



## ECONOMIC VITALITY COMMITTEE REPORT

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March 18, 2021  
Community Development

**TITLE: REVIEW THE DRAFT STRATEGIES AND ACTIONS FOR THE CLIMATE ACTION PLAN UPDATE (CAP 2.0)**

**EXHIBITS:** 1. Draft CAP 2.0 Actions and Strategies  
2. Public Outreach

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### **EXECUTIVE SUMMARY**

The City's original Climate Action Plan was adopted in 2012 and outlines local actions to reduce greenhouse gas (GHG) emissions, enhance environmental sustainability, and prepare for climate change. The City Council identified preparation of an updated Climate Action Plan (CAP 2.0) as a priority in the Council Work Plan. The CAP 2.0 has been underway since the start of 2020. Throughout the process, the Committee on Energy and the Environment (Committee) has been reviewing project update progress reports, discussing project details, and providing feedback at key project milestones. The Committee has provided direction on and the City Council has affirmed a greenhouse gas (GHG) emission reduction target pathway and the document framework. The Committee has also provided feedback on draft actions for inclusion in the document.

As the next step in the process, a list of potential actions for inclusion in CAP 2.0 has been developed for public review, and as part of that process is being presented to various City boards and commissions, including the Economic Vitality Commission, as well as other stakeholder groups, for input. This list is still considered draft and may be expanded and/or further refined through the CAP update process and as new ideas, and potential actions emerge--including at the community workshop that will be held in spring.

### **RECOMMENDATION**

Review the draft strategy and actions for the CAP 2.0 and provide feedback.

### **FINANCIAL STATEMENT**

There is no financial impact to this action.

## **BACKGROUND**

The project kick-off occurred in early January 2020, though it experienced a delay due to COVID-19. CAP 2.0 meetings with the Committee on Energy and the Environment (Committee) have consistently occurred since August 2020, and an adjusted public outreach program, using virtual meetings, online tools and materials, and other methods of outreach has been underway.

### Evaluation of Existing Conditions

The first step in updating the Climate Action Plan involved reviewing a series of background documents important to understanding the City's current conditions and context for future policy setting. Those documents included:

- [Baseline Assessment Memorandum](#) with relevant plans, programs, and policies that inform the City's current decisions relating to climate activities.
- [CAP 1.0 Progress Memorandum](#) that assesses progress implementing the City's 2012 Climate Action Plan actions.
- [Climate Vulnerability Assessment](#) which provides a high-level overview of climate science, climate scenarios, and a summary of biophysical impacts of climate change in Pleasanton.

### Greenhouse Gas Emission Reduction Pathway

The next step was to establish a [GHG emission reduction pathway](#). This involved reviewing current State regulations, updating the existing greenhouse gas (GHG) inventory, forecasting future GHG emissions, forecasting future GHG emissions that are adjusted for State and Federal regulations, and setting a target pathway to reduce emissions. The Committee recommended, and the [City Council](#) affirmed, a short- and long-term target for emissions reductions which together define the pathway of emissions reductions for the City. The actions in the CAP 2.0 will be focused on closing the gap between the adjusted GHG emissions forecast and the pathway established.

### CAP 2.0 Framework

The next step was to determine the document framework which is crucial in identifying environmental priorities beyond reducing greenhouse gas emissions (e.g., clean water, protecting habitats, and resilience in the face of wildfires) and guiding the actions that ultimately get prioritized for inclusion in the document. The Committee recommended, and the [City Council](#) affirmed, an overarching goal for the document (i.e., a Vision Statement), parameters for the actions selected (i.e., Guiding Principles), other priorities of the City (i.e., Co-Benefits), and criteria to help prioritize and narrow down the potential actions ultimately included in the CAP 2.0 (i.e., Action Selection Criteria).

### Draft CAP 2.0 Actions

A "long list" of potential CAP 2.0 actions was then developed from the following sources:

- Reviewing the existing Climate Action Plan
- Best practices and actions from neighboring jurisdictions and other cities that have prepared Climate Action Plans
- Input from the public (e.g., online survey and public comments received to date), the Committee, and City staff

- Discussion at six different focus groups that included stakeholders and implementation partners (e.g., PG&E, Zone 7, StopWaste, etc.)

To prioritize the “long list”, the consultant team (Cascadia) with input from staff, completed a multi-criteria analysis (MCA). The MCA is a qualitative assessment, based on the consultants’ professional experience, available literature, peer city case studies, and outreach to date. It assigns a score for each action based on the Action Prioritization Criteria: effectiveness, cost, feasibility, support, co-benefits, and equity. The analysis aims to prioritize the action list to a realistic and achievable quantity of highly impactful actions that will be implementable over the life of the plan.

The prioritized long list of actions is included as Attachment 1. The high priority actions are recommended to move forward to the next step of analysis and the low priority actions are recommended to be removed from consideration. While the MCA helps establish the priority actions to include in the CAP 2.0, staff acknowledges there may be some actions that did not receive a high priority, but that ultimately may be included in the plan as either supporting actions (e.g., community outreach and education), or because they are of particularly high importance to the community (e.g., carbon sequestration actions).

In the current step of review of the draft actions, staff seeks input from several Committees, Commissions, and the community (including at a community workshop that will be held later in the spring). The action list is still considered a draft, and may be expanded, reduced, or refined based on the public outreach process that is currently underway. Attachment 2 provides a complete list of outreach conducted to date, and planned future outreach events.

Following the public outreach process, the refined high priority action list will go through a more detailed quantitative assessment which will include estimates of projected costs, and greenhouse gas emissions reductions for each action. The cost/benefit analysis will help determine the final list of actions included in the CAP 2.0.

## **DISCUSSION**

As mentioned above, a draft list of actions for consideration has been prepared and is being shared with the EVC for feedback and discussion. There are actions across a variety of sectors including Building and Energy (BE), Transportation and Land Use (TR), Materials and Consumption (MC), Water Resources (WR), Natural Systems (NS), and Community Resilience and Wellbeing (CR). Each sector has a sector-specific goal, high level strategies that identify how the City plans to achieve the goal, and specific actions for each strategy. For example:

### Transportation and Land Use

#### **Goal:**

- Reduce GHG emissions from transportation and enhance community mobility.

#### **Strategies**

- **Advance vehicle decarbonization:** Transition vehicles to electric alternatives to reduce greenhouse gas emissions.

- **Advance active, shared, & public transportation:** Enhance and maintain a safe, convenient, and effective system for sustainable transportation modes (e.g., pedestrians, bicyclist, transit).
- **Advance sustainable land use:** Promote density through advanced land use planning that reduces emissions and passenger vehicle miles traveled (VMT).

While the EVC can comment on the entire prioritized draft action list in Attachment 1, staff is calling attention to the following actions which are most relevant to the purview of the EVC:

Action ID	Action Name	Action Description
BE 1001	All-electric reach code	Adopt an all-electric building reach code <sup>1</sup> for new construction that limits the development of new gas infrastructure where economically feasible. Ensure solutions are equitably tailored to different building, ownership, and use types. <i>High priority (Strategy 1- Advance the decarbonization of buildings).</i>
BE 1164	Existing Building Electrification Plan	Develop an Existing Building Electrification Plan to advance electrification of existing residential and non-residential buildings. Include regulatory, incentive, and outreach approaches for converting from natural gas and propane to clean electricity. As a part of this effort: <ul style="list-style-type: none"> <li>• Conduct an existing building electrification analysis to identify areas of opportunities, building types, and prerequisites needed to make electrification cost-effective in the community. Work with EBCE to identify critical municipal facilities where solar/storage systems will be the most effective.</li> <li>• Use a phased approach that focuses first on municipal buildings, community education, and voluntary communication action, then becomes mandatory over time.</li> <li>• Leverage partnerships to provide financial incentives for existing residential and commercial building electrification, such as EBCE’s Resilient Home program.</li> </ul> As part of the Electrification Plan consider the following: <ul style="list-style-type: none"> <li>• Disclosures for permitting to improve compliance, electric panel upgrades, and electrification upon replacement. Consider limiting approval of permits for new natural gas HVAC and/or hot water heaters upon replacement.</li> <li>• Local policies that incentivize electrical panels upgrades that prepare buildings for full electrification, such as streamlined permitting.</li> <li>• Adopting an electrification ordinance for existing buildings, implemented through the building permit process, to transition natural gas to electric.</li> </ul> <i>High priority (Strategy 1- Advance the decarbonization of buildings).</i>
BE 1119	Maintain zero-emissions energy as default EBCE choice	Maintain a default EBCE choice for the community that ensures the community is receiving zero-emission energy. <i>High priority (Strategy 3- Expand Renewables).</i>

<sup>1</sup> A reach code is a local building energy code that “reaches” beyond the state minimum requirements for energy use in building design and construction.

<b>MC 1121</b>	<b>Promote StopWaste programs for businesses</b>	Work with StopWaste to promote participation in waste reduction and reusable programs (e.g., StopWaste Use Reusables), for businesses to incorporate more sustainable waste practices. <i>Low priority (Strategy 1- Increase waste diversion)</i>
<b>MC 1048</b>	<b>Low impact business development</b>	Partner with existing businesses to develop materials and incentives to reduce their carbon footprint (e.g., transit subsidies, Environmentally Preferable Purchasing Program toolkits, and climate action grant programs). <i>Low priority (Strategy 2- Enhance Sustainable Consumption).</i>
<b>TR 1062</b>	<b>Business-focused TDM program</b>	Collaborate with employers to provide incentives as part of transportation demand management (TDM) programs to encourage alternative modes of travel and reduce single-occupant vehicle use, consistent with the Bicycle & Pedestrian Master Plan Recommended Program 6.4.2 (1). <i>High Priority (Strategy 2- Advance active, shared, and public transportation).</i>
<b>TR 1065</b>	<b>Curb management program</b>	Research and develop a curb management program that prioritizes carbon reduction. Elements of the program would include: <ul style="list-style-type: none"> <li>• Establishing designated rideshare and third-party carpooling parking and loading/unloading delivery zones.</li> <li>• Incentivizing carsharing programs.</li> <li>• Integrating scooter and bike share docks, bike parking, autonomous vehicle loading zones, and green infrastructure.</li> <li>• Facilitating partnerships to explore methods to reduce delivery trips, prioritize bicycle delivery and smaller vehicles.</li> <li>• Increasing access to bikes through expanded bicycle rentals and rebates.</li> </ul> <i>High Priority (Strategy 2- Advance active, shared, and public transportation).</i>
<b>TR 1078</b>	<b>Workplace bike amenities</b>	Update the Municipal Code to require showers, lockers, changing areas, bike parking, and protected bicycle storage for new commercial developments of a certain size, consistent with the Bicycle & Pedestrian Mater Plan recommended programs 6.4.2 (2) and 6.6.2. (1). <i>High priority (Strategy 2- Advance active, shared, and public transportation).</i>
<b>TR 1180</b>	<b>Increase transit ridership</b>	Partner with transit agencies (e.g., BART, ACE, and LAVTA) to improve access to transit by: <ul style="list-style-type: none"> <li>• Providing seamless transitions between transit facilities and the public right-of-way and/or bicycle network (e.g., BART to Main Street)</li> <li>• Providing secure bicycle parking at transit stations and major bus stops</li> </ul> <i>Low priority (Strategy 2- Advance active, shared, and public transportation).</i>
<b>TR 1159</b>	<b>Shared parking</b>	Update the Municipal Code to expand provision 18.88.060 to allow businesses in all commercial, industrial, MU, and P zoning districts to offset parking count requirements for “discrete uses” <sup>2</sup> . <i>High priority (Strategy 3- Advance sustainable land use).</i>

<sup>2</sup> Discrete uses are defined by the Code as uses that are not in operation at the same time, the hours are or may be controlled by a Conditional Use Permit, and the uses share the same off-street parking facility. Currently Chapter 18.88 allows parking offset for discrete uses in the C-C, MU, and P districts but the provisions of the Code are not expanded to other C districts nor the I district.

Discussion Questions:

Staff poses the following discussion questions to the Commission:

1. Should any of the high priority actions be removed from the list (e.g., they may not be actionable/feasible, are already happening, or do not make sense for the community)?
2. Should any of the low priority actions be elevated to high priority and included in the next step of review (i.e., the quantitative analysis)?
3. Are any crucial actions missing?
4. Do you have any strong support or opposition to any of the actions listed?

**SUMMARY/CONCLUSION**

The feedback from this meeting and other public meetings and outreach will be provided to the Committee on Energy and the Environment. The Committee will review the results of the outreach and recommend preferred actions to be included in the CAP 2.0. The Committee recommendation and quantitative analysis will be provided to the City Council around June and a draft CAP 2.0 will be circulated in late summer. Ultimately, the City Council will review and act on the CAP 2.0 with an anticipated goal for CAP 2.0 adoption in fall of 2021.

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