

# ECAP Action Language

Note that narrative will follow each action to provide additional context  
(Updated 02/10/20)

## Transportation + Land Use

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### **TLU1: Align All Planning Policies & Regulations with ECAP Goals & Priorities**

In the course of scheduled revisions, amend the General Plan, Specific Plans, Zoning Ordinance, Subdivision Regulations, and appropriate planning policies or regulations to be consistent with the GHG reduction, adaptation, resilience, and equity goals in this ECAP. Specifically:

- Remove parking minimums and establish parking maximums where feasible, ensuring public safety and accessibility.
- Require transit passes bundled with all new major developments.
- Revise zoning such that 90% of residents are within 1/2-mile of the most essential destinations of everyday life.
- Provide density bonuses and other incentives for developments near transit that provide less than half of the maximum allowable parking.
- Update the Transit Oriented Development (TOD) Guidelines to further prioritize development of housing near transit, including housing for low, very low, and extremely low-income levels.
- Require structured parking be designed for future adaptation to other uses.
- Institute graduated density zoning.
- Remove barriers to and incentivize development of affordable housing near transit.
- Incorporate policies addressing sea level rise, heat mitigation, and other climate risks into zoning standards and all long-range planning documents. Revise these policies every five years based on current science and risk projections.
- Identify and remove barriers to strategies that support carbon reduction, adaptation, resilience, and equity goals, including community solar and energy storage.

### **TLU2: Abundant and Accessible Public Transit**

The City will work with public transit agencies to replace autos with public transit as a primary transportation mode for trips beyond walking distance, ensuring convenient, safe, and affordable public transit access within Oakland and to neighboring cities for all Oaklanders. Specifically:

- By 2023, the City shall work with public transit agencies to develop short- and long-term strategies to increase public transit ridership by at least 3% per year each year through 2050. Strategies will be based on modifying existing routes and creating new routes for increased reliability, frequency, speed, and efficiency; improving safety at bus stops, prioritizing Deep East and West Oakland; reducing travel times; and ensuring robust, quality service on routes that serve Deep East Oakland and West Oakland.
- To facilitate route efficiency, the City shall work with AC Transit to evaluate the need for new or changed routes in Oakland on an ongoing basis. AC Transit and the City will work as partners, with the City committing to improving travel time and passenger experience along major public transit corridors, and to implementing national and international best practices for prioritizing public transit on Oakland streets while accommodating other modes. The City shall work with public transit providers to ensure that economic disruptions of any roadway reconfigurations are minimized.

- The City shall work with public transit agencies, community organizations, and community institutions to ensure that all Oakland residents, regardless of location and disability status, can access the public transit network. To ensure accessibility and adequate service in hard to reach areas, the City and public transit agencies will consider supplementing the central transit network with zero-emission, short-distance, neighborhood-level transportation services such as shuttles, prioritizing areas with high percentages of zero-car or low-car households, persons with disabilities, low-income households, and senior citizens.

### **TLU3: Take Action to Reduce and Prevent Displacement of Residents and Businesses**

Leverage City resources and partnerships to prevent residential and business displacement, and preserve and expand existing affordable housing. Specifically:

- Expand support of Community Land Trusts, Community Development Corporations, and limited equity cooperatives to prevent displacement of residents and businesses, prioritizing tenants at highest risk for displacement.
- Leverage new State funding, as well as identify ways to generate additional local funds, to provide ongoing capital financing for housing acquisitions and rehabilitation to preserve existing affordable housing and convert market rate housing to affordable housing.
- Ensure that all programs funding housing preservation align with climate goals, such as electrifying and weatherizing buildings.
- Develop business anti-displacement programs that align with climate goals, such as increasing neighborhood-serving retail and electrifying and weatherizing buildings.
- Develop resources and incentives to support local entrepreneurs whose businesses are helping Oakland meet its climate goals, with an emphasis on entrepreneurs from frontline communities.
- Prioritize City support for community wealth building projects in Opportunity Zones, particularly where those projects align with ECAP goals.
- Prioritize workforce training dollars and business support for businesses that help meet ECAP goals, especially locally-owned and minority-owned businesses, and businesses primarily employing or creating wealth for frontline community members.

### **TLU4: Rethink Curb Space**

Prioritize use of curb space throughout the city by function. In order of priority, allocate curb space for mobility needs for public transit and active transportation, such as walking and biking; access for people and commerce (loading zones and short-term parking); activation; and storage for long-term parking. Prioritize curb space based on surrounding land use and mobility needs, per the city's adopted Bike and Pedestrian Plans. Where on-street parking is provided, revise pricing, availability, and location of parking to encourage active transportation, public transit, and clean vehicles without increasing cost-burden to low-income residents and other sensitive populations such as seniors. Use parking revenues to fund public transit and active transportation improvements in frontline communities. Specifically:

- Update parking pricing strategies for publicly accessible on- and off-street parking to adequately address demand and encourage mode shift.
- Require parking costs to be unbundled from residential and commercial leases.
- Enforce business compliance with parking cash-out requirements.
- Eliminate time limits, expand hours of meter operation, and implement demand-based pricing for on-street parking.
- Improve parking monitoring and enforcement.
- Establish Parking Benefit Districts with revenues to improve multi-modal access, public transit, and walkability of the commercial district.

- Build no new off-street, City-owned parking.
- Adopt an equitable fee structure in residential parking permit zones.

#### **TLU5: Create a Zero Emission Vehicle (ZEV) Action Plan**

By 2021, develop a ZEV Action Plan to increase adoption of electric vehicles and e-mobility while addressing equity concerns and prioritizing investment in frontline communities. The plan must set ambitious targets for ZEV infrastructure and must be coordinated with other land use and mobility options so that ZEV ownership is not necessary for access to ZEV trips, and ZEVs increase as a percentage of all vehicles while overall vehicle miles traveled decreases. The plan must address the following sectors: medium and heavy-duty vehicle electrification, including trucks and delivery vehicles; personal vehicle charging infrastructure in multifamily buildings, including affordable buildings; curbside charging; school and transit buses; and coordination with private and public fleet operators.

#### **TLU6: Ensure Equitable and Clean New Mobility**

Ensure that new mobility platforms and technologies equitably support City carbon reduction goals, including integrated planning for vehicles, public transit, and active transportation networks and amenities. Specifically:

- Demonstrate that new mobility programs, including ride share programs, align with and support GHG reduction and equity goals in this ECAP.
- Apply Greenlining Institute’s Mobility Equity Framework to policies and programs related to new mobility.
- Increase use of Intelligent Transportation Systems to give priority to transit and clean vehicles.
- Provide incentives for walking, biking, carpooling, and ride sharing, and disincentives for fossil fuel-based on demand delivery.
- Require carbon emission reduction plans for charging and rebalancing of micro-mobility fleets.
- Facilitate the establishment of Transportation Management Associations to enable distribution of public transit passes and invest in increased public transit and other mobility strategies, such as walking, biking and micromobility that can reduce vehicle miles travelled.
- Explore potential for a “mobility wallet” to pay residents to take carbon- and space-efficient travel modes.

#### **TLU7: Align Permit and Project Approvals with ECAP Priorities**

Amend Standard Conditions of Approval (SCAs), as well as mitigation measures and other permit conditions, to align with the City’s GHG reduction priorities stated in this ECAP. In applying conditions on permits and project approvals, ensure that all cost-effective strategies to reduce GHG emissions from buildings and transportation are required or otherwise included in project designs, including off-site improvements like bicycle corridor enhancements, wider sidewalks, crossing improvements, public transit improvements, street trees, and green stormwater infrastructure. Where onsite project GHG reductions are not cost-effective, prioritize local projects benefitting frontline communities to receive GHG mitigation funding.

#### **TLU8: Expand and Strengthen Transportation Demand Management (TDM) Requirements**

Increase TDM performance requirements for new developments where feasible to support the mode shifts necessary to achieve a low carbon transportation system. Expand the TDM program to include requirements for existing employers. Fund ongoing monitoring and enforcement of TDM requirements.

### **TLU9: Expand Neighborhood Car Sharing**

Expand the Neighborhood Car Sharing program, ensuring that all shared vehicles are electric vehicles by 2030 and that shared vehicle services address the needs of families, people with disabilities, and frontline communities. Coordinate program expansion with New Mobility programs, EV infrastructure planning, and with revised parking policies. Where feasible, work with partners including developers and property managers to provide dedicated EV car sharing services in multifamily affordable housing buildings to increase access and reduce the car cost burden to lower-income families.

### **TLU10: Establish Temporary and Permanent Car-Free Areas**

Establish temporary open and car-free streets areas to assess feasibility of creating permanent car-free areas citywide. Use car-free areas for active transportation, parklets and green infrastructure, pop-up community and commercial activity, and other uses that address community needs. Develop and plan car-free areas together with community members to ensure that community needs and equity impacts are adequately addressed.

## Buildings

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### **B1: Eliminate Natural Gas in New Buildings**

By 2023, prohibit new buildings and major renovations from connecting to natural gas infrastructure.

### **B2: Plan for All Existing Buildings to be Efficient and All-Electric by 2040**

By 2022, develop a policy roadmap to achieve decarbonization of the existing building stock by 2040, without additional cost burden or displacement risk to frontline communities. The roadmap must address:

- Equitable process and outcomes, including avoiding bill increases, ensuring benefits flow to renters, and local green jobs;
- Incentives and requirements;
- Regulatory obstacles;
- Phasing of implementation;
- Financial assistance for low-income residents and businesses, including on-bill financing;
- Opportunities for integration of distributed renewable energy generation and energy storage; and
- Opportunities and needs for energy efficiency and building envelop upgrades, taking into account local, state, and regional energy efficiency incentive programs and focusing particularly on renters, low income populations, and populations with a disproportionate risk of housing and business displacement.

### **B3: Prevent Refrigerant Pollution**

By 2023, develop a refrigerant management program that:

- Establishes a phaseout timeline for high-GWP refrigerants in existing buildings;
- Integrates with existing local and regional energy efficiency and building electrification programs as appropriate;
- Ensures enforcement of performance measures;
- Identifies financial assistance for low-income residents and businesses; and

- Aligns with refrigerant management strategies adopted by the State of California.

#### **B4: Reduce Lifecycle Emissions from Building Materials**

By 2022, adopt a concrete code for new construction that limits embodied carbon emissions. In subsequent building code updates, implement improved embodied carbon performance standards including additional materials and material-efficient building practices, with exemptions for cost barriers as needed to prevent these changes from directly increasing housing or rent costs. Ensure requirements are at least as stringent as the State of California procurement standards in effect at the time of the building code adoption. Explore ways of supporting local market development for low-lifecycle-emission and carbon-storing biogenic building materials.

#### **B5: Require All Major Retrofits of City Facilities to be All-Electric**

Effective immediately, retrofits of City-owned or controlled buildings shall not install any new natural gas infrastructure or equipment. All major retrofit projects shall eliminate gas infrastructure from the building and integrate energy storage wherever technically feasible and appropriate.

## Material Consumption & Waste

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#### **MCW1: Eliminate Disposal of Compostable Organic Materials to Landfills**

Fully fund and implement the requirements of California SB1383 and eliminate disposal of compostable organic materials to landfills. Ensure robust engagement with businesses and institutions, including schools, and continued residential outreach to reduce wasted food and effectively keep compostable material out of the landfill-bound waste stream. Work closely with franchise hauler to ensure that the compostable material stream is uncontaminated so that compost created is high-quality.

#### **MCW2: Establish a Deconstruction Requirement**

Establish a deconstruction requirement to reduce demolition waste from construction and renovation and facilitate material reuse. Regulate hauling and processing of construction and demolition debris to ensure that salvageable materials are identified and removed for reuse instead of being recycled or disposed to landfill.

#### **MCW3: Expand Community Repair Facilities**

Expand the City's existing tool lending library services to at least 5 other Oakland Public Library branches, recreation facilities, community centers, or other community sites by 2030, prioritizing East and West Oakland and low income neighborhoods. Ensure tool lending facilities support repairable household items and active mobility modes, including bicycles. Explore potential for onsite community partnership programming to teach repair skills and promote local repair businesses.

#### **MCW4: Eliminate Single-Use Plastics and Prioritize Reuse in Food Preparation, Distribution, and Sale**

By 2023, pass an ordinance to reduce the prevalence of single-use plastic in Oakland and to ensure that reusable food ware is the default in dining. Specifically:

- Require reusable food service ware for all dine-in establishments.

- Mandate that any single-use food ware (plates, bowls, cups) and accessories (straws, utensils, condiment cups) are BPI certified compostable fiber, except where certain materials may be deemed medically necessary or necessary to ensure equal access for persons with disabilities.
- Require that any single-use accessories (straws, utensils, condiment cups) are only available on demand.

By 2025, the City shall expand on its ban of expanded polystyrene food containers to other categories of single-use plastic and disposable food service ware as needed to meet the City’s Zero Waste goals, and to ensure that all materials going to compost facilities within Alameda County are truly compostable.

**MCW5: Strengthen Infrastructure and Partnerships for Edible Food Recovery**

Support existing capacity, and develop new capacity, to recover edible food that is otherwise wasted, and distribute that food for human consumption. Engage with stakeholders including local food donation, recovery, and collection organizations to build robust collection and food storage capacity, and reliable distribution systems to the neediest populations. Engage with food generators such as supermarkets, wholesale distributors, large hotels, and institutions, to increase access to surplus edible food that food recovery partners want (or will accept) and to ensure food generators comply with the Edible Food Recovery requirements of SB 1383. Inform edible surplus food generators about strategies and best practices for preventing surplus food.

**MCW6: Support the Reuse, Repair, Recovery, and Refurbishment Economy**

By 2025, create a community reuse and repair program to increase waste diversion, reduce material consumption, and create green jobs. As part of creating this program, the City will also explore creating or designating live/work or other spaces dedicated to material repair and upcycling, and selling of repaired and upcycled goods. Specifically:

- Remove land use and other barriers to developing businesses that reuse or repair consumer goods, where doing so will not adversely impact the surrounding residential neighborhood.
- Develop resources to support direct donation to charitable organizations.
- Increase public awareness of and access to opportunities for reuse, product rentals, repair, and donation.
- Support, regulate, and expand the citywide reuse infrastructure.
- Establish a methodology to assess benefit of reuse and repair programs to goals for waste diversion, GHG emissions, and economic development.
- Partner with local vocational programs and/or OUSD to launch at least one high school or community college-level Repair Arts Academy.
- Develop a grant, recognition, or incentive program to celebrate and encourage local repair businesses or leaders.

## City Leadership

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### **CL1: Evaluate and Reduce Climate Impacts of City Expenditures and Operation**

By 2021, develop a GHG Impact Analysis for incorporation into budget, capital, and work plans at the departmental level. By 2023, adopt the Good Food Purchasing Policy or similar policy for all food purchased by the City for City business/events or as part of City contracts for events and activities, to ensure that all such food has minimal carbon impacts and maximum health, equity, and local economic benefits. By 2024, track annual embodied GHG emissions related to City expenditures for construction, building maintenance, travel, and food. By 2025, establish maximum GHG performance thresholds for these and other appropriate City purchases.

### **CL2: Phase Out Fossil Fuel Dependency in All City Agreements and Contracts**

Explore ways to eliminate fossil fuel reliance in all agreements and contracts entered into by the City of Oakland, including utility and contractor franchise agreements, facility and infrastructure design and construction contracts, and other agreements in which fossil fuels will be directly or indirectly utilized to conduct the City's business.

### **CL3: Accelerate City Fleet Vehicle Replacement**

By 2030, ensure that over 50% of the City's fleet uses alternative fuels, with 100% of all non-emergency response sedan purchases being zero emission vehicles. By 2030, triple the number of electric vehicle chargers dedicated to fleet vehicles compared to 2020. By 2025, develop a feasibility study to identify zero emission and alternative fuel solutions for all City heavy-duty and emergency response vehicles and equipment.

### **CL4: Explore Creation of Public or Green Bank**

Explore, with other East Bay cities and regional partners, creation of a regional Public Bank or Green Bank for the purposes of fossil fuel divestment in City investments and local climate-friendly reinvestment. Identify options and potential for using this mechanism or others to fund climate action activities.

## Adaptation

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### **A1: Fund Creation and Operation of Resilience Hubs**

Increase community resilience by (1) supporting community engagement and community-led disaster preparedness training, prioritizing frontline communities first; and (2) developing protocols and enhancing building systems to enable trusted community-serving facilities – including libraries, recreation and community centers, and parks – to reliably serve their communities as places of refuge during smoke days, extreme heat, and power outages. By 2022, identify and prioritize specific resilience needs and gaps in frontline communities, and assess feasibility of establishing Resilience Hubs at both municipal and community facilities in areas with prioritized gaps. By 2025, partner with established community resilience groups to co-develop and pilot three Resilience Hubs: community-serving facilities that support residents year-round and support resource distribution and onsite services before, during, or after a natural hazard event. Identify ways that the City can support decentralized community

facilities to serve residents who are unable to travel to centralized resilience hubs during disasters and emergencies.

## **A2: Fund and Implement Citywide Vulnerability Assessment and Comprehensive Adaptation Plan**

Complete and/or update emergency plans, including the Local Hazard Mitigation Plan (LHMP), matching Federal requirements, including hazard identification and climate risk assessment. In conjunction with the update or adoption of the LHMP, complete a citywide vulnerability assessment and comprehensive adaptation plan, addressing climate risks using forward-looking projections and including community stakeholder engagement. Use results of these plans to identify existing and trusted community-serving facilities, including recreation and community centers and parks, as well as locally-trusted private facilities, to serve as shelter, evacuation, and/or clean air centers for future climate emergency events, prioritizing resources in frontline communities. Implement key recommendations of these plans by 2025 to address major climate risks in frontline communities first. Update these documents every 5 years with evolving climate and risk projections and adaptation best practices.

## **A3: Wildfire Risk Reduction**

Fully fund and implement a Vegetation Management Plan for high-fire risk areas. Require building owners in high-risk areas to maintain defensible space and implement low-cost fire prevention measures. Increase wildfire safety requirements for new construction or major renovations in high fire risk areas.

## **A4: Expand and Protect Green Infrastructure & Biodiversity**

Fund and implement a green infrastructure program for the installation and maintenance of projects to improve stormwater management, support biodiversity, reduce air pollution exposure, and increase access to natural spaces, including trees. Prioritize investment in frontline communities, and particularly in residential neighborhoods dominated by concrete and asphalt with limited green space and elevated air pollution, in Priority Conservation Areas, and in areas where green infrastructure, including trees and other types of vegetated buffers, can effectively address stormwater management issues and reduce air pollution exposure among sensitive populations. By 2023, identify funding to expand green stormwater infrastructure citywide.

## **A5: Identify and Reduce Financial Risks from Climate Change**

By 2024, evaluate existing and potential financial risks posed by climate change to both City and community. Recommend strategies to mitigate these risks as available and appropriate, including options for insurance products, green infrastructure bonds, real estate strategy and other appropriate mechanisms.

## **A6: Enhance Community Energy Resilience**

Work with EBCE to develop a program and timeline for increasing resilience to power losses, including Public Safety Power Shutoffs (PSPS), and climate-driven extreme weather events for low income, medically dependent, and elderly populations through installation of renewable energy and onsite energy storage with islanding capabilities. Include energy efficiency building upgrades in any program,

leveraging local and regional incentives. This program may include grants, incentives, rebates, and/or integration with other energy programs.

## Carbon Removal

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### **CR1: Develop Local Carbon Investment Program**

By 2023, Establish a program for both voluntary and compliance GHG mitigation fees to be invested locally. Prioritize projects in frontline communities, such as tree planting, building electrification, creek restoration, and neighborhood EV car share. Partner with Oakland businesses to establish a “Carbon Neutral Oakland Business” designation, with any offset or “Polluter Pays” fees invested locally, with priority benefit to frontline communities

### **CR2: Expand and Protect Tree Canopy Coverage**

By 2022, create a fifty-year Urban Forest Master Plan that:

- Prioritizes strategies to address inequities among neighborhoods in tree canopy coverage;
- Ensures that carbon sequestration is a major factor in tree planting targets, selection of tree species, and tree management practices;
- Establishes a clear and sustainable funding mechanism for ongoing tree maintenance; and
- Establishes a protocol and goals for community partnerships for tree planting and maintenance.

### **CR3: Explore Carbon Farming**

Explore potential for carbon farming on vacant public or private land, and in coordination with other public landowners in Oakland. Consider requirements and incentives and prioritize investments in frontline communities where feasible. By 2025, establish a pilot carbon farming project to evaluate carbon removal opportunities.

### **CR4: Rehabilitate Riparian Areas and Open Space**

Identify funding to continue and expand programs to restore creeks and provide ecosystem services in coordination with stormwater management planning, prioritizing investment that reduces climate risks in frontline communities. Include funding for ongoing maintenance and public access.

### **CR5: Assess Feasibility for Sequestration Incubator**

By 2025, evaluate the potential for a Carbon Sequestration Incubator in Oakland to incubate and develop green jobs in urban agriculture, urban forestry, aquatic and riparian restoration, engineering technology, and/or other forms of carbon removal. Assess market opportunities, policy drivers, potential locations, and existing businesses and non-profits that may benefit from co-locating in such a space.

### **CR6: Explore Regional Aquatic Sequestration Opportunities**

Coordinate with other Bay Area municipalities, non-profits, and agencies to develop a regional approach to aquatic sequestration in San Francisco Bay by 2030.

## Port Leadership

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### **PL1: Reduce Emissions from Port Vehicles and Equipment.**

- By 2022, develop a long-term plan for full electrification of drayage trucks.
- By 2024, develop a zero-emissions transportation master plan for all airport operations.
- By 2026, develop and install sufficient electric charging infrastructure for 50% of all yard trucks and cargo handling equipment.
- Plan electric charging infrastructure as part of a comprehensive backup power and climate resilience effort to insulate the Port of Oakland from the impacts of changing electric power reliability.
- Study the feasibility of renewable diesel in Port sources of GHG emissions as an interim strategy on the pathway to all-electric vehicles.
- Study the effect of the extra weight of battery electric trucks on the overweight corridor.
- Work with State and private businesses to develop and host a renewable hydrogen production, storage, and fueling infrastructure pilot project.
- Analyze the potential for establishing entry fees for GHG-producing vehicles as a funding source for PEV infrastructure.

### **PL2: Reduce Emissions from Electricity**

By 2023, Port of Oakland should procure 100% carbon-free electricity for Port operations and all electricity supplied to tenants or other end users.