-occupied buildings and, if there is interest, offer courses on bike safety and bike maintenance to City staff.

Notes: Moved to Strategy 1: Transportation: Vehicle Miles Traveled, Municipal Actions

Action 8 – Collaborate with BART and AC Transit to explore opportunities to expand services (for example, to extend rapid bus service from Bay Fair to the South Hayward Bart Station and pursue hydrogen fueling station).

Notes: Re-worded and moved to Strategy 1: Transportation: Vehicle Miles Traveled, Action # 4

Action 9 – Provide incentives for residents to purchase low-carbon vehicles.

Notes: Re-worded and moved to Strategy 2: Transportation: Decrease GHG-intensity of Vehicle Fleet, Action #1, Action #2 and Action #4

Action 10 – Continue to collaborate with state and federal authorities to promote alternative fuels and vehicle fuel efficiency standards.

Notes: Moved to Strategy 2: Transportation: Decrease GHG-intensity of Vehicle Fleet, Action #3

Additional Actions:

- Develop a comprehensive and long-term Transportation Master Plan to locate, evaluate, prioritize, and select appropriate transit modes such as street car, bus rapid transit, or other modes that eventually greatly decreases the need for personal vehicles for travel within the City. The Plan should integrate pedestrian, bicycles, and transit modes with motor vehicles. When proposing changes to the transportation system, the City will consider the climate impacts and give preference to solutions that reduce auto dependency and minimize GHG emissions. (Strategy 1, Action 7)
- Implement an Intelligent Transportation Systems (ITS) for surveillance and traffic control, such as synchronized signals, transit and emergency signal priority, and other traffic flow management techniques, to improve traffic flow and reduce vehicle idling. Expand roadway and intersection performance metrics to include pedestrian, bicycle, and transit ‘LOS’ criteria to measure quantitative and qualitative metrics such as accessibility, intersection crossing times, and other relevant and contextual data. As transportation design, planning, funding decisions are considered; recommend using the multi-modal evaluation metrics rather than the more conventional AASHTO and ITE Manual criteria. (Strategy 1: Action 8)
- Develop an incentive plan to maximize the number of residents that work within the City, filling local jobs first with local residents, to eliminate commutes. (Strategy 1: Action 11)

Strategy 2 – Land-Use & Zoning

Proposed Actions

Action 1 – Continue aggressive promotion of land-use planning as laid out in the General Plan. For example, 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 non-automotive modes of travel. Also, seek to integrate greater intensity of development and enhance the surrounding neighborhood within ½ mile of the South Hayward BART Station.

Notes: Re-worded and moved to Strategy 1: Transportation: Vehicle Miles Traveled Action #8

Action 2 – Continue to encourage development which encompasses walkability as a key component.

Notes: Re-worded and moved to Strategy 1: Transportation: Vehicle Miles Traveled Action #6

Action 3 – Explore the development of a Smart Code / form based codes.

Notes: Re-worded and moved to Strategy 1, Action #9

Action 4 – Consider implementing an incentive program that encourages more mixed-use housing and commercial development along transit corridors.

Notes: Deleted, similar to Strategy 1: Action #8

Action 5 – Explore the potential of implementing a community land trust to buy foreclosed properties and sell them to individuals who are employed in Hayward but reside in other areas and must commute in to work. A program may potentially be coordinated with local businesses.

Notes: Re-worded moved to Strategy 1: Action #10

Action 6 – Invest in reforestation projects, wetland redevelopment projects, and other projects that will result in carbon sequestration.

Notes: Moved to Strategy 7, Action #2

Strategy 3 – Improve Energy Efficiency of Existing Buildings

Proposed Actions

Action 1 – Develop a residential energy efficiency retrofit financing program. This financing program should be linked with the residential PV financing program.

Notes: Moved to Strategy 3, Action #3

Action 2 – Develop a commercial energy efficiency retrofit financing program. This financing program should be linked with the commercial PV financing program.

Notes: Moved to Strategy 3, Action #4

Action 3 – Create a program that encourages energy conservation in residential and commercial buildings. This program could be similar to the Green Building Ordinance for new construction in that it collects a number of energy conservation requirements (or recommendations) under one umbrella program.

Notes: Re-worded and moved to Strategy 3: Action #1

Action 4 – Develop and implement an energy conservation plan for City buildings and City operations.

Notes: Re-worded and moved to Strategy 3: Action #2

Action 5 – Audit all city buildings & identify opportunities for efficiency improvements from both operations and equipment upgrades.

Notes: Moved to Strategy 3: Municipal Action #3

Additional Actions:

- Develop a campaign requesting every household and every business to reduce their energy consumption by 10 percent over ten years. (Strategy 3: Action # 3)
- Develop a program to encourage or require installation of Home Energy Monitors in existing residences. This may be done in conjunction with Actions 1 or 3. (Strategy 3: Action # 4)
- Added two municipal actions

Strategy 4 – Improve Energy Performance of New Buildings

Proposed Actions

Action 1 – Complete development of Private Green Building Ordinance

Notes: Re-worded

Action 2 - Continue to update the recently developed Municipal Green Building Ordinance.

Notes: Re-worded

Additional Actions:

- Added one municipal action

Strategy 5 – Increase Use of Renewable Energy

Proposed Actions

Action 1 – Develop a program for financing and installation of photovoltaic systems on residential buildings. The residential PV financing program should be coupled with the residential efficiency financing.

Notes: No changes

Action 2 – Develop a program for the financing and installation of PV systems on commercial buildings. The commercial PV financing program should be coupled with the commercial efficiency financing.

Notes: No changes

Action 3 – Explore options for participating in a Community Choice Aggregation program.

Notes: Re-worded

Action 4 – Conduct audits of City buildings and identify buildings that are best-suited for efficiency and solar retrofits. Invest in efficiency retrofits and solar upgrades in qualifying city buildings.

Notes: moved to Strategy 5, Municipal Action #2

Additional Actions:

- Incorporate renewable energy requirement into private green building ordinance. (Strategy 5, Action #4)

Strategy 6 – Increase City-Wide Recycling and Composting

Proposed Actions

Action 1 – Promote commercial recycling servicing by hiring a consultant to contact businesses to offer assistance in implementing waste reduction and recycling programs or expanding current programs.

Notes: No changes

Action 2 – Implement food scraps collection for single-family homes.

Notes: re-worded to reflect implementation prior to adoption of CAP

Action 3 – Recommend improvements to 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.

Notes: No changes

Action 4 – Evaluate the viability of implementing a ban on certain materials from landfill, e.g., yard trimmings, untreated wood, or cardboard.

Notes: No changes

Action 5 – Evaluate the viability of requiring that residents and/or businesses participate in the recycling programs offered through the City’s franchisee.

Notes: No changes

Action 6 – Develop program that encourages overall reduction of waste in residential and commercial sectors.

Notes: No changes

Additional Actions:

- Advocate for waste to energy and waste to marketable materials programs (Strategy 6, Action #7)

- Ban certain high-polluting materials such as plastic bags and polystyrene (Strategy 6, Action #8)
- Implement composting programs in City-occupied buildings. (Strategy 6: Municipal Action #2)

Strategy 7 – Community Outreach

NOTE: Strategy 7 has changed to Strategy 8. Strategy 7 is now “Purchase Carbon Offsets”

Proposed Actions

Action 1 – Create a stand-alone Green Portal, or website, that would serve as the city’s hub for all things green. It would contain a dedicated area for green building, all programs related to the climate action plan, and information about local green jobs and training.

Notes: No changes

Action 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 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 will utilize the most effective means of engaging the broader community. The plan will likely include an education component that aims to educate children and adults.

Notes: No changes

Action 3 – Develop and implement a plan to engage local businesses in climate-related programs. This program should provide a benefit for both local government and businesses: the City, among other things, should 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, Hayward’s Clean and Green Taskforce, the Alameda County Green Business Program, and other business councils.

Notes: No changes

Action 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.

Notes: moved to municipal actions

**Sustainability Committee
Monthly Meeting Topics
2009**

Presenting Department	Date	Topic
DS	January 7, 2009	Solar and Energy Efficiency Financing, and Mandatory Solar for New Development
DS	February 4, 2009	OptiSolar Presentation and Tour
DS	March 4, 2009	SB 375 - Transportation Planning
DS	April 1, 2009	Cal State Master Plan Green Collar Jobs and Investment
MS	May 6, 2009	Energy Audit for City Buildings Facilities Discussion – New Steps Underway
DS	June 3, 2009	Annual Review of Green Building Ordinances and Implementation
DS	July 1, 2009	Update on State Codes (Water Efficiency, Green Building Code, Title 24, etc.)
DS/PW	September 2, 2009	Review of Sustainable Landscaping Measures and Implementation
DS/PW	October 7, 2009	Summary of Education and Outreach Efforts (Permit Center-Green Display, Website, Water Efficiency, etc.)
PW	November 4, 2009	Water Recycling Presentation
DS	December 2, 2009	To Be Announced