





Irvine CAAP Strategies Feedback Recommendations

[Survey Link](#)

****This forum will be open for feedback through August 31, 2023.****

  **Very few people have provided feedback on electrifying buildings 🙄, which is critical to meeting climate justice goals. If you only have time for one issue area, please skip to the [buildings](#) section of the survey.**  

Also, equity considerations are missing from almost all the CAAP measures. Vulnerable communities will suffer the most from climate impacts, and their needs must be centered in CAAP measures. Please highlight this need in your feedback.

This forum allows community members to provide feedback on potential measures to reduce greenhouse gas (GHG) emissions in Irvine. **It is crucial you provide feedback** since this will be our primary means of winning necessary changes in the CAAP so it is equitable and effective. The following document is to provide additional information on strategies and share CAC's recommendations to the city of Irvine on strategies/ actions.

Instructions to give your feedback:

1. Click on the [survey link](#).
2. Create a consider.it account. You can use a pseudonym or your initials if you do not want your name displayed on this forum.
3. Browse the tabs below and click on an action to **indicate its priority level by sliding the pointer on the scale next to the action.**
4. If you want to give your opinion on a specific action, submit your comment using the "pros & cons" feature. **We recommend you fill out this section as much as possible with the pros and cons of each item or aspects missing from the action .**
5. **Submit your own ideas for actions or rate ideas others have posted** at the bottom of each page. Others will be able to give feedback on the ideas you post. Many already submitted are great and have also been reviewed in the document below.

Strategy Analysis and Feedback Recommendations

Transportation Actions

EV ADOPTION - 11 measures

Overall Notes: We can not EV our way out of the climate crisis. While EV adoption is important, and it is key we do not leave disadvantaged communities behind, EV adoption should not be our primary means to address transportation emissions. We must prioritize getting people out of cars and into other modes of transportation.

1. High Priority Measures

- a. Create a ZEV Vehicle Replacement Policy in which City fleet vehicles are replaced with zero emission technology vehicles at levels above and beyond the requirements of State regulation.
 - i. This policy is critical since the city has a large fleet of vehicles and has direct control over what vehicles they use/ buy
 - ii. **Recommendation:** Resolution to only buy only ZEVs with a 2024 start date/ after the CAP is adopted and replace the cities fleet with only ZEVs by 2040
- b. Promote awareness of local, regional, and State incentives for low- and zero-emission vehicles, such as those provided by Southern California Edison (SCE) and South Coast Air Quality Management District (SCAQMD).
 - i. This policy will facilitate the affordable adoption of EVs and E-bikes if done correctly!
 - ii. **Recommendation:** Expand this program to include information on rebates and incentives for **E-bikes**. Also we must ensure this program is also focused on low-income households and disadvantaged communities so they are able to affordably adopt EVs and E-bikes.

2. Low Priority Measures

- a. Adopt an EV charging reach code on or before 2026 to increase levels of EV readiness in new residential and nonresidential development beyond the minimum mandatory levels established in CALGreen.
 - i. **Reason Not Needed:** Minimums provided in CalGreen are sufficient. The city should focus on programs that increase access to charging for communities of concern and affordable housing, particularly in older apartments.
- b. Implement accessible hydrogen fuel cell fueling infrastructure in the City as hydrogen vehicles become commercially available.
 - i. **Reason Not Needed:** Hydrogen fuel cell technology has been and is still unreliable for passenger vehicles. Hydrogen fuel is also most often dirty and will further increase GHGs and worsen the climate crisis.

Enhance and expand transit lines and infrastructure- 16 Measures

Overall Notes: Many of the proposed strategies are necessary to increase public transit ridership, but some strategies recommend Hydrogen fuel cells and micro transit which the community has opposed for a long time. These strategies have no place in the CAAP or our climate future. Overall we need strong explicit commitments included in strategies on mode share to public transit and measurable goals.

1. High Priority Measures

- a. Measures 1-12 sorted by trending: Improve transit infrastructure, bus stop infrastructure, biking parking near transit, circulatory transit system, extending operation hours, reducing fare, and improving street infrastructure for faster transit times
 - i. All of these measures are crucial
 - ii. **Recommendation:** We need **explicit commitments** and goals such as redoing street infrastructure during every time a street is redone until all streets with transit have been improved, redoing the top 10-15 most used bus shelters for heat and adding bike parking, and overall mode shift goals (ie increase public transit to 10% of mode share by 2030 and 15% by 2035)

2. Low Priority Measures

- a. Implement an electric carshare program at the Irvine Station to provide zero emissions first mile-last mile travel.
 - i. Mixed opinions- should be emphasis on biking/ walking
- b. Work with OCTA to expand on-demand service to underserved areas of the City.
 - i. **Reason Not Needed:** This is similar to micro transit which is expensive, often difficult to use for these communities, and inconvenient
 - ii. **Recommendation:** Increase bus routes and frequency to underserved areas of the city and implement low or no cost fares for disadvantaged community members.
- c. Consider deployment of ZEV shuttles to provide on-demand service.
 - i. **Reason Not Needed:** This is similar to micro transit which is expensive, often difficult to use for these communities, and inconvenient
 - ii. **Recommendation:** This strategy is not needed
- d. Provide on-demand public transit services that offer flexible routes and on-demand scheduling through coordination with OCTA or a private entity.
 - i. **Reason Not Needed:** Micro transit is expensive, often difficult to use for these communities, and inconvenient
 - ii. **Recommendation:** This strategy is not needed

Develop accessible and safe bicycling and walking infrastructure - 9 Measures

Overall Notes: Stated goal is reducing transportation emissions by 6.4% by 2030 and 7.5% in 2045. We need clear commitments on bike share mode targets such as achieving 7% cycling by 2030 and 15% cycling by 2035 to reach our climate goals and strong commitments on measurable actions like 100 miles of class 4 protected bike lanes.

1. High Priority Measures

- a. Implement bicycle and pedestrian trail network improvements to close gaps and improve connection with the regional trail network.
 - i. **Debrief:** This is important because many of the trails in Irvine are not connected, making them unusable outside of short recreational bike usage.

- ii. **Recommendation:** aim to connect all existing bike trails by 2040, and create 100 Miles of new class 1 bike lanes or bike trails by 2040.
- b. Continue ongoing work with Irvine Unified School District to build on its local Suggested Routes to School program to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools.
 - i. **Debrief:** Many children have been injured walking or biking to/from school across CA and many Irvine parents have stated they won't let their children bike or walk because of fear of being hit by a car. It is crucial youth have safe routes to school.
 - ii. **Recommendation:** develop a safe routes to school plan and implement the plan so that youth at every school in Irvine know they can safely bike or walk or school.

If you have ideas for actions in the transportation sector that are not listed, please provide your suggestions here- 10+ Measures

Overall Notes: Community leaders and residents have added key measurements that should be included in the plan, and listing these as high priority will help in ensure these strategies are added to the plan.

High Priority

1. Adopt a Vision Zero Policy
 - a. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. In an attempt to create a balanced and truly multi-modal transportation system, addressing traffic safety concerns for vulnerable road users will be critical to getting people out of their cars and using more sustainable modes of transportation.
 - b. **Currently, many bikers and pedestrians are injured or killed every year**, and Irvine expects that number to continue to increase in the next 2 years. We need NO deaths and a vision zero policy is a means to ensure the council is committed to enacting policies that will make this a reality.
2. Install protected intersections at high-speed arterials with bicycle traffic lights and restricting right-turning cars to improve safety, perceived comfort, and traffic flow.
 - a. This is an additional strategy to help us get to vision zero and ensure that no one is hurt or injured while biking or walking in Irvine.
3. Adopt a Complete Streets Policy
 - a. A Complete Streets Policy attempts to meet the needs of all users and rectify infrastructure that has neglected vulnerable road users, ensuring that all streets in a community serve all users, either through new construction or redesign of existing streets.
4. Prioritize the addition of protected bike lanes and sheltered bus stops in disadvantaged communities

- a. This ensures that all community members have equitable and safe access to biking and walking.
- 5. Reduce parking minimums citywide for new developments, and abolish parking minimums in high-density neighborhoods in Irvine such as IBC and Spectrum.
 - a. Parking minimums mean more of the land in Irvine is being used for Cars. If we want to dissuade people from using cars and effectively use land in Irvine for safe accessible walking and biking that means we also need space for denser housing and safe streets/ bike trails/ and sidewalks.

Building Energy Actions

Enroll 100% of communitywide accounts in 100% Renewable Choice options from OCPA or SCE. - 2 Measures

High Priority

- 1. Conduct outreach to residents and business owners to increase awareness of OCPA's carbon-free electricity supply, and encourage retention at 100% renewable service level.
 - a. Overview: It is important that residents and businesses choose to remain in the 100% renewable energy tier since we do not want our homes and buildings being fueled by fossil fuels.

Low Priority

- 1. Maintain awareness of SCE's 100% Renewable Green Rate availability and seek rate competitiveness with OCPA service.
 - a. **Recommendation:** We want to prioritize OCPA's success, lowering rates, and maintaining customers in OCPA's program since then the community will actually be able to benefit and receive funds back from paying for their energy through community funding from OCPA.

Retrofit existing residential buildings, aiming for a 72% electrification rate by 2045.- 6 measures

Notes:

High Priority

- 1. Develop a comprehensive energy retrofit program to transition existing residential buildings to all-electric. Begin a program providing incentives. Consider transitioning to point-of-sale and retrofit requirements.
 - a. This is important so that existing buildings and residents are not left behind during the transition to clean energy
 - b. Retrofit and point of sale requirements should be adopted by a specific date

2. Connect building owners to funding resources and financing options for energy efficiency retrofits and improvement projects.
 - a. This is especially important since this will allow for renters to experience the benefits of retrofits in energy savings and health benefits.
 - b. **Recommendation:** also provide education for building owners on the importance of retrofits for residents health, savings, and climate, which can be used as a selling point and additional benefit provided for renters.
3. Adopt an ordinance requiring a U.S. Department of Energy (DOE) Home Energy Score (HES) Assessment and energy efficiency upgrades for existing residential building additions or alterations with a permit value of \$50,000 or higher.
 - a. Yes this is important so that we can slowly transition existing building and homes in Irvine.
 - b. **Recommendation:** connect homeowners with financing and rebate programs so that while they are doing upgrades they can consider all upgrades to increase their home value, reduce emissions, and ensure safe homes.
4. Secure funding to expand the features of the One Irvine program incentives for home retrofits, including Permit Fee Holiday, Residential Rehabilitation Program, Green Home Grants, and Home Improvement Loans.
 - a. This program has been helpful but has currently had a very small impact and reach in the community since only a few homes have benefitted.
 - b. **Recommendation:** we need to ensure this program is expanded so it is accessible to as many residents as possible.
5. Continue implementation of the Switch is On campaign to promote home electrification that provides Irvine residents access to one-on-one advisors, vetted contractors, and information about incentive programs and rebates.
 - a. Overview: this program has helped homeowners make swaps in their homes and if this program is accessible to all residents, it will make electrification and retrofits easier for residents.
 - b. **Recommendation:** ensure all information for advisors, contractors and programs/rebates are also easily accessible on Irvine's website.
6. Adopt an ordinance requiring a DOE HES Assessment and energy efficiency upgrades for existing residential buildings at point of sale.
 - a. This will help with energy efficient upgrades like electrification retrofits. Doing this at point of sale of the home will also mean that it will be a comparatively small cost and will ensure that the home the new residents are coming into is up to date, efficient, safe, and lower costs on utilities. This is benefit for sellers and buyers.
 - b. **Recommendation:** Provide both seller and buyers of benefits of a HES assessment

Retrofit existing nonresidential buildings, aiming for a 46% electrification rate by 2045.- 5 measures

Top Priorities

1. Develop a comprehensive energy retrofit program to transition existing nonresidential buildings to all-electric, aiming for a 46% conversion rate by 2045. Begin program providing incentives then transition to retrofit requirements.
 - a. The goal of 46% by 2045 is inadequate, and should be 100% by 2030.
 - b. This measure should also include creation of a plan to rehabilitate and retrofit existing buildings, including by installing renewable energy sources like solar panels, replacing gas-powered appliances with electric ones, and making homes more energy efficient through weatherization and other upgrades.
2. Pilot an all-electric retrofit at an Irvine Community Center.
 - a. This means an Irvine community center will have appliances upgraded to be all electric
 - b. Recommendation: we need a date when this will be completed such as 2025
3. Eliminate the provision of fossil fuel-powered backup generator permits for existing nonresidential development by 2028.
 - a. The city should increase adoption of batteries and microgrids to eliminate the need for fossil fuel-powered backup generators.
4. Adopt a Building Performance Standard that requires owners of multi-family, commercial and industrial buildings 20,000 square feet and larger to benchmark building energy use annually and perform audits and building upgrades.
 - a. This allows workers and families in multifamily housing to not be left behind as we transition to clean energy and electrification. This is important since workers and those living in multifamily housing can also be disadvantaged community members and deserve low cost utilities, and safe clean homes and work spaces. This measure should include a target date consistent with CAAP goals.

Low priorities

1. Require benchmarked buildings to display their energy efficiency scores label in a conspicuous location near each public entrance.

Eliminate the use of natural gas in new development by 2025, aiming for a 90% electrification rate through 2030 and a 95% electrification rate through 2045. -

High Priority

1. Implement the Building Electrification Ordinance, effective January 1, 2025.
 - a. This ordinance ensures all new buildings in the city are all electric which is necessary to meet our climate goals
 - b. Recommendation: Speed this timeline to January 2024 or as soon as possible. The city should also create a plan for how it will retrofit all buildings to all electric in line with CAAP goals.

2. Partner with Southern California Regional Energy Network (SoCalREN), OCPA, SCE, other cities, and the private sector to develop effective strategies to facilitate electrification implementation.
 - a. Recommendation: Irvine should create a program that facilitates electrification of affordable housing and other rental housing and provides technical assistance to nonprofit affordable housing providers to navigate utility allowances and other electrification issues. Irvine can also use its influence on the OCPA board to create funding for such programs.

Community Actions Recommended - 2 Actions

Top priorities

1. Require hiring water and native plant professionals from our First People/Native Nations for the best ecological input BEFORE beginning building and park projects.
 - a. Ensure the diversification of tree species, including using native tree and shrub species and/or species that are adapted to higher temperatures and require less water.
2. Make half of all new buildings built in the City affordable housing
 - a. Focus new development in areas that will allow residents, employees and visitors to safely, conveniently and enjoyably travel as a pedestrian, or by biking, or transit, such as in Transit Priority Areas (TPAs), and areas of the city with the lowest amount of vehicular travel.
 - b. Increase housing affordability by creating programs that help affordable housing owners complete electrification retrofits that advance affordability by reducing ongoing operations and maintenance costs for residents and building owners.
 - c. Plan for land uses that will allow existing residents, employees and visitors to more safely, conveniently and enjoyably travel as a pedestrian, by walking, biking, or transit.
3. Create a municipal retrofit plan to facilitate 90% of municipal retrofits by 2035
 - a. This plan is necessary to gauge existing municipal buildings and facilities and costs for retrofits. This plan will also make it easier for the city to search for and win funding to accomplish these retrofit programs, and in the long term save money by upgrading to energy-efficient projects.

Waste Water and Other Actions

Reduce waste generation and increase the diversion of waste from landfills, diverting 80% of all waste by 2030 and 90% by 2045.- 16 Actions

Top Priorities:

1. Adopt an ordinance banning the use of polystyrene foam and single-use plastics, prohibiting the sale and distribution of polystyrene foam containers and banning polystyrene foam products from City facilities (including parks).
 - a. Yes and this is important for the city as a whole not only for city-owned and operated facilities. Initial discussions of this have already begun as well.
2. Partner or contract with local food recovery organizations (e.g., Abound Food Care, Bracken's Kitchen, Food Finders, South County Outreach) to redistribute food waste to disadvantaged communities.
 - a. This is key to reduce food waste and increase community resilience by ensuring all community members have food security and access to food
3. Adopt an ordinance that requires recycling and composting services, the use of only recyclable and compostable materials by vendors, and adequate staff to ensure proper disposal and recycling at events that require a city-issued permit.
 - a. This reduces community waste and encourages vendors in Irvine to switch to recyclable materials
4. Adopt a comprehensive construction and demolition ordinance to reach a 75 percent diversion rate.
 - a. Construction and demolition creates a lot of waste, and this measure has been successful at reducing waste in other cities
5. Implement and enforce the requirements of Senate Bill 1383 and eliminate the disposal of compostable organic materials to landfills.

Low Priority

1. Work with Orange County Waste & Recycling to evaluate the feasibility of hydrogen generation from organic waste at local landfills.
 - a. We do not need hydrogen production in Irvine as there is currently no use for hydrogen in decarbonization efforts in the city

Reduce emissions from landscaping and construction equipment by supporting a transition to electric equipment.- 8 Actions

High Priority-

1. Adopt an ordinance to require business owners (including landscaping businesses) to convert or replace their gasoline-powered gardening equipment, such as lawn mowers, leaf blowers, and hedge trimmers, with electric equipment.
 - a. Gas gardening equipment creates a lot of emissions in just an hour of use so it's important to switch to all electric as a zero emissions alternative.
 - b. **Recommendation:** prioritize helping small businesses and communities run or owned by disadvantaged community members make this transition at low or no cost through connecting them to electrification funding or providing funding
2. Promote SCAQMD's Commercial Electric Lawn and Garden Equipment Incentive & Exchange Program available to commercial landscapers and gardeners and local governments, school districts, colleges and non-profits.

- a. This helps make the transition to all electric equipment low or no cost and is a top priority!
3. Promote SCAQMD's residential Electric Lawn Mower Rebate Program which provides incentives to replace gas-powered landscape equipment with an electric alternative.
 - a. Many residents own gas powered lawn equipment and this program will make it easy and low-cost to swap out their equipment for new efficient and low-emission equipment.
4. Require all construction projects starting in 2024 to consider decarbonizing fuels and require the use of Tier 4 construction equipment.

Protect and enhance native trees and vegetation.- 6 Actions

Top Priority

1. Create an Urban Forest Management Plan, including a tree inventory and maintenance plan.
 - a. Increase tree planting in Communities of Concern such as the IBC, starting with the planting of 40K new trees in these communities by 2030.
 - b. Create a Street Tree Master Plan with a target of planting 100,000 trees by 2035. Within the Street Tree Master Plan, identify City lands and spaces that need trees and identify ways to increase permeable areas for new trees, focused in Communities of Concern.
 - c. Conduct a new Urban Tree Canopy assessment utilizing light detection and ranging (LiDAR) technology to identify areas in need of additional tree canopy.
 - d. Increase tree planting in Communities of Concern by identifying city lands/ spaces that need trees.
2. Develop a free residential yard tree program that prioritizes homes in disadvantaged communities.
 - a. This is important to increase shade trees in disadvantaged communities in Irvine since that is where there is currently the least amount of tree canopy coverage. The program should also include rental properties.
3. Amend the zoning code to create tree planting standards for new and renovated development.
 - a. This will allow for more trees in both existing neighborhoods and new developments.
 - b. **Recommendation:** Specific guidelines on the kind of trees planted need to be provided, and native, drought tolerant trees that provide ample shade should be recommended.
4. Use tools such as CalEnviroScreen to determine priority pollution-burdened areas of the city that may benefit most from vegetative barriers and plant drought-tolerant vegetative barriers in these areas.
 - a. For communities living in polluted neighborhoods or near large sources of pollution like the freeway, a vegetative barrier will help reduce both noise and air pollution and should be prioritized.

Ideas not Listed

Top priority

1. Replace lawns on city property with low-maintenance, drought-tolerant native grasses and groundcovers.
2. Increase green space and park access in disadvantaged communities.
3. Use low-carbon and carbon-sequestering construction materials in new development.